

Shaping Camden

Camden's Local Development Framework

Site Allocations Issues and Options



Have your say

We want to hear your views on this issues and options document for the future development of Camden.

Alongside the preparation of a Core Strategy and Development Policies (which are being consulted on separately), this part of the Council's Local Development Framework (LDF) deals with the potential development of land and buildings on larger sites in the Borough.

This is the first stage in the process and this consultation allows you to influence the direction of the Site Allocations document at an early stage before we develop our preferred approach.

You can pass on your views in the following ways:

- Comment on the document and the questions raised:

Where applicable, please reference your comments to the relevant question, section/page and/or site number. Responses should be sent to:

**Urban Design and Renewal
Sites Development Team
FREEPOST NAT15037
London Borough of Camden
Town Hall Extension
Argyle Street
LONDON WC1H 8EQ**

Or you can email your comments to:

planning.sites@camden.gov.uk

Please send your comments by 20 November 2008

- After taking account of comments from this first stage of consultation the Council will then prepare a preferred options document setting out preferred uses and other relevant information for sites. This second stage of consultation is currently planned to take place in May/June 2009.
- There will be other chances to get involved in later stages of Camden's Site Allocations of Land. Please let us know if you want to be kept informed.

Shaping Camden

Camden's Site Allocations Issues and Options

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Introduction

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

What are Site Allocations?

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

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

These allocations will need to reflect the Council's Core Strategy and Development Policies and the sites and buildings included will need to demonstrate that they are available and deliverable.

However, because a site is not included in this document (or the next versions) it does not imply that they are unimportant. The future availability and development of other sites will still be expected to meet the objectives and priorities of the LDF and its policies and requirements.

What does this Issues and Options document cover?

This document is the first stage in the preparation of our Site Allocations DPD. It:

- Sets out the policy context and where this document sits in relation to other LDF documents
- Explains the process for producing this DPD and how to get involved
- Highlights the Core Strategy context which underpins the broad approach
- Identifies a number of significant sites
- Seeks views on sites we have identified and any that we may have missed
- Asks other questions about how this DPD can help to deliver the Council's spatial strategy.

Relationships to other Documents and Strategies

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

- **Core Strategy** – this DPD will set out the key elements of the Council's planning vision and spatial strategy for the borough. All of our other planning documents must be consistent with it. Consultation on preferred options for our Core Strategy is taking place alongside consultation on this Issues and Options document.
- **Proposals Map**-allocated sites will be included in this part of the LDF which will provide a graphic representation of the Council's spatial policies

- **Development Policies** – this DPD will support the Core Strategy by setting out additional planning policies the Council will use when making decisions on applications for planning permission. Consultation on preferred options for Camden’s Development Policies is taking place alongside consultation on this Issues and Options document.
- **North London Waste Plan** – this DPD will set out policies relating to waste and identify sites for major recycling and other waste handling facilities in North London. It will be prepared jointly by Camden and the six other boroughs in the North London Waste Authority area.
- **Supplementary Planning Documents (SPD)** – these will provide additional detailed guidance on how the Council’s planning strategy and policies will be implemented for specific topics, areas or sites. In some cases more detailed explanation is needed to guide the development of sites and these might be in the form of planning briefs. Although SPDs will not form part of the statutory development plan for Camden, and will therefore not have the same weight in decision making, they will be important considerations in the Council’s planning decisions.
- **Local Development Scheme** – this is a list of the planning policy documents that Camden will be preparing over the next few years and the timetables for their production including this Sites Allocations DPD.

LONDON PLAN

The Mayor of London’s London Plan 2008 provides the London-wide context for borough planning policies and the documents in our Local Development Framework must be in general conformity. The London Plan provides a social, economic and environmental framework for the future development of the capital. Alongside the documents in the Local Development Framework, the London Plan forms part of the statutory development plan for Camden, the starting point for decisions on planning applications in the borough.

The London Plan has significant implications for this document as it establishes the principles on which the Core Strategy and Development Policies must be based, which in turn affect what a final Sites Allocations DPD may include. For example, it establishes the Opportunity Areas and Areas for Intensification where major new development is anticipated in London and it also requires boroughs to identify sites for zero carbon development, amongst others.

OTHER CAMDEN STRATEGIES

The Core Strategy explains in more detail how the LDF is intended to express the Council’s overarching community strategy. Our Local Development Framework documents need to take these other plans and strategies into account and how they may influence the use of Camden’s land and how these places may positively change.

They will seek to contribute to achieve the vision of Camden’s Community Strategy and other relevant strategies. Camden Together, the Council’s Community Strategy 2007 – 2012, sets out the shared vision and strategy for the borough of the Camden and its partners.

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 and the Local Implementation Plan (LIP), which sets out Camden’s transport objectives, schemes and programmes.

Sustainability Appraisal

We need to carry out a sustainability appraisal of the Core Strategy, Development Policies, Site Allocations and other Local Development Framework documents. Sustainability appraisal promotes sustainable strategies and policies through an assessment of their environmental, social and economic impacts. This allows us to identify and minimise any potential harmful impacts and maximise beneficial impacts.

At the next stages in the preparation of this DPD we will carry out an appraisal of the options considered in this paper and other options raised during consultation which will inform the development of the Council's preferred options.

What happens next?

In preparing the Site Allocations DPD we have to follow a statutory process which includes three rounds of consultation. It is expected that this whole process will take nearly three years. The next stages in this process are set out below:

- consulting on **key issues and options** (October/November 2008)
- developing the Council's **preferred options** and consulting on them, alongside a sustainability appraisal (May /June 2009)
- preparing the Site Allocations document and submitting it to the government and for consultation ("**submission**" in December 2009)
- a public **examination** where the document is assessed by an independent inspector (June 2010)
- publication of the **Inspector's report**, which is binding on the Council(November 2010)
- **adoption** of the Camden Site Allocations DPD by the Council (February 2011)

When the Council adopts the Site Allocations DPD it will, along with other Local Development Framework documents, replace the Council's current Unitary Development Plan. These will then, with the Mayor's London Plan, form the basis for planning decisions in Camden.

Following separate consultation in late 2008, and further changes, the Core Strategy and Development Policies will be ready for submission to the Government next year. The next step after the consultation on this document is for us to consider what you have told us, alongside the findings of the sustainability appraisal and the further background information we have gathered.

We will use these to develop the Council's preferred options which will take place during the next year.

We would like to know what you think

Some key questions

At this first stage of the process we would like to hear your views around the following broad issues (you do not have to comment on them all):

IDENTIFICATION OF SITES:

- Q1** What type of sites should be included?
- Q2** Do you have any comments on the sites that are currently included?
- Q3** Can you suggest other sites that should be included?
- Q4** What type of uses should be acceptable for these other sites?
- Q5** Are there particular sites that particularly lend themselves to promoting zero carbon development?
- Q6** Are there particular sites that should include Combined Heat and Power (CHP) and Combined Cooling Heat and Power (CCHP) network infrastructure?
- Q7** Are there any constraints or barriers to developing these sites? Is development achievable? In a realistic timescale?

INFORMATION ON SITES:

- Q8** What type of uses should be acceptable for the sites currently included?
- Q9** What level of detail is appropriate? What other information or guidance would be useful?
- Q10** Do any details currently included need updating or are incorrect? Are site boundaries correct?
- Q11** Are there particular sites that could help improve streets for people and public transport? Improved interchanges, cycle parking stations, new and/or safer routes?
- Q12** Are there any sites that can help to deliver infrastructure, facilities, and public spaces and improved walking routes and environments? Or meet other needs?
- Q13** Do you have any comments on the way the document could look and how it could be organised and is there anything else that this document should cover within its remit?

Camden's Spatial Objectives

Managing Growth

Camden is growing. It is estimated that its population will increase by around 35,000 people (about 15%) between 2006 and 2026, while London will grow by over a million people over the same period. Future growth in Camden will be largely due to there being more births than deaths in the borough, although in-migration will also be a factor.

The forecast growth in population will be accompanied by an increase in the number of homes, offices and other land uses in the borough. The Mayor of London's London Plan contains a target of 5,950 additional homes in Camden from 2007/8 to 2016/17, which we are expected to exceed. National planning policy also promotes increasing the supply of housing. The Sites Allocations DPD must be consistent with the Core Strategy and in general conformity with the London Plan. Camden's character and inner London location mean we face specific challenges in dealing with this growth.

A sustainable Camden that adapts to a growing population is one of the four themes within the vision of Camden Together, Camden's Community Strategy. The Community Strategy says that we will find ways to adapt to Camden's growing population while protecting, promoting and enhancing our environment for us and for future generations.

The Core Strategy is one of the main mechanisms for achieving this aim, setting out the Council's overall strategy in relation to growth, where it happens and how it is managed. This will be done by:

- Promoting specific areas for development and growth
- Making the best use of limited land
- Supporting the role of the Central London area as part of a vibrant city
- Making housing the priority land use of the LDF
- Promoting higher development standards to tackle climate change
- Promoting sustainable transport
- Promoting high quality places and excellence in design
- Improving and protecting parks and open spaces
- Ensuring the provision of facilities and services to meet identified needs
- Improving health and well-being
- Making Camden a safer place
- Promoting access to facilities and opportunities
- Protecting the amenity of residents, workers and visitors
- Securing a strong economy including support for a diverse and beneficial range of economic uses
- Supporting town centres
- Identifying infrastructure needs and programmes

The Sites Allocations DPD has to translate that strategy to the site level.

Place Shaping

Placeshaping encourages an integrated approach to development to focus on and create better social and economic environments as well as better physical environments.

By drawing together sites and proposals in specific areas, opportunities may be identified and arise around improving transport hubs, the public realm and pedestrian routes, local community infrastructure and how neighbourhoods are better integrated.

Following on from this consultation the next stage will include providing more detailed information and guidance on how the potential development of sites can contribute to this agenda and the core strategy.

Growth Areas and Development Sites

The London Plan identifies a number of locations more suitable for large scale redevelopment or significant increases in jobs and homes (called Opportunity Areas and Areas for Intensification), some of which are in Camden. These are based largely around transport interchanges where increased capacity is planned. Opportunity Areas have been identified by the Mayor on the basis that they are each able to accommodate substantial new jobs and homes. Areas for Intensification have significant potential for redevelopment for housing, employment and other uses, although at a scale less than that for Opportunity Areas. The table below sets out the Mayor's figures for jobs and homes in these areas.

London Plan growth areas in Camden (Source: London Plan; 2008)

Opportunity Areas	Minimum homes 2001-2026	Indicative jobs 2001-2026
King's Cross	2,250	25,000
Euston	1,000	5,000
Tottenham Court Road (part in Westminster)	1,000	5,000

Areas for Intensification

Holborn	200	2,000
West Hampstead Interchange	2,000	500
Farringdon/Smithfield (mainly in City of London/Islington)	100	2,000

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 and how to get the right developments in the right places.

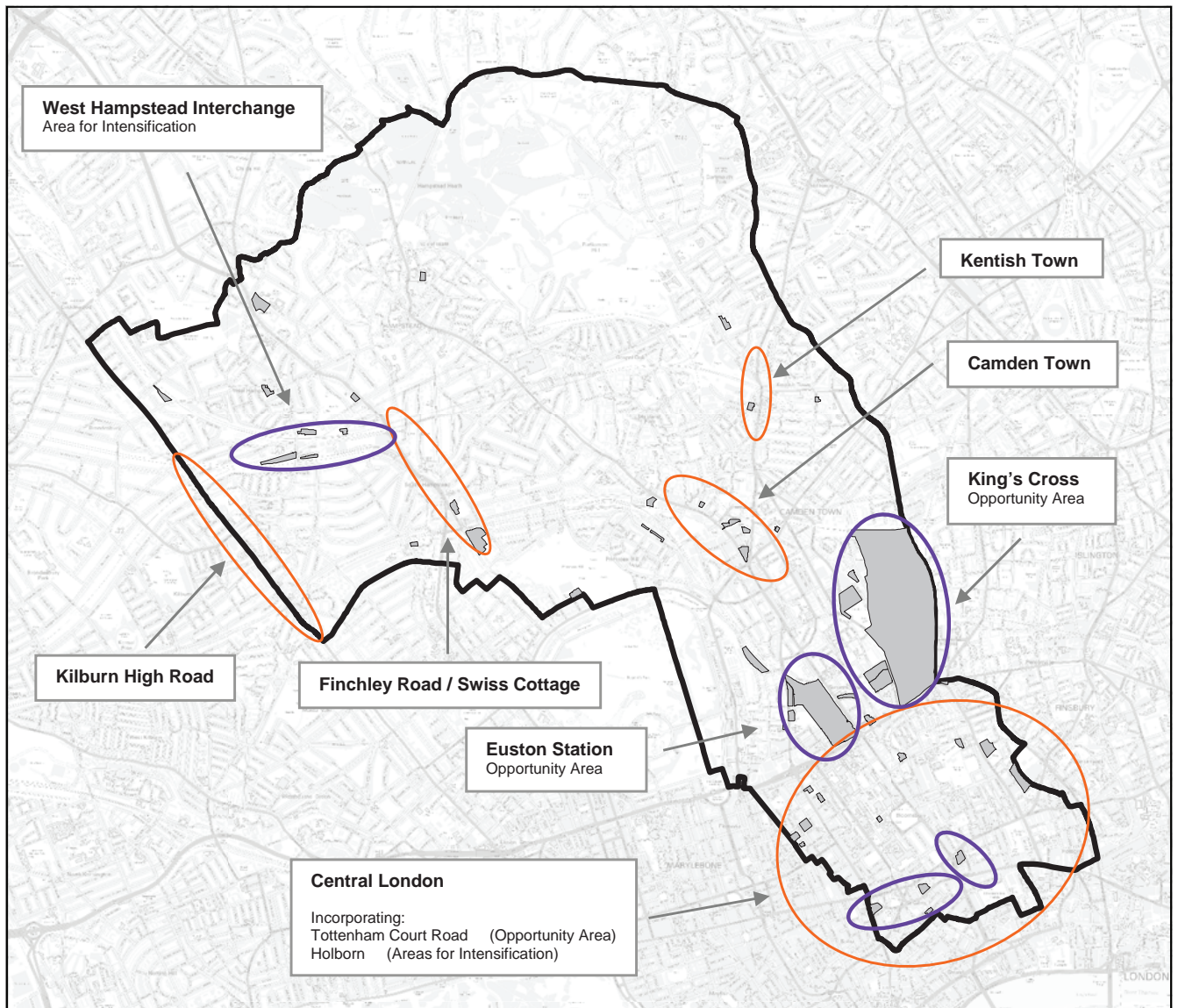
The Core Strategy Preferred Options seeks to manage growth and distribution through:

- Promoting concentrations of development at King's Cross, the Opportunity Areas of Euston and Tottenham Court Road and the Areas for Intensification of Holborn and West Hampstead Interchange.
- Promoting development opportunities at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town and Kilburn High Road
- Managing development elsewhere in line with development policies.
- Ensuring that development meets the full range of objectives of the Core Strategy, with particular consideration given to:
 - > providing uses that meet the needs of Camden's population and contribute to the borough's London-wide role,
 - > providing sustainable buildings and spaces of the highest quality,
 - > protecting and improving the amenity and quality of life of local communities, and
 - > providing necessary infrastructure and facilities.

