

Regis Road Area Guidance

Public Consultation
Feedback Summary
February 2025



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**A engagement feedback summary for
the Regis Road Area Guidance public
consultation**

Produced by Camden Design and Place

01 Consultation Summary

- Overview
- What happens next
- How we engaged
- What you told us

Overview

The Regis Road Area has been identified as an area for growth in Camden's Local Plan (2017) and an opportunity for comprehensive redevelopment.

The Kentish Town Planning Framework (KTPF), adopted as a Supplementary Planning Document (SPD) in 2020 following extensive public consultation, sets out a vision and key aims for this area of the borough as an innovative and sustainable mixed-use neighbourhood. This includes industrial, commercial, and creative uses such as film studios, alongside high-quality homes, including affordable homes, with new green public spaces, and improved connectivity, which support a diverse local community.

In 2023, Camden took a proactive approach to help bring forward regeneration in this area through an agreement with experienced London developer, Yoo Capital. Yoo Capital's vision for the area, which includes a Camden Film Quarter, was the subject of a public

consultation in 2023/2024, with Yoo Capital subsequently submitting a Masterplan Vision to Camden for review.

The Regis Road Area Guidance draws on relevant aspects of Yoo Capital's Masterplan Vision, while also building on the Kentish Town Planning Framework vision and objectives, and reflecting changes in local planning since 2020. Importantly, it is a separate Camden document which will provide guidance for comprehensive development in the area.

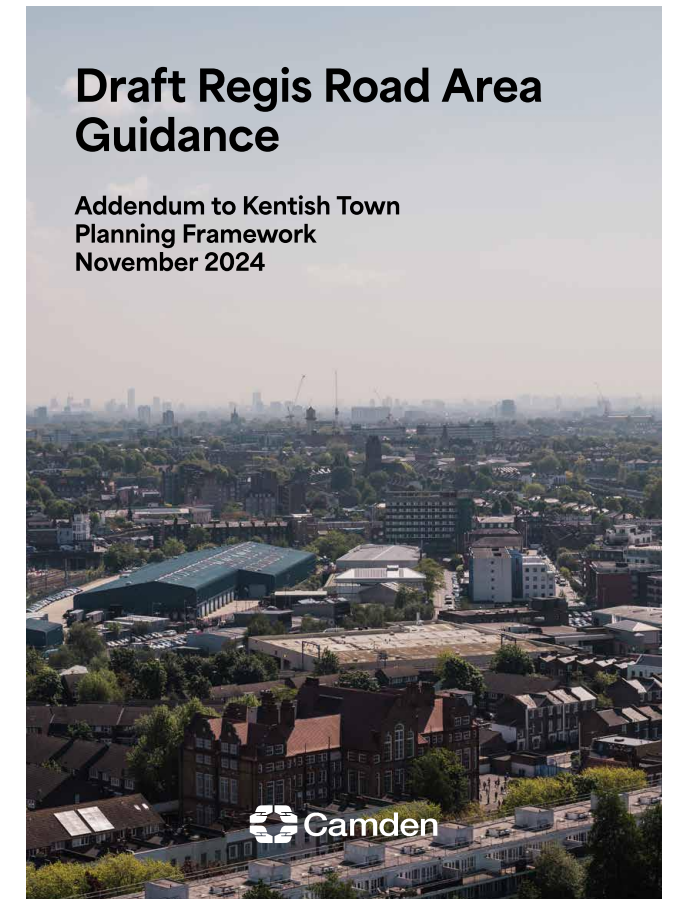
Camden Council ran a public consultation on the draft Regis Road Area Guidance between Tuesday 12th November and Monday 23rd December 2024.

Several consultations have already taken place in this area, including the three stages of public consultation for the Kentish Town Planning Framework (to which the Regis Road Area Guidance is an addendum), and Yoo Capital's public consultation.



What happens next

The feedback to the public consultation has been used to inform the development of the Regis Road Area Guidance. In early 2025, the Council adopted this document as an addendum to the KTPF.



Front cover of the draft Regis Road Area Guidance

How we engaged

The public consultation was open to local residents, landowners, businesses, workers, community workers, community groups, and anyone else with an interest in the area.

The following methods were used to promote the consultation and encourage feedback:

- **Dedicated Website:** A dedicated website was set up on the Commonplace online engagement platform, with questions.
- **Email Campaign:** 1,080 emails, with a consultation flyer, were sent to interested parties for their information and wider distribution.
- **Media Outreach:** A press release was distributed to local media organisations and published on the Camden website.
- **Print Advertising:** Advertisements were placed in the Camden New Journal and winter edition of the Camden Magazine. Site notices were erected within the area and in neighbouring areas.
- **Social Media:** The consultation was promoted on Camden’s social media and through a Facebook advertising campaign.
- **Camden Magazine:** The consultation was promoted in the winter 2024 edition of the Camden Magazine.

• **Community Engagement:**

- A meeting was held with the Kentish Town Neighbourhood Forum.
- A dedicated email address and telephone number were provided for inquiries and feedback.
- Site notices were posted throughout the area and in neighbouring areas.
- Letters were sent to addresses within and near the Regis Road Area.
- Information was shared with Yoo Capital for wider distribution to their mailing list.

• **Public Consultation Events:**

- A fixed public exhibition was held at Kentish Town Library (duplicating the information on Commonplace), including full copies of the draft Regis Road Area Guidance document and paper questionnaires for physical responses.
- Public drop-in sessions were organised at Kentish Town Library, staffed by the regeneration and design and place teams.

Question responses were collected and collated via Commonplace. A number of organisations and some individuals chose to submit written responses by email, which are summarised in this document.



Site notice advertising the draft Regis Road Area Guidance consultation



Fixed exhibition at Kentish Town Road Library



Drop-in session at Kentish Town Library, with a larger temporary exhibition and a poster encouraging individuals to share their thoughts on post-it notes.

What you told us

Key findings and recommendations

All of the comments received during the consultation process were collated and analysed in relation to the different sections of the draft guidance and the themes that emerged. This provided useful insights into how we could strengthen and amend the document.

Summary of feedback

Consultation responses to the draft guidance were generally quite positive and supportive of the overall aims and objectives proposed.

The following key insights emerged through the public consultation:

- **Purpose of the Guidance** - concerns on why the guidance is needed and how it is different from other plans for the area (Kentish Town Planning Framework and Yoo Capital's Camden Film Quarter Masterplan Vision).
- **Movement & Connectivity** - many comments were made in support of the proposed routes and connections. Some comments included specific suggestions.
- **Buildings & Design** - a large number of comments raised concerns about building heights and density, calling for height limits.
- **Community Facilities & Services** - many requested that the recycling centre is retained. Some comments also raised concerns about social infrastructure provision.
- **Vehicles & Traffic** - many concerns were raised about a potential increase in traffic levels in the area.
- **Guidance Concerns & Queries** - concerns were raised about conflicts between the draft guidance and existing permissions/operations and further clarity was requested in some sections.
- **Greening & Biodiversity** - there was lots of focus on green spaces, including support for the proposals but also requests for further prioritisation of greening and nature. Specific objections and suggestions were raised.

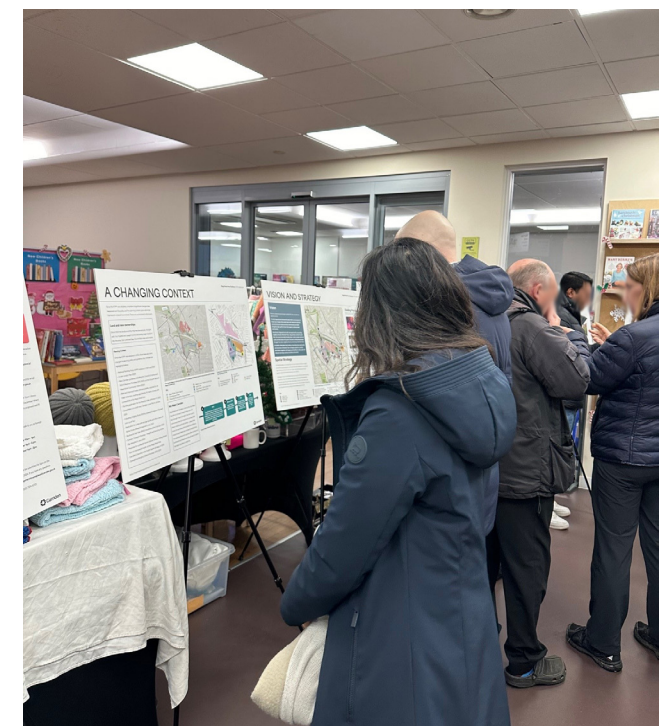
Key recommendations

The findings showed us that we should consider the following:

- Further clarify the purpose of the guidance in relation to existing policy and plans, and its future use.
- Emphasise that the recycling centre is to be reprovided and provide details about its proposed location.
- Address the concerns raised about building heights by clarifying local policies relating to townscape, neighbouring amenities, and strategic and local views.
- Prioritise pedestrian and cycle routes, and address concerns about increased vehicular traffic.
- Strengthen the focus on improving connections in the area and reflect this in the proposed infrastructure priorities, focussing on accessibility and providing step-free access to nearby stations.
- Introduce more emphasis on greening and biodiversity.
- Strengthen guidance in relation to social infrastructure provision by being more specific on the type and location of provision that is expected.
- Address conflicts between the proposals and existing permissions and operations in the area.
- Provide further clarity about delivery and infrastructure.



Fixed exhibition at Kentish Town Library



Drop-in session at Kentish Town Library

What you told us

Key insights

The key findings from the consultation have provided a valuable insight into what is important in the Regis Road Area and how the guidance should reflect these views. Some of the feedback and suggestions reinforce those already made in the draft guidance, but these comments have helped us strengthen and revise the text further.

Neutral Feedback

Clarification & Level of Detail - a number of comments requested further clarity, especially relating to employment figures and infrastructure delivery and funding. Some comments requested more flexibility, while others asked for more detail.

Buildings & Design - some supported well-designed taller buildings due to the need for affordable housing.

Community Facilities & Services - many said that the existing recycling centre was important and well used.

