

KENTISH TOWN NEIGHBOURHOOD PLAN SITE SPECIFIC POLICIES

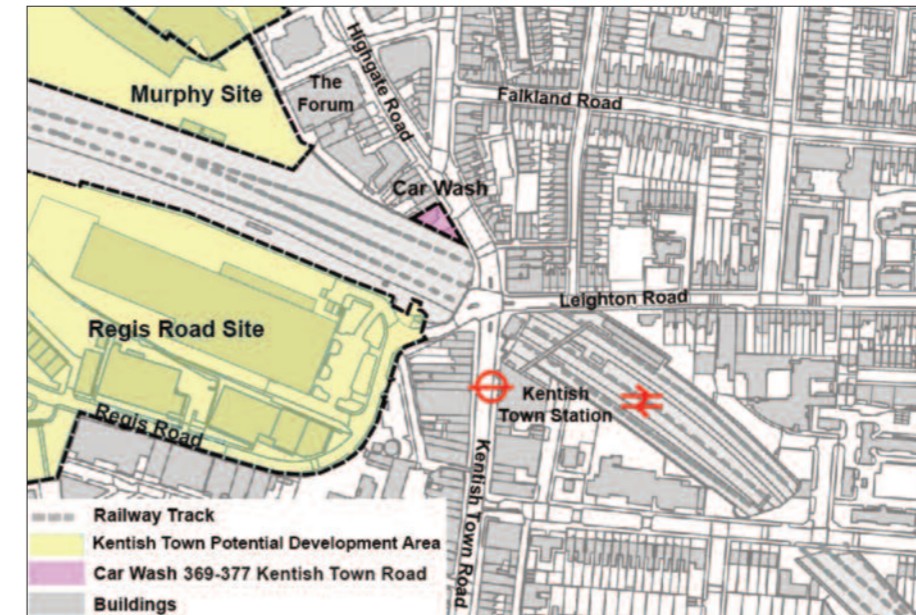


Prince of Wales Road

SITE SPECIFIC POLICIES

POLICY SSP1: CAR WASH SITE Map 11
369-377 Kentish Town Road NW5 2TJ

KTNF will support proposals for the sustainable redevelopment of this site for mixed use. Development will be supported that includes an agreement with L B Camden and Transport for London to relocate the bus shelter to increase safety for passengers and passing pedestrians alike. This policy will be subject to assessment of viability on proposals coming forward.



▲ Map 11: Car Wash Site, 369-377 Kentish Town Road

Reasoned Justification

The size of this site is approximately 3,675 sq ft (.34142 hectares). Regarded as an eyesore for most of the public for many years, its redevelopment as a mixed use building will benefit the community. It is in a very suitable position for restaurant or retail use on the ground floor and will provide much-needed residential accommodation above. KTNF has been in discussions with the owner who is actively seeking development proposals since the lease enables development of the site. KTNF will support change of use and development of the site subject to the criteria listed below:

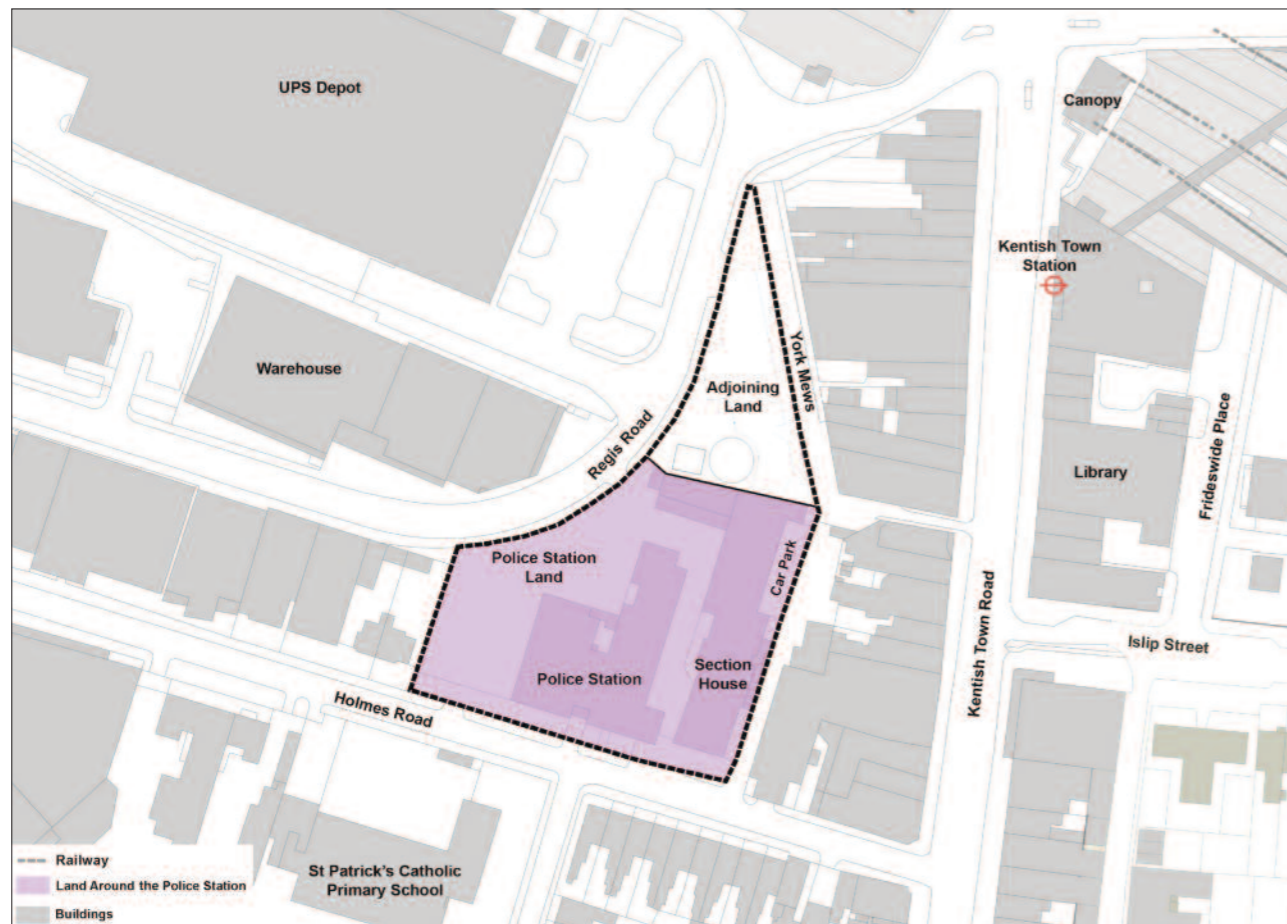
- There will be intensification of use of the site through a building of mixed use development, including retail or restaurant on ground floor and residential on upper floors.
- The design of the new building will respect and be sensitive to the height of existing buildings in their vicinity and setting.
- The building will be of high architectural quality (meeting the criteria set in Policy D3).

