



**London Borough of Camden
Site Allocations Plan**

Schedule of Proposed Minor Modifications

The modifications outlined below are expressed in the form of ~~strikethrough~~ for deleted text and red text for additions.

Ref	Page	Section	Modification	Reason
Section 1: Introduction				
MIN 1	4	Introduction	<p>The Camden Site Allocations Development Plan Document (DPD) will sets out the Council's proposals <u>key objectives and guidance for development for of</u> land and buildings on significant sites which are likely to be subject to development proposals during the lifetime of the <u>LDF Core Strategy</u> (2010-2025). These allocations are intended to <u>promote sustainable development and</u> assist in delivering the priorities and objectives of the <u>National Planning Policy Framework</u>, <u>the</u> Council's Core Strategy and the London Plan.</p>	To ensure wording is consistent with the NPPF.
MIN 2	4	Introduction	<p>This is the fourth version in the preparation of our Site Allocations DPD. This document follows on from our Issues and Options and Preferred Approach consultations in 2008 and 2009 and Additional Sites consultations in 2010. <u>A final version of the plan was published in March 2012 for final representations before being submitted to the Secretary of State for This document is the proposed Submission Version of the Site Allocations DPD for final representations. This examination. This</u> document has been prepared in the context and consideration of:</p> <ul style="list-style-type: none"> Emerging Government Legislation and Policy • Alterations to tThe London Plan • The aAdopted Core Strategy and Development Policies <u>and supplementary planning guidance</u> • Responses <u>and comments</u> from earlier stages of consultation <u>during its preparation</u> • Development of the Sustainability Appraisal 	To update timescales and other relevant documents.

Ref	Page	Section	Modification	Reason
			<ul style="list-style-type: none"> •Engagement <u>and co-operation</u> with <u>statutory bodies, public services and other agencies</u>, developers and landowners •Planning decisions •Other evidence we have collected and commissioned •Placeshaping and infrastructure plans •Camden’s Community Strategy and other plans and strategies 	
MIN 3	5	Introduction	<p>London Plan</p> <p>The Mayor of London’s revised London Plan 2011 provides the London-wide context for borough planning policies and the documents in our Local Development Framework<u>Camden’s plans</u> must be in general conformity. The London Plan provides a social, economic and environmental framework for the future development of the capital. Alongside the <u>adopted plans documents</u> in the Local Development Framework, the London Plan forms part of the statutory development plan for Camden; the starting point for <u>making</u> decisions on planning applications in the borough. <u>The NPPF is also a material consideration.</u></p> <p>The London Plan has significant implications for this document as it establishes the principles on which the Core Strategy and Development Policies have been based, which in turn affect what this Sites Allocations DPD<u>plan</u> includes. For example, it establishes the Opportunity Areas and Areas for Intensification <u>Areas</u> where major <u>growth and</u> new development is anticipated in London.</p>	Updated wording to ensure consistency with the NPPF.
MIN 4	5	Introduction	<p>Other Camden Strategies</p> <p>The Core Strategy explains in more detail how the LDF spatial strategy is intended to express<u>es</u> the Council’s overarching community strategy. Our Local Development Framework<u>plans documents</u> need to take these other plans and</p>	To ensure consistency with latest Camden strategies.

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			<p>strategies into account and how they may influence the use of Camden's land and how these places may positively change.</p> <p>They <u>This plan has been positively prepared</u> will seek to contribute to achieve <u>achieving</u> the vision of Camden's Community Strategy: <u>The Camden Plan</u> and other relevant strategies. <u>The Camden Plan 2012-2017 sets out five strategic objectives for the next five years.</u></p> <p>Camden has many other strategies that cover the broad range of the Council's work in Placeshaping. Strategies relevant to the Local Development Framework include the Housing Strategy; Safer Camden Strategy; Camden's Biodiversity Action Plan; Air Quality Strategy; Children and Young People's Plan; Community Investment Programme; Place Plans and the Local Implementation Plan (LIP), which sets out Camden's transport objectives, schemes and programmes.</p>	
MIN 5	6	Introduction	<p>Sustainability Appraisal</p> <p>We need to carry <u>carried</u> out a sustainability appraisal of Local Development Framework <u>the Core Strategy and Development Policies</u> documents <u>which underpin this plan and a further sustainability report has also been produced to support this plan.</u> 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 has been prepared during the process and forms part of this consultation. <u>This</u> Site Allocations DPD plan provides a balanced package of allocations which will positively contribute to the sustainable growth of the Borough.</p> <p>We have also carried out other assessments during preparation of this document this includes <u>including</u> a Habitats Directive and an Equalities Impact</p>	To update and to provide greater clarity.

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			<p>Assessments. Crime and safety is highlighted in our Community StrategyCamden Plan and Cores Strategy as <u>a key issues</u> for the borough and these issues have<u>this has</u> also been considered in the context of the guidance provided for sites.</p> <p>A range of other evidence has been used to support the approach of this document <u>and these can be found on our website.</u></p>	
MIN 6	6	Introduction	<p>Monitoring and Implementation</p> <p>There are many factors that will influence the implementation and delivery of the proposals set out in this document including land assembly and changes in ownership, funding and the economy.</p> <p>To be effective it is essential that the Site Allocations DPD<u>plan</u> can be deliverable.</p> <p>Camden has considered how sites will be delivered over the plan period and has mechanisms to implement, monitor and review the document. Monitoring the delivery of the Site Allocations DPD<u>plan</u> will be carried out primarily through an <u>annual monitoring (currently in the form an Annual Monitoring Report) (AMR)</u> which will in turn assist with the future review of the LDF and <u>policies , as well as related strategies and planning</u> documents. This includes reviewing the delivery of associated infrastructure, -such as improved transport and community facilities which forms part of our Core Strategy. <u>This will involve regular engagement with landowners/developers and infrastructure providers to track progress and help find solutions where delivery of schemes or particular objectives are proving difficult.</u></p> <p>Allocations will be monitored on an annual basis to assess progress on implementation <u>and in the context of ensuring enough housing and other important infrastructure, land uses and facilities are being supported and</u></p>	To provide further information on how the Plan is to be monitored, and in response to discussions at the Examination Hearings.

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			<u>delivered</u> . This will run alongside the Council’s housing trajectory and the need to have an identified and sufficient “pipeline” supply of housing <u>of five years and beyond</u> to meet our <u>needs and</u> targets.	
MIN 7	8	Camden’s Spatial Objectives	<p><i>A sustainable Camden that adapts to a growing population is <u>was</u> one of the four themes within the vision of <i>Camden Together</i>, Camden’s <u>previous</u> Community Strategy. The Community Strategy says that we will <u>aimed to</u> find ways to adapt to Camden’s growing population while protecting, promoting and enhancing our environment for us and for future generations.</i></p> <p><u>This plan will also help to deliver the objectives of the Camden plan 2012-2017 which promotes “creating the conditions for and harnessing the benefits of economic growth ...by working closely with other organisations and businesses to encourage investment and growth for the benefit of everyone.” Amongst others the Camden plan sets out objectives to create stronger partnerships to deliver services and facilities and social and economic infrastructure.</u></p>	To ensure consistency with latest Camden strategies.
MIN 8	9	Camden’s Spatial Objectives	As Camden is already highly built up and has many places that are highly valued by local people, we face specific challenges in how to adapt to our growing population while improving and protecting our environment <u>and heritage assets</u> and how to get the right kind of development in the right places.	In response to English Heritage comments.
MIN 9	9	Camden’s Spatial Objectives	The Council’s overall strategy for managing future growth in Camden is to <u>positively</u> promote <u>development and</u> the provision of homes, jobs and other facilities in areas with significant redevelopment opportunities at, or near, transport hubs, and support appropriate development <u>at-in</u> other accessible locations, with more limited change elsewhere. This approach will:	To ensure consistency with other Camden strategies.

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			<ul style="list-style-type: none"> •Focus growth on places that can support higher density development, reducing pressure for substantial development in other areas (although inevitably some forms of development will take place throughout the borough). •Allow us to better “shape” places by promoting high quality design of buildings and places, securing necessary infrastructure, providing an appropriate mix of uses, including community facilities, and securing regeneration benefits. •Through promoting larger schemes, increase our ability to provide more sustainable places, for example by maximising opportunities for local power and heating. <p>This document is organised into sections which reflect <u>the Core Strategy approach to</u> these growth areas and highly accessible locations.</p>	
MIN 10	11	Site Allocations	<p>Many sites <u>across Camden may will</u> have development potential, but this document cannot identify and allocate every one. Major sites considered for allocation and inclusion in the document will generally be above 0.1 hectares. Other sites may be important locally, but the document needs to focus on those most likely to make a significant contribution to the objectives of the Core Strategy, and development policies <u>and other supplementary guidance</u> will be sufficient to guide future planning decisions on <u>the vast majority of other most</u> sites.</p>	To ensure consistency with latest Camden documents.
MIN 11	12	Site Allocations	<p>The allocation of specific sites for certain other needs and facilities may not be appropriate or warranted; the Core Strategy and Development Policies explicitly protect and support such facilities and appropriate provision can be secured through the operation of <u>other these</u> policies and other planning <u>documents guidance</u>. <u>In addition</u> Appendix 1 – Key Infrastructure Programmes and Projects of the Core Strategy <u>also</u> sets out <u>the</u> key infrastructure requirements and their <u>proposed</u> means of delivery across Camden. <u>An updated Infrastructure Study</u></p>	To ensure consistency with latest Camden strategies.

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			<u>has also been produced to support Camden's Community Infrastructure Levy.</u>	
MIN 12	12	Site Allocations	<p>Future<u>Ongoing</u> monitoring and review will identify whether objectives for supporting infrastructure and identifying an adequate supply of land for housing, whilst supporting economic growth and other social objectives are being met. If not, <u>this plan will need to be updated or other plans prepared where</u> other sites may need to be identified <u>to show how Camden's needs can be met.</u></p> <p><u>Assessment and review of approaches to identified sites has taken place throughout the preparation of the plan in the light of existing and emerging policies and guidance and through consultation and cooperation. A range of factors and circumstances have been taken into account to adopt the most appropriate strategy. Reasonable alternatives have also been considered in the light of consultation and national and local policies. These are set out in more detail in the Sustainability Report and Consultation Statements.</u></p>	To recognise the role that the Sustainability Appraisal process has had in the formation of this document.
MIN 13	12	Site Allocations	This guidance is intended to provide <u>sufficiently detailed, but flexible,</u> guidance for a range of different sites with different characteristics and in different areas; however development will still be expected to comply with other relevant generic policies and development standards to deliver high quality and sustainable development.	To ensure consistency with the NPPF.
MIN 14	13	Site Allocations	Rather than repeating viability as a factor throughout the guidance it is highlighted here that viability of development <u>is recognised as an essential element of delivery</u> <u>and</u> will be taken into account when proposals come forward and <u>D</u> depending on the nature of <u>those</u> proposals some objectives may have <u>a</u> higher priority in the circumstances at that particular time than others.	To provide greater clarity/emphasis .

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MIN 15	13	Site Allocations	<p><u>This plan includes a number of sites where infrastructure improvement and investment are the key drivers behind identified development opportunities or where they are helping to deliver infrastructure ,services and facilities to meet Camden’s and London’s needs.</u></p> <p><u>Key Infrastructure Programmes and Projects at Appendix 1 of the Core Strategy includes details of further infrastructure requirements and their means of delivery across Camden.</u></p>	To ensure consistency with the Core Strategy.
Section 2: Kings Cross Area				
MIN 16	14	Kings Cross St Pancras Area	<p>The King’s Cross Growth Area is surrounded by the residential communities of Somers Town and Elm Village to the west, Maiden Lane to the north, King’s Cross to the south and Thornhill (within Islington) to the east. Some of these communities are among the most deprived in the country. It is therefore vital that the Growth Area is redeveloped in a way that brings benefits to, and links to, its surrounding communities, <u>-as well as taking into account the quality and setting of important environmental and heritage assets, including the canal, which sit within and around the area.</u></p>	In response to English Heritage comments.
MIN 17	15	Site 1: Kings Cross Growth Area	<p>Existing Use: <u>Various: including s</u>Stations and railway infrastructure, part vacant <u>land, safeguarded aggregates site,</u> part occupied mixed uses <u>and new housing and university</u></p>	To ensure consistency with other Council policies.

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MIN 18	15	Site 1: Kings Cross Growth Area	<p>Transport Proposals: Channel Tunnel Rail Link(HS1); Chelsea-Hackney LineCrossrail 2; King's Cross-St Pancras Underground Station; Capital Connect (ex-Thameslink 2000).</p> <p>Conservation Areas: Regent's Canal (in part); KingsKing's Cross/St Pancras</p> <p>Listed Buildings: There are 10 listed buildings located throughout this site including the Grade I listed King's Cross and St Pancras Stations.</p>	To ensure consistency with other Council Policies.
MIN 19	15	Site 1: Kings Cross Growth Area	<p>Strategic Viewing Corridors: Parliament Hill and Kenwood to St Paul's Cathedral and lateral assessment areas - cross parts of the site</p> <p>Safeguarded aggregates site (Policy DP20 of Development Policies and Policy Map)</p>	To ensure consistency with other Council documents.
MIN 20	15	Site 1: Kings Cross Growth Area	<p>One of National Grid's underground high voltage electricity transmission cables are in proximity tocrosses this site.</p>	To provide greater clarity.
MIN 21	16	Site 1: Kings Cross Growth Area	<p>A comprehensive and phased mixed-use development of former railway lands. Development will be expected to:</p> <ul style="list-style-type: none"> • Be carried out in accordance with the Council's Core Strategy approach to the King's Cross Growth Area • Take account of key objectives set out in the adopted planning brief where they still remain relevant • Within the KingsKing's Cross Central site, be carried out in accordance with the outline planning permission (reference: 2004/2307/P), section 106 agreement and associated permissions and reserved matters approvals 	In response to English Heritage comments.

