

# Shaping Camden

Camden's Local Development Framework

Site Allocations Additional sites

Consultation Document



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Camden’s Site Allocations Additional sites

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## Introduction

We are preparing the next generation of Camden's planning policies. All councils have to produce a group of documents setting out their planning strategy and policies called a **Local Development Framework** (LDF). Our Local Development Framework will eventually replace the Camden Unitary Development Plan (UDP) which was adopted in June 2006 and sets out our current planning policies.

As part of the LDF we have been preparing what is known as the **Site Allocations Development Plan Document**.

Camden's Local Development Framework will contain a number of other documents that will sit alongside and contribute to the Site Allocations DPD. These are:

- **Core Strategy** - this DPD will set out the key elements of the Council's planning vision and spatial strategy for the borough. All of our other planning documents must be consistent with it. This will have been adopted in November 2010
- **Development Policies** - this DPD will support the Core Strategy by setting out additional planning policies the Council will use when making decisions on applications for planning permission. This will have been adopted in November 2010
- **North London Waste Plan** - this DPD will set out policies relating to waste and identify sites for major recycling and other waste handling facilities in North London. It has been prepared jointly by Camden and the six other boroughs in the North London Waste Authority area.
- **Supplementary Planning Documents (SPD)** - these will provide additional detailed guidance on how the Council's planning strategy and policies will be implemented for specific topics, areas or sites.

## What is the Site Allocations DPD?

The Site Allocations Development Plan Document (DPD) will set out more detailed guidance for land and buildings on significant sites which are likely to be subject to development proposals during the lifetime of the LDF (2010-2025). These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy and the London Plan.

Allocations will generally set out a preferred use or mix of uses for a specific site. They may also set out further detail of policy context and criteria and guidance for development of sites and to set out other objectives to meet local needs and wider area requirements.

This is a third stage of public consultation. An Issues and Options consultation document was approved by the Council's Executive on 10 September 2008 and public consultation ran from October to December 2008. Our preferred approach document was approved for consultation by the Council's Executive on 14 October 2009. Consultation on that document was carried out from the beginning of December 2009 to February 2010. These documents can still be viewed on our website at <http://planningconsultations.camden.gov.uk/ldf/>

During the preferred approach consultation we received requests to include new sites and further requests to reconsider including other sites that had previously been excluded at earlier stages.

We are now consulting on some of these additional sites and asking for your views. We will then consider these responses in preparing a full "submission" version of the Sites Allocations DPD. This will be published next year and people will be able to make further representations to a Government appointed Inspector.

## Criteria for Site Selection

These allocations will need to reflect the Council's adopted Core Strategy and Development Policies and the London Plan which form the development plan on which planning decisions must be based.

Development takes place across the Borough all of the time. Many sites may have development potential, but the Site Allocations DPD cannot identify and allocate every one. Major sites considered for allocation and inclusion will generally be above 0.1 hectare. Other sites may be important locally, but the document needs to focus on those most likely to make a contribution to the objectives of the Core Strategy, and adopted development policies will be sufficient to guide future planning decisions on other sites.

In order to fulfil the objectives of the Core Strategy site allocations must also be available, realistic and with reasonable prospects of success.

In some cases, sites promoted for development by developers and land owners have not been included. Reasons for this can vary, but will usually involve policy restrictions or other constraints that indicate a level of detail and assessment is required at a planning application level. Examples of such constraints might include: historic setting (e.g. listed buildings, conservation area and buildings of positive contribution); open space designations; existing important uses that need to be protected by policy; strategic viewing corridors; and limited site capacity.

However, because a site is not included in this document it does not imply that they are unimportant or won't be subject of proposals and planning applications in the future. The future development of other sites will still be expected to meet the objectives and priorities of the LDF and its policies and requirements.

## Development Policies and Standards

This guidance is intended to provide guidelines for a range of different sites with different characteristics and in different areas; however development will still be expected to comply with relevant generic LDF policies and development standards to deliver high quality development.

The requirements identified are not exhaustive and sites may be required to provide a range of planning obligations to comply with relevant policies and standards, for example car free housing, and financial contributions towards school places and open spaces. This document should therefore be read in conjunction with the adopted LDF Core Strategy and Development Policy documents.

## What happens next?

In preparing the Site Allocations DPD we have to follow a statutory process. This whole process takes approximately three years. The next stages in this process are set out below:

- Consulting on the Council's "preferred approach (Nov 2009 - Jan 2010).
- *Consulting on additional sites alongside the sustainability appraisal (Nov - Dec 2010).*  
***This is the current stage***
- Reporting back on consultation and agreeing a "**submission**" document and final sustainability appraisal report(Feb 2011)

- Publishing the Site Allocations document for further representations (March/April 2011)
- **Submission** document sent to the government (June/July 2011)
- A **public examination** where the document is assessed by an independent inspector (Oct/Nov 2011)
- Publication of the **Inspector's report**, which is binding on the Council (Jan/Feb 2012)
- **Adoption** of the Camden Site Allocations DPD by the Council (Feb/March 2012)

## Sustainability Appraisal

We need to carry out a sustainability appraisal of Local Development Framework documents. Sustainability appraisal promotes sustainable strategies and policies through an assessment of their environmental, social and economic impacts. This allows us to identify and minimise any potential harmful impacts and maximise beneficial impacts. A sustainability appraisal is also being consulted on and can be viewed alongside this document.

## Have your say

We want to hear your views on this consultation document which deals with the future development of land and buildings on some sites in Camden.

This document sits alongside the Core Strategy and Development Policies (which will have been adopted by the time of this consultation) and together form part of the Local Development Framework.

This is a third stage of consultation and it allows you to have a further say in the direction that the Site Allocations Development Plan Document is taking.

### Some key questions we would like to ask:

- Q1** Do you have any comments on the sites that are included and the key considerations identified in their potential development?
- Q2** Do you think there are other uses that are more appropriate for the sites?
- Q3** Do you think the document should address any other issues or provide other information?
- Q4** Are there any constraints or barriers to developing these sites?
- Q5** Do any details currently included need updating or are incorrect? Are site boundaries correct?
- Q6** Can these sites help to deliver infrastructure, facilities, and public spaces and improved walking routes and environments? Or meet other needs?
- Q7** Do you have any other comments on this document?