The width of pavement in front of the Car Wash site is too narrow – 2.59 metres. Large numbers of passengers wait here to catch buses to Parliament Hill, Highgate, Archway and Muswell Hill.

Pedestrians try to get past to walk along the pavement. When there is an event at the Forum, just a few blocks away, crowds of people walk along here, on the pavement and in the road. In addition, during the day, cars go back and forth in and out of the Car Wash site. The situation is very dangerous, therefore the widening of the pavement and the relocation of the bus shelter through the adoption of land within the site will be supported but any relocation will need to be assessed for optimal safety and pedestrian flow.

Transport for London has commented on this policy in the KTNF Reg 15 Consultation: “Policy SSP3 relates to the car wash site at 369-377 Kentish Town Road, and the requirement to widen the footway to provide for better pedestrian facilities is supported. However, for the avoidance of doubt this policy should refer to the relocation of the bus shelter rather than the bus stop, and that the pavement would be widened through the adoption of land within the site as highway rather than through building out into the carriageway.”

The policy seeks to implement the policies set out in the following documents: Camden’s Core Strategy (2010-2025) Policies CS6, CS7; and adopted Development Policies DP1, DP2, DP17, DP24.



▲ Map 12: York Mews, Section House and Land around the Police Station

POLICY SSP2: YORK MEWS, SECTION HOUSE AND LAND AROUND THE POLICE STATION Map 12

KTNF supports proposals for a sustainable comprehensive residential redevelopment of this site which comprises four separate but adjacent plots:

1. The vacant Police Section House
2. The car park adjacent to the Section House (“Car Park”)
3. The adjoining land in Regis Road currently used for parking (“Adjoining Land”)
4. York Mews, a cul de sac with the rear of premises on one side

KTNF supports a residential-led development of the Site, including the following uses:

- a) Core Strategy Policy CS6 requiring 50% affordable housing
- b) Ground floor offices

Policy SSP2 will operate if the site comes forward for development independently from the development of the Regis Road Site under Policy SP2. However, given its proximity to the Regis Road Site, there are foreseeable circumstances where Policy SSP2 site may be included within a wider masterplan of the area. If this were the case, the aspirations described in SSP2 will be located elsewhere.

This policy will be subject to assessment of viability on proposals coming forward.

Reasoned Justification

The vacant Police Section House is included in Camden Site Allocation (site 40) that supports a residential-led development which is also supported by KTNF. Whilst it would be possible to proceed with a residential scheme on this part of the Site in isolation, there is a greater opportunity to develop

this plot in conjunction with the Adjoining Land, the Car Park and York Mews in order to maximise the potential the Site offers. An application that provides for a comprehensive development of the Site will be strongly supported.

The Adjoining Land is owned by Harmsworth Pension Funds Trustees. The property managing

agents for the pension fund have indicated that they have no objection in principle for this plot to be included in a redevelopment of the whole Site.

One side of York Mews is bounded by the rear of commercial premises, the other side backs onto the Section House and the Adjoining Land.

The Car Park lies between the Section House and York Mews. Inclusion of this plot would be necessary for a comprehensive development of the Site as proposed.

A comprehensive development of the Site will maximise its potential with a significant increase in the number of housing units and with it the supply of affordable housing. It will also:

- a) Strengthen the east / west route from Kentish Town Road through to York Mews.
- b) Create new pedestrian and cycle access routes between Holmes Road and Regis Road.
- c) Create new public access between the main shopping street on Kentish Town Road and Regis Road.

In terms of new access, the owner of Regis Road has been contacted and is in agreement in principle

to b) and c). New pedestrian access through the site and the design of the development will also have to consider the operational needs of the Metropolitan Police and its continued use of the Police Station.

Part of this site (the vacant Section House and surrounding land) is included in Camden’s Site Allocations Site 40: Kentish Town Police Station, 10A, 12A, 14. The Police Station is an Historic England Grade II listed building and its continued operational use is supported by KTNF.

The Policy SSP2 conforms to Camden’s Core Strategy (2010-2025) CS1, CS3, CS5, CS6, CS17; adopted Development Policies, DP2, DP3, DP5, DP22, DP24, DP29, DP31; London Plan Policy 3.5 and Table 3.3 and Kentish Town Conservation Area Appraisal and Management Strategy (2011).

“This trend [number of homes needed] is set to accelerate, with the population expected to increase by 7% and the number of households by 11% over the next 15 years” *Camden Housing Strategy 2011-2016*.

