

KENTISH TOWN PLANNING FRAMEWORK

Draft, October 2018

DRAFT

The framework area



TUFNELL
PARK



GOSPEL
OAK



KENTISH
TOWN



KENTISH
TOWN
WEST

Gordon House Road

Highgate Road

Fortress Road

Mansfield Road

Queen's Crescent

Grafton Road

Malden Road

Regis Road

Leighton Road

Kentish Town Road

Prince of Wales Road

A bold vision for a new vibrant mixed use neighbourhood

Development at Kentish Town will be transformative for the area. This framework will govern the development of a vibrant new neighbourhood with an exciting mix of employment, residential and community uses alongside new parks and open spaces. The new neighbourhood will have a distinct identity that is stitched into surrounding communities and supports the vitality of Kentish Town and adjacent neighbourhood centres.

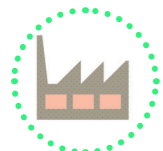
There are two areas for development within the framework area, the Regis Road Site and what is known locally as the Murphy Site. The development of each site will be comprehensive, employment-led and coordinated.

The new neighbourhood will be characterised as a dynamic and vibrant location for business. Intensification of employment space will support the growth of new businesses in sectors that build on the existing business clusters in the area as well as key growth sectors for the borough. Alongside employment space, the framework supports the introduction of significant new housing that will help meet housing need in the borough.

Central to the vision for Kentish Town is the aspiration to stitch the new neighbourhood into the surrounding communities through the creation of three new routes: The Heath Line, Makers Lane and a realigned Regis Road. The three proposed routes will improve connections between surrounding communities, improve access into the framework area and reduce the severance caused by the rail lines.

The framework is underpinned by a sustainability strategy that supports the delivery of a zero emission zone and the development of new green infrastructure. This will support the health and wellbeing of existing communities in the area as well as residents and businesses moving into the new neighbourhood.

Neighbourhood strategies to guide the development sites



Employment and homes

A vibrant mixed-use neighbourhood that supports business and delivers significant additional jobs and homes, including as many affordable homes as possible.



Neighbourhood and character

An area with a rich and varied character of its own, which stitches into surrounding neighbourhoods and celebrates its local and historic context.



Routes and connections

A place that is accessible to all, connecting surrounding communities and facilities, prioritises walking and cycling and creates better access to public transport.



Health and wellbeing

A place that promotes the health and wellbeing of its communities and reduces health inequality in the wider area.



Community and culture

Building on the area's community and cultural strengths and providing great facilities for existing and new communities.

Three key moves to creating a new neighbourhood at Kentish Town



1 Heath Line

Making Kentish Town a gateway to Hampstead Heath with a new green connection to Kentish Town.



2 Makers Lane

Celebrating the area's industrial heritage. A new route between Highgate Studios and Kentish Town West that connects the areas vibrant business communities.



3 Regis Road

Strengthening the civic connection between Kentish Town and Queen's Crescent local centres.

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SETTING THE SCENE

Introduction

An exceptional opportunity for London

The Kentish Town Planning Framework represents an exceptional opportunity that could generate significant regeneration and growth benefits for this important part of inner London. Currently characterised by low density industrial and warehouse uses, there is scope for significant intensification to deliver a substantial increase in jobs and homes as well as new public open space as part of a new innovative mixed-use neighbourhood.

Camden is experiencing significant change and population growth and has an identified need for 16,800 additional homes, 695,000sqm of office floor space and c30,000sqm of retail floor space by 2031. To meet these huge pressures, the Council's objective is to create the conditions for sustainable growth that delivers opportunities and benefits for our residents and businesses.

Kentish Town is a key growth area in the borough and is expected to make a substantial contribution towards meeting the identified need for housing and jobs. It benefits from an unparalleled location, surrounded by the established communities of Kentish Town, Dartmouth Park and Gospel Oak, well connected by public transport and on the fringes of Hampstead Heath.

This document is the draft planning framework for Kentish Town, prepared by the Council's Regeneration and Place Team. It sets out the draft vision and strategies that will guide and coordinate development in the area. This is an important part of the borough and the ambition is high to achieve development of an exceptional standard that is an exemplar for mixed-use development and creates a fantastic place to live, work and visit for all.

What is a planning framework?

A planning framework is a planning document designed to guide the development of an area. It does not make development happen, but is designed to influence its direction when it comes forward.

It is intended that the Kentish Town Planning Framework will be adopted by the Council as a Supplementary Planning Document (SPD). SPDs play an important supporting role to Camden's Development Plan.

The Development Plan is a suite of documents that sets out the Council's planning policies. Proposals for development and decisions on planning applications are considered against the policies in the development plan. A key document in the development plan is the Local Plan. Camden's current Local Plan was adopted in July 2017 and covers the period 2016-2031.

Neighbourhood Plans can also form part of the development plan, but these are prepared by the community, not the Council. The Kentish Town Neighbourhood Plan prepared by the Kentish Town Neighbourhood Forum, was adopted in September 2016.

The Kentish Town planning framework is in conformity with the Local Plan and the Kentish Town Neighbourhood Plan. It builds on the policy context set out in the development plan documents, providing further detailed advice and guidance for development in the area. The framework will be a material consideration when assessing development proposals and planning applications.

More information about the development plan, neighbourhood planning and supplementary planning documents can be found on the Council website at www.camden.gov.uk/planningpolicy.

As well as the Draft Planning Framework, the website includes a broader Draft Site Analysis document.

Public engagement and consultation

Following the consultation, we will analyse the consultation responses and the feedback will help inform the further development of the framework document. A consultation report summarising the responses will also be prepared.

The next steps and forward programme will be influenced by the level and nature of responses received at the consultation stage. It is currently planned that a final draft of the framework will be released for a final stage of public consultation, prior to adoption as an SPD.

All the details regarding public engagement, including details of live consultations, how to respond and reports from previous consultation can be found on our website at www.camden.gov.uk/kentishtownframework.



Kentish Town Framework Area: location in Camden

The wider area context

A rich context

The Framework Area is surrounded by well established neighbourhoods, local centres, open spaces and community facilities. This includes large areas of Victorian terraces including the Dartmouth Park, Kentish Town, Inkerman and Mansfield Conservation Areas. To the west of the Framework Area is Gospel Oak, largely characterised by post-war residential developments, Lismore Circus and Gospel Oak Open Space.

The framework area includes part of Kentish Town high street. Kentish Town is a designated Town Centre and a busy thoroughfare. In addition to Kentish Town Centre, there are several Neighbourhood Centres surrounding the Framework Area including Highgate Road, Mansfield Road and Queen's Crescent.

Queen's Crescent is the local centre for Gospel Oak and the heart of the community. Queen's Crescent is home to one of London's oldest street markets which is still held on two days of the week. The Council and GLA will be jointly investing over £1 million to spend boosting Queen's Crescent. The project is funded partly through the Mayor of London's Good Growth Fund.

The Framework Area is adjacent to Hampstead Heath, a fabulous heath covering 320 hectares and one of London's most popular open spaces. Other open spaces close to the framework area include Talacre Gardens, Lismore Circus, Gospel Oak Open Space and Falkland Place Playground.



Bacton Low Rise, Gospel Oak

The Kentish Town City Farm is a valued community asset in the area. The farm is located within the Framework Area and is accessed off Cressfield Close.

The Framework Area benefits from excellent public transport accessibility. Kentish Town, Gospel Oak and Kentish Town West are all within 500 metres of the Framework Area. The closest bus routes are accessed on Gordon House Road, Highgate Road and Kentish Town Road.

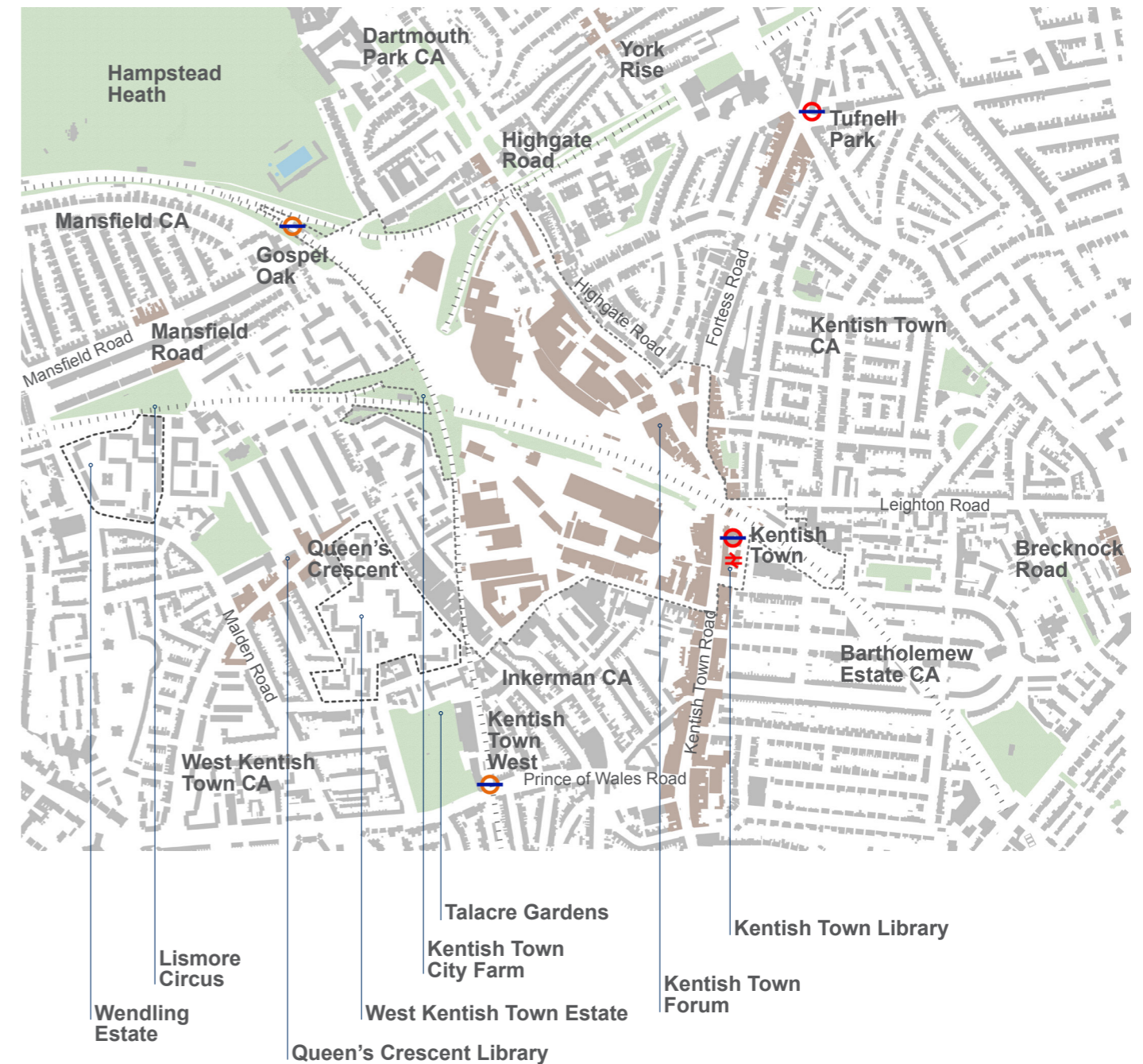
Gospel Oak and Haverstock Regeneration

The Council is working on a number of projects in Gospel Oak, to the west of the Framework Area. Key projects underway include Bacton Low Rise redevelopment and a number of infill projects including Kiln Place and Barrington and Lambie.

In addition to the work underway, the Council is working with the residents of Wendling and West Kentish Town estates on the next stage of improving their homes and estates. Design teams have been appointed to work with residents on what they want for their estates. Both estates are identified on the plan opposite.



Kentish Town Road



Queen's Crescent Market



Ryland Road, Kentish Town

Early engagement

Public engagement on issues and ideas

Public engagement is an integral part of the development of the planning framework for Kentish Town. A first stage of public engagement was held over a four week period between the 26 February and 26 March 2018. This round of engagement focussed on conversations with the community about opportunities and ideas for the area.

There has also been targeted engagement with key stakeholders including the Kentish Town and Dartmouth Park Neighbourhood Forums. We have utilised this feedback to develop the draft framework.

The first round of public engagement included a number of drop in events at Kentish Town Library, an online and physical questionnaire and a workshop with the Neighbourhood Forums.

The engagement process and the conversations this enabled provided the Council with a wealth of ideas and knowledge about the area that has informed the development of this strategy.

The facing page shows the strengths and weaknesses that came out of the engagement and a selection of the responses received.



Workshop with the neighbourhood forums



One of the drop in sessions held at Kentish Town Library

Strengths:

- The public transport network
- Historic buildings throughout the area
- The existing mixed community
- The size and opportunity of the site
- The cluster of creative industries that exist in the framework area
- Existing services and shops on the High Street and in the wider area
- Proximity to Central London
- Proximity to Hampstead Heath
- Diversity of the existing industry in the area and the employment opportunities it brings
- Existing open space and play space in the area

Weaknesses:

- Crime
- Poor access at Kentish Town station
- Traffic, congestion and pollution
- Poor pedestrian and cycle access through the industrial areas
- Lack of green space
- Poor and unsafe pedestrian and cycle routes
- Underused shops and unattractive High Street
- Over subscribed schools
- Poor public realm
- Poor connectivity between station

Some of the responses received:

- Broaden the reach of Kentish Town City Farm
- Improve public realm adjacent to Gospel Oak station
- Improve connections to Hampstead Heath from Kentish Town
- A new connection to Regis Road from York Mews
- Public realm improvements to Highgate Road
- Open up Arctic Street to Regis Road
- Step free access at Kentish Town
- Improve public realm along Kentish Town Road

Policy context and drivers for the framework

Policy context

This section sets out the main policy context for the framework. It is not intended to be an exhaustive list of all the policies that will apply, but an overview of the key policy context and drivers that underpin the framework approach.

Camden 2025

The Council has worked with the community to create a new borough wide vision for Camden in 2025. The Camden Plan sets out how we will seek to achieve the Camden 2025 ambitions. At the heart of the plan is the objective of working together to make Camden a better borough – a place where everyone has a chance to succeed, where nobody gets left behind, and where everybody has a voice. The plan includes a range of cross-cutting objectives including:

- working with our communities to take forward shared priorities
- delivering homes and as many genuinely affordable homes as possible
- building communities that are mixed with well-designed homes and infrastructure
- promoting health and wellbeing, accessibility for all and independent lives
- supporting integration and cohesion
- helping Camden be the best place in London to do business and work
- providing local jobs and training opportunities

The Camden Plan forms one of the key foundations of the framework. More information about Camden 2025 and the Camden Plan can be found on the Council website at www.camden.gov.uk/2025.

NPPF

The NPPF sets the planning policy for the country and was most recently updated in July 2018 following a draft consultation earlier in the year. The NPPF encourages the creation of healthy places and wellbeing by encouraging developments that promote walking and cycling and there is significant emphasis on high quality design. The NPPF promotes the effective use of land and states that planning policies should promote an effective use of land in meeting the need for homes and other uses.

Camden's Local Plan

Camden's Local Plan was adopted in July 2017 and covers the period 2016-2031. Policy G1 (Delivery and Location of Growth) of the Local Plan re-designates part of the Kentish Town area from protected industrial land to the new Regis Road Growth Area.

The plan identifies the area as a significant opportunity to deliver higher density industrial provision as part of a redevelopment scheme that will also deliver a substantial increase in homes and jobs, as well as improve movement around and through the area, reconnecting communities.

The plan is explicit that redevelopment will only be considered where it is employment-led and part of a comprehensive scheme. It also states that a planning framework should be prepared prior to any planning application coming forward.

The plan outlines a number of expectations and priorities for the area. This includes the expectation for a mix of uses and retention of existing businesses as far as possible (particularly industrial and warehouse/logistic uses that support the functioning of the Central Activity Zone (CAZ) or the local economy). Full details can be found in Local Plan policy G1 and the supporting text.

The area north of Regis Road and the railways, remains the designated Kentish Town Industry Area. Local Plan policies E1 (Economic Development) and E2 (Employment premises and Sites) safeguard the Kentish Town Industry Area for industrial and warehouse uses.

Recognising that part of the Framework Area is in low-density use, the Council will consider higher intensity redevelopment proposals for employment uses and will resist proposals that would lead to the loss of sites in Use Classes B1(b), B1(c), B2 and B8 and similar sui generis. Other priority uses such as residential will not be required as part of redevelopment in this area, but could form part of proposals provided that they would not prejudice the successful operation of businesses. The policy states that redevelopment proposals for the industry area will be assessed in accordance with Policy E2.



Kentish Town Planning Framework: planning designations

- 1 Framework Area
- 2 Regis Road Growth Area
- 3 Kentish Town Industry Area

Policy context and drivers for the framework

Draft New London Plan

The London Plan, 2016 sets the regional planning policy for London. Between December 2017 and March 2018, the Mayor of London consulted on the New London Plan.

The draft new London Plan provides a new policy context for industrial protection and intensification. Policy E6 (Locally Significant Industrial Sites) applies to the Kentish Town Industry Area. Policy E7 (Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function) has a wider relevance.

For locally significant industrial sites such as the Kentish Town Industry Area, the new draft plan states that boroughs' should be pro-active in considering intensification and/or co-location with residential. However, this approach should only be considered as part of a plan-led process in collaboration with the GLA.

The Mayor mirrors Camden's Local Plan with ambitious targets for housing and affordable housing. Both plans set the strategic target for affordable housing at 50%. Policy H6 (Threshold approach to applications) of the draft London Plan sets out a threshold approach to affordable housing for developers to qualify for a fast track route with reduced viability requirements. The general threshold is set at 35%.

Neighbourhood Plans

There are two active neighbourhood forums in the area, the Kentish Town Neighbourhood Forum (KTNF) and the Dartmouth Park Neighbourhood Forum (DPNF).

KTNF prepared a neighbourhood plan for the area, which was adopted as part of the development plan in September 2016. The Kentish Town Neighbourhood Plan (KTNP) identifies the Kentish Town Potential Development Area (KTPDA) at policy SP2. The plan notes that the area does not feel like part of Kentish Town and seek a comprehensive and co-ordinated approach taken to the potential redevelopment. It highlights the protection and increase of industrial floor space and promotion of efficient use of land and buildings, the need for the area to provide much needed housing (including affordable housing) and the potential to bridge the railway between Regis Road Site and Murphy Site.

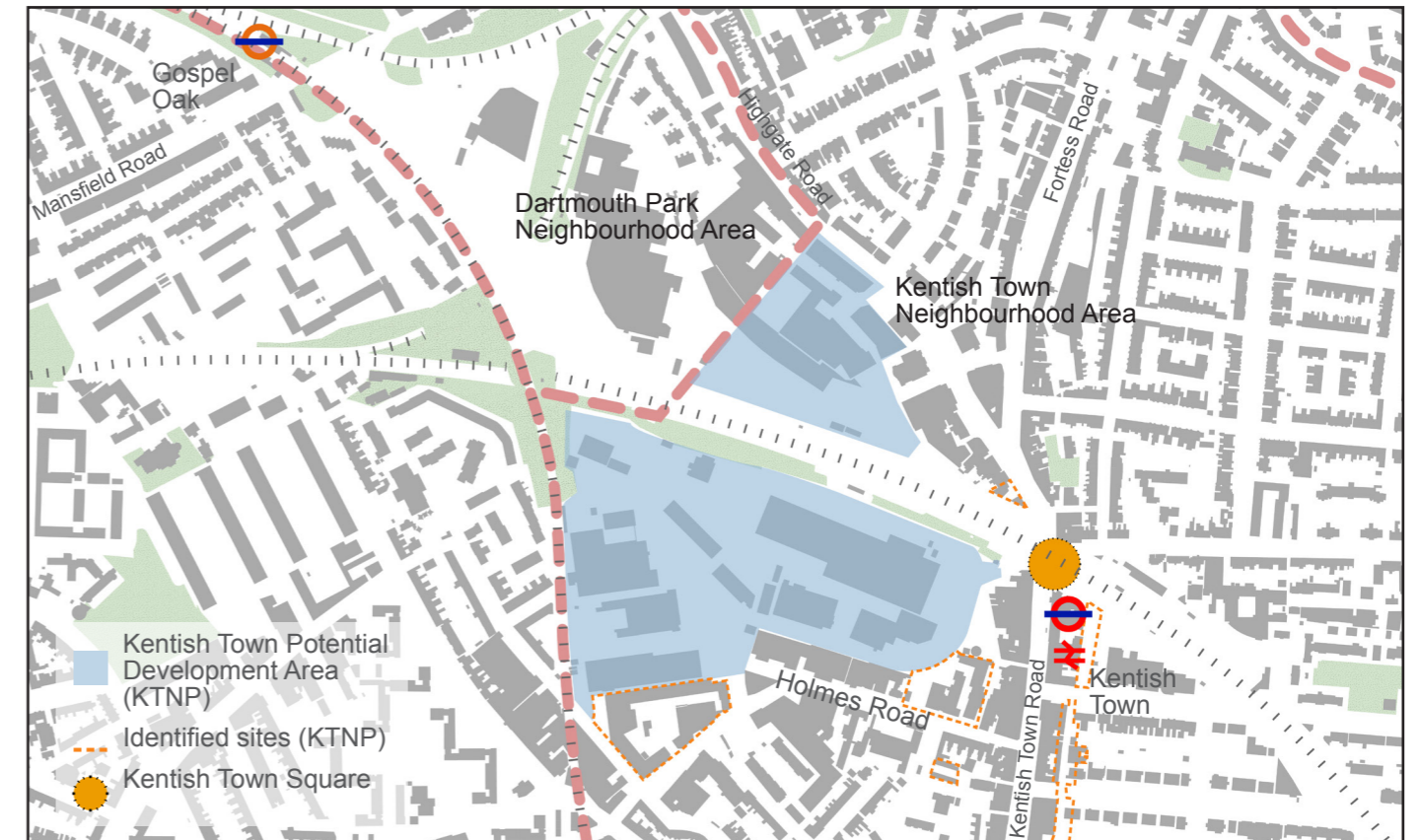
Policy SP1: Kentish Town Square sets out ambitions for a new public square to renew

and enhance the centre of the neighbourhood through new development, and through public realm and pedestrian improvements to Kentish Town Road. This sits alongside policy GA: Step free access in Kentish Town Stations which seeks step-free access in rail and underground stations in the KTNF Area

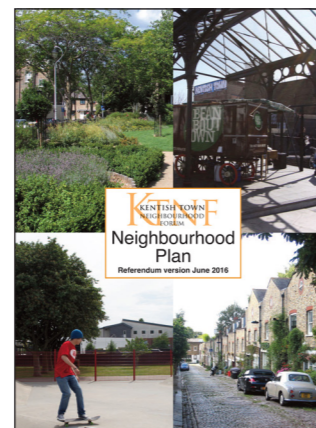
Policy D1: The view of Parliament Hill, highlights the uninterrupted view towards Parliament Hill from the area adjacent to Kentish Town Station. This view cuts across the Murphy's site and the plan states that it is required to be maintained, as far as possible, for future generations.