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			<ul style="list-style-type: none"> Support an appropriate balance of retail and food and drink uses within and around the stations for travellers and the local residential and working populations <u>Have particular regard to the settings of heritage assets and opportunities for enhancing the qualities, accessibility and bio-diversity value of the canal</u> 	
MIN 22	18	Site 1: Kings Cross Growth Area	The Council will continue to work with its key partners, including <u>King's Cross Central General Partners Limited</u> , Argent, Islington Council, <u>English Heritage, NHS North Central London NHS Camden, GLA</u> /Transport for London, Network Rail, British Waterways and the Police to achieve a successful development that <u>maximises-optimises</u> its many opportunities for <u>new</u> housing, jobs and the local community, <u>whilst preserving and enhancing its environmental and heritage assets</u> .	To update the key partners involved in the Kings Cross site, to ensure consistency with the NPPF and the London Plan and in response to the comments of English Heritage.
MIN 23	19	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	Conservation Area: <u>Kings King's</u> Cross and St Pancras (identified as a building making a negative contribution). <u>Adjacent to Bloomsbury CA</u>	To provide greater clarity.

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MIN 24	20	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	<p>Refurbishment or redevelopment to incorporate Council facilities or for new offices, residential, community and or other appropriate Central London uses to facilitate relocation of existing uses</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Where demolition is proposed B be an architecturally exemplar <u>excellent</u> building which makes the most of <u>contributes positively to</u> its <u>unique sensitive</u> location • Fully appreciate and respond to <u>respect</u> the setting of the Grade I listed St Pancras and Kings <u>King's</u> Cross stations and Grade II listed Town Hall and nearby listed terraced housing • Incorporate or f Facilitate the planned reprovision of Council offices, facilities and library accommodation • Provide <u>appropriately designed</u> active frontages and positively enhance the townscape of Euston Road • Maintain and enhance the pedestrian route through to Tonbridge Street • Contribute towards an improved public realm and streetscape which responds to the other streetscape and public space improvements around Kings <u>King's</u> Cross • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. 	Further to discussions at the Examination Hearings.
MIN 25	20	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	<p><u>King's Cross and St Pancras Stations create a pivotal location in Central London.</u> The Town Hall Extension site occupies a pivotal location in Central London <u>prominent location in this part of King's Cross.</u> . It has unrivalled <u>excellent</u> public transport accessibility and is close to institutions of national and international importance. The site forms part of Kings <u>is within the King's</u> Cross St Pancras c <u>Conservation a</u> Area, and is viewed from a variety of locations in the context of Grade I listed Kings <u>King's</u> Cross and St Pancras stations, and is</p>	Further to discussions at the Examination Hearings.

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			attached to the Grade II listed Town Hall. <u>The setting of these listed buildings is an extremely important consideration in determining the acceptability of potential demolition and design of redevelopment proposals if they come forward.</u>	
MIN 26	20	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	Even though it is linked, the extension is not <u>visually</u> subservient to the town hall. in form and appearance . The design, massing and appearance of the building in <u>general and in</u> relation to its “senior partner” are <u>considered</u> unsympathetic. The King’s Cross Conservation Area Statement identifies the town hall extension as having a negative contribution to the conservation area. In terms of performance and facilities the quality of the building is not sufficient to function well and requires significant intervention. <u>The Council has decided to sell the site and new council offices are being constructed at Kings Cross Central. Refurbishment for alternative uses is therefore an option.</u> Redevelopment of the site <u>is also an option and could</u> presents an obvious opportunity to enhance the townscape of this section of Euston Road and improve <u>enhance</u> the setting of the town hall.	Further to discussions at the Examination Hearings.
MIN 27	20	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	The building typology along <u>the</u> Euston Road <u>corridor</u> is varied in scale and style, with a mix of largely commercial, institutional and public uses. Building heights vary from 3 to 18 storeys. To the east from Argyle Street the urban grain and <u>height of</u> properties are <u>generally consistent and lower scale, ranging from 3 to 6 stories.</u> more typically “high street” in appearance and scale, t To the west that grain changes and the scale and appearance are more overtly “Central London”. <u>building heights are more varied, but generally increase westwards from the Town Hall (4/5 stories).</u> <u>To the south (in the Bloomsbury CA) lie much finer grain and lower scale listed terraced properties (a number in use as hotels) and immediately to the rear is Argyle Primary School.</u>	Further to discussions at the Examination Hearings.

Ref	Page	Section	Modification	Reason
MIN 28	20	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	The site is located in the Central London Area and a highly accessible location (Policy CS3). This site will assist in achieving a successful Central London (Policy CS9 and DP1 – mixed use development) and provide opportunities for housing including affordable housing (Policy CS6) whilst in a location that sits amongst some very important built heritage assets such as St Pancras Station and the adjoining Town Hall (Policy CS14 <u>and DP25</u>)	Further to discussions at the Examination Hearings.
MIN 29	21	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	As indicated under the <u>Kings</u> King's Cross Central section permission has been granted for new Council offices and a library at the site known as "B3". As part of this Camden's accommodation strategy it has been agreed to dispose of this building to support the move to the <u>se</u> new facilities. <u>Conversion/refurbishment is a potential option for a surplus building, but G</u> given its <u>identified</u> negative impact on the conservation area, it is unlikely that there would be any in principle objections to demolition of the existing building, subject to a replacement of <u>significant appropriate scale, requisite</u> architectural quality <u>and meeting other planning objectives</u> . In respect of any demolition, on the basis of case law it is considered that the extension is not part of the listed building and so listed building consent would not be required. The impact of new development on the setting of Grade I listed buildings opposite and residential terraces to the rear (Grade II) will be of significant consideration.	Further to discussions at the Examination Hearings.
MIN 30	20	Site 2: Camden Town Hall Extension, Euston	In view of the <u>sensitive</u> local context and the changes happening, and likely to happen in the area, <u>where redevelopment is proposed</u> there is an opportunity <u>and a prerequisite</u> to deliver <u>only the highest quality a significant piece of new architecture for demolition to be considered acceptable</u> . The progress of implementation at Kings Cross Central means a new part of London is taking	Further to discussions at the Examination Hearings.

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		Road/Argyle Street	shape. Already a prominent site at a “gateway” into London, This site will gain greater prominence <u>importance</u> when works to the Great Northern Hotel, the new west concourse, Kings <u>King’s</u> Cross station and a new square to the front are completed. The scale and grandeur of the restored St Pancras Chambers opposite is a focal point of the area. <u>The buildings opposite, from the retained Town Hall along to the “Lighthouse” block (site 3), form an important southern “edge” to this national set piece of station buildings and also the new public square and to the east are of a relatively consistent lower height.</u>	
MIN 31	21	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	Subject to legal clarification through a certificate of lawful use it is possible <u>considered</u> that the current use is <i>sui generis</i> (local government offices). On this basis in terms of future uses, rationalising or relocating existing or related local government functions within the existing building complex is not likely to require planning permission. However <u>!</u> in anticipation of a <u>the</u> future move to new offices the Council has planned for the disposal of the site. for redevelopment.	Further to discussions at the Examination Hearings.
MIN 32	21	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	<u>New uses could reutilise the existing building and refurbish it to bring it up to modern standards. Alternatively</u> r <u>R</u> edevlopment offers an opportunity to remove a poor quality and inefficient building and create a new high quality modern building for <u>in</u> Central London. More efficient use of the site could be generated through a <u>A</u> dditional floorspace which could allow the inclusion of different <u>mixed</u> uses and the excellent public transport accessibility would also support a range of <u>new</u> potential uses.	Further to discussions at the Examination Hearings.
MIN 33	21	Site 2: Camden Town Hall	This <u>The site</u> would not have to include Council facilities or a library (D1) as they are planned to be <u>being</u> relocated in another accessible location nearby. As an employment use (regardless of whether the authorised use is B1a or <i>sui generis</i>	Further to discussions at the Examination

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		Extension, Euston Road/Argyle Street	offices) policy generally supports retention or replacement, so new offices use would be an appropriate component of any scheme. An element of D1 community use would be sought if no alternative provision were being made elsewhere. Where a change of use is proposed, the preferred use would be permanent housing (C3) in line with policy.	Hearings.
MIN 34	21	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	Other uses, such as retail, hotel or other tourism uses, could also prove acceptable on the site as long as they do not jeopardise <u>compromise</u> the replacement or creation of higher priority uses.	Further to discussions at the Examination Hearings.
MIN 35	21	Site 2: Camden Town Hall Extension, Euston Road/Argyle Street	The interaction of the building with Euston Road, particularly at street level , the quality of the public realm around the site and route from Euston Road through to Tonbridge Street would benefit from greater clarity and enhancement. Given the relatively constrained nature of the site it is unlikely that a significant open space could be feasibly provided on site at ground level. Redevelopment could offer an opportunity for an east-west link to the rear and a secure and overlooked small scale garden/sitting area to escape the busy nature of Euston Road might also be integrated. The opportunities for balconies or terraces in refurbishment or redevelopment should also be explored.	Further to discussions at the Examination Hearings.
MIN 36	23	Site 3: Pentonville Road: 'Lighthouse	Mixed use including flexible employment floorspace and permanent (C3) residential. Development will be expected to:	Further to discussions at the Examination Hearings

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		Block'	<ul style="list-style-type: none"> • Retain or reprovide employment floor space • As part of a mixed use redevelopment provide permanent class C3 housing, including affordable housing and/or community use • Safeguard the setting of the Grade II listed 13 and 14 St Chad's Street • Consider the feasibility of introducing a new pedestrian route through the site • Contribute to new open space by exploring opportunities to enhance or extend the adjacent housing block's open space • Preserve orand enhance the character and appearance of the KingsKing's Cross Conservation Area. • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. 	
MIN 37	23	Site 3: Pentonville Road: 'Lighthouse Block'	<p>SITE CONTEXT</p> <p>This site is just above size threshold criteria, but is significant due to its prominent location at King's Cross, its long term vacancy and condition. The site has remained mostly derelict since approximately 1990 and whilst it is a landmark building it creates an extremely poor impression as part of a "gateway" into London. The building is currently on the Heritage at Risk Register produced by English Heritage and is described as being in very poor condition. The Council has been keen to promote this site for refurbishment and restoration and see it brought back into use. This site suffers from a range of issues, namely:</p> <ul style="list-style-type: none"> • Poor amenity due to its location in the centre of the KingsKing's Cross gyratory and heavy traffic flows around the triangle site. • High noise and air pollution levels. • Underground lines that lie directly beneath the site which cause vibrations and limit the structural loads above, restricting development potential. 	To give greater site context.

Ref	Page	Section	Modification	Reason
MIN 38	23	Site 3: Pentonville Road: 'Lighthouse Block'	<p>MAIN POLICY CONSIDERATIONS</p> <p>The site is located in the Central London Area and a highly accessible location (Policy CS3). The Council will also seek to promote this prominent centre location (Policy CS7) while conserving important built heritage assets (Policy CS14 <u>and DP25</u>).</p>	To ensure consistency with other Council documents.
MIN 39	23	Site 3: Pentonville Road: 'Lighthouse Block'	<p>FURTHER INFORMATION</p> <p>A history of planning permissions have fully explored the issues of this site and the most suitable uses for it in this prominent location. The site allocation seeks to promote this site <u>to support its re-use and restoration</u>. and ensure that it will still be appropriate in context of emerging policies within the Core Strategy and Development Policies Development Plan Documents.</p>	To reflect English Heritage comments.
MIN 40	23	Site 3: Pentonville Road: 'Lighthouse Block'	<p>Ownership of the site is split with the western two thirds being privately owned and the eastern third owned by London Underground Limited (LUL). <u>Recent</u> pPlanning permission <u>wh</u>as been granted for the western portion of the site and completion of external restoration had<u>s</u> a 42 month time limit (via a s106 agreement). <u>Some works have been undertaken, and the Council has been working with the owners in respect of further works.</u> The remainder of the site is likely to be developed separately, but any scheme should be complementary and integrate well with the existing permission. Due to the complexity of the site, its extremely exposed position in the busy road network and proximity <u>sitting just</u> above underground lines an exceptional case not to include housing in proposals can be<u>was</u> justified (for further explanation see <u>information relating to planning application ref: 2008/5358/P</u>).</p>	To update.
MIN 41	24	Site 4: 277a	<u>2012/4410/P Application submitted for 'Temporary change of use of the ground</u>	To update.