POLICY SSP3: FRIDESWIDE PLACE / KENTISH TOWN LIBRARY Map 13

KTNF will support proposals for sustainable development in Frideswide Place that contribute to the uses listed below, including active frontages and rears of premises along the western side of Frideswide Place.

Development must be sensitive to nearby uses, including the adjacent Kentish Town Church of England Primary School and Kentish Town Station, particularly regarding access, highway safety, noise and amenity for occupiers.

Residential-led (C3) mixed use development of the site to include other priority uses:

- a) Live/work (Sui Generis)
- b) Non-residential institutions (D1) and Assembly & Leisure (D2), including retention or re-provision of Kentish Town Library

Any residential element of development will be subject to:

- c) Core Strategy Policy CS6 requiring 50% affordable housing (of which 60% social rented and 40% intermediate, including affordable rent), subject to viability
- d) London Plan Policy 3.5 and Table 3.3 requiring minimum space standards

Development will also be required to provide or contribute to:

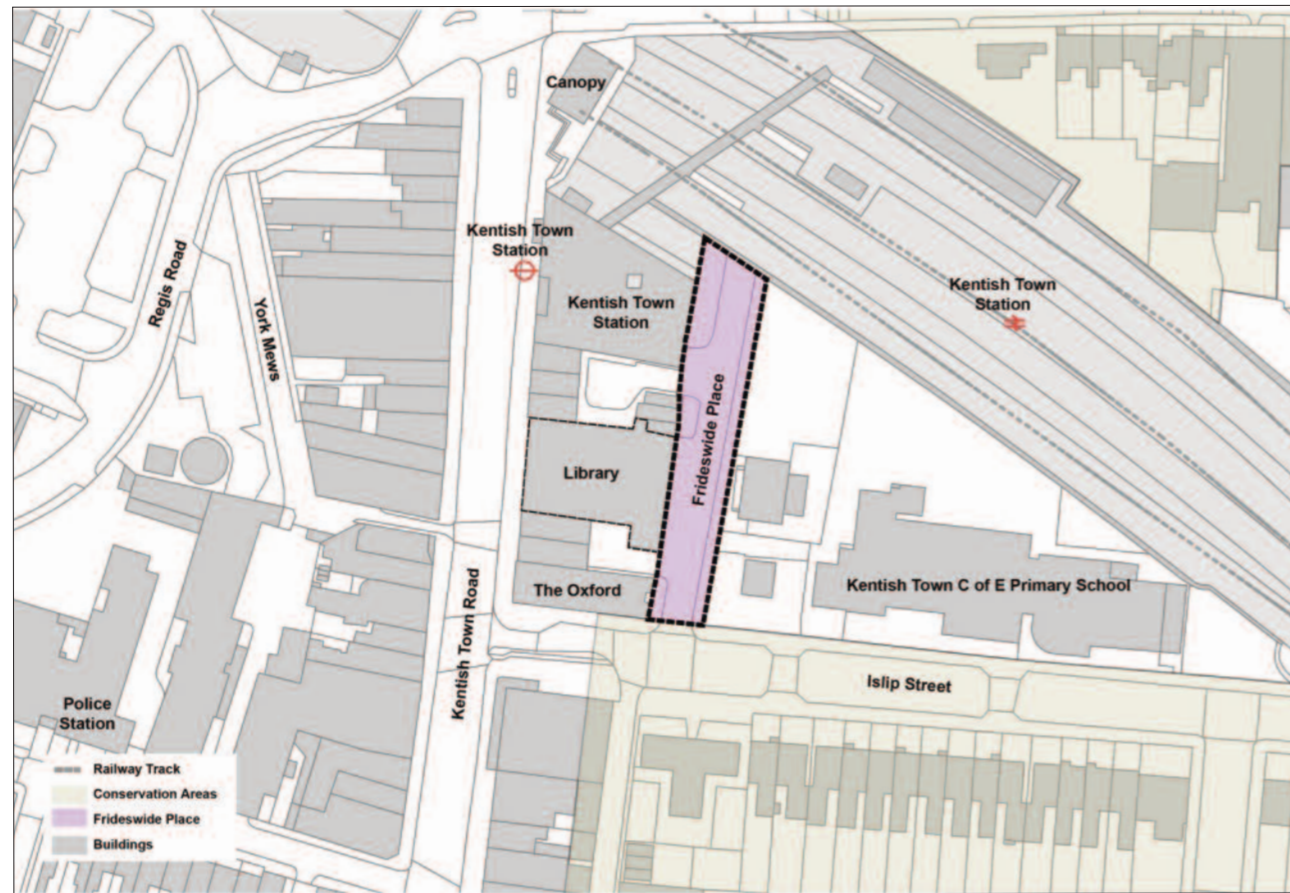
- e) A new pedestrian link from the bridge by Kentish Town Station to Frideswide Place
- f) On-site cycle parking facilities, in accordance with the London Plan, Policy 6.9
- g) Enhanced public realm in Frideswide Place, including improved pavements and tree planting
- h) Enhanced public realm and cycle lane links at junctions with Islip Street and Kentish Town Road.

This policy will be subject to assessment of viability on proposals coming forward.

Reasoned Justification

In order to meet current and future housing needs and to provide employment space this policy seeks to broaden the mix of existing uses. It also seeks to create a new streetscape with a new pedestrian access to Kentish Town Station and Kentish Town Road.