## How to Get Involved

Visit: <http://planningconsultations.camden.gov.uk/ldf/>

**This document is also available to look at in local libraries and the Town Hall Extension, Argyle Street (5th Floor Reception)**

**If you would like someone to attend a meeting or explain this document in more detail then feel free to contact us by email or telephone 0207 974 XXXX**

You can respond by passing on your views in the following ways:

By post: **Sites Development Team, Urban Design and Renewal  
FREEPOST NAT15037  
London Borough of Camden  
Town Hall Extension, Argyle Street  
LONDON WC1H 8BR**

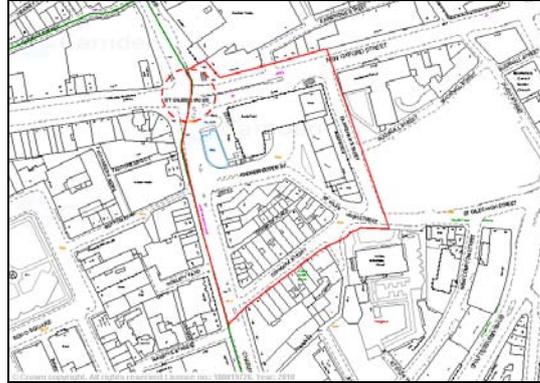
By email: [planning.sites@camden.gov.uk](mailto:planning.sites@camden.gov.uk)

**Please let us have your comments by 12 January 2011**

## Site 1: St Giles Circus



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Scale 1cm : 50m

### Site Details

Area: 18,800m<sup>2</sup>

Ownership: Various Private and Local Highway Authority

Existing Use: Mixed use including offices, residential & retail and public highway

Ward: Holborn and Covent Garden

### Planning Context

Transport Proposal: Cross Rail 1 (TP2)

Central London Frontage (part located within)

Central London Area

Conservation Area: Denmark Street

Listed Buildings (Grade II):

- Centre Point and Centre Point House
- 20 Denmark Place
- 26, 27 Denmark Street
- 59 St Giles Street

Positive Contributors:

- Denmark Street : 4, 8, 11, 19, 21, 22 23, 24, 25, 28
- Charing Cross Road: Shaldon Mansions (126 – 136), 114-116, 122 -124
- St Giles High Street: York (57) and Clifton (54) Mansions, 61-62, 63, 64
- Denmark Place: 1 – 6, 22

Archaeological Priority Area: London Suburbs

### Other Considerations

The Tottenham Court Road Station and St Giles High Street Area Planning Framework (2004) adopted by the Council encourages mixed-use developments to contribute to the provision of a significant number of new homes and jobs, and new vitality through new retail and leisure activities.

In addition there is supplementary planning guidance in the form of the Denmark Place Planning Brief (2004) and Denmark Street Conservation Area Appraisal (2010).

This site is part of the Tottenham Court Road Opportunity Area designated in the London Plan where, subject to improved public transport accessibility and capacity, higher density development is expected to produce significant numbers of new homes and jobs.

#### [Site Allocation - Suggested Approach](#)

**In conjunction with the objectives for development of specific sites identified in the Tottenham Court Road area the proposals for St Giles Circus are to create a new world class public space**

Development will be expected to:

- Create a vastly improved public space for Central London
- Complement and integrate with associated mixed use developments in the area involving restoration and conversion and partial redevelopment appropriate to a Central London location including a mix of residential, retail, leisure and offices uses
- Use the opportunities of potential new development to enhance the setting of listed buildings and respect and enhance the appreciation and views of surrounding heritage assets in particular Centre Point and St Giles Church
- Retain or provide active ground floor frontages to existing streets and new public space(s)
- Enhance and provide improved permeability for pedestrians through and around the area, and, where possible, integrate enhancements with nearby developments as they come forward.
- Contribute to a safer and more legible pedestrian and cycling environment
- Improve the public realm and pedestrian movement around road junctions and the new Tottenham Court Road station and complement other public realm and transport improvements planned for the area
- Manage bus movements and parking and where appropriate remove traffic through road closures and associated works to create a more people friendly environment
- Take account of the key objectives of adopted planning frameworks and briefs.

## Commentary

### [Site Context](#)

St Giles Circus is going through a process of considerable change with ongoing works to deliver new Underground and Crossrail stations and the subsequent opportunities this will create for public realm improvements and new development. The coordination of a number of separate public and private sector projects, both development and public realm, is essential to the creation of a successful place at this major London gateway.

There are ongoing works at St Giles to improve the existing underground station by London Underground Limited (LUL) and a further phase will create the new Crossrail station which is due to open in 2017. The majority of approvals for this programme were secured through the Crossrail Act although planning permission was needed for the new station entrances due to their size.

The buildings of Centre Point form a distinct block which is surrounded by the heavily trafficked streets of New Oxford Street and Charing Cross Road, and the relatively less busy St Giles High Street. The quality of the street environment is poor, although new areas of public realm will be created as a consequence of the Crossrail project. Highway improvements planned in the 1960s were not completed leaving the area unresolved with inadequate public realm and an unsatisfactory environment for pedestrians. Until recently the blank flank walls of 144 and 148 Charing Cross Road provided an unattractive face onto Andrew Borde Street, although these buildings have now been demolished as part of the Crossrail enabling works.

Pedestrian access is particularly difficult at the base of Centre Point tower, as the road layout forms something of a barrier between Covent Garden/Denmark St and Oxford Street and New Oxford Street. The formation of new entrances to the Crossrail and Underground stations to the front of Centre Point, and associated redevelopment of this area to form an area of public open space, presents great opportunity for the recreation of a pedestrian link between these two areas, without compromising the remaining historic street pattern nor the setting of historic buildings and buildings of outstanding architectural quality.

### St Giles Public Realm Study

Camden officers have worked with LUL and Crossrail to consider the wider public realm adjacent to their station entrances in light of the predicted rise in pedestrian numbers once the new stations are open. These infrastructure works will also create development opportunities. As a response, Gillespies and Halcrow were selected to undertake a public realm and traffic study for the area in the context of the ongoing works and planning policy documents. The aim of the study is to ensure the highest quality public realm across the St Giles area suitable for a world class city.

The previous / existing layout at St Giles Circus creates a significant barrier for pedestrians trying to cross the junction. Crossings are often far removed from desire lines and there is very little available space for the large numbers of people accessing the area. The area also has a high accident rate, ranking as the second worst accident rate in the London Borough of Camden.

St Giles Circus is a 24-hour hub for buses with 17 day time bus routes serving the area and four routes terminating. Seven of the 17 routes are 24 hour services and 19 night bus routes pass through the area. Routes 1, 134, 176 and 242 terminate at St Giles with bus stands located on Earnshaw Street and St Giles High Street (at the northern and southern end of the street). Bus services and passengers add to the congestion in the area particularly along New Oxford Street where buses often queue all the way to Bloomsbury Street.

Fundamental to a scheme is the need to increase space for pedestrians given the anticipated increase in pedestrian numbers from 30m/year in 2009 to 56m/year by 2017. The study also anticipates incorporating pedestrian crossings on desire lines, the removal of clutter and high quality paving and lighting.

### Tottenham Court Road 2-way Project

The St Giles Circus Project is closely linked to the Tottenham Court Road (TCR) 2-way Project from both a traffic and public realm perspective. Traffic modelling shows that if the TCR 2-way project goes ahead then there would be 30% less traffic at St Giles Circus and significantly less on Denmark Street. As a result the TCR 2-way project helps to unlock the public realm potential at St Giles Circus and allows the creation of a larger public space through the closure of the northern end of St Giles High Street to vehicular traffic. However, as funding has not been secured for the TCR 2-way project, options need to be designed in the event of TCR remaining one-way.

