

# Draft Regis Road Area Guidance

Addendum to Kentish Town  
Planning Framework  
November 2024

# Regis Road Area

TUFNELL PARK

GOSPEL OAK

Gordon House Road

Kentish Town Planning Framework Area

Highgate Road

Fortess Road

Mansfield Road

Regis Road Area

Leighton Road

Regis Road

KENTISH TOWN

Queen's Crescent

Grafton Road

Malden Road

KENTISH TOWN WEST

Prince of Wales Road

Kentish Town Road

# Contents

<b>1</b>	<b>Background</b>	
1.1	Introduction	8
1.2	A Changing Context	9
<b>2</b>	<b>Vision</b>	
2.1	The Vision	16
2.2	Guiding Principles	18
2.3	Spatial Strategy	20
<b>3</b>	<b>Strategy</b>	
3.1	Design and Character	24
3.2	Routes and Connections	37
3.3	Healthy Neighbourhoods	42
<b>4</b>	<b>Delivery</b>	
4.1	Comprehensive Delivery and Infrastructure	54
	<b>Image Credits</b>	60



**A guidance document to support Kentish Town  
Planning Framework**

Produced by Camden Design and Place

# 1 Background

- Introduction
- A Changing Context



# 1.1 Introduction

The Kentish Town Planning Framework (KTPF) is focused on the Regis Road Area and Murphy’s site and was adopted as a Supplementary Planning Document (SPD) in July 2020. It sets out a vision and strategy to guide future development.

Continuing to seek comprehensive and coordinated approaches to development in the area, this Addendum to the KTPF has been prepared to add further detail to its objectives and principles and reflect changing circumstances since 2020. This includes land ownerships, emerging Regis Road masterplan proposals and the policy context. In particular, the multiple land ownerships within the Regis Road Area add complexity to the desired comprehensive approach. Landowner collaboration and land assembly is essential to help make the most effective and more accessible use of land through intensification, a mix of uses, high quality design and enabling new connections.

To support this the Council agreed a Regeneration Strategy in 2022 to take on a proactive role to help bring forward regeneration of the area using its land assets on Regis Road and Holmes Road. This has opened up greater opportunities for comprehensive delivery and the masterplan-led approach required to deliver the Council’s ambitions and support co-ordination within and between sites and existing and new land owners.

Responding to these changes, and to support their vision for a Camden Film Quarter, a Regis Road Masterplan Vision (RRMV) has been produced and consulted on by Yoo Capital setting out their masterplan-led proposals.

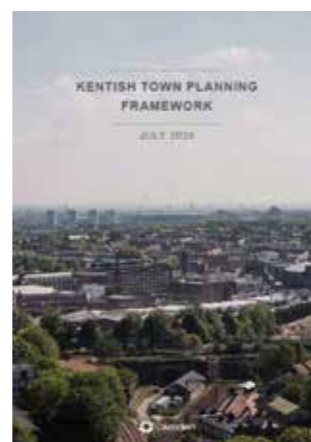
This was submitted to the Council and has informed this Addendum so the objectives of the KTPF can be reinforced, elaborated on and delivered.

Whilst the context has evolved, we continue to want to see the framework area remain an area of business, industry and employment, with infrastructure planned in a coordinated manner, with the right uses in the right places and the best use of land is achieved to deliver significant numbers of new and affordable homes as part of a mixed and more connected neighbourhood.

This Addendum to the KTPF, once adopted, will become a material consideration in the future determination of planning applications in the area.



**Draft New Camden Local Plan**  
London Borough of Camden  
January 2024



**Kentish Town Planning Framework**  
London Borough of Camden  
July 2020

# 1.2 A Changing Context

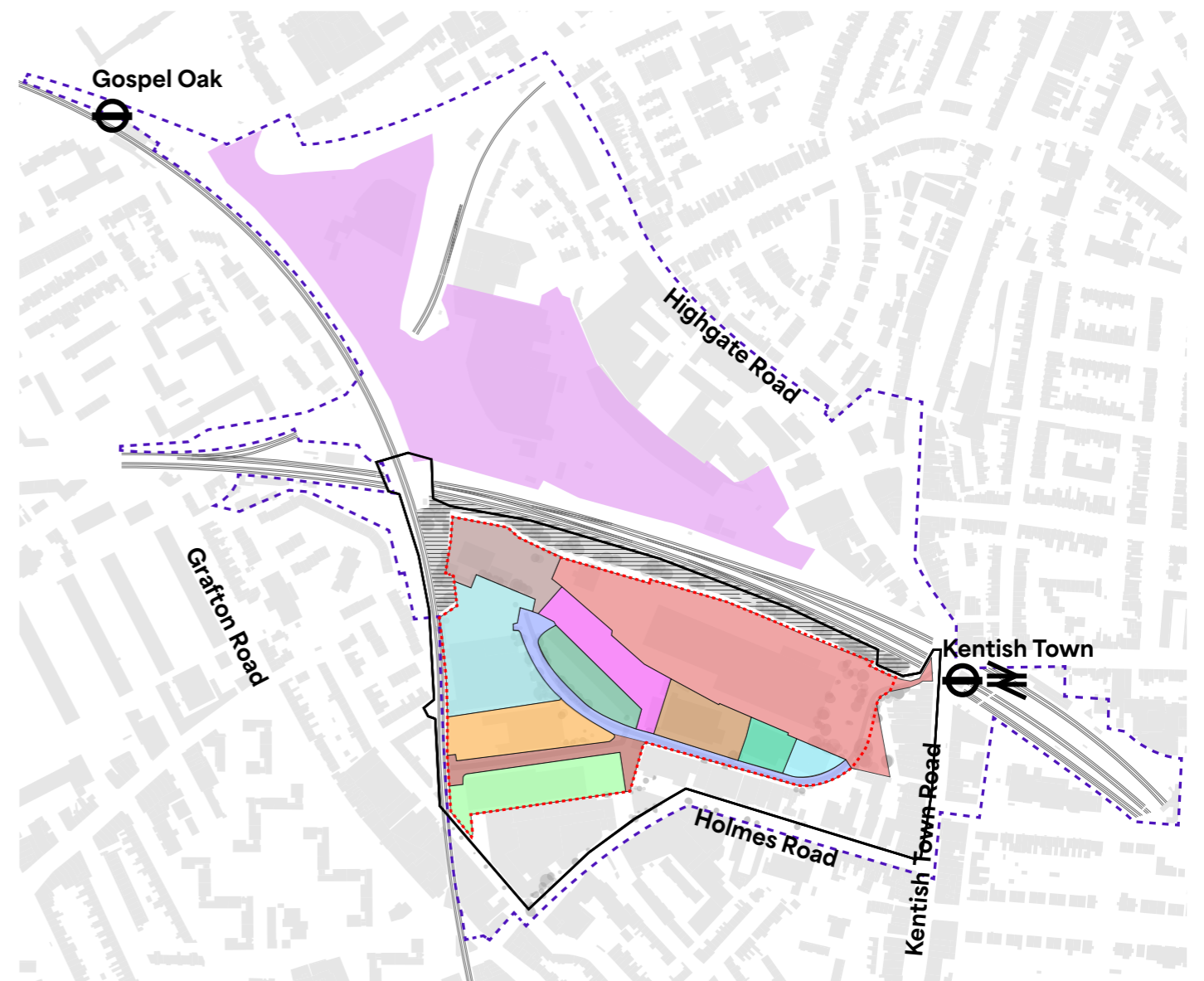
Since the KTPF was adopted a number of significant changes have happened and the policy and the planning context upon which the framework is based has evolved. These are summarised below:

## Land and new ownerships

Since 2020 the landownership map has dramatically changed with Yoo Capital and Joseph Homes becoming major investors into the area.

### Key

-  Kentish Town Planning Framework Area
  -  Murphy site boundary (Locally Significant Industrial Sites)
  -  Regis Road Growth Area
  -  Regis Road Area
- \*Colours within Regis Road Growth Area represent different landowners
-  N 0 50m



Map 1. Approximate landownership parcels as depicted in the Kentish Town Planning Framework 2020

The following text should be read in conjunction with map 2.

**A** As an outcome of the Regeneration Strategy agreed in 2022, in March 2023 the Council approved the conditional sale of it's land including Regis Road Car Pound and Reuse Recycling Centre site and Holmes Road Depot, including flats at 76 and 78 Holmes Road, to Yoo Capital.







This is reliant on the acceptable reprovion of the recycling centre and existing homes within redevelopment proposals, suitable reprovion of depot services and the car pound and 50% of additional housing to be affordable.

**B** Joseph Homes acquired the freehold interest of the Fairfax Meadow site in 2023 and exchanged contracts to acquire the Royal Mail site in 2024 bringing their total ownership to 6 acres.

**C** In 2024, Yoo Capital acquired additional land, including the Asphaltic and Kentish Town Industrial Estate sites and a significant portion of the privately owned Regis Road. They also acquired the Angelana Investments land, bringing their potential total ownership to 7.3 acres. In April 2024 they also started consulting on their proposed Regis Road Masterplan Vision (RRMV).

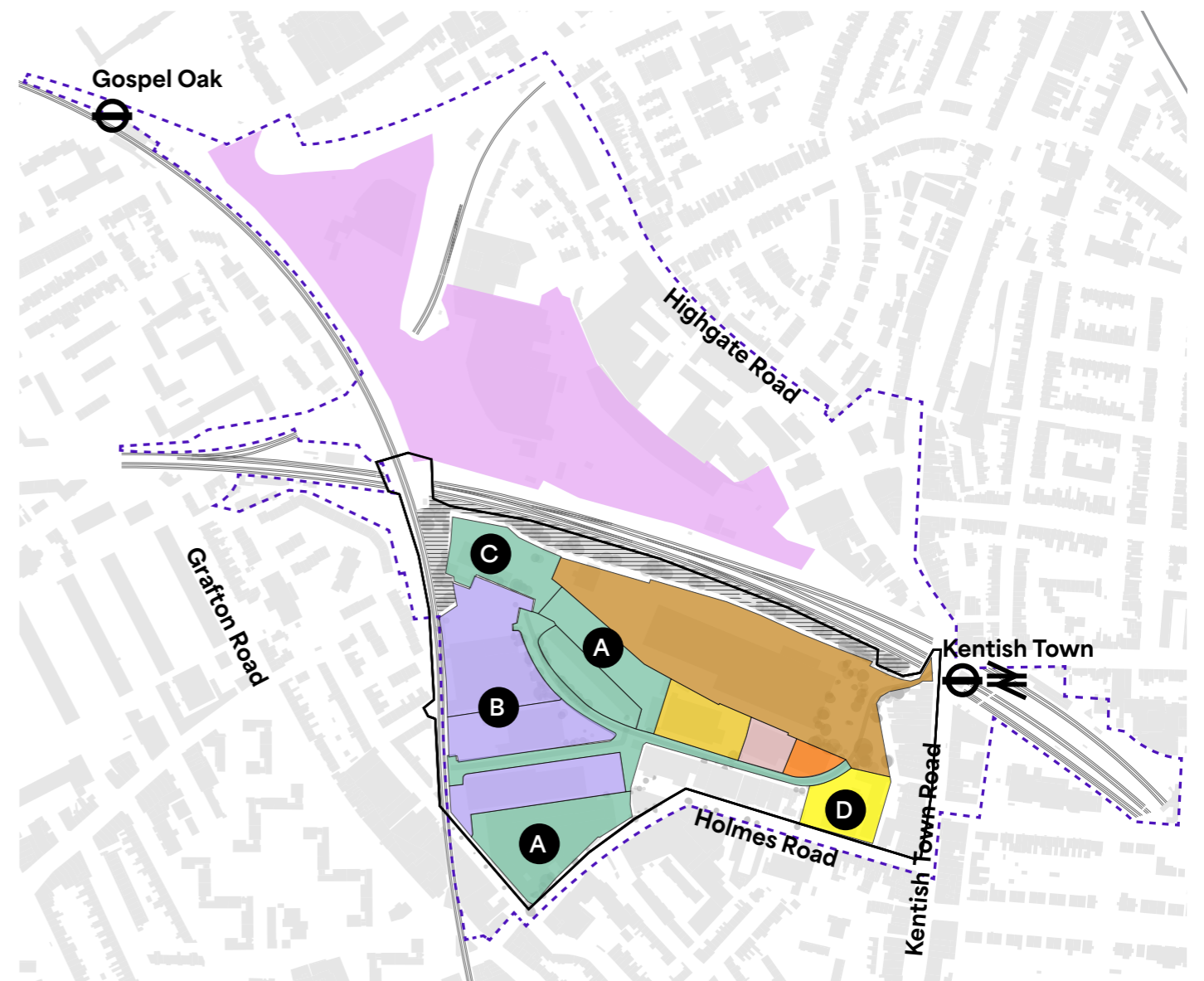
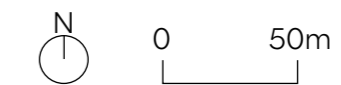
**D** The Kentish Town Police Station site on Holmes Road is also now part of the Regis Road masterplan area and development proposals may come forward whilst providing a continued police service presence.

**Key**

-  Kentish Town Planning Framework Area
-  Murphy site boundary (LSIS)
-  Regis Road Area
-  Yoo Capital
-  Joseph Homes
-  UPS

**Text**

-  Big Yellow
-  NHS
-  Create London
-  Met Police



Map 2. Current approximate landownership parcels within the Kentish Town Planning Framework area

## We Make Camden

Developed with Camden's community We Make Camden (March 2022) is Camden's overarching vision for the borough. It aims to make Camden a place where everyone has a chance to succeed and where nobody gets left behind – a place that works for everyone and includes the ambitions, missions and challenges needed to achieve this. The ambitions are:

- Camden is a borough where every child has the best start in life;
- Camden's local economy should be strong, sustainable, and inclusive - everyone should have a secure livelihood to support them to live a prosperous life;
- Camden actively tackles injustice and inequality, creating safe, strong, and open communities where everyone can contribute;
- Camden communities support good health, wellbeing, and connection for everyone so that they can start well, live well, and age well;
- Everyone in Camden should have a place they call home;
- Camden should be a green, clean, vibrant, accessible, and sustainable place with everyone empowered to contribute to tackling the climate emergency;

Through development opportunities, landowners, businesses and developers should take these into account and seek to contribute to their achievement.