The Council believes that the most appropriate way to manage future growth in Camden is to concentrate most development in areas with significant redevelopment opportunities at or near transport hubs, with growth at other accessible locations. This approach:

- Focuses growth on places that are already relatively densely developed, reducing pressure for substantial development in predominantly residential areas (although other development will inevitably take place throughout the borough)
- Allows us to better 'shape' places by promoting high quality design of buildings and places, securing necessary infrastructure and providing an appropriate mix of uses, including community facilities and benefits
- Promotes larger schemes in appropriate locations to increase our ability to provide more sustainable places, for example by maximising opportunities for community heating.

The following diagram broadly indicates these areas in relation to major sites that will be considered for Site Allocations. These major sites will play an important role in meeting the objectives of managing growth.



Development Sites

This section sets out a proposed list of development sites. At this early stage it primarily provides factual information on the existing planning context of a number of sites (including existing designations and permissions).

Identifying Sites

The potential for new development can occur when:

- Buildings and/or uses are no longer required and become surplus to requirements
- Needs or opportunities are identified for new uses on vacant sites
- There are opportunities for intensification involving demolition and rebuilding
- Buildings deteriorate and they come to the end of their useful life
- Land is assembled to create larger potential redevelopment sites
- “Windfalls” emerge as land ownership changes or businesses or other uses close down or relocate

Major sites considered for allocation and inclusion in the document will generally be above 0.1 hectare. Other sites may be important locally, but the document needs to focus on those most likely to make a contribution to the objectives of the Core Strategy, and new development policies will be sufficient to guide future planning decisions on other sites.

In order to fulfil the objectives of the Core Strategy site allocations must also be available, realistic and with reasonable prospects of success. A variety of sources have been considered in drawing up this consultation document including:

- Existing UDP land use schedule
- Camden Core Strategy (Draft – Preferred Options) 2008
- Annual Monitoring Report 2006/07
- Public agency asset management and development strategies
- Informal engagement with land owners and developers (consultation in March 2008)
- London Plan 2008 and Sub Regional Development frameworks
- London Housing Capacity Study 2004
- Employment Land Review 2008
- Valuation Office vacancy records
- Planning database and planning inquiries
- Analysis of previous windfall sources
- Known sites
- Research and historic site searches

We are inviting comments on these sites and suggestions for new ones

Development Sites Index

Site No.	UDP2006 Site No.	Property
Kings Cross and Surrounds		
1	26	Kings Cross Railway Lands
2	30 (A)	Midland Road Site, land rear of British Library
3	30 (B)	Midland Road/Brill Place
4	-	4 St Pancras Way (St Pancras Hospital)
5	33	Lighthouse block, Pentonville Rd
Euston Station and Surrounds		
6	12	Euston Station, Euston Road
7	20	BHS Warehouse, 132-140 Hampstead Rd
8	11	126-154 Euston Rd (former EGA Hospital)
9	-	110-122 Hampstead Road (Former National Temperance Hospital)
10	-	1-39 Drummond Crescent (Euston Traffic Garage)
11	-	Granby Terrace
Central London		
12	7	Middlesex Hospital Annex, Cleveland Street
13	25	UCLH Obstetrics Hospital, Huntley Street
14	39	Arthur Stanley House, 44-50 Tottenham Street
15	17	Grafton Way, Odeon Cinema Site
16	34	Phoenix Place
17	-	15-17 Tavistock Place
18	-	Senate House (north block) Malet Street
19	-	Eastman Dental Hospital, 256 Gray's Inn Road
20	-	Howland, Charlotte, Chitty and Whitfield Streets
21	27	Land west of Westminster Kingsway College, 45 Sidmouth Street
Central London – High Holborn Area		
22	-	12-42 Southampton Row & 1-4 Red Lion Square(HOLBORN)
Central London – Tottenham Court Road Area		
23	9	St Giles Circus/Denmark Place
24	32	The Royal Mail Sorting Office, 21-31 New Oxford Street
25	35	60-72 Shorts Gardens, 17-20 Drury Lane, 2-16 Betterton Street,

Site No.	UDP2006 Site No.	Property
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West Hampstead Interchange, Swiss Cottage and Surrounds

26	41	187-199 West End Lane
27	42	156 West End Lane
28	2	14 Blackburn Road
29	-	152-160 Mill Lane
30	28	Sub-station, Lithos Road
31	-	Swiss Cottage School, Adelaide Road
32	-	100 Avenue Road, Swiss Cottage
33	29	154 Loudoun Road/Adj 18 Alexandra Road
34	-	341 Finchley Road

Camden Town and Surrounds

35	-	Camden Underground Station
36	-	The Round House Carpark, Chalk Farm Road
37	15 & 16	Rear of 52-88 & 90-108 Gloucester Avenue & 1 Dumpton Place
38	22	6-12 Harmood Street and Rear of Chalk Farm Road
39	24	Hawley Wharf, (off Haven Street)
40	-	35 Kentish Town Road

Other Localities

41	36	St Edmunds Terrace, former car park and adjacent land to south of Barrow Hill Reservoir
42	-	Osbourne House, 111-113 Bartholomew Road
43	-	Former Nurses Hostel, 29 New End

King's Cross and Surrounds

King's Cross is the borough's largest development area providing the opportunity to create a vibrant and successful new quarter for London. It lies within Camden's Central London area and has the best public transport accessibility in London with five tube lines, suburban, national and international train services and numerous bus services. Further transport improvements planned include the Cross River Tram, Thameslink upgrade and enhancements to King's Cross Station.

The area is surrounded by the residential communities of St Pancras and 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. These communities are some of the most deprived in the country. It is therefore vital that King's Cross is redeveloped in a way that brings benefits to its surrounding communities.

The London Plan 2008 identifies King's Cross as an Opportunity Area that will accommodate a substantial amount of new jobs and homes. The London Plan expects that King's Cross will accommodate an additional 2,250 homes and 25,000 jobs between 2001 and 2026.

The Council's aspiration for King's Cross is to secure a vibrant, attractive destination with a mix of uses, in particular offices, homes, retail, leisure and community facilities, which:

- supports and increases the borough's contribution to London's role as a world business, commercial and cultural centre;
- integrates with surrounding areas and communities, economically, socially and physically;
- creates job and training opportunities for local people and contributes significantly to the regeneration of neighbouring communities;
- helps to meet the full range of housing, social and healthcare needs in Camden and beyond;
- maximises opportunities for walking, cycling and the use of public transport, to and through the area;
- enhances features of historic and conservation importance;
- meets the highest feasible environmental standards.

The Council will work with its key partners, including Islington Council, Camden PCT, British Waterways and the Police to achieve a successful development that maximises its many opportunities for housing, jobs and the local community.

The 'King's Cross Central' site received outline planning permission (including associated legal agreement) in 2006 for a high density mixed use development site. This site is expected to provide most of the anticipated homes and jobs for this area. The development of the site is likely to take 10 to 15 years, depending on market conditions.

There are four major development sites known by Council within the King's Cross, St Pancras and Somers Town area. It is expected that these will contribute to meeting these objectives outlined above which are derived from the Core Strategy. Each one of these development sites is individually set out below with some background information and context.

We are interested to hear your comments and suggestions on these sites.

Site 1: King's Cross Railway Lands



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Scale 1cm : 300m

Site Details

Area:	537,000 m ²
Ownership:	Various including Argent and Network Rail
Existing Use:	Stations and railway infrastructure, part vacant, part occupied mixed uses

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential
Opportunity Area:	Kings Cross (see Section 9 and Proposals Map)
Transport Proposals:	<ul style="list-style-type: none"> • Channel Tunnel Rail Link (TP1); • Cross Rail Line 2 (TP3); • King's Cross Underground Station (TP4); • Thameslink 2000 (TP5).
Conservation Areas:	<ul style="list-style-type: none"> • Regent's Canal Conservation Area (in part) • King's Cross/St Pancras Conservation Area
Archaeological Priority Area:	St Pancras
Open Spaces:	<p>Public: Regent's Canal (No. 90) (Metropolitan Site of Nature Conservation Importance).</p> <p>Private: Camley Street Natural Park (No.138) (Local Nature Reserve and Metropolitan Site of Nature Conservation Importance) is located within the site.</p> <p>Metropolitan Walk and Green Corridor cross the site.</p>

Other Considerations

Planning Brief adopted 14 January 2004.

The London Plan identifies King's Cross as an Opportunity Area.

The Mayor of London's Transport Strategy and the London Plan includes the Cross River Tram, and the indicative route runs adjacent to, and into/through the Opportunity Area.

Intermediate Cross River Tram stops, passenger-interchange and other infrastructure and support facilities may involve some land outside the highway boundary in this area.

Relevant Planning Applications

There have been a range of applications and approvals under a variety of legislative processes for projects such as: Channel Tunnel Rail Link; Underground Station Improvements; Thameslink upgrade; St Pancras Chambers and St Pancras International Station and King's Cross Station. The main opportunity site is for King's Cross Central which is detailed below.

King's Cross Central

Status:	Outline planning permission (2004/2307/P), granted December 2006, subject to s106. Work on site underway.
Description:	<p>Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area. The development comprises:</p> <ul style="list-style-type: none">• 1700 homes, of which 750 will be affordable, plus up to 650 units of student housing.• commercial employment space, including offices, retail and hotels• up to 25,000 jobs created• a Construction Training Centre and Skills and Recruitment Centre• a primary school and Sure Start Children Centre• leisure facilities including a sports hall, swimming pool and fitness centre and a multi-use games area• new public spaces including parks• community facilities including a primary care health centre and a walk-in health centre• a combined heat and power district heating system

Reserved Matter Applications have already started to be submitted in the context of this outline permission e.g. The Granary Building proposal for the University of the Arts.

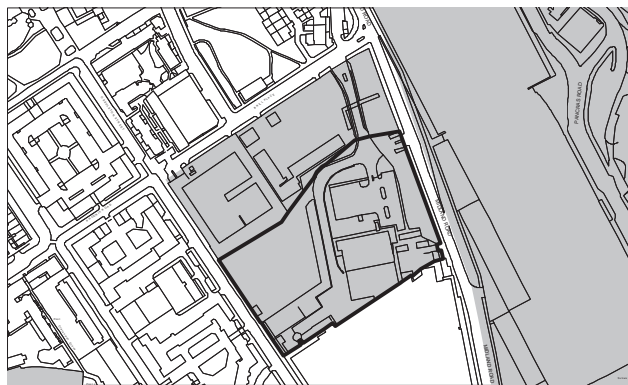
Other Information

The development of the site is likely to take 10 to 15 years, depending on market conditions.

Site 2: Midland Road Site – land to rear of British Library



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Scale 1cm : 60m

Site Details

Area:	16,470 m ²
Ownership:	British Library
Existing Use:	British Library. Uses include: conservation centre, car parking, loading bay, service access and underground facilities

Planning Context

UDP 2006 Designations

Preferred Use:	Operational needs of the British Library or mixed use including residential. (Note: This designation was drawn up in the context of a consolidated site including land to the north and different ownership boundaries)
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Central London Area

Transport Proposals (in part of site):	<ul style="list-style-type: none">• King's Cross Underground Station (TP4);• Thameslink 2000 (TP5);• Channel Tunnel Rail Link (TP1).
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Other Considerations

The planning brief (2003) adopted for the larger site to the rear of the British Library recognises the special status of the British Library and, where justified, an exception to policy SD3 (Mixed Uses) can be made in the case of academic and educational institutions. The planning brief supports an integrated and comprehensive approach to the design of this site and land to the north (see Site 3) including east -west permeability.

