

POLICY D2: RAILWAY LANDS

Any future proposals for development that involve rafting over the railway land from Gospel Oak to Kentish Town Station and from Kentish Town Station to Camden Road will be given consideration in terms of the following criteria:

- a) Their environmental and transport impacts
- b) Their impact on the implementation of the policies and proposals in the KTNP
- c) Their contribution to provision of additional housing in accordance with CS6, DP2, DP3, DPS
- d) Their contribution to the development of green links within the neighbourhood
- e) Their economic benefit
- f) An assessment of viability on proposals coming forward.

Reasoned Justification

The Plan promotes sustainable development to meet the growing demands of London and L B Camden. In the preparation of the Plan consideration was given to the scope for creating additional development capacity by rafting over railway land, including consultation with Network Rail and TfL. As a result it has been concluded that, although there is no plan for such a development at present, the NP must provide the basis for considering any such proposal that may come forward during the 15 year lifetime of the Plan.

KTNF will therefore support proposals that create new well-designed residential accommodation, including affordable and wheelchair accessible housing, that is in keeping with the surrounding area in terms of scale and massing and which either:

- a) create a new green public thoroughfare for pedestrians and bicycles on the same alignment as the railway, lined with residential properties; or
- b) reinstate frontages along Islip Street, Cavensham Road, Gaisford Street and Bartholomew Road / Osney Crescent in scale and harmony with the existing houses.

Therefore, any such proposal to raft over the railway line from Gospel Oak to Camden Road which is consistent with the objectives of the KTNP, especially if it allows the creation of a green route, will be supported. It is recognised that any proposal to raft over the railway raises issues of viability. Therefore should an extensive

rafted area prove uneconomic, then lesser scale rafted areas (e.g. stand-alone bridges to improve linkage) will be encouraged. Additionally, if proposals involve development on one side only – Regis Road Site or Murphy Site (see Policy SP2) – then these will be arranged with consideration for potential linkage across the railway line at a later date, as and when the opposite side is developed. Any rafting plan must be subject to environmental safeguards.

Rafting over the railway line to the west has the potential to have significant negative effects on biodiversity. At this point it is not possible to say anything more definite about potential effects on biodiversity although it is acknowledged that the proposed Policy D2 does require environmental impacts to be considered. It is also likely that a proposal for substantial rafting would be subject to Environmental Impact Assessment.

In addition to the full set of feasibility studies that will be required if a development proposal is introduced, any development will be carried out with the full co-operation of existing landowners, residents and businesses.

Policy D2 conforms to Camden Core Strategy 2010-2025 CS1, CS2, CS5, CS6, CS8, CS16, Development Policies (2010) DP2, DP3, DP5, DP16, DP17, DP22, DP24, DP26, DP28 and DP31. The London Strategic Housing Land Availability Assessment 2013 (GLA) provides further background to this policy.

POLICY D3: DESIGN PRINCIPLES

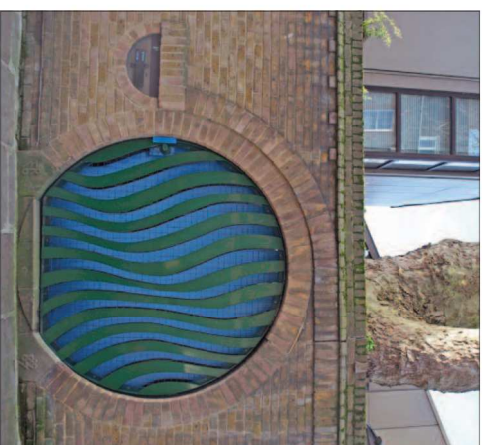
Applications for the development of new and the redevelopment of existing buildings (which may include demolition, alteration, extension or refurbishment) will be supported where they meet the following criteria:

- a) Proposals must be based on a comprehensive understanding of the site and its context
- b) Proposals must be well integrated into their surroundings and reinforce and enhance local character, in line with paragraph 64 of the NPPF
- c) Proposals must identify and draw upon key aspects of character or design cues from the surrounding area. Appropriate design cues include grain, building form (shape), scale, height and massing, alignment, modulation, architectural detailing, materials, public realm and boundary treatments
- d) Design innovation will be encouraged and supported where appropriate
- e) Design proposals must be of the highest quality and sustainable, using materials that complement the existing palette of materials in the surrounding buildings
- f) Proposals must enhance accessibility in buildings by taking into account barriers experienced by different user groups.



▲ Montpellier Nursery.
AVA Architects.
Photograph by
Daniel Sier.

▼ Kentish Town Health
Centre, 2 Bartholomew
Road, Alford Hall
Monaghan Morris
Architects



▲ Iconic gate: 1B Lady
Margaret Road, ABK Architects



In recent years, applications for some badly designed buildings have been approved by Camden despite local opposition. For this reason a policy for high quality innovative design is clearly necessary. Given the significance of this policy, a Design Review may be required to be undertaken on major schemes to help to develop exceptional design quality.

Policy D3 supports opportunities for high quality innovative design unless this will be harmful to areas of homogeneous architectural style. NPPF paragraph 63 identifies the value of outstanding or innovative designs in raising the standard of design more generally in an area.

Development must respect the historic appearance of Kentish Town in order to reinforce rather than detract from its local distinctiveness. Inappropriate development over the decades has left a legacy of poorly designed frontages that are out of keeping with the local area and have a negative impact on the visual amenity and sense of the area. KTNF requires new development to be design-led, determined by the nature of the site, its context, the proposed use(s) and urban design objectives.