Positive Feedback

General Support - lots of support was expressed for the draft guidance and its general principles and aims.

Movement & Connectivity - many expressed support for the increased connections proposed, especially towards Hampstead Heath, Kentish Town Road, and via Arctic Street.

Greening & Biodiversity - support was expressed for the proposed green spaces and the inclusion of the Nature Corridor in the draft guidance.

Active Travel - many supported the emphasis on pedestrian and cycle routes and connections.

Housing - there was support for high quality new homes, including affordable homes.

Negative Feedback

Buildings & Design - strong concerns were raised about development being overly dense and that high-rise buildings would be inappropriate in the area, possibly blocking key views.

Conflict with Existing Permissions/ Operations - several comments questioned why the draft guidance included the Big Yellow and UPS sites that do not want to redevelop.

Greening & Biodiversity - objections were raised to any routes through protected nature areas.

Feedback Expressing Concern

Community Facilities & Services - concerns were raised about the retention of the recycling centre, and the capacity of existing social infrastructure, e.g. schools and GPs.

Vehicles & Traffic - many raised concerns about proposals leading to increased traffic. Some raised concerns about fewer parking places.

Transport Capacity - some concerns were raised about exceeding the existing public transport capacity.

Conflict with Existing Operations - some concerns were raised about the impact on the operations of existing industrial businesses in the area.

Housing - some concern was raised about the provision of genuinely affordable housing.

Guidance Scepticism - some comments suggested that the proposals were unrealistic.

Feedback Expressing Suggestions

Movement & Connectivity - Some specific suggestions were made for the location and types of proposed routes (such as active travel only).

Greening & Biodiversity - prioritisation of green spaces was requested. Suggestions were made on the type of green spaces proposed and the inclusion of SuDS measures.

Recycling Centre - requests were made for the location of the recycling centre to be shown on plans.

Accessibility - there was strong encouragement for accessibility improvements at nearby stations.

Employment & Education - requests were made for employment and training opportunities to be geared towards local people and schools.

Joined-Up Approach - some comments requested a joined up approach between the Regis Road Area and Murphy's Yard.

Delivery - some comments requested more information or flexibility about how development will come forward in terms of phasing and infrastructure.

02 Summary of Commonplace Responses

- Methodology
- What you told us
- Question responses

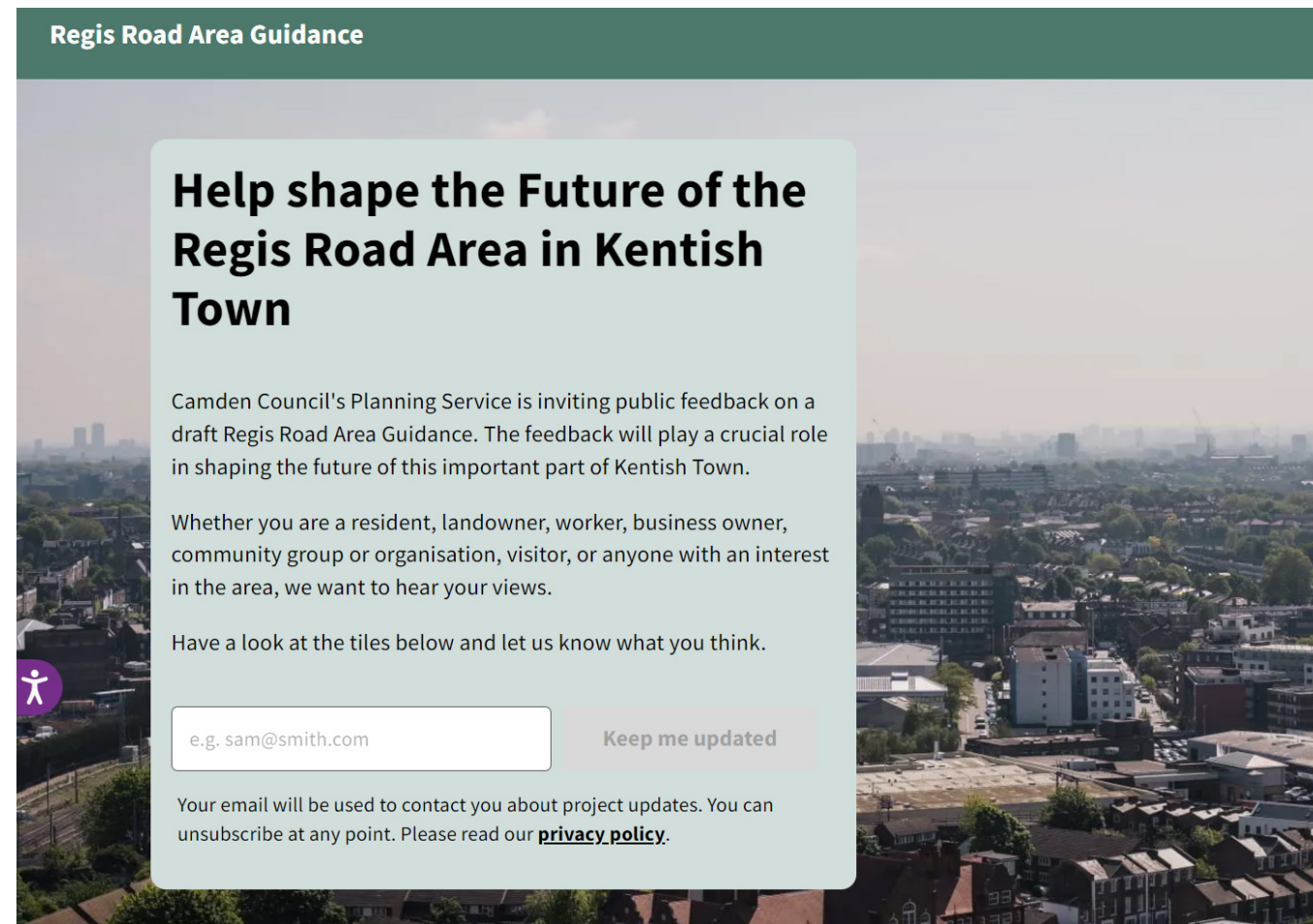
Methodology

Commonplace was the primary platform for gathering consultation feedback. It presented key aspects of the draft Regis Road Area Guidance and asked both quantitative and qualitative questions. Not all respondents answered every question. Written responses to qualitative questions were categorised into themes.

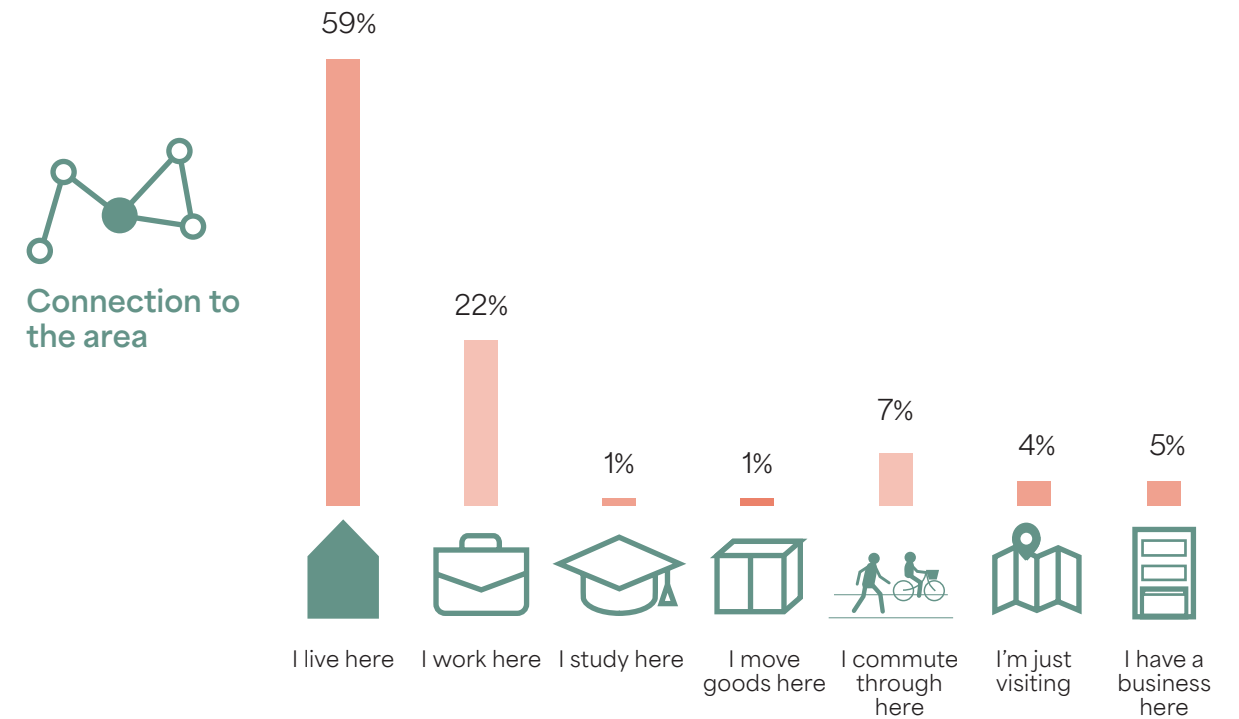
The full draft Regis Road Area Guidance document was also available on Commonplace for review. Paper versions of the Commonplace questions were available as questionnaires in Kentish Town Library.

Commonplace also asked respondents questions about their demographics. Although demographic data is valuable, fewer respondents provided information about their ethnicity or health. There was lower representation from respondents identifying as Minority Ethnic, as well as respondents whose daily activities are limited by health or disability.