Opposite:	<ul style="list-style-type: none">• Listed Building: St Pancras Station (Grade I)• Conservation Area: Kings Cross/St Pancras
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Relevant Planning Applications

Property	Proposal	Status
Land rear of British Library at 96 Euston Rd (off the east of Ossulston St to the British Library site) London NW1 2DB	Creation of new vehicular and pedestrian access to the rear of the British Library to the eastern side of Ossulston St; formation of new private access road to existing British Library parking and servicing areas, including related excavation of land and installation of retaining walls and elongated mound/bund.	Current planning application (2007/0894/P)

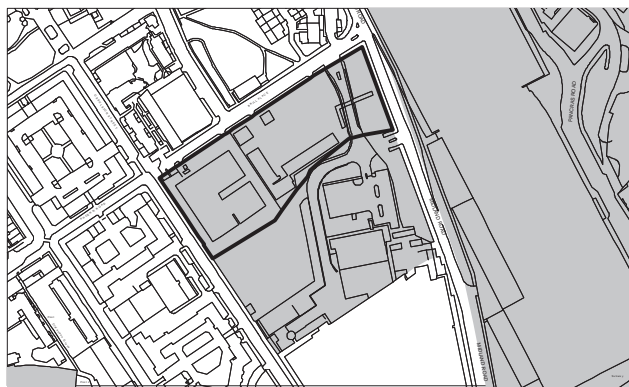
Other Information

The agent acting on behalf of the British Library has suggested a high density development on this site to be used for British Library and supporting uses. They anticipate delivery within 15 years.

Site 3: Midland Road/Brill Place



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Scale 1cm : 60m

Site Details

Area:	12,370 m ²
Ownership:	Wellcome Trust on behalf of consortium involving Cancer Research UK, The Medical Research Council, UCL [United Kingdom Centre for Medical Research and Innovation's (UKCMRI)]
Existing Use:	CTRL temporary office accommodation and construction site until 2008.

Planning Context

UDP 2006 Designations

Preferred Use:	Residential and community use (D1). (Note: This designation was drawn up in the context of a consolidated site including land to the south and different ownership boundaries)
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Central London Area

Transport proposals:	<ul style="list-style-type: none">• King's Cross Underground Station (TP4);• Thameslink 2000 (TP5);• Channel Tunnel Rail Link (TP1).
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Other Considerations

The planning brief (2003) adopted for the larger site to the rear of the British Library supports development of this site for mixed uses including housing. The planning brief also supports an integrated and comprehensive approach to the design of this site and land to the south to the rear of the British Library (see Site 2) including east-west permeability.

Opposite:	<ul style="list-style-type: none">• Listed Building: St Pancras Station (Grade I)• Conservation Area: Kings Cross/St Pancras (NE corner of the site partially within)
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Other Information

Agents acting on behalf of developer consortium have indicated they will be seeking to have the site allocated for research and development uses (Class B1b use).

Site 4 (new): 4 St Pancras Way (St Pancras Hospital)



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Scale 1 cm : 60m

Site Details

Area:	21,750 m ²
Ownership:	Camden and Islington NHS Foundation Trust
Existing Use:	Mixed health related services and health authority administrative offices (former Hospital for Tropical Diseases)

Planning Context

UDP 2006 Designations

Conservation Area:	Kings Cross/St Pancras
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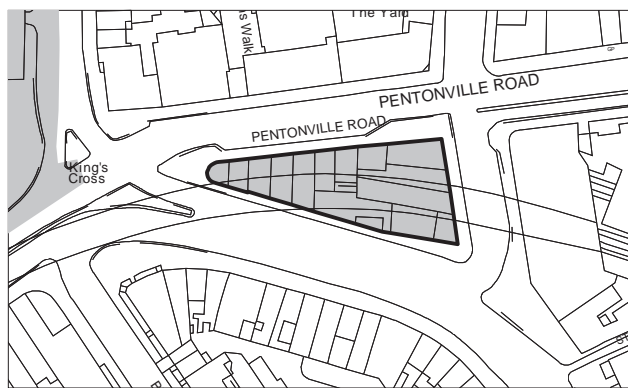
Wider Strategic Viewing Corridor

Other Considerations

Adjacent to St Pancras Gardens Public Open Space

Some buildings on the site are identified in the relevant Conservation Area Statement as both making a positive and negative contribution.

Site 5: Pentonville Road, Lighthouse block



Scale 1cm : 20m

Site Details

Area:	1,076 m ²
Ownership:	Private
Existing Use:	Partly vacant/partly occupied mixed uses including commercial/retail and residential uses: A1, A3, A5, C3 & B1

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use with retail and employment and replacement for existing residential
Transport Proposals:	Cross Rail Line 2 (TP3)
Central London Frontage	
Conservation Area:	Kings Cross/St Pancras,
Grade II Listed Buildings:	Nos. 295, 297, 378 and 380 Pentonville Road
Archaeological Priority Area:	Battle Bridge
Central London Area	
Strategic Viewing Corridor	

Relevant Planning Applications

Property	Proposal	Status
372-380 Grays Inn Rd, and 285-297 Pentonville Rd and 368-370 Grays Inn Rd	Redevelopment behind retained façade at, and construction of a new replacement building to provide new office accommodation at floors 1-3, and use of larger ground floor unit for either retail or food and drink, and smaller units facing Pentonville Rd and kiosk facing Grays Inn Rd for retail, plus a two bedroom residential.	Resolved to grant Planning permission subject to s106. (Ref:PSX0004539R4)

Euston Station and Surrounds

Euston is one of London's major transport hubs, served by rail, the Underground and many bus routes, and is also a significant area of housing and employment. The wider Euston area contains the headquarters of a number of major companies and public bodies (mainly along Euston Road) and is home to established residential communities, for example Somers Town to the east of the station, many of which are relatively deprived. Euston Station and Euston Road provide the location's dominant characteristics but create substantial barriers to movement through the area.

Network Rail has plans to remodel Euston Station to tackle overcrowding and the current poor quality environment. The scope of development will depend on operational rail requirements, the degree of station renewal, transport capacity, use of space over the station, strategic viewing corridors and other considerations. There are also a number of other potential development sites in the vicinity including the former BHS depot site and the National Temperance Hospital, both on Hampstead Road.

The London Plan expects a minimum of 1,000 new homes and 5,000 new jobs to be provided in the area between 2001 and 2026. The Council and its partners will work to make sure that change in the area brings significant improvements to the opportunities and quality of life of local people, as well as improving the area's wider contribution to London.

The Council is currently producing a Planning Framework for the Euston Area which will provide more detailed information on the area and the Council's approach to its development.

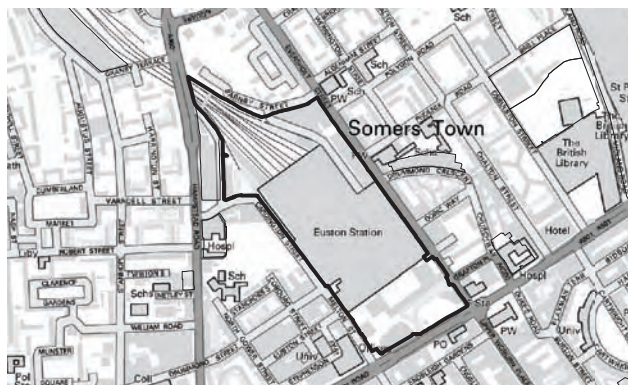
The Council's aspirations for the area include –

- securing a high quality, sustainable mixed use development with a significant amount of offices and homes, including affordable housing and facilities that meet local community needs;
- creating a new station of the highest possible quality and securing substantial improvement interchanges between all modes of public transport;
- substantially improving walking links and connections through the area and to neighbouring areas, particularly to Somers Town and King's Cross in the east and to west Euston;
- improving public spaces and the local environment, including the provision of open space where practicable;
- making sure that change in the area brings benefits to local communities as well London as a whole and those travelling to and through Euston.

There are six major development sites known by the Council within the Euston Station and surrounding area. It is expected that these will contribute to meeting these objectives outlined above which are derived from the Core Strategy. Each one of these development sites is individually set out below with background information and context.

We are interested to hear your comments and suggestions on these sites.

Site 6: Euston Station, Euston Road



Scale 1cm : 150m

Site Details

Area:	116,600 m ²
Ownership:	Various including: Network Rail, Sydney and London and Royal Mail (Euston Square Gardens are managed by London Borough of Camden).
Existing Use:	Station/ transport interchange, with associated retail and food outlets, offices (B1) and distribution depots (B8), open space.

Planning Context

UDP 2006 Designations

Preferred Use:	Improved transport interchange, and mixed use including residential.
Public Open Space:	Euston Square (No. 37)
Conservation Area:	Bloomsbury CA (in part)
Listed Structures (Grade II):	<ul style="list-style-type: none"> • The two lodges, the war memorial located in Euston Square gardens; • the statue of Robert Stephenson in Euston Station forecourt; • the railings along Euston Square and 163-203 Eversholt Street.

Other Considerations

The London Plan indicates that Euston Station lies within an Opportunity Area where, subject to improved public transport accessibility and capacity, higher density development could produce significant numbers of new homes and jobs.

The Mayor of London's Transport Strategy and the London Plan include the Cross River Tram and the indicative route runs adjacent to this site. Intermediate Cross River Tram stops, passenger-interchange and other infrastructure and support facilities may involve some land outside the highway boundary in this area.

Euston Square is protected by the London Square Preservation Act 1931.

Euston Station Planning Framework has been adopted by the Council for consultation in July 2008. Other framework sites within this document include: 7, 9, 10 & 11.

Other Information

British Land and Network Rail announced their partnership for redevelopment of the station in April 2007. Planning applications are anticipated in late 2009 / early 2010.

Site 7: 132-140 and 142 Hampstead Road



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Scale 1cm : 50m

Site Details

Area:	6,200 m ²
Ownership:	Derwent London & others.
Existing Use:	Warehouse and offices; and petrol filling station.

Planning Context

UDP 2006 Designations

Preferred Use:	Retain employment usage (including B8 and flexible B1 uses) with residential where appropriate.
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Partially within Primrose Hill viewing corridor

Other Considerations

Adjacent to Euston Station (Land Use Proposal No. 14)

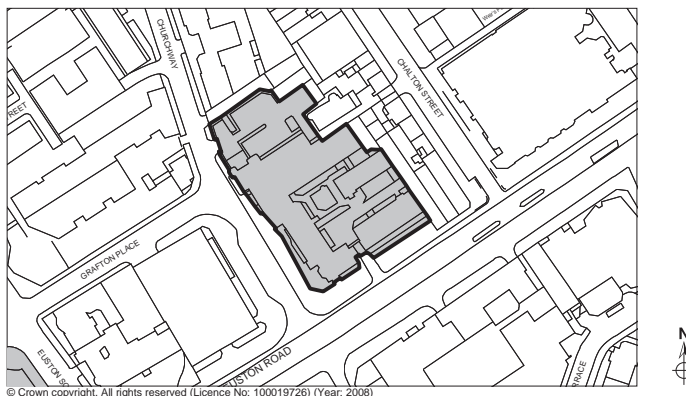
Adjacent to Public Open Space: BHS Garden (No. 9)

Part of Euston Station Framework (framework sites within this document include: 6, 9, 10 & 11).

Relevant Planning Applications

Property	Proposal	Status
132-142 Hampstead Road	Development of the site to provide 24,220 sq m of B1 floorspace and 4,785 sq m of B8 floorspace in two separate buildings.	Outline permission (PSX0204398) granted by appeal on 01/4/03
132-142 Hampstead Road	Development of the site to provide 24,220 sq m of Class B1 floorspace, 2,125 sq m of Class B8 floorspace and 6,560 sq m of Class C3 residential floorspace in two separate buildings.	Outline permission (PSX0205078) granted by appeal on 01/4/03

Site 8: 126-154 Euston Rd (Former EGA Hospital)



Scale 1cm : 30m

Site Details

Area:	3,600 m ²
Ownership:	Unison.
Existing Use:	Vacant. Former hospital and nurses' accommodation.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed-use including residential.
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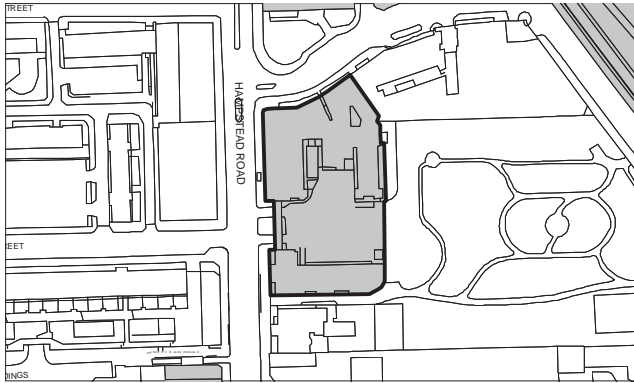
Central London Frontage (in part of)

Listed building (Grade II)

Relevant Planning Applications

Property	Proposal	Status
Former EGA Hospital 126-144 Euston Road London NW1 2AP	Demolition of buildings on site (apart from listed wing building) and redevelopment to provide offices, housing and retail floorspace, disabled car parking and associated access and landscaping.	Resolved to grant permission March 2008 subject to s106 agreement (unsigned as at 7 August 2008). (2007/3736/P)
Former EGA Hospital 126-144 Euston Road London NW1 2AP	Outline application refused for redevelopment to provide 2,250 sq m residential floorspace, and 19,600 sq m of office floorspace (B1).	Refused May 2001. (PSX0005125)

Site 9 (new): 110-122 Hampstead Road (Former National Temperance Hospital)



Scale 1cm : 30m

Site Details

Area:	3,500 m ²
Ownership:	Medical Research Council.
Existing Use:	Vacant. Former hospital (National Temperance Hospital).