The policy conforms to the London Plan, Policy 6.9 and Camden’s Core Strategy CS1, CS3, CS5, CS6, CS10, CS17 and adopted Development Policies DP1, DP2, DP3, DP5, DP13, DP15, DP17, DP21, DP22, DP24, DP29, and DP31. Policy SSP3 is also informed by Camden Transport Strategy 2011. Policy SSP3 is indirectly relevant to Core



▲ Map 13: Frideswide Place ▼ Frideswide Place garages site suitable for housing



Strategy policy CS14 and Development Policy DP6. Further relevant guidance is to be found in Camden Infrastructure Update (2015); Camden Planning Guidance 6 Amenity especially Chapter 4; Camden Planning Guidance 2 Housing; Camden Planning Guidance 7 Transport; The London Plan Policy 3.5 and Table 3.3, Draft Social Infrastructure

SPG GLA (2014); The Mayor's Vision for Cycling in London GLA (2013); Improving walkability: Good practice guidance on improving pedestrian conditions as part of development opportunities Transport for London (September 2005); GLA's Social Infrastructure SPG (2015) Chapter 4 Lifetime Neighbourhoods



▲ Map 14: Wolsey Mews

POLICY SSP4: WOLSEY MEWS Map 14

KTNF will support proposals for sustainable development in Wolsey Mews that contribute to the uses listed below, including active frontages and rears of premises along the entire length of the mews:

- a) Shops (A1)
- b) Restaurants and cafes (A3)
- c) Offices (B1(a) or A2)
- d) Live / work (Sui Generis)
- e) Non-residential institutions (D1) and community facilities (D2)
- f) Residential (C3) or offices (B1(a)) on upper floors

Development must be sensitive to occupiers, particularly regarding access, circulation of traffic, strict enforcement by LB Camden and the Metropolitan Police of 7.5 tonne weight restriction and 20 mph speed limit, highway safety, noise and amenity. Development will also be required, as appropriate, to provide or contribute to:

- g) On-site cycle parking facilities, in accordance with the London Plan, Policy 6.9
- h) Enhanced public realm in Wolsey Mews, including widened and improved pavements and tree planting
- i) A safe one-way cycle route marked on the roadway with cycle lane links at the road junctions

This policy will be subject to assessment of viability on proposals coming forward.

Reasoned Justification

Kentish Town Road itself is not particularly broad and so the intensity of movement it carries gives little respite for the pedestrian. Whilst there are a number of perpendicular streets running into Kentish Town Road at relatively regular intervals, there are virtually no parallel streets running either side of the

centre of the Kentish Town Road shopping area. This means that most residents and visitors moving in a north or south direction are effectively channelled into Kentish Town Road.

At the same time, with the increasing interest by national retail and catering chains and the rising business rents in the Kentish Town Road, there are

fewer affordable and smaller scale premises for independent shops and other service sector businesses. KTNF welcomes development of such premises along the routes parallel (but very close) to the centre of the Kentish Town Road shopping area. Wolsey Mews is slowly developing into a more active part of the town centre, with garages being converted to offices. KTNF supports development that is focused on small business and creative entrepreneurial activities. The policy will create new active frontages along Wolsey Mews, thereby contributing a new and potentially attractive streetscape to Kentish Town. In preparing proposals subject to this policy, regard should be given to The London Plan, Policy 6.9 and the related table at 6.3, setting out the cycle parking standards to comply with Policy 6.9.

Policy SSP4 conforms to the policies set out in:

The London Plan, Policy 6.9; Camden's Core Strategy policies: CS1, CS3, CS5, CS6, CS7, CS8, CS10 and CS17, DP1; adopted Development Policies; DP2, DP3, DP5, DP10, DP12, DP13, DP15, DP17, DP21, DP22, DP24, DP29, DP31, and the following guidance: Camden Retail and Town Centre Study (GVA 2013); Camden Housing Strategy 2011-2016; Social infrastructure SPG GLA (2015); London Plan Policy 3.5 and Table 3.3; Camden Planning Guidance 2 Housing; Camden Planning Guidance 5 Town Centres, Retail and Employment; Camden Planning Guidance 6 Amenity; Camden Planning Guidance 7 Transport.

"Perhaps the most critical issue in policy terms is to nurture growth of small, dynamic businesses, and this means having a ready stock of suitable premises available." *Camden Employment Land Review 2014.*

POLICY SSP5: 2 PRINCE OF WALES ROAD NW5 3LQ Map 15

Planning applications for 2 Prince of Wales Road (Camden Community Law Centre, Volunteer Centre Camden and Citizens Advice Bureau) will be supported where they retain the building and reinstate it as a public place to deliver social benefits and enhance community links, for the following uses:

- a) Theatre / cinema (Sui Generis)
- b) Assembly & Leisure (D2): (see Glossary for full definition)
- c) Non-residential institutions (D1): Medical and health services; museums; libraries; exhibition halls; non-residential education and training centres; places of worship, religious instruction; church halls.

2 Prince of Wales Road is included in Camden's Local List Ref. 322.

This policy will be subject to assessment of viability on proposals coming forward.

Reasoned Justification

This building is to be sold under LB Camden's CIP programme. The current occupiers are Camden Law Centre, Citizens Advice Bureau and Volunteer Centre Camden. When the building is sold alternative provision will be found for them, in Kentish Town if possible.