## Planning Context

Since the KTPF was adopted in 2020, there have been changes to planning policy and guidance. Relevant key changes are highlighted below:

- The National Planning Policy Framework (NPPF) sets out the UK Government's planning policies for England and how they should be applied by Local Planning Authorities. Revised in 2021 and 2023 with more significant emphasis on high quality design, changes are currently proposed by the Government with economic growth and unlocking housing delivery key components.
- The London Plan (March 2021) is the Mayor's planning strategy setting out borough-level housing targets, identifying locations for future growth and provides significant policies and guidance for the redevelopment of employment and industrial land.
- The Councils Employment Sites & Business Premises CPG published in January 2021 provides further guidance in relation to employment uses and land and specifically for the area covered by the KTPF.
- In 2022 the Gospel Oak and Haverstock Community Vision SPD was adopted. With adjacent neighbourhoods having adopted Neighbourhood Plans, this emphasises that the KTPF and RRMV areas do not sit in isolation, nor should proposals be conceived and designed in isolation.
- Emerging major schemes must be accompanied by new and improved routes and accessibility. The planned redevelopment of the nearby West Kentish Town Estate highlights the fundamental importance of creating a new access via Arctic Street to unlock the Regis Road Area to the west alongside greater connectivity through and between schemes to better connect all adjacent neighbourhoods.

Similarly, connections to Kentish Town Road could be improved via York Mews.

- In May 2023, a planning application for the redevelopment of the Murphy's site was withdrawn. The application consultation demonstrated the very significant community interest in the future of the area and reiterates the very high expectations for the nature and quality of development in this location.
- In January 2024, the Council published a draft new Camden Local Plan for consultation which, following further consultation and adoption, would supersede both the adopted Camden Local Plan (2017) and Site Allocations Plan (2013). The draft plan includes proposed Site Allocations (C2, C3 and C4) for the Regis Road and Holmes Road Depot, Murphy's and Kentish Town Police Station sites. They designate the area for comprehensive employment-led, sustainable mixed-use development and will turn guidance into policies. As an emerging plan, and whilst of less weight than adopted plans, the draft new Local Plan will be a material consideration in planning decisions.
- A Building Heights Study (January 2024) has been prepared for the Council to support the design and specific site policies of the new Local Plan, and provides the approach to assessment of building heights in Camden. It identifies both Regis Road and Murphy's site as having the potential for greater height as part of comprehensive development, subject to location sensitivities and design criteria.
- In July 2024 a planning application for the construction of a new self-storage facility and office space at Alpha House, Regis Road was allowed at appeal. The decision reiterated the importance of a masterplan being in place and the Inspector identified this as an appropriate way to manage

development across the area and in its absence development of priority uses could be held back.

- Biodiversity Net Gain (BNG) – this became mandatory in February 2024 requiring a minimum of 10% improvement to natural habitats through non-exempt development
- Camden Transport Strategy – Freight and Servicing Action Plan (June 2024)- this addresses the competing needs of the borough's economy and effective functioning of businesses balanced against other borough priorities including reducing motor vehicle movements, safety, air quality, noise and inclusivity.
- Proposals identifying the potential for a green nature corridor linking Kentish Town and Hampstead Heath via existing habitat corridors and Regis Road and Murphy's sites are being promoted by the Heath & Hampstead Society (along with a number of local organisations and groups including Mortimer Terrace Nature Reserve and Kentish Town City Farm).
- Camden's Diversity in the Public Realm Strategy was published to promote and ensure Camden's public spaces are safe, inclusive and accessible to all, reflecting the diverse communities and histories within the borough.
- Camden's emerging Cultural Strategy 2025-2030 will provide a framework to support culture within the borough.

To address emerging circumstances, this addendum clarifies and builds upon the KTPF's objectives and principles. It sets out how these will be implemented through collaboration, community involvement, and future planning applications.

# 2 Vision



- Vision
- Guiding Principles
- Spatial Strategy



# 2.1 The Vision

Whilst the context may have changed the 2020 KTPF vision, principles and objectives remain:

**A richly layered and characterful place that is an exemplar for mixed-use. A place that works hard, with intensive industrial, commercial and creative activity, harmoniously provided alongside high quality homes that support a diverse local community.**

**Seamlessly integrated and well-connected with surrounding neighbourhoods of Kentish Town, Gospel Oak and Dartmouth Park. An environmentally friendly place, where people walk and cycle and that draws the green character of Hampstead Heath through the urban neighbourhood connecting to Kentish Town.**

**A socially mixed place that builds on the distinctive community and character of Kentish Town, bringing residents, workers and visitors together with space and facilities to relax, play and interact and enjoy cultural activities and events.**

However, since its adoption the housing crisis has worsened and the cost of living crisis has magnified the significant economic and social disparities that exist within Camden, including the wards surrounding the framework area.

Regeneration within the KTPF area will play an essential role in addressing these challenges by unlocking the delivery of significant numbers of new homes including genuinely affordable housing and the delivery of inclusive growth to benefit everyone, supporting the local creative and wider London economy, creating many new jobs, local supply chain opportunities, apprenticeships and affordable workspaces.

It will create vital new connections and open spaces to support a diverse local community, new social infrastructure, and greening and

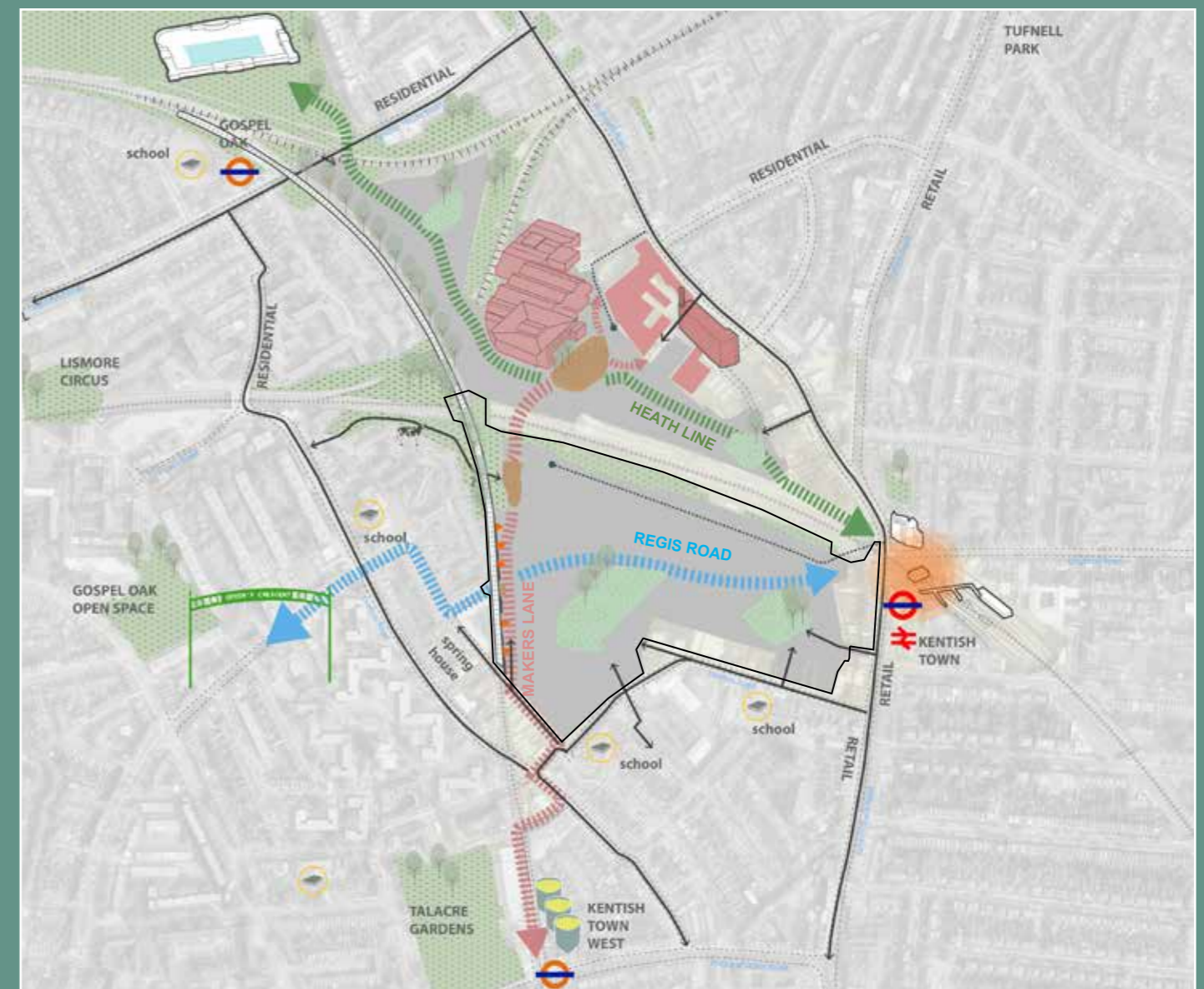
biodiversity improvements helping Camden reach its ambition of becoming a net zero carbon borough by 2030 as set out in the Camden Climate Change Action Plan.

In view of the changed context and emerging proposals, in particular the RRMV, this Addendum focusses on the key issues and challenges considered most necessary to review and update. This will supplement the existing KTPF guidance and inform future development proposals and decisions and focus on:

- Design and Character
- Routes and Connections
- Healthy Neighbourhoods
- Delivery

**Key**

- New Public Open Space
- Development Plot
- Potential Accessibility Improvements
- ▨ Makers Lane - North to South Link
- ▨ Heath Line
- ▨ Regis Road - East to West Link
- Regis Road Growth Area



Map 3. The spatial diagram set out within the KTPF established the key principles for development within the Regis Road Growth Area.

## 2.2 Guiding Principles

Based on the objectives set out in the KTPF, we have developed the following principles:



### Over 1,500 New Jobs and New Employment Space

The Regis Road Area will create over 1,500 new jobs in diverse sectors like creative industries, local services, and retail as part of Kentish Town Planning Framework ambition to deliver 3000 jobs across the wider area.



### Creating 1,000 New Homes, including affordable homes

The Regis Road development will cater to a variety of residents. A key objective is to offer 50% affordable housing on site, in line with Camden's Local Plan policy. The broader goal is to build 2,000 new homes in the KTPF area, with Regis Road potentially contributing around 1,000 of those homes.



### New Pedestrian and Cycle Friendly Connections

Regis Road will be transformed into a key active transport spine, connecting Kentish Town, Gospel Oak, and Hampstead Heath. By removing servicing traffic and prioritising pedestrian and cycle movements, Regis Road will become a vibrant, accessible, and sustainable route.



### Transformed Character

The development should prioritise integration with Kentish Town, addressing the local community's desire for a more cohesive neighbourhood. By aligning with the Neighbourhood Plan's vision, the development should create a distinctive place that enhances the surrounding neighbourhood character.



### Ambitious Employment and Training Strategy

The Regis Road development will offer a variety of job opportunities, particularly within the creative industries like those found in the Camden Film Quarter. We will also invest in local talent through partnerships, apprenticeships, and procurement.



### Innovative Building Design

The development will employ innovative design principles, prioritising sustainability and flexibility to create a dynamic mixed-use neighbourhood.



### Sustainable and Innovative Neighbourhood

The development will create a zero-emissions neighbourhood that is resilient to climate change, promotes clean air, and incorporates energy-efficient and circular economy practices.



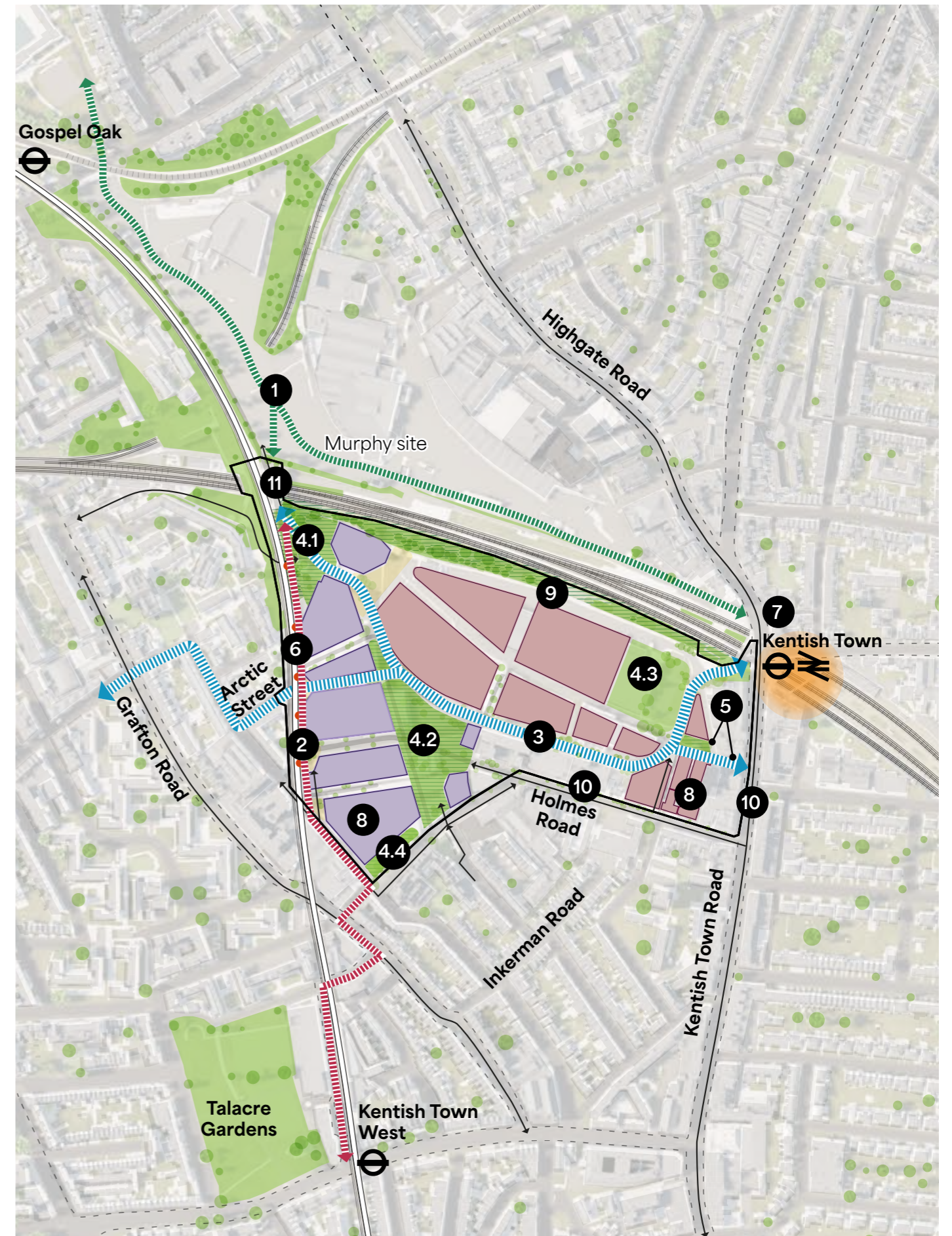
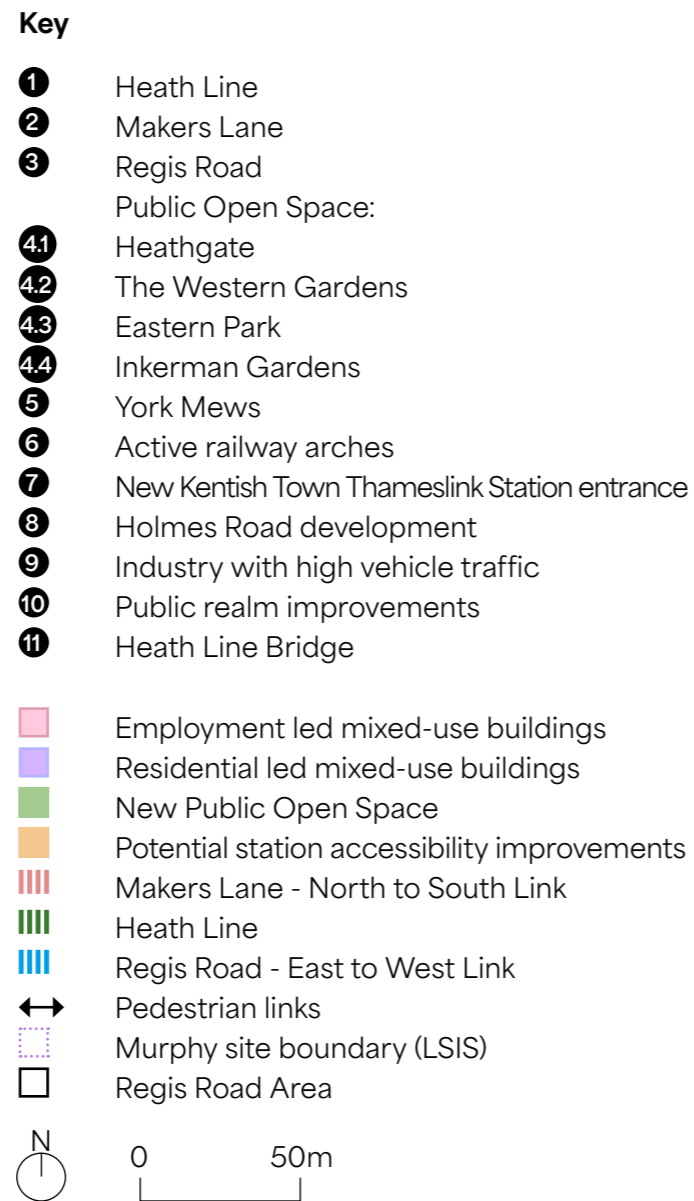
### Attractive, Safe and Green Public Realm