Planning Context

UDP 2006 Designations

Strategic Viewing Corridor

Central London Frontage

Other Considerations

Adjacent to St James' Garden Public Open Space

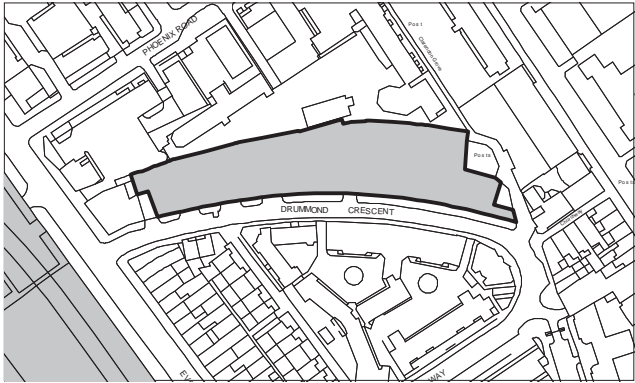
Part of Euston Station Framework (framework sites within this document include: 6, 7, 10 & 11).

The Hospital closed in the 1980s. Most recent uses have included various health and hospital related support and administrative services, and archives and record storage (mixed Class B1/D1/sui generis).

Other Information

Originally purchased by Medical Research Council in advance of subsequent purchase of the Brill Place site (Site no. 3 in this document).

Site 10 (new): 1-39 Drummond Crescent (Euston Traffic Garage)



Site Details

Area:	3,500 m ²
Ownership:	Metropolitan Police Authority.
Existing Use:	Police vehicle depot.

Planning Context

UDP 2006 Designations

Central London Area

Other Considerations

Part of Euston Station Framework (framework sites within this document include: 6, 7, 9, & 11).

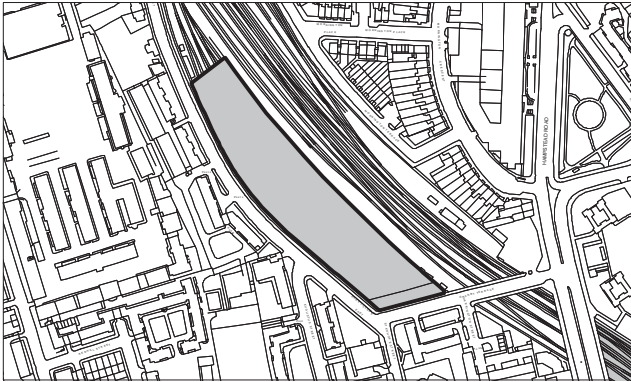
Other Information

The Metropolitan Police Authority has advised that the property may become available for redevelopment in the medium term in conjunction with the potential restructuring of service delivery and property. This is subject to identifying alternative accommodation.

Site 11 (new): Granby Terrace



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Scale 1 cm : 60m

Site Details

Area:	11,400 m ²
Ownership:	EWS Network Rail.
Existing Use:	Vacant. Previous use was for a Royal Mail train servicing depot which has relocated.

Planning Context

UDP 2006 Designations

Strategic viewing corridors

Other Considerations

Part of Euston Station Framework (framework sites within this document include: 6, 7, 9 & 10).

Other Information

The agent acting on behalf of the development team (comprising Gladedale Homes and John Laing) has advised that they are working with EWS Network Rail and expect ownership will ultimately be transferred to them. They suggest that the site is suitable for residential and employment (B8) development, comprising 480 dwellings and a distribution service (rail to van), and anticipate development within 5 years.

Central London

The southern part of Camden plays an important part in providing the vibrancy, diversity and identity that makes Camden such a popular place to visit and live in. It forms part of Central London whose unique role, character and mix of uses provides much of the capital's distinctiveness. Camden's Central London area:

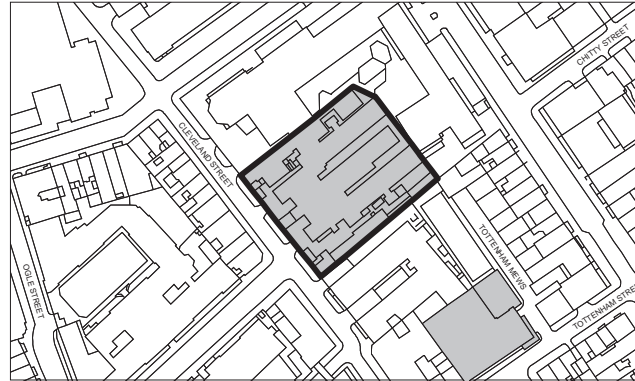
- is a key part of the nation's capital and a major international city;
- is part of London's Central Activities Zone (CAZ) – see below;
- is a major business and employment centre;
- has a significant residential population adding to its life, diversity and supporting economic and other functions;
- has a concentration of local and nationally important medical, research and higher education institutions;
- is a significant retail centre, with Central London Frontages, neighbourhood centres and specialist shopping areas;
- contains many other uses including legal, health and professional services; food, drink and entertainment and cultural and tourism uses;
- contains many areas with their own characters and identities – e.g. Covent Garden, Fitzrovia, Museum Street area, Hatton Garden;
- has many areas with a high quality and/or historic environment – for example conservation areas, listed buildings and London squares;
- is highly accessible by public transport.

Central London experiences the most intense development pressures in the borough. The Council will seek to promote a successful Central London area while balancing its, sometimes conflicting, uses and roles. Central London is the location of most of Camden's growth areas (King's Cross, Euston, Tottenham Court Road, and Holborn). Development in these areas should contribute to the success of Central London economically, through providing new jobs and space for businesses; environmentally, by being of high quality design and contributing to improving open space, and socially, by providing new homes and supporting community facilities.

A large number of development sites within Camden are within the Central London area. It is expected that these will contribute to meeting these aspirations outlined above which are derived from the Core Strategy. Each one of these development sites is individually set out below with some background information and context.

We are interested to hear your comments and suggestions on these sites.

Site 12: Middlesex Hospital Annexe, Cleveland Street



Scale 1cm : 30m

Site Details

Area:	3,003 m ²
Ownership:	UCLH NHS Trust.
Existing Use:	Vacant hospital (outpatients) with ancillary offices.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed uses, predominantly residential.
Conservation Area:	Charlotte Street CA. (identified as building of historic interest in the related CA statement)

Wider Strategic Viewing Corridor

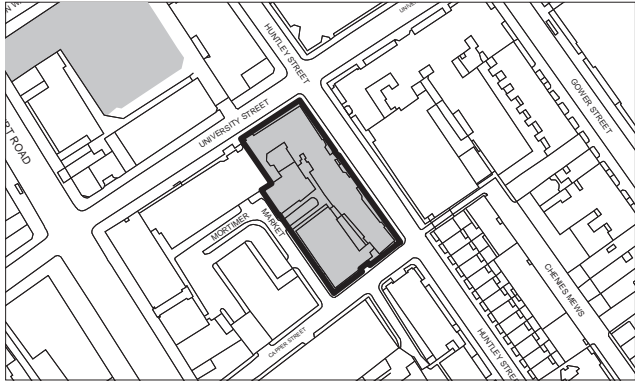
Central London Area

Other Considerations

A determination for Listing is with the Secretary of State (Department of Culture, Media and Sports) at August 2008.

This is a surplus NHS Trust site identified as an associated affordable housing site as part of the s106 agreement (dated 1 July 2004) related to the main UCLH redevelopment scheme (parent permission no. PS9604299).

Site 13: UCLH Obstetrics Hospital, Huntley Street



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Scale 1cm : 30m

Site Details

Area:	2,177 m ²
Ownership:	UCLH NHS Trust.
Existing Use:	Hospital (Elizabeth Garret Anderson Hospital pending relocation to phase 2 of the new UCLH hospital).

Planning Context

UDP 2006 Designations

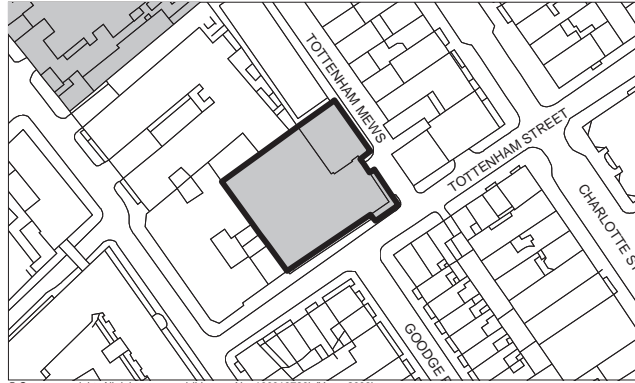
Preferred Use:	Mixed use, predominantly residential or C2/D1 (hospital/health).
Strategic Viewing Corridor	
Central London Area	

Other Considerations

Adjacent to Bloomsbury Conservation Area.

A Section 106 agreement for the main hospital redevelopment (site bounded by Euston Road, Gower Street, Grafton Way, Beaumont Place and Tottenham Court Road) secures the provision of affordable housing for the whole package and identified this site as a potential location.

Site 14: Arthur Stanley House, 44-50 Tottenham Street



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Scale 1cm : 20m

Site Details

Area:	1,058 m ²
Ownership:	Part UCLH NHS Trust, part private freehold.
Existing Use:	Vacant hospital (outpatients) with ancillary offices and educational use.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed uses, predominantly residential.
Conservation Area:	Charlotte Street CA.

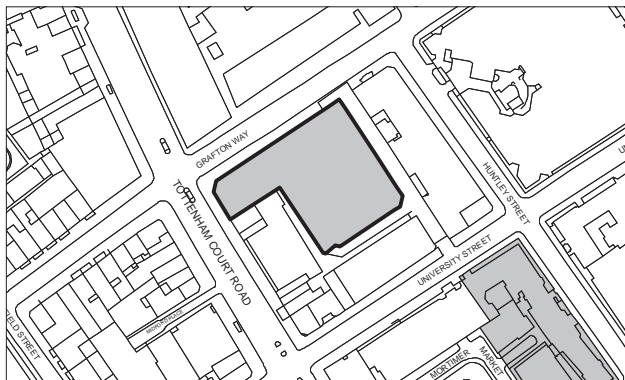
Other Considerations

A Section 106 agreement for the main hospital redevelopment (site bounded by Euston Road, Gower Street, Grafton Way, Beaumont Place and Tottenham Court Road) secures the provision of affordable housing for the whole package and identified this site as a potential location.

Other Information

Tottenham Mews mental health resource centre lies adjacent to this building and may be subject to future development proposals.

Site 15: Grafton Way, Odeon Cinema Site



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Scale 1cm : 30m

Site Details

Area:	2,240 m ²
Ownership:	UCLH NHS Trust.
Existing Use:	Clear site.

Planning Context

UDP 2006 Designations

Preferred Use:	C2/D1 or Mixed use, predominantly residential and C2/D1.
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Central London Area

Strategic viewing corridor

Relevant Planning Applications

Property	Proposal	Status
Former Odeon site Grafton Way/Tottenham Court Road London, W1	Erection of a building for hospital use (C2) comprising 3 basement levels for car parking, ground floor for community health facilities, and 1st to 5th floors as hospital, and related support accommodation.	Permission granted subject to s106 August 2004 (PSX0005046)

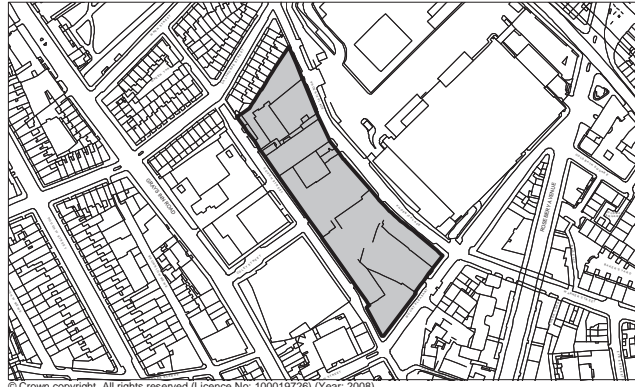
Other Information

New health priorities and service delivery mean that this permission unlikely to be implemented and new proposals will emerge in the future for new health and medical related facilities.

Site 16: Phoenix Place



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Scale 1cm : 60m

Site Details

Area:	11,730 m ²
Ownership:	Royal Mail.
Existing Use:	Car park and post office use.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use with predominantly residential use and post office operational needs.
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Archaeological Priority Area:	London Suburbs (partly located in).
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Strategic viewing corridor (partly located in)

Central London Area

Other Considerations

Planning Brief (No. 34) approved 9 April 2002.