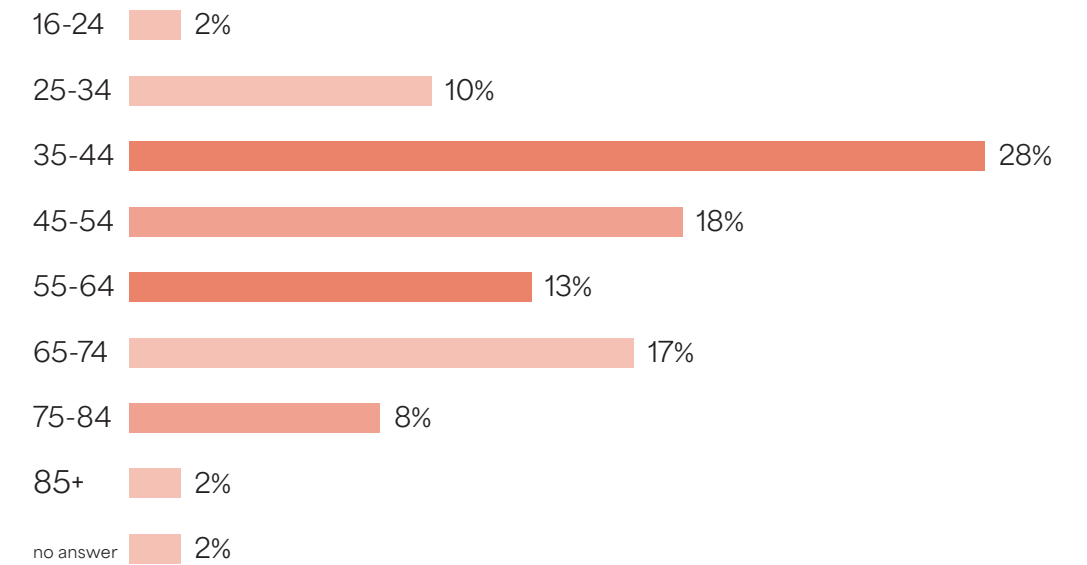
A separate Equalities Impact Assessment, which has been published on the Council's website, assessed the potential impact on these and other protected characteristic groups.



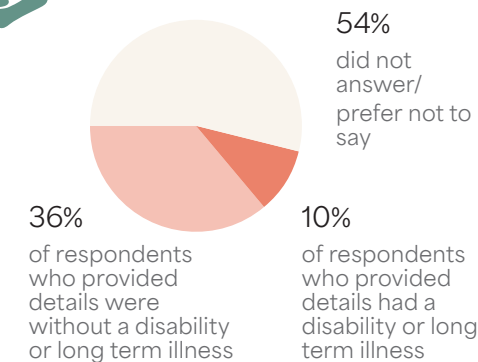
Commonplace website for the draft Regis Road Area Guidance consultation



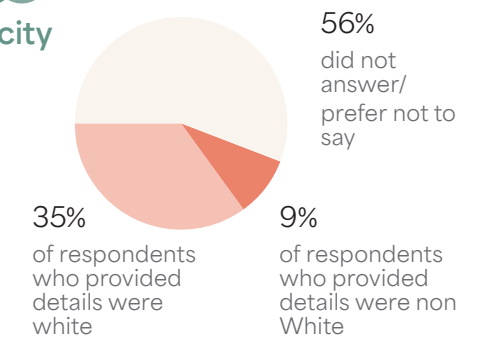
Age



Health



Ethnicity



What you told us

Summary

A Changing Context



Respondents were asked whether any recent changes or developments had taken place in the area. Most comments emphasised priorities rather than changes, however, some raised specific items, such as changes to policy, local demographics, and ownership.

Spatial Strategy



Over 63% of residents agreed with the spatial strategy for the Regis Road Area. Key themes from feedback included support for increased movement and connectivity, with significant support for the Heath Line, and an increased focus on greening and biodiversity.

A Vision for the Regis Road Area



78% of respondents agreed with the vision and guiding principles for the area, with 46% strongly agreeing.

The top 3 principles were:

1. Attractive, safe & green public realm
2. New pedestrian & cycle friendly connections
3. Creating 1,000 new homes, including affordable homes

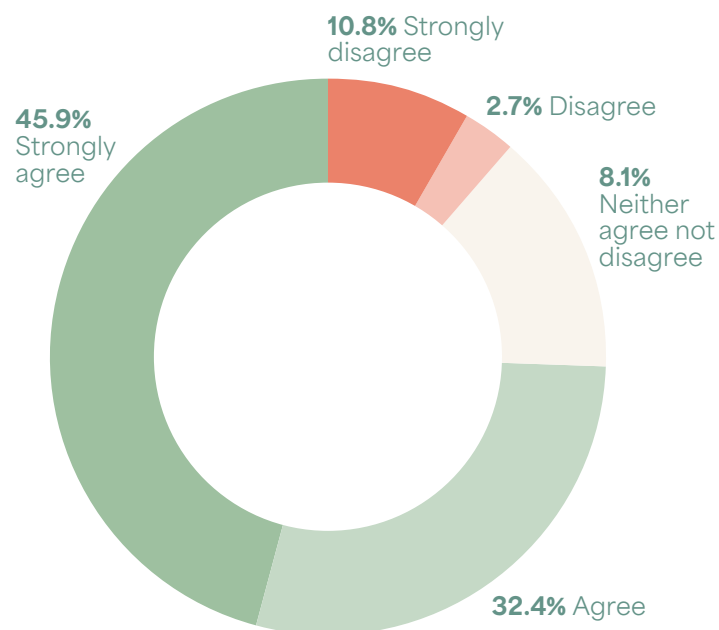
Some of the key themes from feedback on the vision and objectives include improving connections within the area, ensuring good building design with appropriate height limits, and providing genuinely affordable housing, including social housing.

Design and Character



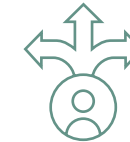
52% of respondents agreed with the overall character area approach in the draft guidance, while 33% disagreed.

A significant majority expressed strong concerns regarding proposed building heights, with many responses stating that 16 storeys were excessive. Other responses requested careful consideration of building heights or advocated for lower-rise buildings. These concerns likely contributed significantly to the overall level of disagreement with the draft guidance's character area approach.



Overall Commonplace sentiment

Routes and Connections



Over 65% of respondents agreed with the draft guidance's approach to routes and connections, and over 70% thought that the new routes would improve their ability to get around the area.

Improved north-south connections, local connections, and active travel routes were the most prominent responses to how the proposals would improve movement.

Vehicles and traffic emerged as a theme in further comments (with concern raised about traffic levels), as did active travel, and improving connections in the area.

Delivery and Infrastructure



The top 5 infrastructure priorities were:

1. Regis Road as a green, pedestrian friendly street
2. Recycling centre
3. Kentish Town Thameslink step free access
4. Public open spaces and biodiversity corridor enhancements
5. Pedestrian and cycle bridge to the north

Movement and connectivity was most frequently raised (including support for the Arctic Street connection and step-free access at nearby stations), followed by community facilities and services (mostly relating to the recycling centre).

Healthy Neighbourhoods



Over 95% of respondents agreed with the draft guidance's approach to a healthy neighbourhood.

The top 4 priorities for a healthy community were:

1. Affordable and high-quality homes
2. Inclusive spaces for all ages, genders, and abilities
3. Sustainable transport
4. Adapting to climate change

For the 3 proposed new public open spaces at Regis Road, the top priorities were:

1. Trees and planting
2. Spaces for community gathering
3. Children's play areas
4. Quiet areas for contemplation & spaces for young people (joint)

Key themes identified in feedback included the provision of community facilities and services (including local security and retaining the police station), improved movement and connectivity, and the importance of green space and biodiversity.

Question responses

A changing context

Are there any other recent changes or developments in the Regis Road Area that we should consider?

Theme	30	Comment	
Community Facilities & Services	9	6	Recycling Centre: Retain the recycling centre
	1	1	Local Demographics: Consider local age distribution and school places
	1	1	Film Quarter: Focus on community, not commercial interests
	1	1	Amenities: Provide retail, commercial, music venues and paddle courts
Guidance	8	2	Proposal Support: Excellent idea
	1	1	Clarity: Commonplace is difficult to follow and proposals are unclear
	1	1	Murphy's Yard & Regis Road: Proposals should be considered together
	1	1	High Street: Poor development of high street
	1	1	Town Square: Lack of town square
	1	1	Network Rail Ownership: Information on ownership seems incorrect
	1	1	Policy Context: Recent NPPF update and the Chief Medical Officer report
	Movement & Connectivity	4	1
1		1	Gordon House Bike Lane: Concerns it would be unsafe due to traffic
1		1	Tube Station Closure: Concerns about the length of the planned closure
1		1	Regis Road Access: Concerns about the very narrow path to Regis Road
Development	3	2	Murphy's Site Connection: Consider connection to the Murphy's site
	1	1	UPS Site: Consider using a Compulsory Purchase Order on the UPS site
Greening & Biodiversity	3	2	Green Spaces: Prioritise sustainable, green open spaces
	1	1	Green Spaces: Include Camden's 'Creating space for nature' strategy
Buildings & Design	1	1	Building Height: Objection to 16-story buildings
Vehicles & Traffic	1	1	Resident Parking: Concerns about resident parking provisions
Views & Heritage	1	1	Protected Views: From Parliament Hill and Hampstead Heath

Responses regarding recent changes or developments in the Regis Road Area varied, with most emphasising priorities rather than recent changes. Of the 30 responses received, the largest proportion (9) concerned **community facilities and services**, with the majority of these (6) specifically requesting the retention of the **recycling centre**. Several responses (8) addressed the overall **guidance**, including two expressing strong support.