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		Grays Inn Road	<u>floor and first floor mezzanine from storage and distribution (Class B8) to higher education use (Class D1)until July 2017</u>	
MIN 42	25	Site 4: 277a Grays Inn Road	<p>MAIN POLICY CONSIDERATIONS</p> <p>The site is located in the Central London Area and a highly accessible location (Policy CS3). The site should retain employment floorspace (Policy DP13), provide new housing (Policy CS6) and potentially accommodate other Central London uses (Policy DP14), whilst conserving important built heritage assets (Policy CS14 <u>and DP25</u>).</p>	To ensure consistency with other Council documents
MIN 43	25	Site 4: 277a Grays Inn Road	<u>The</u> King's Cross conservation area statement identifies the present building as having 'no architectural or historic merit' (4.2.112). Development of the site should <u>however</u> preserve or <u>and</u> enhance the character of the conservation area. The most sensitive elements of the site are where it meets the public realm at 12 St Chad's Street and 277a Gray's Inn Road.	In response to comments from English Heritage.
MIN 44	27	Site 5: Midland Road site - land to rear of British Library	<u>A</u> Planning Brief <u>was</u> adopted <u>in 2003</u> for the a larger site to the rear of the British Library in 2003 <u>which now also includes the Francis Crick Institute.</u>	To update.
MIN 45	28	Site 5: Midland Road site -	This site is nestled in between St Pancras Station to the east, the main British Library building to the south and the Somers Town community to the west. The Brill Place site to the north is the location for The Francis Crick Institute under	Further to discussions at the Examination

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		land to rear of British Library	construction to create a new medical research centre. This site forms part of the site which was set aside for the development of the British Library in the 1970s. The British Library <u>have indicated that they plan to expand the library and its facilities and</u> intend to occupy all of the site in the long term. The site benefits from excellent public transport links and is adjacent to the national and international rail gateways at <u>KingsKing's</u> Cross and St Pancras, as well as the <u>KingsKing's</u> Cross Central development site.	Hearings.
MIN 46	28	Site 5: Midland Road site - land to rear of British Library	The site is located in the Central London Area and a highly accessible location where a range of uses likely to significantly increase the demand for travel are appropriate and where larger developments are expected to provide a mix of uses (Policy CS3). The Council will <u>also generally</u> seek to secure additional housing and affordable homes in mixed use developments in Central London, while also recognising and <u>protecting supporting</u> important <u>public and</u> institutional uses (Policy CS9). The council will seek contributions towards community facilities where demand for these is increased (Policy CS10) while conserving important built heritage assets (Policy CS14 <u>and DP25</u>). The precise type and mix of uses considered acceptable on the site will have regard to the factors listed in policy DP1.	Further to discussions at the Examination Hearings.
MIN 47	29	Site 5: Midland Road site - land to rear of British Library	The area suffers from poor east-west links due in part to the pattern of large sites along Euston Road such as the library site itself and St Pancras station which present barriers to movement. <u>A key objective of T</u> the 2003 planning brief <u>was supportinged</u> an integrated and comprehensive approach to the design of this site and land to the north including east-west permeability. <u>Whilst the planning brief would be superseded by this guidance this broad objective remains. Plans Proposals</u> for the British Library <u>site</u> should <u>complement and</u> be compatible with the <u>new</u> Francis Crick Institute scheme emerging immediately to the north and due	Further to discussions at the Examination Hearings.

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			to be completed in 2015. This has been designed to include a new east-west pedestrian route adjacent to this site and presents an opportunity to significantly improve the pattern of pedestrian movement throughout the wider area from Euston to the west and KingsKing's Cross to the east and therefore permeability and coherent routes through the site will <u>still</u> be a <u>key objective</u> priority .	
MIN 48	29	Site 5: Midland Road site - land to rear of British Library	The density of surrounding development is generally quite high, with taller buildings along Euston Road to the south and a generally lower scale in the residential areas to the west and north which are characterised by flats of 4-5 storeys. A transition in building heights will be appropriate across the site and the appropriate scale of buildings will be subject to rigorous assessment of their design quality and impact on the townscape of the area, including streets and the public realm, and particularly on the amenity of neighbouring residential properties. <u>This assessment will also need to consider the impact on the significance of heritage assets (this includes their settings).</u>	Further to discussions at the Examination Hearings.
MIN 49	31	Site 6: St Pancras Way (St Pancras Hospital)	Adjacent to St Pancras Gardens Open Space (SNCI and Registered as a <u>grade II Historic Park and Garden of Special Historic Interest</u> <u>and contains numerous listed structures (all grade II).</u> <u>One of</u> National Grid's underground high voltage electricity transmission cable <u>is in proximity to</u> crosses this site.	To provide further information on site context.
MIN 50	31	Site 6: St Pancras Way (St Pancras Hospital)	Mixed use comprising health and medical related uses and/or permanent (C3) housing and affordable housing and other complementary uses. Development will be expected to:	To provide further guidance and to reflect the comments of English

Ref	Page	Section	Modification	Reason
			<ul style="list-style-type: none"> • Ensure adequate reprovision or relocation of health and medical facilities • Retain and/or reprovide any existing residential and affordable residential floorspace • Maximise <u>Optimise</u> the potential of the site to provide new housing (including affordable housing) • <u>Improve accessibility and</u> Pprovide a permeable site for pedestrians <u>s</u> and <u>cyclists through access</u> and help establish better routes between Kings <u>King's</u> Cross and Camden Town • <u>Respect the relationship and setting</u> Ensure an appropriate relationship to <u>of</u> St Pancras Gardens, including and exploit its value use and through use and surveillance by enhancing access and creation of pedestrian links • <u>Fully appreciate and respond to the heritage value of existing buildings, spaces and the adjacent gardens and their contribution to the character of the conservation area and s</u> Seek to retain and restore buildings making a positive contribution • <u>Use the opportunities of development to</u> Ccreate street frontages that contribute to activity and to street character and aid surveillance <p>Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible.</p>	Heritage.
MIN 51	32	Site 6: St Pancras Way (St Pancras Hospital)	<p>The St Pancras Hospital has <u>been part of the NHS since 1951</u> occupied the site since 1998 and different health and medical related activities (including PCT offices) have operated out of different buildings and parts of the site. <u>Part of T</u> t the site was previously occupied by the North London Hospital for Tropical Diseases from 1951 and <u>it prior to this</u> was formerly the St Pancras Workhouse which dated s</p>	To reflect English Heritage comments.

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			<p>back to circa 1777.</p> <p>The site is a largely regularly shaped area of land with the Regents Canal to the north-east and St Pancras Church and Gardens to the south where there is a block of ex-nurses housing fronting Pancras Road. Opposite the main gates are largely residential properties. To the north is a former mail sorting office used for warehousing/distribution. It is in an area which has traditionally been dominated by warehouses and industrial uses, but which is undergoing change which is likely to continue as a knock-on effect from the significant King Cross Central development which is the heart of the KingsKing's Cross Opportunity area. <u>The site has a number of buildings that make a positive contribution to the conservation area (and also negative buildings.) More detail is set out in the CA appraisal.</u></p>	
MIN 52	32	Site 6: St Pancras Way (St Pancras Hospital)	<p>The site is located in an area of more limited change (Policy CS4). The Council will ensure that development change respects the character of its surroundings, conserves heritage and other important features and provides environmental improvements and other local benefits where appropriate. The Council will also seek new housing (Policy CS6) and to secure additional housing and affordable homes in mixed use developments in while conserving important built heritage assets (Policy CS14 and DP25). The reprovision or loss of health facilities is covered by DP15, which identifies housing and affordable housing as preferred uses in the case of the latter.</p>	To ensure consistency with other Council policies.
MIN 53	32	Site 6: St Pancras Way (St Pancras Hospital)	<p>The Camden and Islington NHS Foundation Trust owners of the site have had longstanding plans for the site and have considered a range of options to redevelop and renew the facilities at St Pancras Hospital. The retention of health and related services will be supported and new services could be incorporated in a new development. Remaining land and/or surplus buildings could be developed for</p>	In response to the comments of English Heritage.

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			<p>other uses to raise funds to help finance redevelopment plans. <u>A number of buildings make a positive contribution and these should be appropriately used for health related uses or new uses and sensitively restored. New development should respect and respond to these buildings and the spaces in between and adjacent gardens of historic interest.</u></p>	
MIN 54	35	Site 7: 103 Camley Street	<p>Mixed uses including permanent residential and flexible employment floorspace alongside other complementary uses.</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • To provide high quality design of buildings and spaces in what will become a prominent position in the townscape which will set the standard for the wider enhancement and regeneration of the area • Maximise Optimise the potential of the site to provide new housing (including affordable housing) • Ensure appropriate interface to the adjoining canal towpath and the green corridor along the canal and contribute towards enhanced accessibility and public realm, including use of pedestrian and cycle links • Positively exploit and enhance the setting and character <u>and biodiversity value</u> of the adjoining Regents Canal <u>Conservation Area.</u> • Provide for active engagement with Camley Street and assist passive surveillance of this street and the canal towpath • Improve and contribute to the accessibility of the site including a potential foot/cycle bridge over Regent’s Canal and improved pedestrian routes and access to the canal towpath • Provide on-site open space <p>Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible.</p>	<p>To ensure consistency with the NPPF and London Plan.</p> <p>To reflect the comments of Natural England.</p>

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MIN 55	35	Site 7: 103 Camley Street	The site is a triangular parcel of land between the Regents Canal to the south-west and Camley Street to the east, with the former Jubilee Waterside centre to the north (temporarily occupied by the Frank Barnes School for the Deaf <u>planned to be permanently relocated into a new school in King's Cross Central</u>). Elm Village residential estate lies further to the north-west. It is in an area which has traditionally been dominated by warehouse and industrial uses, but which is undergoing change which is likely to continue as a flow-on effect from the significant King Cross railway lands development which is part of the Kings Cross Opportunity area.	To provide greater clarity.
MIN 56	35	Site 7: 103 Camley Street	<p>The site has been vacant and underutilised for some time and, subject to it being satisfactorily demonstrated that it is no longer suitable for its existing use, redevelopment of the site for a mixed use redevelopment of residential and flexible employment uses would appear to be appropriate. If it is shown that the site is not suitable for any business uses other than offices a change to permanent residential and/or community uses may be acceptable (Policy DP13) while conserving the setting of nearby important built heritage assets (Policy CS14 <u>and DP25</u>).</p> <p>Housing including affordable housing is the priority land use of the <u>LDF Core Strategy</u> (Policy CS6) and also for unused or underused land (Policy DP2). Significant new housing will also generate affordable housing (Policy CS6). Other uses such as alternative business or community uses are also supported.</p>	To ensure consistency with other Council policies.
MIN 57	38	Site 8: Land west of Westminster Kingsway	<p>Permanent Housing (Class C3), including affordable housing</p> <p>Development will be expected to:</p>	To ensure consistency with the NPPF and London Plan.

Ref	Page	Section	Modification	Reason
		College, 45 Sidmouth Street	<ul style="list-style-type: none"> • Maximise <u>Optimise</u> the potential of the site to provide new housing (including affordable housing) • Be of a scale and density that is appropriate to its surroundings. In particular its relationship to St George’s Gardens, Bloomsbury Conservation Area, nearby listed buildings and structures • Provide an appropriate setting to the adjoining historic public open space, St George’s Gardens with particular regard to building design, new landscaping and existing vegetation • Provide active frontages to the streets • Contribute to the enhancement of open space provision <p>Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible.</p>	
Section 3: Euston Area				
MIN 58	39	3. Euston Area	The catalyst for much of the future development in this area has been a recognised need to improve the station and potential for redevelopment of Euston station itself, but there are a number of other potential development sites and areas likely to experience change in the vicinity. There are also a number of other important elements such as <u>heritage assets</u> , open spaces, schools, shopping streets and routes through the area that may be affected or can be enhanced. These ingredients play their part both now and in the future of effective and sustainable improvement in the wider area.	In response to English Heritage comments.
MIN 59	40	3. Euston Area	Euston Station is currently proposed as the London terminus for the new line, and the current proposals would include an expanded footprint to the west and south (see aerial photo below). Whilst the exact extent and detailed design of an enlarged	To reflect the latest position with regard to

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			<p>station and, track <u>widening and associated public transport capacity improvements and interchanges</u> has to be determined, the proposals would have a significant impact on the area, including the potential demolition of a number of homes and business premises and the loss of open space, and would affect other potential development sites. <u>Safeguarding for Crossrail 2 (Chelsea-Hackney Line) is also under review in this context and a new safeguarded route could look to link Euston and St Pancras through an underground double-ended station. Changes in the safeguarded alignment have the potential to affect sites in this area in the future.</u></p>	HS2.
MIN 60	40	3. Euston Area	<p>Other important places in the Euston area include Maria Fidelis School. One of the school sites is in Phoenix Road to the east and the other is in Starcross Street to the west. Proposals have looked at options for the two school sites to be consolidated onto one site but HS2 affects the options The Amphill estate to the north is home to a large number of local residents and has undergone improvement works and sits next to and overlooking the station and deep cutting, and St James's Gardens and Euston Square Gardens are important <u>historic</u> local open spaces. To the west is the Regents Park Estate and to the east is Somers Town which both contain significant amounts of social housing.</p> <p><u>The area in front of Euston Station (facing onto Euston Road) contains a diverse range of important heritage assets, designated listed buildings and conservation areas, and non-designated assets that help define the area's sense of place.</u></p>	To reflect English Heritage comments
MIN 61	41	3. Euston Area	<p>The following sections of this document contain guidance on a number of distinct sites in the Euston area. The following sites fall within the potential <u>proposed</u> safeguarding area for HS2 and an expanded Euston Station:</p> <ul style="list-style-type: none"> • Site 9: Euston Station 	To reflect the latest position with regard to HS2 Safeguarding.