## St Giles Circus proposals

The proposals for St Giles Circus are:

- Creation of new world class public space
- Creation of new diagonal pedestrian crossing (similar to Oxford Circus)
- Closure of Andrew Borde Street
- Removal of traffic signals at New Oxford Street and St Giles High Street
- Changes to bus routes and bus stands/stops

The designs of the proposals need to be of the highest quality and respond to the diverse character of the area whilst addressing the need to disperse large numbers of pedestrians from the stations

### Main Policy Considerations

St Giles Circus is one of the Mayor's Great Spaces and falls within the Tottenham Court Road Growth Area in Camden's Core Strategy. The objectives of the Growth Area are to provide a balanced mix of uses, an excellent public realm, and development of the highest quality and to remedy the lack of open space.

Under Policy CS2 the Council will expect development in the growth areas to:

- a) maximise site opportunities;
- b) provide appropriate links to, and benefits for, surrounding areas and communities; and
- c) be in accordance with the Council's aspirations and objectives for that area, as set out in the LDF.

The Central London Area is a highly accessible area identified in the Core Strategy as a suitable location for the provision of homes, shops, food, drink and entertainment uses, offices, community facilities and uses that are likely to significantly increase the demand for travel (Policy CS3). The Council will ensure that development in these locations is of suitable scale and character for the area in which it is situated, contributes to other Council aspirations including providing appropriate community and environmental benefits, and takes into account amenity and community safety (Policy CS5). The Council will seek to protect the retail function in Central London Frontages (Policy CS7) while maximising the supply of new homes as part of mixed use development (Policy DP1). A contribution to the supply of new housing would be required as part of a mixed use development (Policy CS6) and development will be required to preserve or enhance the character of the Denmark Street Conservation Area (Policy CS14). Crossrail forms part of the infrastructure plan in the Core Strategy.

### Further Explanation

A key objective of the adopted framework and the St Giles study is that the area becomes a distinctive place, with outstandingly well-designed public realm at its heart, a place to enjoy being in as well as passing through and to connect better to the places that surround it.

All development within the area should contribute to the Council's wider vision and objectives for this part of the borough. Our aspirations include:

- a balanced mix of uses, including housing and affordable housing, significant provision of offices and other employment opportunities, community facilities, and retail to support the Central London Frontages of Charing Cross Road, Tottenham Court Road and the western end of New Oxford Street;
- an excellent public realm, with an improved network of safe and attractive places and routes for pedestrians and cyclists, that successfully links to neighbouring areas

(particularly the growth area at Holborn (see below), Covent Garden, Bloomsbury and Oxford Street) and reduces the dominance of traffic in the area (see Appendix 1, item 55 on improvements for pedestrians in the St Giles area);

- maximising densities compatible with local context, sustainable design principles and public transport capacity;
- development of the highest quality, sustainable design, as befits a historic area in the heart of London, which preserves local amenity and seeks to enhance and preserve the character and appearance of conservation areas;
- remedying the lack of open space in the area through on-site provision or contributions to assist in the provision of new spaces.

The priorities are to enhance the setting of existing historic and valued places and buildings, to change the balance of use of public space by giving greater priority to use by pedestrians and cyclists rather than motor vehicles, and to improve the street environment. This would be for the benefit both of those living and working in the area, by offering more attractive places to spend time, and for those travelling through, by making the area more legible, safer and visually attractive.

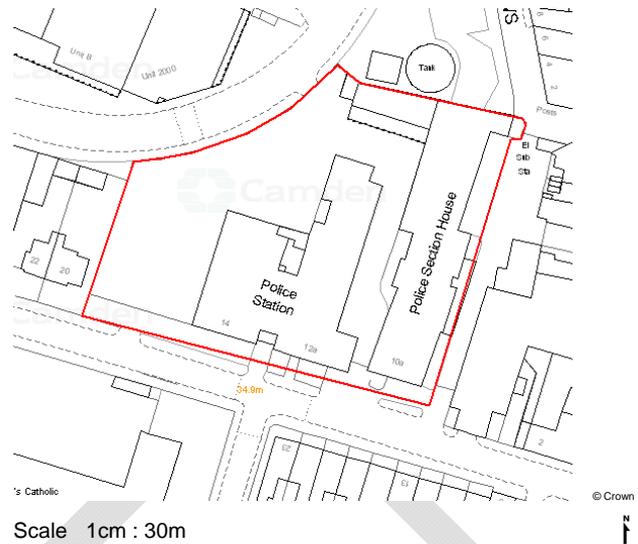
Development in this area will have a significant impact on the character and appearance of the whole of the rest of the Denmark Street CA, and the sensitivities and complexities of the area must be considered carefully. Development here should encourage more people to visit, use and pass through the area, and respect and preserve the differences and varieties of scale, appearance, character and ambience which make up the whole of the conservation area. Development of this area will be expected to contribute in various ways through good design; active frontages; and improved streets, spaces and routes to ensuring a more successful and attractive place.

The key to the success of St Giles Circus and its immediate surrounding area will be the delivery of new public realm and the quality and cohesion of the buildings that surround it. Whilst some funding for the public realm will be provided by LUL and Crossrail this will be limited and the wider objectives will be heavily dependent on developer contributions through Section 106.

## Site 2: Kentish Town Police Station, 10A,12A, 14 Holmes Road



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### Site Details

Area:	2,340 m <sup>2</sup>
Ownership:	Metropolitan Police Authority (freeholder)
Existing Use:	Police Station
Ward:	Kentish Town

### Planning Context

#### Planning Designations

Adjacent to Kentish Town Area - Light Industrial  
Strategic Viewing Corridor (partly within)  
Archaeological Priority Area: Kentish Town  
Listed Building: No 12A Police Station (Grade II)

#### Other Information

Adjoins Town Centre: Kentish Town  
PTAL 5

#### Relevant Planning Applications

There is a history of 15 planning applications relating to minor development in relation to the police station and its grounds.

## Site allocation -suggested approach

### **Police facilities or new mixed use development including police facilities, permanent residential (including affordable housing), and other community uses.**

Development will be expected to:

- Preserve the listed police station building on the site and not detract from the setting of this building
- Provide new greenspace and children's play space
- Be designed to limit the potential for noise disturbance from the industrial uses to the rear to any new residential accommodation on the site.

## Commentary

### Site context

The site contains a three storey listed Victorian police station with a more modern building attached to it which front onto Holmes Road. It also contains a large 7 storey section house which runs north to south along the eastern boundary of the site. The rest of the site is given over to a yard and vehicle parking with some small stage buildings. To the rear (north west) of the site are industrial buildings which are in the designated Industry Area.