Comments directly addressing recent changes or developments include:

- Camden's "Creating space for nature" strategy
- local age distribution and school places
- Network Rail ownership appears incorrect
- Murphy's Yard and Regis Road proposals should be considered together
- NPPF update and the Chief Medical Officer's report
- the length of the planned tube station closure

Vision and objectives

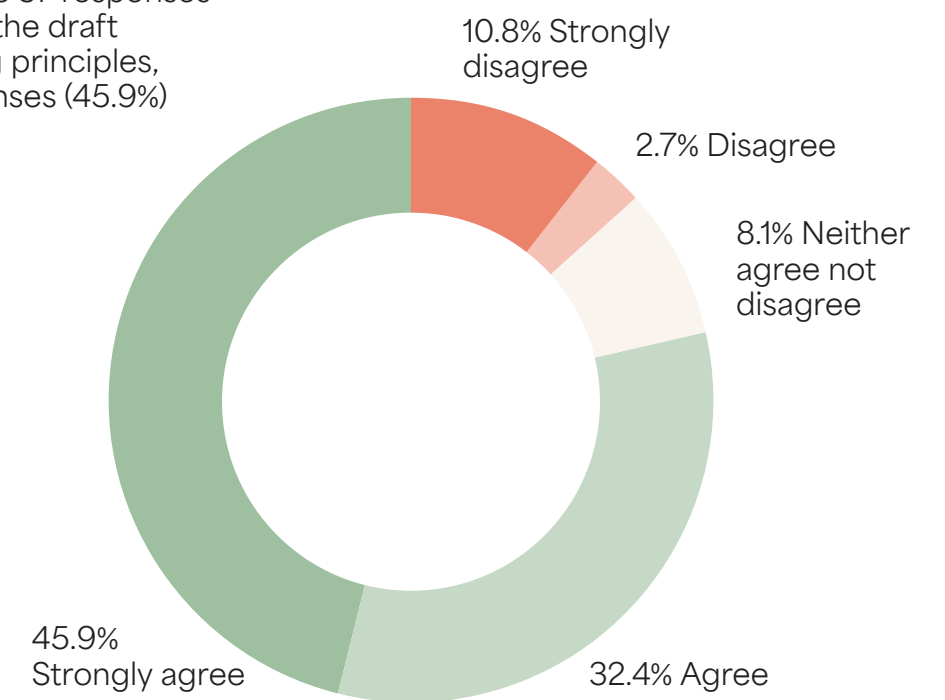
Do you think the Kentish Town Planning Framework's vision and guiding principles remain a strong foundation for the future development of the Regis Road Area?



A significant majority (72.7%) of the 44 responses to this question agreed that the Kentish Town Planning Framework's vision and guiding principles provide a strong foundation for the future development of the Regis Road Area.

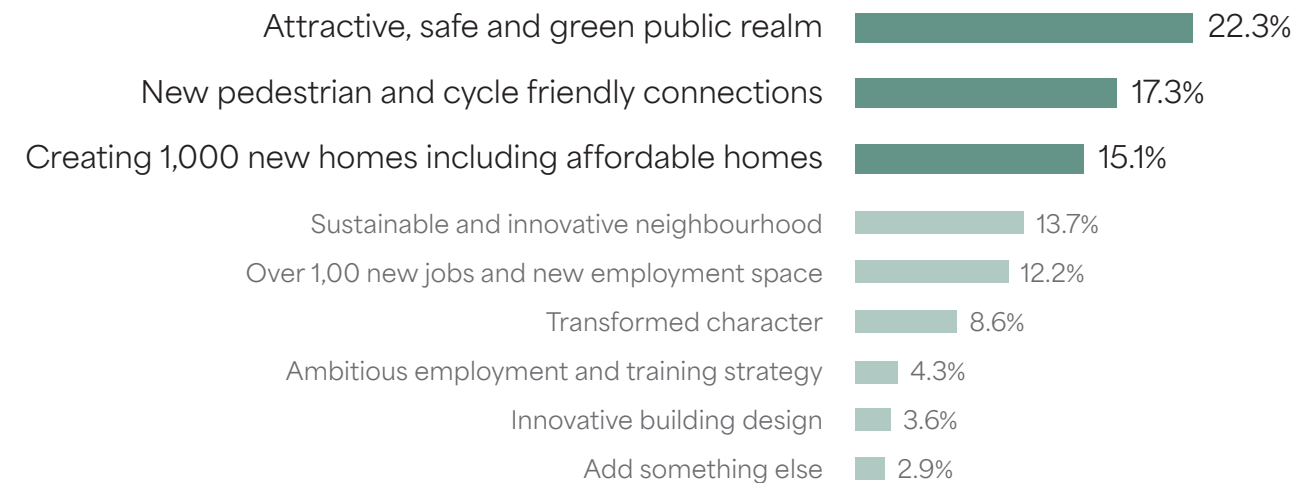
How much do you agree with the vision and guiding principles?

A large majority (78.3%) of the 37 responses to this question agreed with the draft guidance's vision and guiding principles, with over half of these responses (45.9%) strongly agreeing.



What are your top 3 principles?

48 respondents selected their top three principles out of the eight proposed in the draft guidance. Of the 139 responses made, the most common were:



Respondents could select multiple principles; each selection was counted as a separate response.

Do you have any further comments about the vision and guiding principles for the future of the Regis Road Area?

Responses to the question regarding further comments about the vision and guiding principles for the Regis Road Area varied. Of the 52 responses, the most prevalent theme was **movement and connectivity** (13 responses), with multiple respondents requesting improved east-west connections (3 responses), the pedestrianisation of Regis Road, and prioritising pedestrian and cycle infrastructure.

Buildings and design was the second most common theme, encompassing comments on building heights (with opposing views expressed: two against and one in favour of tall buildings), density limits, and support for mixed-use developments.

Community facilities and services was the joint third most common theme, with all seven comments relating to the recycling centre and police station.

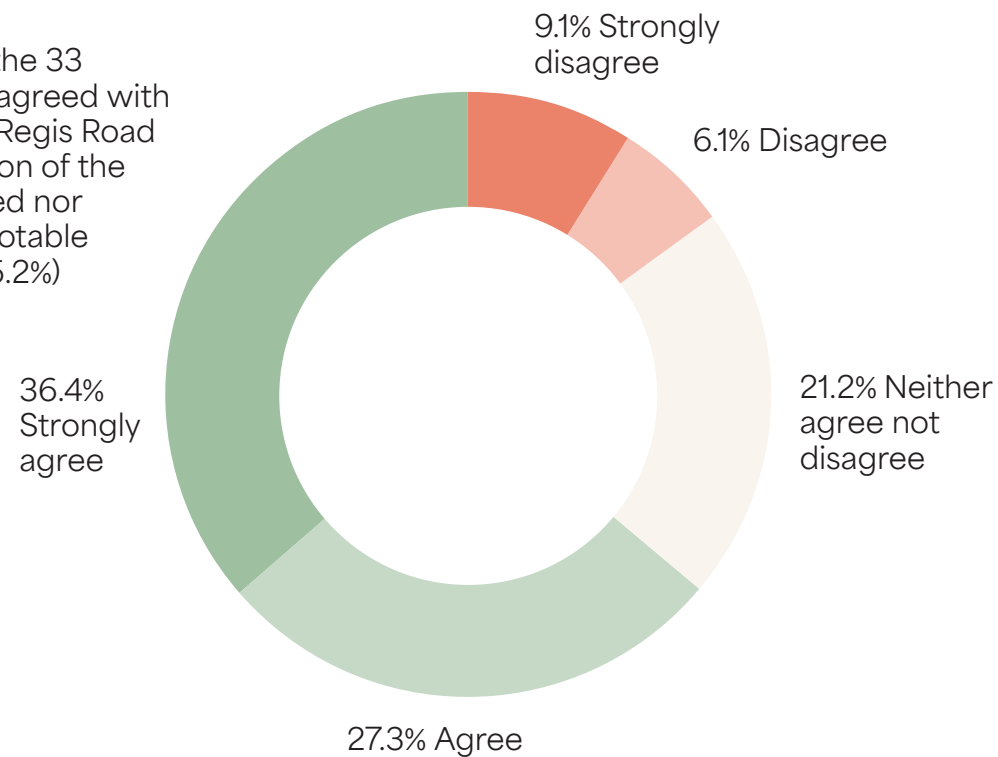
Housing was also the joint third most common theme, receiving seven responses, with a strong emphasis on providing genuinely affordable and social housing.

Theme	52	Comment
Movement & Connectivity	13	3 East-West Connectivity: Improve east-west connections
		3 Regis Road Access: Regis Road should be pedestrian and cycle only
		2 Pedestrian/Cycle Connections: Prioritise pedestrian/cycle connections
		1 Public Transport Capacity: Inadequate for 3,000 new residents
		1 Hampstead Heath Access: Ensure easy walking access to the Heath
		1 Bus Service Improvement: Reduce bus delays in Kentish Town
Buildings & Design		1 Cycling Promotion: Disparity between LBC promotion and resident use
		1 Accessibility: Step-free access at Kentish Town Thameslink is crucial
	8	2 Density: Avoid excessive density
		2 Mixed Use: Importance of a mixed-use development
		2 High-Rise Buildings: Opposition to high-rise buildings
		1 Building Height: Prioritise taller buildings (with exceptional design)
Community Facilities & Services		1 Demolition: Positive feedback on apparent lack of proposed demolition
	7	7 Public Ownership: The police station and recycling centre should be publicly owned
Housing	7	5 Affordable Housing: Genuine affordable/social housing is crucial
		1 Social Housing: Prioritise low-rise social housing
Guidance		1 Family Housing: Some homes should have 3-4 bedrooms for families
	6	3 Vision & Principles: Principles could have greater clarity and detail
		2 Vision & Principles: Support for the vision and principles
Employment & Education		1 Murphy's Yard & Regis Road: Proposals should be considered together
	6	2 Employment: Opportunities needed for local people, including students
		2 Education Partnerships: Develop plans with/for local schools & colleges
Greening & Biodiversity		2 Creative Spaces: Provide creative spaces, including affordable options
	3	3 Biodiversity: Prioritise biodiversity and nature-rich areas
Vehicles & Traffic	2	1 Traffic Management: Prevent rat runs
		1 Car Reduction: Limit cars and avoid increased traffic
Views & Heritage	1	1 Protected Views: Protect views to Hampstead Heath

Spatial strategy

How much do you agree with the spatial strategy for the Regis Road Area?

A large majority (63.7%) of the 33 responses to this question agreed with the spatial strategy for the Regis Road Area. A significant proportion of the 33 responses neither agreed nor disagreed (21.2%), while a notable proportion of responses (15.2%) disagreed.



Do you have any further comments on the spatial strategy for the Regis Road Area?

38 responses addressed the spatial strategy and highlighted several key themes.