The Regis Road development will create attractive, accessible, and green public spaces that promote safety and welcome all residents, workers, and visitors.

## 2.3 Spatial Strategy

The Spatial Strategy for the Regis Road Area has evolved since the adoption of the KTPF for the reasons previously outlined. The new Spatial Strategy demonstrates how the key principles of the KTPF are delivered by ensuring infrastructure is delivered in a coordinated way, the best use of land is achieved to deliver new homes and jobs and good growth is delivered to benefit existing and new residents.

The diagram (Map 4) shows how the Regis Road Area could look if all the landowners bring forward their sites in line with this Area Guidance, with a new strong pedestrian and cycle route connecting Arctic Street and Holmes Road. Makers Lane will connect Spring Place to the North of the site and facilitate a new bridge connection to the Heath. The creation of an attractive new neighbourhood park alongside new access points around the Regis Road Regis Road Area perimeter will connect better into the surrounding area so it becomes fully integrated to its surroundings.



Map 4. Indicative spatial strategy for the Regis Road Area

# 3 Strategy

- Design and Character
- Routes and Connections
- Healthy Neighbourhoods

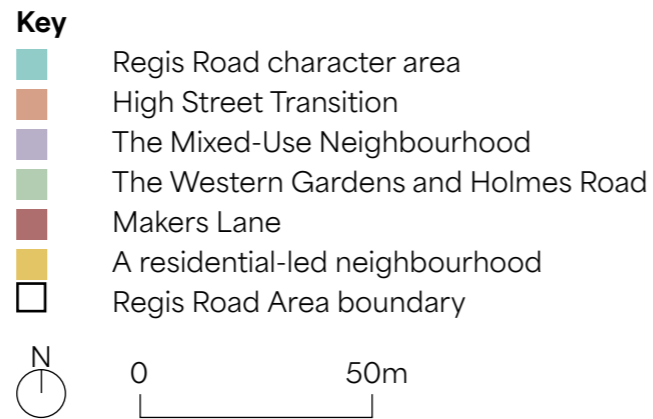


# 3.1 Design and Character

## A Distinct New Neighbourhood

As set out in the 'Vision' section of this document, development in the Regis Road Area is expected to follow a set of principles in order to deliver a comprehensive masterplan, where buildings, streets and uses all come together to form a cohesive piece of city. This large site is divided into 6 character areas, defined by their specific context, potential uses and design ambitions.

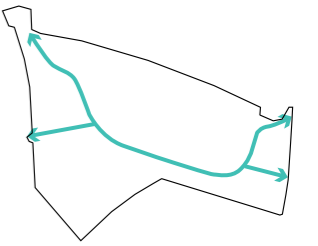
The following pages will provide a description and guidance for each area.



Map 5. Regis Road illustrative character areas plan. The Council acknowledges that the UPS site will not come forward in the near future

# Character Area 1

## Regis Road



A key principle of the KTPF, Regis Road will become the central spine within the site and a new local connector, providing new public access through the site and linking Kentish Town Road with the new neighbourhood and Gospel Oak. It should provide a welcoming and accessible pedestrian and safe cycling street, lined with trees, supporting green ambitions for the area.

### Key guidance for the area:

**1. Connecting all the character areas, Regis Road will respond to different characters along its length and offer many opportunities along its route:** an improved north-east junction, new links to York mews, to the biodiversity railway edge and to Holmes Road, a reinstated connection to Arctic Street, new eastern and western parks, and a bridge over the railway eventually leading to the Heath through Murphy's site.

**2. A much improved Regis Road entrance** at the north-east junction will enable a safe and pleasant entry from the High Street. This should include a safe streets for walking and cycling, space for pedestrians to move around, planting and a civic space to linger. Key local views and good sightlines to the tube station entrance should be considered.

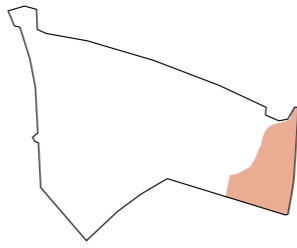
**3. Regis Road must be transformed into a safe, active and sustainable** travel route for pedestrians and cyclists from the outset. As a main vehicular route through the site, larger vehicles should be removed and relocated from key constrained parts of the road to separate service routes (ie. to the back of the large commercial buildings).

**4. As a local connector, Regis Road should provide new public access through the site** to all pedestrians who wish to pass through the site, without the need to be a resident or business within the Growth Area.

**5. Regis Road must be an active and green street.** Buildings should provide active uses and frontages on both sides of Regis Road, and ensure enough space for spill out activity as well as for trees and greening, including Sustainable Drainage Systems (SuDS). Uses location and design should ensure passive surveillance and a sense of safety.

**6. A new green space as well as a new bridge in the north-west area** will connect to Gospel Oak and Hampstead Heath via the Murphy's site. This new public open space that ends Regis Road should be well overlooked by permanent homes, creating a sense of ownership and safety. Community uses should be encouraged including play and via the creation of a potential new entrance to the Kentish Town city Farm.

# Character Area 2 High Street Transition



This area including York Mews, Holmes Road and the Police Station sites will provide better links and improved connection between the Regis Road Area and Kentish Town Road and Station, through an urban fabric that supports active uses and safe and pleasant pedestrian uses. Development in this area needs to ensure better and safer connections from Kentish Town Road to Regis Road.

## Key guidance for the area:

**1. York Mews must provide a new pedestrian route** connecting the High Street to the Regis Road area. Buildings should frame this connection and provide active ground floors uses, building on and complementing the character of the high street. Obstacles to creating clear sightlines and visibility should be removed and the route designed to open up views towards west of Regis Road and the eastern park, enhancing surveillance and security, with active frontages. To facilitate a safe pedestrian and cycle connection through York Mews, existing vehicle access will be replaced with a new approach from Regis Road.

**2. Public realm design in this area should enable active uses** to spill out positively. Uses should include retail and workspace as well as civic uses and residential. Co-location of uses should be designed to ensure good co-habitation and safety. Widening of the mews could provide a **small pocket park** enhanced by the retention of existing trees.

**3. The listed police station buildings** form part of key heritage character that should be retained and improved. The retention/retrofit of Section House should also be explored as part of sustainable development. New buildings should respond to and stitch into the existing context.

**4. A new North-South pedestrian link** connecting Holmes Road to Regis Road and York mews should be created through new development of the police station site, connecting the new neighbourhood to Raglan St at the south. Space between buildings and proposed uses should be designed to create a safe, active and pleasant north-south route.

**5. A chance to seamlessly integrate the new buildings** into the existing urban fabric and preserve the Kentish Town Road high street character. The character area should create a cohesive neighbourhood that respects its heritage by carefully connecting new and old.



### Key

- Commercial use
- Active frontages

**Concept axonometric** showing mews character and integration of Kentish Town Road high street character, subject to the reprovision of the car park and water tank on UPS land

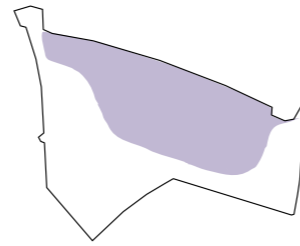


**Green and active street junction** on Lamb's Conduit Street junction



**Green pocket park**, Princes Circus

# Character Area 3 The Mixed-Use Neighbourhood



This area between Regis Road to the south and the railway biodiversity corridor to the north will enable the coexistence of large commercial uses, including creative uses such as the Camden Film Quarter, light industrial and last mile delivery centres, with new homes, neighbouring residents and visitors, and a new public park.

## Key guidance for the area:

**1. Active and welcoming frontages should be provided on Regis Road**, with sufficient ground floor spill-out space to dwell and generous welcoming uses, especially along the perimeter frontages. Visual transparency and public uses are particularly key for the Camden Film Quarter to ensure its integration into the neighbourhood.

**2. Service roads should be located** at the centre of the character area (within back-of-house) from the outset, ensuring Regis Road and the railway corridor are active safe routes for pedestrians and cyclists.

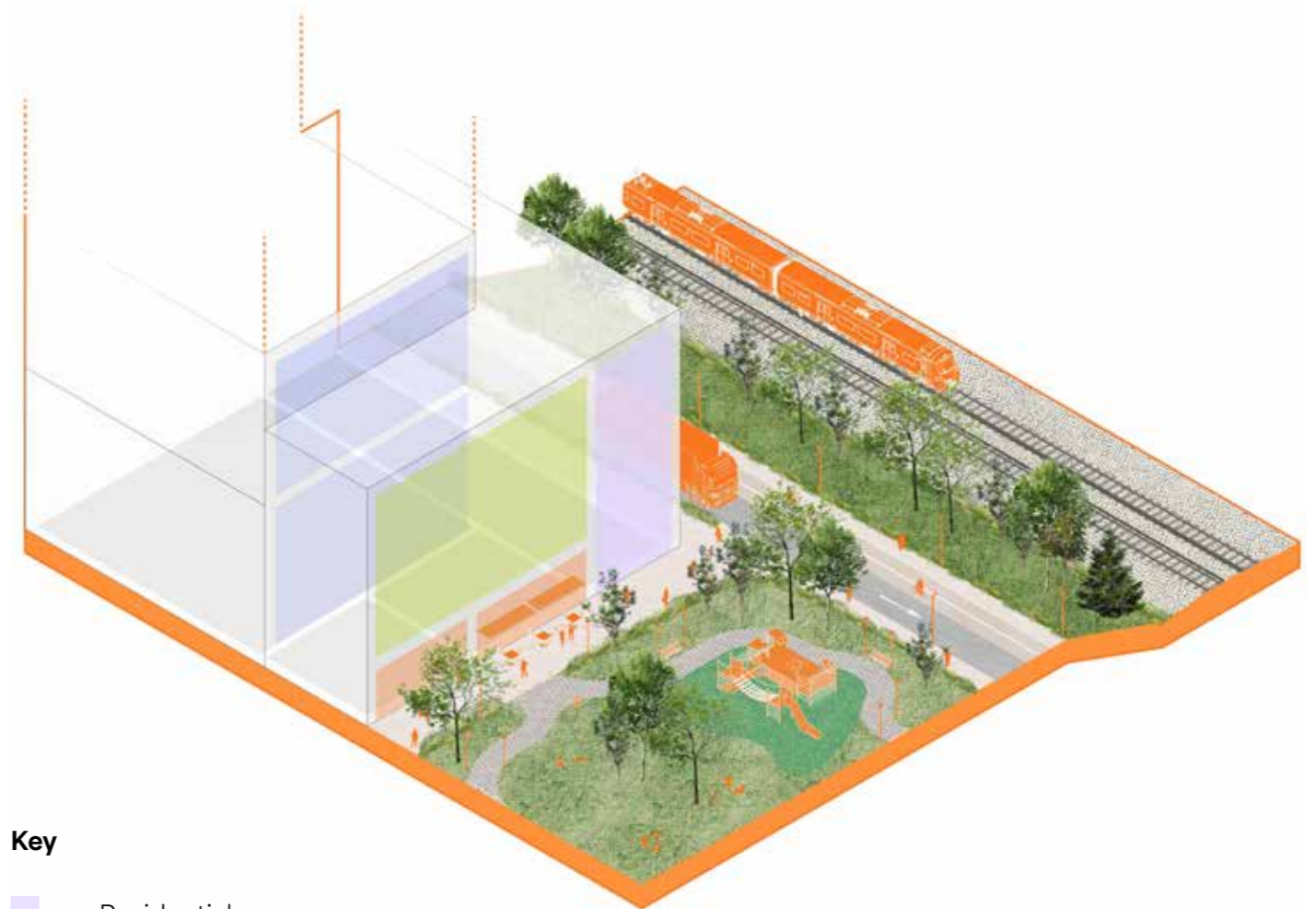
**3. An enhanced tree lined green corridor** should be created along the biodiversity corridor on the railway edge to the north to link Heathgate to an Eastern Park. Its width should enable green and safe cyclist and pedestrian routes, separated from servicing requirements.