The Dartmouth Park Neighbourhood Forum (DPNF) released a draft neighbourhood plan for consultation in April 2018. The plan is still in draft form and has no formal status, but is important context for the DPNF's ambitions.

Murphy's Yard is highlighted and whilst the forum is not itself actively proposing that the site is redeveloped, if this does happen the forum sees the site as an opportunity to enhance the Dartmouth Park area with a sensitively designed scheme for a mix of residential and business/employment units.



Kentish Town Planning Framework: Neighbourhood forum boundaries and identified sites



1. Kentish Town Neighbourhood Plan, adopted 2016



2. Dartmouth Park Neighbourhood Plan, consultation draft 2018

The history of the area

Three key periods

The historical development of the framework area has been shaped by three key periods: pre-railway, as a location of significant railway infrastructure and as an industrial area.

Prior to the introduction of the railways in Kentish Town the area was characterised by marshland and orchards. The area was part of a rural settlement to the north of London with a linear street pattern alongside the road to Highgate following the course of the River Fleet.

Within a period of 25 years, from the mid 1840s to 1870, Kentish Town was transformed from a small village on the edge of London to suburban growth area with significant new rail infrastructure. The North London Line was built on a large brick viaduct above the southern end of Kentish Town in 1850; this was followed by the construction of the Hampstead Junction Railway on a viaduct at roof level and then the line going through West Kentish Town up to Gospel Oak and Hampstead Heath in 1860.

A large coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area.

By the early twentieth century, the rail sidings began to retract. It wasn't until the 1980s that the new businesses and industry moved into Regis Road and formed the Kentish Town Business Park. Murphy established its headquarters to the north of the Midland Railway behind Highgate Road in 1984 and still remains there today.



The area was extensively used as rail sidings

© 2007 - 53A Models of Hull Collection (Alan Whitehead)
LMS Patriot 4-6-0 No 5958 (later 5513) at Kentish Town - c. 1933

1200

13th century The early settlement of Kentish Town established around the High Street. The initial settlement pattern followed the course of the River Fleet. The road was an important route and various inns served travellers going between London and the north.

1800

1823

18th Century The pollution of the Fleet River became an increasing problem and the river was gradually covered over. The northern section remained open until 1872. It still flows under the area today.

1869

1840s-1870 Kentish Town was transformed from a rural settlement to a London suburb. Significant railway infrastructure developed in the area.

1860 The construction of the Hampstead Junction Railway connecting Kentish Town to Gospel Oak. The Midland Railway swallowed up all of the remaining unbuilt land between Holmes Road and Highgate Road for sidings, workshops and train sheds.

1864 The Harrison Estate bought for goods, coal station, carriage sidings and engine sheds.

1860s A large coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area.

1880s A large coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area.

1900

1934 The Forum built and used as a cinema.

1972 Kentish Town City Farm established

1980s Kentish Town Business Park established on Regis Road and Murphy's headquarters to the rear of Highgate Road.

2018

The development sites

The Murphy site



The Murphy site lies to the west of Highgate Road and is bound to the north, west and southern sides by railway lines. The northern tip of the site is directly opposite Hampstead Heath.

Access

The historic warehouse buildings along Highgate Road create an interesting context, but conceal the area from public view and act as a barrier to access. Largely landlocked by railway lines, access is restricted to the north and east - at Gordon House Road, Sanderson Close and Greenwood Place.

Employment character

The Murphy site is characterised by open yard space and vehicle parking, with some office space within the locomotive sheds.

On the western side of Highgate Road are a series of Victorian warehouses adjacent to the site occupied by a number of businesses. The cluster around Highgate Studios, Dean House and Highgate Business Centre includes media communications, fashion, architecture and design studios and manufacturing.

Topography

There are significant level changes across the site, rising from the Midland Mainline in the south upwards to meet Hampstead Heath. Much of the southern part of the site is over a storey below the buildings on Highgate Road which conceals the site further.

Built form

There are three locomotive sheds of historic interest, which are locally listed. Other than these large buildings, development on the site is very low intensity. There is a former station building in the northern part of the site, now surrounded by a more recent shed building.

Biodiversity

The railway lines support important biodiverse corridors and their dense planting, particularly to the north of the site lends a green character to an otherwise industrial area.

Land ownership

The site itself is in a single ownership and forms the development area within the Kentish Town Industry Area.



Constrained access into area



Significant level changes



Historic railway infrastructure



Adjacent to Hampstead Heath

The Regis Road site



The Regis Road site is bound to the north and west by railway lines, to the south by the rear of properties along Holmes Road and to the east by York Mews behind Kentish Town Road. It is not visible from surrounding streets and spaces and virtually hidden from public view.

Access

Access into the area is constrained to a single access point from Kentish Town Road, which is its only public interface and prevents any through movement between surrounding neighbourhoods. The overground railway line forms the western boundary. There is an opening into the area underneath the railway at Arctic Street, which is controlled by businesses on Regis Road. There is an access point to a

private car park at Holmes Road but this is also closed to the public.

Employment character

Regis Road is currently home to a number of large commercial units. This includes several logistics, manufacturing and media companies as well as a mix of other one-off businesses. These businesses are important to Camden's economy and include CAZ and Growth Sector supporting businesses.

Employment densities within the area are relatively low compared to new industrial and commercial developments.

The railway arches to the west of the site are home to some small businesses, and are accessed from a service road on Arctic Street with no access to Regis Road.

Built form

The quality of buildings throughout the area is poor. Companies predominantly occupy 1980s industrial buildings, though many are not purpose made for their requirements. Buildings are typically single storey sheds with large floor plates surrounded by areas of yard space and vehicle parking.

Land ownership

Land ownership is fragmented, with several different interests in the area. The Council owns the recycling centre and car pound within the area.



Car dominated environment



Poor quality buildings and public realm



Low density development



Important community functions and uses

Employment character

Building on the existing strengths

Today, a wealth of businesses exist within and adjacent to the Framework Area, forming various business clusters. These businesses are important to Camden's economy and include CAZ and Growth Sector supporting businesses.

Our initial round of public engagement with businesses in the area demonstrated that Kentish Town has a number of competitive advantages that make it an attractive location for business. This include its proximity to Central London, public transport accessibility and the availability of and accessibility to local labour.

The key business clusters in the Kentish Town area are:

Regis Road

Regis Road includes logistics, light manufacturing and media companies as well as a mix of other one-off businesses. Companies predominantly occupy 1980s industrial buildings, though many are not purpose made for their requirements.

Highgate Road

The business cluster around Highgate Road includes Highgate Studios, Dean House, Highgate Business Centre and the Murphy Headquarters.

The business types in this cluster include media communications, fashion, design studios and manufacturing. The businesses occupy Victorian warehouses accessed off Highgate Road. The agglomeration of businesses in this area is supported by leisure and restaurant uses.

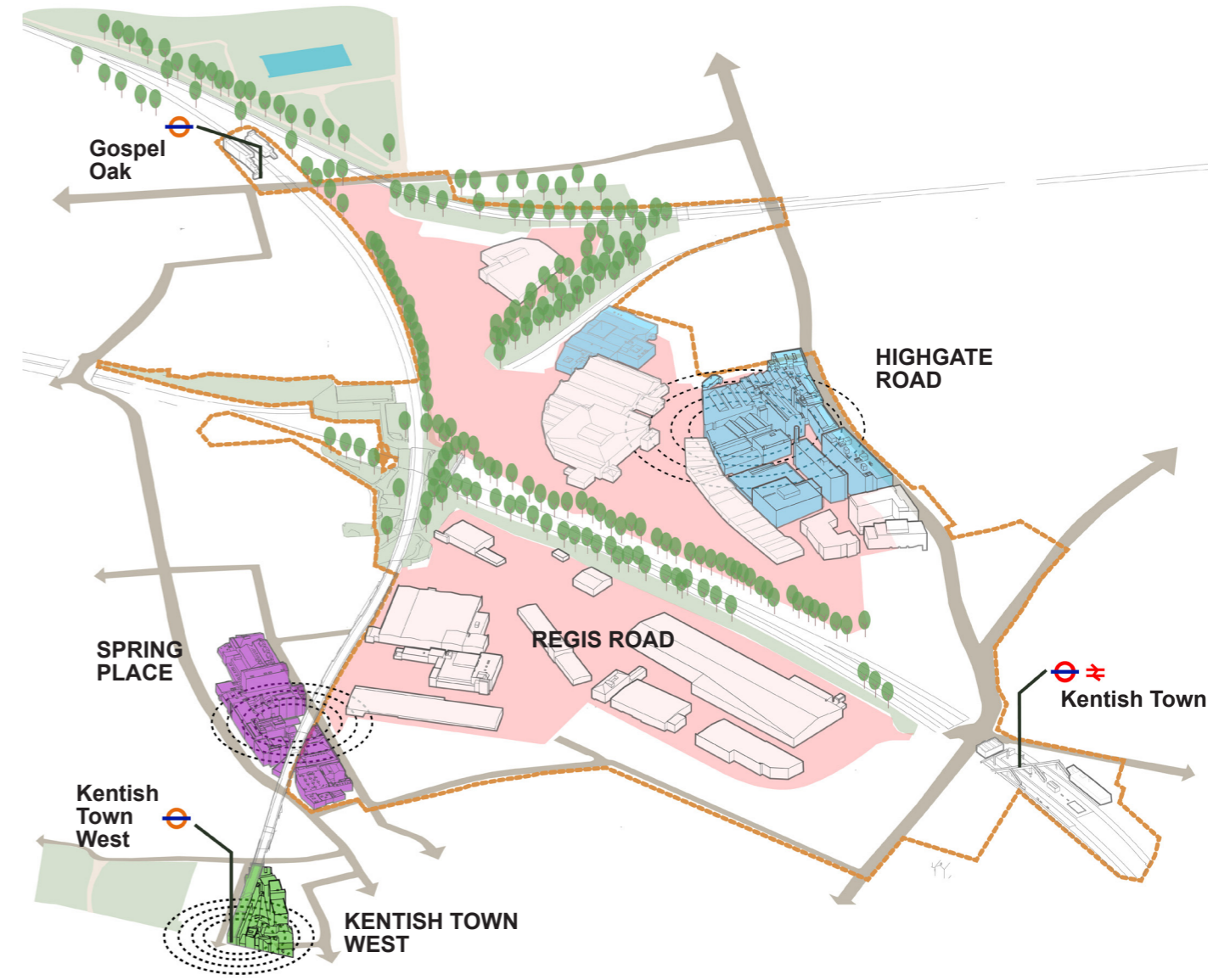
Spring Studios

Spring Studios, located on Spring Place is a creative agency, studio space and collaborative workspace. The company operates globally and is expanding at Kentish Town with additional co-working space.

Kentish Town West

At Kentish Town West, there is a cluster of businesses located either side of the rail viaduct on Wilkin Street Mews and Perren Street. The cluster includes Camden Town Brewery where they make and sell beer as well as other makers space and offices.

Redevelopment of the development sites within the Framework Area provides the opportunity to build on this existing business character and enable it to grow and develop further.



Kentish Town commercial employment clusters



Spring Place



Highgate Studios



Highgate Studios



Lunar Cycles bike workshop on Wilkins Street Mews

Communities

Diverse and active communities

The communities in Kentish Town are diverse and active with a strong sense of pride in the area. This is demonstrated through the commitment of the two neighbourhood forums, the wide range of active community groups and organisations, and the important work they do in the area including the street fairs and festivals that bring the communities together.

Kentish Town benefits from highly valued community facilities one of which is Kentish Town City Farm, which is within the framework area. The Greenwood Centre will be a new community resource within the framework area designed to enable independence and is due to open this autumn. It will bring lots of opportunities including being Camden's first centre for independent living led by disabled people, for disabled people as well as providing facilities and space that can be used by the whole community. There are local community centres to the north, south east and south west of the framework area providing services to a range of local people.



Queen's Crescent market



Community gardening, Kentish Town Station

Kentish Town has its own cultural scene and character. With the popular live music venue of the O2 Forum Kentish Town, a variety of historic public houses, arts venues such as the Zabłudowicz Collection and array of shops, cafés and restaurants along the high street all adding to the area's distinct identity and attraction. These community and cultural strengths are fundamental assets of the area.

Development must help to foster this strong sense of community. It must be a place that is accessible and open to all and that brings existing and new communities together. It should also cultivate the cultural offer of the area.

The potential scale of development will place additional pressure and demand on existing local and new facilities, and capacity will need to be provided to meet the needs of the increasing population. It is important that development on this scale provide for the new additional population and gives something back to the existing communities in an integrated way, meeting existing and future needs.



Community groups at Alma Street Summer Fair



Kentish Town City Farm

Population

Below are some key statistics about Kentish Town and the surrounding areas. All statistics come from the Census of population conducted in 2011.



There are more persons per hectare to the west of the framework area (175) than there are to the east (156), south (151) and north (128).



The majority of local residents are White British (55%), which is higher than the Camden average (44%). There is an average of 25% local black and minority ethnic residents.



Kentish Town has the second to lowest life expectancy of all the Camden wards for men (77.5) and women (81.2). This is lower than the borough wide life expectancy for men (81.1) and women (86). The life expectancy is higher in Highgate ward for men (83) and women (87.1)



General health is very good or good for the majority of local residents and is highest to the north of the framework area (84.6%), marginally higher than the Camden average (84%). The area to the west is lowest (78.6%).



Households with no adults in employment is highest to the west (36.5%) of the framework area and lowest to the east (22.7%). The Camden average is 29%.



There are more residents aged 60 and over to the north of the framework area (20.1%) than the areas east, south, west and the Camden average (each having approximately 15%). There are more young residents aged 5 to 15 (14.2%) to the west of the framework area than there are to the north (12%), east (9.5%) and south (10.5%). The Camden average is 10.1%.



The proportion of economically active local people aged 16 to 74 who are unemployed is broadly similar for women around the framework area (between 3.5% and 4.9%). Unemployed men is highest to the west of the framework area (7.7%), followed by the area to the south (5.3%).



A significantly higher proportion of local residents own their homes outright live to the north (27.2%), compared to the east (18.1%), south (16.8%) and Camden as a whole (17.1%). The disparity is even wider when compared to the west with 10.5% of residents owning their homes outright.



The median household income in Camden is relatively high at £32,625 but the borough has a high level of income inequality and is the sixth most unequal borough in London. A quarter of households have an annual income of £20,000 or less (source: CACI paycheck 2012).

Area analysis

Land use



The wider area includes a rich mix of land uses. Within the Framework Area there is a mix of industry and business uses. The surrounding area is predominantly characterised by residential homes mixed with established high streets and promenades. Community and leisure facilities are located throughout the wider area.

Movement



Kentish Town Road is the primary route through the area and carries heavy traffic at most times of day including many bus routes travelling through the area. The road forks north of Kentish Town station, leading onto Highgate Road and Fortress Road.

Public open space



Although the framework area is adjacent to Hampstead Heath, there is a lack of public open space close to Kentish Town. The majority of local open spaces and parks are located to the west in Gospel Oak, however they all suffer from poor connectivity to Kentish Town because of the severance caused by the Overground rail lines.

Severance



The legacy of the railway infrastructure has resulted in poor connectivity across the framework area with few opportunities to cross the rail lines that criss cross the framework area. Roads going into the framework area are all dead ends, with no existing public access through the area.

Business clusters



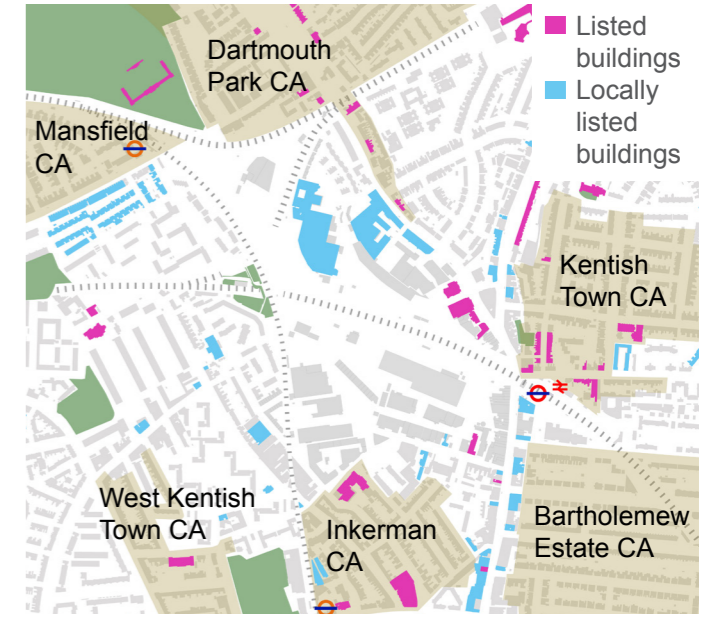
Today, a wealth of businesses exist within and adjacent to the Framework Area, forming various business clusters. These businesses are important to Camden's economy and include CAZ and Growth Sector supporting businesses. Key business clusters at Highgate Studios, Regis Road, Spring Studios, Ryland Road and Kentish Town West.

Viewing corridors



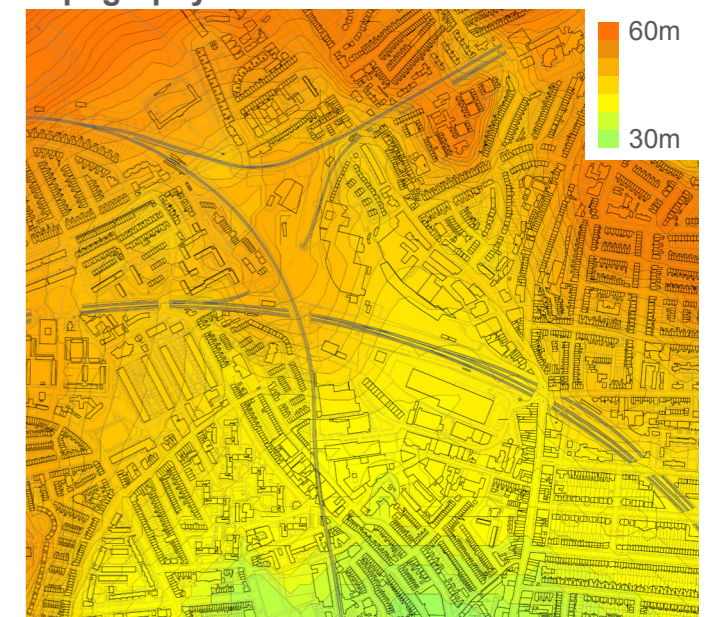
The framework area is covered by regional and neighbourhood viewing corridors. There are two LVMF viewing corridors crossing the site from Hampstead Heath to St Paul's Cathedral. The Kentish Town Neighbourhood Plan designates the view towards Parliament Hill from Kentish Town station which crosses a large part of the Kentish Town Industry Area.