Movement and connectivity emerged as the most prominent theme, with 4 responses specifically supporting the Heath Line and Heath Line Bridge.

The overall **guidance** also featured relatively prominently, with responses divided between those questioning its compatibility with UPS's future plans (2 responses) and those supporting the spatial strategy (2 responses).

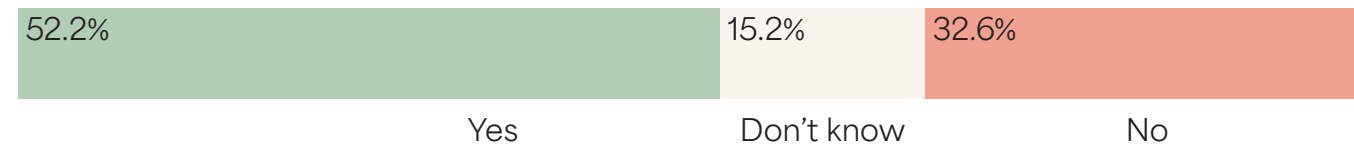
Greening and biodiversity was another relatively significant theme (6 responses), with strong support expressed for the proposed new public green spaces (3 responses).

Concerns regarding proposed **building heights** were also frequently raised (5 responses).

Theme	38	Comment
Movement & Connectivity	10	4 Heath Line: Support Heath Line / Heath Line bridge
	2	2 Connections: East/West and North walking/cycling connections are vital
	1	1 Railway: Railway areas feel cut off/unwelcoming to pedestrians
	1	1 Accessibility: Provide step-free access at Kentish Town Thameslink
Guidance	1	1 Station Entrance: Support new Thameslink station entrance
	1	1 Holmes Road: Why is no road into Holmes Road shown
	9	2 Proposal Support: Support the spatial strategy/guidance
	2	2 UPS: Do the proposals work without UPS
	1	1 Cohesive Character: Integrate employment uses with other mixed uses
	1	1 Consider Communities: Insufficient consideration of local communities
Greening & Biodiversity	1	1 Unclear: Not clear what is being agreed to/difficult to understand
	1	1 Unrealistic: Proposals are not realistic
	1	1 Approvals clash: Heath Line route conflicts with Network Rail approvals
	6	3 Green Space: Support the proposed new public green spaces
	1	1 Green Space: More green space is needed
	1	1 Boost Biodiversity: Connect parkland, install ponds, gate areas
Buildings & Design	1	1 Nature Areas: Oppose path through protected conservation site
	5	3 Building Height: concerned about building heights
	2	2 Height Limit: Limit new development near Holmes Road to 2-3 storeys
Vehicles & Traffic	4	1 Traffic Increase: Concerned about potential increase on Holmes Road
	1	1 Limit traffic: In Inkerman Conservation Area (prevent air/noise pollution)
	1	1 Access: Ensure delivery access
	1	1 Parking: Parking provision is needed
Community Facilities & Services	2	1 Kentish Town City Farm: Protect the farm (no loss of land/space)
	1	1 Recycling Centre: Retain the recycling centre
Housing	2	2 Affordable Housing: Support more affordable housing

Design and character

Do you agree with the overall character area approach?



Of the 46 responses, a majority (52.2%) agreed with the overall character area approach in the draft guidance, while a significant minority (32.6%) disagreed.

Are there any specific character areas you would like to further comment on? Please specify.

47 responses addressed the character areas.

A large majority (30) expressed concerns regarding proposed **building heights**, with 17 specifically stating that 16 storeys was excessive, 5 requesting careful consideration of heights, and 5 advocating for low-rise buildings.

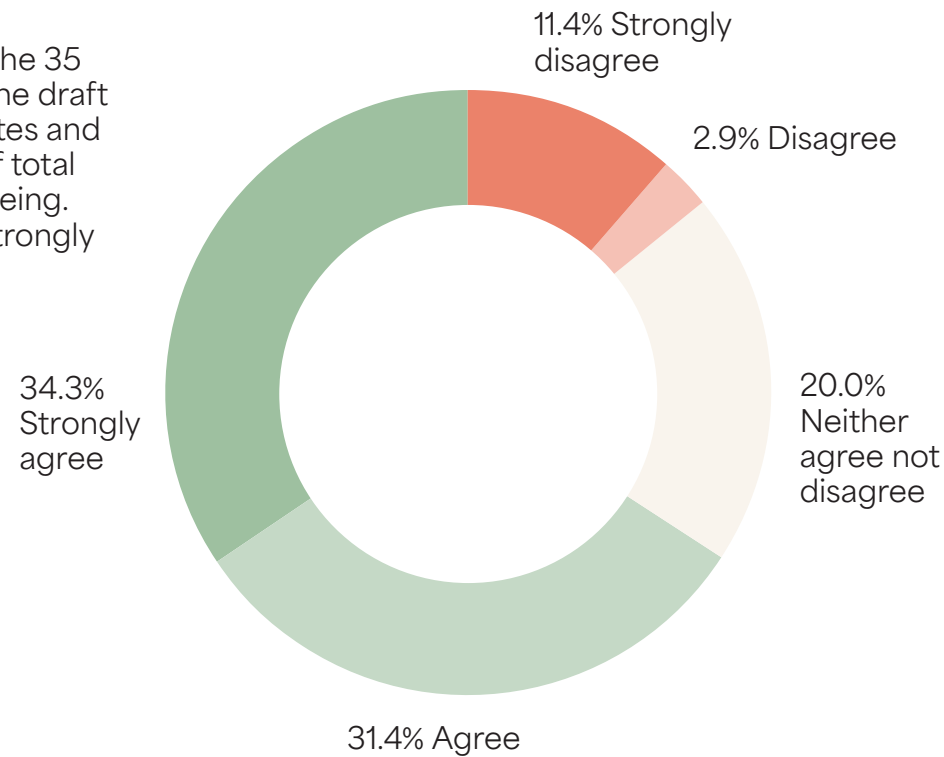
These concerns likely contributed to the significant number of disagreements with the overall character area approach expressed in the previous question.

Theme	Count	Comment	
Buildings & Design	30	17 Building Heights: 16 storeys is too high and will block views of the Heath	
	5	5 Building Heights: Carefully consider building heights	
	2	2 Height Limit: Limit new development near Holmes Road to 2-3 storeys	
	2	2 Building Heights: Above 4 storeys is too high, prioritise low rise	
	2	2 Design: Buildings need to be designed well	
	1	1 Building Heights: Height is inevitable in a city, needs to be well done	
	1	1 Building Locations: Denser buildings near railways, not the high street	
	Greening & Biodiversity	5	2 Green Spaces: Maximise the use of green spaces
		1	1 Open Spaces: Integrate open spaces around housing and public realm
		1	1 Typologies: Green spaces should reflect the Heath's typologies
1		1 Green Spaces: Green spaces need to be bigger and wilder	
Guidance	3	1 Level of Detail: More detail needed in how the area will look	
	1	1 Unrealistic: Proposals are not realistic	
	1	1 Proposal Support: Support the ambition	
Community Facilities & Services	3	1 Social Infrastructure: Ensure there are enough resources like schools	
	1	1 Police Facilities: Need clarity on local police facilities	
	1	1 Health Facilities: Need clarity on local health facilities	
Housing	3	3 Density: Support well designed tall/high density buildings to address housing crisis	
Movement & Connectivity	3	1 Vehicular Access: Should be on parallel roads to Regis Road	
	1	1 Network Rail: Approval required for railway proposals	
	1	1 Permeability: Support permeable pedestrian and cycle routes	

Routes and connections

How much do you agree with the strategy for routes and connections for the Regis Road Area?

A clear majority (65.7%) of the 35 respondents agreed with the draft guidance's strategy for routes and connections, with (34.3% of total respondents) strongly agreeing. A notable minority (11.4%) strongly disagreed.



Would these new routes and connections improve your ability to get around the area?



A strong majority (71.8%) of the 39 respondents indicated that the proposed new routes and connections would improve their ability to move around the area. A notable minority (12.8%) felt they would not.

How would these new routes and connections improve your ability to reach your destinations? What specific activities or trips would you use them for?

Theme	49	Comment	
Improved North-South Connections	13	8	Easier Access: To Hampstead Heath and Parliament Hill
	3		Easier Access: To Gospel Oak Station
	1		Easier Access: To central London
	1		Easier Access: To Tufnell Park
Active Travel	11	7	New pedestrian/cycle routes: Would use the new routes
	2		Local Schools: Improved active travel routes to local schools
	2		Bike Lanes: Easier access to bike lanes
	10	7	Easier Access: To shops/transport amenities of Kentish Town Road
Improved Local Connections	2		Easier Access: Improved connections to Regis Road
	1		Regis Road: Will use routes to access destinations in the Regis Road Area
	8	8	Easier Access: To the west via Arctic Street
Improved East-West Connections	3	2	Parking: Retain parking for regular car users
	1		Traffic: Proposed routes allow movement of traffic
Vehicles & Traffic	2	1	Segregate Users: Separate pedestrians from cyclists
	1		Heath Line: Make the Heath Line green and well-lit
Design Considerations	2	2	Resident: Living in the area
Local Resident	2	2	

49 responses addressed the impact of the proposed new routes and connections on local accessibility.

Improved **north-south connections** emerged as a key theme (13 responses) highlighting easier access to Hampstead Heath.

Active travel was the second most prevalent theme (11 responses), with many comments (7) indicating that the proposed pedestrian and cycle routes would be used.

Improved **local connections** was also a key theme (10 responses), emphasising easier access to Kentish Town Road's local amenities.

Do you have any further comments or suggestions about the proposed routes and connections?