It is understood that the Council does not believe that the building could be used as a theatre because there is no one willing to buy it and carry out the necessary works. However, a long-established London theatre company with sizeable financial assets is searching for a new home and is interested in this building. Negotiations will be supported between the theatre company and the Council (with the input of the local community). There is a precedent for this: when the Council proposed to sell The Armoury in Pond Street, Hampstead, for private housing, the local community wanted to keep the building and a deal was done that achieved the aim of the Council and the community. A similar approach will be encouraged with this building, provided that it is suitable for the theatre

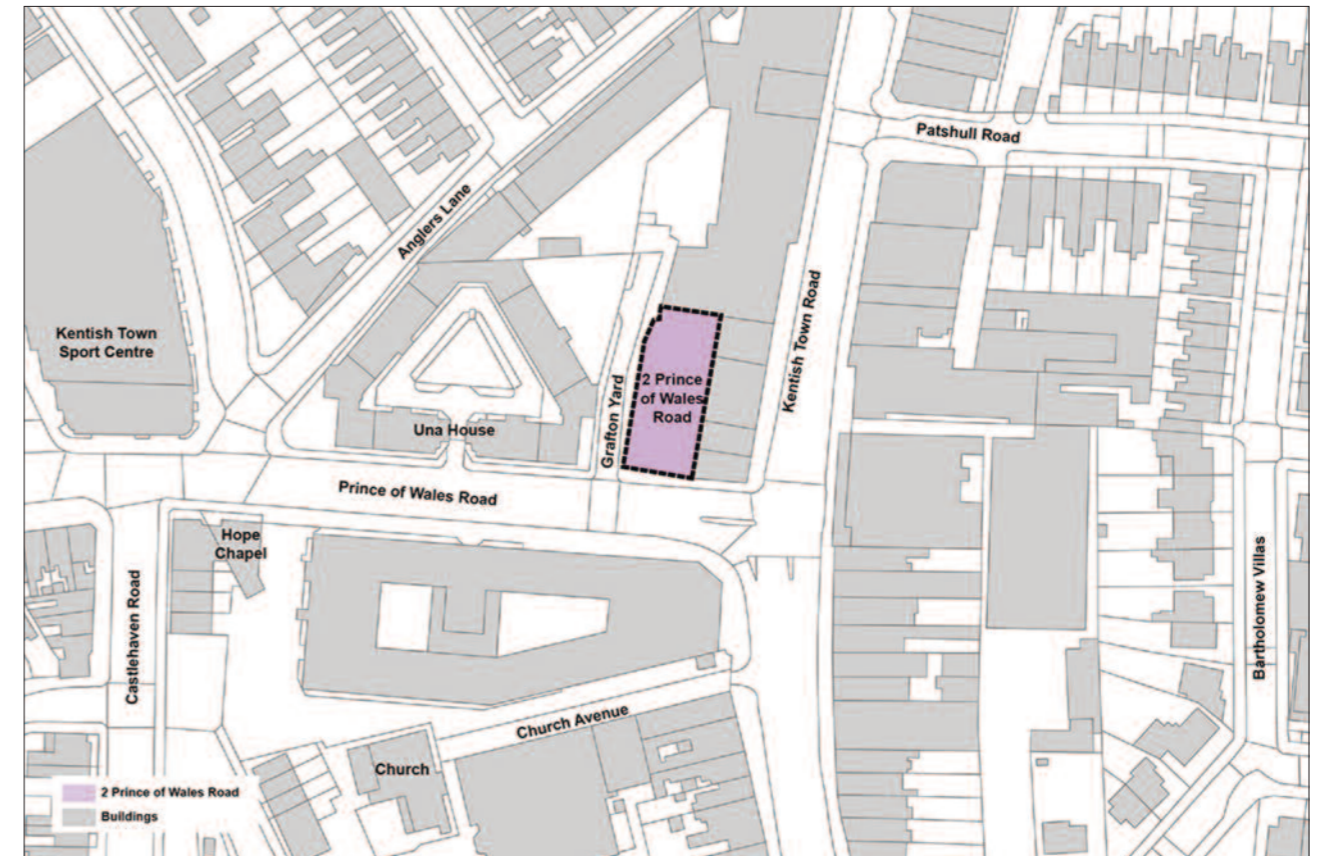
company's needs and it is viable from both the Council's and the theatre company's perspective.

The building's location benefits from excellent public transport links via Kentish Town West Station and Kentish Town Thameslink and Underground Station.

The local community

Consultation with the local community has confirmed that there is a desire to see this building used as a theatre. The benefits to Kentish Town are as follows:

- a) It will attract visitors to Kentish Town who would not usually come here. It will create new "foot fall" within the area with the knock-on benefits to local businesses such as the cafés, bars and restaurants.
- b) It will create an attraction and a new focus in the southern part of Kentish Town. Much of the economic activity is based further north near Kentish Town Station. A theatre will create a new destination and bring economic benefits to this part of the neighbourhood.
- c) It will potentially create new opportunities for both paid work and volunteering.



▲ Map 15: 2 Prince of Wales Road ▼ 2 Prince of Wales Road



d) Depending on the theatre company's needs, and the funding available, it should be possible to create a flexible building that will be used not just as a theatre, but also potentially as a large cinema and a conference and meeting facility.
 e) Support services such as cleaning and catering will be provided by local businesses with the attendant benefits that will bring to the local community.

The theatre company

The theatre company looking for a new home is The Tower Theatre.
 Its website is: <http://www.towertheatre.org.uk>

The policy conforms to the following policies: Camden's Core Strategy (2010 2025); policies CS1, CS3, CS5; CS7, CS8; CS10 and CS14; adopted Development Policies, DP1, DP12, DP14, DP15, DP29, DP10, DP13, DP24, DP25, DP26

and DP28. The following documents are also relevant and provide further guidance: Camden Retail and Town Centre Study (GVA 2013); Kentish Town Centre Retail Profile (Camden Economic Development Team 2010); Camden Social Infrastructure Needs Assessment (2009); Draft Social infrastructure supplementary planning guidance GLA (2014); Shaping Neighbourhoods: character and context supplementary planning guidance non technical summary, GLA June 2014; Camden Retail and Town Centre Study (GVA 2013); Kentish Town Centre Retail Profile (Camden Economic Development Team 2010); Camden Social Infrastructure Needs Assessment (2009); Draft Social infrastructure supplementary planning guidance GLA (2014) and Shaping Neighbourhoods: character and context supplementary planning guidance non technical summary GLA June 2014.