Heritage assets

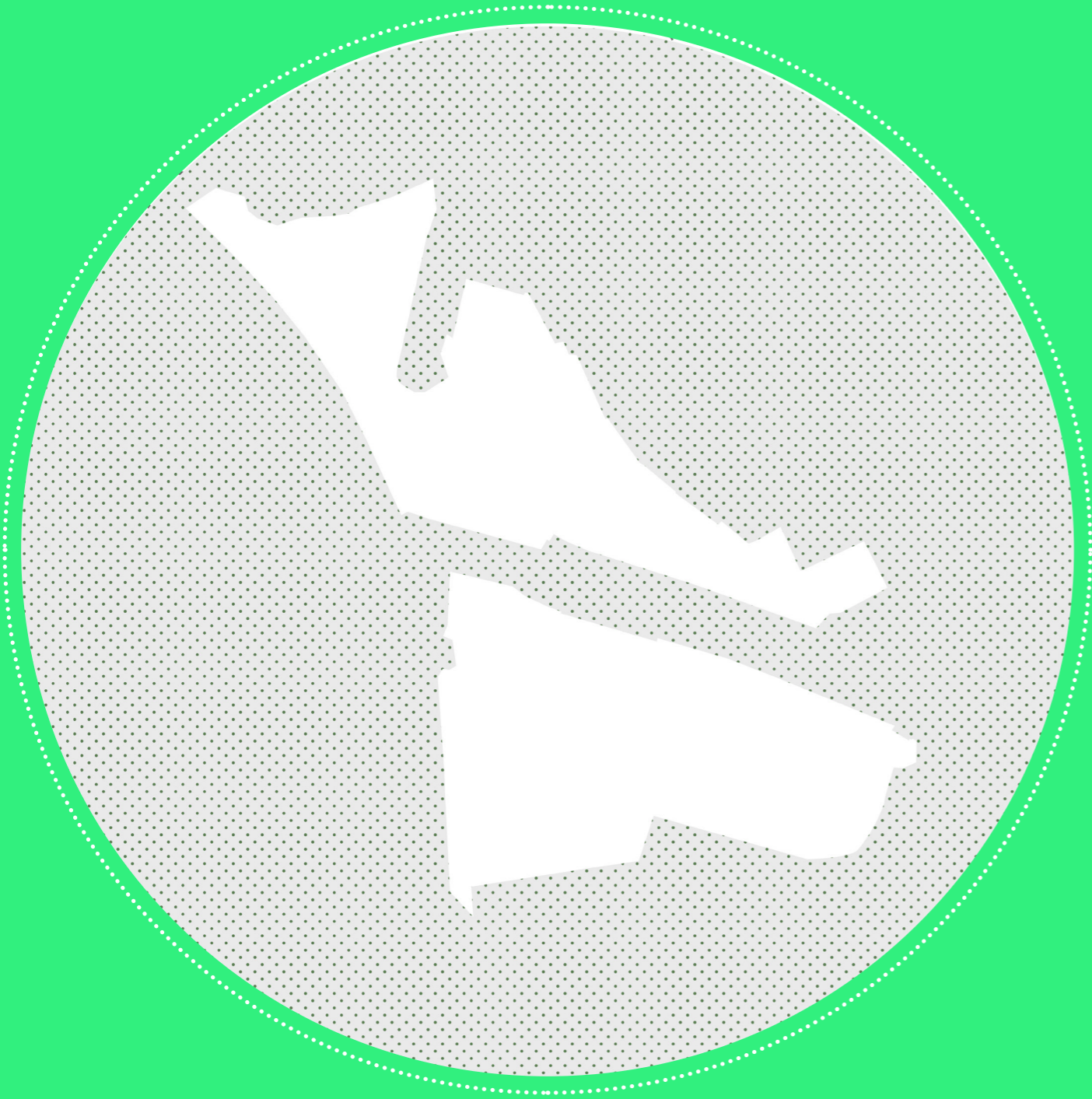


The wider area has wealth of heritage assets. Within the framework area is a mix of listed buildings including the locally listed locomotive sheds and Highgate Studios. Adjacent to the Framework Area are numerous conservation areas and listed buildings.

Topography



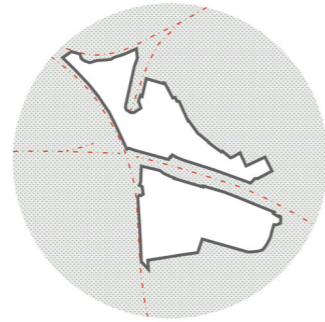
A significant influence on the character of the area is the topography. The land rises from Kentish Town towards Dartmouth Park and Hampstead Heath. There are also steep level changes across the Murphy site, with much of the site below the buildings on Highgate Road. The site is level with the railway cutting, due to its historic use for railway-related infrastructure.



PRINCIPLES

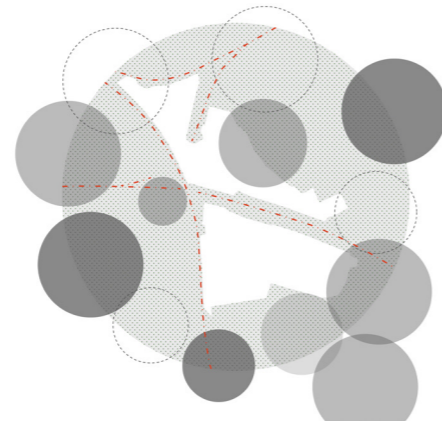
Nine key principles for a new neighbourhood

The framework principles are the overarching objectives that will guide the development of a new neighbourhood at Kentish Town. The principles are born out of the previous engagement, community workshops, drop-ins and the Council's site analysis.



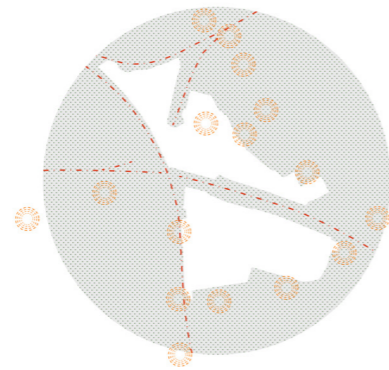
Transformative development

Comprehensive development on both Development Sites will create a new neighbourhood at Kentish Town that is stitched into the surrounding communities.



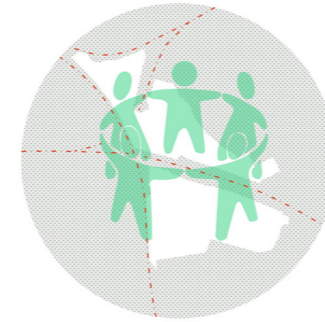
Support the vitality of existing local centres

The surrounding area includes a wide array of local centres and community facilities. Development will provide an opportunity to better connect these and support their vitality.



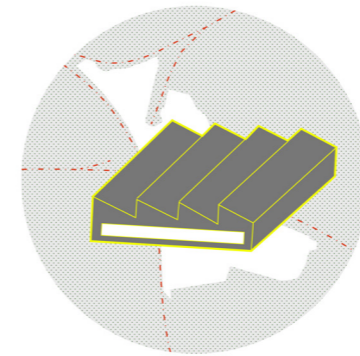
Celebrate and connect the area's heritage

A wealth of industrial heritage exists in the area, some of which is closed off to public access. Development can open up and connect the heritage in the area.



A diverse and inclusive neighbourhood

The neighbourhood will be inclusive, open and accessible to all and support the vitality of existing communities and community facilities in the area.



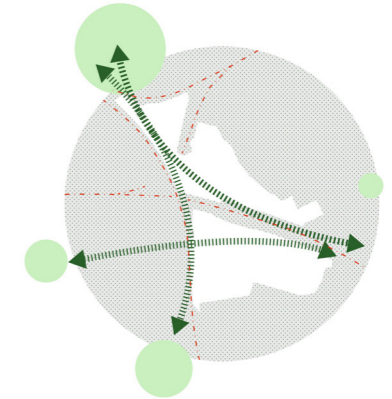
Modern and sustainable employment space

The new neighbourhood will be employment-led, developing modern new commercial space that supports existing business clusters in the area and attracts new ones.



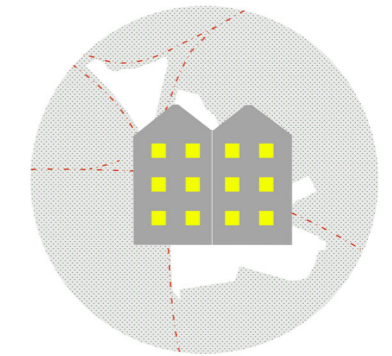
A sustainable neighbourhood

A green and sustainable new neighbourhood at Kentish Town supported by a zero emission zone, new open spaces and energy efficient buildings.



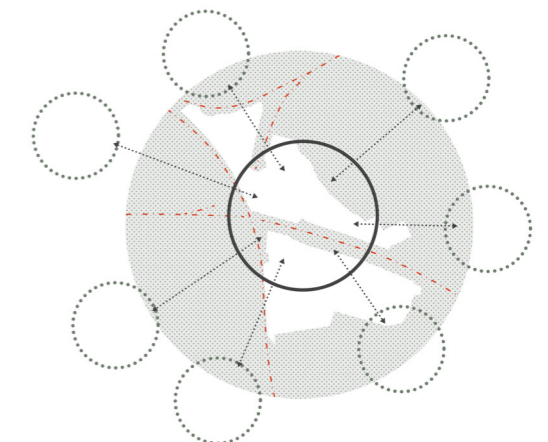
Enhance green infrastructure

The new neighbourhood must connect and enhance the extensive existing green infrastructure and create new areas of open space and biodiversity.



Develop significant new housing

Redevelopment across both Development Sites will deliver significant new housing for the borough. Affordable housing is a top priority.



Improve connections between communities

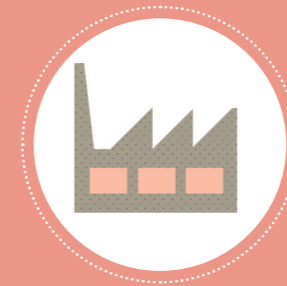
Development provides the opportunity to create new connections between adjacent neighbourhoods connecting community facilities and promoting walking and cycling.



NEIGHBOURHOOD STRATEGIES

The neighbourhood strategies provide planning and design guidance to support the delivery of the vision and key objectives. The guidance is organised under the following strategic themes:

- Employment and homes
- Neighbourhood and character
- Routes and connections
- Health and wellbeing
- Community and culture



Employment and homes

A vibrant mixed-use neighbourhood that supports business and delivers significant additional jobs and homes, including as many affordable homes as possible.

Strategic deliverables:

- A thriving employment-led neighbourhood that provides vital supporting industrial and logistics functions for central London and builds on the area's existing strengths for light manufacturing, creative industries and other growth sectors.
- Significant increase in jobs, with employment and training opportunities for local people.
- A significant number and range of quality new homes to meet Camden's housing needs, including seeking to achieve the target of 50% affordable housing.
- Smart co-location of commercial, residential and other uses to create a harmonious, active mixed-use environment.

Neighbourhood strategy

Redevelopment within the Kentish Town Framework Area provides a unique opportunity to create a vibrant new mixed-use neighbourhood that is stitched into the surrounding communities. Development will support the vitality of Kentish Town town centre and other nearby Neighbourhood Centres.

Redevelopment will predominantly take place on two development sites: The Regis Road Site and The Murphy Site. Redevelopment will enable the intensification of the commercial buildings and uses to develop a modern and sustainable commercial area appropriate for the 21st century.

The development of both sites must support the delivery of the Framework Vision and Principles. The Neighbourhood and Character strategy on page 52 sets out how the key moves influence character and building typologies.

Modern commercial buildings will be developed that are environmentally sustainable, flexible and designed to modern standards. The development will also support modern ways of working that include hybrid spaces that combine production, design, maker space with community spaces, leisure and co-working.

Intensification of the commercial space will be supported by the co-location of employment uses with residential and community uses as well as new areas of public open space.

Development on both sites must be comprehensive, masterplanned and existing businesses, where possible, retained.

The Regis Road Site

Development of the Regis Road Site will help create a thriving mixed use neighbourhood within the Framework Area that supports the retention of existing businesses and attracts new businesses to Kentish Town. This ambition will be achieved primarily through the replacement and intensification of employment uses co-located alongside housing and other uses.

As part of a comprehensive redevelopment of the site we expect the replacement of all existing B1a, B1c, B2 and B8 floorspace. The replacement of this floorspace will require a more efficient design than is currently there, enabling the intensification of employment uses and the co-location with other uses.

Where possible, existing businesses must be retained and in particular industrial and warehouse uses that support the functioning of the CAZ or local economy. The Council's recycling centre is an essential local service which is required to be retained or reprovisioned on site in line with Local Plan policy CC5.

Developers for the site will be required to work with existing businesses to understand their requirements, ambitions and potential for reprovision or relocation. A business retention strategy will be required as part of a planning application for the development of the site. The phasing of the site should support the business retention strategy.

Businesses remaining in the area will be expected to adopt the highest possible standards in terms of sustainability and efficiency. A key element of this is the management of commercial vehicles and access and a reduction in vehicle parking to support the delivery of a zero emission zone. The retention strategy will be secured and monitored through a section 106 agreement

The Regis Road Site will be expected to deliver an uplift in employment floorspace and provide significant additional jobs. Additional employment floorspace should be provided in accordance with policy G1, E1 and E2 of the Local Plan. Additional employment floorspace should include a mix of employment uses and prioritise high density employment uses. Employment growth should build on the existing business clusters in the area and growth sectors in Camden, including light manufacturing, creative and knowledge sectors.

Scoping behind the Local Plan indicated that the Regis Road Growth Area may be able to accommodate upwards of 1,000 new homes. The Council is undertaking design work to further explore the capacity of the site, both for housing and commercial uses and to explore the viability to deliver the framework priorities and infrastructure requirements.

The Murphy Site

The Murphy Site is within the Kentish Town Industry Area and therefore covered by Local Plan policy E1 and E2. Also, the area is considered a Locally Significant Industrial Site (LSIS) and therefore covered by relevant Draft New London Plan policies, including policy E5, E6 and E7.

The Local Plan and London Plan safeguard the area for industrial and warehouse uses. However the Murphy site is occupied by a single business and the site has significant scope for redevelopment and intensification. Therefore redevelopment of the site is encouraged to support the creation of a vibrant new mixed-use neighbourhood within the Kentish Town Framework Area. It is required that any proposals are developed through a masterplan process, led by this framework and in close consultation with the Council and the GLA.

The Council will expect the protection or reprovision of existing B1(b), B1(c), B2, B8 and sui generis floorspace in accordance with Camden's Local Plan and the draft London Plan. Alongside these uses, we encourage the introduction of significant new housing, community uses and new public open spaces. Development will need to be comprehensive and masterplanned so that the inclusion of these uses can form part of the proposals without prejudicing the successful operation of businesses on the site.

The Council supports proposals for intensification of employment uses where the proposals can provide additional benefits in terms of developing modern and sustainable employment floorspace, enhancing the quality and flexibility of employment floorspace and intensifying the number of jobs. New employment space should enhance the success of existing business clusters in the area including light manufacturing, creative and knowledge sectors.

The backland nature of the Murphy site means there are access constraints into the site, especially for heavy and high frequency commercial vehicles. Any redevelopment proposals must fully assess the transport implications of intensifying the site and develop a transport strategy that mitigates these site specific constraints through exploring new access points, freight consolidation, modernising commercial servicing and limiting traffic movement and weight on specific roads in the area.

The Council will undertake capacity testing to further explore the optimum number of homes to be delivered on The Murphy Site alongside the growth planned for the Regis Road Site.

Other considerations

New retail space within the Growth Area should be kept to a minimum. Any provision of new retail space should not undermine the success and vitality of nearby Town and Neighbourhood Centres. There is an opportunity to provide limited new A3, A4 and A5 use class space along the edge of the railway viaduct where it would support the ambition to create the Makers Lane.

New community and cultural uses will be supported within the Growth Area. There is support within the community for a leisure and cultural facility on the site. If developed, this should be located close to the high street to support Kentish Town Centre.

The existing employment uses on both development sites are supported by yard space. For the Regis Road Site, the yard space will not form part of the calculations for replacing the existing employment space, however the new employment floorspace must include appropriate yard space to support the functioning of the businesses intended for the site. Part of the intensification of the area will mean that this is achieved through freight consolidation and the sharing of servicing space. The Murphy Site is within a designated LSIS and will be required to replace the existing industrial and warehousing floorspace or the potential industrial and warehousing floorspace that could be accommodated on site at a 65 per cent plot ratio (whichever is the greater).



Here East, a digital quarter for East London

Supporting the local economy

This Planning Framework supports the intensification of employment space on the Regis Road and Kentish Town development sites. Redevelopment of the development sites must seek to retain existing businesses where possible, deliver no net loss of existing land use types and provide new business space that support the growth of and complements existing business clusters in the area.

Delivering this ambition will provide the opportunity to meet wider objectives for the borough. This includes developing Camden's Growth Sectors, supporting the Central Activity Zone, supporting our residents through training and apprenticeships, delivering affordable workspace and managing the impact of construction with a 'meanwhile use' strategy.

Growth sectors

Redevelopment within the Kentish Town framework area should support the retention of existing businesses and business clusters as well as identified growth sectors for Camden. Camden's Local Plan identifies that there are a number of growth sectors particularly attracted to Camden and they make a significant contribution to Camden's economy. These sectors are professional and business administration, creative industries and knowledge quarter and science. The Council will seek provision of appropriate employment space for identified growth sectors and small to medium enterprises and start-ups. This



Francis Crick Institute, Camden by HOK

ambition should complement the objective to support existing business clusters in the Kentish Town area.

Central Activities Zone

Camden has strong trading links with London's Central Activities Zone (CAZ) and the south of the borough forms part of the CAZ. The borough's industrial and warehousing businesses provide the CAZ with a range of vital goods and support services. Existing businesses that support the functioning of the CAZ must be retained on site as far as possible.

Training and apprenticeships

Policy E2 of the Local Plan states that the Council will consider higher intensity redevelopment where the scheme would increase employment opportunities for local residents, including training and apprenticeships.

The scale of development at Kentish Town presents significant potential to provide employment and training opportunities for residents local to the area. The opportunities could be within both the design and construction of new commercial space and homes as well as with the long term businesses that grow and locate at Kentish Town.

The Council would seek to work with any developer to ensure the delivery of a comprehensive employment and skills strategy.



Youth apprenticeships, Kings Cross

This should include benefits such as: training and apprenticeships in construction, industry and growth sectors. This could include a physical hub in the area to provide space for development and training to take place.

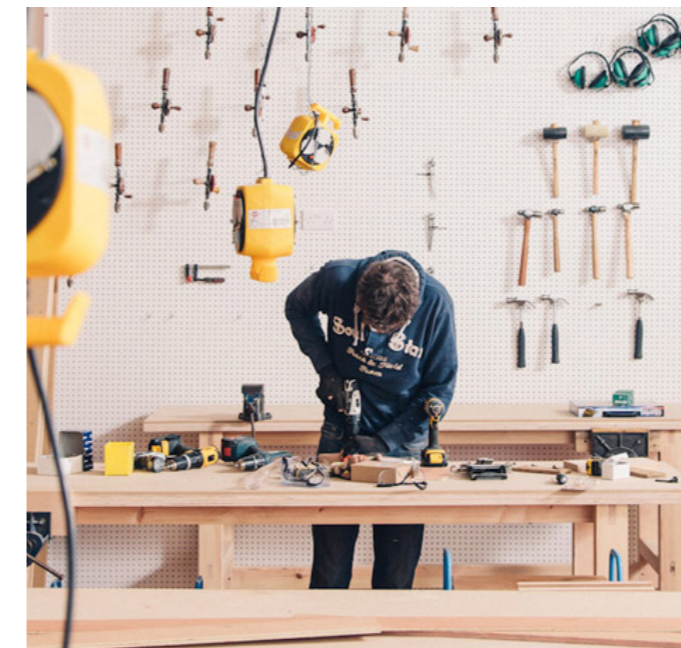
Affordable workspace

To support the success of new employment space identified for start-ups and small to medium enterprises in the area, new development must provide affordable workspace. Applicants should identify and work with a workspace provider during the pre-application stages to understand the spatial requirements of this type of space to ensure its viability and success as part of any new development at Kentish Town.

Meanwhile uses

The potential scale of development at Kentish Town means that construction will be phased over a period of time. A meanwhile use strategy will be required that seeks to reduce the negative impacts of construction, support the aspirations for training and apprenticeships during construction and develops creative and engaging temporary uses within the development sites.

The priority will be for business continuity as far as possible. However, once firm proposals for a comprehensive scheme are in place, there may be a role for temporary or 'meanwhile' uses as part of a managed phased approach. This would be to maintain activity in the area throughout a phased construction period and to avoid vacant buildings.



Blackhorse Workshops in Walthamstow

Meanwhile uses should seek to reuse existing buildings and facilities, maintaining an active use and presence whilst building work continues and should provide demonstrable social benefits. Proposals should not involve significant investment into buildings that are to be demolished. A meanwhile use strategy will be required. When considering proposals for meanwhile uses, the Council will consider:

- The nature of the proposed use and whether it is in character with the nature of the area and offers social benefit.
- Whether they are compatible with existing uses and would not prejudice existing functions of the area, construction work or end uses.
- Term of occupancy relative to the phasing of development.
- Scheme viability, including the level of investment required and whether this is commensurate to a meanwhile use.

Where a meanwhile use is considered to be acceptable, temporary and/or personal permissions may be used.



Skip garden, Kings Cross

Delivering new homes

The development of a new mixed-use neighbourhood at Kentish Town must be supported by the delivery of significant new housing. This will provide much needed new housing, a priority within Camden and also support the vision of creating a vibrant neighbourhood where different uses are located together.

To support the sustainability of the new development and the creation of a vibrant community, new housing will be required to provide a range of housing types and tenures to help create a mixed neighbourhood at Kentish Town.

Housing mix

Camden’s Local Plan sets out the borough wide approach for delivering a mix of houses on strategic sites. Policy H6 of the Local Plan establishes the policy ambition for delivering housing choice and mix and policy H7 for different sizes of homes. At Kentish Town it is important that a diversity of housing types across private and affordable sectors are delivered to provide choice, cater to different housing needs and help create a mixed and balanced community. This includes a policy compliant mix of one, two, three and four bedroom homes.

A proportion of private rented sector (PRS) homes may be considered subject to sufficient justification. Where provided it should support the ambition to increase housing choice and

support the creation of mixed and inclusive communities.

Housing tenure

A mix of housing tenures must be delivered within the Framework Area including private sale and affordable housing. The affordable housing target for the two development sites is 50% in line with Policy H4 of Camden’s Local Plan. Policy H4 of the Local Plan also sets out the borough’s policies on maximising the supply of affordable housing. The policy states that 60% of the affordable housing should be social-affordable rented housing and 40% intermediate housing.