**4. The co-location of new homes with large commercial uses** should create a strong sense of neighbourhood. Residential entrances should open directly onto streets, windows should provide passive surveillance whilst servicing should be located within back of house yards, away from the streets. *See GLA on Industrial Intensification*

**5. Large commercial buildings should provide a varied skyline with high quality architectural design.** Variation in height as well as breaks in massing should create harmonious long views from key viewpoints, such as from Kentish Town Road Bridge and from Hampstead Heath, as well as create pleasant, walkable streets with good views to the sky. The cumulative impact of large floor plates and of high buildings should be tested rigorously to avoid potential conspicuous large scale skyline ensembles, such as visually creating a continuous wall of height. *See LB Camden Building Height Study*

**6. A new green public park to the east** of this area should provide active play, space to linger as well as nature based greens including the retention of existing trees. A biodiversity connection to the railway edge should enhance the biodiversity corridor. Servicing passing through Regis Road should be carefully designed to ensure the park is not negatively impacted (i.e. traffic calming, pedestrian priority crossings, etc).

**7. Improved visibility and pedestrian connections** from Kentish Town Road as well as from the extended York Mews should integrate the new area with the High Street.



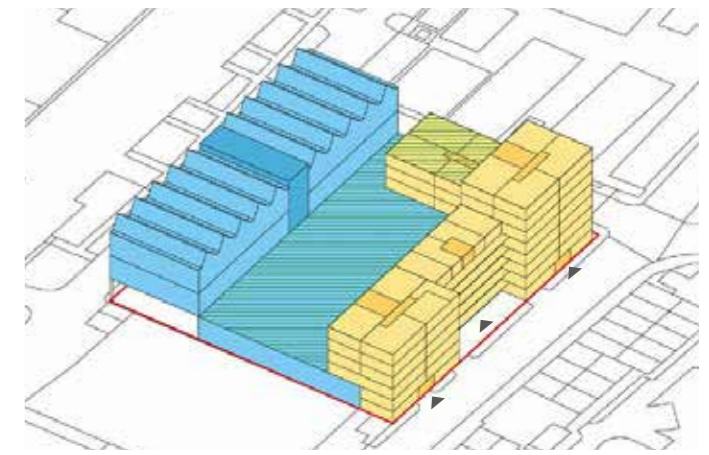
### Key

- Residential use
- Active frontages
- Mixed use
- Large format creative industry use

**Concept axonometric** illustrating green corridor and diverse land uses integration

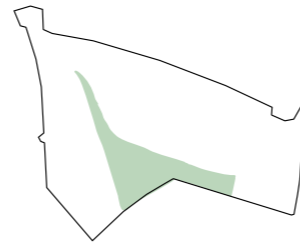


**Sustainable and community-focused workshops** in Meridian Water



**Stacked industrial co-location with residential uses**  
*GLA Industrial Intensification and Co-Location Study*

# Character Area 4 The Western Gardens and Holmes Road



Ambitions for this area include an improved Holmes Road and a new green public open space at the west of the site to create an accessible park serving the existing and new communities of residents, workers and visitors, with its footprint following the deeply buried current of the River Fleet.

## Key guidance for the area:

**1. This key new green public open space** will provide multi-functional amenities including green semi-natural environment for residents and visitors to socialise and seek respite from busy city environment, play provision for all ages and enhanced biodiversity. Its design should use best practice so that it feels safe and pleasant, and be well overlooked by active frontages, including new buildings ending the Regis Road/Holmes Road blocks. *See LBC Open Space guidance*

**2. Stitching the new development** into the existing context, views from and around the open space should be carefully considered and framed by high quality design; for example, enhancing the setting of listed College on 87 Holmes Road through long views across the park. The open space should connect with the existing Inkerman Gardens to the south and pedestrian streets including Holmes Road passage to the East and Makers Lane to the West.

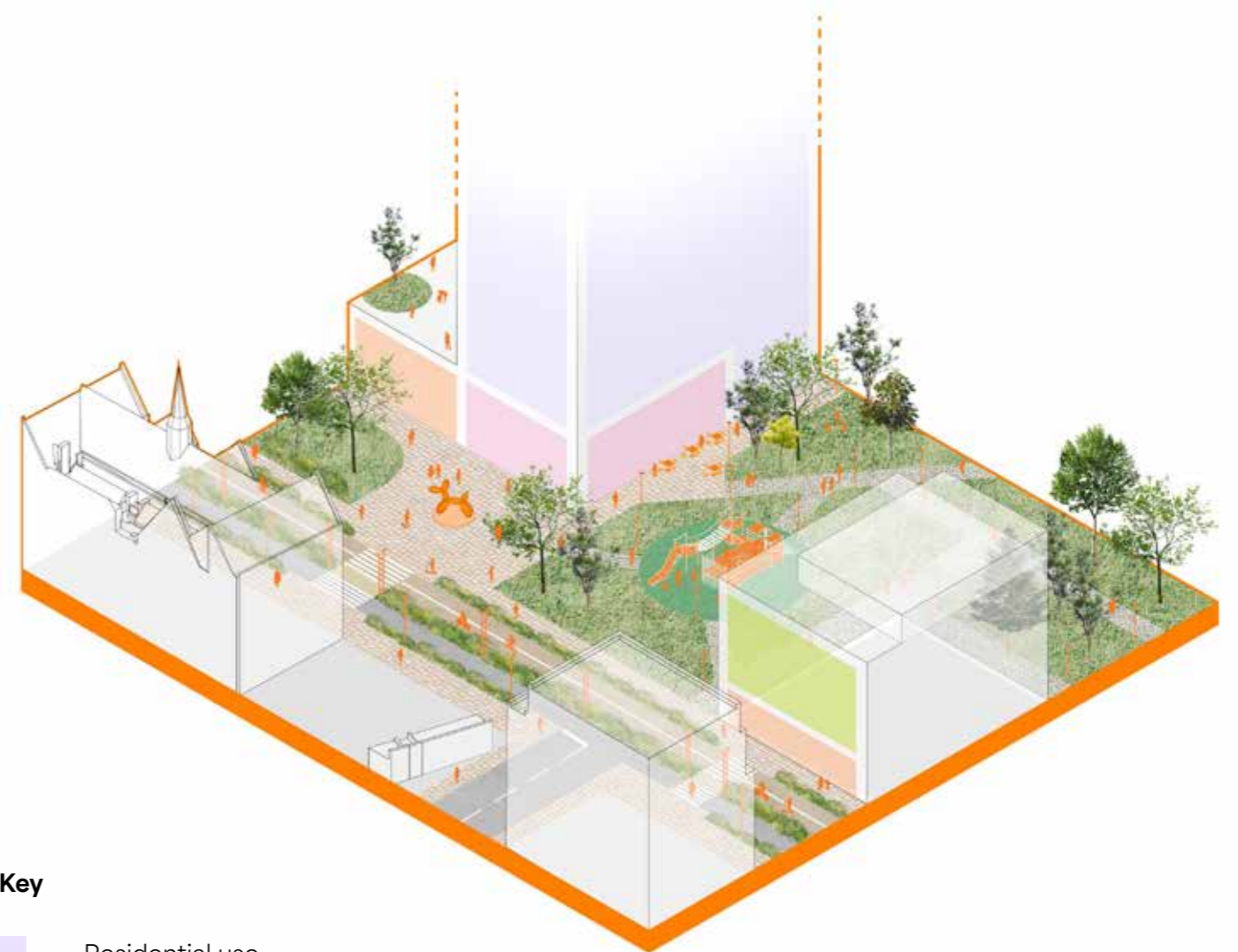
**3. The new link to Holmes Road and Cathcart Street** will transform the existing passage at the east into a key green cycling and pedestrian route connecting to the new development. Improvements should include widening

of the passage towards the new park to create space for active ground floor uses to spill out and dwell.

**4. The ground floors of buildings** around the new park should provide a sense of destination as well as amenity spaces for the local community. Mixed-uses including retail, cafés, community uses could provide activation at key moments such as on the corner of Holmes Road passage, south corner of Inkerman Gardens and north west corner on Regis Road. Residential entrances should have a civic and generous character.

**5. Improvements to buildings and the public realm along Holmes Road** should create a welcoming setting and a better relationship with the Regis Road area.

**5. A varied townscape should be promoted across the whole Regis Road Area.** In particular, the new housing-led development to the west of the gardens should be of varied heights, creating a neighbourly character, providing good level of daylight and views to the sky and avoiding conspicuous large scale skyline ensembles. *See LB Camden Building Height Study*



### Key

- Residential use
- Active frontages
- Mixed use
- Cultural facility use

**Concept axonometric** of the green public open space and its relationship to streets and buildings



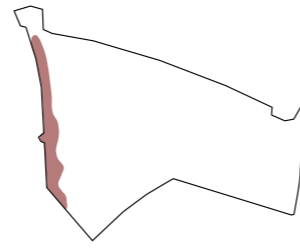
**Buildings fronting the open space** Elephant Park



**Public open space** in Eythorne Park, Myatt's Field North



# Character Area 5 Makers Lane



A key principle of the KTPF, Makers Lane should be a welcoming and intimate route connecting Spring Place to the south with Arctic Street and Heathgate to the north, leading to a new crossing over the railway and towards the Murphy’s site and Highgate Studios. It will unlock areas of Kentish Town’s industrial past and its character defined by creative uses and activity.

## Key guidance for the area:

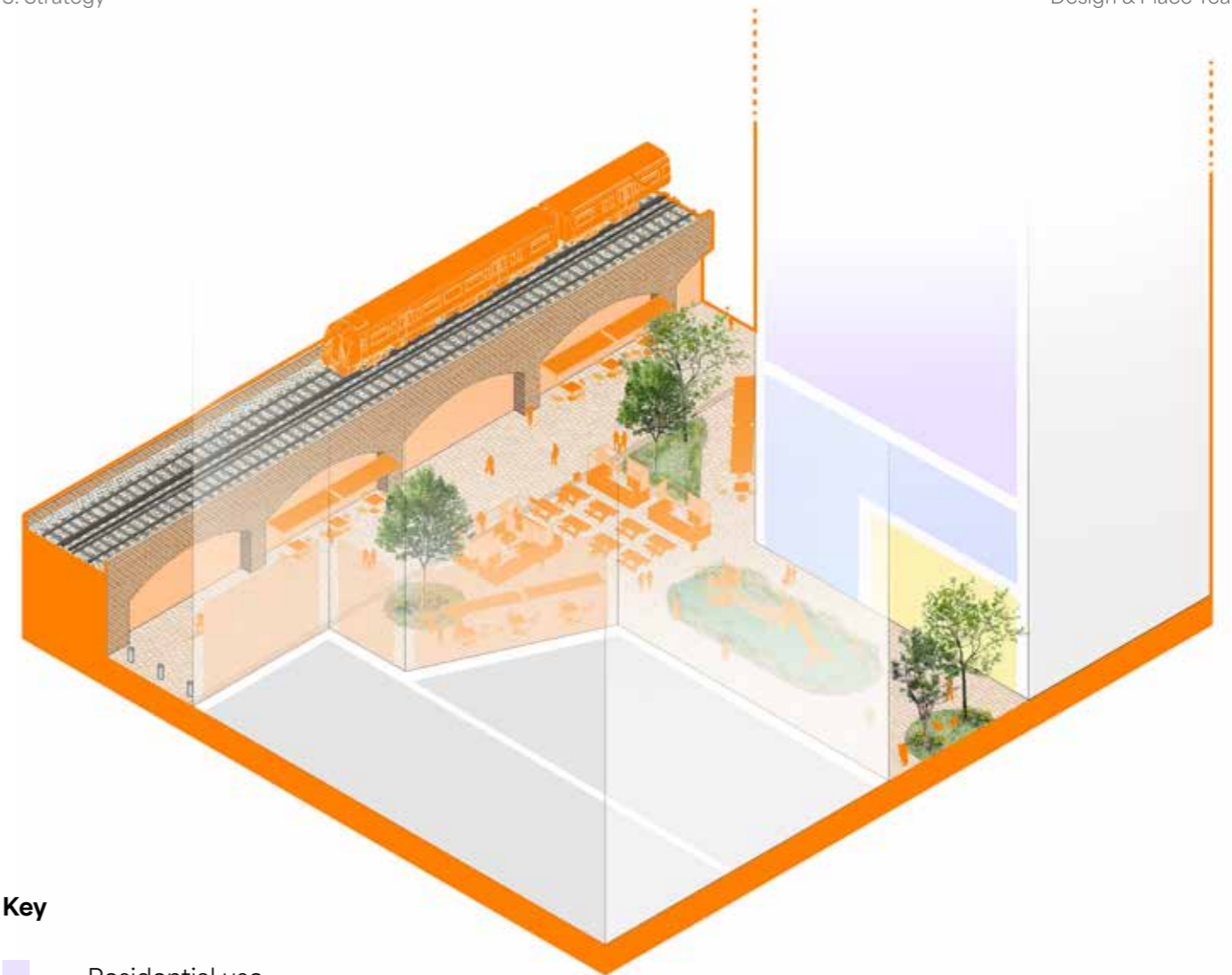
**1. The industrial heritage assets of the area** such as railway arches should be celebrated and brought to active uses, whilst new buildings facing the railway arches and the public realm should respond to this heritage context.

**2. Welcoming active ground floor frontages** should happen on both sides of the lane. Uses should include affordable workspaces, creative industries and makers as well as small light industrial units.

**3. The lane should have an intimate character along its length**, with pockets of open spaces to dwell in and hubs of activity at key locations - for example at the connection with Spring Place, Arctic Street, the Farm as well as along new east-west connections.

**4. Public realm and servicing** should be carefully designed to ensure the lane has pedestrian and cycle priority whilst enabling servicing of the western part of the Regis Road area - for example with management of service access allowed at specific hours of the day only. An integrated servicing strategy should be developed.

**6. Heathgate:** Makers Lane will lead to ‘Heathgate’ at the north, a new green public open space that should make use of the arches, provide links to the Kentish Town City Farm, to Regis Road to the east, and to the north via a new pedestrian and cycling Heath Line Bridge across the railway, connecting to the wider KTPF and beyond.