### Main policy considerations

The Core Strategy supports the Metropolitan Police and their plans to create more neighbourhood facilities and a new custody centre and patrol base (Policy CS10). The Core Strategy infrastructure schedule (Appendix 1) identifies a borough-wide need for modernisation and consolidation of police assets/facilities. The Kentish Town area is identified in the Core Strategy (CS15) as deficient in open space so it is important that adequate open space is provided on this site.

In order to provide a satisfactory living environment for any future residents at the site and to avoid prejudicing the future of nearby employment uses development needs to be designed to limit the potential for noise disturbance from the industrial uses to the rear (policies CS5, DP26 and DP28).

### Further explanation

The Metropolitan Police Authority(MPA) have prepared an Asset Management Plan which sets out how they will improve their operational estate which will comprise a move towards more local "front counter" facilities and neighbourhood policing facilities across the borough to provide enhanced accessibility. This will be supported by the centralisation of custody cells, patrol bases and associated operational facilities. The Council will work with the Police to help deliver their planned improvements once they have been agreed. MPA are looking to rationalise their estate and to relocate from properties which are out of date and unfit for current purposes. The designation of this site for redevelopment could allow the MPA to flexibly manage their estate so that they can effectively deliver police services in the near future. Subject to adequate reprovision of important facilities to maintain satisfactory policing services for the Borough, the site could be redeveloped with replacement police services and/or housing.

The current section house is taller than many other buildings in the locality so a conversion of this building together with some new residential development on other parts of the site may be the best approach. The site provides some employment use so some reprovision of alternative employment use as part of a mixed use scheme could also be appropriate.

DRAFT

## Site 3: Bangor Wharf, Georgiana Street



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Scale 1cm : 20m

### Site Details

Area: 1,810 m<sup>2</sup>

Ownership: Canal Securities

Existing Use: Depot for storage of materials with ancillary workshop and offices (Class B8)

Ward: St Pancras and Somers Town

### Planning Context

#### Planning Designations

The Regents Canal runs adjacent to the site.

Conservation Area: Regents Canal

#### Other Information

Public transport accessibility level: 6a

#### Relevant Planning Applications

Sept 1999 Certificate of Lawful Use refused for existing use for builders workshop, office and open yard area(PEX990072)

August 2000 Certificate of Lawful Use granted for an existing use as a depot for storage of materials with ancillary workshops and offices (Class B8),

### Site allocation suggested approach

#### **Redevelopment of the site to provide replacement employment floorspace and new residential accommodation**

Development will be expected to:

- Provide flexible employment space
- Contain an active frontage to Georgiana Street.
- Be of a form and scale which is appropriate to the Regents Canal Conservation Area and responds to the open character of this part of the canal
- Utilise the canal positively in both construction (eg transporting materials) and in design terms (eg exploiting the advantageous setting)
- Subject to feasibility provide or contribute towards local energy networks and

## Commentary

### Site Context

The site contains the offices, storage buildings, yard and vehicle parking for a small building construction company. It has good access to the strategic road network and unrestricted access for deliveries. Therefore it is considered to be a suitable site for continued employment use. However, the buildings on site are generally lower than those in the surrounding townscape so there does seem to be some potential for a more intensive development of the site involving other uses in addition to employment.

The site is within the Regents Canal conservation area. The current use, with its associated buildings and boundary treatment, detract from the character of the conservation area. It was identified in the Conservation Area Appraisal (2008) as a site with opportunities for enhancement. The yard area retains extensive areas of granite setts which should be retained or re-used in any development. The canal dock which formerly served these wharfs is partially filled, and could be enhanced. The frontage onto Georgiana Street could be improved and should be addressed positively by any development.

The character of this section of the Regents Canal is fairly open so any development should avoid excessive bulk and massing along the canal and ensure that views of the canal are improved. There does seem to be some potential for opening up views of the canal on the south east corner of the site close to the Gray's Inn Bridge.

### Main Policy Considerations

The site is close to the Kings Cross development area and so will be influenced by development here (Areas of more limited change CS4).. Development will be expected to providing quality homes in line with (CS6), and to promote a successful and inclusive Camden economy in line with (CS8).

Development Policies: Retention of employment use (Policy DP13), making full use of the sites capacity for housing (Policy DP2), mixed use development (DP1) development of a scale and form which respects the character and appearance of the Regents Canal (Policy DP32) Conserving Camden's Heritage).

### Further explanation

The main properties which would be affected by the redevelopment of this site are a row of terraced houses running from 116-132 Royal College Street to the west of the site. The majority of these properties have two to three storeys of residential accommodation with rear facing windows and back gardens which are about 10m deep although 128-134 appear to have complete site coverage

The current site includes a two storey office building which is located along the western boundary of the site close to the above properties. Any new development in the western portion of the site should consider these properties and not significantly worsen the relationship with these habitable room windows. This is likely to limit the height of development on this part of the site

This site and the Pratt, Georgiana and Royal College Street sites could provide a decentralised energy system. Generally it would be expected that the largest site (24-58 Royal College Street) would house the plant with the other sites contributing to provision of the infrastructure. The Council will also seek the feasibility of extension of this system onto nearby Camden housing estates.

## Site 4: 57 - 71 Pratt Street, 10 - 15 Georgiana Street And Royal College Street



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Scale 1cm : 30m



### Site Details

Area: 4,125 m<sup>2</sup>  
Ownership: EDF Energy PLC  
Existing Use: Electricity sub station vacant former training centre  
Ward: Camden Town with Primrose Hill

### Planning Context

#### Planning Designations

None

#### Other Information

Public transport accessibility level: 6a

#### Relevant Planning Applications

- April 1967 Planning permission for alterations to the building fronting on to Georgiana Street, Camden and its use as a Training Centre for electricians in conjunction with premises at 57 Pratt Street
- July 1973 The continued use of the building fronting Georgiana Street, NW1 (at the rear of 57 Pratt Street) as a Training Centre for electricians in conjunction with the premises at 57 Pratt Street,
- August 1976 The continued use of the building fronting Georgiana Street, NW1 (at the rear of 57 Pratt Street) as a training centre for electricians in conjunction with the premises at 57 Pratt Street,
- August 2009 Planning permission for erection of a headhouse building within St Pancras electrical substation, Including removal and replacement of wall & gates on eastern elevation. 2009/3869/P

## Site allocation suggested approach

### **Mixed use development of the site to provide a new electricity sub station, employment, training and/or community floor space and new residential accommodation**

Development will be expected to:

- Contain active street frontages.
- Contribute towards the upgrade of existing public opens spaces in the area and subject to the scale or residential development proposed provide a new green space and children's play space.
- Be of a scale form and appearance which respects the character and setting of the listed buildings in Georgiana Street and listed All Saints Greek Orthodox church in Pratt Street
- Subject to feasibility provide or contribute towards local energy networks and associated infrastructure in association with other potential development sites

## Commentary

### Site Context

The site is on the north side of Pratt Street directly to the west of Royal College Street near to Camden Town centre and contains a tall three storey flat roofed commercial building with a two storey building behind and a yard. The main building has been used as a training centre and the rear building and the adjacent yard appear to be vacant. The main building does not appear to be very intensively used.