The Council welcomes applicants to promote innovative affordable housing types or providers that would support the ambition to deliver a mixed and sustainable community at Kentish Town. Examples include affordable housing that is tethered to specific employment space within the Framework Area.

Other housing types that may be suitable at Kentish Town included serviced plots to support the delivery of self-build homes. The development of self-build homes will be accepted if they meet the densities of the other forms of tenure being delivered in the area.

Housing for older people should also be considered within the Framework Area to provide much needed housing choice for people to downsize in the area.



1-6 Copper Lane by Henley Halebrown architects. A co-housing scheme in North London



Camden Courtyards by Sheppard Robson Architects



The Bourne Estate by Matthew Lloyd Architects for Camden Council

Innovative design approaches

A key component of achieving the redevelopment ambition for both the Growth Area and the Murphy site is the successful co-location of commercial uses with new homes. Developers submitting applications for either development site should include industrial and employment providers as part of their development team. The team must be supported by design and delivery expertise that can develop suitable typologies that are viable for this type of development. It is anticipated that design solutions are required at the masterplanning, plot and building scale.

Controlling access

At the masterplan level, a comprehensive approach to redevelopment within the Framework Area will support the placemaking approach developed in this strategy. This will ensure that the negative impacts of industrial and commercial uses on the quality of the residential environment are designed out at the macro scale. Key considerations can include appropriate location of industrial and commercial access, creating active frontages, the overlooking of public space and creating a sense of identity for residents living within and around the area.

To mitigate the negative impacts of industrial and commercial vehicles at the Regis Road Site, access and yard space should be consolidated and located along the rail lines on the northern edge of the site, off the existing Regis Road and Kentish Town Road

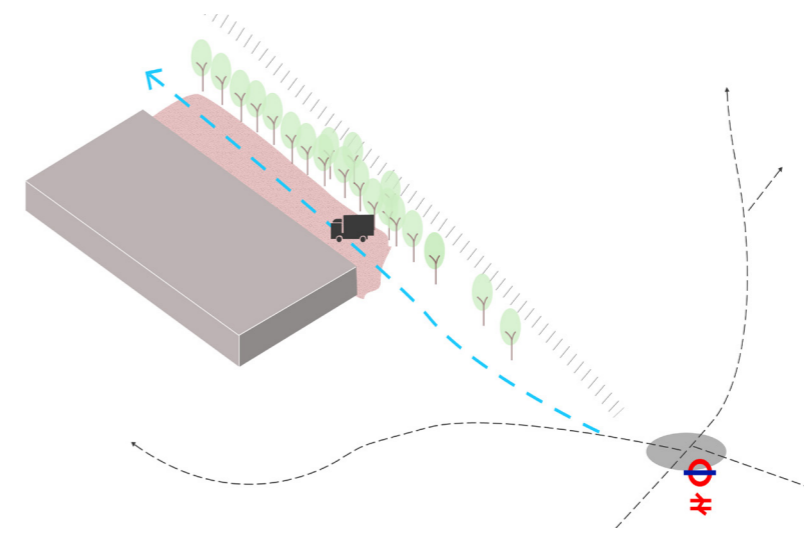
junction. This should be supported by a freight consolidation strategy that will limit heavy and frequent vehicle movement to this part of the site.

Within the Murphy site commercial access should be located off Sanderson Close, where the existing point of primary access into the Murphy site is located. Commercial access should be prohibited from Gordon House Road and Greenwood Place.

Wrapping larger industrial units

A significant challenge for delivering a successful mixed-use neighbourhood is creating an attractive neighbourhood for both commercial and residential tenants. Challenges include activating streets and public spaces as well as mitigating the negative impacts of industrial and commercial uses such as noise, smell and blank and inactive frontages.

Diagrams two and three demonstrate ways that residential homes could be used to 'wrap' or stack on top of larger commercial units. This strategy could be applied to employment uses on both the Regis Road Site and the Murphy Site. Stacking residential units above commercial development presents more physical challenges in terms of mitigating the negative aspects of some industrial users as well as lease arrangements for the residential homes. Developers in the area should explore the appropriateness of this strategy at Kentish Town and the types of housing that can enable this type of development.

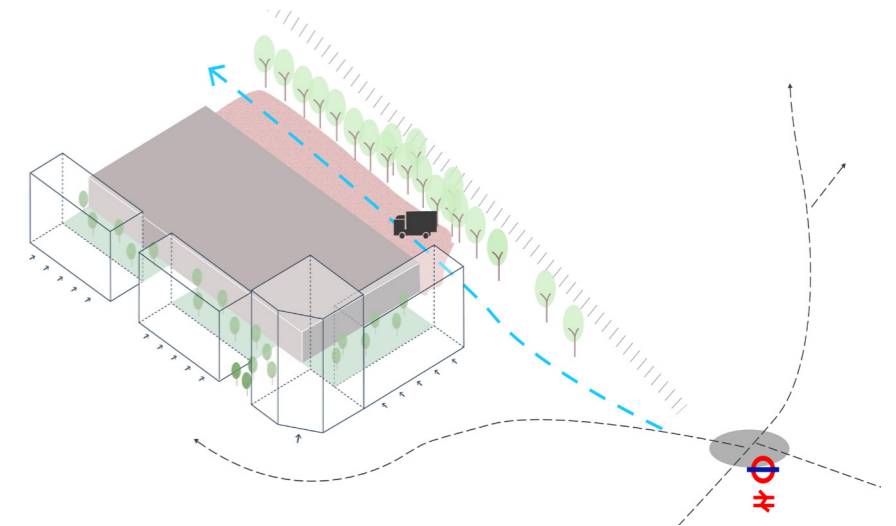


1. Freight consolidation

Industrial units that require HGV access throughout the day could be located along the rail line. This would enable privately managed vehicles access and yard space to be tucked away from the public realm and against the inactive edge of the rail line. A comprehensive approach to redevelopment would enable this access arrangement to be extended along the edge of the rail lines, potentially serviced by a freight consolidation centre.

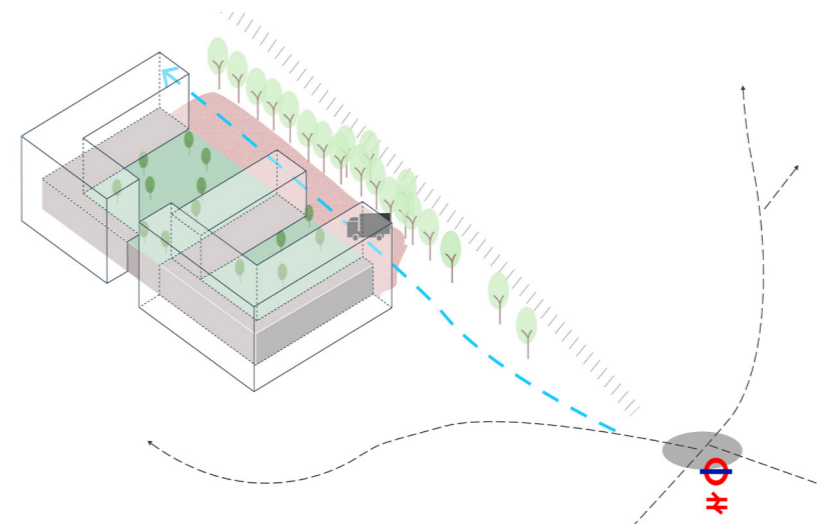
2. Wrapping large commercial buildings

Many industrial and commercial buildings often have significant areas of blank and inactive frontage. This type of building can be intensified and 'wrapped' with new residential buildings. This will improve the character of the street by providing domestic and active fronts.



3. Stacking residential buildings above commercial

In some instances, it may be viable to place residential buildings above large commercial buildings. The design will need to mitigate potential noise, vibrations and access to the commercial buildings as well as create active residential frontages facing the public realm.



Travis Perkins by Cooley Architects on St Pancras Way in Camden includes student accommodation



Caxton Works by Studio Egret West provides residential homes above B1 industrial space.

Approach to development in the interim

The Council's aim for this area is for comprehensive redevelopment. However we recognise that this may take some time. In the interim, the Council seeks to ensure that the area remains a functional industry area, which provides jobs and contributes to our economy. Business continuity is encouraged, whilst options for delivery are explored.

We want to make sure that any development that occurs before comprehensive development comes forward, does not prejudice the future goals for the area. Therefore, piecemeal redevelopment proposals for individual sites and schemes which could prejudice the comprehensive strategic approach, will be resisted. No uses outside of B1(b), B1(c), B2, B8 and sui generis uses of a similar nature will be permitted in the area unless they form part of a comprehensive masterplan-led scheme

Land-owners should work with business occupiers to enable business continuity, prior to comprehensive development coming forward. To enable businesses to continue to function there may be a need to carry out small-scale development and refurbishment works to commercial premises. The Council will only accept proposals where they would not prejudice the future comprehensive development of the area.

Applications for interim development will be determined on the merits of the proposal, but considerations that the Council will take into account will include:

- Whether the works are absolutely necessary for the continued functioning of the site as an industry area in the interim of comprehensive development
- The scale and nature of the proposal and whether this is commensurate to interim development.
- Whether the proposals are linked to an existing or identified commercial occupier, whether the site has been marketed for occupation in its current condition
- Whether the property is being offered with short-term/flexible lease arrangements.
- Whether the proposals could prejudice the physical delivery of a comprehensive scheme on the site. For example, by blocking potential access, providing inactive or unsuitable street frontages, being of a nature that could be incompatible in a mixed use environment.
- Whether the proposals could prejudice the viability of a comprehensive scheme. For example, by making significant investment into buildings that are likely to be redeveloped.

The Council may request evidence of the above to support the consideration of development proposals.

Businesses considering interim development should contact the Council's planning service for advice before developing detailed proposals.



UPS



Kentish Town Industry building



Holmes Road Depot



Neighbourhood and character

An area with a rich and varied character of its own, which stitches into surrounding neighbourhoods and celebrates its local and historic context.

Strategic deliverables:

- An area with a new rich and varied neighbourhood character that is underpinned by the three key moves: the Heath Line, Makers Lane and Regis Road.
- A high quality of place, that promotes health and wellbeing and is designed on the basis of a masterplanned, place-making approach.
- Architecture that respects its context and celebrates heritage assets.

This area presents an exceptional opportunity to create a new neighbourhood with a rich varied character of its own. Development must be brought forward on the basis of a masterplan-led approach, underpinned by the key moves and overarching spatial structure. The key moves seek to secure key connectivity, integrating with neighbouring communities, whilst also helping to define a future neighbourhood character. These moves give a sense of how the area could look and feel and could inform land use, building typology and architectural approach.

Development within the framework area across the two development sites will create a new neighbourhood that is stitched into the surrounding communities. Due to the size of the framework area, development must

respond to a number of different contexts, but also has the opportunity to define its own character.

The new neighbourhood will be defined by distinct character areas that are informed by the three key moves across the framework area - the Heath Line, Makers Lane and Regis Road.

Principles underpinning a new neighbourhood character

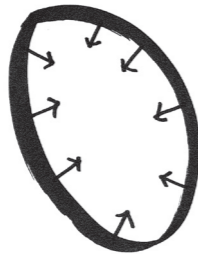
Build on new routes and spaces

Development across both development sites will create a new distinct neighbourhood. This will include areas of distinct character informed by the three proposed key moves. These serve to connect with the environment beyond the framework area boundaries, whilst also impressing a character of their own.



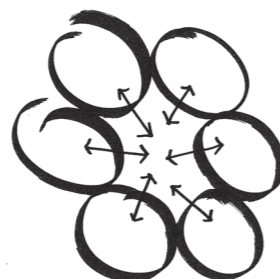
Respond to the framework edges

Responding to the edges of the Framework Area is critical to the success of the development. The proposed masterplans for both sites should ensure that the new development is successfully stitched into its surroundings.



Draw on surrounding character

Development should respond to the rich townscape context surrounding the framework area, drawing cues from the rich architectural language, materials and detailing.



Key character areas defined by key routes

- Character area defined by the Heath Line
- Character area defined by Makers Lane
- Character area defined by Regis Road

Defined by the new green corridor linking Kentish Town Road and Hampstead Heath the character of this area builds on its green edges, drawing this into and through the area and enhancing access to nature.

The route forms the main spine of the Murphy site, with development parcels addressing it on either side, helping to define and activate this key pedestrian and cycle link.

Building types

The Heath Line character area should support mixed use building typologies, with residential accommodation on upper floors. It should be characterised by a strong ground floor plane defining the public realm and open spaces through the area reinterpreting industrial building typologies.

Good views towards Kentish Town landmarks including the turret of the Assembly House and Bartholemew church could be enhanced through consideration of layout and massing.

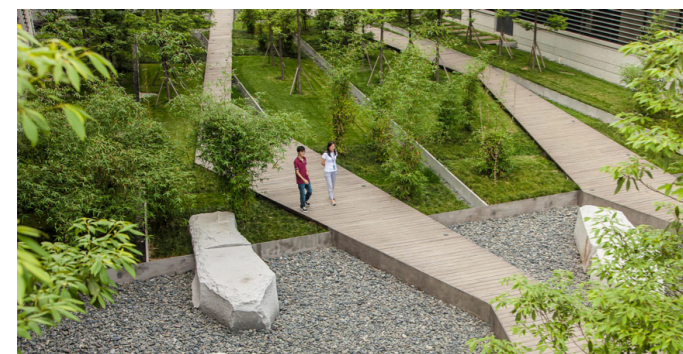
Development should address the significant changes in level and explore ways for building typologies to utilise this feature, which could further enhance the unique character of the framework area. This will add interest to the green route and the spaces it defines.

Ground floor use

Employment uses will prevail across the



Local green space defined by residential development



Green, landscaped pedestrian route, China

ground floor plane. The size of units will help to define the character of the spaces and routes around the buildings. Towards Hampstead Heath, incidental retail that would support the residential neighbourhood may be appropriate. Cultural or community uses could help to activate some of the primary open spaces along the Heath Line.

Appearance

Buildings should draw on the rich context, drawing on the character of the surrounding streets and through interpretation of local details and materials.

Public realm

The Heath Line should be landscaped to provide variety and interest along its length. It should be accessible to all ages, with playable features and places to dwell. It will draw on the green character of the area this tree-lined route will have areas of planting, sustainable urban drainage and opportunities for food growing.

Meaningful neighbourhood green spaces should support new residents and communities providing more localised green amenity space than Hampstead Heath.

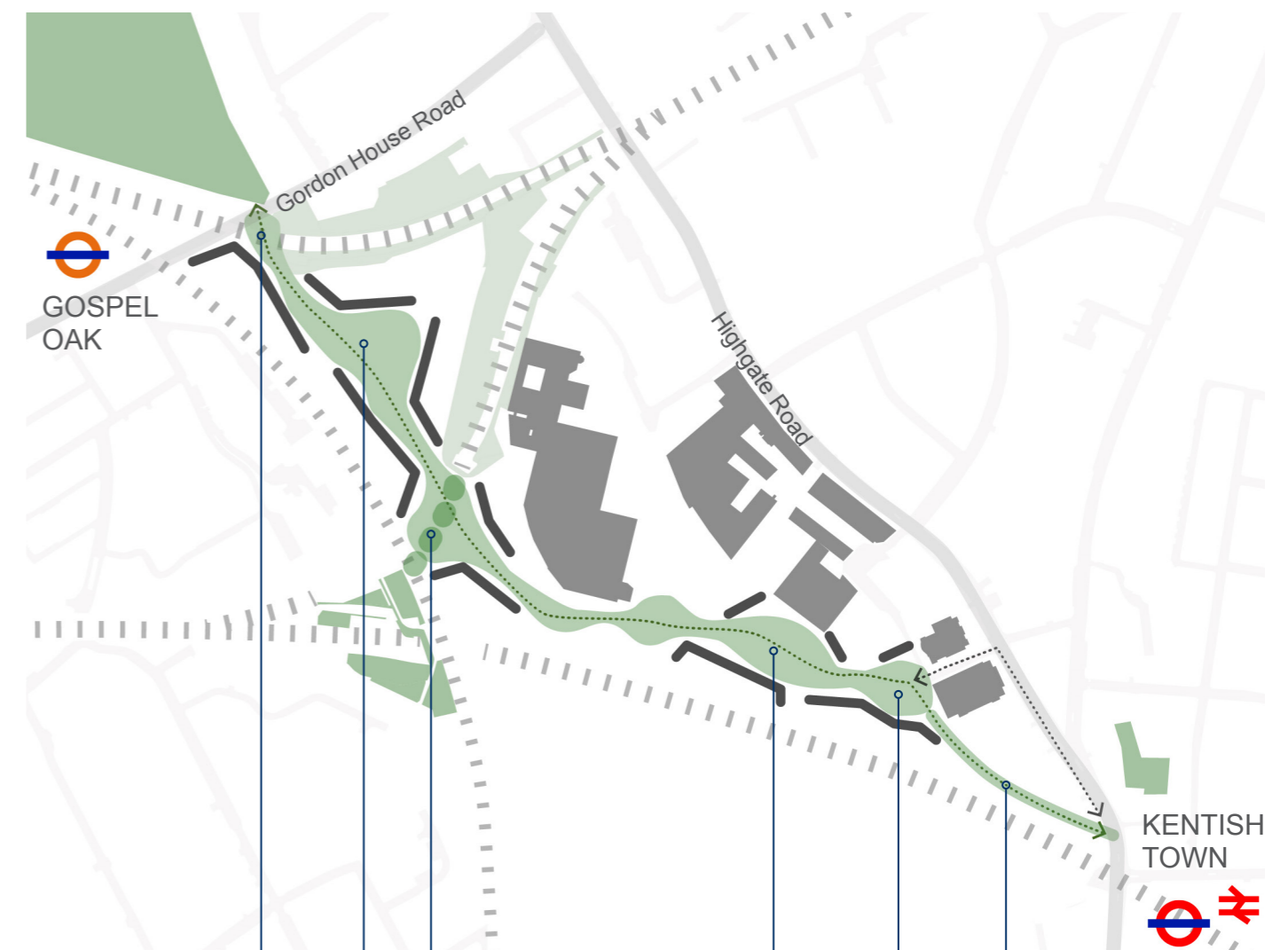
Proposals should consider how to enhance Greenwood Place and the arrival point between the church and the Forum.



Green spaces to sit as well as a space to move through



Playable landscape supporting a variety of uses



Link biodiverse corridors

Create new local green space to support new residents and families in the area

Create new cycle and pedestrian crossing across Gordon House Road to provide a safe and green connection to Hampstead Heath

Link to Kentish Town Road

Enhance connection into the area, adjacent to the church, Forum and Greenwood Centre to create a sense of arrival

Provide new green space close to Highgate Road

Defined by the new north-south route extending from Kentish Town West to Highgate Road this area celebrates the industrial heritage and historic buildings.

The proposed character area focuses on a route between Highgate Road and Kentish Town West. This route should celebrate the industrial heritage in the area and connect existing creative and light manufacturing business clusters. The area could be defined by contemporary mews, yards and makers space that spill out onto the street.

Building types

New buildings within the Makers Lane character area should build upon and reinterpret the existing heritage character around the railway viaducts and locomotive sheds. Building types should create contemporary mews and yard spaces that enclose and animate Makers Lane. Innovative building types are encouraged that provide commercial space on ground floor with residential homes above. Building typologies should enclose the public realm, creating a tight 'lane' character that has small openings animated by cafes and commercial uses.

Ground floor use

Ground floors could accommodate light industrial and commercial uses, building on the existing commercial uses found at the Highgate



Railway arches providing activity



Modern addition to historic industrial building

Road, Spring Place and Wilkin Street Mews business clusters. These uses will enable makers spaces, suitable for business start ups and SMEs. The locomotive sheds offer an opportunity for arts and cultural uses opening onto on a new public open space.

Appearance

Buildings within the character area could reinterpret warehouse and factory buildings that are seen in the Kentish Town area. The use of robust materials, large openings and pared back detailing would support the ambitions for this character area.

Public realm

The public realm within the character area should could include a robust landscape material palette that draws on the identity of the mews and yard spaces.

A public square should be provided adjacent to the historic locomotive sheds, south of Highgate Studios. This could create a public space to the front of the historic sheds, ensuring these important local assets are celebrated and accessible to the public.