POLICY SSP6: FUTURE DEVELOPMENT OF THE VEOLIA COUNCIL DEPOT SITE
 Holmes Road / Spring Place NW5 3AP Map 16

Any future proposals for sale of the site by Camden Council and development will be given consideration by KTNF in terms of the following criteria:

A mainly C3 residential-led mixed use scheme, including active frontages along Holmes Road and Spring Place. This will include affordable housing with potential additional uses listed below:

- a) Retention of existing employment space by creating new work space for the creative sector to complement the creative businesses in nearby Spring Place
- b) Community facilities, for example shared community / schools sports facilities
 Development must be sensitive to nearby uses, particularly regarding access, highway safety, noise and amenity for occupiers. Development will be supported which makes provision for or makes a contribution towards:
- c) On-site cycle parking facilities, in accordance with the London Plan, Policy 6.9
- d) Enhanced public realm including improved pavements and tree planting
- e) Enhanced public realm and cycle lane links at junctions with Spring Place and Holmes Road
- f) Pedestrian and cycle access to Regis Road

Given the proximity to the Regis Road site, the Veolia site shall be considered as part of Kentish Town Potential Development Area in respect of comprehensive development proposals which include the Regis Road site. In that event, the Policy SP2a KTPDA General Development Criteria will apply to development within the Veolia Site.

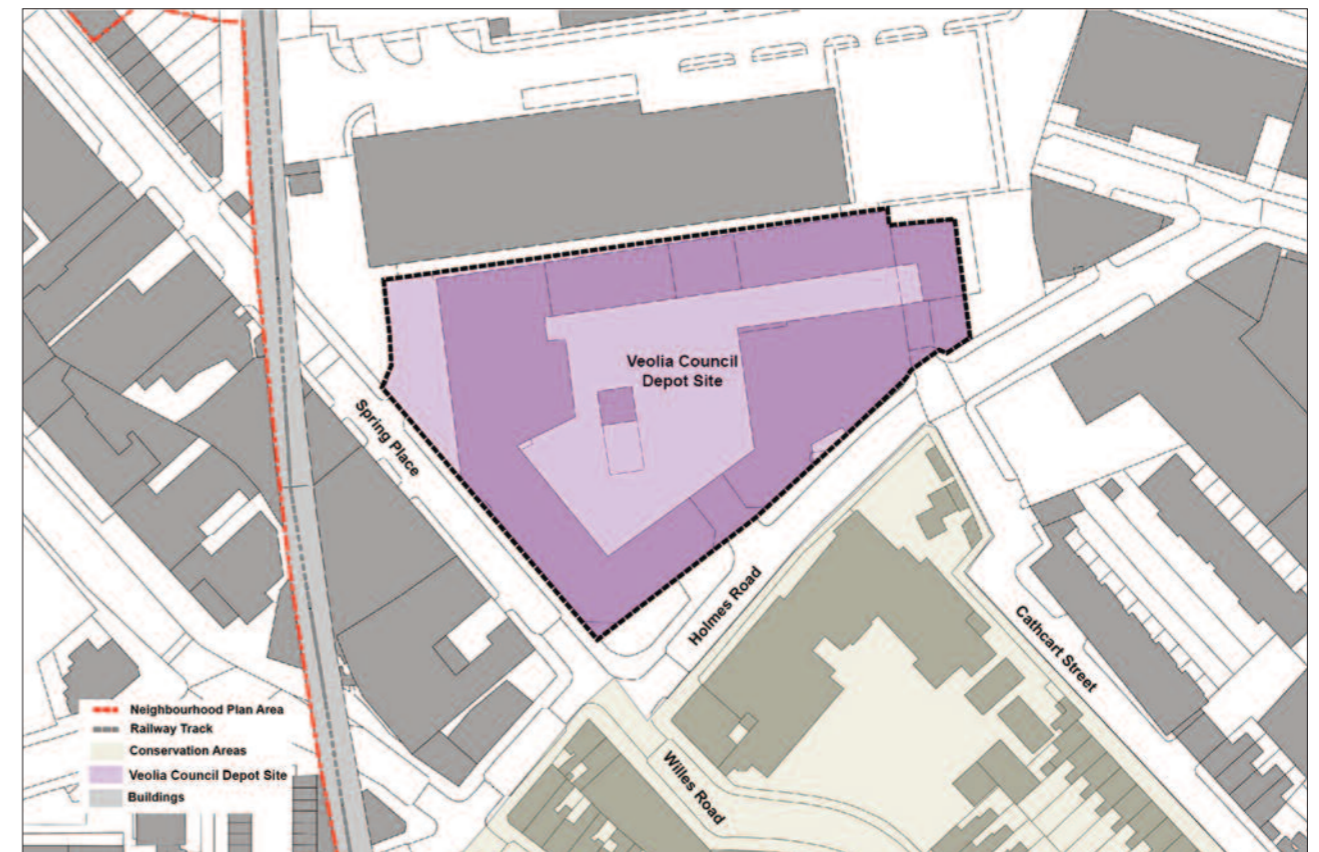
This policy will be subject to assessment of viability on proposals coming forward.

Reasoned Justification

The site is owned and occupied by LB Camden, with a workforce of about 200 Council staff. A range of council activities are based here including building repairs, maintenance, stores, workshops and offices. It is also partly used as a vehicle depot by Veolia, Camden's waste management contractor. At present there are no plans to move operations from this facility. However, should the site become surplus to requirements within the lifetime of this

Plan, the priority for the site should be a mainly residential-led scheme with potential additional uses. There are very few development sites within Kentish Town and if it becomes available for development it will provide badly needed homes and contribute a significant number of affordable homes. Any redevelopment of the site will be supported subject to the relocation of Council services within the local area, as appropriate.