### Key

- Residential use
- Active frontages
- Community use
- Small format creative light industry use

**Concept axonometric** of Makers Lane and its activated railway arches

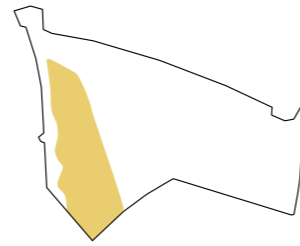


Development along railway arches, Hawley Wharf



Active railway arches Borough Yards

# Character Area 6 A Residential-led Neighbourhood



This residential-led mixed use area will create a fine urban grain of high quality sustainable housing blocks with a network of residential streets and spaces forming a transition between light industrial and mixed uses of Makers Lane to the west and the more residential and community uses fronting the Western Park to the east.

## Key guidance for the area:

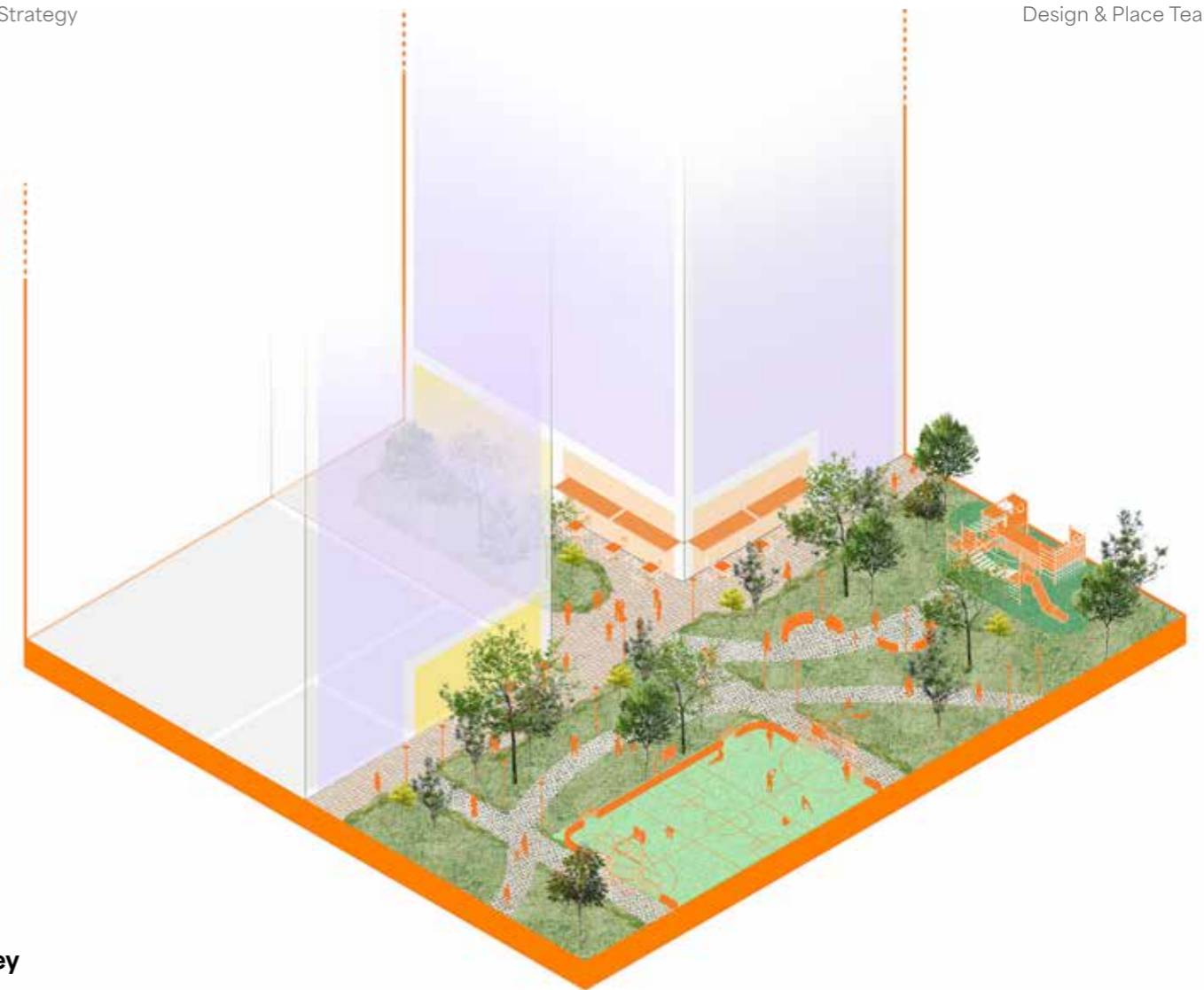
**1. Development will provide high quality, inclusive and sustainable homes** that respond to the diverse needs of the residential community in the area. It should provide building typologies that follow best practice design, including amenity space and front doors overlooking the public realm.

**2. The design of this neighbourhood** should ensure a **successful coexistence of residential and mixed-uses** through careful consideration of servicing, noise and uses. Light industry, including a Makers Yard, smaller workspace units and community uses could be located in the lower floors of buildings and in key areas such as on Makers Lane and Regis Road, whilst potential larger commercial uses may be accommodated towards the south on Holmes Road. Community uses could front and animate the park.

**3. Buildings should have varied heights and roofscapes** to enable good levels of daylight and sunlight into residents' homes and onto streets and amenity spaces. Design features such as terraces and cut outs should also be considered to improve daylight and add visual interest.

**4. The proposed streets in this area should prioritise pedestrians and cyclists**, include some pedestrian/cycle only streets with space for play and for lingering, whilst other streets would be open to vehicular access to service the area.

**5. The public realm character of streets and open spaces** should reflect the uses: streetscape should be residential and community driven, cater for residents of all ages on the east-west streets and when fronting the park. Community uses and retail could front the park.



### Key

- Residential use
- Active frontages
- Community use

**Concept axonometric** showing the balance of residential and mixed-use elements in a community-focused setting



Play Area at the Elephant Park



Generous amenity spaces

# Building Heights and Massing

The KTPF states development within the area is expected to be high density and the massing strategy should be underpinned by sound place-making principles. It also states the height of new development could be up to 8 storeys with taller buildings where appropriate and justified. The boroughwide Building Heights Study (January 2024) has since undertaken more detailed assessments and identifies both the Regis Road Area and Murphy's sites as having the potential for greater height as part of comprehensive development, subject to consideration of location sensitivities and design criteria. At Regis Road it identifies a potential height range of 12-52m (or 4-16 storeys) and directs potential taller buildings centrally and towards the north.

All tall buildings must be of exemplar architectural quality. Tall buildings (defined as above 30m) should be located away from more sensitive interfaces (such as lower rise townscapes and railway corridor natural habitats), should be designed as part of comprehensive development that also includes mid-rise and lower scale buildings, and avoid excessive overshadowing and micro-climatic impacts.

Heights and massing should be carefully located, shaped and designed to create a varied skyline, providing a cohesive approach that integrates with existing skyline characteristics and breaks between groups of tall buildings that allow views through to the wider context, and avoiding creating a wall of height or a ladder of towers.

Views should be thoroughly tested such as: long views from Hampstead Heath (LVMF), from protected local views (e.g. from Kentish Town Road bridge) as well as from other local views (e.g. from local Conservation Areas). Heritage and local contexts such as Conservation Areas, Listed Buildings and prevailing scale should be carefully

considered regarding potential location of tall buildings within the area.

In this respect, the Kentish Town Police Station and Kentish Town station sites are seen as more sensitive to increased height and the heights study identifies potential height ranges of 9 - 24m (3-7 storeys) and 12-30m (4-9 storeys) respectively.

As well as taking on board the range of considerations above, the acceptability of proposals will also be assessed against GLA London Plan Policy D9 on tall buildings and other relevant development plan policies.



Carefully located tall building in Kings Cross

# 3.2 Routes and Connections New and Improved Connections

Today, Regis Road is not connected into the surrounding streets or neighbourhoods beyond a single point of entry and exit at the Kentish Town Road junction. The proposed strategy in the Regis Road Area is to create a variety of routes, connections and spaces that will create a diverse, more open and interconnected neighbourhood. Most importantly, they will form walking and cycle priority networks, available for all members of the public to use, promoting a sustainable pattern of daily movement, living, and working.

New links to York Mews to the east, Arctic Street to the west, Holmes Road and Cathcart Street to the south and Murphy's site to the north will help open up and activate the hitherto cut-off parts of the neighbourhood and carry pedestrian and cycle movement through the site.

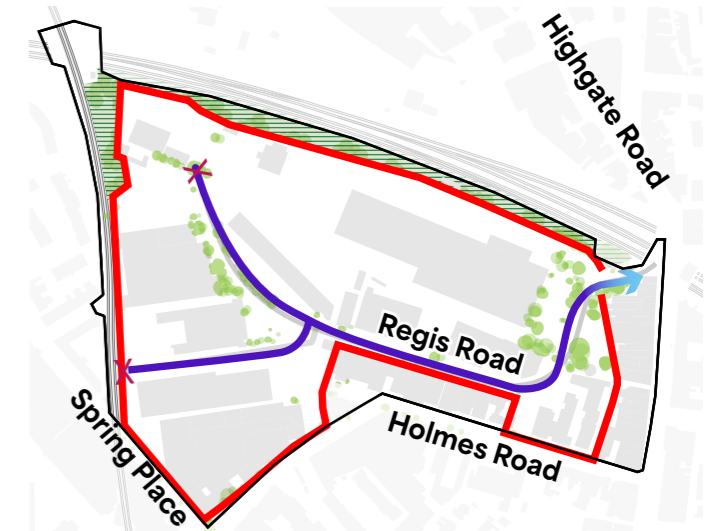
As a key east-west and main route through the area, Regis Road will require high quality public realm enhancements from the outset including safe streets for walking and cycling, light servicing access for the new homes and much needed greening. This should include the removal of existing parking on Regis Road.

Designated service roads are proposed at the centre of the commercial-led mixed-use area to service the local employment, removing the largest vehicles from Regis Road to enable space for other users to use it safely. A number of safe roads for all users with servicing are also proposed around the commercial-led area, including along the railway edge route, and on the section of Regis Road from the Kentish Town junction to the service route. These roads will be shared amongst different users and require careful design and safety considerations such as the need to segregate pedestrians, cyclists, cars and HGVs. The junction will act as a key entrance into the Regis Road Area from the north-east and will need to be safe and welcoming.

If development within Yoo Capital's land comes forward first, a separate service route for large vehicles at the back of the commercial buildings to the north of Regis Road should be created to serve their new film quarter. Regis Road would be a two-way route but once the remaining roads in the area are delivered, further improvements to Regis Road would be enabled through a possible one way east-west route, with a narrower carriageway and increased pavement widths and greening.

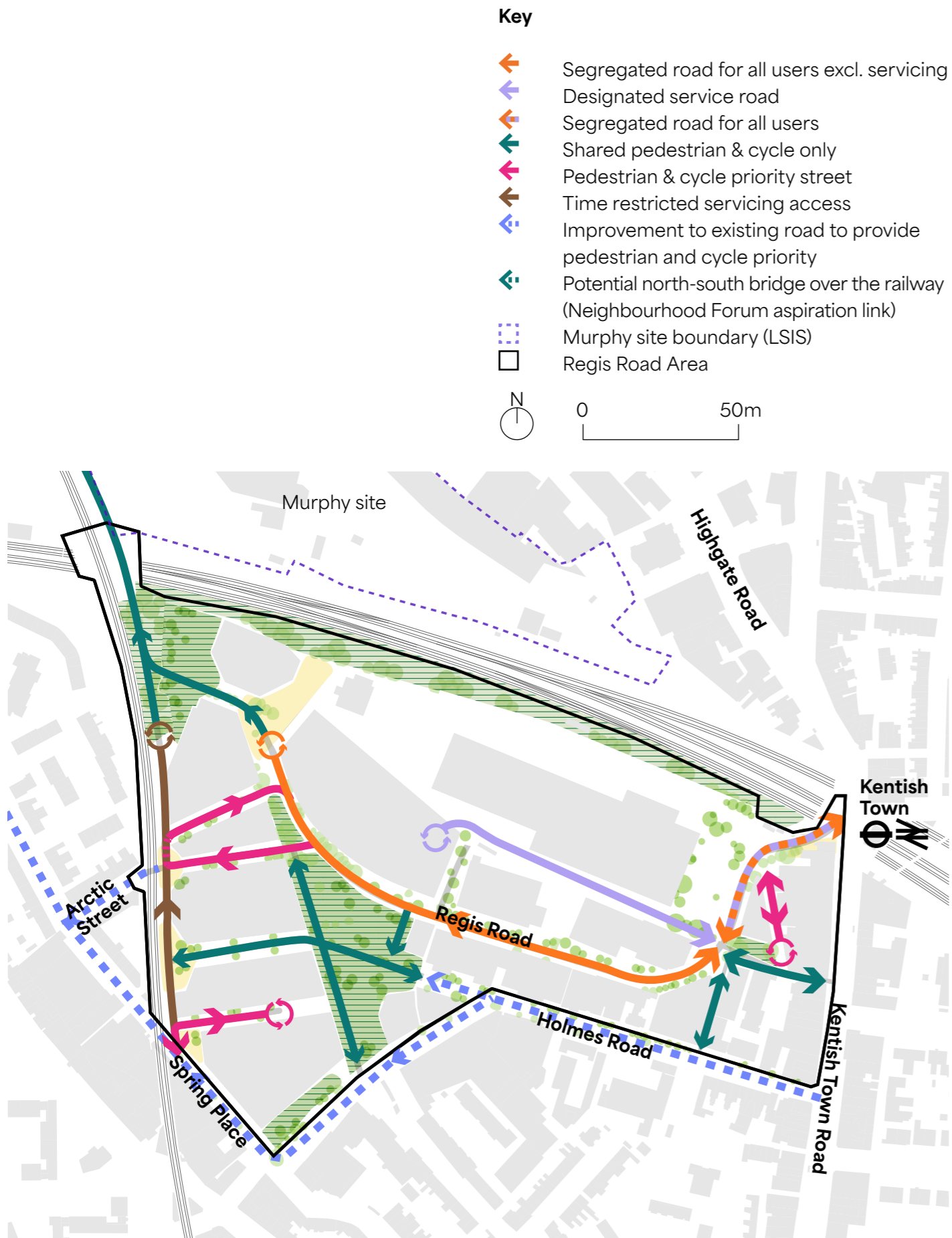
Holmes Road and York Mews will be key to the delivery of the east-west routes across the site and should have cycling and pedestrian improvements. They will provide new and enhanced access points into the Regis Road Area and improve the connection with the surrounding neighbourhoods.