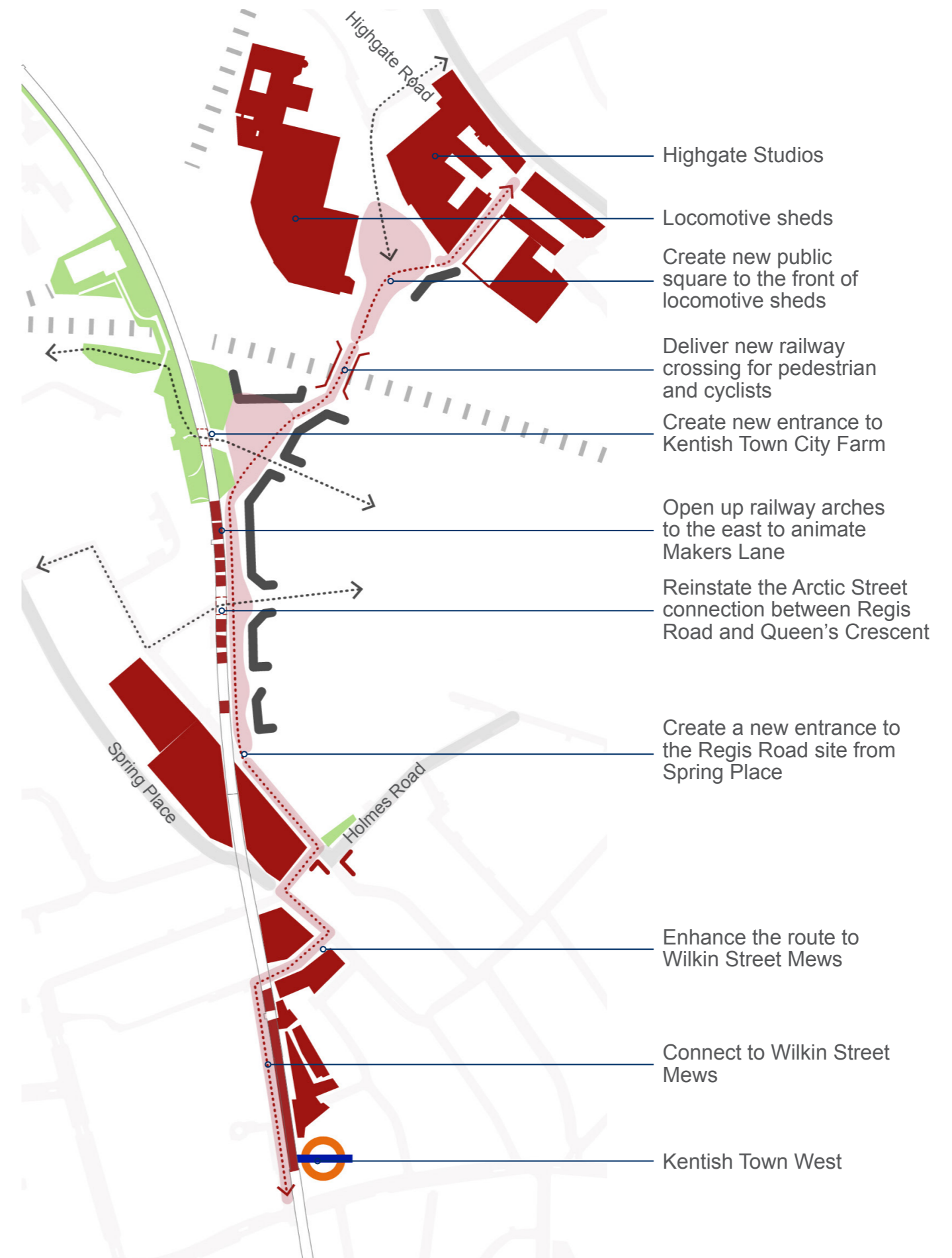
South of the railway lines, a smaller public space could provide the setting for a new entrance to Kentish Town City Farm and draw people south along the reanimated railway arches to connect with Spring Place.



Pedestrian and cycle routes under railway lines



Playful architecture and contemporary industrial spaces



Defined by the new primary east-west route connecting Kentish Town Road with Gospel Oak, this area will build on the surrounding mixed use and commercial characters of the high street and Holmes Road.

Regis Road could become a more integrated part of Kentish Town, linking better both visibly and physically with the high street. Activity should be drawn into the area, focused around a new public square and green space. New employment and community uses could define this civic quarter and this active and accessible route could provide an important link through to Gospel Oak.

Building types

The Regis Road character area should be defined by mixed use building typologies combining employment, industrial and residential uses. Building typologies that explore the co-location of these uses should be explored to provide active and engaging streets.

Ground floor use

Regis Road should support the town centre, but not compete with it. Employment and industry will remain a large part of Regis Road's identity with these uses predominant at ground floor levels. The introduction of office uses and regular residential entrances on the street will help to establish a more mixed use character.



Landscaping and offices, The Angel Building, AHMM



Apartment building addressing the street, Kings Cross

Appearance

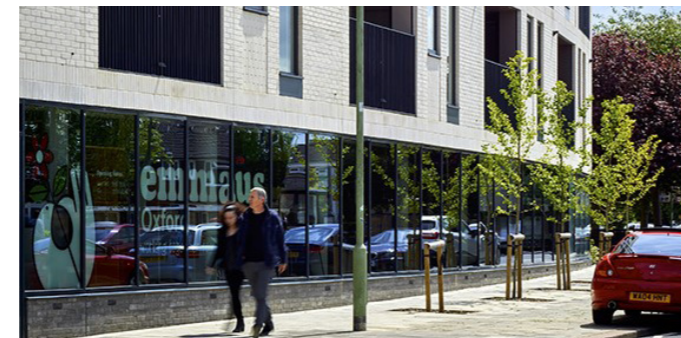
The finer grain of buildings of the high street creates activity and interest through regular openings, active ground floors, a mix of residential and retail entrances and public/civic functions and spaces. Buildings on Regis Road could seek to interpret this character to provide an interactive street scene

Public realm

This central spine through the area should be a welcoming and accessible pedestrian route, lined with trees, supporting green ambitions for the area. Sustainable drainage should be integrated into the streetscape with opportunities for interesting landscaped features along the route. Small service roads, and intimate streets drawing on the context of York Mews could provide relief from busier streets.

A new public square could be defined by a new cultural and community facility, complementing the range of amenities in the area. This would support surrounding communities and help to enhance the civic identity of this area.

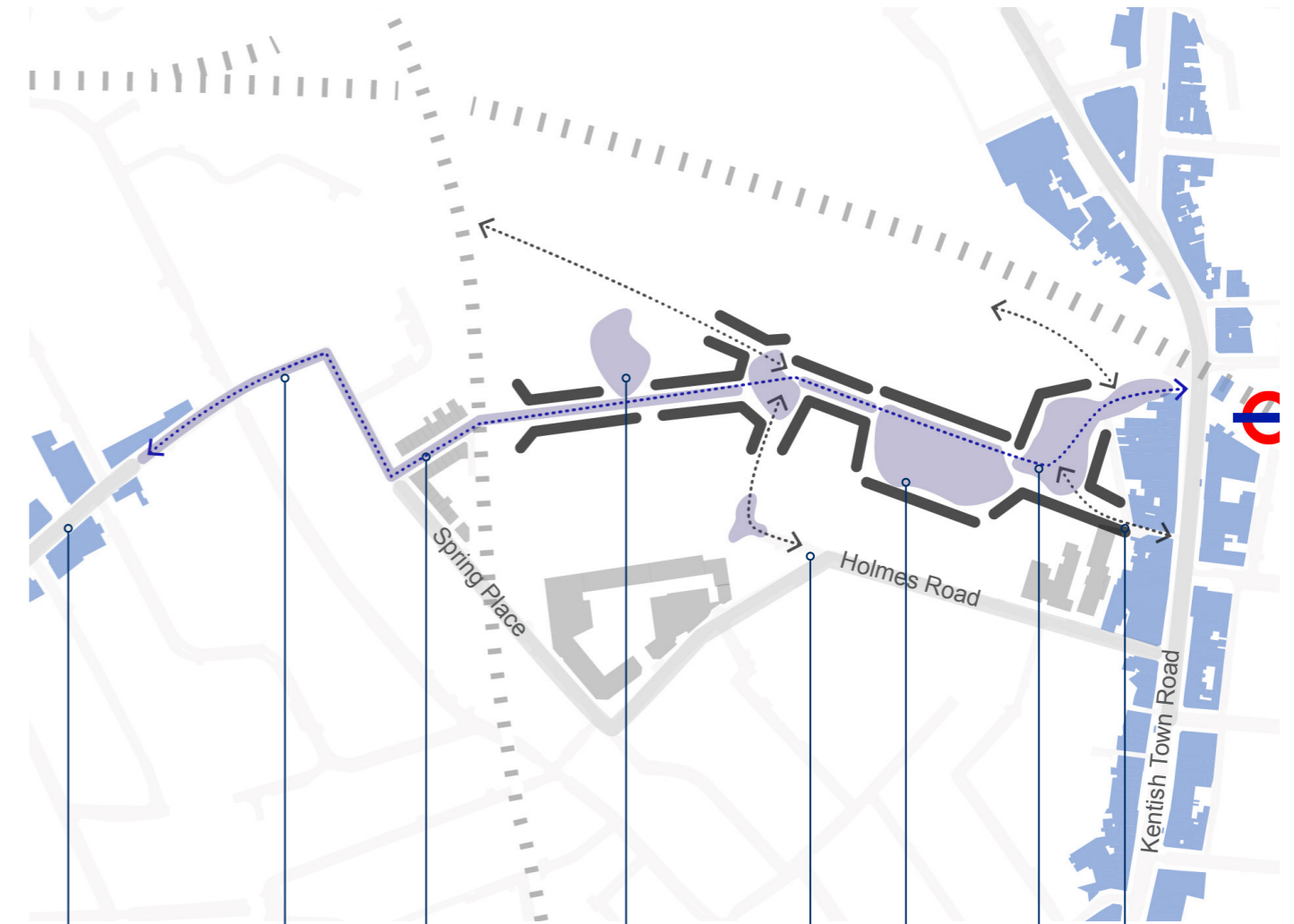
A flexible space offering opportunities to sit or for events should be complemented by a park, also close to the high street, providing much needed green public open space serving the centre of Kentish Town.



Active ground floors with residential uses above



Community and cultural building, Rich Mix



Queen's Crescent

Create new link to Arctic Street

Link Kentish Town Road with the Queen's Crescent neighbourhood centre

Link to York Mews

Create new public square for Kentish Town

Create new community park close to Kentish Town Road

Create new access from Holmes Road

Create new new local green space providing play to support new residents and families in the area

The framework area benefits from excellent transport links. Development is expected to be high density and the building height strategy should be underpinned by sound placemaking principles with a focus on character and building typologies.

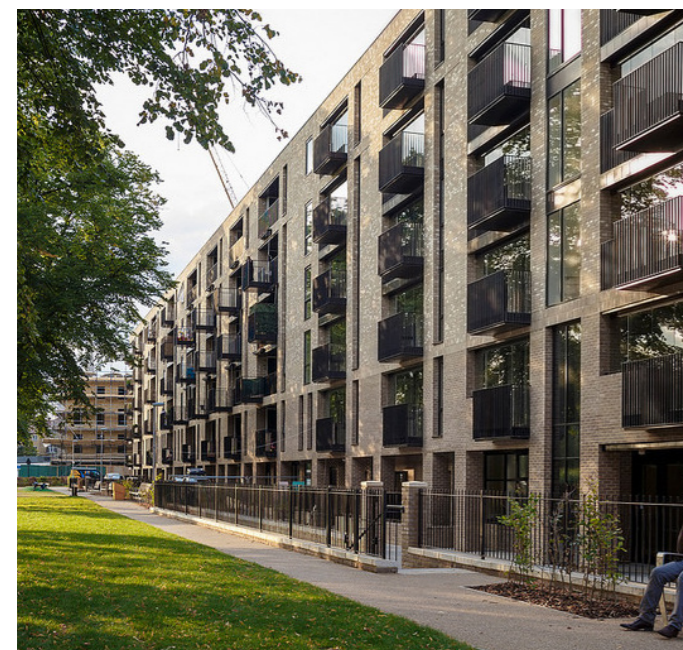
Spatial massing approach

The approach to scale and massing will be subject to further public consultation as site capacity is tested alongside viability.

Broadly, the strategy suggests that a mix of building typologies based on mid-rise, high density development, in blocks of 6-10 storeys focused around a distinct pattern of streets and spaces has the potential to deliver new housing numbers across the area in a way that is characterful and attractive and ensures an efficient use of land.

This approach interprets the character of development and the surrounding context, recognising the need to provide significant numbers of good quality homes in this accessible inner London location.

Areas of higher intensity should be focused in locations where they support the townscape and spatial structure through the creation of new streets and spaces, as well as taking a nuanced approach due to specific local considerations. This may be close to the high street due to the proximity to transport links and the town centre, supporting activity in the area.



High density mid-rise buildings defining new routes

There may also be opportunities for higher densities towards the west of the framework area, and along the southern side of the rail cutting, where impacts on neighbouring development could be minimised. The topography of the Murphy site, with much of the southern part lying at the level of the rail cutting also offers opportunity for increased intensity in these locations. Buildings above ten storeys will be considered tall buildings in this area and will be subject to the additional considerations in Policy D1 of the Local Plan.

It is important that development is a good neighbour to the existing areas and communities around the development sites. Whilst seen as a less sensitive location for height, development along the western Overground railway edge must take care not to form an uninterrupted wall of development when viewed and approached from Gospel Oak.



Relationship of new buildings to railway corridors

Key local considerations

Heritage assets

- The setting of the Forum and Christ Apostolic church (both Grade II listed) is of particular sensitivity at the southern gateway to the Murphy site. These form part of the group of buildings around Kentish Town's historic core which comprises a number of other listed buildings including the Assembly House and Bull and Gate public houses. The impact on the setting of these buildings will need to be carefully considered.
- The setting of Kentish Town police station (Grade II listed) on Holmes Road will need to be considered as part of any forthcoming proposals for the Regis Road area.
- Preserving or enhancing the setting of surrounding conservation areas, particularly important views from neighbouring conservation areas.

Topography

- Existing topography across the area should be considered when contemplating building massing and height. The levels across the Murphy site vary enormously especially as the land rises towards the Heath and this must be taken into account.

Views

- Views into and across the site should be considered including designated views (LVMF and KTNP) as well townscape views (see Views analysis document).
- The LVMF designated views from Hampstead Heath to St Paul's Cathedral cross the fringes of the site to the east and west.
- The KTNP designated view from the area adjacent to the station seeks to protect the long green view towards Parliament Hill. Part of the unique character of this part of Kentish Town is the wider open and green view at this junction - that has been afforded by the pattern of development and historic legacy of the railway infrastructure in the area. Development within the framework area will impact on this sense of openness, and thus proposals must show how this view is integrated into a development scheme, not merely by suppressing development in this zone, but positively responding to it in order to enhance the view in order to outweigh the loss of green and openness at this key public space.

Development in the area should draw on its rich context in its approach to architecture and design. Proposals should demonstrate excellent design using high quality materials that take cues from the surrounding architecture. Kentish Town's industrial heritage offers excellent basis to build on and development should look to draw reference from details and materials palette of these assets.

Complementing its industrial heritage, Kentish Town is home to characterful tree-lined residential streets. Proposals should draw on this sense of green and take a biophilic approach to design.

Development is not expected to mimic Victorian terraces and period architecture, but should rather look to be inspired by some of the characteristics found locally in building typologies and design.



Green streets and characterful buildings



Richly detailed facade, Kentish Town Public Baths



Articulated roof form, Assembly House, Kentish Town Rd



Mansion blocks, Lissenden Gardens



Dartmouth Park Conservation Area



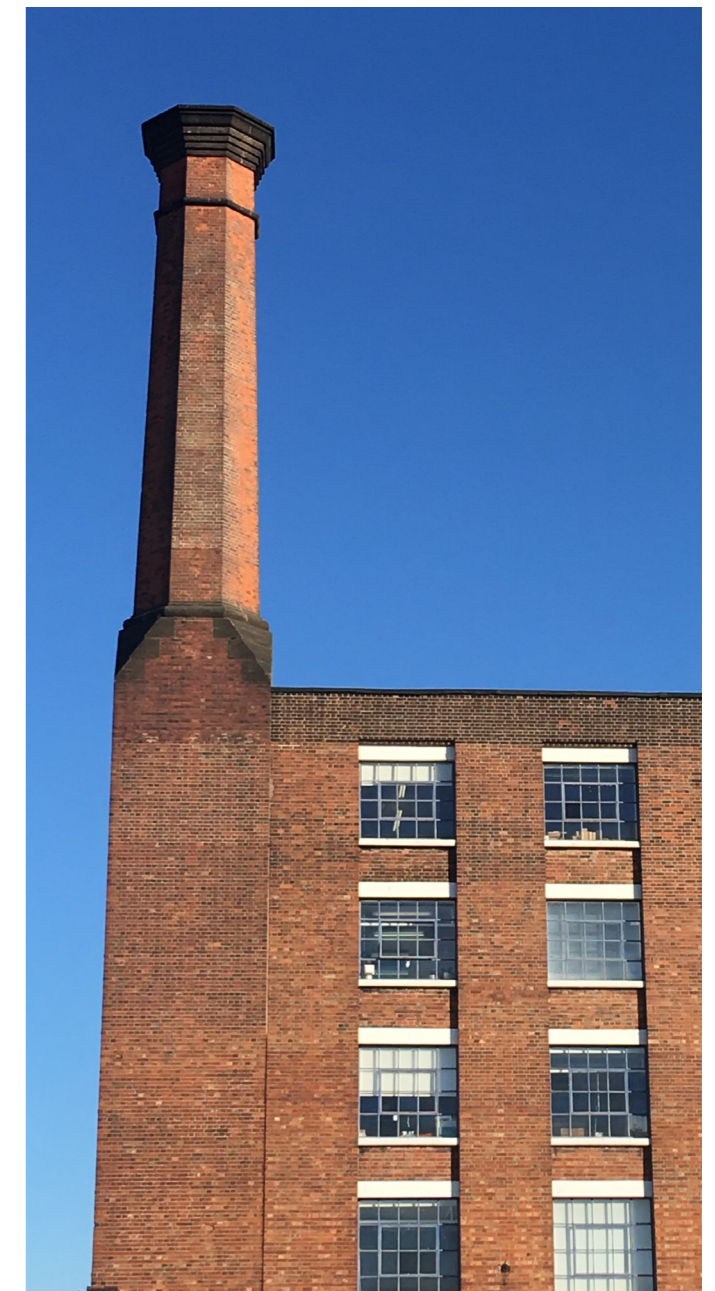
Kentish Town Conservation Area



Warehouse buildings and railway arches, Wilkin St Mews



Interesting roofline, Highgate Road



Robust industrial architecture, Highgate Studios

Large scale redevelopment is expected to be focused on the two principal development sites. However, this is likely to create development pressures on a wider area. Development on a more incremental scale will also take place in the wider framework area and its surroundings.

There is a requirement for all development in the area to create a neighbourhood that is stitched into and connected with the surrounding streets, buildings and public spaces. Taking account of its existing and future context and future-proofing wider change.



1 Highgate Road

Public realm improvements

Redevelopment of the Murphy site will change the context of the Sanderson Close estate, and change the nature and use of the route into the Murphy site. The public realm strategy could include the improvement of communal areas, play spaces and the public realm around the Sanderson and Carol Close estate in consultation with residents.

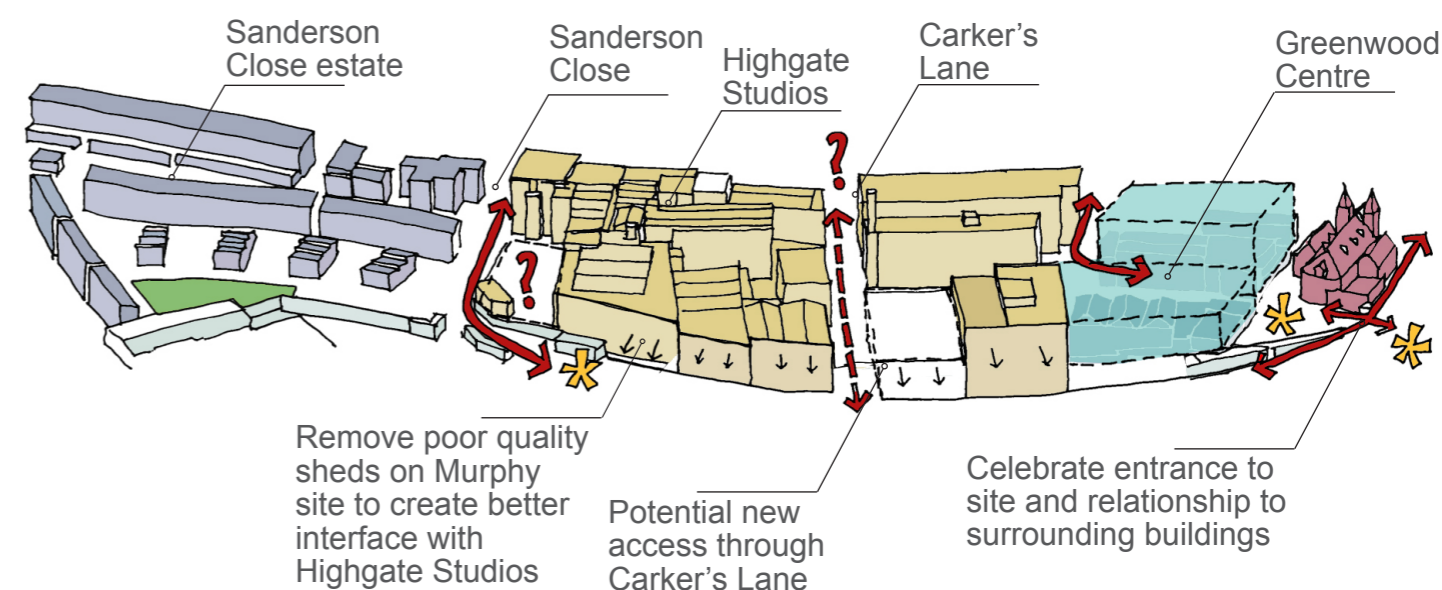
Carker's Lane car park

Proposals for the Murphy Site should consider the possibility of future redevelopment of the car park on Carker's Lane. This could

provide a new route into the centre of the site. Development should not prejudice the ability for this to come forward in the future, and any masterplan should consider how buildings could relate to this.

19-37 Highgate Road and A&A Storage

There is a planning permission for the redevelopment of these sites, which will open up new access to the Greenwood Centre. Development on the Murphy site should particularly consider how it will activate and enhance the public realm around Greenwood Place and to the rear of the church and Forum.



2 Kentish Town Road/York Mews

Public realm improvements

The Kentish Town Neighbourhood Plan proposes and new public square cantilevered over the railway at the Kentish Town Road/Regis Road junction. Development of the Regis Road site should provide for the potential new access to York Mews, facilitating strong links with the town centre.