Theme	38	Comment	
Vehicles & Traffic	13	5 Increased Traffic: Concern that traffic levels in local area will increase	
	3	3 EV Charging: Provide more and high quality charging points	
	2	2 Parking: Retain existing parking for residents	
	1	1 Heavy Traffic: Direct heavy traffic towards the road along the railway	
	1	1 Car Use: Reduce car reliance	
	1	1 Through traffic: Prevent through motor traffic	
	Active Travel	10	4 Safe active travel routes: Welcome safe pedestrian and cycle routes
2		2 Regis Road: Make Regis Road a pedestrian/cycle route	
2		2 Cycling Infrastructure: Welcome improved cycling infrastructure	
1		1 Active travel routes: All routes should be pedestrian/cycle friendly	
1		1 Cycle parking: Ensure sufficient cycle parking	
Movement & Connectivity		9	2 Bridge North: Create a bridge north across the railway
		2	2 Accessibility: Provide step-free access at Kentish Town Thameslink
	1	1 Station Link: Create a bridge link to Gospel Oak or Kentish Town West	
	1	1 Increase Permeability: For pedestrians and cyclists to avoid busy roads	
	1	1 Arctic Street: Welcome a route into Arctic Street	
	1	1 Gospel Oak: Create a direct route to Gospel Oak	
	1	1 Green Areas: Connect green areas	
Design Considerations	3	1 Segregate users: Separate pedestrians and cyclists	
	1	1 Height Difference: Level changes across land are not considered	
	1	1 New Square: Paths should lead to a new square by Kentish Town bridge	
Activity	1	1 Leisure: Would travel into the area for leisure	
Greening & Biodiversity	1	1 Nature Areas: Avoid damage to protected nature areas	
Ownership	1	1 Regis Road: Make Regis Road a public road	

38 responses provided further comments and suggestions regarding the proposed new routes and connections.

Vehicles and traffic was a prominent theme. Reducing traffic was a key concern (8 responses), while a smaller number of responses (5) suggested facilitating vehicle use through electric charging points and retaining existing resident parking.

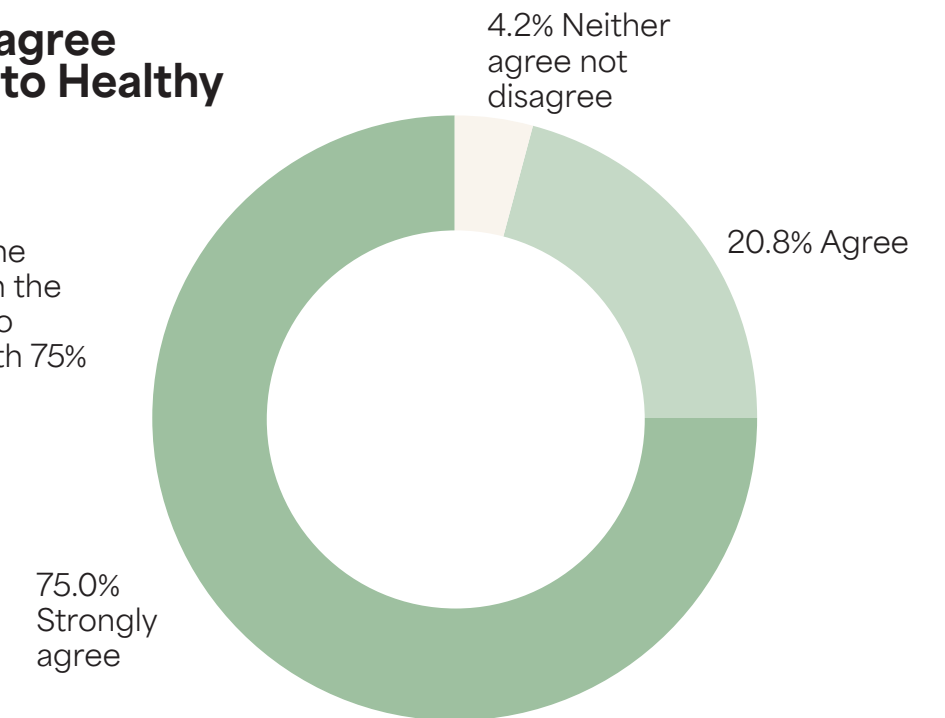
Consistent with previous feedback, **active travel** was also a prominent theme (10 responses), with calls for enhanced walking and cycling provisions.

Improved **movement and connectivity** through the area was another significant comment (9 responses).

Healthy neighbourhoods

How much do you agree with the approach to Healthy Neighbourhoods?

A clear majority (95.8%) of the 22 respondents agreed with the draft guidance's approach to Health Neighbourhoods, with 75% strongly agreeing.



We're suggesting 3 new major public open spaces at Regis Road. Please choose your top 4 priorities for open spaces from the list below.

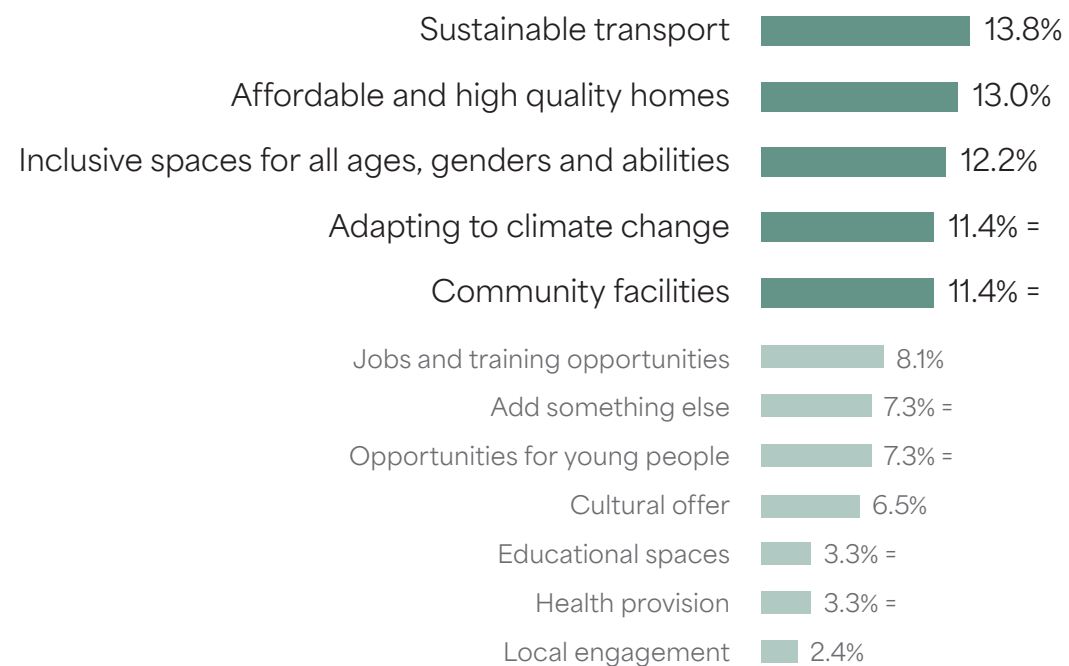
34 respondents selected their top four priorities for open spaces (totalling at 112 responses). From the list provided, the top priorities that emerged were:

Other suggestions were also made (8.9%), which included suggestions like "green space" and "public toilets".



What are your priorities for a healthy community? Please pick 4 from the list below.

33 respondents selected their top four priorities for a healthy community (totalling at 123 responses). From the list provided, top priorities that emerged were:



Other suggestions were also made (7.3%), which included suggestions like "space for nature" and "net zero".

Are there any other aspects of a healthy and sustainable neighbourhood that you would like to highlight for the Regis Road Area?

Theme	25	Comment
Community Facilities & Services	10	4 Security: Prioritise security, retain the police station and improve lighting
	2	Health Provision: Prioritise health provision
	1	Developer Contributions: Maintenance of housing, green spaces, etc.
	1	Communal Cooking: Create communal outdoor cooking areas
	1	Arts & Culture: Provide a black box theatre, cinema and gallery space
	1	Communal Spaces: Prioritise communal spaces
Greening & Biodiversity	4	4 Green Space/Biodiversity: Prioritise green space and biodiversity, including in building design
Buildings & Design	3	2 Density: Prevent excessive density
	1	Building Heights: Prohibit high-rise buildings
Movement & Connectivity	3	1 Cargo Bike Scheme: Implement a cargo bike scheme
	1	Connectivity: Support improved east-west and north-south connectivity
	1	Footpath Width: Footpath by the railway bridge is too narrow for buggies
Guidance	2	1 Kentish Town Oasis: Create a clean, safe, and welcoming public space
	1	Drawing Accuracy: Concerns about misleading drawings (e.g. UPS)
Employment & Education	2	1 Creative Spaces: Provide spaces for making, workshops, and learning
	1	Makerspace/Repair Café: Establish a Makerspace/Repair Café
Environment	1	1 Zero-Emission Development: Prioritise zero-emission development

25 responses addressed other aspects of a healthy and sustainable neighbourhood relevant to the Regis Road Area.

These responses varied, with **community facilities and services** emerging as the most prevalent theme (10 responses), with a strong focus on local security and the retention of the police station.