There is an electricity transformer station to the rear (north) of the site and to the rear of this is a further three storey building fronting Georgina Street which also appears to have been used as a training centre. It seems to be vacant and the entrance to the street is blocked off with a concrete girder. There is a sign on the door directing enquiries to 57 Pratt Street. All of the other buildings in this section of Georgiana Street are grade II listed buildings

To the west is the playground to an adjacent primary school. Opposite across Pratt Street are two storey residential properties and opposite across Royal College Street are warehouses/industrial units. None of the immediately surrounding buildings are in a conservation area but there is a block of grade II listed houses diagonally opposite the site in Pratt Street.

### Main Policy Considerations

The site is close to the Kings Cross development area and so will be influenced by development here (Areas of more limited change CS4). Development will be expected to providing quality homes in line with (CS6), and to promote a successful and inclusive Camden economy in line with (CS8).

The largest building on the site has been used to provide employment related training in the past so any redevelopment of the site should incorporate some replacement employment or training related floorspace (Policy DP13). The site has housing on two sides and has the potential to contribute towards future housing supply (Policy DP2) but any development needs to be designed to take account of its historic context (Policy DP25) Conserving Camden's Heritage)

### Further explanation

Approximately a quarter of the site is occupied by an electricity sub station which occupies a

large area of land in relation to its size and results in the provision of dead frontage to Royal College Street. EDF the owners of the site have indicated that a substation will need to remain on the site for the foreseeable future.

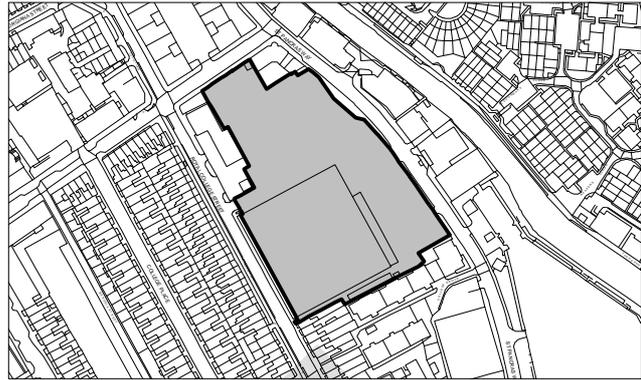
Any redevelopment options for this site should look at reconfiguring the substation so that more space could be provided for other uses such as housing and that any noise or vibration emanating from it has less of an impact on adjoining uses

This site and the Pratt, Georgiana and Royal College Street site could provide a decentralised energy system. Generally it would be expected that the largest site (24-58 Royal College Street) would house the plant with the other sites contributing to provision of the infrastructure. The Council will also seek the feasibility of extension of this system onto nearby Camden housing estates.

The Council intends to produce a place plan for Kings Cross which will further inform the issues which need to be addressed in the development of this and other nearby sites. This plan will aim to coordinate development on key sites in the area with Camden and other public sector service provision and initiatives.

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## Site 5: 24 - 58 Royal College Street



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Scale 1cm : 50m

### Site Details

Area: 14,960 m<sup>2</sup>  
Ownership: Royal Mail Group Ltd  
Existing Use: Distribution/Parcel Depot  
Ward: St Pancras and Somers Town

### Planning Context

#### Planning Designations

None

#### Other Information

Public transport accessibility level: 5/6

### Site allocation suggested approach

#### **Redevelopment of the site to provide mixed uses with employment floorspace and new residential accommodation**

Development will be expected to:

- Contain active street frontages.
- Provide new east west links between St Pancras Way and Royal College Street.
- Respect the setting of the adjacent listed houses to the south west on Royal College Street.
- Provide an area of green open space accessible to members of the public and children's playspace
- Subject to feasibility provide or contribute towards local energy networks and associated infrastructure in association with other potential development sites

### Commentary

#### Site Context

The site is located in an area between Kings Cross and Camden Town containing a mix of employment and medical / educational uses and housing. It sits between Royal College Street and St Pancras Way which are both busy north to south vehicular routes through the

area. The site is approximately 400m to the north west of the main Kings Cross Central site and access to this site will be improved in the future through the creation of new links via Camley Street.

The site is occupied by a two storey buildings and a substantial yard and car park. It has been used for many years as a parcel sorting office and depot. Across St Pancras Way to the east are four to six storey employment and residential buildings, many which have recently been developed. To the south of the site is a 4 to 7 storey block of housing with some employment space and to the southwest is a cluster of four storey houses which are grade II listed buildings. Opposite the site on the other side of Royal College Street the buildings are predominantly three storeys.

### Main Policy Considerations

The site is close to the Kings Cross Central area and so will be influenced by development here (Areas of more limited change - CS4).. Development will be expected to provide quality homes in line with (CS6), and to promote a successful and inclusive Camden economy (CS8).

The site contains a large employment use and if can shown that the site is no longer suitable for this current use then an alternative business use should be considered before other uses. (Policy DP13) The site is large and it is considered that there is scope to provide housing in addition to employment thereby making full use of the sites capacity for housing (Policy DP2). This approach would also be consistent with policy DP1 (Mixed use Development)

The proposed development will need to be of a form and scale which is compatible with the listed houses to the south west of the site and the Regents Canal Conservation area to the east (Policy DP25 - Conserving Camden's Heritage). Given the size of the site and its location near to the main Kings Cross development new routes should be provided across the site (Policy DP 16) and new public open space should be provided within future development (DP31).

### Further explanation

The site lies in an area to the north-west of the main Kings Cross Central development site. Although it is a well established area containing pockets of residential and employment uses, it is a location which, whilst close to the King's Cross development site and Camden Town, is poorly integrated with them. However, it is also an area with significant potential for beneficial change in the longer term, as the neighbouring development of the railway lands proceeds and brings it closer to a mixed use quarter with residential, community and commercial space.

The development of Kings Cross Central and other sites in the area is likely to lead to a increase in the number of people wishing to pass through this area to and from Camden Town. Given the size of this site it is considered that the creation of new route across the site particularly for pedestrians will be important in improving routes through the area and integrating with Camden Town and Kings Cross Central and the canal.

The provision of a new link in the townscape between Kings Cross and Camden Town and a new route through the site can play an important role in creating a sense of place. The capacity is such that a variety of open spaces should be provided such as children's play space, green space and public open space.

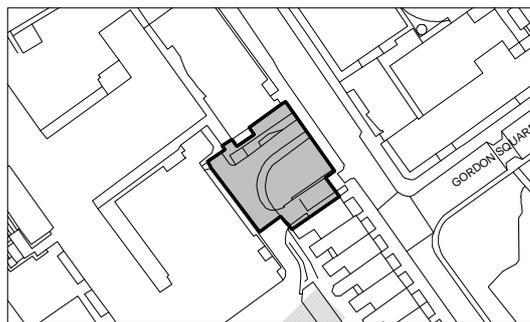
The Council intends to produce a place plan for Kings Cross which will further inform the issues which need to be addressed in the development of this and other nearby sites. This plan will aim to coordinate development on key sites in the area with Camden and other public sector service provision and initiatives.