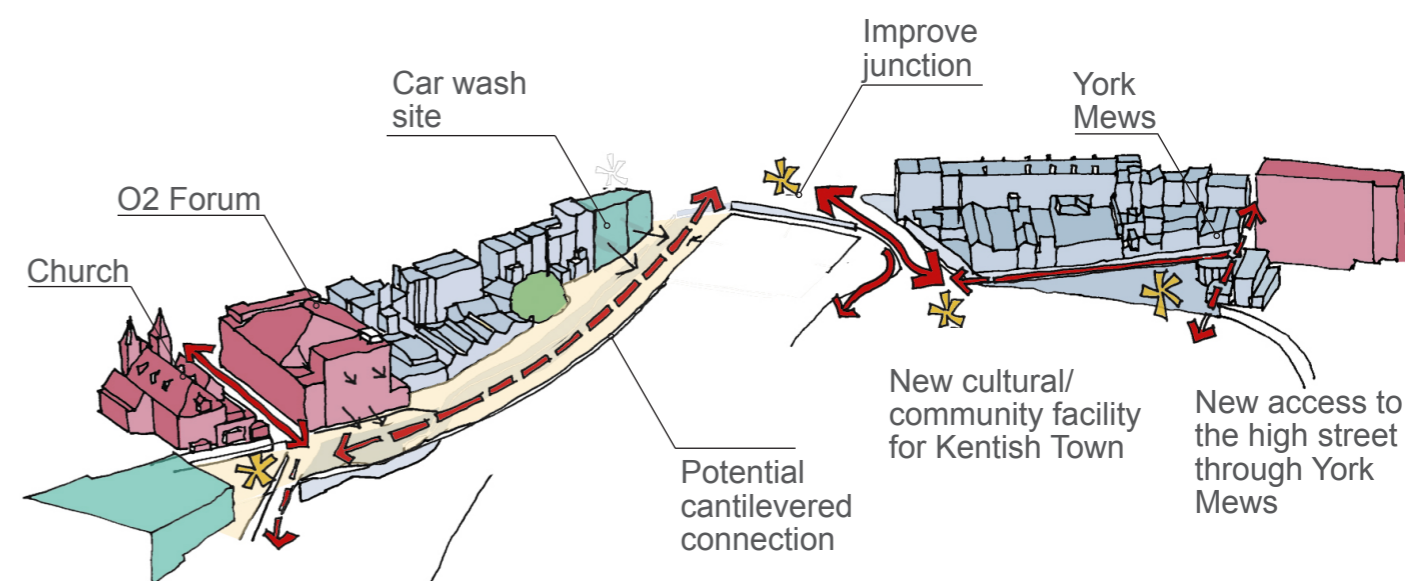
There are opportunities to enhance the setting and environment around both the church and the Forum. The route between these buildings is a key access into the framework area. Proposals should consider how to enhance this arrival point.

Improvements to the Regis Road junction will be required as part of any redevelopment of

the area. A wider public realm strategy will be commissioned focusing the on the surrounding streets including Kentish Town Road.

Car wash site

This is a prominent and important allocated site in Kentish Town, forming a gateway between Kentish Town High Street and Highgate Road to the north. Given it's prominent location, development of this site should be of exemplary design quality, it should future-proof the neighbourhood forums aspirations for a square, allow links to any future development of the Murphy site and facilitate the delivery of the Heath Line.



3 Holmes Road

Holmes Road has seen a number of new developments in recent years. Proposals within the framework area should not prejudice the potential of sites along the northern edge of Holmes Road for redevelopment in the future.

Police station

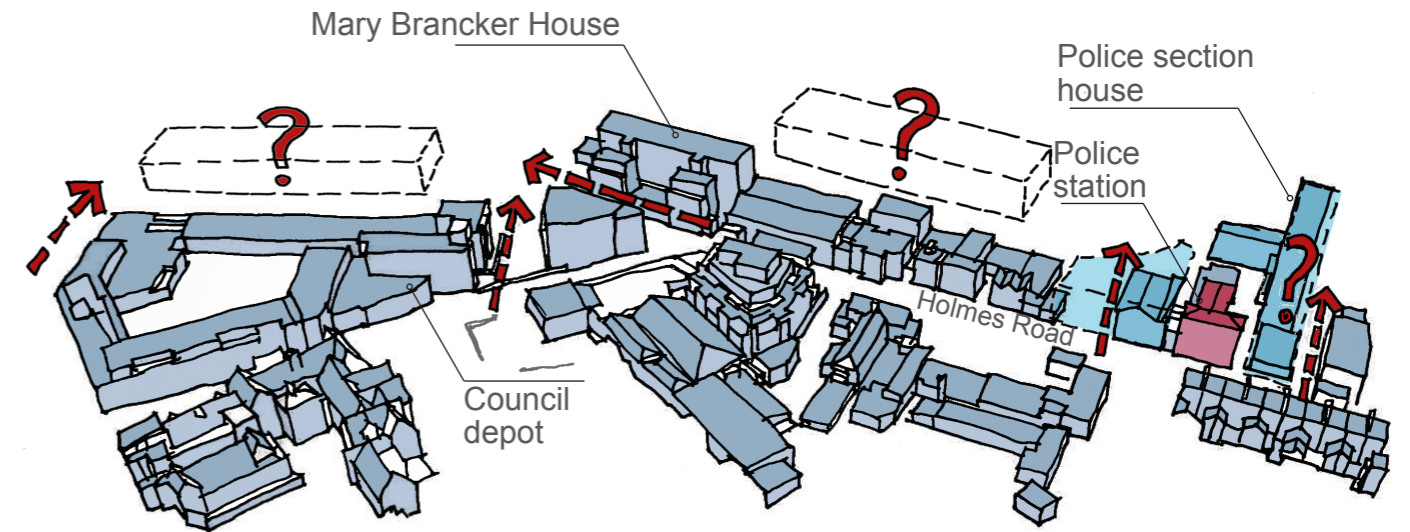
New development should also consider how it relates to the rear of the police station site. If the rear of the police station site comes forward for development there are opportunities to provide better links and interface between the framework area and Kentish Town Road, York Mews and Holmes Road, as well as buildings

that address Regis Road. Development within the framework area should not preclude these opportunities.

Council Depot

The Council's depot on Holmes Road does not form part of the growth area but is directly adjacent to it. The building accommodates a range of key council services and a number of residential units. The depot building creates an inactive barrier to the growth area and surrounding streets.

Public realm improvements should be considered along the length of Holmes Road.



4 Overground railway line

New points of access will have a transformative approach to the surrounding areas.

Proposals should enhance the public realm around the arches and use new development to define and address these spaces.

A new entrance to the Kentish Town City Farm could activate this backland area of Regis Road. New development should facilitate a clear and legible entrance and define a small public space.

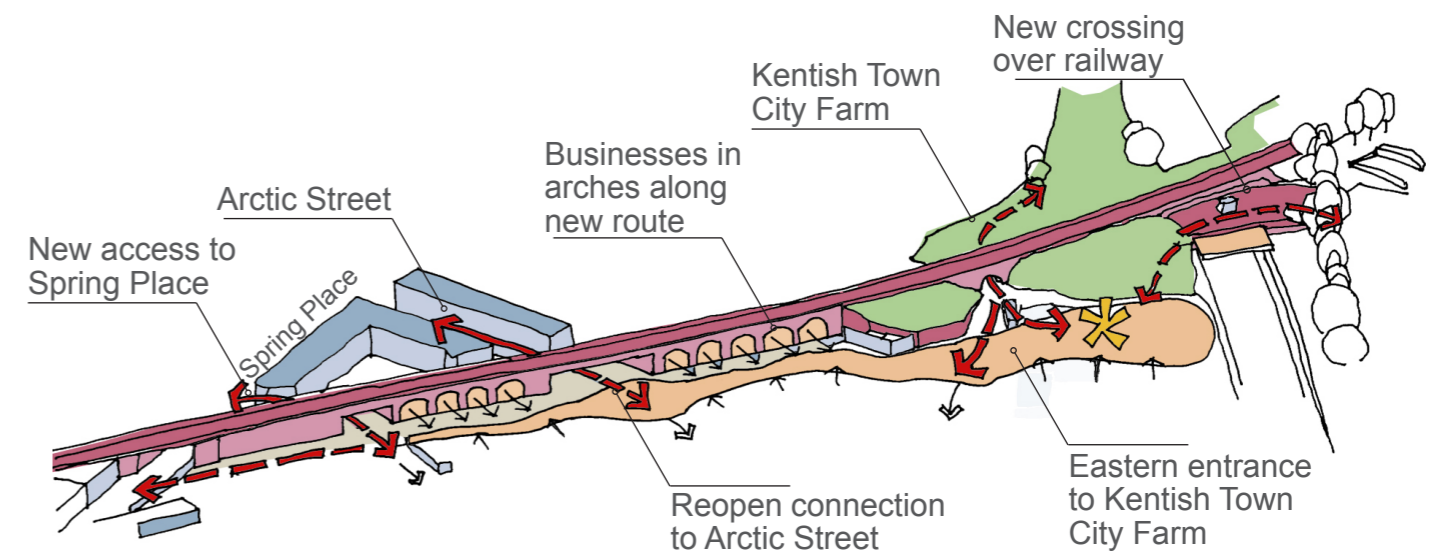
Access from Spring Place should be provided. Together with new developments planned at Spring Place, this will be a key entrance point

to the site. Development should also consider how this relates to the Council Depot.

Opportunities in wider area

Improvements should be made to the public realm that enhance wayfinding and support the Makers Lane route beyond the site towards Kentish Town West station.

Improvements to Arctic Street and the connection to Queen's Crescent should form part of the public realm strategy.



5 Northern edge

The northern part of the Murphy Site is almost entirely surrounded by dense biodiverse corridors and railway lines. Development should consider how to respond to these conditions, and buildings should back onto these inactive edges.

New development should make provision for access at the northern edge and a potential new access to Gordon House Road should be explored.

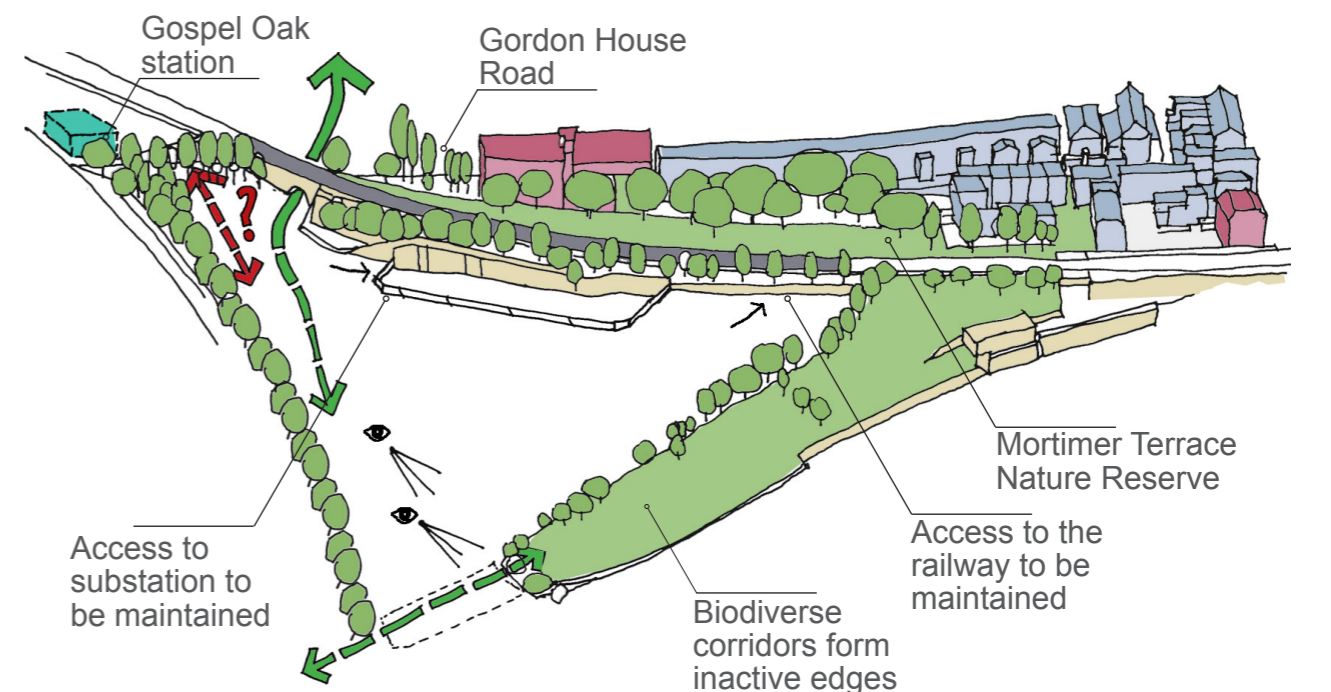
There are opportunities to take advantage of site topography to reveal long views to Kentish Town and the City. Development proposals should consider this in the approach to site layout and massing.

Public realm improvements

An improved cycle and pedestrian route will open up the site to Hampstead Heath and development on the site should face onto this. Public realm improvements around Gordon House Road and Gospel Oak station will be explored more widely in the future Kentish Town Public Realm Strategy.

Opportunities in wider area

An eastern entrance to Gospel Oak station could serve to relieve pedestrian congestion on Gordon House Road.





Routes and connections

A place that is accessible to all, connecting surrounding communities and facilities, prioritises walking and cycling and creates better access to public transport.

Strategic deliverables:

- A well connected, accessible place that connects into the surrounding areas including Kentish Town Centre, Gospel Oak and Dartmouth Park.
- New and improved accessibility and connections that makes walking and cycling easy and enjoyable.
- Public transport and facilities that are accessible to all and promote independent lives.
- High quality public realm that is attractive and easy to navigate.
- Modernised and sustainable business servicing, car free housing and good air quality.

A clear network of streets and public spaces

The framework presents an opportunity to achieve a step change to the way pedestrians, cyclists and vehicles move around and through the area. Done right, this will help create a sustainable neighbourhood while improving connections and movement between surrounding communities and neighbourhoods

The proposed movement network through the Framework Area prioritises pedestrian and cycle connections to surrounding nodes and wider connections to adjacent communities and cycle routes.

Primary movement corridors are between Kentish Town Road and Gordon House Road, Highgate Road and Spring Place and along a realigned Regis Road. These movement corridors will prioritise pedestrian and cycle movement with only limited vehicle access permitted on these routes.

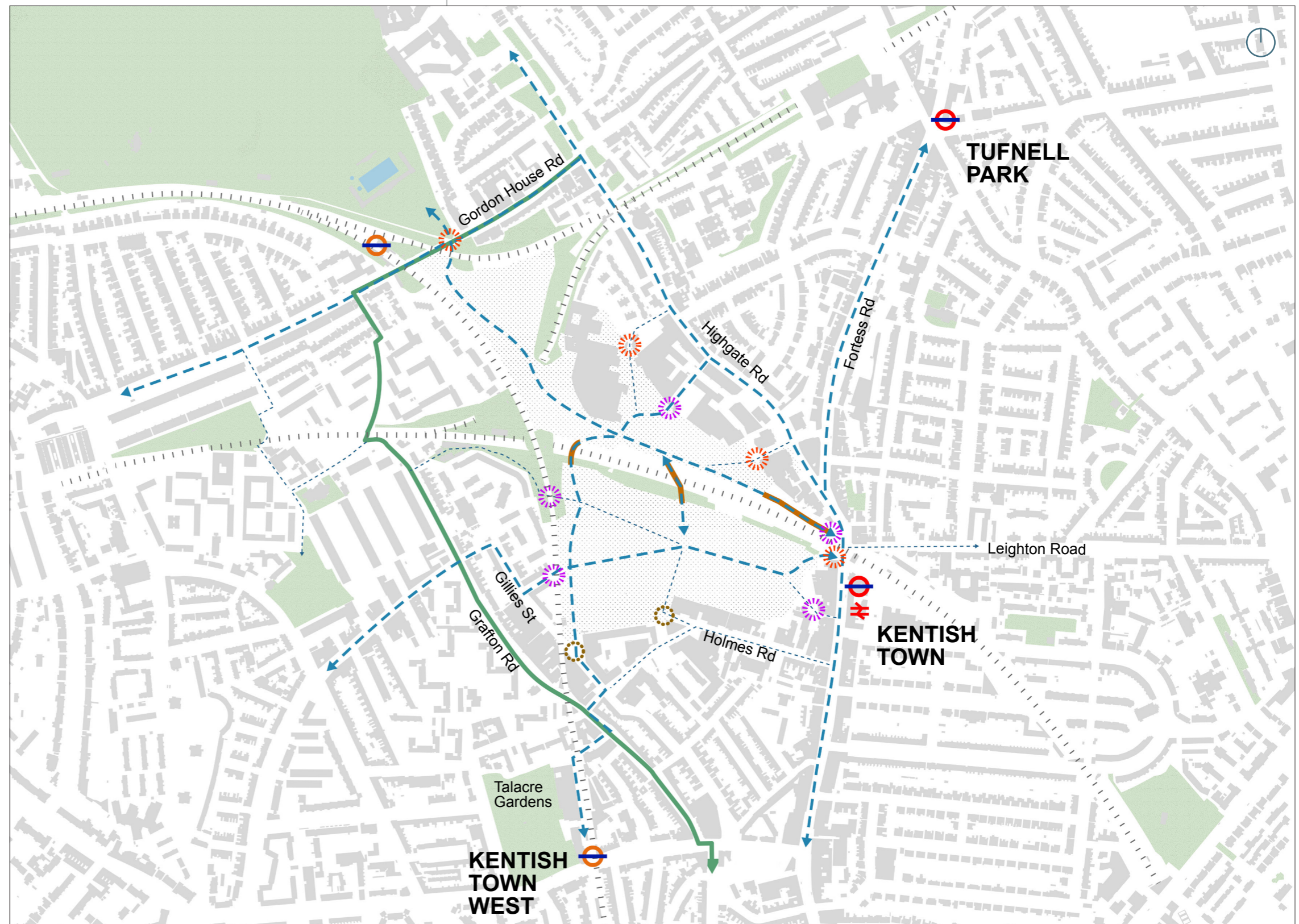
The movement strategy includes three new potential bridges across and along the Midland Mainline. These crossings would be for pedestrian and cycle movement only.

Access

Vehicle access into the two Development Sites will be limited to the existing access points on Gordon House Road, Sanderson Close, Greenwood Place and Regis Road as well as two new points of vehicle access on Holmes Road and Spring Place.

Vehicle movement within the neighbourhood will be highly controlled to prevent the introduction of rat runs in the area. The Council will explore the use of restricting vehicle access, one way routes and speed controls to limit the way vehicles move through the area.

Other additional access points will be limited to pedestrian and cycle movement. This includes Carker's Lane, off Kentish Town Road, York Mews, Arctic Street and a managed access point to Kentish Town City Farm.



Principle movement strategy through the Framework Area

- Development sites
- Primary routes
- Secondary routes
- Existing access
- London Cycle Network
- New access - pedestrian and cycle only (access into Kentish Town City Farm will be managed by the farm)
- Existing access
- Potential new bridging to be tested and prioritised
- New access - all

Pedestrian and cycle connections

The Framework provides the opportunity to significantly improve pedestrian and cycle movement throughout the area. The Heath Line, Makers Lane and Regis Road will all improve accessibility for pedestrian and cyclists between local centres and open spaces including Kentish Town and Hampstead Heath, Highgate Road and Kentish Town West and Kentish Town and Queen's Crescent. The new routes will deliver significant improvements to pedestrians moving between these transport hubs, local centres and open spaces.

As well as improving pedestrian movement, the connections will also prioritise cycle movement. The proposed Makers Lane will create a new cycle route from Highgate Road through both development sites to Spring Place, where it will continue further south to connect with the existing cycle route on Grafton Road. The Regis Road connection will create a new cycle route between Grafton Road and Kentish Town Road, support a new east-west route that connects Gospel Oak directly with Kentish Town Road and the Underground Station.



Orford Road in Walthamstow, a safe and attractive route for pedestrians and cyclists.

Bridging the Midland Mainline

The diagram on the previous page includes several new rail bridges over or adjacent to the Midland Mainline. This includes two bridges over the rail lines, one to the west and one in the centre of the Development Sites, and a third bridge hung off the boundary wall of the rail tracks to the rear of buildings on Highgate Road.

The bridges are crucial to the delivery of a new neighbourhood, providing important pedestrian and cycle connectivity between the two Development Sites as well as The Murphy Site and Kentish Town Road and underground station. The bridges will also enable wider connections between the adjacent communities.

Not all of the bridging infrastructure will necessarily be deliverable through the development of the two Development Sites. Through consultation on this framework, the Council will gain a better understanding of the community's priorities. This will sit alongside our work with key stakeholders including landowners and Network Rail to understand the deliverability and viability of the possible connections across the Midland Mainline and their optimum location to support the wider placemaking ambitions.



Hovenring cycle bridge, Eindhoven

Public transport

The Framework Area benefits from excellent public transport connectivity. There are numerous bus routes in close proximity to the development sites accessed off Kentish Town Road and Highgate Road. These bus stops will be made more accessible to new and existing communities by the proposed new access points into the development sites.

As well as good bus route connections the Framework Area benefits from being within 500 metres to three train stations: Kentish Town Underground and Thameslink station, Gospel Oak Overground Station and West Kentish Town Overground stations. The stations provide excellent connectivity to central, east and west London as well as to north London and Luton Airport.

Step free access at Kentish Town

The Council is working with stakeholders to look at the potential for step free access at Kentish Town station, either to the Underground or Thameslink platforms. This ambition is part of the Kentish Town Neighbourhood Plan and is supported by the Council. Work is required to understand the deliverability and viability of the ambition following technical studies of the required work.