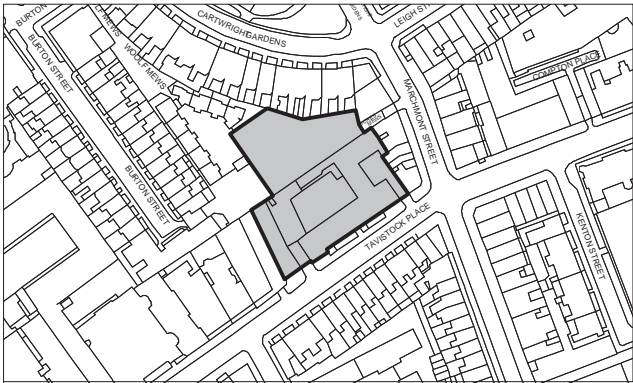
Other Information

The site is part of a much larger Royal Mail operational holding formed with the adjacent Mount Pleasant mail centre that is located in the London Borough of Islington.

The Royal Mail has been reviewing its operational needs across its portfolio and it is possible that land will become available for redevelopment.

It is understood that Royal Mail would need to utilise this site during the reconstruction phase of any potential mail centre redevelopment.

Site 17 (new): 15-17 Tavistock Place



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Scale 1cm : 30m

Site Details

Area:	2,700 m ²
Ownership:	London School of Hygiene and Tropical Medicine.
Existing Use:	Vacant. Formerly British Transport Police (offices and depot).

Planning Context

UDP 2006 Designations

Conservation area:	Bloomsbury CA
Central London Area	
Strategic viewing corridor	

Other Considerations

Adjacent to listed buildings to the north.

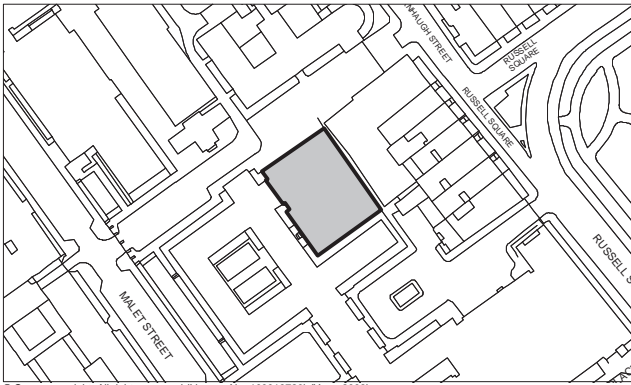
Other Information

LSHTM are currently refurbishing the existing building and will soon occupy it. They have indicated intentions to expand into the rear of site by approximately 40, 000m² of office space, and anticipate development by 2012.

Site 18 (new): Senate House (north block) Malet Street



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Scale 1cm : 30m

Site Details

Area:	1,220 m ²
Ownership:	University of London (Freeholder).
Existing Use:	Vacant. Grassed area.

Planning Context

UDP 2006 Designations

Conservation area:	Bloomsbury CA
Central London Area	

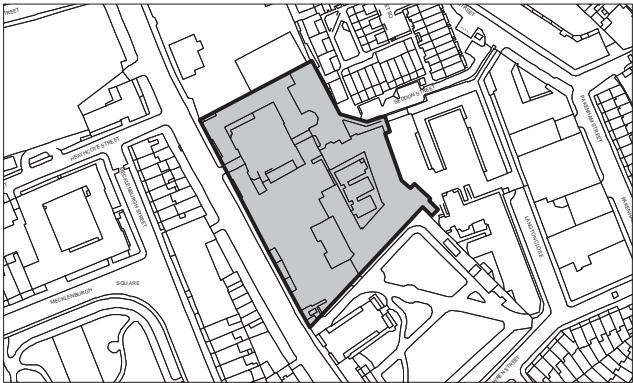
Other Considerations

Adjacent to Listed Building (grade II*)
Opposite a number of Listed Buildings

Other Information

The University of London has advised that this area makes up an uncompleted section of the existing building which has been planned but never constructed. They have advised that any proposed building will match the existing building (4 floors + ground + basement) and will be used for higher education use (class D1c use). They anticipate development within 5 years.

Site 19 (new): Eastman Dental Hospital, 256 Gray's Inn Road



Scale 1cm : 40m

Site Details

Area:	8,500 m ²
Ownership:	UCLH NHS Trust.
Existing Use:	Hospital and medical/dental school (Eastman Hospital).

Planning Context

UDP 2006 Designations

Conservation area:	Bloomsbury CA (In part of site fronting Grays Inn Road)
Wider strategic viewing corridor	
Central London Area	

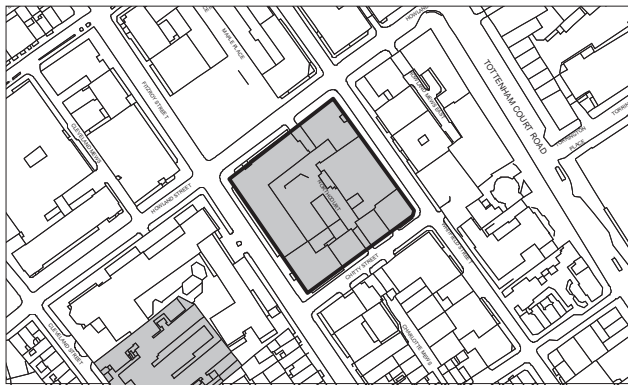
Other Considerations

Listed Building: Eastman Hospital (grade II)
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Other Information

The agent acting on behalf of UCLH NHS Trust has advised that the existing dental services on site will be relocated to further phases (3A/3B) of the UCLH hospital redevelopment. Though there are currently no detailed plans for this phase and implementation would be some years in the future. Subject to this relocation they have indicated that this site should be allocated for residential development.

Site 20 (new): Howland, Charlotte, Chitty and Whitfield Street



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Scale 1cm : 40m

Site Details

Area:	5,165 m ²
Ownership:	Derwent London.
Existing Use:	Offices (B1).

Planning Context

UDP 2006 Designations

Conservation area:	Charlotte Street CA
Strategic viewing corridor	
Central London Area	

Other Considerations

Adjacent to Listed Building (grade II*)	Opposite a number of Listed Buildings
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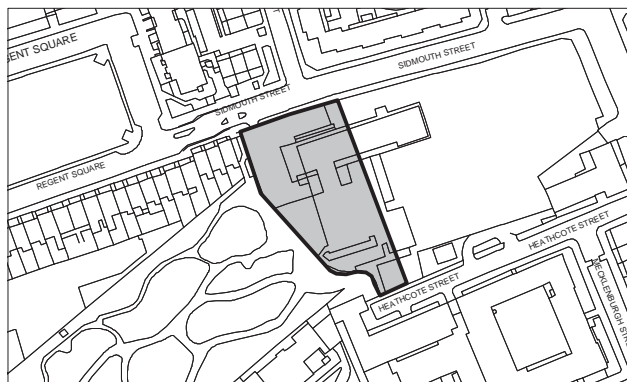
Other Information

The agent on behalf of the owner has suggested a commercial (office/retail) use with substantial increase in floorspace. They anticipate the likely timeframe for development will be 6-10 years.

Site 21: Land west of Westminster Kingsway College, 45 Sidmouth Street



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Scale 1cm : 30m



Site Details

Area: 2,575 m²

Ownership: Private.

Existing Use: Vacant.

Planning Context

UDP 2006 Designations

Preferred Use: D1 or mixed use including residential with D1, and small scale B1 or D2 (leisure/cultural facilities) as part of a mixed use scheme. (Note: This designation applies to a larger site which includes the College).

Conservation Area: Bloomsbury

Central London Area

Relevant Planning Applications

Property	Proposal	Status
Westminster Kingsway College, 45 Sidmouth Street, London, WC1H 8JB	Redevelopment to provide new part 4, part 5 storey (plus roof plant) college building (Class D1) and two four storey residential buildings comprising 25 private and 12 affordable self-contained flats, 18 basement car parking spaces, provision of new roadway, associated access and landscaping.	Permission granted subject to s106 April 2006 (2006/0427/P)

Other Information

This site forms the residential section of the site to which the planning permission applies. It is understood that this section of land has now been sold by Westminster Kingsway College.

The college element of the planning permission is currently under construction.

Central London – High Holborn Area

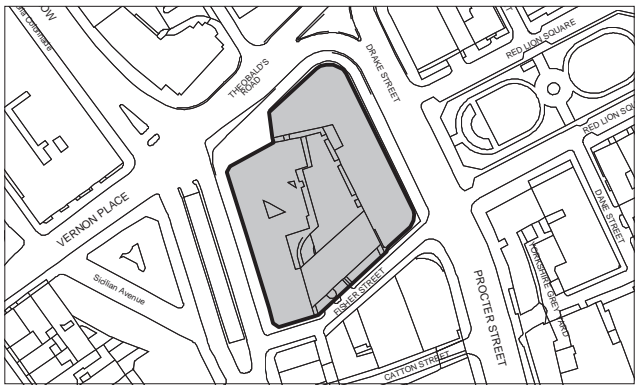
Holborn is a predominately commercial area, with a small residential community, focussed around Holborn underground station. Improvements to public transport accessibility are planned with the Cross River Tram due to pass through the area. High Holborn, from New Oxford Street to Holborn Circus, and most of Kingsway are designated as Central London Frontages, recognising their role as a shopping and service centre for workers and residents. Some of the area and much of its immediate surroundings are designated as conservation area. The area lies close to the growth area at Tottenham Court Road (see above).

The area's potential for intensification is largely from the redevelopment of existing properties, particularly offices, at higher densities. The London Plan expects a minimum of 2,000 new jobs and 200 new homes to be provided in the area between 2001 and 2026.

The Council's aspirations for the area include:

- provision of a mix of uses, with offices and housing as the predominate uses;
- provision of appropriate retail and service uses in the Central London Frontage and taking opportunities to introduce retail uses where the continuity of the frontage is currently broken;
- improvements to the street environment, in particular pedestrian environment to and around Holborn Underground station;
- improved connections with the City of London, the Tottenham Court Road area and other neighbouring areas, in particular, making walking and 'way-finding' easier;
- appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- high quality, sustainable design that respects its sensitive surroundings.

Site 22 (new): 12-42 Southampton Row & 1-4 Red Lion Square



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Scale 1cm : 30m

Site Details

Area:	4,500 m ²
Ownership:	University of the Arts London.
Existing Use:	Education – University.

Planning Context

UDP 2006 Designations

Central London Area	
Archaeological Priority Area	
Conservation area:	Kingsway CA (partly located in)
Listed building (grade II) fronting Southampton Row	

Other Information

UAL relocating to the Granary building in the King’s Cross development and due to commence operation in 2011.

Central London – Tottenham Court Road Area

This area is centred on Tottenham Court Road Underground station and includes parts of Camden and Westminster. It is well served by public transport and this is due to be enhanced further as part of the development of Crossrail. Planned transport improvements include a new Crossrail station, likely to be immediately to the south of, and linked to, Tottenham Court Road underground station and an enlarged Underground station ticket hall. Much of the area is designated as conservation area and it contains a number of listed buildings. There is also a significant residential population in and around the area.

Although the area is already well developed it contains a number of development sites which give an opportunity to improve and enhance the location's environment, mix of uses and links to neighbouring areas to create an attractive, safe and vibrant place. The London Plan expects a minimum of 1,000 new homes and 5,000 new jobs to be provided in the area between 2001 and 2026. The Camden Site Allocations document will identify the main development opportunities in the Tottenham Court Road area and set a framework for development within the area. The housing trajectory in the Camden Annual Monitoring Report shows how sites in the area will contribute towards meeting the borough's housing targets.

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

- a balanced mix of uses, including housing and affordable housing, significant provision of offices and other employment opportunities, community facilities, and retail to support the Central London Frontages of Charing Cross Road, Tottenham Court Road and the western end of New Oxford Street;
- an excellent public realm, with an improved network of safe and attractive places and routes for pedestrians and cyclists, that successfully links to neighbouring areas (particularly the growth area at Holborn, Covent Garden, Bloomsbury and Oxford Street) and reduces the dominance of traffic in the area;
- maximise densities compatible with local context, sustainable design principles and public transport capacity;
- development of the highest quality, sustainable design, as befits a historic area in the heart of London, which preserves local amenity and seeks to enhance and preserve the character and appearance of conservation areas;
- remedying the lack of open space in the area through on-site provision or contributions to assist in the provision of new spaces (in accordance with the Area Framework).

The Council has prepared an Area Planning Framework for the Tottenham Court Road and St Giles High Street area (2004) and planning briefs for three major development sites within it. Westminster has also produced planning briefs for sites in within their part of the area. We will work with Westminster to achieve our vision and objectives for the area.

There are a number of major development sites known by Council within this area. It is expected that these will contribute to meeting these objectives outlined above which are derived from the Core Strategy. Each one of these development sites is individually set out below with some background information and context.

We are interested to hear your comments and suggestions on these sites.

Site 23: St Giles Circus/Denmark Place



Scale 1cm : 30m

Site Details

Area:	3,635 m ²
Ownership:	Private.
Existing Use:	Offices, residential & retail.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed-use, including residential with B1 (offices) and retail.
Transport Proposal:	Cross Rail 1 (TP2)
Central London Frontage (partly located within)	
Central London Area	
Conservation Area:	Denmark Street
Listed Buildings (Grade II):	<ul style="list-style-type: none">• 20 Denmark Place• 26, 27 Denmark Street• 59 St Giles Street
Archaeological Priority Area:	London Suburbs

Other Considerations

An Area Framework and Planning Brief drafted by the Council envisage a mixed-use development on the site that contributes to the provision of a significant number of new homes and jobs, and new vitality through new retail and leisure activities.