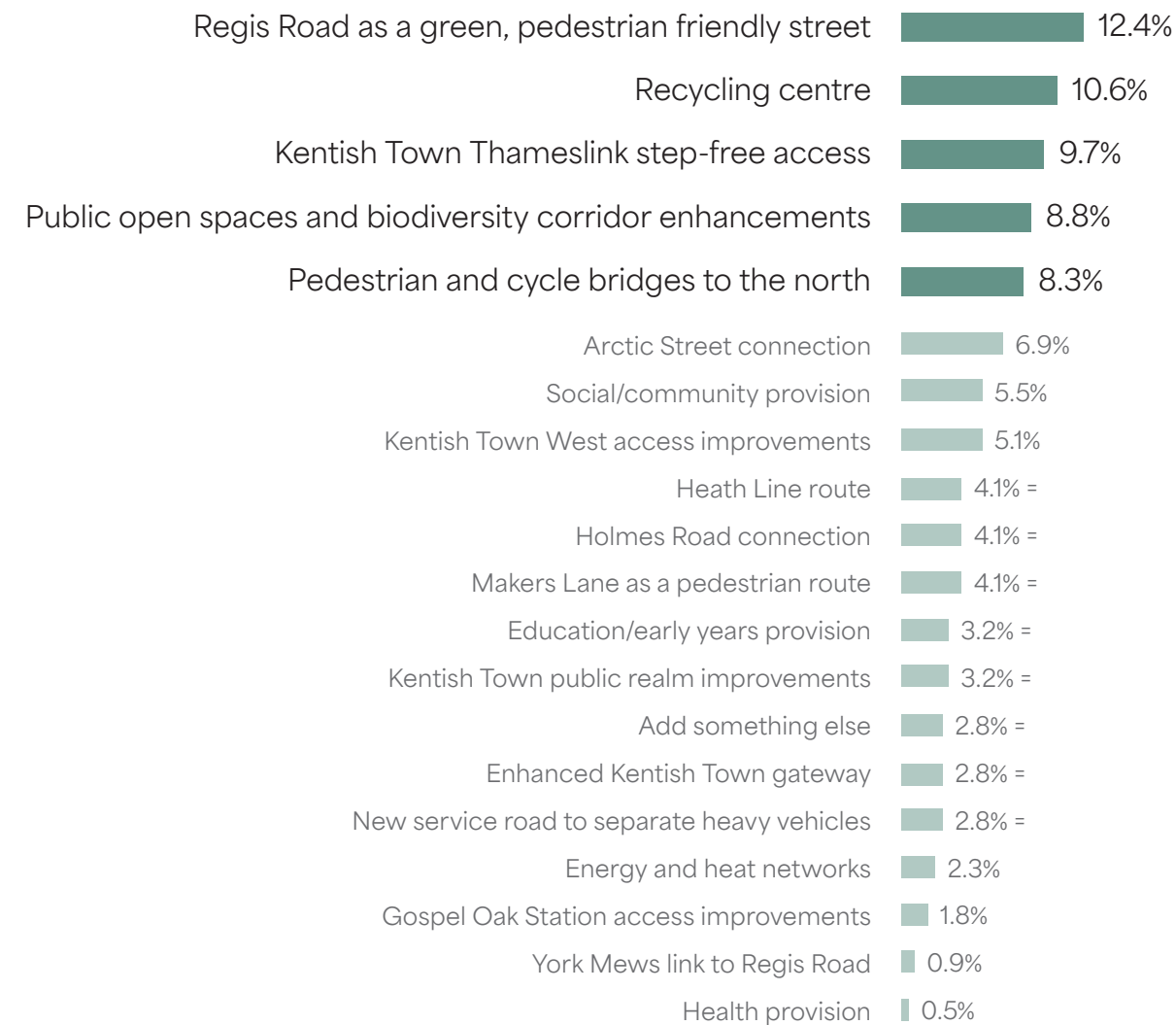
Greening and biodiversity was the second most prevalent theme (4 responses) all of which emphasised the importance of prioritising green space and biodiversity, and incorporating this into building design.

Movement and connectivity and the overall **guidance** were the joint third most prevalent themes with varying suggestions and concerns raised.

Delivery and infrastructure

Please pick your top 5 infrastructure priorities.

50 respondents selected their top five infrastructure priorities (totalling at 217 responses). From the list provided, the top priorities that emerged were:



Are there any other important priorities that we should consider?

Theme	Count	Comment
Movement & Connectivity	7	2 Arctic Street: Open Arctic Street
	2	2 Accessibility: Provide step-free access at Kentish Town Thameslink
	1	1 Regis Road: Create a green pedestrian and cycle route on Regis Road
	1	1 Cycle Routes: Implement a cycle route on Gordon House Road
Community Facilities & Services	1	1 Cycle Routes: Implement cycle lane on Kentish Town Road
	6	3 Recycling Centre: Clarify the location of the valued recycling centre
	1	1 Police Station: Maintain a police presence (increased housing density)
	1	1 School Development: Support development of local schools
	1	1 Community Resources: Ensure positive impact on community resources
	Vehicles & Traffic	3
1		1 Traffic Impact: Route traffic north of the development
Guidance	1	1 Kentish Town Square: Create a Kentish Town Square
Buildings & Design	1	1 Kentish Town Character: Respect Kentish Town's Victorian character
Employment & Education	1	1 Regis Road Studios: Support the Regis Road Rehearsal Studios
Environment	1	1 Flood Risk: Mitigate flood risk and avoid large concrete areas
Views & Heritage	1	1 Protected Views: Protect views to Hampstead Heath and sunsets

20 responses suggested other important priorities for the Regis Road Area Guidance.

These responses varied, with **movement and connectivity** being the most prevalent theme (7 responses). Within this theme, several respondents requested opening Arctic Street (2 responses), and step-free access at Kentish Town Thameslink (2 responses).

Community facilities and services was the second most prevalent theme (6 responses), with half of these (3 responses) emphasising that the recycling centre is highly valued and requesting its location to be clarified.

Do you have any further comments about delivery and infrastructure for the Regis Road Area?

Theme	34	Comment
Movement & Connectivity	12	4 Accessibility: Prioritise step-free access at Thameslink & Kentish Town West stations
	2	2 Safe School Routes: Need for safe, green & sustainable routes to school
	2	2 Pedestrian/Cycle Bridge: Support for a walking/cycle bridge to the north
	1	1 Accessibility: Improve accessibility for less mobile individuals
	1	1 Arctic Street: Support for opening Arctic Street
	1	1 Kentish Town Tube: Dissatisfaction with station refurbishment
	1	1 Accessibility: Help people who are less mobile
Vehicles & Traffic	7	2 Car Use: Minimise cars and traffic
	2	2 Heavy Vehicle Routes: Support using back routes for heavy vehicles
	1	1 Traffic Impact: Concern about traffic, particularly on Kentish Town Road
	1	1 Traffic Management: Manage traffic during construction
	1	1 Traffic: Minimise traffic, especially on Holmes Road and Regis Road
Community Facilities & Services	5	2 Recycling Centre: Replace the valued recycling centre
	1	1 Community Spaces: Need more spaces for people to come together
	1	1 Infrastructure Impact: Concerns about impact on existing infrastructure
Greening & Biodiversity	4	1 Kentish Town City Farm: Why is it not mentioned
	4	4 Increased greening: Need for increased biodiversity and greening
Guidance	3	1 Film Quarter: Excitement about the proposed film quarter
	1	1 Unrealistic: Proposal seems to be a fantasy
	1	1 Proposal Support: Support the Regis Road proposals
Housing	2	2 Affordable Housing Commitment: More affordable housing is needed
Buildings & Design	1	1 Building Height: Objection to 16-story buildings

34 responses provided further comments about delivery and infrastructure for the Regis Road Area.

Movement and connectivity was the most prevalent theme (12 responses), with the prioritisation of step-free access at Kentish Town Thameslink and Kentish Town West stations being the most frequent request (4 responses).

Vehicles and traffic was also frequently raised (7 responses) as a theme, with the majority of comments (5) related to managing and minimising traffic.

Increased **greening and biodiversity** was another relatively common request (4 responses).



Drop-in session at Kentish Town Library



Drop-in session at Kentish Town Library



Drop-in session at Kentish Town Library



Drop-in session at Kentish Town Library, with SPPARC's 3D model of the existing site available to view

03 Public Consultation Events

- Drop-in sessions

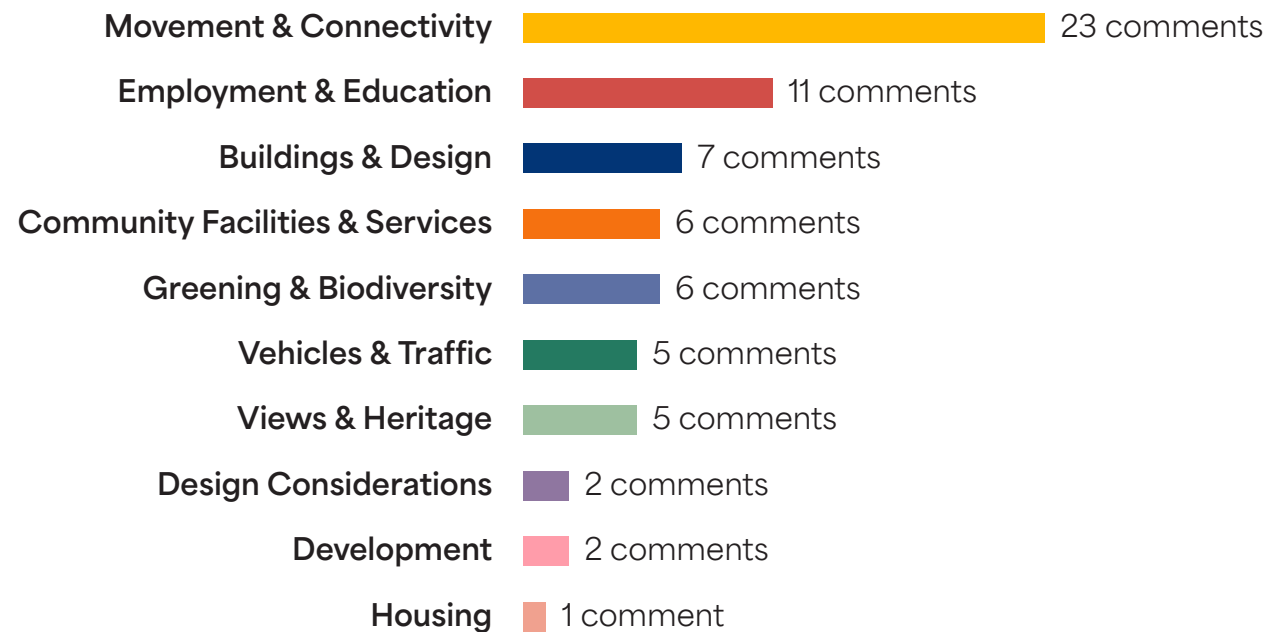
Drop-in sessions

Comments

During the three drop-in sessions held in Kentish Town Library, the Council team wrote down comments raised by members of the public in attendance. The comments were varied, however, **movement and connectivity** was most prominently mentioned, with most comments relating to the provision of step-free access at Kentish Town Thameslink station.

Employment and education was the next most prominent theme, with most comments highlighting the employment and creative opportunities from the development.

Also mentioned were other themes, such as buildings and design, community facilities and services, greening and biodiversity, vehicles and traffic, views and heritage, design considerations, development, and housing.