Gospel Oak station

Dartmouth Park Neighbourhood Forum has ambitions to create a new eastern access to Gospel Oak station as well as improve the public realm around the station entrance. This will be explored further by the Council with stakeholders.



Step free access to underground platforms

Freight consolidation

Some of the businesses likely to locate in the area will require the use of heavy and high frequency vehicles, either to service their business units or to distribute their goods. The plan on the previous page shows that the proposed access points following comprehensive redevelopment are Sanderson Close and the junction of Regis Road and Kentish Town Road.

The Council will support the use of freight consolidation on both development sites to support the operation of the proposed businesses. Freight consolidation centres should be located at the commercial access points off Regis Road and Sanderson Close. This will significantly reduce the amount of street-based movements in the framework, reduce congestion, improve air quality and support the ambition for a zero emission zone. Micro distribution from the consolidation centre will be through the use of electronic vehicles.

Developers for either site will be required to work with the Council, TfL and the GLA to develop an appropriate freight consolidation centre for each site.

There will be secondary access for smaller, less frequent, vehicles throughout the site in order to allow for servicing and access to smaller commercial units. This will be limited to electric vehicles.



UPS are enlarging their electric and bicycle fleet

Public realm design

The development of a high quality public realm at Kentish Town is critical to achieving a successful neighbourhood that is attractive to residential and commercial tenants and delivers wider health and wellbeing benefits. The public realm strategy should support a liveable neighbourhood that promotes cycling and walking, restrains vehicle traffic from the streets, reduces vehicle speeds, creates an attractive streetscape and supports climate change adaptation.

The Council will expect developers for each development site to deliver a high quality public realm strategy that is specific to Kentish Town, draws on its unique history and physical context and helps deliver the ambition to stitch the new neighbourhood into surrounding communities.

Streets should be legible, clutter free and support ease of movement for all users. Where possible, the Council supports the delivery of shared surfaces that prioritise movement for pedestrians and cyclists.

Healthy streets

Camden's Local Plan sets out policies that prioritise sustainable and active travel options such as walking, cycling and public transport that will support the reduction in vehicle movements, impact positively on public health, support improvements to air quality and deliver attractive and safe neighbourhoods.



Kings Cross Central by Townshend Landscape Architects

Policy T2 of the Local Plan requires that all new developments will be car-free and limit on-site parking to disabled spaces and essential operational or servicing needs.

Policy T2 of the Draft new London Plan sets out the Mayor's ambitions for healthy streets in the capital and sets out specific requirements for development proposals including how they will support the 10 Healthy Street Indicators. Development at Kentish Town provides a significant opportunity to support the 10 Healthy Street Indicators both within the framework area as well as positively impacting the surrounding streets.

Existing Public realm projects

Prince of Wales Road Walking, Cycling and Road Safety Improvements

Camden Council recently consulted on proposals to create a safer and more pleasant environment for walking and cycling on Prince of Wales Road.

Queen's Crescent

The Council has recently appointed consultants to undertake a co-designed public realm strategy for Queen's Crescent. It is anticipated that the strategy will be complete mid 2019 and delivered thereafter. The project will include new green infrastructure.



Leonard Circus by Hackney Council

Kentish Town Public Realm design guide

Following the adoption of the Kentish Town Planning Framework, the Council may commission or support the delivery of a public realm strategy for the streets and spaces around to the two development sites. This could include sections of Gordon House Road, Highgate Road, Kentish Town Road, Holmes Road and Spring Place that fall within the Focus Area as well as more detailed recommendations for the public realm within the two development sites. The ambition is to ensure that the surrounding communities are stitched into the new neighbourhood and that routes and connections throughout the wider area are joined up and designed to a similar high quality standard.



Van Gogh Walk in Lambeth by Shape Landscape Architects, the street encourages walking, cycling and play



Colourful pedestrian crossing in Southwark integrates art into the public realm by Camille Walala



Attractive shared surface on exhibition road in Kensington and Chelsea by Dixon Jones



Health and wellbeing

A place that promotes the health and wellbeing of its communities and reduce health inequality in the wider area.

Strategic deliverables:

- A doorstep to Hampstead Heath - making the most the proximity of this incredible asset for open space, recreation, leisure and access to nature.
- New neighbourhood parks and open spaces that are welcoming and safe, providing places the support community life.
- Supporting wildlife and connecting biodiversity corridors.
- A zero emissions neighbourhood with sustainability and environmental design and sustainability at its heart.

Supporting healthy lifestyles

The Kentish Town planning framework provides a unique opportunity to create a new neighbourhood that supports healthy lifestyle choices of new residents and the surrounding existing communities. This can be achieved by promoting low emissions, encouraging walking and cycling, improving accessibility to public transport, developing new public open spaces and developing public space that supports social interaction, play and physical activity.

Camden has one of the largest health inequality gaps between occupational groups in England for both men and women and there are stark geographical health inequalities across the borough. The scale of the opportunity at Kentish Town presents a unique opportunity to help redress this imbalance.

Bold interventions such as the Heath Line, Makers Lane and a realigned Regis Road will dramatically improve how communities can walk and cycle through this area improving access to work, public transport and leisure facilities. This will be supported by new parks and squares, creating open spaces that encourage outside activity, play, food growing and foster social interaction. This type of physical intervention will be supported by investment in community and social capital. Nearby community facilities could play a critical role in supporting this type of investment. For example, Kentish Town City Farm could support growing food programmes or pop-up

farmers markets that support the social life of the neighbourhood.

A strong focus of development proposals should be the creation of new open spaces, increasing biodiversity and supporting the aspiration to improve access to nature.

This framework is an opportunity to ensure that development in Kentish Town considers local issues relating to health and wellbeing at an early stage of the planning process in order to positively improve outcomes for the people who will live, work and visit the new neighbourhood and surrounding area.



Blue House Yard by Jan Kattein Architects



Uncommon Ground, Chicago. A rooftop farm serving a restaurant below

PEOPLE



Significant new areas of open space will encourage social interaction and outdoor activities.

Support social interaction and enterprise through pop-up events such as farmers markets.

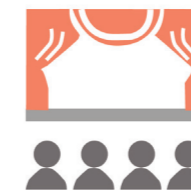


Potential to develop community growing projects and orchards to support health and wellbeing and outdoor activity.

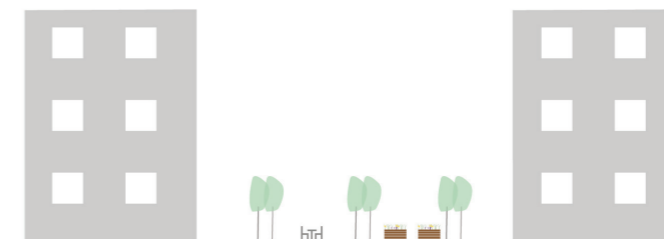
Improve access to Kentish Town City Farm and support the creation of new enterprising space.



New community facilities will be developed and could include art and cultural uses such as a cinema.



Attractive and secure communal courtyards will support neighbourliness and social interaction.



PLACE



The Heath Line, Makers Lane and Regis Road will improve access to green space and biodiversity, transport accessibility and support pedestrian and cycle movement.



New neighbourhood parks to encourage doorstep play and social interaction.



Biodiverse roofs to support biodiversity



Fabric first approach to maximising building performance.

Promote walking and cycling by developing new routes, improving connections between communities and providing bike facilities within new homes, commercial space and the public realm.

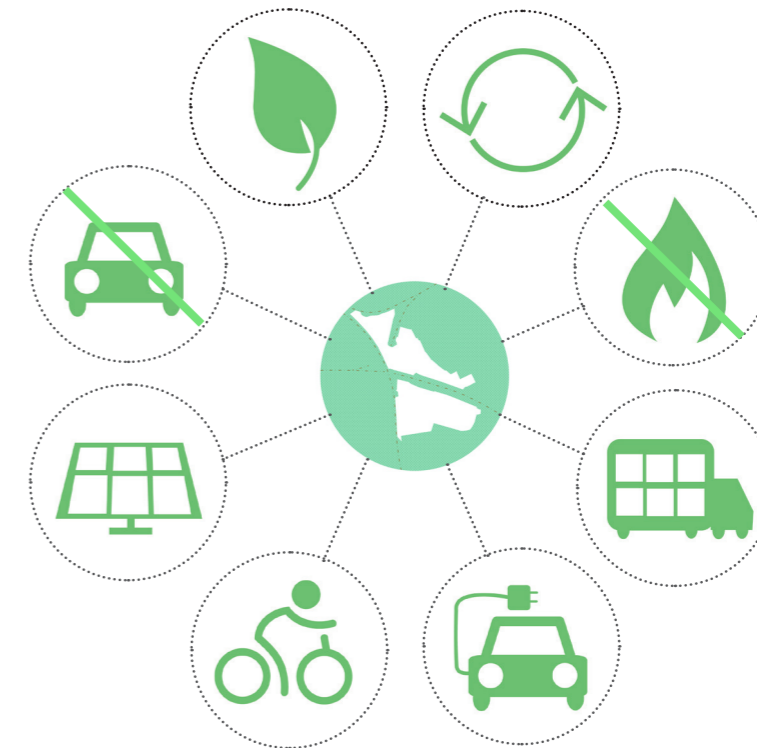


Building design should maximise double aspect to improve natural light and ventilation.

The latest London Environment Strategy, May 2018, sets the aim for London to have the best air quality of any major world city by 2050 by going beyond the legal requirements to protect human health and minimise inequalities.

To support this Mayoral ambition, redevelopment at Kentish Town provides a unique opportunity to develop a Zero Emission Zone across the neighbourhood. This will help address air pollution and support healthy lifestyles by creating a green and zero emission neighbourhood.

This is an ambitious proposal, but one that could be delivered over time through a phased approach. To deliver this ambition, the Council will work with the GLA and development partners to explore the following measures:



Zero combustion

Natural gas used for heating and hot water represents 60% of all the energy used within Camden, and is accountable for 30% of the NoX emissions. To significantly reduce the impact of heating systems there will be no combustion based heating systems.

On site renewable energy

All buildings within the development will incorporate renewable energy technologies to meet as much of the development's energy needs as possible. Solar Photovoltaics will be incorporated across all suitable areas, with energy storage technologies used to ensure all the generated energy is used on-site. This will reduce the development's reliance on external energy supplies and deliver running costs savings to residents and businesses.

Freight consolidation

Business deliveries and online orders cause significant levels of traffic, and therefore emissions, within London today. To reduce the impact of this on the development while maintaining its utility, all freight and deliveries will be consolidated on the boundary of the site. Goods will then be delivered from this point using a zero-emission vehicle fleet.

Zero emission commercial vehicles

In order to deliver an environment with the highest air quality, all vehicles within the site will be zero-emissions electric or hydrogen vehicles. Extensive and convenient charging infrastructure and other fuelling requirements will be present throughout the site to facilitate this transition from petrol and diesel vehicles.

New cycling and walking infrastructure

Extensive walking and cycling infrastructure will be provided across the site to promote safe, healthy and active journeys. Cycle hubs and cycle hire facilities will be provided for residents and employees across the site. Routes will be integrated with existing infrastructure connecting the site to local networks.

Secondary heating opportunities

Within London there are many sources of heat available that we rarely use, but could be used to decarbonate our heating systems. Opportunities for 'secondary heat' sources will be explored across the development such as using heat pumps, extracting heat from sewers or underground tunnels, and capturing the heat rejected from air conditioning units.

Car-free housing

Car free developments help to improve the quality of the environment. Reducing the number of vehicles within the site reduces the need for roads, creates more open space, minimises pollution from vehicles and encourages the use of public transport as well as journeys on foot and by bike.

No gas heating or CHP

Gas and other fuel systems such as boilers and combined heat and power engines will be replaced with clean emission-free technologies such as heat pumps.

A variety of new public spaces

Although close to Hampstead Heath, Kentish Town has a dearth of open spaces. There are a couple of very small open spaces and play areas around Kentish Town, but nothing significant to support the surrounding communities. The main areas of open space are to the west in Gospel Oak and Haverstock. Here there are a number of smaller parks that include Talacre Gardens, Gospel Oak Open Space and Lismore Circus.

The redevelopment of both development sites presents a significant opportunity to address this deficiency of open space and provide high quality parks and squares that serve both the existing and future communities within the site.

The framework therefore aims to address this in the following ways:

- improve connections both into (particularly to the south and west) and through the site to make best use of the existing open spaces
- deliver new open space provision beyond the minimum requirements of figure 1 on p.6 of Camden's open space planning guidance
- provide significant amounts of publicly accessible natural greenspace
- provide areas for growing space
- provide areas for outdoor sports facilities
- provide areas for formal and informal play that addresses the needs of different age groups

The Heath Line

The Heath Line will be the principal pedestrian and cycle route across the Murphy Site that connects Kentish Town tube station with Hampstead Heath. Whilst providing access to these two areas, the Heath Line will also be a place to escape the hustle and bustle of Kentish Town Road and Highgate Road.

The Heath Line is an opportunity to enliven this area of Camden through the use of playable landscapes, increased biodiversity, parklets and growing food spaces.

The landscape character could reflect the existing character found in Hampstead Heath. This would support the idea that the Heath Line could create a gateway to the Heath from Kentish Town.

Neighbourhood and local parks

A network of new parks should be provided across both development sites. This should include a large neighbourhood park that serves the wider area located on the Regis Road Site. The park should serve the business community as well as Kentish Town as a town centre where shoppers can take time out for their lunch or to kick a ball.

As well as this neighbourhood park, the development will deliver a network of local parks that provide local green space and play areas to serve the local residents.

Parks and open spaces should be connected to create a network of linked open space. A network of parks will help to improve the ecology and biodiversity of the area. Community uses, growing spaces, pop-up activities and other activities that support social interaction should support and make use of the open spaces within the Framework Area.

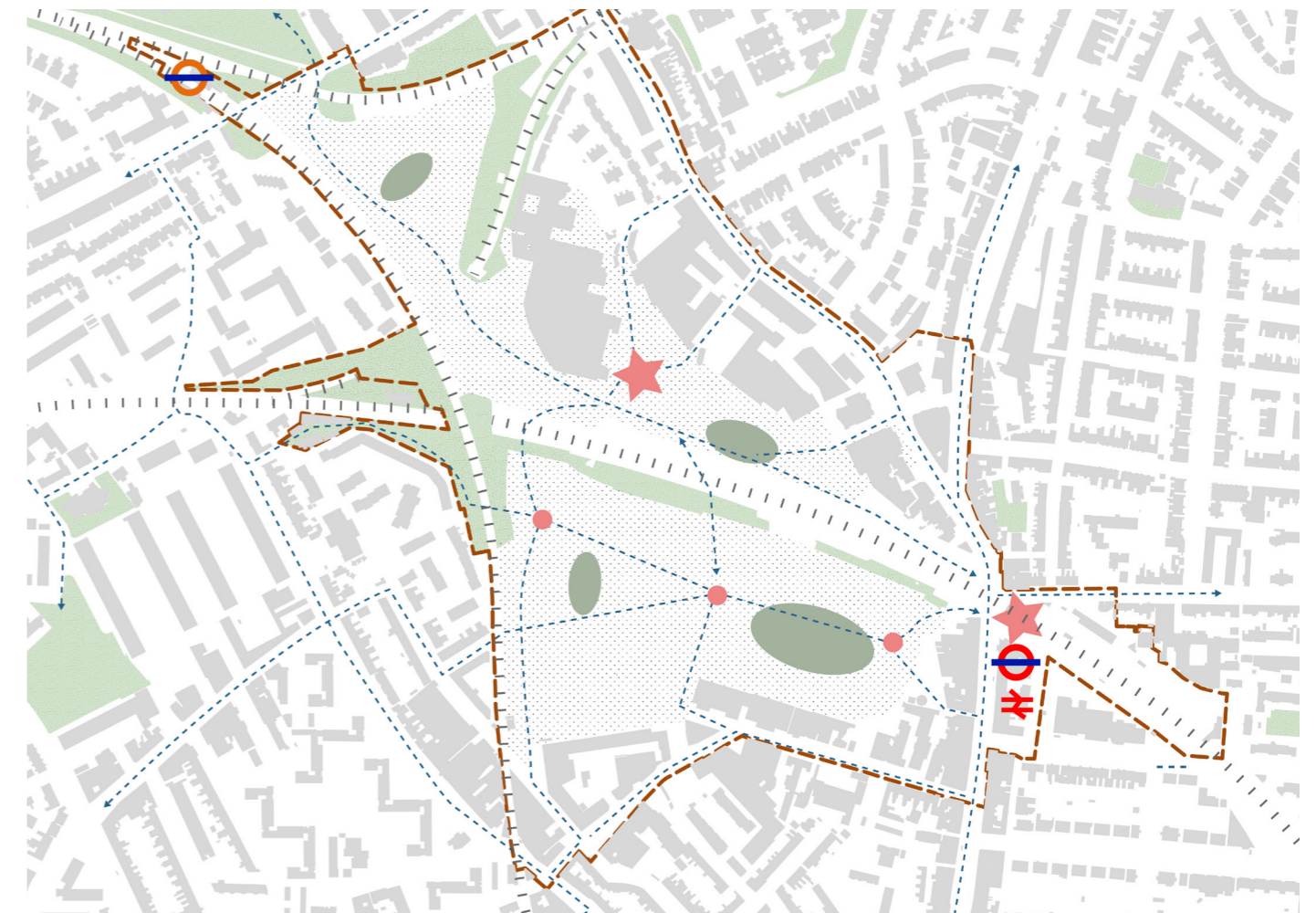
Kentish Town Square

A key ambition of the framework and the Kentish Town Neighbourhood Plan is the creation of a new civic square close to Kentish Town station, on the high street. This square will provide new public space for Kentish Town and provide space for daily activities, public information and events. The Kentish Town Neighbourhood Forum Policy SP1 identifies that there should be a new Kentish Town Square around the junction of Kentish Town Road, Regis Road and Leighton Road. The Plan also identifies that a Phase 2 project could be the enlargement of the Kentish Town Square by rafting over the rail tracks on both the east and west sides of the existing bridge carrying Kentish Town Road.

The Council will work with the community, the Neighbourhood Forums, GLA, TfL and Network Rail to understand the viability and deliverability of a square at Kentish Town and its appropriate location.

Play

Play spaces should be developed throughout the framework area and integrated into the public realm, open spaces and communal courtyards. The Council will encourage high quality and bespoke play space to attract children and families to become a valued part of the environment and improve the play offer more widely.



Kentish Town Planning Framework:
Illustrative location of new open spaces

- Public parks
- ★ New squares
- Key nodes



Rooftop farm in Paris above commercial space



Play street at Kings Crescent, Hackney by Muf architecture/art

Enhancing the green infrastructure network

There is substantial green infrastructure in the wider area, though much is fragmented and poorly connected. Within the two development sites, green infrastructure is generally lacking. Redevelopment at Kentish Town provides a significant opportunity to develop new green infrastructure and support the wider green infrastructure network.

Biodiversity links

Redevelopment within the framework area provides a fantastic opportunity to support and enhance the biodiversity of the area. There are two 'missing links' (missing areas of biodiversity in wider habitat corridors) within the Murphy Site. These missing links can be connected through intelligent design of public spaces, planting, street design and the provision of biodiverse roofs. Together with the Heath Line, the provision of parks will greatly enhance the biodiversity of the site and improve public access to nature.

Roof space

Roof space at lower buildings provide an opportunity to deliver much needed private and communal roof gardens. Roof gardens serve a multitude of roles including providing access to nature for the public, enhanced biodiversity, improved air quality, as well as a number of social benefits.

At upper levels, it may be more appropriate to develop biodiverse roofs to support the wider biodiversity strategy and desire to connect missing links.

Sustainable drainage

Sustainable drainage systems (SuDS) are a natural approach to managing drainage. SuDS



Growing space, Kings Cross

should be utilised throughout the framework area to mitigate and manage surface water.

Growing spaces

The opportunity for community growing spaces across the site is vast and one that would help future communities take ownership of a space with added social and health benefits. Growing spaces should be located close to, and visible from, residential areas to ensure their optimal use. Examples of successful growing spaces elsewhere include projects such as the Brixton Orchard in Lambeth, Union Street Urban Orchard in Southwark and Urban Wild Places in Islington.

The opportunity for communal growing spaces at roof level should be explored on larger commercial units where it is not viable to locate residential homes.