Makers Lane will be a key north-south pedestrian link where a managed system could avoid servicing traffic during peak pedestrian and cycle flows (eg. early morning servicing only).

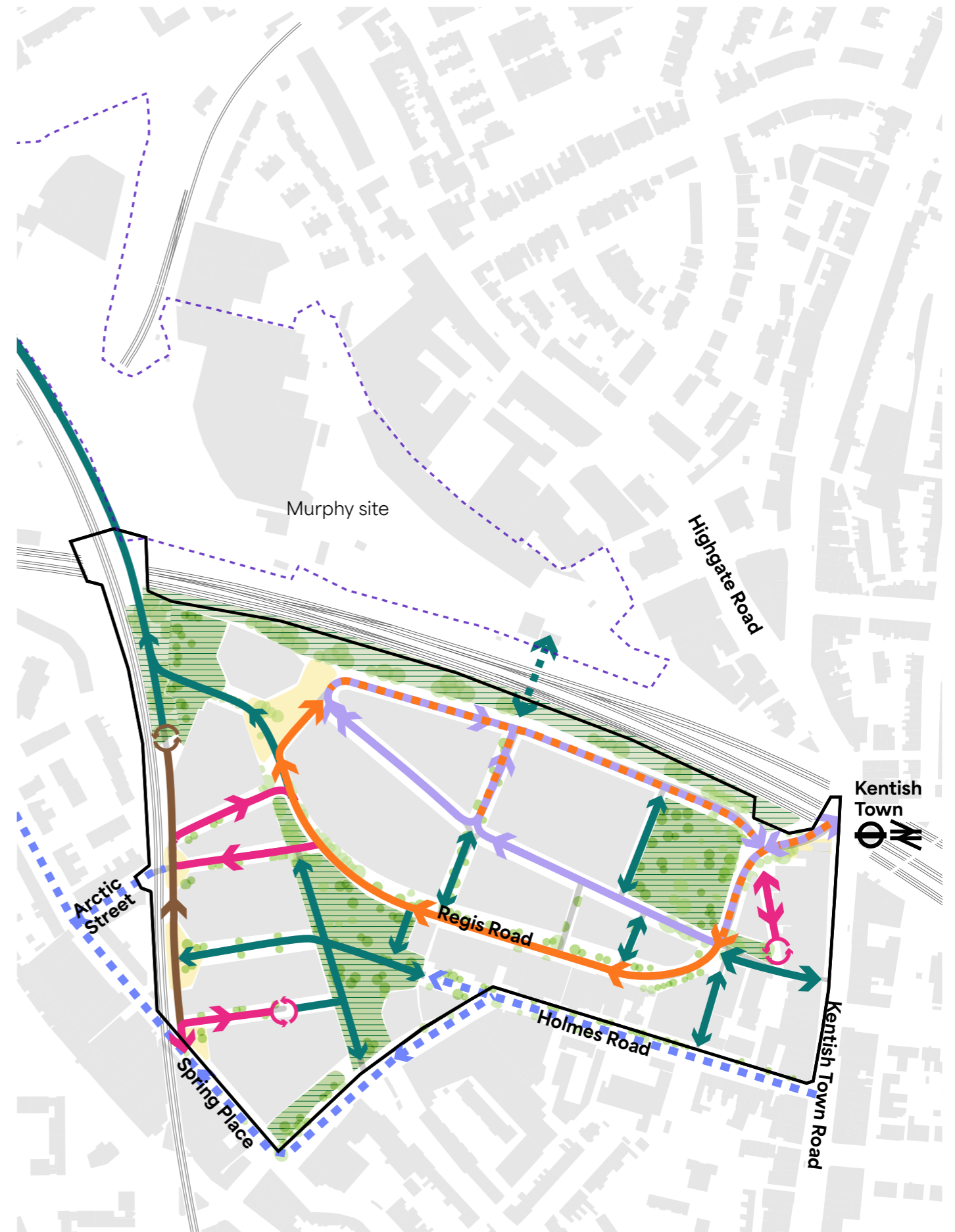


Map 6. Existing Regis Road access arrangements

Key	
	Site entrance
	Dead end
	Access route
	No site entry
	Regis Road Area



Map 7. Routes and connections required to support redevelopment of Yoo Capital and Joseph Homes parcels



Map 8. Additional routes and connections required to support redevelopment of UPS and remaining parcels. The Council acknowledges that the UPS site will not come forward in the near future



Map 9. Indicative landscape masterplan.  
This map illustrates a future vision for the redevelopment of the Regis Road Area, including the UPS site. Please note that UPS currently has no plans to redevelop its site.

### 3.3 Healthy Neighbourhoods

#### Sustainable Transport

A sustainable transport strategy will be central to the Regis Road development, focusing on public transport and active travel to reduce car dependency.

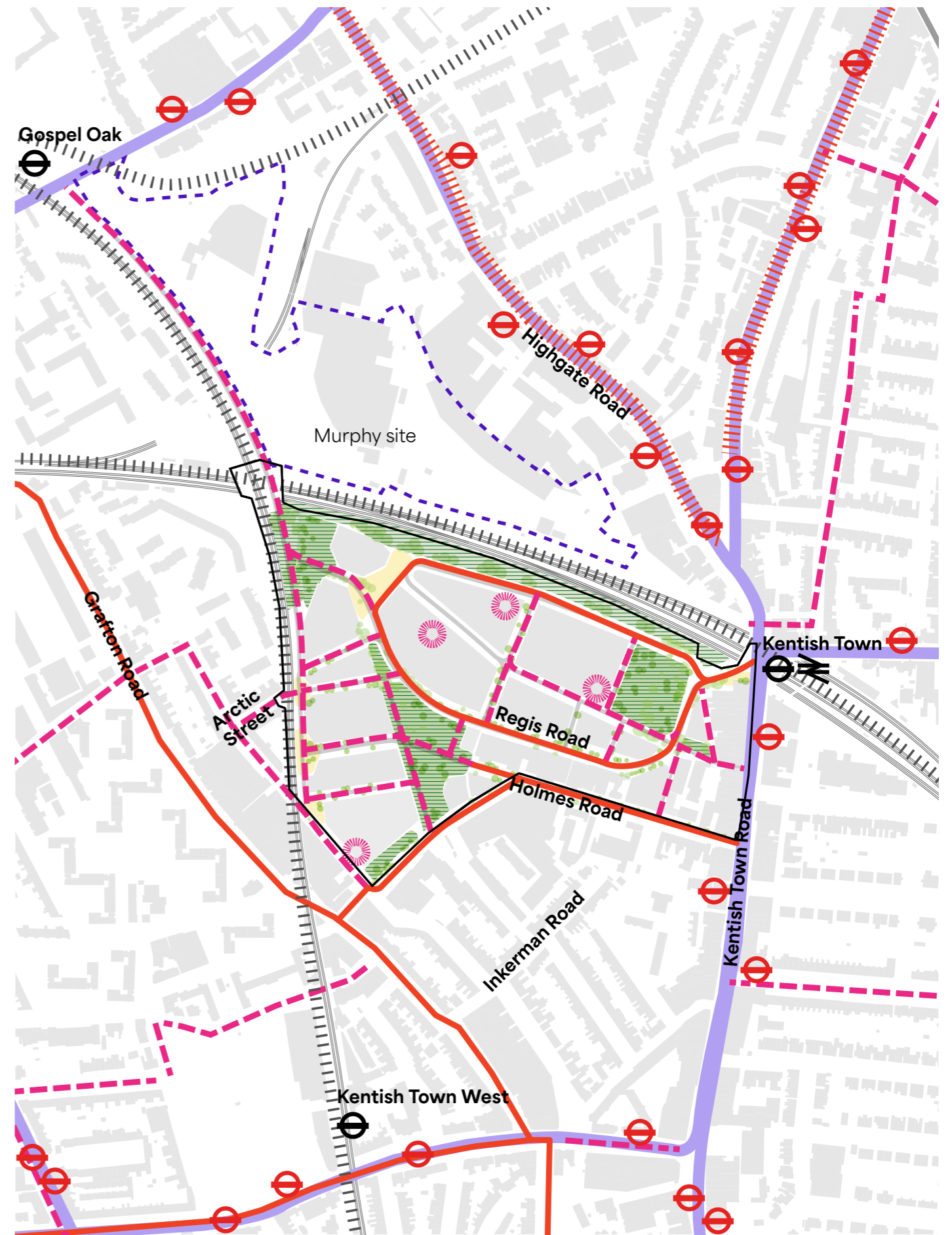
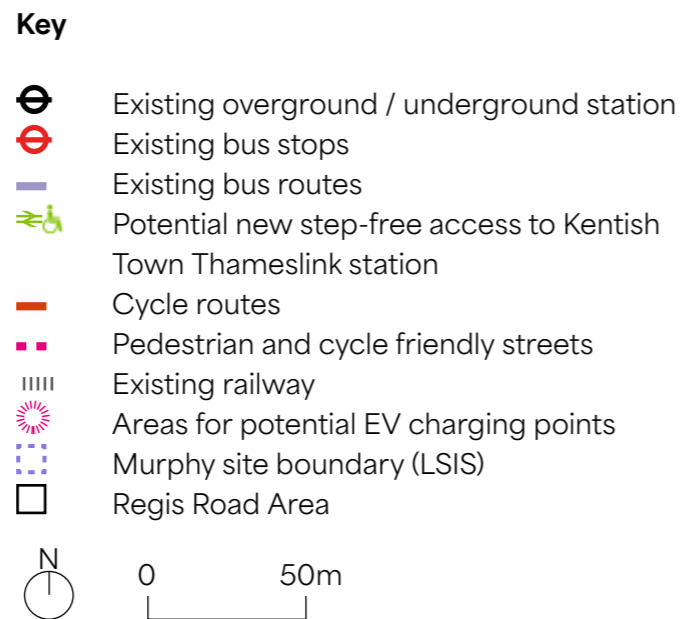
New and improved access points into the Regis Road Area should be created: from Arctic Street, Holmes Road, the High Street, and Kentish Town Station, where access must be enhanced through a reconfiguration of the junction to ensure a safe pedestrian and cycle environment. This will improve the east-west connectivity of the area and provide links to the north via a pedestrian bridge over the railway tracks. These routes will also improve connections to Kentish Town West and Gospel Oak stations, and to bus services to the west and north of the site, alleviating pressure from Kentish Town Underground station. Options to deliver step-free access to the Kentish Town Station Thameslink platforms will also be explored with TfL, Network Rail and Govia Thameslink.

Regis Road should be the primary neighbourhood road for pedestrians and cyclists, with limited vehicular traffic and with a single vehicular point of access which should be managed through low-speed controls and further supported by operational strategies to ensure that the hourly vehicle demand is regulated.

The sustainable transport strategy will seek to lower the amount of vehicles, including those needing to service the site, as set out in LB Camden's Freight and Servicing Action Plan 2024. This includes freight consolidation facilities, shared mobility hubs, electric scooter and car clubs, micro mobility bays with cargo bike parking provision, and electric vehicle infrastructure such as charging points. Development should be car free, only allowing for disabled parking and operational parking for industrial uses.



Green Mobility Hub proposal in Chalton Street



Map 10. Sustainable transport network within the proposed and around the wider Regis Road Area

# A Sustainable Neighbourhood

Achieving a sustainable neighbourhood is a key priority for the Regis Road Area, particularly in light of the growing climate risks in the area and the need to reach the Council's net zero target by 2030.

Since the adoption of the KTPF in 2020, policy and guidance on sustainability has evolved at national, regional and local levels. At Camden, they include Camden Climate Action Plan, and Camden Clean Air Action Plan. The draft

Camden Local Plan provides further direction as to how the plan intends to respond to the Climate and Ecological emergency in Camden.

## Circular economy

Sustainable development in the Regis Road Area will embed circular economy principles by:

- Targeting “options for pioneering” sections set out in London Plan Guidance Circular Economy Statements;
- Reducing waste from construction through reusing, repairing and recycling materials as far as practicable;
- Demonstrating how material demands will be reduced - and targeting a proportion of materials of reused and / or recycled content;
- Supporting the sharing economy; and
- Exploring opportunities to use sites for temporary storage of re-usable materials during construction.

Regis Road Recycling Centre will be retained or re-provided on site, building on the circular economy opportunities that the recycling centre could bring to the area, for example through a repair and reuse facility or a materials and sharing hub.












## Energy and minimising carbon emissions

The KTPF states the scale of development at Kentish Town offers the potential for a single integrated energy system. The energy strategy for Regis Road should focus on delivering:

- Energy efficient design through building form and orientation, insulation, air tightness, and high fabric efficiency of building materials;
- Seeking to achieve net zero buildings in operation (where no fossil fuels are used, all energy use has been minimised, and renewable energy generated on site matches its energy use on an annual basis); and
- A site-wide heat network for sustainable heating and cooling, ensuring low temperature communal heating to enable future heat network connections. Other secondary heating opportunities such as the River Fleet or sewer source heat pump should be explored (this area is rapidly changing both in terms of technology and potential new heat networks).

Development will actively seek to minimise ‘whole life carbon’ and demonstrate this through a Whole Life-Cycle Carbon Assessment, which aims to meet London Plan Guidance WLC aspirational benchmarks.