This site and the Pratt, Georgiana and Royal College Street site could provide a

decentralised energy system. Generally it would be expected that this site (24-58 Royal College Street) could house the plant with the other sites contributing to provision of the infrastructure. The Council will also seek the feasibility of extension of this system onto nearby Camden housing estates.

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## Site 6: 26 Gordon Square and 15 Gordon Street



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Scale 1cm : 20m

12

### Site Details

Area: 945 m<sup>2</sup>  
Ownership: UCL  
Existing Use: Vacant/access route  
Ward: Bloomsbury

### Planning Context

#### Planning Designations

Strategic Viewing Corridor

Transport proposal

Central London Area

Conservation Area: Bloomsbury

Crossrail corridor

#### Other Information

Public transport accessibility level: 6b

#### Relevant Planning Applications

- Mar 2008 Permission granted (Ref: 2006/2435/P)  
Revision of 2004/4090/P scheme, differing in terms of design.
- Dec 2004 Granted subject to a S106 agreement. (Ref: 2004/4090/P)  
The erection of a six storey infill building with three basement levels between 26 Gordon Square and 15 Gordon Street to provide a museum gallery, lecture theatres and associated facilities for the University College London.

### Site allocation suggested approach

**Development of the site for new university facilities/ publically accessible learning and exhibition space, and/ or student housing**

Development will be expected to:

- Provide a legible entrance to UCL and facilitate pedestrian movement into the university campus.

- Safeguard the setting of nearby listed buildings
- Connect to the existing Gower Street district heating system, where feasible and viable.
- Safeguard the future construction of the Chelsea-Hackney line.

## Commentary

### Site Context

The site is vacant, having been cleared by bomb damage during the Second World War, and lies adjacent to a listed Georgian terrace. An access route from Gordon Street to a number of UCL buildings runs through the site. The south eastern portion of the site lies within the Chelsea-Hackney line safeguarding area.

### Main Policy Considerations

Draft replacement London Plan policy 2.11(g) supports the development of clusters of strategically important specialised CAZ uses, including academic uses; 3.11(f) underlines the need for boroughs to support and maintain London's international reputation as a centre of excellence in higher education. Core Strategy policy CS10 supports the higher education sector, whilst balancing its requirements with those of the local community, and the enhancement of cultural facilities. Housing, including student housing, could form part of a mix of uses on site (CS6, CS9, DP2 and DP9).

### Further explanation

The development of this cleared site offers the opportunity to repair the townscape of Gordon Square/ Gordon Street. The site currently offers a circuitous access route to a range of UCL buildings and facilities; redevelopment could improve this route, allowing access at ground floor level through the site and encouraging the public to venture further and explore publically accessible facilities. Pedestrian sight lines could be exploited to create a coherent route from the public realm through the UCL estate.

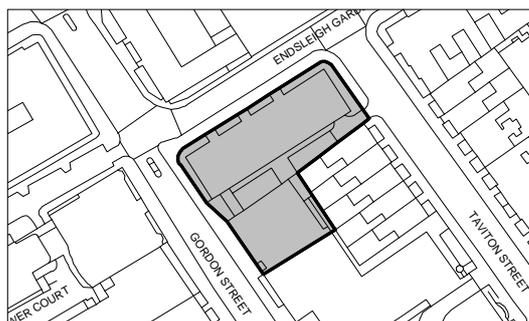
Development should present an active front to the street, providing passive surveillance to the public realm and contribute to a sense of street vitality. The site is located between the historic Georgian townscape of Gordon Square and the larger scale institutional buildings to the north; redevelopment should mark the transition between the character of these building typologies and respond to the changes in scale of the neighbouring buildings. The site therefore offers potential to continue the architectural evolution of Bloomsbury by drawing on the best elements of the immediate historic environment.

If new academic facilities or learning and exhibition space is proposed then secondary uses might not be feasible, given the operational requirements of the specialist academic use (in line with paragraph 1.23 of the Development Policies document). However, the potential to incorporate residential or another suitable secondary uses should be explored to support the well established mixed use character of Bloomsbury.

Student housing could be an acceptable secondary use, subject to the requirements of Development Policies DP9 and this would assist other sites to provide general permanent housing.

The site lies within the safeguarding corridor of the Chelsea-Hackney line. It is anticipated that works will generally take place at a depth in excess of 9 metres below ground level. The council is required to consult with Crossrail on proposals for the site as they may conflict with the proposed route. Development should not jeopardise the future construction of the line.

## Site 7: 20-22 Gordon Street



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Scale 1cm : 20m



### Site Details

Area: 1,985 m<sup>2</sup>  
Ownership: UCL  
Existing Use: University  
Ward: Bloomsbury

### Planning Context

#### Planning Designations

Strategic Viewing Corridor  
Central London Area  
Conservation Area: Bloomsbury

#### Other Information

Tree protection order  
Public transport accessibility level: 6b

#### Relevant Planning Applications

Oct 2006 Permission refused (Ref: 2006/3748/P)  
The refurbishment of the building together with the erection of an extension at fifth floor level and new roof extension at sixth and seventh floor levels to the existing building, the erection of a new 8 storey building with 2 basement levels in place of the existing Christopher Ingold Auditorium building together with a full height atrium link to the existing building, to provide accommodation for educational purposes.

### Site allocation suggested approach

**Development of the site for replacement university learning facilities, with the potential for secondary uses such as self contained residential units or student housing**

Development will be expected to:

- Provide an improved frontage to Gordon Street, Endsleigh Gardens and Taverton Street
- Safeguard the character and appearance of Bloomsbury conservation area and nearby

listed buildings, particularly in terms of scale, bulk and massing

- Connect to the existing Gower Street district heating system, where feasible and viable.

## Commentary

### Site Context

The site is currently occupied by a six storey building which accommodates the faculty of the built environment and a two storey element occupied by the department of chemistry.

### Main Policy Considerations

Draft replacement London Plan policy 2.11(g) supports the development of clusters of strategically important specialised CAZ uses, including academic uses; 3.11(f) underlines the need for boroughs to support and maintain London's international reputation as a centre of excellence in higher education. Core Strategy policy CS10 supports the higher education sector, whilst balancing its requirements with those of the local community. Housing, including student housing, could form part of a mix of uses on site (CS6, CS9, DP2 and DP9).

### Further explanation

Redevelopment of the site would allow outdated educational facilities to be upgraded, enhancing the academic offer of the university. The level of floorspace in educational use should be retained and ideally increased to facilitate the growth of the university.

Secondary uses would not necessarily be required, if the operational requirements of a specialist academic use justifies it (in line with paragraph 1.23 of the Development Policies document). However, the potential to incorporate suitable secondary uses (such as self contained residential units or student housing) should be explored to support the well established mixed use character of Bloomsbury. Student housing could be an acceptable secondary use, subject to the requirements of Development Policies DP9 and this would assist other sites to provide general permanent housing.