Kentish Town City Farm

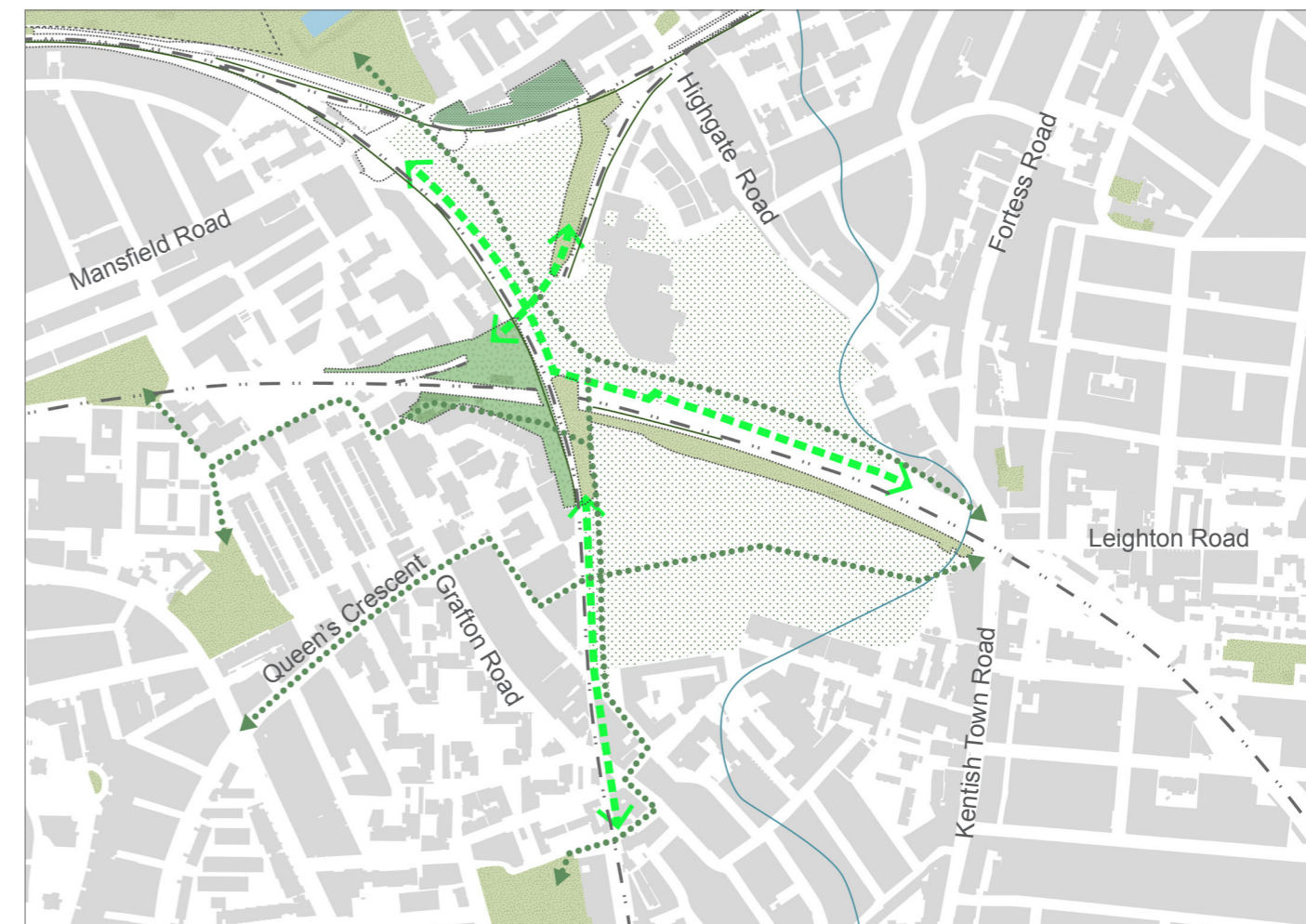
The Kentish Town City Farm is a valued community asset with a valuable outreach and educational programme that supports access for local people to animals, nature and the environment. There is an opportunity to improve the presence of the farm via a new entrance to the site along the western boundary that would help the farm improve their outreach.

Blue infrastructure

A culverted tributary that feeds into the River Fleet runs underneath the framework area as illustrated in the plan opposite. It is not possible to uncover the river, due to its current use as a sewer, but some reference to the river in the form of blue infrastructure would create a fantastic opportunity to reveal the geography of the site and again improve the opportunities for access to nature.



Biodiversity was a major consideration of the landscape strategy at the Olympic Park



Kentish Town Planning Framework: green infrastructure connections

- Open space
- Nature reserve
- Metropolitan SINC
- Borough Grade SINC
- Significant tree planting
- Open space connections
- Proposed biodiversity links



Community and culture

Building on the areas community and cultural strengths and providing great facilities for existing and new communities.

Strategic deliverables:

- A place that continues to support diverse communities where everyone can mix and contribute.
- Excellent community facilities that are accessible to all and serve the needs of existing and new communities.
- Building on the strengths of the area's cultural offer.

Education

Camden undertakes thorough annual pupil place planning for primary and secondary schools. This takes into account the current capacity of schools, the projected future demand for places (over a ten year period), housing developments and a range of other factors across the borough and in localised areas. This also takes into account capacity in neighbouring areas such as Gospel Oak and potential cumulative effects from developments across a wider area.

The potential level of development in Kentish Town and associated population increase could be of a scale that requires an additional school, school expansions or remodelling. Particularly when considered cumulatively with potential development in the surrounding areas including Gospel Oak.

Current projections indicate that the on-site provision of a new school may not be required, but provision is likely to be required for additional school places and remodelled capacity in the area at both primary and secondary level.

The supply and demand for school places is subject to a number of variations and fluctuations, particularly when planning is over an extended time period. This is the case in Kentish Town, with phased delivery likely to take a number of years. The position can therefore change and will be kept under review within annual school places planning reporting. Developers will be required to engage with the Council in the early stages of masterplan development, to understand the latest projections and will be required to deliver the necessary school provision, through on-site provision and/or financial contributions as advised at the time.

The Council will continue to explore the requirements for school place provision in this area and surrounding neighbourhoods, in consultation with the community and local schools and to work with developers to ensure that the appropriate provision is in place, to compliment what is already there.

Health

The Council's Local Plan seeks to improve and promote strong, vibrant and healthy communities through ensuring a high quality environment with local services to support health, social and cultural wellbeing and reduce inequalities.

The Council is working with the NHS Camden Clinical Commissioning Group (responsible for commissioning health care services within Camden) to explore current and future projected needs in the area. Development will be required to contribute towards health and wellbeing capacity in the area.

Community facilities

Kentish Town benefits from a range of excellent community facilities. However, in the context of constrained funding and with the expected population increase, there will be existing demand for community facilities and provision.

Developers will be expected to work with the Council to establish the requirements in terms of additional community provision on-site as part of a package of measures to promote health and wellbeing.

Cultural offer

With an interesting cultural offer already in place in Kentish Town, development offers the potential to grow this sector and build on these strengths. The cultural offer can provide educational, leisure and entertainment opportunities for local people and attract visitors. The Heath, City Farm and Forum and other venues already attract this type of activity and more residents, workers and visitor in the area could help support local centres such as Kentish Town high street.

The opportunity to further reveal and open up the industrial heritage of the area, as outlined by the Makers Lane key move, is a further opportunity to build a rich cultural offer.

The provision of a mixed cinema and creative space close to the high street is a popular idea with the local community.

Any development will be expected to enhance the cultural offer of the area and a cultural strategy will be required.



Kentish Town City Farm



Tidemill Academy, PTE architects



Akerman Health Centre by Henley Halebrown Architects



Hawley School by AHMM architects



DELIVERY

This section sets out the approach to regeneration delivery within the Kentish Town Framework Area.

Delivery

This section sets out the emerging approach to regeneration delivery within the Kentish Town Framework Area.

Land ownership

The map below/ opposite gives an indication of the current approximate land parcels in the area. The Murphy's site north of the railways is in relatively straightforward ownership, whereas Regis Road to the south is more fragmented with a number of land parcels and various land interests.

A comprehensive approach

The Council expects a comprehensive approach to redevelopment in this area. This is considered the best way to achieve optimal development outcomes and a high quality place that delivers for Camden and its communities. A comprehensive approach can create economies of scale that enable developers to deliver both increased housing numbers, more affordable housing, more jobs, higher quality public realm and social and physical infrastructure. It also allows greater flexibility to support business retention, continuity and holistic construction management.

The Council expects redevelopment be transformative, coordinated and strategically planned through a masterplan-led approach. The Council expects this approach to encompass the whole area, including both the Regis Road and Murphy's sites, to be masterplanned and delivered as one comprehensive phased scheme, under-pinned by the principles set out in this framework.

Recognising that delivery at the Murphy's site is likely to be more straightforward (in terms of landownership), it may be possible for development to come forward on the basis of two coordinated and comprehensive phased schemes - one for the whole Regis Road area and one for the Murphy site.

Proposals must be designed in such a way that they are compatible with the existing context and future-proof the redevelopment of neighbouring sites, for example by master-planned positioning of key routes, spaces and uses. Earlier phases of development will be expected to act as a catalyst and help facilitate the delivery of later phases wherever possible. For example, if the Murphy's site were to come forward for development sooner, it could facilitate the delivery of Regis Road by

accommodating the relocation of key business or functions to be retained in the area. Earlier phases may also be required to deliver key infrastructure that help to enable development of the wider site.

Subject to further consideration of the delivery options, a single planning application or a planning application for each of the two sites is likely to be a preferred approach. An outline application may be the most appropriate route subject to further detailed discussion with the Council. Plot by plot or piecemeal redevelopment proposals that do not follow the comprehensive approach set out above will be resisted.

Coordinated phasing is critical for delivery, enabling infrastructure provision and minimising construction impacts. The Council will work with landowners and developers to develop an appropriate phasing plan.

Developers should work closely with the Council, the community including the two neighbourhood forums and key partners such as the GLA, TfL and Network Rail to develop proposals for their area. This should include extensive and meaningful public engagement and consultation through each stage of the process including the masterplanning, pre-application, planning application and delivery phases. The Council welcomes the commencement of this engagement as soon as possible. A programme must be developed with the Council in accordance with the stages outlined above and including a public consultation plan. To avoid abortive work, scheme design must take into account the final version of this framework. In accordance with the Local Plan, planning applications should not be submitted in advance of the adoption of this framework.

Recognising that a comprehensive approach may take some time to come forward, particularly at Regis Road, the approach to development in the interim and meanwhile uses is set out in the Employment and Homes section

Facilitating delivery

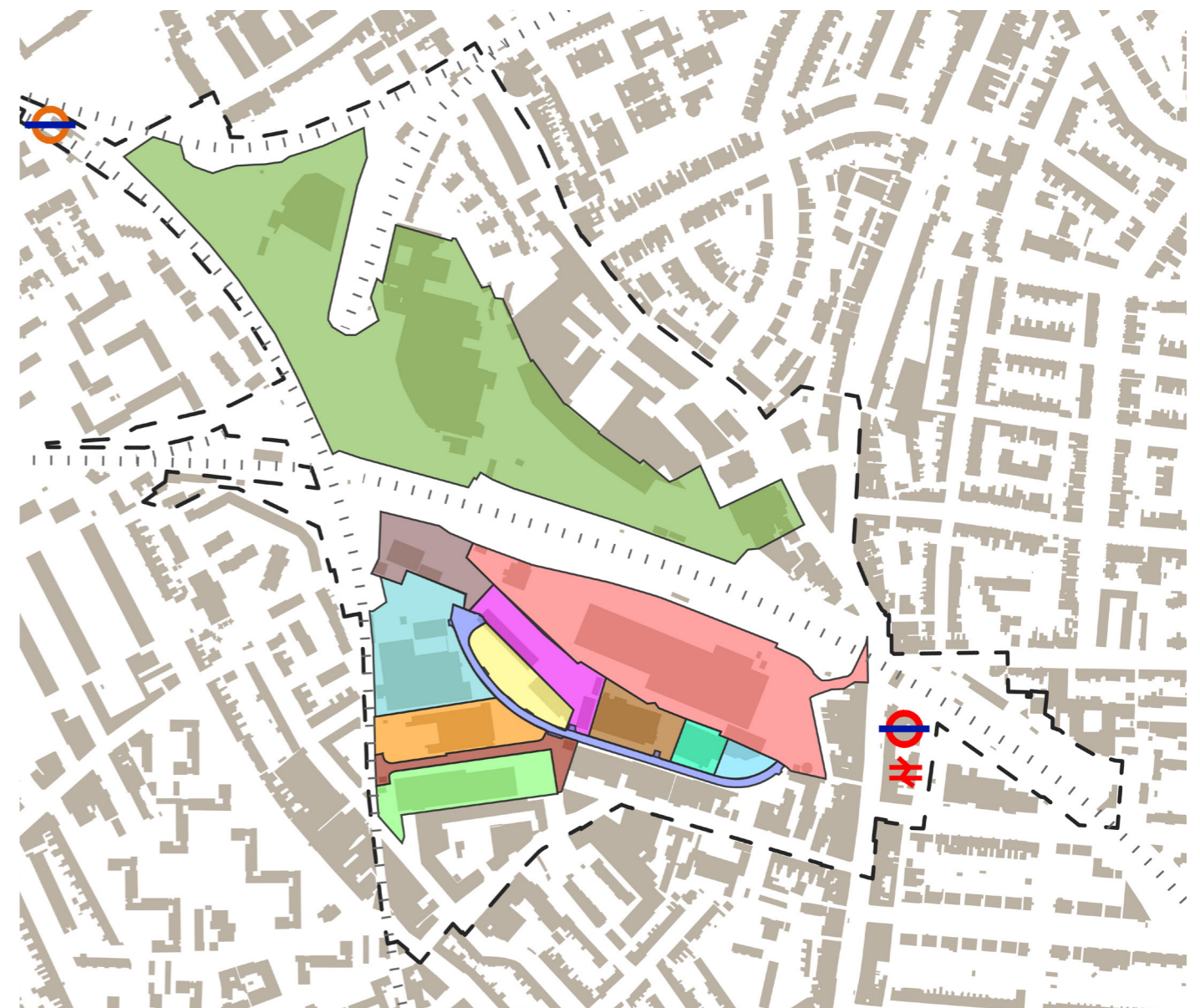
As well as planning comprehensively for the area, delivery will be expected to be comprehensive. With multiple landowners at Regis Road, the situation is more complex and landowner collaboration and land assembly is likely to be required to provide the comprehensive approach.

The Council is in the process of exploring the delivery options, working closely with the GLA and conversations are already underway with Murphy's. The role of landowners is central to this, with collaboration vital if the regeneration benefits and gains are to be realised. The Council's aim is for development to be facilitated by agreement between all relevant parties.

A plan for delivery will need to be developed. The Council is therefore in the process of exploring its options to support development within the framework area (which may include compulsory purchase powers should this be required and considered appropriate), to help enable development.

Managing construction impacts

Construction activities can have significant impacts on surrounding communities, particularly in relation to impacts on roads, noise and air quality. The Council will seek to ensure that growth at Kentish Town is delivered in a way that minimises these impacts, both for construction on site and the transport arrangements for servicing. The developer will be required to consult on and prepare a Construction Management Plan (CMP), supported by the payment of a CMP implementation contribution along with other measures such as the setting up of a construction liaison group to ensure that contractors are working together to consider and minimise potential cumulative impacts as far as possible.



Kentish Town Planning Framework: landownership parcels within the Regis Road and Murphy Site.

Infrastructure schedule

Prioritising investment in the Framework Area

A new high density neighbourhood will require significant additional social and physical infrastructure. Throughout this framework, a number of interventions have been proposed that may require significant investment in infrastructure. Not all of these interventions can be delivered by development within the framework area. Therefore we have listed all the potential interventions in the table below.

Using the engagement process we will discuss the various infrastructure requirements to understand the communities priorities. These priorities will be considered alongside other framework priorities that include the delivery of affordable housing and affordable workspace.

Alongside working with the community to understand priorities for the area, the Council will commission consultants to review the

viability and deliverability of the infrastructure and framework priorities to inform the final framework document. Currently this viability work has not been undertaken.

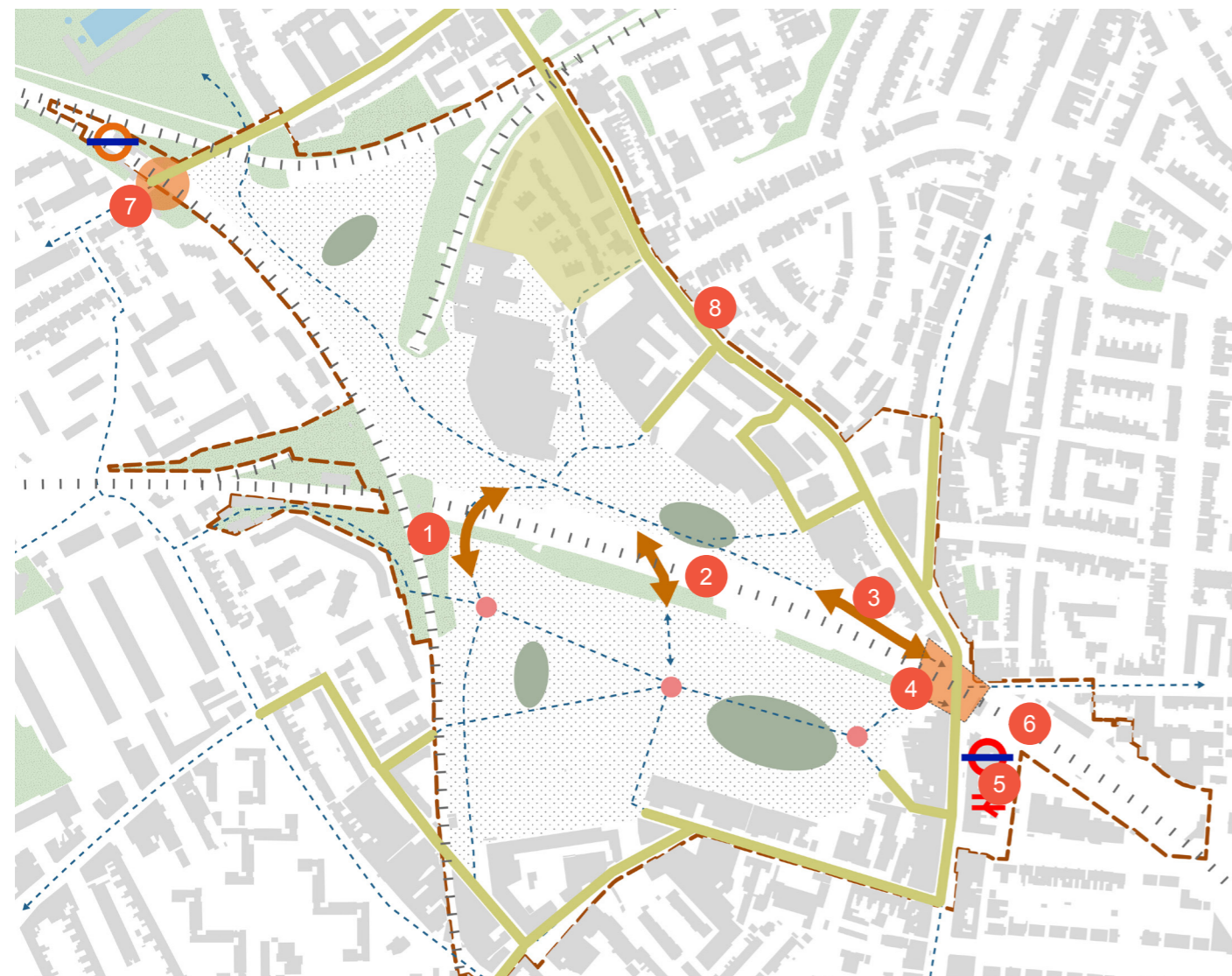
This work will inform the Council and communities understanding of the development densities required to deliver the infrastructure and framework priorities.

Section 106 and Community Infrastructure Levy

Following the community engagement on the priorities for the Planning Framework, the Council will develop a S106 and CIL strategy to guide and coordinate investment across the Framework Area.

Phasing

The Council will continue to explore phasing options to support the delivery of infrastructure with the Framework Area.



Kentish Town Planning Framework: potential infrastructure interventions

Infrastructure project/item	Description	Commentary	
1	Western bridge across the Midland Mainline rail lines.	A new north-south bridge across the Midland Mainline, potentially hung off the existing bridge structure in this area.	A new bridge is required in this area to connect The Regis Road Site and the Murphy Site and deliver the Makers Lane route. Need to explore options for independent structure or one that utilises the existing bridge in the area.
2	Central bridge across the Midland Mainline rail lines.	A new north-south bridge across the Midland Mainline in the centre of the Regis Road Site.	A new bridge could be located here to support permeability between the two sites. There is no existing infrastructure to connect the bridge to.
3	Hang pedestrian/cycle walkway off the Midland Mainline boundary wall	A new pedestrian and cycle walkway that is hung off the existing Network Rail boundary wall to the rear of the properties on Highgate Road.	A new bridge in this location would complete the Heath Line connection between Kentish Town and Hampstead Heath, improve access into the Murphy Site and relieve congestion on Highgate Road.
4	Cantilevered civic square at Kentish Town	A new square cantilevered over Midland Mainline from the existing bridge structure.	The proposal is part of the Kentish Town Planning Framework and would create a new significant public square for Kentish Town located on Kentish Town Road.
5	Kentish Town Underground station step free access	Step free access to London Underground platforms at Kentish Town	Policy GA of the Kentish Town Neighbourhood Plan supports step-free access at Kentish Town. TfL has carried out high-level investigation into installing lifts at Kentish Town which indicated that this would be very complex. Consequently, Kentish Town is not being considered as part of the £200 million five year programme.
6	Kentish Town Thameslink station step free access	Step free access to the Thameslink platforms at Kentish Town.	A potentially less complex and more viable option at Kentish Town is step free access to the Thameslink platforms. This would provide step free access to the wider Underground network via Kings Cross St Pancras.
7	Gospel Oak eastern entrance	An eastern entrance to the station.	The Dartmouth Park consultation draft includes a project to improve Gospel Oak station by creating a new eastern access point.
8	Kentish Town Public Realm strategy	A public realm strategy to guide investment on the streets, public spaces and play areas that fall outside of the Regis Road and Murphy Sites.	To ensure a coordinated strategy for public realm covering parts of Kentish Town Road, Fortess Road, Highgate Road, Gordon House Road, Holmes Road and Spring Place along with other secondary routes within the area.
Affordable housing	Affordable housing including social rent and intermediate housing		
Affordable workspace	Affordable workspace in accordance with Local Plan and GLA policy		
Open space	New parks and squares		
Community facilities	New community facilities funded by the development		