### Key

	Site of Importance for Nature Conservation		Existing designated natural habitat
	Proposed links to surrounding communities		Aboveground attenuation
	Biodiversity / wildlife corridors		Existing and proposed tree canopies
	Active roofspace: solar, green, blue, brown and amenity functions		Amenity, play, exercise opportunities
	Proposed green public open space		Proposed energy Centre
			Murphy site boundary (LSIS)
			Regis Road Area

N  
0 50m



Map 11. Proposed sustainability plan

## Air quality

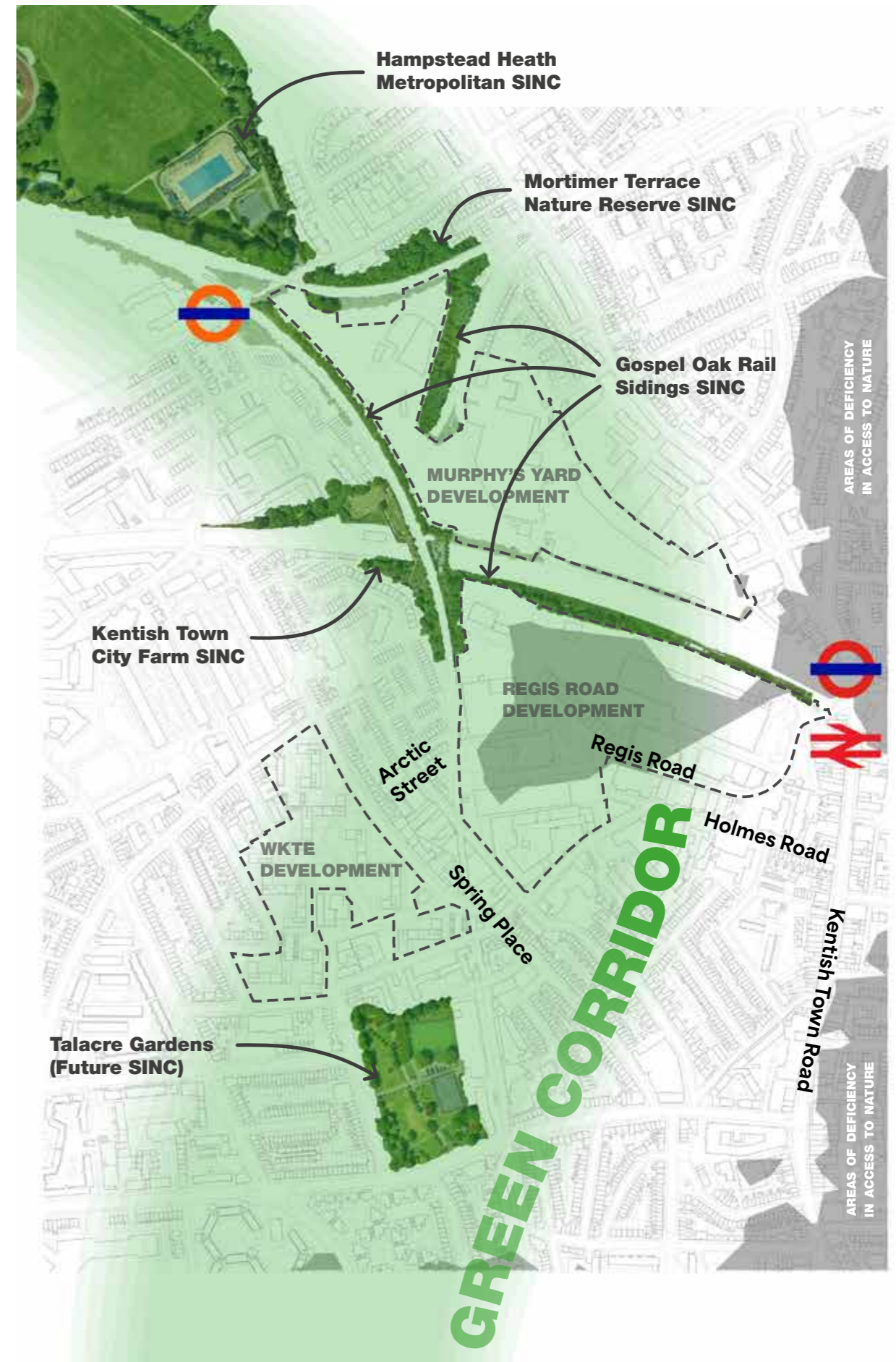
Clean air is essential for healthy and resilient communities. Development should achieve this through:

- An Air Quality Positive approach, meeting the London Plan Guidance and aligned with Camden's World Health Organization (WHO) air quality objectives;
- Sustainable modes of transport through new and improved streets for walking and cycling and connections to local transport networks, with enhanced wayfinding throughout, and a freight consolidation strategy (see Sustainable Transport section);
- Mitigation of air quality impact from main roads and railways through careful design and the use of protective measures to restrict the movement or otherwise contain air pollution;
- Seeking to achieve a zero-combustion development with no fossil fuel or biomass heating, cooking or other commercial activity, including in restaurants and catering premises (indoors and mobile)
- A focus on healthy buildings for healthy occupants, with indoor air quality a core consideration through the design and build to make sure future homes, workplaces, learning spaces, and other public spaces have good indoor air quality and do not represent a health risk for occupants, users or neighbours; and
- Standby power systems on the site will be fossil fuel-free and zero-emission with respect to air pollution at the point of use.

## Climate resilience

Climate resilience is key in delivering a sustainable neighbourhood that is fit for the future, responds to extreme weather events and increases natural habitat. It should be achieved by:

- Addressing surface water flood risk since Regis Road is located in an area which includes high and medium surface water flood risk areas and a historic watercourse route through the east of the area. Development should respond to this through:
  1. Appropriate design including location of streets, buildings, and uses, particularly homes.
  2. Replacing non-permeable surfaces with soft landscaping and permeable paving, including Sustainable urban Drainage Systems (SuDS) at key locations to alleviate and mitigate high rates of surface water run-off and achieve greenfield run off rates where possible as well as to enjoy the multifunctional benefits of SuDS such as greening, cooling, well-being and biodiversity.
  3. Measures to ensure the development is appropriately flood resistant and resilient such that in the event of a flood, it could be quickly brought back into use without significant refurbishment.
- Preventing overheating and creating a cool environment through design, the use of materials and green infrastructure, including new trees and the retention of existing ones;
- Promoting biodiversity and natural habitats by increasing planting, connecting green spaces through green routes and enhancing biodiversity corridors; and
- Reducing water stress by exploring ways the site can use less water.



Map 12. Camden Nature Corridor map showing SINC sites and Site Allocations on behalf of a consortium of local organisations and community groups in Camden



# Green Public Open Spaces and Play Provision

Development in the Regis Road Area will provide a variety of high quality green and open spaces and new green infrastructure, including new civic spaces, active spaces for play, landscaped green amenity spaces and natural to semi-natural space for nature conservation, addressing the lack of open space in the area.

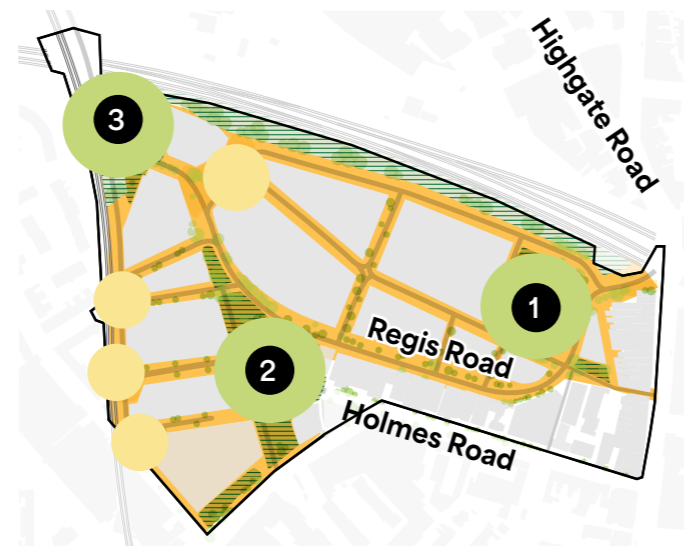
Three new publicly accessible natural green spaces should be created and strategically distributed at key locations to ensure they serve residents, workers and visitors across the whole Regis Road Area. In addition smaller pockets of green space will provide more informal spaces offering everyday interaction with greenery and offering quieter spaces to sit.

The provision of green and open spaces should serve the existing and new communities within and around the site and respond to local needs. Importantly, these spaces should be designed to connect with the existing surroundings to create a cohesive network of open spaces in the local area and beyond. The plan includes collaborating with Kentish Town City Farm to enhance the green space at the north-west of the site.

A variety of green infrastructure measures and plant species should be embedded within the new streetscape and open spaces, improving biodiversity and supporting natural habitats in the area. This also includes creating green links and connecting to wildlife areas to enhance ecological corridors, aligning with the principles of the Camden Green Corridor. To achieve this, development will have to meet both the urban greening factor and biodiversity net gain requirements.

The open spaces should be designed to be multifunctional and multi-generational, offering ample room for a diverse range of community activities and events, and to promote interaction amongst the different

communities in Kentish Town. The site will enhance the existing community initiative of Inkerman Gardens and offer new opportunities for community-growing projects as well as provide opportunities for wider environmental engagement and education.



Map 13. Proposed public open space plan

Key	
①	The Eastern Gardens
②	The Western Gardens
③	Heathgate
■ (Green)	Open public space (soft landscape) incl. MUGA and play
■ (Yellow)	Civic public space (hard landscape)
■ (Orange)	Public realm
▭ (Dashed Purple)	Murphy site boundary (LSIS)
▭ (Solid Black)	Regis Road Area

## Several New Green Spaces

- The Western Gardens should provide a communal space at the core of the Regis Road Area to connect Holmes Road and Regis Road
- Should be designed to protect the existing trees and flora and provide new connectivity to the High Street.
- The improvements of Inkerman Garden should enhance this much-loved public space facing the Grade II listed College Francais de Londres.
- The Heathgate open space at the north should enhance the existing green corridor and help provide new access to the Heath Line and Gospel Oak Station, offering a 5-minute connection to Hampstead Heath.
- The Eastern Park should be a prominent public space visible from the High Street and connected to the biodiversity corridor.

## Play Spaces Provision

- Play should be integrated throughout the Regis Road Area in various ways. This includes dedicated play spaces with equipped play areas, informal and incidental play areas, and kickabout areas.
- In line with the GLA's report on advancing gender equity, play features should be inclusive for children of all ages and abilities. The design should encourage girls to play and gather while feeling safe in their urban environment.



Civic Space on King's Cross canalside



Play Street in Kings Crescent



Play space tailored to girls' interests in Bradford

# A Thriving and Healthy Community

Reinforcing the objectives of the KTPF, physical and mental health, wellbeing, and reducing health inequalities across the area are a priority for major new development to address.

A comprehensive approach is needed, including providing high quality, well-designed, affordable, and accessible homes, mitigating and adapting to climate change, and creating high-quality and inclusive open spaces that are in the right places and safe for all genders.

Additionally, new development should support local jobs and training opportunities, and encourage sustainable transport and active travel to improve air quality, health and wellbeing.

Major development in Regis Road and wider KTPF area will require delivery of robust social, community and cultural strategies to meet identified needs whether through direct provision as part of development or financial contributions towards existing social infrastructure, facilities and services.

Through local engagement and involvement, and working with the relevant agencies, the provision of essential health, education, and community facilities required to meet the needs of the anticipated increase of residents needs to be thoroughly assessed and addressed.

This should also especially focus on the needs and opportunities for young people, alongside the community and cultural offers for different age groups that could complement existing local facilities and resources.

The health needs of the local area will particularly have to be assessed in developing proposals and taken into account the cumulative impact of a significant number of new homes and people working across the KTPF area.



**Inclusive play** at Frimley Lodge Park



**Organic food growing** at Story Garden in Somers Town



**Hackney School of Food** cooking and food growing space



**Friendship Gardens** at the rear of Lea Bridge Library

# 4 Delivery



- Comprehensive Delivery and Infrastructure

# 4.1 Comprehensive Delivery and Infrastructure

The KTPF requires that redevelopment is comprehensive and delivered through a masterplan-led approach, underpinned by the transformative effect of three key principles set out in the framework:

- Makers Lane
- Regis Road
- The Heath Line (primarily on Murphy’s site)

Together these are essential to unlock land, facilitate mixed use intensification and connect neighbourhoods and green space corridors.

This addendum responds to these principles with a masterplan-led approach. It will need to be delivered through land assembly and co-ordinated and co-operative approaches by landowners in order to meet the Council’s requirement for comprehensive redevelopment within the framework area.

In order to support this, and ensure our principles and objectives are delivered, a report in April 2024 authorised the preparation of an Appropriation and Compulsory Purchase Order strategy. This signals that the Council is prepared to use Appropriation, Compulsory Purchase and other statutory powers to facilitate its objectives for Regis Road.

### Planning Applications

The land ownership within the growth area remains a challenge to the Council’s expectations of a single planning application to secure comprehensive development for the Regis Road growth area. However, the Council recognises the constructive land assembly which has occurred since the adoption of the KTPF and considers that the co-delivery of parcels A1 and A2 (parcels shaded green in Map 14) and the necessary infrastructure would constitute a sufficient scale of development to be acceptable. This will need to include proposals for the required re-provision of a recycling centre and existing homes, and the suitable re-provision of depot services and the car pound.



















Therefore, the Council’s expectation is that the design of parcels A1 and A2 will be fully coordinated by Joseph Homes and Yoo Capital, resulting in planning proposals which provide a clear roadmap for comprehensive delivery of the full extent of both parcels as well as the relevant infrastructure set out in Table 1 on page 57. If further land assembly occurs, this would be expected to form part of the same planning process.


The Council acknowledges that the UPS site will not come forward in the near future, however, infrastructure improvements which affect UPS land will be needed to support the development of Parcels A1 and A2 and ultimately the comprehensive masterplan vision for the whole of the Growth Area. Discussions are underway with UPS on these issues. This includes (1) Regis Road improvements (3) York Mews Link, (5) Servicing route and Enhanced Kentish Town Gateway (9) which all involve UPS land. The Council’s priority is to work with UPS, Yoo Capital and Joseph Homes and other stakeholders to deliver these, recognising the importance of ensuring the impact on UPS’s operations are mitigated.