Ref	Page	Section	Modification	Reason
			<ul style="list-style-type: none"> • Site 10:132-140 and 142 Hampstead Road(p-47); • Site 11: Granby Terrace Depot(p-50) • <u>Site 12: Former National Temperence Hospital</u> • <u>Site 13: Drummond Crescent</u> 	
MIN 62	41	3. Euston Area	<p>These sites and guidance will be supplemented in more detail by the intended preparation of the Euston Opportunity Area Planning Framework<u>Area Plan, which will supersede the SPD adopted in 2009.</u></p> <p><u>For any site that has an interface with HS2, owners are advised to consult with HS2 Ltd to ensure that their plans are not affected by the latest HS2 proposals.</u></p>	To ensure consistency wit other Council documents.
MIN 63	44	Site 9: Euston Station	<p>British Land and Network Rail announced a partnership for significant redevelopment of the station in April 2007. In response to consultation carried out in conjunction with the Euston Planning Framework, Transport for London have carried out studies concerning public transport interchange capacity and potential improvements. <u>Sydney & London Properties Limited (the owners of office blocks to the front of the station) produced their Vision Masterplan in 2008 promoting how mixed used development of the station might be delivered.</u></p>	To provide further information on the background to development in the area.
MIN 64	44	Site 9: Euston Station	<p>However, with the announcement of the HS2 the development of the station may not be carried out along the lines previously envisaged, with the possibility <u>scope</u> of a redeveloped station on <u>extending to</u> an even larger footprint including land to the west <u>and south</u> of the existing station site. Camden would still expect future redevelopment of the station site to address the issues set out below.</p>	To provide greater clarity.
MIN 65	44	Site 9:	Development of the station site will be expected to:	To reflect

Ref	Page	Section	Modification	Reason
		Euston Station	<ul style="list-style-type: none"> • Create an exemplar rail and public transport interchange • Be planned and delivered in a comprehensive manner • See the active involvement of delivery agencies and partners with local communities to minimise the range of impacts and derive positive benefits • Replace any existing housing, business and community uses and open space which may be lost as part of any proposals • Provide additional mixed use development above and around the station site, taking account of the need to improve the capacity of the station and underground services, including: <ul style="list-style-type: none"> ▪ a significant contribution to the supply of new permanent self-contained (Class C3) housing (including affordable housing) ▪ employment and retail uses appropriate to a Central London location. ▪ new open spaces to meet additional needs generated by over station development ▪ provision of (or contributions to) community services and facilities such as schools, health, leisure and recreation facilities commensurate to the needs generated by new development and the regeneration of the wider area • <u>Maximise any opportunities to deck over the railway tracks to mitigate visual and noise impacts and create new open space and other appropriate and feasible uses</u> • <u>Promote high quality design which preserves and enhances the area's heritage assets and the wider historic environment.</u> • Significantly enhance accessibility and permeability across the station site, and connections with surrounding areas where rail operational constraints allow • Secure the significant improvement of the highway network, local streets and public realm surrounding the station • Provide infrastructure for supporting local energy generation on site and connections to existing or future networks where feasible. 	English Heritage comments.

Ref	Page	Section	Modification	Reason
			Take account of the key objectives of the Euston planning framework as far as they remain relevant <u>and up-to-date</u>	
MIN 66	45	Site 9: Euston Station	The housing, employment and retail figures indicated above could only be achieved if there is extensive development above or around Euston station to accommodate the anticipated quantity of uses. <u>The height of development will however be constrained by the strategic viewing corridor to St. Pauls, but redevelopment could also offer an opportunity to enhance the current view.</u> Over station development at Euston would either take the form of redevelopment on the existing station footprint or, potentially, redevelopment on an expanded station footprint and decked over tracks.	To reflect English Heritage comments.
MIN 67	46	Site 9: Euston Station	The redevelopment of Euston Station should involve a comprehensive approach that leads to the phased delivery of a new exemplar station to meet operational requirements for forecast passenger growth and future demands for improved facilities and associated above station development with improved transport interchange, streets and public spaces, including Euston Square Gardens. <u>The sole underground station entrance is within the existing station concourse and both operations can be severely affected in the event of closure of one or the other. In the interests of improved capacity and interchange, redevelopment could resolve this through inclusion of new underground entrances so that interchange between services remains convenient, but they can also function independently.</u>	To reflect Transport for London comments.
MIN 68	46	Site 9: Euston Station	Schemes should facilitate improved interchange between different modes of transport, including public transport and walking and cycling, and should <u>this is an opportunity to this is an opportunity to enhance bus station facilities and infrastructure and</u> provide a long term solution for the effective movement of buses through the Euston area in a manner which does not prejudice the	To reflect Transport for London comments.

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			movement of buses , pedestrians and cyclists and contributes to wider environmental improvement. <u>Cycle parking will also be an important component of these improvements.</u>	
MIN 69	46	Site 9: Euston Station	The new station and any above station development should <u>consider its impact upon the significance of heritage assets and respects the area's heritage value and</u> be of high quality design that brings the station to its rightful place in the townscape of the area, with its purpose clear from Euston Road. The redevelopment of the station also provides the potential to significantly improve the public realm and public spaces around the station area. Measures should include fully exploring the opportunities for <u> </u> and viability of <u> </u> (re)integrating the Euston Arch.	To reflect English Heritage comments.
MIN 70	48	Site 10: 132-140 and 142 Hampstead Road	Mixed use development comprising permanent (Class C3) residential and employment uses. Hotel ,student accommodation or medical use may also be appropriate as secondary components of a mix of uses Development will be expected to: <ul style="list-style-type: none"> • Provide a contribution to the supply of new permanent self-contained(Class C3) housing (including affordable housing) • Provide flexible employment space • Provide active frontages including better informal surveillance to Hampstead Road. • Enhance existing open space and provide additional publicly accessible on-site open space • Incorporate new pedestrian and cycling links across the site • Provide infrastructure for supporting local energy generation on site and/or 	To provide greater clarity.

Ref	Page	Section	Modification	Reason
			<p>connections to existing or future networks where feasible.</p> <ul style="list-style-type: none"> • Take account of the key objectives of the adopted Euston planning framework as far as they remain relevant and up to date 	
MIN 71	49	Site 10: 132-140 and 142 Hampstead Road	<p>There is scope for providing new residential accommodation on the upper floors in a mixed use building(s) which reflects the scale of the housing opposite. Any proposal which involves the provision of residential accommodation on this site would need to be subject to a PPG24appropriate noise assessment to ensure that a satisfactory residential environments could be created this close to the railway.</p>	To ensure consistency with the NPPF.
MIN 72	50	Site 11: Granby Terrace	<p>A residential-led mixed use development which could includes uses such as flexible employment floorspace and community uses.</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Include permanent self-contained(C3) housing including affordable housing • Ensure that business uses are compatible with nearby residential premises and do not harm traffic and parking conditions on Park Village East • Respect the setting of the listed Nash villas opposite to the west across Park Village East in terms of built form, layout, scale and proportions. • Be of a scale which is sensitive to the views and setting of the Regents Park Conservation Area to the west and the Camden Town conservation area, located to the east of the railway tracks particularly the area around Mornington Crescent. • Have a design which allows for the provision of an acceptable standard of accommodation having regard to the site's location alongside a main railway. • Provide open space on the site to meet the needs of the future occupiers. • Provide infrastructure for supporting local energy generation on site and/or 	To provide greater flexibility within the allocation.

Ref	Page	Section	Modification	Reason
			<p>connections to existing or future networks where feasible.</p> <p>Take account of the key objectives of the adopted Euston planning framework as far as they remain relevant</p>	
MIN 73	51	Site 11: Granby Terrace	<p>Policy DP13 indicates that planning permission will be granted for mixed uses on employment sites where it can be demonstrated that the site is no longer suitable for alternative business uses. Housing is Camden's priority land use (policy CS6), and Camden would seek the provision of new self-contained homes as part of any mixed use development (DP1). The site is adjacent to an identified growth area (Policy CS1) with identified objectives for the Euston Area (Policy CS2) and in particular the targets for homes and jobs. <u>Policy DP20(c) seeks to protect facilities for the movement of goods by rail.</u></p>	To ensure consistency with other Council documents.
MIN 74	51	Site 11: Granby Terrace	<p>The existing building is a depot and it could be reused for similar rail related depot and storage/<u>transfer</u> activities. Alternative development proposals would need to demonstrate that the redevelopment would not prejudice other public transport objectives through the loss of transport infrastructure. in line with policy DP20.</p>	To ensure consistency with other Council documents.
MIN 75	52	Site 11: Granby Terrace	<p>The Council has been working to establish a decentralised energy network to the south of this site around Euston Road connecting Regents Place/ North East Quarter and Council housing estates(identified on map 4 (p.117) of the Core Strategy. Subject to the nature and scale of development of this site, development would be expected to contribute to this infrastructure <u>where feasible.</u></p> <p>As this site is potentially within the <u>proposed</u> safeguarding area of the proposed HS2 scheme and most or all of the site could be needed for operational rail purposes Camden would still expect its planning objectives for the site, including</p>	To ensure consistency with the latest position with regard to HS2.

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			indicative land uses, to be delivered as part of wider redevelopment proposals for the over station redevelopment of Euston Station.	
MIN 76	53	Site 12: 110-122 Hampstead Road (Former National Temperence Hospital)	Adjacent to potential <u>Within proposed</u> safeguarding area for the proposed High Speed 2 rail link	To reflect the latest position with regard to HS2 Safeguarding.
MIN 77	54	Site 12: 110-122 Hampstead Road (Former National Temperence Hospital)	<p>Subject to the site no longer being required for healthcare or associated uses, a primarily permanent (Class C3) residential development (preferably affordable housing).</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Ensure an acceptable standard of amenity for occupiers of the development • Provide a high standard of design that provides an appropriate setting to St James' Gardens. • Address community safety issues • Enhance or contribute to the supply of publicly accessible open space • Include an active frontage and use(s) to Hampstead Road at ground floor such as small scale convenience retail or community facilities • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible • Take account of the key objectives of the adopted Euston planning framework as far as they remain relevant <u>and up to date</u> 	To provide greater clarity

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MIN 78	54	Site 12: 110-122 Hampstead Road (Former National Temperence Hospital)	The site is immediately adjacent to <u>included in</u> the indicative <u>proposed</u> safeguarding area for the Euston HS2 proposals	To reflect the latest position with regard to HS2 Safeguarding.
MIN 79	54	Site 12: 110-122 Hampstead Road (Former National Temperence Hospital)	The LDF <u>Core Strategy</u> seeks to promote a mix of uses including a contribution to the supply of housing. The London Plan and LDF <u>local plan</u> policies recognise the importance of health care and medical facilities and both protect and promote these uses.	To ensure consistency with the NPPF.
MIN 80	55	Site 12: 110-122 Hampstead Road (Former National Temperence Hospital)	The site is located adjacent to the busy Hampstead Road (to the west) and is located next to <u>within</u> the potential <u>proposed</u> safeguarding area for High Speed 2. (to the east).	To reflect the latest position with regard to HS2 Safeguarding.