This site is close to Tottenham Court Road Station. The London Plan indicates that Tottenham Court Road Station lies within an Opportunity Area where, subject to improved public transport accessibility and capacity, higher density development could produce significant numbers of new homes and jobs.

The site is opposite a number of listed buildings, including Centrepont.

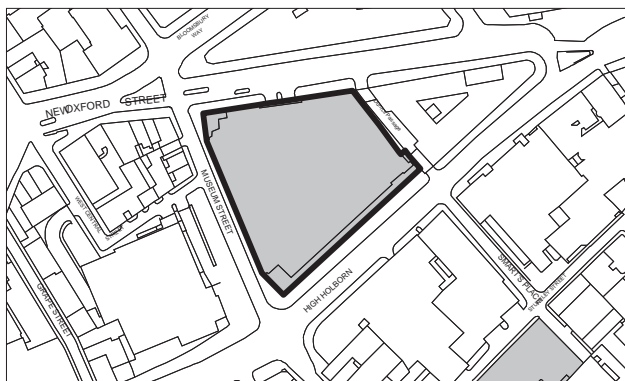
Relevant Planning Applications

Property	Proposal	Status
St Giles Circus Development 126-148 Charing Cross Road 1-6 & 15-23 Denmark Place 17-27 Denmark Street and 52- 59 St Giles High Street WC2	Part redevelopment part refurbishment and change of use to provide offices B1c studios residential retail and restaurant museum and ancillary plant and servicing	Planning Application (9000462) refused by Council March 1991 and dismissed at appeal in 1992.
Site at Denmark Street, Denmark Place, St Giles High Street, Andrew Borde Street and Charing Cross Road, WC1	Part refurbishment and development to create mixed-use quarter.	Full Planning Application made January 2001 (PSX0104081) . Withdrawn in October 2001.

Other Information

Delivery of development of this site will be affected by Cross Rail and Tottenham Court Road Station infrastructure works/projects.

Site 24: 21-31 New Oxford Street, Royal Mail Sorting Office



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Scale 1cm : 30m

Site Details

Area:	3,964 m ²
Ownership:	Private.
Existing Use:	Vacant postal sorting office – sui generis use.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential.
Transport Proposal:	Cross Rail 1 (TP2) (partly located in)
Archaeological Priority Area:	London Suburbs

Other Considerations

An Area Framework and Planning Brief drafted by the Council envisage 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.

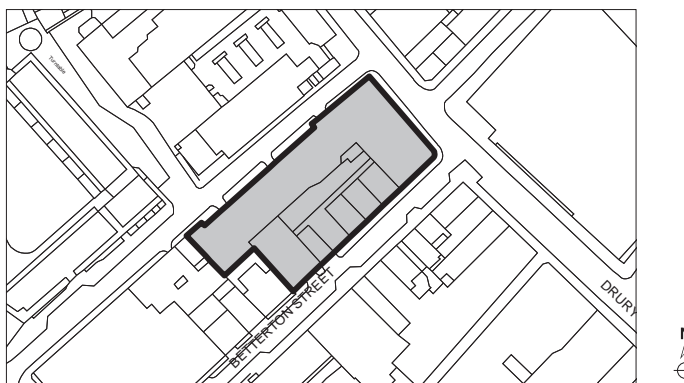
Relevant Planning Applications

Property	Proposal	Status
21-31 New Oxford Street, WC1	Change of use and works of conversion from post office sorting depot and offices to a mixed use development comprising a Museum Study Centre with storage and ancillary uses (D1), uses within Classes (A1, A2 and A3), offices (B1) fitness club (D2) and hotel accommodation (C1)	Full Planning Permission (PS9704327R3) granted subject to s106 on April 1999.
21-31 New Oxford Street WC1	Part refurbishment and development to create mixed-use quarter. Change of use from post office sorting office to a museum support centre within basement and floors 1-3 and mezzanine floors; Retail (A1, A2, A3) on 2 000 square metres of the ground floor fronting Museum Street; and to use offices (B1) on floors 4-6.	Full Permission granted May 2005 (PL/9500266/R1) Permission renewed in June 2000 (PSX0004104)

Other Information

Minor implementation works are understood to have taken place in relation to planning permission PS9704327R3, with no further construction activity on site.

Site 25: 60-72 Shorts Gardens, 17-20 Drury Lane, 2-16 Betterton Street



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Scale 1cm : 20m

Site Details

Area:	1,610 m ²
Ownership:	EDF Energy.
Existing Use:	Offices and Electricity sub-station (sui generis).

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential as the major use and small scale A1, B1 and D1 uses on the ground floor.
Conservation Area:	Seven Dials (Covent Garden)
Archaeological Priority Area:	London Suburbs
Transport Proposal:	Cross Rail 1(TP2)

Other Considerations

Planning Brief (No. 35) approved 9 April 2002, which supports a predominantly residential scheme.

Relevant Planning Applications

Property	Proposal	Status
60-70 Shorts Gardens, WC2	Continued use of the first, second and third floors as offices	Full Planning Permission (PS9804253). Granted 1998.
62-72 Shorts Gardens & 14-16 Betterton Street London WC2H 9AU	Alterations, extension (including roof extensions) and refurbishment of existing commercial/office use (Class B1), change of use of ground floor of Shorts Gardens to create small units (Class A1/A2 and D2), and change of use of basement to either B1/D1 or D2 use.	Full Planning application (2008/1401/P). Current.

West Hampstead Interchange, Swiss Cottage and Surrounds

The **West Hampstead Interchange area** is highly accessible by public transport and is a significant interchange with three stations (served by London Underground, Thameslink and London Overground) and a number of bus routes. However, links between these are poor and require improvement. Transport for London have been developing proposals to improve the interchange between the three stations and bus services along West End Lane, including remodelled station entrances and street improvements. There are also opportunities for redevelopment of under-utilised sites, particularly alongside the railway lines. The London Plan expects a minimum of 2,000 new homes and 500 new jobs to be provided in the area between 2001 and 2026.

The Council seeks improvements at West Hampstead Interchange to include:

- a mix of uses, including substantial new housing; town centre, employment and community uses; and open space;
- improved transport interchange accessibility and capacity and improved pedestrian and bicycle movement and routes;
- a substantially improved street environment;
- sustainable and safe design of the highest quality that respects the character of West Hampstead.

The **Swiss Cottage area** is a highly accessible location and can also expect to experience some future development but to a lesser degree than the main growth areas.

The Swiss Cottage area forms part of the Finchley Road /Swiss Cottage Town Centres which comprise the second largest of Camden's centres. The main shopping area runs from the O2 Centre, with its concentration of food, drink and entertainment uses, to Swiss Cottage Underground Station, while the refurbished Swiss Cottage Leisure Centre and the listed Swiss Cottage Library provide a focus to the south.

The centre runs either side of the busy A41 Finchley Road, which creates a barrier between the two sides of the centre and presents difficulties in pedestrian movement and a poor environment for visitors. The road is part of the Transport for London Road Network (TLRN)/Red Route network. It is therefore the direct responsibility of Transport for London rather than the Council.

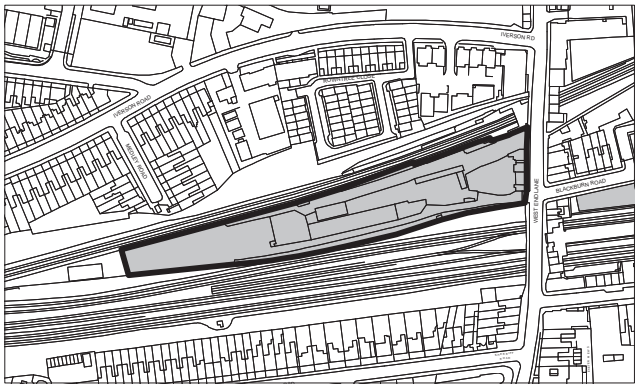
The Council will support the core shop area and control the level and concentration of food, drink and entertainment uses in line with the Council's Planning Guidance for Finchley Road/Swiss Cottage.

The Council will encourage the provision of a mix of uses in suitable locations and expect development proposals of an appropriate scale to contribute towards the supply of housing.

Site 26: 187-199 West End Lane



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Scale 1cm : 50m

Site Details

Area:	9,420 m ²
Ownership:	Network Rail and Ballymore.
Existing Use:	B2, retail.

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use, predominantly employment.
Town Centre:	West Hampstead (partly located within).

Other Considerations

West Hampstead Interchange Framework area (draft document that underwent consultation but did not progress to adoption).

Adjacent to private open spaces:	<ul style="list-style-type: none">• Railway Embankment, Medley Road (SNCI – BI)• SNCI west of West End Lane (SNCI - BI)• SNCI between tracks of West End Lane (SNCI - BI)
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Adjacent to Green Corridor

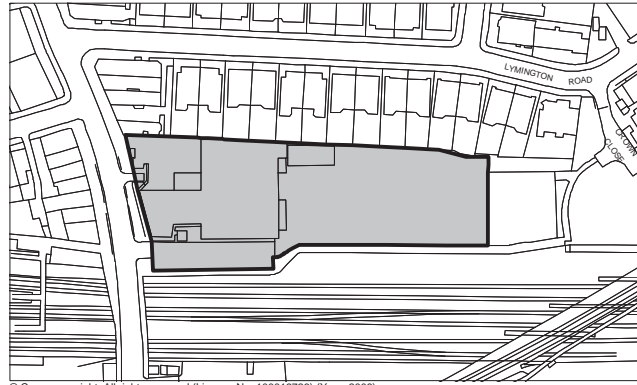
Other Information

Transport for London and Network Rail along with other train service operators are looking at options for improving transport interchange facilities in West Hampstead along with supporting infrastructure and associated public realm improvements.

Site 27: 156 West End Lane



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Scale 1cm : 30m

Site Details

Area:	6,000 m ²
Ownership:	London Borough Camden (Freeholder).
Existing Use:	Builders merchant, offices, showroom, storage yard. (Travis Perkins Co. Builders Merchants).

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential..
Town Centre:	West Hampstead (partly located within).

Other Considerations

West Hampstead Interchange Framework area (draft document that underwent consultation but did not progress to adoption).

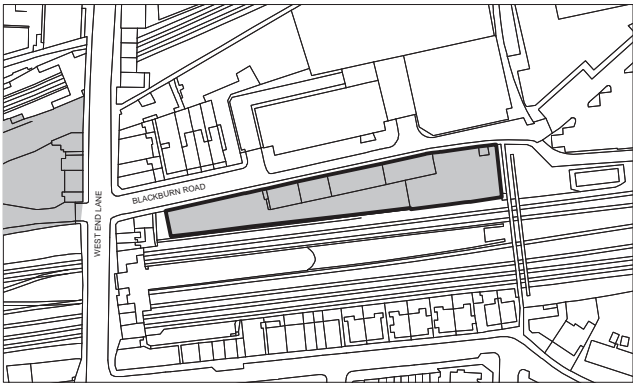
Other Information

As part of Thameslink 2000 proposals, the northernmost platform at West Hampstead is being extended eastwards adjacent to this site at track level.

Site 28: 14 Blackburn Road



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Scale 1cm : 30m

Site Details

Area:	2,335 m ²
Ownership:	Private.
Existing Use:	Builders' Merchant (Builder Depot).

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential.
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Other Considerations

West Hampstead Interchange Framework area (draft : document that underwent consultation but did not progress to adoption).

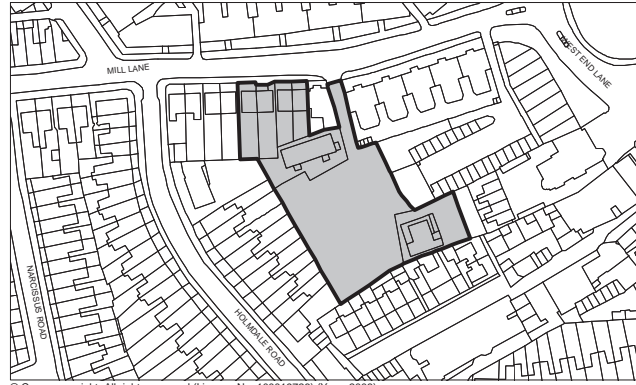
Relevant Planning Applications

Property	Proposal	Status
14 Blackburn Road London NW6 1RZ	Redevelopment of the whole site by the erection of a 4 storey eastern block comprising 2 storage/distribution units (B8) and 8 Business (B1) units with associated service yard, together with a 4 storey plus basement western block comprising 8 dwelling houses and 6 self-contained flats with associated parking.	Full planning permission granted subject to section 106 in May 2003 (Ref: PWX0202103).

Site 29 (new): 152-160 Mill Lane



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Scale 1cm : 30m

Site Details

Area:	3,780 m ²
Ownership:	London Borough Camden (Children, Schools and Families).
Existing Use:	Residential, open space and community uses including: Emmanuel Primary School, Sington's Nursery & Mill Lane Gardening Project.

Planning Context

UDP 2006 Designations

Public Open Space:	Mill Lane (middle section of the site); Site of Nature Conservation Importance – Local.
Archaeological Priority Area:	West End (south east section of the site)

Other Considerations

Adjacent to West End Green, Parsifal Road Conservation area.