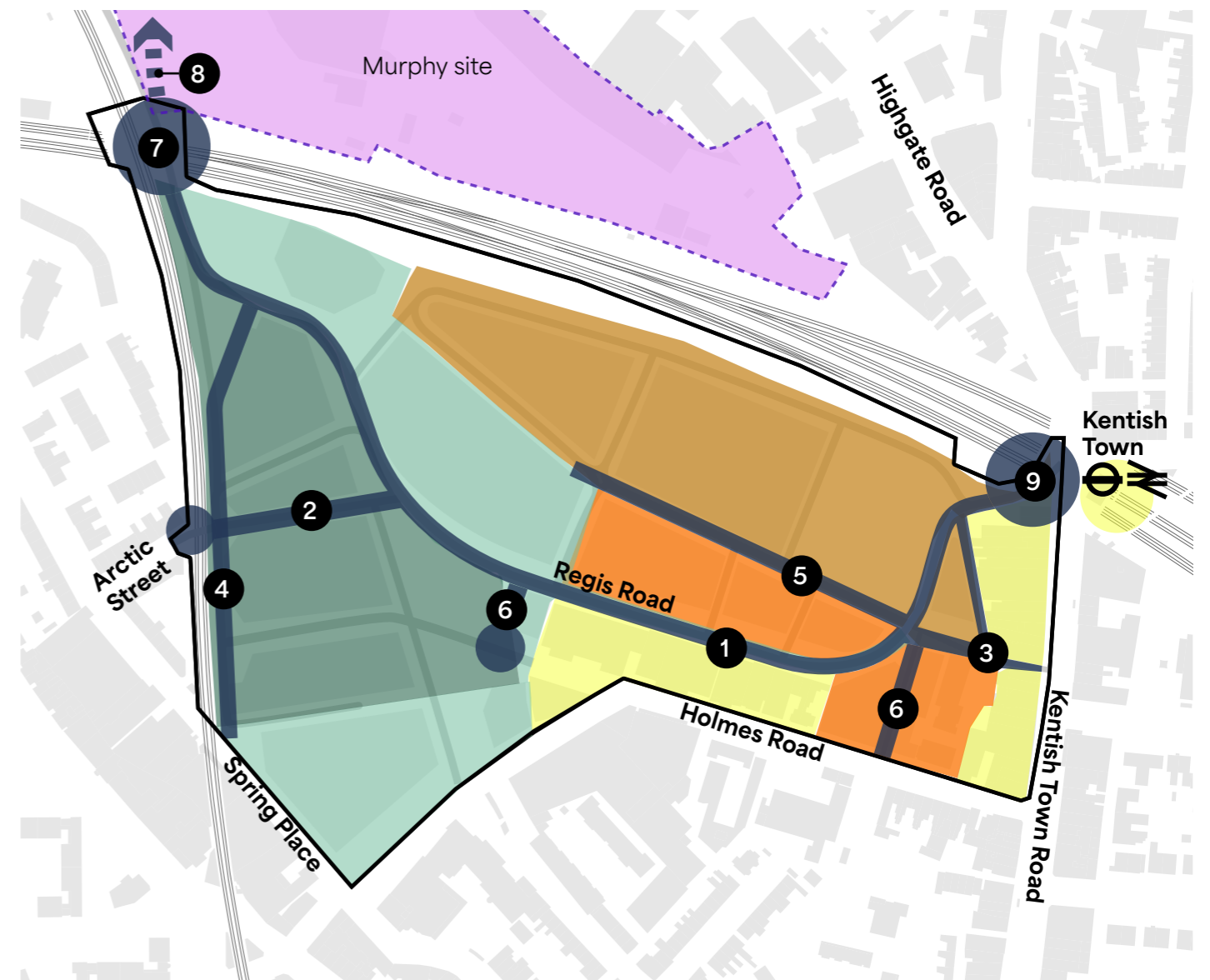
Development proposals will require landowner coordination and collaboration to deliver on the principles and objectives of the KTPF and this addendum. They will also need to respond to the new development and regeneration context which has since evolved.

There may be significant gaps in time between delivery of development parcels within Regis Road and Murphy’s site. It will therefore be essential that every major development proposal demonstrates its constructive contribution to the masterplan led comprehensive approach across the KTPF area, while being acceptable on its own planning merits. They should deliver the infrastructure necessary to support its functions and safeguards/ facilitates future development and the further infrastructure required to enable and support regeneration of the wider growth area.

### Key

	Connectivity infrastructure:		Parcel A1 (Predominantly Joseph Homes land)
	Regis Road		Parcel A2 (Predominantly Yoo Capital land)
	Arctic Street link		Parcel B (Big Yellow, NHS, Create London, Met Police land)
	York Mews Link		Parcel C (Predominantly UPS land)
	Makers Lane		Parcel D (multiple land owners)
	Servicing route		Parcel E
	Holmes Road link		Murphy site boundary (LSIS)
	Pedestrian & Cycle Bridge - Makers Lane		Regis Road Area
	Heath Line route		
	Enhanced Kentish Town gateway		


0
50m



Map 14. Parcels and connectivity infrastructure in the Regis Road Area

**Infrastructure Priorities**

Infrastructure will need to be delivered through various mechanisms and should focus on the following:

- A future-proof servicing and connections strategy
- Re-purposing/recreating Regis Road as a green pedestrian and cycle friendly route
- A high quality gateway from Kentish Town Road as part of major junction and public realm improvements
- Establishing the framework from which a network of green spaces, new streets, routes and access points can evolve
- Facilitating the bridges/links to deliver the Heath Line and Makers Lane
- Different types and functions of open spaces e.g. for relaxation, play areas, MUGA
- Social infrastructure such as community and cultural spaces and health services

These and other requirements are set out in more detail in the adjacent table. The ‘Trigger for Delivery’ column identifies the development parcels which give rise to the need to deliver each item of infrastructure.

The priorities, principles and funding mechanisms of how and when the relevant infrastructure will be delivered needs to be supported by delivery strategies prepared in partnership through:

- Engagement with local communities (including young people),
- Evolving development proposals, potential impacts and local consultations,
- Respective landowners/developers and
- Consultation with other interested parties and agencies such as Network Rail, the NHS and Transport for London to assess local needs and nature of potential contributions.

The Council expects landowners to agree a joint area wide infrastructure strategy. At a minimum this will require each site to demonstrate how they contribute to the essential infrastructure identified in the SPD and the comprehensive approach and objectives sought.

They will also need to set out how individual proposals will deliver or facilitate the required infrastructure, both as part of the specific development and where infrastructure delivery is jointly or solely dependent on third party landowners and/or other agencies.



**Energy hub with community spaces, Southwark** by Morris+Company

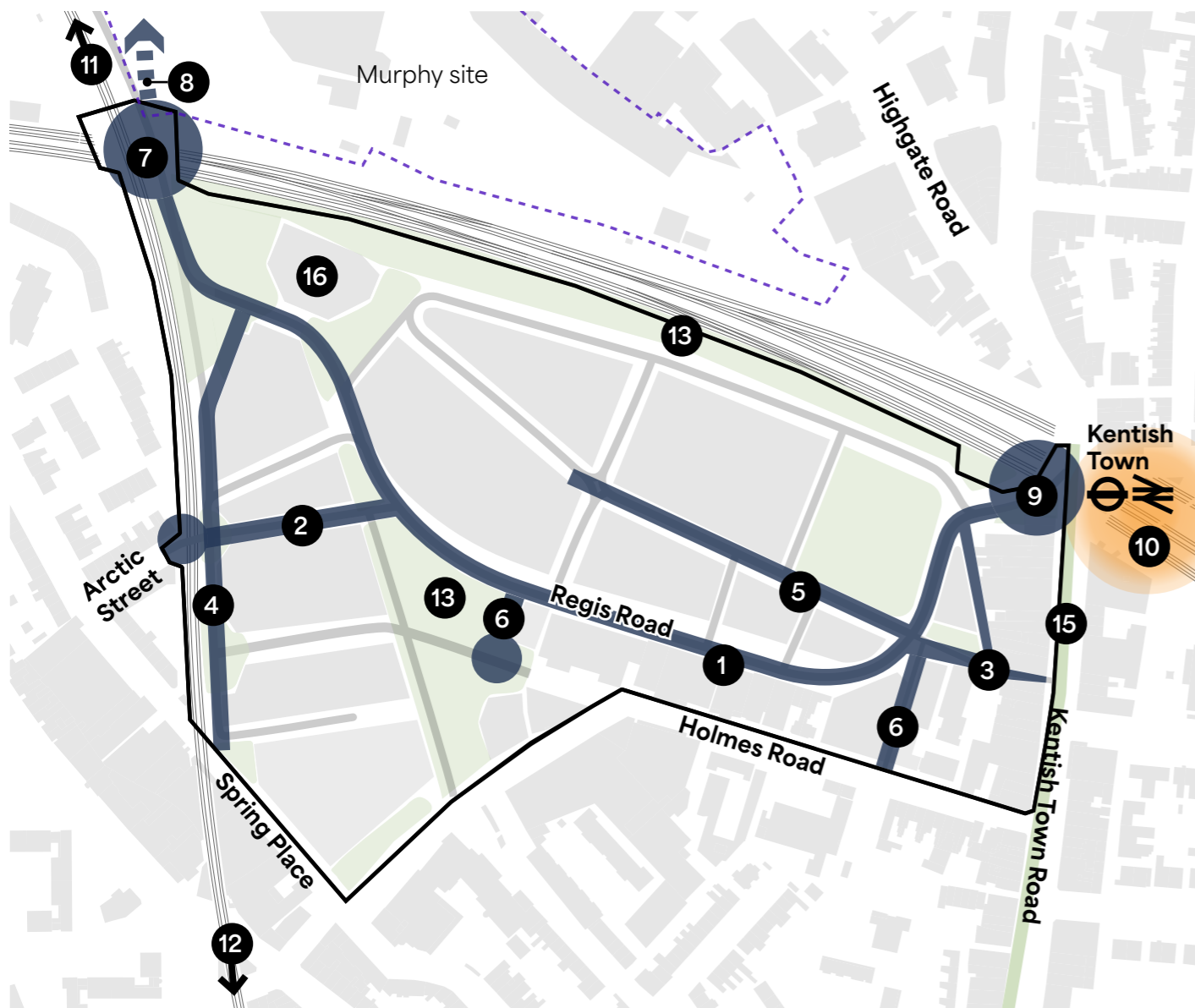
	Infrastructure	Purpose	Trigger for Delivery
01	Regis Road	Repurpose/reprioritise Regis Road as a green pedestrian and cycle route and the central connection spine of a new mixed-use neighbourhood	Through development of Parcels A1, A2 and/or C
02	Arctic Street Connection	To unlock redevelopment opportunities to the west and create an east-west pedestrian/cycle link with Gospel Oak	Through development of Parcels A1 and/or A2
03	York Mews link to Regis Road	A pedestrian/cycle east-west link to connect new development to local shops and facilities on Kentish Town Road	Through development of Parcels A1, A2, C and/or D
04	Makers Lane	Create pedestrian/cycle access to a new residential neighbourhood with light servicing for potential new workspaces	Through development of Parcel A1
05	New Service Road	Create alternative servicing route to separate heavier commercial traffic from other road users and future residential elements	Through development of Parcels A2 and/or C
06	Holmes Road connection	Improved pedestrian/cycle connectivity southwards	Through development of Parcels A1, A2 and/or D
07	Pedestrian & Cycle Bridge - Makers Lane	Enabling the connection between Regis Road Growth Area and Murphy’s site	Contributions from all major development
08	Heath Line route	Pedestrian & Cycle route between Kentish Town and Hampstead Heath	Contributions from all major development
09	Enhanced Kentish Town gateway	A remodelled entrance with wider pavements, space for cycle infrastructure, improved junction arrangements for pedestrians/ cyclists, and improved links and setting to Kentish Town station	Through development of Parcels A1, A2 and/or C with contributions from all major developments
10	Kentish Town Station Thameslink Step Free Access	To improve accessibility from street to platforms	Contributions from all major development
11	Gospel Oak Station access improvements	To create potential new entrance to the east of the station.	Contributions from all major development
12	Kentish Town West access improvements	To create an improved link and connection with adjacent neighbourhoods	Contributions from all major development
13	Public open spaces and biodiversity corridor enhancements	To deliver new spaces with different functions and qualities and to mitigate impacts, enhance and connect railway green corridors and habitats	On and across sites and through contributions from all major development
14	Recycling Centre	Re-provision of safeguarded infrastructure facility	Through development of Parcel A2
15	Kentish Town Road public realm	Improvements to Kentish Town Road to complement an improved York Mews link and Regis Road gateway	Contributions from all major development
16	Energy and Heat networks	Delivery of an efficient energy and heat network strategy connecting to existing networks where feasible and/or serving the growth area	On and across sites and/or through contributions from all major development
17	Health provision	To be identified through delivery strategies and needs assessments and met by delivering new facilities/services or supporting existing ones	On and across sites and/or through contributions from all major development
18	Education/early years provision	To be identified through delivery strategies and needs assessments and met by delivering new facilities/services or supporting existing ones	On and across sites and/or through contributions from all major development
19	Social/Community provision	To be identified through delivery strategies and needs assessments and met by delivering new facilities/services or supporting existing ones	On and across sites and/or through contributions from all major development

Table 1. Regis Road Area infrastructure priorities

**Key**

Refer to infrastructure table

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>■ Connectivity infrastructure:</li> <li>① Regis Road</li> <li>② Arctic Street Connection</li> <li>③ York Mews link to Regis Road</li> <li>④ Makers Lane</li> <li>⑤ New Service Road</li> <li>⑥ Holmes Road connection</li> <li>⑦ Pedestrian &amp; Cycle Bridge - Makers Lane</li> <li>⑧ Heath Line route</li> <li>⑨ Enhanced Kentish Town gateway</li> <li>■ Accessibility:</li> <li>⑩ Kentish Town Station Thameslink Step Free Access</li> </ul> | <ul style="list-style-type: none"> <li>⑪ Gospel Oak Station access improvements</li> <li>⑫ Kentish Town West access improvements</li> <li>■ Sustainability and biodiversity:</li> <li>⑬ Public open spaces and biodiversity corridor enhancements</li> <li>⑮ Kentish Town Road public realm</li> <li>⑯ Energy centre</li> <li>▭ Murphy site boundary (LSIS)</li> <li>▭ Regis Road Area</li> </ul> |
|---|---|



Map 2. Proposed infrastructure plan

# S106 Planning Obligations and Community Infrastructure Levy

The nature of s106 obligations will depend on the scale, type of development(s) and uses and the impacts and the mitigation measures required.

Self-contained and affordable homes are the highest priority in housing led schemes and the Council has an affordable housing target of 50% subject to viability. It also expects 60% of affordable homes to be social-affordable rented housing and 40% as intermediate rent.

Relevant to some sites in the area, the 2021 London Plan policies more specifically seek 50% affordable housing involving public sector land and where a significant loss of employment space is proposed. Employment led development will need to include provision of affordable workspaces and open up work and training opportunities.

New homes (particularly for the number of homes envisaged) can also generate needs that may be required to be met by relevant social infrastructure contributions or delivery of facilities, e.g. health and community spaces, and applications will need to be accompanied by relevant needs assessments.

All liable development within the KTPF area will be required to pay the Community Infrastructure Levy (CIL). As well as paying the Mayor of London's CIL, since the adoption of the KTPF, Camden revised its CIL charging schedule in October 2020.

25% of the Camden CIL funds generated from new development would become available for local communities to identify what local priorities and projects could be funded.

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