Wates House is an undistinguished building which offers a poor interface with the public realm. Redevelopment offers the opportunity to enhance the street scene through the incorporation of active frontages to add a sense of vitality and visual interest to the public realm. The previous scheme was refused on design grounds; it is paramount therefore that the bulk and massing of any proposed scheme fits within the historic character of the area so as to avoid a negative impact on the conservation area and nearby listed buildings.

## Site 8: 20 Highgate Road



Scale 1cm : 20m

17

### Site Details

Area: 1,980 m<sup>2</sup>  
Ownership: London Fire Brigade  
Existing Use: Fire Station  
Ward: Kentish Town

### Planning Context

#### Planning Designations

Strategic viewing corridor  
Archaeological priority area

#### Other Information

Public transport accessibility level: 5

#### Relevant Planning Applications

None

### Site allocation suggested approach

**Redevelopment of the site to provide a replacement fire station together (unless satisfactorily relocated elsewhere) with additional residential accommodation**

Development will be expected to:

- Safeguard the provision of local fire station facilities
- Ensure that the amenity of nearby residential occupiers is maintained
- Provide an acceptable standard of residential accommodation for any new homes proposed for the site.
- Provide an appropriate level of affordable housing, in line with adopted council policies
- Explore the potential to link up with existing and emerging developments to form a decentralised energy network
- Retain existing trees

## Commentary

### Site Context

The site located on a busy road and lies just outside Kentish Town Centre. The site does not lie within a conservation area, though there is a listed former church opposite the site. The site is currently occupied by an operational fire station.

### Main Policy Considerations

Emerging policies CS10 and DP15 indicate that the development of this site should not entail the loss of the operational fire station, whilst Core Strategy paragraph 10.17 and Infrastructure Schedule address fire station provision. The facility should be retained on site or be satisfactorily relocated elsewhere. The provision of housing, and in particular affordable housing, is supported by LDF policies CS6, DP2 and DP3, whilst the provision of some student housing on site may prove acceptable, subject to the requirements of policy DP9.

### Further explanation

The development of this site for a mix of uses brings the opportunity to provide new residential accommodation at this highly accessible site, as well as improve the relationship of the site with the public realm at Highgate Road, Fortess Road and Fortess Walk.

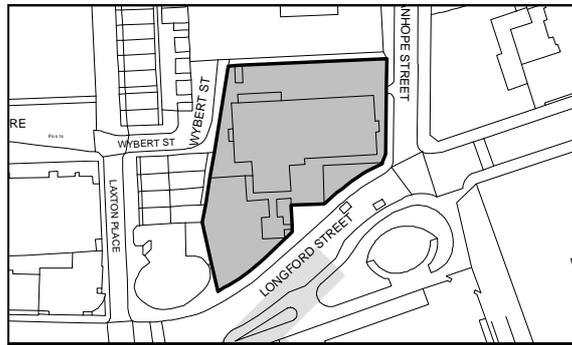
As it is anticipated that the fire station is to be retained on site, it is paramount that the noise generated by warning sirens and training activities does not compromise the quality of life of the occupiers of any proposed residential accommodation, in line with policy DP28. A noise assessment and proposed mitigation measures should be submitted at planning application stage. It is noted that consent has been granted for mixed use development involving an operational fire station and residential accommodated elsewhere in London (i.e. Westferry Road E14).

If relocation of the fire station is proposed the fire station should be reprovided at a suitable site to safeguard the appropriate level of fire fighting services and coverage for the area and borough as a whole. In this instance affordable housing would be the preferred use in line with policies DP15 and DP3.

Student accommodation may form part of a mix of uses on site.

Any proposed development should be designed so that the amenities of nearby existing residential occupiers are not adversely affected through, for example, noise generation or loss of daylight/ sunlight and overlooking.

## Site 9: Regent's Park Centre, Longford Street



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Scale 1cm : 20m

### Site Details

Area: 2,380 m<sup>2</sup>  
 Ownership: Westminster Kingsway College  
 Existing Use: Further Education College(D1)  
 Ward: Regent's Park

### Planning Context

#### Planning Designations

Strategic viewing corridor  
 Central London area

#### Other Information

Public transport accessibility level: 6b

#### Relevant Planning Applications

None

### Site allocation suggested approach

**Continued education/ D1 use, or subject to the satisfactory relocation of existing uses redevelopment to include residential use, including affordable housing**

Development will be expected to:

- Make full and efficient use of this highly accessible central London location to deliver additional floorspace at a density which reflects the sites accessibility
- Contribute to the supply of housing and affordable housing if educational use does not continue on site along with other appropriate uses as part of a mixed use scheme
- Improve the public realm and landscaping; integrating with improvements at and around Regents Place with residential areas to the north of Longford Street
- Explore the opportunities for linking into energy networks and where feasible and viable connect with local energy networks in the vicinity of the site

## Commentary

### Site Context

Regent's Park Centre is owned by Westminster Kingsway College. It is largely unoccupied and the college is currently implementing a property strategy including the consolidation of services at the King's Cross Centre on Grays Inn Road. This raises the possibility that this site will no longer be needed for continued further education use.

The centre marks a transition between the large scale commercial development of Regents Place and the residential areas north of Longford Street, including the Regent's Park Estate. The site is located outside Regent's Park conservation area. St Mary Magdalene Church is Grade II\* listed, 8 & 9 Laxton Place and 26 Longford Street are Grade II listed. These buildings are in close proximity to the site. The site is occupied by a four storey college building set back from the road, with a number of mature trees and a sculpture in the gardens to the front.

### Main Policy Considerations

Both draft replacement London Plan (policy 3.19) and LDF policies (CS10) seek to protect education facilities. The LDF also supports the provision of housing, especially affordable housing (CS6). In the event that further education use ceases or is satisfactorily relocated, affordable housing is a preferred alternative use (DP15). Other uses and higher density development could be accommodated on site (CS3) taking into account the scale and character of the area and the site's central London location (CS9). Housing should form part of a mix of uses on site, and affordable housing should be provided in line with DP3 and DP15.

### Further explanation

If further education uses cease to operate from this site (due to facilities being reprovided at the King's Cross centre) the current building is of no particular merit, so redevelopment opportunities could arise. Alternative education and other community uses would be welcomed.

If redevelopment is proposed, intensification of development on site could bring opportunities for the provision of new housing, including affordable housing, which is the preferred use. However the application of this policy preference will be carefully considered, having regard to the College's aim of reinvesting and enhancing education provision within the Borough. A new built form would support active frontages to both Longford and Stanhope Street supporting alternative compatible uses particularly at street level, so other uses including offices (B1) or other community uses may be appropriate as part of a mixed use scheme.