The policy conforms to Core Strategy policies



▲ Map 16: The Veolia Council Depot Site ▼ The Veolia Council Depot Site



CS1, CS3, CS5, CS6, CS7, CS8, CS10 and adopted Development Policies CS17; adopted Development Policies DP1, DP2, DP3, DP5, DP10, DP12, DP13, DP15, DP17, DP21, DP22, DP24, DP29 and DP31. The following documents may also offer relevant planning guidance: Camden Retail and Town Centre Study (GVA 2013); The London Plan Policy 3.5 and Table 3.3 and The Draft

Social infrastructure supplementary planning guidance, GLA (2014). This policy is indirectly relevant to Camden policies CS14 and DP6.
 "This trend [number of homes needed] is set to accelerate, with the population expected to increase by 7% and the number of households by 11% over the next 15 years" Camden Housing Strategy 2011-2016.

POLICY SSP7: SMALL SITES AND INFILL DEVELOPMENT Map 17

KTNF would look favourably on infill proposals for making use of small urban sites such as gaps, unused marginal land and other remnants where innovative ideas for sustainable development will bring the land back into use. A high quality approach to design is required (see Policy D3) to ensure adequate amenity for new residents, protection of the amenity of existing residents, and the preservation of the character and appearance of the street scene.

Outdoor space may be difficult to obtain due to the size of the sites. In these cases alternative approaches should be considered, such as balconies and roof gardens.

This policy will be subject to assessment of viability on proposals coming forward.

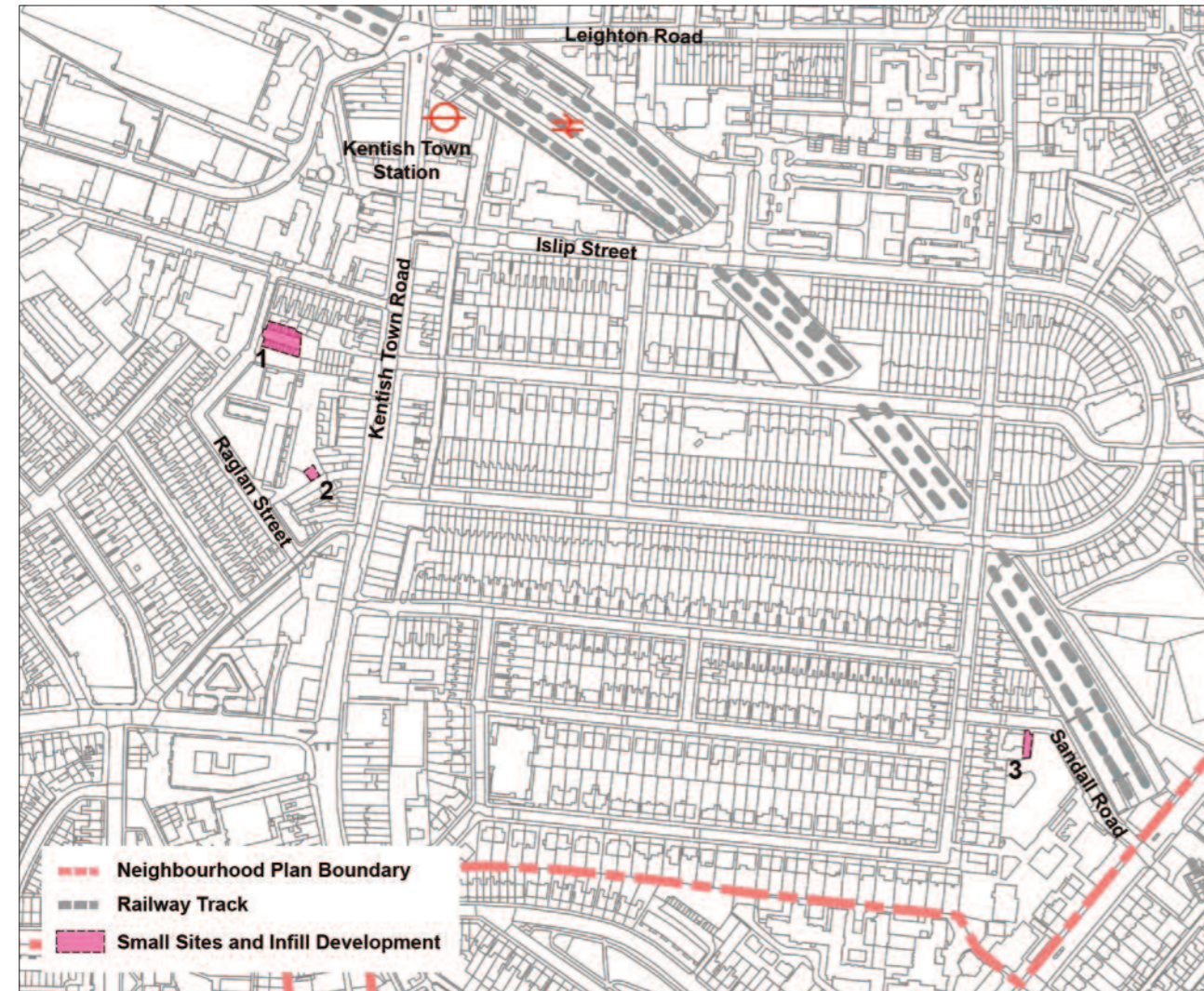
Reasoned Justification

The following small and infill sites are the only locations that were found in the KTNF Area, suitable for residential development, subject to detailed design criteria:

1. Raglan Street garages (Camden Council owned) abutting 51 Raglan Street, NW5 3BU and behind Monmouth House.
2. Alpha Court car park (Camden Council owned) off Raglan Street in between Raglan House NW5 3DB and Alpha Court NW5 3BY.