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MIN 81	56	Site 13: Drummond Crescent (Euston Traffic Garage)	Central London Area(<u>adjacent to Euston Growth Area</u>)	To ensure consistency with other Council documents.
MIN 82	56	Site 13: Drummond Crescent (Euston Traffic Garage)	<u>The site is included in the proposed safeguarding area for the Euston HS2 proposals</u> Site included in Euston Station Framework Public transport accessibility level: excellent (6b) The London Plan Density Matrix estimates that if 75% of the site is developed for housing use then the potential capacity could provide an additional 80 dwellings. RELEVANT PLANNING APPLICATIONS: <u>NONE</u>	To reflect the latest position with regard to HS2 Safeguarding.
MIN 83	57	Site 13: Drummond Crescent (Euston Traffic Garage)	The site is <u>immediately adjacent to</u> an identified growth area <u>and in Central London</u> (Policy CS1) where the council <u>promotes appropriate development and</u> expects mixed use development to maximize site opportunities in line with the identified objectives for the Euston Area (Policy CS2) particularly with regard to employment and jobs. This principle extends to highly accessible Central London sites (CS3). <u>Policy CS10 states that the Council will work with the Police to help deliver their planned improvements to Police services within Camden.</u>	Further to discussions at the Examination Hearings.
MIN 84	57	Site 13: Drummond	The site <u>may will</u> be included in the wider area covered by the proposed Euston <u>OAPF Area Plan</u> and these aspirations <u>for the site</u> will be elaborated on in more	To ensure consistency with

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		Crescent (Euston Traffic Garage)	detail <u>in that document</u> .	other Council documents.
MIN 85	61	Site 15: Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus Street	<p>The <u>Core Strategy examination highlighted that the</u> women's hostel, open land and parking area are all understood to be underutilised at present. The hostel is understood to require major investment in order to bring it up to modern standards.</p> <p>Most of the open storage land has no strong apparent ecological value, nor does it have public access, as it is fenced off and has been used for incidental storage related to maintenance of open areas of the estate. As a consequence, the LDF Inspector responsible for examining the Council's Core Strategy and Development Policies LDF documents made a specific 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.</p> <p>There are substantial areas of affordable housing in the immediate vicinity of the site in the form of large blocks <u>of flats</u>, a number of which are also owned by the Peabody Trust. The land to the south is used as allotments and, like the site itself, occupies backfilled land from the former Cumberland canal basin. The allotments to the south remain designated as open space.</p> <p>The community hall serves <u>in part</u> the recreational needs of estate residents.</p>	To ensure consistency with other Council documents.
MIN 86	61	Site 15: Goldsmith's House and	The Council will <u>normally</u> expect community facilities to be improved or replaced <u>and retained or reprovided, and, as necessary, expanded</u> to take account of community needs of existing residents as well as the additional demand of any	To provide greater clarity on the Council's

Ref	Page	Section	Modification	Reason
		adjoining land, Cumberland Market Estate, Park Village East/Augustus Street	<p>proposed development, in accordance with Policy CS10 (and DP1 of the Core Strategy (and DP15).</p> <p>Appropriate replacement of any <u>existing</u> publicly accessible open space will be required, plus provision in light of additional demand from occupiers of any new development <u>will be sought on-site or improvements elsewhere in the local area</u>, in line with Policies CS15 and DP31.</p>	approach to this allocation.
MIN 87	62	Site 15: Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus Street	<p>As a result of the decision to remove the open space designation this site has potential for redevelopment. This includes re-provision of existing uses. If it is demonstrated that it is no longer appropriate to provide a hostel on the site, the Council will seek equivalent replacement floorspace for other vulnerable people with a recognised social housing need or permanent (Class C3) housing including affordable housing. Such re-provision will be expected before the Council's normal affordable housing policies are applied to any additional residential development. Although the site is suited to the provision of affordable housing, consideration will be given to the appropriate mix of rented and other intermediate accommodation <u>tenures</u> to encourage a mixed and balanced community.</p> <p>An improved <u>or re-provided</u> community facility should be located in an accessible location for use by all residents for a range of purposes.</p>	For clarification and to ensure consistency with other Council policies.
MIN 88	62	Site 15: Goldsmith's House and adjoining land, Cumberland	<p>New development should not to cause 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 affect the health of the protected trees on the boundary. New development should be suitably set back from <u>carefully designed on</u> the southern boundary to prevent any potential significant conflict with the use of the</p>	For clarification.

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		Market Estate, Park Village East/August us Street	neighbouring allotments. An opportunity exists <u>to explore options</u> for good quality replacement and expanded open space for the benefit of estate residents and new occupiers of development. This could possibly take the form of <u>new amenity space</u> , an extension of the existing allotments or facilitating a complementary food growing/“grow your own” project, of which there are examples elsewhere in the borough <u>supporting enhancement of other spaces in the local area</u> . Measures to protect and enhance the biodiversity of the site and adjacent open space and trees should be incorporated.	
MIN 89	62	Site 15: Goldsmith’s House and adjoining land, Cumberland Market Estate, Park Village East/August us Street	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 <u>or planned to be established</u> 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 housing blocks, should be investigated and established if viable and feasible.	For clarification.
Section 4: Central London				
MIN 90	66	Central London	<ul style="list-style-type: none"> Economically; through providing new jobs and space for a diverse range of businesses and facilitating and contributing towards infrastructure ,such as Crossrail; Environmentally; by <u>sustaining and enhancing the area’s heritage assets</u> <u>and</u> being of the highest quality design in both local and <u>wider</u> historic 	To address the comments of English Heritage.

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			<p>contexts and contributing to improving open spaces; and</p> <ul style="list-style-type: none"> • Socially; by providing new homes and supporting community facilities. <p>In addition to the preceding sections <u>covering Kings Cross and Euston</u> a large number of other development sites are within the Central London area. It is expected that these will contribute to meeting the objectives outlined above.</p>	
MIN 91	67	Tottenham Court Road Area	<p>The Council has an adopted framework for the Tottenham Court Road and St Giles High Street area and planning briefs for three major development sites within it. The Tottenham Court Road Station and St Giles High Street Area Planning Framework (2004) 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. <u>These documents and this plan also seek development which enhances and preserves heritage assets, such as conservation areas and listed buildings and their settings.</u></p>	To reflect the comments of English Heritage.
MIN 92	70	Site 16: St Giles Circus	<p>In conjunction with the wider area objectives and for development of specific sites identified in the Tottenham Court Road and Holborn areas, the guidance for the St Giles Circus and Denmark Place area is to support high quality development appropriate to this Central London gateway and the creation of new world class public spaces</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Contribute towards creating new and enhanced public spaces for Central London • Appropriately restore, convert and redevelop buildings and sites to include a mix of uses appropriate to a Central London location including retail, residential (including affordable housing), offices and leisure 	To reflect the comments of English heritage and to ensure consistency with the NPPF and the London Plan.

Ref	Page	Section	Modification	Reason
			<ul style="list-style-type: none"> • Use the opportunities of investment and new development to enhance listed buildings and other heritage assets • Respect and enhance the settings, appreciation and views of designated heritage assets; in particular Centre Point and St Giles Church • Retain and provide active ground floor frontages to existing and proposed public space(s) and streets • Enhance permeability and the ability of pedestrians to move through the area in a convenient and direct manner and , where possible, phase and integrate enhancements with developments in the wider area 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 • Reconsider<u>Take into account</u> bus movements and <u>location of</u> stands to ensure high quality and convenient interchange and, where appropriate and feasible, remove traffic through road closures and associated works to create better pedestrian space and a more people friendly environment • Seek to retain and restore those buildings which make a positive contribution to the Denmark Street Conservation area • Ensure that new buildings are of a density, scale and character that are appropriate to the location and local context of sites • Maximise<u>Optimise</u> the potential of sites to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Respect the amenity of existing residents and locate and design new housing so that residential quality and amenity is not compromised by potential noise and disturbance from other uses and activities • Retain, safeguard and support uses consolidating and celebrating the area's music specialisms. • Provide or support improved community facilities in the area 	

Ref	Page	Section	Modification	Reason
			<ul style="list-style-type: none"> • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. • Take account of the key objectives of adopted planning frameworks and briefs, where they remain relevant and up-to-date 	
MIN 93	72	Site 16: St Giles Circus	Change is anticipated in this area in conjunction with the rebuilding of the station for Crossrail and the Core Strategy identifies the area as requiring improved public realm, with improved routes for pedestrians and cyclists and links to neighbouring areas (Policy CS11). The site is in a Central London location where densities should be maximised in a manner compatible with local context, sustainable design principles and public transport capacity and enhance and preserve and enhance the character and appearance of the conservation area (Policy CS14). Listed buildings should be preserved and enhanced in accordance with policy DP25.	To provide greater clarity.
MIN 94	74	Site 16: St Giles Circus	<p>The broad proposals for St Giles Circus include:</p> <ul style="list-style-type: none"> • Creation of new high quality public space focussed around Centre Point • Creation of new diagonal pedestrian crossing at the Tottenham Court Road/Oxford St junction(similar to those at Oxford Circus) • Closure of Andrew Borde Street • Removal of traffic signals at New Oxford Street and St Giles High Street • A pedestrian priority space in front of St Giles church • Improvements to Denmark St • Potential Gchanges to bus routes and location of bus stands/stops 	To reflect the comments of Transport for London.
MIN 95	74	Site 16: St Giles Circus	How bus movements and termination points are managed is extremely important in supporting the envisaged objectives to improve and create spaces, streets and	To reflect the comments of

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			buildings that people can enjoy <u>and can conveniently access public transport</u> . Options to relocate bus stands <u>in the area are being considered and bus infrastructure is important in supporting a high quality public transport interchange.</u> and for M managing <u>how</u> servicing to existing and new buildings <u>could operate also needs</u> to be fully explored <u>considered</u> to <u>avoid potential conflicts and</u> realise the full potential of improvements to the area.	Transport for London.
MIN 96	75	Site 16: St Giles Circus	Properties fronting Denmark Street should be refurbished where necessary to preserve and enhance their historic character and the specialist music related activities. It is also important that residential floorspace is not reduced <u>and opportunities to convert upper floors to residential will generally be supported</u> . Vacant residential properties and heritage assets, such as York and Clifton Mansions, should be refurbished to bring them back into use and also to bring about positive enhancement to the character of the conservation area. New retail and food/drink uses should be focussed around the Charing Cross Road and Andrew Borde Street frontages, where they could benefit from and contribute to the new public space envisaged as part of the area's improvements.	To provide greater clarity within the allocation.
MIN 97	79	Site 1718 : 21-31 New Oxford Street, Royal Mail Sorting Office	Mixed use development which includes a mix of uses including retail, offices, hotel, other commercial uses and residential accommodation at upper levels Development will be expected to: <ul style="list-style-type: none"> • Maximise <u>Optimise</u> the potential of the site to provide new housing (including affordable housing) • Contain active street frontages • Make a contribution to improving and enlarging the public realm and providing more pedestrian space in the vicinity of the site, improved crossing facilities across New Oxford Street and better north-south links 	To ensure consistency with the NPPF and London Plan. To provide further guidance on development expectations.

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			<ul style="list-style-type: none"> • <u>Look to introduce permeability through the site where demolition/ redevelopment is proposed.</u> • To be of a scale and appearance which does not harm but enhances the character and appearance of the Bloomsbury Conservation Area and the setting of neighbouring listed buildings including the British Museum • Provision of or contributions to public open space • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. • Complement and contribute to the range of planned improvements and investment to streets and public spaces in the Tottenham Court Road area. <p>Take account of the key objectives of the adopted planning framework and planning brief <u>as far as they remain relevant and up-to-date</u></p>	
MIN 98	79	Site <u>1748</u> : 21-31 New Oxford Street, Royal Mail Sorting Office	<p>This is a large and strategically important site within Camden's Central London area which has significant potential for mixed-use development including the provision of new housing (and affordable housing). An Area Framework and Planning Brief drafted by the Council in 2004 envisaged a mixed-use development on the site that contributes to the provision of a significant number of new homes and jobs, and improves the pedestrian environment in the area. <u>These objectives still remain.</u></p>	To provide greater clarity.
MIN 99	82	Site <u>1849</u> : Land bounded by New Oxford Street, Museum Street and	<p>Mixed use development provided by conversion, extension or partial redevelopment including retail, offices and permanent self-contained (Class C3) residential accommodation at upper levels.</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • <u>Maximise-Optimise</u> the potential of the site to provide new housing 	To ensure consistency with the NPPF and London Plan and to reflect the comments of English Heritage

Ref	Page	Section	Modification	Reason
		West Central Street	<p>(including affordable housing) while minimising potential conflicts between residential and other uses</p> <ul style="list-style-type: none"> • Retain and preserve the architectural and historic character of the listed buildings <u>and other heritage assets</u> on the site. • <u>Preserve</u> and enhance the character and appearance of the Bloomsbury Conservation Area <u>and</u>, the setting of listed buildings including the British Museum <u>and sustain and enhance the other buildings which positively contribute to the conservation area.</u> • Maintain an active frontage to New Oxford Street. • Make a contribution to improving the public realm providing more pedestrian space in the vicinity of the site, improved crossing facilities across New Oxford Street and better north-south links. • Provide or contribute to the provision of new open space. • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. <p>Take account of the key objectives of the adopted planning framework where they remain relevant <u>and up to date</u></p>	
MIN 100	82	Site <u>1819</u> : Land bounded by New Oxford Street, Museum Street and West Central Street	<p>The site is effectively an ‘island’ surrounded by New Oxford Street to the north, West Central Street to the south and west and Museum Street to the east. It is currently occupied by a range of buildings of between two and five storeys, including the Grade II listed buildings at 43 and 45 New Oxford Street and <u>to the immediate rear at 16 West Central St. There are also buildings that are identified as making a positive contribution to the conservation area (Nos 35-41 New Oxford St, 10-12 Museum St and 14,16a/b and 18 West Central St).</u> The site is surrounded by a range of building styles and scales. These include the Grade II listed buildings at the junction with Shaftsbury Avenue to the west, as well as the much</p>	To reflect the comments of English Heritage.

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			larger hotel and multi-storey car park to the south and the former postal sorting office to the west across Museum Street. The public realm surrounding the site is currently poor and in need of some improvement.	
MIN 101	82	Site 1819 : Land bounded by New Oxford Street, Museum Street and West Central Street	There is potentially some opportunity for expansion at the rear of site and opportunities to restore and refurbish the more important components that make up the site <u>and contribute to the significance of the conservation area</u> in a sensitive manner. <u>This will involve careful assessment of the heritage interest of the buildings that define the block and their contribution to the character and appearance of the conservation area in order to justify proposals that may affect heritage assets.</u>	To reflect the comments of English heritage.
MIN 102	85	Site 1920 : 12-42 Southampton Row & 1-4 Red Lion Square	Conservation Areas: Partially located within Kingsway (western part of the site) and close <u>opposite Bloomsbury CA to</u> (Red Lion Square <u>sub-area</u>)	To provide greater clarity.
MIN 103	86	Site 1920 : 12-42 Southampton Row & 1-4 Red Lion Square	The site is effectively an island surrounded by Southampton Row to the west, Drake Street/Red Lion Square to the east, Theobald's Road to the north and Fisher Street to the south. The site has been in higher education use for many years, with Central St Martins College occupying the Listed Building on Southampton Row, <u>the Jeanetta Cochrane theatre is adjacent</u> and Westminster University occupying more recent <u>modern</u> buildings which cover much of the remainder of the site, <u>which also includes the Jeanette Cochrane theatre</u> . The road network is	To provide greater clarity.