Relevant Planning Applications

1975 Outline permission granted for re building of Emmanuel school over the entire site (permission never implemented).

A series of temporary planning permissions have been granted over this time, namely:

- 1974 Temporary playground
- 1984 Temporary open space (until 30 June 1989)
- 1987 Temporary nursery (until 28 February 1992)
- 1991 Temporary horticultural training centre (until 31 March 1994)
- 1995 Temporary school portacabins (until end of 2000)

Other Information

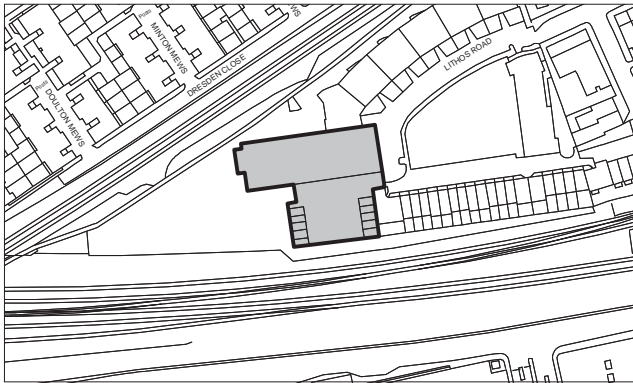
It is understood that the Inner London Education Authority (ILEA) identified the properties 152-158 and 160 Mill Lane for rebuilding Emmanuel School in the 1970s but these proposals were postponed following a moratorium in 1988. Previous versions of the UDP indicated that the preferred use for the site was for education purposes (with interim open space use)

Camden's Primary Strategy for Change (April 2008) proposes to expand the Emmanuel CofE Primary School to 1 form of entry (FE) from 0.5 FE to meet projected pupil demands in the north west of the borough.

The Core Strategy Preferred Options has recognised this proposal as part of the Key Infrastructure Programmes and Projects (Social and Community Infrastructure).

The Camden Children, Schools and Families Directorate are currently investigating options for school expansion on this site including possibilities for improvements and redevelopment. They currently anticipate development by 2012 subject to wide consultation in line with statutory requirements.

Site 30: Lithos Road, sub-station site



Site Details

Area:	1,000 m ²
Ownership:	EDF Energy.
Existing Use:	Electricity sub-station (sui generis) and car park.

Planning Context

UDP 2006 Designations

Preferred Use:	Residential.
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Other Considerations

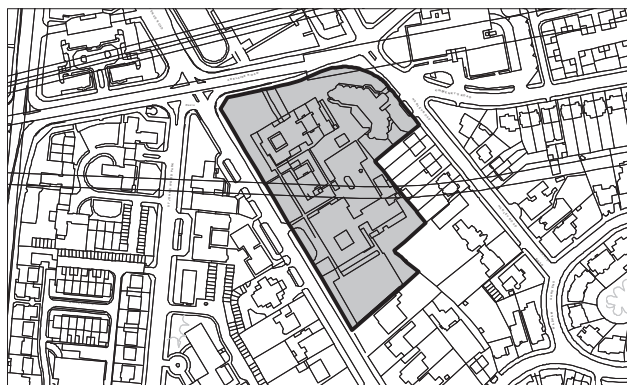
Adjacent to London Overground and Thameslink railway lines.

Adjacent to Open Spaces:	<ul style="list-style-type: none">• Rosemont Community Garden and play area• Railway embankment, (Open Space site no. 246).
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Site 31 (new): Swiss Cottage School, Adelaide Road



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Scale 1cm : 60m

Site Details

Area:	18,500 m ²
Ownership:	LB Camden (Children, Schools and Families).
Existing Use:	Education. Swiss Cottage School and Frank Barnes School.

Planning Context

Other Considerations

Adjacent to Elsworth conservation area

Opposite Swiss Cottage town centre

Opposite Swiss Cottage library (listed building, grade II)

Relevant Planning Applications

Property	Proposal	Status
Swiss Cottage School 80 Avenue Road London NW8 6HX	Outline application for proposed redevelopment of site for new UCL-sponsored 1150-pupil Academy and associated facilities including floodlighting, replacement 230-pupil special educational needs school with associated facilities, and 3,400sq m of residential accommodation (44 residential units).	Current Outline Planning Application (2008/3662/P)

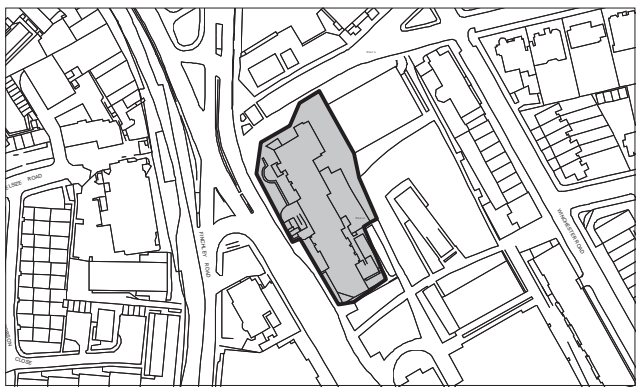
Other Information

Camden's Building School for the Future programme proposes to redevelop this site to meet projected pupil demands for secondary students.

The Camden Children, Schools and Families Directorate have submitted the outline planning application detailed above and a target date for opening is currently September 2011. This proposal will involve the relocation of the Frank Barnes School.

The Core Strategy Preferred Options has recognised this proposal as part of the Key Infrastructure Programmes and Projects (Social and Community Infrastructure).

Site 32 (new): 100 Avenue Road, Swiss Cottage



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Scale 1cm : 40m

Site Details

Area:	4,100 m ²
Ownership:	Private.
Existing Use:	Offices.

Planning Context

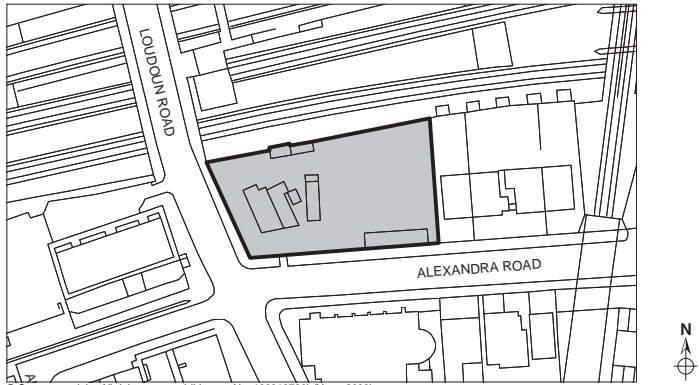
Other Considerations

Adjacent to::	<ul style="list-style-type: none">• Swiss Cottage town centre• Swiss Cottage public open space• Swiss Cottage library (grade II listed building).
---------------	---

Other Information

The agent on behalf of a developer has suggested that future development may include a tall building containing a mixed use development comprising: predominantly residential with apartment hotel and ancillary commercial/retail/leisure. The developer anticipates development within 5 years.

Site 33: 154 Loudoun Road/adj. 18 Alexandra Road



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Scale 1cm : 20m

Site Details

Area:	1,600 m ²
Ownership:	Private.
Existing Use:	Plant hire and open yard (B8). (Haines Plant Ltd/Blenheim Marquees).

Planning Context

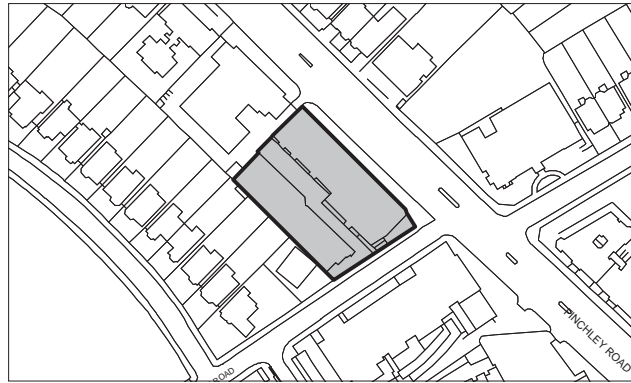
UDP 2006 Designations

Preferred Use:	Residential or mixed use including residential with B1.
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Other Considerations

Adjacent to South Hampstead station and railway.
Adjacent to Green corridor (missing link) along the northern boundary of the site.

Site 34 (new): 341 Finchley Road



Site Details

Area:	2,430 m ²
Ownership:	Private.
Existing Use:	Mixed uses including: vacant car show room, workshops and residential uppers parts.

Planning Context

UDP 2006 Designations

Town Centre:	Finchley Road Town Centre
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Other Considerations

Opposite Redington/Frognal conservation area and Camden Arts Centre (Listed Building)

Relevant Planning Applications

Property	Proposal	Status
341-359 Finchley Road and 27 Lymington Road London NW3 6ET	Redevelopment to provide replacement car showroom or shops and 74 new flats comprising: basement parking, ground floor, five upper floors, part 6th and 7th floors: Second revision to current scheme including reduction of north rear wing at 1st floor level and amending boundary wall with Alvanley Gardens so that it is the same height as existing.	Granted Subject to a Section 106 Legal Agreement in May 2005 (2005/0970/P)

Camden Town and Surrounds

The Camden Town area is a highly accessible location and can also expect to experience some future development but to a lesser degree than the main growth areas.

Camden Town is a vibrant centre, internationally famous for its unique markets, independent fashion and its music and entertainment venues such as the Roundhouse and Koko. These contribute greatly to the character and image of the area and are a key reason that Camden Town attracts thousands of people from throughout London, the UK and around the world. Camden Town is also home to many residents and to numerous businesses, small and large, notably media, cultural and creative industries, attracted by the area's unique atmosphere.

Camden Town is the biggest centre in borough with the largest range of shops and services and is designated as a Major Centre in the London Plan. It does not have a single character but broadly contains three parts – the commercial heart in the markets and around Camden Town tube station, the southern section which provides more traditional “high street” shopping and serves a more local role, and Chalk Farm Road to the north with its vibrant, mixed street frontage of restaurants, bars and specialist shops.

Although Camden Town is successful and popular it also suffers from problems such as drug dealing, anti-social behaviour, crime and noise, often associated with the area's thriving night-time economy. Also, even though much of the centre is a conservation area, recognising its special interest, character and variety, the street environment is poor in many places.

Camden Town is recognised as a priority for the Council and its partners in Camden's Community Strategy. The challenge is to make Camden Town a successful and safe place with something for local people and visitors of all ages, without losing important aspects of its unique character.

The Council's approach to supporting and promoting the success of Camden Town will include:

- improvements to the street environment and pedestrian movement
- community safety measures
- ensuring development supports the vitality and viability of Camden Town
- managing the night time economy
- promotion of high quality, design of buildings, shop fronts, signage that reflects the scale and character of Camden Town centre
- promoting and protecting Camden Town's markets
- supporting transport improvements – such as the Cross River Tram, improvements to Camden Town Underground Station and changes to traffic circulation;
- identifying development opportunities in Camden
- working with its partners

There are a number of major development sites known by Council within this area. It is expected that these will contribute to meeting these objectives outlined above which are derived from the Core Strategy. Each one of these development sites is individually set out below with some background information and context.

We are interested to hear your comments and suggestions on these sites.

Site 35 (new): Camden Underground Station



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Scale 1cm : 40m

Site Details

Area:	5,000 m ²
Ownership:	Various including: London Underground Ltd, Camden Lock London Ltd, Electric Ballroom, United Reformed Church. It is understood there are 27 separate ownership interests..
Existing Use:	Mixed uses including: station; market; church; retail, food & drink; financial services; offices; music/nightclub venue; residential; sub-station; and deep tunnel ventilation shaft/access.

Planning Context

UDP 2006 Designations

Town Centre:	Camden Town
Conservation Area:	Camden Town

Other Considerations

Planning Brief:	Camden Town Underground Station Site (SPD), October 2007.
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Relevant Planning Applications

London Underground London Ltd (LUL) has been looking at options to redevelop this site since the late 1990s.

The planning history is lengthy and no permissions have yet been granted. Full details are set out within the planning brief.

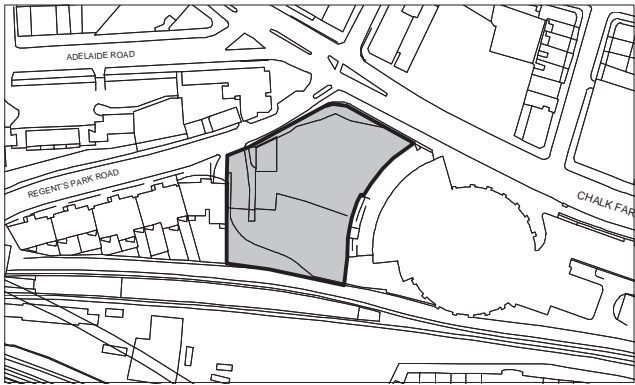
Other Information

Previous land use schedule entry (for UDP 2006) was deleted as a result of a legal challenge.

Site 36 (new): The Round House Carpark, Chalk Farm Road



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Scale 1cm : 30m

Site Details

Area:	3,280 m ²
Ownership:	Private.
Existing Use:	Car Park.