The college forms part of a comprehensive redevelopment scheme dating from the 1960s. In recent years the Regents Place development (2004/1700/P and 2007/0823/P) has altered the context of the site and redevelopment should exploit opportunities to improve the public realm, linking the site with the emerging urban context.

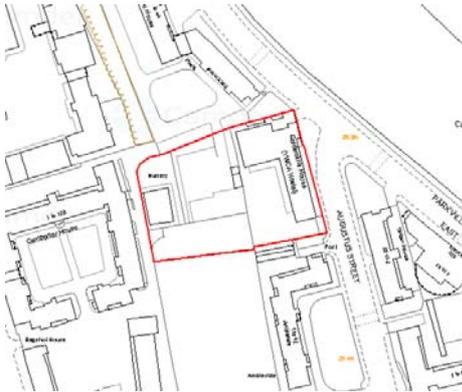
The site lies north of Triton Square, and redevelopment of the site should exploit its relationship to the routes emerging from new development to the south and provide a legible entrance to any proposed scheme. Development will also be expected to integrate with the emerging public realm works around Longford Street. Public realm improvements should be coordinated with enhancements on the south side of Longford Street to provide an integrated high quality public space. Development will be expected to facilitate north south linkages and crossings between the residential areas north of Longford Street and the Regents Place development to the south.

The siting of any proposed new buildings present opportunities to improve the relationship of buildings to Longford Street; however, landscaping should try to incorporate existing mature trees wherever possible.

Improvements to the public realm should create better quality public space and explore the potential reprovision of a street market at Longford Street.

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## Site 10: Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Augustus St



### Site Details

Area: 3,110 m<sup>2</sup>  
Ownership: Crown Estates / Peabody Trust  
Existing Use: Women's hostel, community hall, parking area and land partly used for storage of materials in connection with servicing requirements for open areas of the residential estate  
Ward: Regent's Park

### Planning Context

#### Planning Designations

Strategic viewing corridor  
Close to Euston Place Shaping Area

#### Other Information

Public transport accessibility level: 3 – 4.

Industrial uses have previously existed in the area, prior to the filling in of the canal basin that once existed on part of the site. Land on parts of the site therefore has the potential to be contaminated, particularly on the western areas of the site.

Two trees on the boundary of the site have Tree Preservation Orders

High Speed 2 proposals in the vicinity.

#### Relevant Planning Applications

None

### Site allocation suggested approach

**Provision of residential development, including affordable housing, if it can be demonstrated that it is no longer appropriate to provide a hostel on the site, re-provision and expansion of community hall and publicly accessible open space.**

Development will be expected to:

- Either replace the existing hostel or provide replacement affordable housing or other accommodation for vulnerable groups with a recognised social need.

- Provide Class C3 housing, including affordable housing in addition to any provided to replace a loss of the existing hostel.
- Replace and expand the community hall on the site.
- Provide replacement and expanded open space for those parts of the site that are publicly accessible and to serve the development and enhance biodiversity.
- Make optimal use of this accessible urban location, within the constraints of the site.
- Connect with local energy networks in the vicinity of the site/ explore opportunities for shared energy.

## Commentary

### Site Context

The women's hostel, open land and parking area are all understood to be underused at present. The hostel would require major investment in order to bring it up to modern standards.

Most of the open land has no strong apparent ecological value, nor does it have public access as it is fenced off and, while largely disused recently, it has been used casually for incidental storage related to maintenance of open areas of the estate. As a consequence, the LDF Inspector has made a binding decision to delete the Council's previous open space designation on this particular area of land from the Local Development Framework's proposals map and schedule of open spaces.

There are substantial areas of affordable housing in the immediate vicinity in the form of large blocks, a number of which are also owned by the Crown Estates. The land to the south is used as allotments and, like the site itself, occupies backfilled land from a former canal basin. The allotments remain designated as open space.

The community hall serves the recreational needs of estate residents.

There is an area of soft landscaping in the north-west corner of the estate and abutting the northern boundary, where two trees with Tree Preservation Orders also stand. To the north of this is the landscaped courtyard of Richmond House. The line of the former canal basin is still evident in the arrangement of development in the area.

### Main Policy Considerations

In accordance with Policy DP4 and DP8, the Council will resist the loss of accommodation for homeless or vulnerable people unless it can be satisfied that adequate replacement accommodation is provided on the site or elsewhere or that the accommodation is incapable of meeting contemporary standards. If such a loss can be justified, the Council will expect equivalent residential floorspace to be provided for other vulnerable people or for permanent Class C3 affordable housing.

Development will be expected to providing quality homes in line with (CS6), and to promote a successful and inclusive Camden economy in line with (CS8). Affordable housing should be provided in line with DP3 and DP15.

The Council will expect the community hall to be replaced and, as necessary, expanded to take account of community needs of existing residents as well as the additional demand of any proposed development, in accordance with Policy CS10 of the Core Strategy.

Appropriate replacement of publicly-accessible open space will be required, plus provision in light of additional demand from occupiers of any development, in line with Policies CS15 and DP31.

Any taller development on the site will need to have regard to a Strategic Viewing Corridor that runs across the site, as set out in Policies 4B.9, 16, 17 and 18 of the London Plan (as consolidated with alterations since 2004) and the London View Management Framework July 2010

### Further explanation

As a result of the decision to remove the open space designation this site has potential for redevelopment. If it is demonstrated that it is no longer appropriate to provide a hostel on the site, the Council will expect equivalent replacement floorspace as Class C3 affordable housing or for other vulnerable people with a recognised social housing need. Such provision will be expected before the Council's normal affordable housing policies are applied. The site is particularly suited to the provision of affordable housing, though particular consideration will be given as to the appropriate mix of social rented and intermediate accommodation to encourage a mixed and balanced community, in light of the large amounts of social rented accommodation in the vicinity.

Good quality replacement and expanded open space with acceptable levels of light for the benefit of estate residents and occupiers of the development will be expected. An opportunity exists to provide an extension of the existing allotments or facilitating a complementary "grow your own" project, for which there is a pressing need in the borough, and to protect and enhance the biodiversity credentials of the site.

An expanded community hall should be located in such a position as to prevent causing unreasonable nuisance to existing or proposed residents.

No parking should be provided on the site that does not relate to the essential needs of the development.

Any development should provide optimal development within the constraints of the site, but be arranged so as not to cause serious loss of amenity to residents of nearby blocks through overlooking or loss of light. Nor should any development cause serious overshadowing of the landscaped courtyard to Richmond House to the north, nor the welfare of the protected trees on the boundary. The development should be suitably set back from the southern boundary to prevent any potential conflict with the use of the neighbouring allotments. Any development would be encouraged to be arranged as such to demonstrate evidence of the presence of former canal basin in the area.

Development should be provided in accordance with the Mayor's energy hierarchy. Opportunities should be explored to link with any local energy networks that are established in the area. There would appear to be potential to provide Combined Heat and Power on the site as part of any development and the potential to export energy to the surrounding area, particularly surrounding social housing blocks, should be investigated and established if viable and feasible.

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