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			characterised by the one way system which acts to isolate this block, particularly from Red Lion Square.	
MIN 104	86	Site 1920 : 12-42 Southampton Row & 1-4 Red Lion Square	<p>The existing tower towards the east of the site at around eleven storeys is one of the tallest buildings in the area and it is unlikely that a building that exceeded this height could successfully integrate with the surrounding townscape. If any new buildings are to have a taller element these should be concentrated towards the Drake Street side of the site. Any new mixed use development should incorporate active frontages where possible to the main streets (i.e. Theobald's Road and Drake Street) and avoid blank walls at ground floor level. Opportunities to improve the public realm and surrounding adjacent streets, as well as local way-finding and pedestrian connectivity (including to Red Lion Square) <u>should be considered. and permeability through the site should could be explored and provided where it is compatible with the fabric of the listed building and nature of uses maximised.</u> The one way gyratory system creates a distinct barrier to movement and development should contribute towards an improved and safer environment for pedestrians and cyclists.</p> <p>Any redevelopment must be designed to take account of the proximity of Crossrail which is under construction and will run south of and below this site. Specific aspect aspects of Crossrail which will need to be considered are the <u>intended</u> worksite at the Kingsway Tram Tunnel, the construction of a ventilation shaft and headhouse immediately to the south of the across on Fisher Street and the <u>subsequent</u> construction of a mixed use development over and around the shaft. Construction and servicing and servicing activities in connection with Crossrail may continue in this area until 2018 and the construction and servicing of this site <u>allocation</u> will need to be coordinated with those activities.</p>	To reflect discussions at the Examination Hearings.
MIN	89	Site 2021 :	Conversion and partial redevelopment to provide a mixed use scheme suitable to	To ensure

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105		Land bounded by 50-57 High Holborn, 18-25 Hand Court, 45-51 Bedford Row & Brownlow Street	<p>a Central London location including offices, other commercial uses and a contribution to the supply of self-contained (class C3) housing (including affordable housing) and community uses.</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Secure an appropriate mix of uses, including housing and affordable housing. • Concentrate residential uses towards the north of the site • Look to provide a range of flexible business floorspace for a range of business activities including small businesses • Provide active commercial uses (particularly retail) at ground floor level along High Holborn, reflecting its location within a Central London Frontage • Protect and enhance the fabric and setting of the existing Listed Buildings • Retain the existing buildings which make a positive contribution to the Conservation Area, unless their demolition can be justified and there would be no harm to the character of the Conservation Area <u>would be preserved and enhanced.</u> • Ensure that any new buildings or additions are compatible with the scale, grain and character of the site and surrounding area and do not detract from the appearance of the Conservation Area • Improve the public realm around the site and ensure any new buildings are designed to positively address adjoining streets including Hand Court and Brownlow Street through the provision of active frontages, particularly at ground floor level • Improve permeability of the area for pedestrians and cyclists. 	consistency with other Council policies.
MIN 106	89	Site 2021 : Land bounded by	The site comprises a range of buildings from different eras with a variety of built forms and uses. It offers potential for a combination of conversion and redevelopment works to make more efficient and coherent use of the land whilst	To provide greater clarity.

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		50-57 High Holborn, 18-25 Hand Court, 45-51 Bedford Row & Brownlow Street	<p>retaining those elements that contribute positively to the character and appearance of the Bloomsbury Conservation Area. The majority of the site is currently used as office space, with ground floor retail units and residential units. The site is bounded by High Holborn to the south, Hand Court to the east, Brownlow Street to the west and Bedford Row to the north. The proposed building is sited between the busy High Holborn to the south, which is dominated by retail and office space and the quieter, smaller scale Bedford Row to the north. It includes a seven storey 1960's office element facing onto High Holborn, with a row of four-storey 18th Century buildings sited along Bedford Row, which includes three</p> <p><u>Grade II listed buildings.</u></p>	
MIN 107	100	Site 21 ²⁵ : Senate House (north block) Malet Street	<p>Development for university , education, cultural and/or community and related ancillary uses</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Preserve the architectural and historic character of the Senate House and its setting, as well as the setting of other nearby listed buildings • Be of a scale and form which preserves or<u>and</u> enhances the character and appearance of the Bloomsbury Conservation area • Seek to make provision for new or extended publically accessible open space • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. • Seek an imaginative design approach that could enclose the prominent tree in this space or contribute towards significant new tree planting in the area if its loss is inevitable. 	To reflect the comments of English Heritage.

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MIN 108	102	Site 2226 : 27 Gordon Square and 15 Gordon Street	<p>Development for university , education, cultural and/or community and related ancillary uses</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Integrate development with associated development and improvements within and adjoining the UCL campus and assist providing a more legible entrance to UCL • Create an improved pedestrian entrance into the university campus • Support opportunities for activities and spaces encouraging public access • Safeguard the setting of adjacent and nearby listed buildings and the character of the Bloomsbury Conservation Area • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. • Safeguard the future construction of the Chelsea-Hackney line 	To reflect the comments of English heritage.
MIN 109	104	Site 2226 : 27 Gordon Square and 15 Gordon Street	The southern part of the site lies within the current safeguarding corridor of Crossrail 2 (the Chelsea-Hackney line) though this is under review . 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 where they may conflict with affect the proposed route. Development should not jeopardise the future construction of the line.	To provide further clarification.
MIN 110	108	Site 2428 : Phoenix Place	A mixed use development, primarily residential, which could include other uses such as business , community and retail uses, which makes efficient use of this highly accessible Central London location and also helps to meets the operational needs of Royal Mail.	To provide further clarification.

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			<p>Development will be expected to:</p> <ul style="list-style-type: none"> • Be approached in a comprehensive manner alongside proposals on the Islington section of the site • Maximise the potential of the site to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Help fulfil the operational requirements of the Royal Mail and access to employment opportunities for local residents • Accommodate other appropriate uses such as employment, cultural and/or community uses to meet the needs of residents and businesses and to support any deficiencies in existing community facilities which may be exacerbated • Provide a range of new open spaces on and across the comprehensive development of the Royal Mail site • Improve and provide pedestrian and cycle linkages to create a more permeable and legible site and area • Respect the character and setting of Bloomsbury and Hatton Garden conservation areas and neighbouring listed buildings • Be considered in the context of proposals for the refurbishment and improvement of Mount Pleasant sorting office and planning documents adopted by the London Borough of Islington • Successfully manage associated servicing and traffic movements so that the impact on local residents can be minimised • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible. • Meet the more detailed key objectives set out in the adopted supplementary 	

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			planning document	
MIN 111	112	Site 2529 : Herbal House, 10 Back Hill	The existing building is a large former industrial/warehouse structure that has been occupied by a higher educational college for a number of years. However, the college is relocating <u>has relocated to Kings Cross Central</u> and if as the site is no longer required for educational use there is considered to be scope either for the conversion and alteration of the existing building to accommodate a mix of uses, or if justified for more comprehensive mixed use redevelopment. <u>The existing building is a distinctive brick built former newspaper building built in 1930 for the Daily Mirror covering the whole site. It is built in an industrial vernacular style with large multi-pane steel windows and deep floorplates set within a robustly expressed brick and stone frame.</u>	To reflect discussions at the Examination Hearings.
MIN 112	112	Site 2529 : Herbal House, 10 Back Hill	The existing building is a distinctive former newspaper building covering the whole site, built in an industrial vernacular in brick with large multi-pane windows. <u>As T</u> the building has a relatively deep floorplate and three <u>street</u> elevations so separate and discrete frontages for alternative uses and access/service cores do not appear to be a particularly constraining factor. The industrial vernacular in this Clerkenwell location with high ceilings, opportunities for servicing and apparently robust structure suggest potential for flexible employment elements particularly at lower floors onto Back Hill. It has many features that make it particularly well suited to business uses; the ground floor has high floor to ceiling heights (5.8 m) with loading bays and roller shutter doors, and all floors have heights of at least 3 metres. It may is therefore be suitable for <u>refurbishment</u> , adapt <u>a</u> tion and conversion to a range of uses.	To reflect discussions at the Examination Hearings.
MIN	112	Site 2529 :	A mixed use development sh could include residential, but could also include	To provide

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113		Herbal House, 10 Back Hill	offices, hotel and studio type workspaces, all of which would be compatible with the mix in the surrounding area. Care should be taken to ensure that the mix of uses within the building are compatible. The building is relatively large and prominent within the adjoining streets, but is lower than some buildings in the wider context. There may be opportunities for extension above the existing roof level, although such additions would need to take account of their visibility in short and long views and respect the original form of the building.	greater clarity.
MIN 114	1158	Site 2630: Land bounded by Wren Street, Pakenham Street, Cubitt Street and Langton Walk.	<p>The Council has been working closely with a local campaign group, Department of Education, Partnership for Schools (PfS) and other local authorities regarding the issue of need for a potential new secondary school south of Euston Road, in addition to the new school places already proposed in the BSF programme created.</p> <p>In order to safeguard the possible a future need for secondary school provision this site has been identified by the Council as a potential location if future reviews confirm that there is a clear need for additional school places south of Euston Road. This would be subject to relevant Government funding approvals and a feasibility study into the suitability of the site for a secondary school.</p>	To provide greater clarity.
Section 5: West Hampstead				
MIN 115	118	West Hampstead	<u>Where justified planning obligations may be sought to secure works or funding from development in the area to address the site specific impact of development including facilitating station improvements and improved accessibility, public realm and interchange in the West Hampstead area.</u>	To provide additional guidance on the Council's strategic approach to

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				development in the area.
MIN 116	124	Site 2832 : 156 West End Lane	The site is within an identified growth area (CS1) where council expects mixed use development to maximise site opportunities in line with the identified objectives for West Hampstead Interchange (CS2), whilst <u>protecting and encouraging the provision of a range of a mix of</u> employment facilities (CS8 <u>and DP13</u>), retail (CS7) and protecting and enhancing adjacent open spaces (CS15). Housing is the priority land use and will be sought as part of more efficient use the site (CS6 and DP2) .The Council will ensure that new development will preserve <u>and/or</u> enhance nearby built heritage assets (Policy CS14 and DP25).	To provide greater clarity with regard to the Council adopted policies.
MIN 117	124	Site 2832 : 156 West End Lane	<u>Provision of employment floor space will have due regard to relevant policies, and supplementary guidance contained within the Camden Planning Guidance.</u> Employment uses are important to the overall vitality of the Town Centre and Camden economy and there is an overall demand for flexible space that can be used for a range of employment uses. This is supported by the Camden Employment Land Review (June 2008) which identifies this as an accessible and well configured site suitable for light industrial uses within a residential led development. Employment uses are important to the overall vitality of the Town Centre and Camden economy and there is an overall demand for small scale starter units for small to medium business. Similarly the inclusion of community facilities including education use will be supported. Retail space should be flexibly designed to be able to accommodate smaller and more affordable units to support and complement the prevailing character of the centre.	In response to discussions at the Examination Hearings.

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MIN 118	126	Site 2933 : O2 Centre Car Park	<p>An appropriate town centre mixed use development including housing, retail , community uses and open space</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Maximise <u>Optimise</u> the potential of the site to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Ensure retail provision is appropriate in scale and would enhance Finchley Road Town Centre and not detrimentally affect West Hampstead Town Centre • Provide appropriate community facilities or services to meet residents needs • Provide open spaces on site appropriate to the scale and nature of development proposed • Positively contribute to and integrate with streetscape and interchange improvements along West End Lane • Improve existing pedestrian conditions and provide legible and improved pedestrian / cycle links (including provision of cycle parking) between West End Lane and Finchley Road through new landscaping and good design, and introduce north-south pedestrian links <p>Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible</p>	To ensure consistency with the NPPF and London Plan.
MIN 119	129	Site 3035 : 100 Avenue Road, Swiss Cottage	<p><u>The southern portion of the site is included in the proposed safeguarded corridor for HS2 which will require consultation with HS2 Ltd.</u></p>	To reflect the latest position regarding HS2
MIN	130	Site 3035 :	CS1 and CS3 promote growth in highly accessible areas. CS8 promotes a	To ensure

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120		100 Avenue Road, Swiss Cottage	successful and inclusive economy and seeks to support viable existing employment sites. CS7 seeks to protect and enhance to Town Centres whilst CS6 promotes quality homes. <u>DP1 and DP13 seek housing where appropriate in mixed use development and where a site is not suitable for other business use other than offices.</u>	consistency with other Council documents.
MIN 121	130	Site 30 35: 100 Avenue Road, Swiss Cottage	Redevelopment could include viable employment floor space as part of a mixed use scheme attractive to a range of office/studio occupiers. Employment uses are important to the overall vitality of the Town Centre and Camden economy. Other uses such as hotel or an aparthotel could be considered in this location, but should not be at the expense of permanent residential accommodation which is considered to be a higher priority for this site and Borough. Appropriate town centre uses at ground floor level should be provided in order to help activate the street frontages and to reinforce the town centre location of the site.	To provide greater clarity within the allocation.
MIN 122	131	Site 30 35: 100 Avenue Road, Swiss Cottage	<u>As a site that has an interface with HS2 applicants are advised to consult with HS2 Ltd to ensure that their plans are not affected by the latest HS2 proposals.</u>	To ensure guidance is up to date with the latest proposals for HS2.
MIN 123	133	Site 31 36: Belsize Road Car Park	A predominantly residential development along with associated retail, community and/or employment uses Development will be expected to: <ul style="list-style-type: none"> • MaximiseOptimise the potential of the site to provide new housing 	To ensure consistency with the NPPF and London Plan.