Planning Context

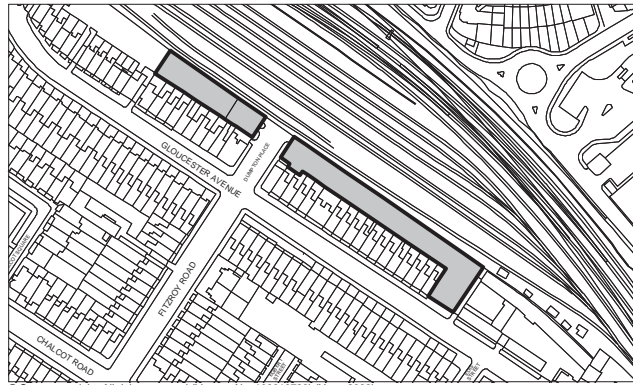
UDP 2006 Designations

Town Centre:	Camden Town
Wider Strategic Viewing Corridor	

Other Considerations

Adjacent to Regent's Canal conservation area
Adjacent to the Round House Theatre, Listed Building Grade II*
Planning Brief adopted June 1999 (though significantly out of date)

Site 37: Rear of 52-88 & 90-108 Gloucester Avenue and 1 Dumpton Place



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Scale 1cm : 40m

Site Details

Area:	2,450 m ²
Ownership:	Private.
Existing Use:	Industry/ Workshops (B2/B1) (H.R. Owen Volvo Service Centre).

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential and B1.
Conservation Area:	Primrose Hill.

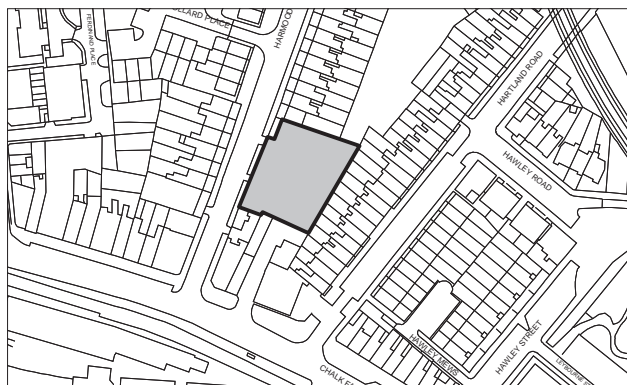
Other Considerations

Adjacent to overground railway lines.

Relevant Planning Applications

Property	Proposal	Status
Rear of 46-50 Gloucester Avenue & 1-2 Dumpton Place London, NW1 8JD	Redevelopment of the site by the erection of: – 3 storey building for business use (B1); - 2 storey building for business use (B1); - 2 storey terrace with basement for 6 x 3 bedroom houses; - Two 4 storey buildings with basement 5 bedroom houses with a 9 space car park to the rear.	Full planning permission granted in November 2004 subject to s106. (PEX0200634)

Site 38: 2-12 Harmood St/rear of 34 Chalk Farm Road



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Scale 1cm : 30m

Site Details

Area: 1,200 m²

Ownership: Private.

Existing Use: Vacant & clear site. Former industrial/depot site.

Planning Context

UDP 2006 Designations

Preferred Use: Residential or mixed use including residential with B1.

Strategic viewing corridor

Kentish Town Area

Other Considerations

Adjacent to Harmood Street Conservation Area.

Adjacent to Camden Town Centre.

Relevant Planning Applications

Property	Proposal	Status
2-12 Harmood Street & 34 Chalk Farm Road London NW1 8DJ	Erection of a part 2, part 4-storey building with two basement levels to provide student accommodation comprising 194 self-contained study rooms and ancillary facilities (Sui Generis).	Current application (2008/2981/P)
2-12 Harmood Street & 34 Chalk Farm Road	Other relevant applications: <ul style="list-style-type: none"> - 2007/6339/P (refusal) - 2006/5796/P (withdrawn) - 2005/5573/P (withdrawn) - 2004/4353/P (refusal) (appeal withdrawn) - 2004/4352/P (refusal) (appeal withdrawn) - 2004/3652/P (refusal) (appeal withdrawn) - PEX0200879 (appeal dismissed) - PEX0200119 (withdrawn) - PEX0200118 (withdrawn) 	

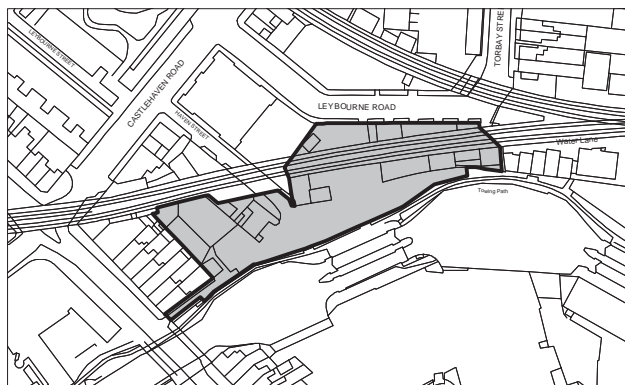
Relevant Planning Applications

Property	Proposal	Status
2/12 Harmood Street, NW1	Redevelopment of the site by the erection of a building on basement, ground and 2 storeys for light industrial use (B1c), warehousing (B8) and offices (B1a) together with associated servicing arrangements comprising the formation of an additional basement level for office (B1a).	Planning permissions granted: - June 1998 (PE9700537) - August 2003 amendment (PEX0100700)

Site 39: Hawley Wharf, off Haven Street



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Scale 1cm : 30m

Site Details

Area:	4,676 m ²
Ownership:	Private.
Existing Use:	B1, Workshops and Market (currently closed – result of severe fire).

Planning Context

UDP 2006 Designations

Preferred Use:	Mixed use including residential with other appropriate town centre uses including B1 workshops and retail.
Conservation Area:	Regent's Canal.
Town Centre:	Camden Town
Archaeological Priority Area:	Canalside Industry (partly located within)
Metropolitan Walk crosses the site.	

Other Considerations

A planning framework due to be adopted for consultation in September 2008.

Adjacent to:	<ul style="list-style-type: none">• Regents Canal• Green Corridor• Public Open Space: Regents Canal
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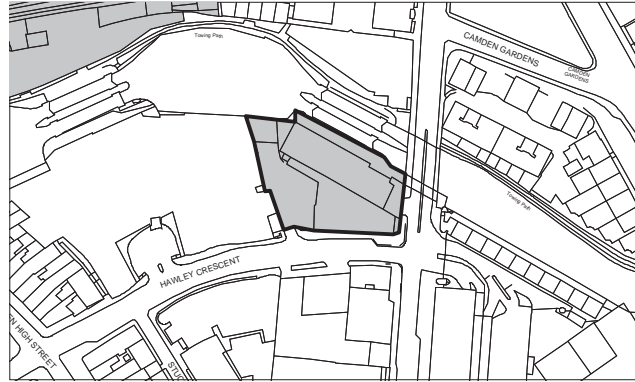
Relevant Planning Applications

Property	Proposal	Status
Hawley Wharf	Retention of market stalls along southern boundary & extension of market area	Planning permission granted Oct 1997 (Ref: PE9700208R2).
Hawley Wharf	History of market use related permissions dating back to 1984.	

Other Information

The planning framework is intended to provide planning guidance for this designated site but also the adjacent area.

Site 40 (new): 35 Kentish Town Road



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Scale 1cm : 30m

Site Details

Area:	2,090 m ²
Ownership:	Derwent London.
Existing Use:	Office (B1- Business).

Planning Context

UDP 2006 Designations

Town Centre:	Camden Town
Archaeological Priority Area:	Canalside Industry
Conservation Area:	Camden Town

Other Considerations

Adjacent to:	<ul style="list-style-type: none">• Regents Canal• Green Corridor• Public Open Space: Regents Canal
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Other Information

The agent on behalf of the owner has suggested a mixed use office/residential development with substantial increase in floorspace. They anticipate the likely timeframe for development will be 6-10 years.

Other Locations

Whilst it is anticipated that the significant majority of major developments will take place in the specific areas identified in this document, it is inevitable that other sites are available or have the potential to become available for development elsewhere in the Borough.

Whilst these other largely residential areas will experience development, they will tend to be smaller in scale. However the Council supports making the most efficient use of Camden's land and buildings while also seeking to improve the quality of our environment, protect the amenity of occupiers and neighbours and meet its other planning objectives.

The provision of an appropriate mix of uses, both across areas and within individual developments, can also contribute to successfully managing future growth in Camden and making efficient use of the limited land in our borough.

There are a number of major development sites known by Council in other locations. These will still be expected to contribute to meeting objectives of the Core Strategy. These development sites are set out below.

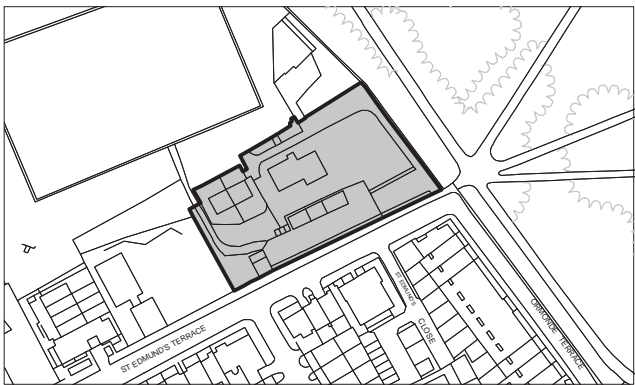
Even where sites are not allocated through this document, development proposals will still be expected to meet the objectives and priorities of the Core Strategy , Development Policies and relevant standards.

We are interested to hear your comments and suggestions on these sites.

Site 41: 40-49 St Edmunds Terrace, former car park and adjacent land to south of Barrow Hill Reservoir



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Scale 1cm : 30m

Site Details

Area:	4,000 m ²
Ownership:	Derwent London.
Existing Use:	Residential, Workshops (vacant) and car parks.

Planning Context

UDP 2006 Designations

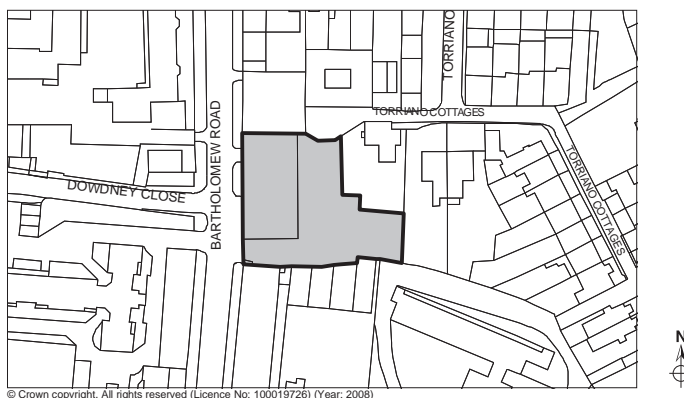
Preferred Use:	Residential and open space.
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Other Considerations

Adjacent to:	<ul style="list-style-type: none">• Primrose Hill (Metropolitan Open Land and Public Open Space)• Barrow Hill Reservoir (a covered reservoir) (MOL and Private Open Space)
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The 2006 UDP Inspector's recommendation for the site stated the site could provide for a high quality residential environment, well related to the adjoining Metropolitan Open Land and would require the provision of on-site open space in accordance with Policy N4. The proximity to, and visibility from, Primrose Hill will require a particularly careful design approach in accordance with Policy N2B.

Site 42 (new): Osbourne House, 111-113 Bartholomew Road



Scale 1cm : 20m

Site Details

Area:	1,125 m ²
Ownership:	Unite PLC.
Existing Use:	Vacant offices.

Planning Context

UDP 2006 Designations

Conservation Area:	Kentish Town (eastern part of site lies within)
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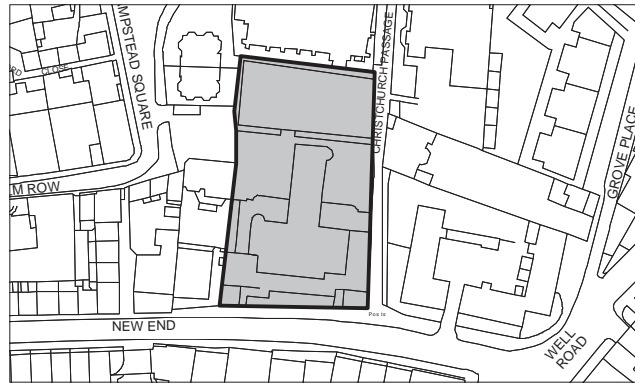
Relevant Planning Applications

Property	Proposal	Status
Osborne House 111 – 113 Bartholomew Road London NW5 2BJ	Redevelopment of the site including erection of part one, four and five storey building comprising Class B1 offices on ground floor and Sui Generis student accommodation (containing 54 self-contained units plus shared facilities) on the ground and upper floors.	Planning permission granted subject to s106 June 2008 (2008/1277/P)

Other Information

The agent on behalf of the owner has suggested a mixed use development (student accommodation and flexible business use), and anticipates development within 5 years.

Site 43 (new): Former Nurses Hostel, 29 New End



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Scale 1cm : 20m

Site Details

Area:	2,360 m ²
Ownership:	Private.
Existing Use:	Vacant. Former nurses hostel (46 rooms).

Planning Context

UDP 2006 Designations

Archaeological Priority Area:	Hampstead
Conservation Area:	Hampstead
Private Open Space:	Christchurch Passage Open Space

Relevant Planning Applications

Property	Proposal	Status
Former Nurses Hostel 29 New End London NW3 1JE	Demolition of existing hostel and redevelopment to provide a basement plus 8 storey building containing 27 residential units {14 private and 13 affordable) (Class C3), including 20 car parking spaces, ancillary leisure space, associated landscaping and alterations to the on-street parking bays.	Withdrawn March 2008 (2008/0011/P)

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