3. Sandall Road – in between 4 Sandall Road NW5 2AP and a school block (Camden Council owned).

The policy conforms to Camden Core Strategy policies CS1, CS5, CS6; and CS8; adopted Development Policies, DP2, DP3 and DP24. The following guidance is also relevant: Sustainable Design and Construction SPG GLA April 2014 and Shaping Neighbourhoods: character and context supplementary planning guidance GLA June 2014.



▲ Map 17: Small Sites and Infill Development



▲ 1a. Raglan Street garages, right side. Space for development behind Monmouth House.



▲ 1b. Raglan Street garages, both sides.



◀ ▲ 2. Alpha Court car park. Space for development of 1 or 2 x 3 storey houses



◀ 3. Sandall Road in between 4 Sandall Road and a school block. Space for development of a 1 x 3 storey house

DELIVERING AND MONITORING THE PLAN

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL RECOMMENDATIONS AND MONITORING INDICATORS
SW1	LBC	KTNF, LBC, business groups	Plan period	LBC recommended to regularly monitor and report to KTNF loss of offices/businesses in the Kentish Town Plan Area. LBC to hold meetings with KTNF to progress policy SW1
SW2	LBC	KTNF, LBC, Kentish Town Business Association	Plan period	LBC recommended to amend CPG 3.46 in line with policy SW2
SW3	LBC	KTNF, LBC, Kentish Town Business Association	Plan period	LBC recommended to amend CPG 3.48 in line with policy SW3
D1	LBC	KTNF, LBC, DPNF, HNF, Murphy Group	Plan period	KTNF to liaise with DPNF and HNF to protect view. LBC recommended to implement new policy in line with D1. LBC recommended to monitor development within viewing corridor
D2	LBC, National Rail, developers	KTNF, LBC, Kentish Town CAAC, Bartholomew CAAC	Unknown	Monitoring of planning applications. LBC recommended to liaise with KTNF
D3	LBC, developers	KTNF, LBC	Plan period	Monitoring of planning applications. LBC recommended to liaise with KTNF
D4	LBC	KTNF, LBC, KTRA, BARA, Kentish Town CAAC, Bartholomew CAAC, Kelly Street CAAC, Inkerman CAAC	Plan period	LBC recommended to incorporate Non-Designated Heritage Assets listed in policy D4 in the Local List
GA	LBC, KTNF, National Rail, London Underground, TfL	KTNF, LBC	Plan period	KTNF and LBC recommended to liaise with rail companies. This is a CIL priority for KTNF
GO1	LBC	KTNF, LBC	Plan period	LBC recommended to protect Local Green Spaces in line with policy GO1
GO2	LBC	KTNF, LBC, all relevant Tenants' and Residents' Associations	Plan period	LBC recommended to protect all Council Estate open spaces in line with policy GO2. Private Estate owners recommended to sustain an adequate level of open space in line with policy GO2
GO3	LBC	KTNF, LBC	Plan period	LBC recommended to protect biodiverse habitats in line with GO3
CC1	LBC	KTNF, LBC	Plan period	LBC recommended to strongly encourage applicants of major development schemes to engage in pre-application consultation with KTNF and the wider community. KTNF to monitor

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL RECOMMENDATIONS AND MONITORING INDICATORS
CC2	LBC	KTNF, LBC	Plan period	LBC recommended to strongly encourage applicants proposing major development schemes or proposals involving community uses to submit a Statement of Community Consultation. LBC recommended to strongly encourage applicants proposing demolitions, extensions or conversions to residential buildings and demolitions, extensions or change of use to non-residential buildings to submit a Statement of Neighbour Involvement.
CC3	LBC	KTNF, LBC	Plan period	KTNF to nominate public houses as Assets of Community value in line with policy CC3
CC4	LBC	KTNF, LBC	Plan period	LBC recommended to enlarge on policy DP10 and DP12, and / or any other relevant policies, to protect A1 use for the nominated shops outside the Town Centre in policy CC4

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL RECOMMENDATIONS AND MONITORING INDICATORS
SP1	LBC, KTNF, TfL, developers	KTNF, LBC, TfL	Plan period	KTNF and LBC recommended to liaise with developers. This is a CIL priority for KTNF
SP2	LBC, TfL, developers	KTNF, LBC, Regis Estate and independent businesses, Murphy Group, businesses in Highgate Road Section, NHS	Plan period	Monitoring of all planning applications and progress of developments

POLICY	KEY DELIVERY PARTNERS	MONITORING ROLE	DELIVERY TIMESCALE	EXTERNAL RECOMMENDATIONS AND MONITORING INDICATORS
SSP1	LBC, TfL, developer	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments
SSP2	LBC, TfL, developer	KTNF, LBC, MPS	Plan period	Monitoring of planning applications and progress of developments
SSP3	LBC, TfL, developer	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments
SSP4	LBC, TfL, developer	KTNF, LBC, Bartholomew CAAC	Plan period	Monitoring of planning applications and progress of developments
SSP5	LBC, theatre company, developer	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments
SSP6	LBC, developer	KTNF, LBC	Unknown	Monitoring of planning applications and progress of developments
SSP7	LBC, developers	KTNF, LBC	Plan period	Monitoring of planning applications and progress of developments

KEY TO ACRONYMS

BARA: Bartholomew Area Residents Association. **CAAC:** Conservation Area Advisory Committee. **CPG:** Camden Planning Guidance. **DPNF:** Dartmouth Park Neighbourhood Forum. **HNF:** Hampstead Neighbourhood Forum. **KTNF:** Kentish Town Neighbourhood Forum. **KTRA:** Kentish Town Road Action. **LBC:** London Borough of Camden. **MPS:** Metropolitan Police Service. **NHS:** National Health Service. **TfL:** Transport for London.