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			<p>(including affordable housing)</p> <ul style="list-style-type: none"> • Replace the existing unsightly car park structure with well designed building(s) • Make better use of the prominent corner site and ensure that buildings engage better with adjoining streets and ensure an improved relationship with residential properties to the west on Belsize Road • Facilitate and integrate with other proposals and wider improvements which may emerge as part of the Council's estate regeneration programme • Incorporate alternative employment generating uses such as shops, workspace and/or new community uses • Provide new or extended open space 	
MIN 124	133	Site 31: Belsize Road Car Park	<p>Mixed use redevelopment of the site will be expected to provide some replacement employment floorspace (Policy CS8) and new residential uses (Policy CS6) designed to safeguard the amenities of residents (Policy DP26) and improve the public realm and relationship of the site with the surrounding area (Policy DP24). The Council will also ensure the development preserves and enhances the setting of nearby built heritage assets (Policy CS14).</p>	To ensure consistency with other Council policies.
Section 6:Camden Town				
MIN 125	137	Site 32 36: Hawley Wharf, Water Lane and 39-45 Kentish Town Road	<p>The railway forms part of the proposals for potential HS1 (Channel Tunnel Rail Link) and High Speed 2 integration. <u>Parts of the site are included as a site of surface area interest in proposed safeguarding provisions for HS2. For any site that has an interface with HS2 applicants are advised to consult with HS2 Ltd to ensure that their plans are not affected by the latest HS2 proposals.</u></p>	To ensure consistency with latest HS2 proposals.

Ref	Page	Section	Modification	Reason
MIN 126	138	Site 3236 : Hawley Wharf, Water Lane and 39- 45 Kentish Town Road	<p>Mixed use development across the site which includes residential, retail (including market use) and other appropriate town centre uses alongside new or retained/improved employment floorspace, community uses and public spaces.</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Improve the integration of the site with the town centre as well as residential areas to the north and east in a comprehensive planned environment • Provide a mix of uses across the site, with retail and other town centre uses concentrated within the town centre boundaries and in particular in the south-west corner of the site fronting the canal and Chalk Farm Road • Maximise Optimise the potential of sites to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Include flexible B1 accommodation and workshops, including units suitable for small firms and business start-ups as well as more conventional workshop accommodation • Include , as appropriate, new and/or support for existing community facilities • Provide market uses and a range of additional retail premises with a mix of shops and market units to include small scale speciality retail to reflect the character of the area • Improve pedestrian and cycle routes and connections into and through the site, including access from Chalk Farm Road and Kentish Town to the canal and north-south links with the surrounding area • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible • Positively contribute to and integrate with Camden town centre, and surrounding streetscape improvements and initiatives • Orientate active uses towards the canal and improve the appearance and 	To ensure consistency with the NPPF and London Plan and to reflect the comments of English Heritage.

Ref	Page	Section	Modification	Reason
			<p>safety of the towpath, enliven the canal corridor and exploit the potential of the canal in a sustainable manner</p> <ul style="list-style-type: none"> • Seek to enhance biodiversity along the canal corridor • Provide a network of well defined routes and new public spaces which are designed to be attractive and safe and which minimise opportunities for crime and antisocial behaviour • Preserve and enhance the character and appearance of the conservation area, respect local views and the setting of nearby listed buildings <u>and sustain and enhance other buildings of historic interest.</u> • Ensure that the public transport network and local infrastructure in general has the capacity to serve the activity and travel demand generated by development • Refurbish retained terraced buildings along the Chalk Farm Road frontage to provide active ground floor frontages. and repair and refurbish the Grade II listed 1 Hawley Road • Consider the setting of Hampstead Heath and associated views 	
MIN 127	140	Site <u>3236</u> : Hawley Wharf, Water Lane and 39-45 Kentish Town Road	Any proposed scheme should improve the public realm and preserve and enhance the historic character of the area. <u>The contribution of existing buildings and their heritage -interest need to be taken into account.</u> (Policy CS14/DP25).	To reflect the comments of English Heritage.
MIN 128	141	Site <u>3236</u> : Hawley Wharf, Water Lane and 39-45 Kentish	The listed building at 1 Hawley Road is on the Buildings at Risk Register. The repair and refurbishment of this building to bring it back into productive use is a priority. Likewise the buildings on the Chalk Farm Road frontage which survived the fire, which make a positive contribution to the Conservation Area, should be retained and refurbished. <u>The heritage interest and contribution to the</u>	To reflect the comments of English Heritage.

Ref	Page	Section	Modification	Reason
		Town Road	<u>distinctiveness of the area of these and other buildings need to be carefully considered.</u>	
MIN 129	142	Site <u>3337</u> : 202-212 Regents Park Road (Roundhouse e Car Park)	<u>The railway to the south forms part of the proposals for potential HS1 (Channel Tunnel Rail Link) and High Speed 2 integration. The southern portion of the site is included in proposed consultation safeguarding provisions for HS2. For any site that has an interface with HS2 applicants are advised to consult with HS2 Ltd to ensure that their plans are not affected by the latest HS2 proposals.</u>	To ensure consistency with latest proposals for HS2.
MIN 130	142	Site <u>3337</u> : 202-212 Regents Park Road (Roundhouse e Car Park)	<p>A mixed use development to provide a range of arts, entertainment and cultural uses alongside studios, workshop space and housing(permanent C3)</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Preserve <u>orand</u> enhance the setting of the Grade II* listed Roundhouse and improve views from Regents Canal conservation area and the surrounding area • <u>Maximise-Optimise</u> the potential of the site to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Ensure that any proposed residential units are designed to minimise potential noise and vibration disturbance from the adjacent railway lines. • Exhibit a particularly high standard of design in terms of scale, buildings, public spaces and accessibility to complement the high quality refurbishment of the Roundhouse and its distinct form and character • Positively contribute to and integrate with town centre and streetscape improvements and initiatives • Maintain effective access and servicing to the adjacent Roundhouse • Positively and creatively manage the impacts of activities and events on the 	To ensure consistency with the NPPF and London Plan.

Ref	Page	Section	Modification	Reason
			<p>local neighbourhood</p> <ul style="list-style-type: none"> • Ensure that the public transport network and local infrastructure in general has the capacity to serve the activities, events and travel demand generated by development 	
MIN 131	146	Site 3438 : 2-12 Harmood Street/rear of 34 Chalk Farm Road	<p>Mixed use redevelopment to include residential use to make the most of this derelict site</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Maximise<u>Optimise</u> the potential of the site to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Create open space on-site and/or contribute to nearby open space improvements • Create an active frontage and assist informal surveillance along the site frontage • Make a positive contribution towards its Harmood Street frontage and preserve and<u>er</u> enhance the setting of Harmood Street conservation area • Consider the setting of Hampstead Heath and associated views 	To ensure consistency with the NPPF and London Plan.
MIN 132	147	Site 3539 : Bangor Wharf, Georgiana Street	<p>Redevelopment of the site to provide replacement employment floorspace and new permanent (Class C3) residential accommodation</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • Maximise<u>Optimise</u> the potential of the site to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses 	<p>To ensure consistency with the NPPF and London Plan.</p> <p>To reflect discussions during the</p>

Ref	Page	Section	Modification	Reason
			<ul style="list-style-type: none"> • Provide flexible employment space <u>suitable for a range of employment uses</u> • Contain an active frontage to Georgiana Street, <u>and to maximise opportunities to provide linkages to the canal towpath.</u> • 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 and to surrounding listed buildings • Take opportunities to utilise the canal for the transportation of goods and materials, both during construction and in the operation of the development • Ensure that the design and layout of the development responds positively to its canal setting, and contributes to the biodiversity and green nature of the canal • Provides active frontage to the canal and to Georgiana Street, in order to improve the relationship between the site and the public realm and to enhance the appearance and safety of the surrounding street scene • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible 	Examination Hearings.
MIN 133	148	Site 3539 : Bangor Wharf, Georgiana Street	<p>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 retain employment uses on the site unless it can be demonstrated that the site is no longer suitable for the existing business use, and that alternative business uses have been fully explored over a period of time (DP13). The provision of new flexible workspace <u>suitable for a range of employment uses such as creative industries and small and medium enterprises</u> on the site would be encouraged as part of the provision of any new employment floorspace (policy CS8).</p> <p>Any additional development on the site would be expected to include new homes in line with policies CS6 and DP1, and to make the most of the site's capacity for housing (policy DP2). <u>In line with CS10 and DP15 development that increases the</u></p>	To reflect discussions during the Examination Hearings.

Ref	Page	Section	Modification	Reason
			<u>demand for community facilities and services would be expected to make appropriate contributions towards providing new facilities or towards improving existing facilities.</u> Development will also be expected to make use of energy from efficient sources, including decentralised energy networks (CS13) <u>and</u> Development should be of a scale and form which respects the character and appearance of the Regents Canal (Policy DP25).	
MIN 134	150	Site <u>3640</u> : 57-71 Pratt Street, 10-15 Georgiana Street and Royal College Street	<u>Nov 2012 Erection of a three storey building for use as an electricity switch house (Sui Generis) following demolition of existing light industrial building (Class B1).</u>	To update latest planning history.
MIN 135	150	Site <u>3640</u> : 57-71 Pratt Street, 10-15 Georgiana Street and Royal College Street	Mixed use development of the site to provide a new electricity sub station (if required), employment and/or community floor space and new permanent (class C3) residential accommodation Development will be expected to: <ul style="list-style-type: none"> • Maximise <u>Optimise</u> the potential of the site to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses • Contain active street frontages and improve the relationship between the site and surrounding area. • Contribute towards the upgrade of existing public open spaces in the area and subject to the scale of residential development proposed provide a new 	To ensure consistency with the NPPF and the London Plan.

Ref	Page	Section	Modification	Reason
			<p>green space and children's play space.</p> <ul style="list-style-type: none"> • 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 • Enhance the routes between Kings Cross and Camden Town and through to the canal • Provide infrastructure for supporting local energy generation on site and/or connections to existing or future networks where feasible 	
Section 7: Other Areas				
MIN 136	156	Other Areas	<p>There are some potential major development sites identified by the Council in other locations. These will still be expected to contribute to meeting objectives of the Core Strategy. These can be broadly assigned to<u>are in</u> the following areas:</p> <ul style="list-style-type: none"> • Kentish Town and Gospel Oak • Hampstead • Primrose Hill 	To provide greater clarity
MIN 17	157	Site 3842 : 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus &	<p><u>Nov 2012 - Planning application submitted: Redevelopment of Gospel Oak District Housing Office and Vicar's Road workshops and Bacton Low Rise Estate following the demolition of all existing buildings (99 Class C3 residential units Nos. 121-219 Bacton Low Rise; Class B1 offices at 115 Wellesley Road; Class B1 workshops at 2-16 Vicar's Road), within buildings ranging from 2-8 storeys in height a total of 290 Class C3 residential units, comprising 176 market, 10 intermediate and 104 social rent units, 3 employment units (Class B1), new and altered public realm, landscaping, vehicular and pedestrian links/accesses, vehicular and cycle parking, bin storage and associated works (2012/6338/P)</u></p>	To update latest planning history.

Ref	Page	Section	Modification	Reason
		Nursery		
MIN 138	157	Site 3842: 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus & Nursery	Development of sites to provide a mix of uses including renewed improved community facilities along with new community facilities, housing (including affordable housing) and other complementary uses, such as employment.	To reflect discussions at the Examination Hearings.
MIN 139	158	Site 3842: 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus & Nursery	<p>The Gospel Oak placeshaping area is an extensive area with a core area centred on the estates to the north of Queens Crescent in the area between Mansfield Road to the north, Malden Road to the West and Grafton Road to the east.</p> <p><u>The two sites are 115-117 Wellesley Rd and 2-16 Vicars Rd to the east of Wellesley Road which includes a District Housing Office, Tenants Hall , light industrial units (B1), and storage space and the Lismore Circus Health Centre to the west which contains community uses.</u></p> <p>The area is dominated by residential property, much of which is social rented, although there are some pockets of retail and employment floor space, as well as a range of community and service facilities throughout the area, including a District Housing Office.</p>	To reflect discussions at the Examination Hearings.
MIN	158	Site 3842:	<u>Main Policy Considerations</u>	To reflect

Ref	Page	Section	Modification	Reason
140		115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus & Nursery	<u>Gospel Oak is an area of more limited change under the Core Strategy (CS4) though this policy indicates that estate regeneration projects may take place in these areas during the plan period subject to consultation with local residents and the Gospel Oak area is highlighted (paras 4.11 and 4.12). Housing is the priority land use of the plan, therefore the provision of housing, and in particular affordable housing, is supported under CS6, DP2 and DP3. The protection and improvement of community facilities is supported by Policy DP15. Employment uses are supported by Policy DP13.</u>	discussions at the Examination Hearings.
MIN 141	159	Site <u>3842</u> : 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus & Nursery	Given that these sites are not currently developed for residential use, develop ment <u>ing them</u> could not only provide new housing and decant capacity for a wider Gospel Oak programme, but also deliver <u>improved or</u> new community facilities for residents ahead of other housing renewal work. There are longer term aspirations for wider regeneration and investment in a number of estates in the Gospel Oak area and the development of these key sites <u>cs</u> should act as a catalyst for further improvements in the area. Any proposals here should be responsive to identified community needs and therefore be compatible with and not prejudice wider plans that may emerge for the area.	Further to discussions at the Examination Hearings.
MIN 142	159	Site <u>3842</u> : 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore	Community facilities could be <u>retained or</u> relocated on either the Wellesley Road or Lismore Circus sites or elsewhere in the <u>immediate</u> area, depending on <u>other estate regeneration initiatives that emerge</u> , more detailed feasibility and the needs of users and service providers in terms of space, accessibility and the nature of facilities. The consideration of both sites <u>in tandem</u> offers the opportunity for a more beneficial outcome in terms of service delivery and the opportunity to release land for badly needed new housing and affordable housing to support investment in housing across Gospel Oak.	To reflect the latest Council strategies for the Gospel Oak area.

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		Circus & Nursery	<p><u>This allocation is only one component of wider regeneration that could include further improvement and potential redevelopment of differing scales in other parts of the area and these are at varying stages of consultation. This has included consultation with the immediately neighbouring Bacton Low Rise (BLR) estate to agree and produce proposals for their estate.</u></p> <p><u>These proposals were worked on during 2012 with the very close involvement of tenants and received project approval by the Council in September 2012 and proposes redevelopment of the Wellesley Road/Vicars Road site (Phase 1) and the Bacton Low Rise site to the western side of Wellesley Road (Phase 2) for predominantly residential development.</u></p> <p><u>Phase 1 includes the demolition of the existing buildings (apart from the retained hall) to create a cleared site to construct new homes. After this phase, residents will move from the blocks opposite allowing vacated BLR blocks to be demolished and further new homes to be built.</u></p>	
MIN 143	159	Site <u>3842</u> : 115-117 Wellesley Road (including 2-16 Vicars Road) and Lismore Circus & Nursery	<p>Consideration should be given to the retention/replacement of flexible B1 floorspace on the site. If it is demonstrated that provision for existing or alternative employers on-site is not viable or feasible then alternative provision on another site <u>as near as possible to the site</u> could be appropriate. Any proposed space should be designed to be flexible and meet the needs of a range of small-scale business occupiers. Investigations should be carried out into the degree to which the existing units provide local employment and measures considered to ensure that there is an opportunity for local people to benefit from any new space that is created, whether on these sites or in another location. New development also offers employment opportunities in construction, and training and apprenticeship schemes should ideally form an integral element of regeneration proposals.</p>	To provide greater clarity on the Council's approach to development on this site.

Ref	Page	Section	Modification	Reason
MIN 144	159	Site 3842 : 115-117 Wellesley Road (including 2- 16 Vicars Road) and Lismore Circus & Nursery	<p><u>There are not any detailed proposals for the Lismore Circus health centre and nursery site and this will need to be considered in the context of other possible options in the wider area as they emerge through consultation with tenants, residents and local groups however</u> Bboth sites contain buildings of variable quality which fail to maximise the potential of their location adjacent to the main routes through this part of Gospel Oak and Lismore Circus. The opportunity exists here to <u>improve or</u> produce buildings on both sites which make a more positive contribution to the area and engage better with adjoining streets and pedestrian routes, nearby listed buildings and Lismore Circus. Uses and design should also be used to improve surveillance, deter crime and improve safety. The interface with <u>existing streets and</u> the circus <u>public space</u> presents an opportunity for well designed buildings to have a positive impact on this key open space in <u>and</u> the area and the height and massing of any redevelopment scheme will require careful consideration in this context.</p> <p><u>Where redevelopment is proposed</u> Bboth sites could sustain higher building forms than at present subject to minimising the impact on neighbouring residential properties, listed buildings and the public realm. <u>but of a sympathetic scale which does not repeat the failings of some of the existing high density development in the wider area.</u> Care should be taken in the design of any redevelopment scheme so as <u>to ensure that the design is sympathetic to</u> not to detract from the setting of the listed former church hall and St Martins Church and also the amenity of other residents.</p>	To provide greater clarity on the Council's approach to development on this site.
MIN 145	159	Site 3842 : 115-117 Wellesley	Opportunities to provide open space on these sites will be encouraged and the use of private balconies and green roofs <u>where feasible</u> would contribute to providing good residential amenity space and support local biodiversity. Developments	To provide greater clarity on the Council's

Ref	Page	Section	Modification	Reason
		Road (including 2-16 Vicars Road) and Lismore Circus & Nursery	should be designed to minimise opportunities for conflicts between uses in mixed use proposals and to protect residential properties from the noise along the railway line and achieve a good level of internal amenity for occupiers.	approach to development on this site.
MIN 146	161	Site 3943 : 19-37 Highgate Road, Former Lensham House (A&A Storage) and 25-37 Greenwood Place	The Greenwood Centre on Greenwood Place is a single storey former industrial building of about 2,000m ² which is in poor condition. It is part vacant and part occupied by the Camden Society. It is adjacent to Deane House and other larger neighbouring buildings which are occupied by a variety of office/studios and light industrial uses. To the rear are depot facilities. The Highgate Day Centre fronting onto Highgate Road provides social service and health related activities. The building in between (previously known as Lensham House) is occupied by a self-storage company providing secure storage for domestic and business purposes. Both Greenwood Centre and Lensham House are located in the Kentish Town Industry area. <u>Two parking spaces have been allocated to a Van Club scheme (akin to Car Club) adjacent to the storage facility, with the aim of reducing vehicle ownership.</u>	Further to discussions at the Examination Hearings.
MIN 147	164	Site 4044 : Kentish Town Police Station, 10a, 12a, 14 Holmes Road	The <u>Mayors Office for Policing and Crime and Metropolitan Police Authority(MPA) Service(MPAC/MPS)</u> have prepared an updated the previous Asset Management Plan <u>with proposals for their estate</u> which sets out how they will propose to 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 <u>other changes to the centralisation of custody cells,</u> patrol bases and associated operational facilities.	To ensure consistency with latest MPAC/MPS strategies.

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MIN 148	164	Site 4044 : Kentish Town Police Station, 10a, 12a, 14 Holmes Road	The Council will work with the Police to help deliver their planned improvements once they have been agreed. MPA-MOPAC/MPS 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. Whilst this site is planned to be retained to deliver policing facilities, S subject to adequate reprovision of important facilities to maintain satisfactory policing services for the Borough, the site could also be redeveloped with replacement police services and/or housing.	To ensure consistency with latest MPAC/MPS strategies.
MIN 149	16	Site 4145 : Fire Station, 20 Highgate Road	Policy 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 satisfactory orily-relocated service provision supported elsewhere. Housing is the priority land use of the Local Development Frameworkplan , therefore the provision of housing, and in particular affordable housing, is supported under CS6, DP2 and DP3, whilst the provision of some student housing on site may prove acceptable, subject to the requirements of policy DP9.	To provide greater clarity.
MIN 150	166	Site 4145 : Fire Station, 20 Highgate Road	The site is at a good location on the main road network for a fire station to serve the northern part of the Borough and the preference would be for such a facility to remain. Relocation or reprovision would need to be strongly justified to ensure that sufficient service levels are maintained . If 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.	Further to discussions at the Examination Hearings.

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			<p>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. <u>Millwall Fire Station</u>, Westferry Road E14).</p> <p>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. When considering redevelopment of this site for alternative uses, housing, and in particular affordable housing would be the preferred use in line with policies CS6, DP2 and DP3.</p>	
MIN 151	167	Site <u>4246</u> : Former Nurses Hostel, 29 New End	<p>OTHER INFORMATION</p> <p>Adjacent to Private Open Space: Christchurch Passage Open Space</p> <p>Within the setting of listed buildings: Christ Church (grade II) and Lawn House (grade II) <u>and Kendalls Hall (grade II)</u>.</p> <p>Public transport accessibility level: moderate (3)</p>	To note proximity of listed building.
MIN 152	167	Site <u>4246</u> : Former Nurses Hostel, 29 New End	<p><u>June 2012 Application submitted (2012/3089/P and 2012/3092/C) Erection of a 7 storey block to provide 17 residential units (Class C3) with associated roof terraces, plus basement parking for 17 cars, new pedestrian access, communal open space and landscaping, following demolition of existing nurses hostel</u></p>	To update relevant planning history
MIN 153	167	Site <u>4246</u> : Former Nurses Hostel, 29	<p><u>Refurbishment or R</u>edevelopment of the site for self-contained (C3) housing use, including affordable housing.</p> <p>Development will be expected to:</p>	To ensure consistency with NPPF and London Plan.

Ref	Page	Section	Modification	Reason
		New End	<ul style="list-style-type: none"> • Maximise <u>Optimise</u> the potential of the site to provide new housing (including affordable housing) • Ensure that the character of this part of the Hampstead Conservation area is <u>preserved and</u> enhanced • Ensure there are no adverse impacts on the setting of the Grade II Listed Christ Church to the north and, Lawn House to the west <u>and Kendalls Hall to the south.</u> • Protect the Christchurch Passage Open Space which lies to the north of the site. • Retain and protect existing trees on the site and on adjoining land • Reprovide the former nurses hostel floorspace as an alternative form of affordable housing unless hostel accommodation has been satisfactorily provided elsewhere 	To ensure future development acknowledges setting of listed building.
MIN 154	168	Site <u>4246</u> : Former Nurses Hostel, 29 New End	<u>Conversion or R</u> edevelopment of the site will be expected to provide new housing including affordable housing (Policy DP9) that is designed to relate well to its historic context (Policy CS14 & DP25). The designated open space (Policy CS15) which forms part of the site should be protected and not be detrimentally affected.	To provide further clarification.
MIN 155	168	Site 42: Former Nurses Hostel, 29 New End	The existing building is not considered to make a positive contribution to the Conservation Area, but it has some positive attributes, not least its relationship with neighbouring buildings and the high quality of construction. Refurbishment or redevelopment are <u>both therefore</u> appropriate options. Its replacement will <u>only</u> be supported if the new building demonstrates an appreciably high standard of design and architecture that enhances and is sensitive to the area's character and surrounding buildings. <u>Redevelopment should respect the existing -relationship</u>	To ensure future development acknowledges setting of listed building.

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			<p><u>with neighbouring buildings.</u></p> <p>Any new buildings should also be designed so that the scale and massing is sensitive to neighbours, the adjacent open space, prevailing character and topography of the area and not cause harm to the setting of the listed Christ Church to the north and, Lawn House to the west <u>and Kendalls Hall to the south.</u> No inappropriate development should take place on the designated open space which sits to the north of the site, nor intrude or detrimentally affect the open space and opportunities to enhance the qualities of this space should be addressed. Unless otherwise justified and supported by a rigorous assessment existing trees should be retained and protected as part of any scheme (with compensatory replacement as appropriate)</p>	
MIN 156	169	Site <u>4347</u> : 40-49 St Edmunds Terrace, former car park and adjacent land to south of Barrow Hill Reservoir	<p><u>The Environment Agency has identified the site as being in groundwater Source Protection Zone 1 where potentially contaminating uses would be inappropriate.</u></p>	To address Environment Agency comments.
MIN 157	169	Site <u>4347</u> : 40-49 St Edmunds Terrace,	<p><u>Oct 2012 - Permission granted on appeal (ref APP/X5210/A/12/2173598) for erection of three blocks of flats (two 6-storey blocks and one 5-storey block) with basement to provide 36 private tenure residential units (Use Class C3) and erection of 2 storey dwelling with basement (Use Class C3), following demolition of existing 8</u></p>	To update the latest planning history.

Ref	Page	Section	Modification	Reason
		former car park and adjacent land to south of Barrow Hill Reservoir	<u>flats and 2 houses (2011/5977/P)</u>	
MIN 158	170	Site 43 47: 40-49 St Edmunds Terrace, former car park and adjacent land to south of Barrow Hill Reservoir	<p>Residential-led redevelopment to optimisemake the most of this unique site whilst safeguarding the setting of and views from Primrose Hill</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • OptimiseMaximise the potential of the site to provide new housing (including affordable housing) • Be of an appropriate scale, bulk and mass so as not to appear overly dominant in the St Edmund's Terrace street scene or when viewed from surrounding parkland • Contribute towards the verdant streetscape of St Edmund's Terrace and address community safety through design • Safeguard important views from Primrose Hill • Provide on site open space and enhance the quality of adjacent spaces 	To ensure consistency with the NPPF and London Plan.