Movement & Connectivity

“improved accessibility is crucial. Currently, none of the Kentish Town stations offer step-free access”

Movement & Connectivity

“pedestrian and cycle access should be prioritised, there shouldn’t be any through vehicle access”

Employment & Education

“it would be good to redevelop the area, it would offer more opportunities for talented people”

Movement & Connectivity

“strong connections to the Regis Road area, including Arctic Street, are essential”

Employment & Education

“will affordable workspace be provided?”

Buildings & Design

“building heights up to 16 storeys are very controversial”

Community Facilities & Services

“it would be helpful to reprovide the recycling centre and a Royal Mail delivery centre”

Greening & Biodiversity

“ponds and swales should be proposed to capture rainwater”

Vehicles & Traffic

“development will create traffic problems elsewhere”

Views & Heritage

“protect the view of the Heath from outside the station, and the view of Parliament Hill”

04 Written Responses

- Organisational responses
- Individual responses

Organisational responses

Key themes

We received consultation responses from the following organisations:

- *Bartholomew Estate & Kentish Town Conservation Area Advisory Committee*
- *Bideford Ventures*
- *Big Yellow Self Storage Company Limited*
- *Camden Cycling Campaign*
- *Camden Nature Corridor*
- *Climate Emergency Camden*
- *Environment Agency*
- *Folgate Estates Limited*
- *Historic England*
- *Hertfordshire and North London Sustainable Places*
- *Joseph Homes*
- *Kentish Town Road Action*
- *Kentish Town City Farm*
- *Kentish Town Neighbourhood Forum*
- *Metropolitan Police Service*
- *SEGRO plc*
- *Transport for London*
- *UK Power Networks*
- *United Parcel Service*
- *Yoo Capital Camden Film Quarter Limited*

The following key themes emerged from the responses:

Development and Guiding Principles

General Support for Draft Guidance (with caveats)

Several organisations (Folgate Estates, Joseph Homes, Kentish Town Neighbourhood Forum (KTNF), Yoo Capital Camden Film Quarter Limited (YC CFQ Ltd)) expressed support for the general principles of the draft guidance. However, many emphasised the need for flexibility to accommodate evolving circumstances, neighbouring site development, and further feasibility studies. Joseph Homes specifically referenced the updated National Planning Policy Framework (NPPF, Dec 2024) and its emphasis on regeneration with significant benefits.

Conflict with Existing Permissions/ Operations

Big Yellow Self Storage Company Limited (Big Yellow) raised concerns about the draft guidance conflicting with their existing planning permission for Alpha House. SEGRO plc (SEGRO) expressed concerns about the impact of the guidance on the operation of existing industrial businesses at Spring Place, particularly regarding access, servicing, and noise. United Parcel Service (UPS) strongly objected to proposals that require access to or redevelopment of their Regis Road site, stating they have no plans to relocate and highlighting the importance of their operations for central London delivery. A number of other organisations queried the inclusion of the UPS and Big Yellow sites within the plans, and the impacts of development on existing business operations.

Clarification and Detail Needed

Joseph Homes, endorsed by Bideford Ventures, requested clarification on several points, including: the purpose of the guidance; whether proposed numbers of homes and jobs are targets; how new connections will evolve; infrastructure delivery and funding (including Section 106 agreements (S106) / Community Infrastructure Levy (CIL)); and the impact of multiple land ownerships on development phasing. The KTNF also expressed disappointment at the lack of detail on supporting infrastructure. Transport for London (TfL) also suggested adding further detail in relation to transport infrastructure.

Building Height and Density

Bideford Ventures and Joseph Homes suggested that the Council's Building Heights study should be used as a guide. The Bartholomew Estate & Kentish Town Conservation Area Advisory Committee (CAAC), KTNF and Kentish Town Road Action (KTRA) raised concerns about the potential for overly dense development and high-rise buildings that could negatively impact the character of Kentish Town.

Movement, Connectivity, and Infrastructure

Support for Active Travel

Camden Cycling Campaign (CCC) and TfL supported the draft guidance's emphasis on pedestrian and cycle routes, and low motor traffic. TfL suggested additional cycling improvements.

Specific Connectivity Concerns/ Suggestions

The CCC raised concerns about the proposed one-way system and servicing arrangements, suggesting a freight hub and rail delivery of construction materials. They also supported station access improvements. The KTNF suggested using the York Mews route for pedestrian/cycle access and ensuring no through-route for motor vehicles, suggesting Regis Road be for active travel only. They also raised concerns about public transport capacity, particularly at Kentish Town Underground station. The Metropolitan Police Service (MPS) noted that the proposed foot/cycle path crossing the police station site may not be deliverable. The CAAC and KTRA suggested that pedestrians and cyclists should be separated. The CAAC also noted that York Mews should allow motor vehicle access and raised concerns relating to the levels of the area, and the impacts this may have on accessibility.

Infrastructure Funding

Joseph Homes and TfL requested clarity on infrastructure funding mechanisms (S106) / CIL). The KTNF requested firm infrastructure commitments before construction.

Green Space, Biodiversity, and Environment

Support for Green Spaces/Nature Corridor

Camden Nature Corridor and Kentish Town City Farm (KTCF) supported the inclusion of the Camden Nature Corridor in the draft guidance and emphasised the need for biodiversity improvements.

Specific Concerns about Green Spaces

Camden Nature Corridor and KTCF objected to the proposed foot/cycle way through the Camden Site of Importance for Nature Conservation (SINC) and suggested alternative solutions. The KTNF considered the proposed open spaces insufficient and requested a new town square. Camden Nature Corridor and the KTNF also suggested specific greening and Sustainable Drainage Systems (SuDS) measures. Climate Emergency Camden (CEC) also suggested SuDS measures.

Climate Change and Sustainability

CEC argued that the draft guidance does not adequately address climate change, urging the Council to prioritise low-carbon construction, retain existing buildings, and create a borough-wide recycling plan.

Other comments

Affordable Housing

The KTNF and KTRA raised concerns about the genuine affordability of proposed housing.

Recycling Centre

The KTNF requested that the recycling centre be reprovided in a way that does not deter use. The Environment Agency and Hertfordshire and North London Sustainable Places (HNL Sustainable Places) noted the active Waste Management Licence associated with the centre. CEC suggested the relocation offers an opportunity for a borough-wide recycling plan. The CAAC, KTRA and KTNF requested that the proposed site of the recycling centre is shown.

Police Station

The MPS noted that the proposed foot/cycle path might conflict with their future plans for the police station and requested S106 contributions for increased policing needs in relation to the increased homes and jobs proposed in the area, to mitigate Anti-Social Behaviour (ASB).

Organisational responses Summary

Bartholomew Estate & Kentish Town Conservation Area Advisory Committee (CAAC)

The CAAC welcomed the draft guidance but raised some areas of concern. The CAAC noted that the UPS and Big Yellow sites cannot currently be built on but are included in most maps and plans. The CAAC also raised that tall buildings were going to be restricted to these sites (towards the north of the area) and suggested that 4 storeys maximum are considered for the rest of the area. The CAAC also noted that high tower blocks exacerbate isolation and loneliness.

The CAAC stated that the view of Hampstead Heath from Kentish Town station and of St Paul's from Parliament Hill must be preserved. The CAAC also commented on the proposed routes and connections, noting that pedestrian and cycle routes should be separate and that York Mews should permit motor vehicles. The CAAC raised accessibility concerns in relation to the level changes of the site.

The CAAC suggested changes to the Makers Lane visualisations and a corner shop as a possible use under the arches. The CAAC suggested that the number of jobs created needs to be modified by the number lost. The CAAC requested that the re-sited recycling centre is shown, and that the post office collection point is also re-sited, preferably on Kentish Town Road. The CAAC also emphasised the importance of social infrastructure such as healthcare facilities and a leisure centre/community centre.

Bideford Ventures

Bideford Ventures have an interest in the Royal Mail site, located on Regis Road. Bideford Ventures endorsed the representations made by Joseph Holmes.

Bideford Ventures noted the importance of retaining flexibility, especially in relation to how development comes forward, the type/amount of employment floorspace and residential typologies.

Bideford Ventures suggested that the document acknowledges that Camden's Building Heights study provides a baseline for the area and should be used as a guide.

Big Yellow Self Storage Company Limited

Big Yellow owns the freehold interest of Alpha House, located on Regis Road. Planning permission was granted in July 2024 for the redevelopment of Alpha House which Big Yellow intends to implement.

Big Yellow raised concerns that the draft guidance is in conflict with the planning permission and suggested that the document is amended to reflect that the planning permission will be implemented.

Camden Cycling Campaign (CCC)

The CCC's comments related to internal routes and connectivity, delivery and freight, and neighbouring roads and infrastructure. The CCC expressed support for the draft guidance's emphasis on low levels of motor traffic, and increased pedestrian and cycle routes. The CCC noted the importance of the bridge connections to the north of the area and that both bridges should be an infrastructure priority.

The CCC raised concerns about the proposed one-way system increasing speeding and leading to safety concerns for contraflow cyclists. The CCC queried the proposed servicing from Spring Place which would increase traffic on neighbouring roads and could create a through-route for motor vehicles.

The CCC suggested that a single freight hub located near Kentish Town, requiring onward delivery by cargo bike, on foot or by eQuad bikes (as already operated by UPS), could reduce internal motor traffic. The CCC also suggested that the delivery of construction materials by rail is considered.

The CCC supported the installation of lifts at Kentish Town Thameslink station and access improvements at Gospel Oak station, and suggested future-proofing for later connections to Kentish Town underground station. The CCC emphasised the importance of upgrading the junctions of Kentish Town, Highgate, Gordon House, and Regis Roads for safe cycling.

Camden Nature Corridor

The Camden Nature Corridor consortium supported the inclusion of the Camden Nature Corridor in the draft guidance and its focus on creating nature-rich areas. Suggestions were made on the typology of green spaces, in terms of compatibility with Hampstead Heath, and for improvements to these areas, in particular relating to SuDS and the inclusion of swales and ponds. The Camden Nature Corridor consortium's principal concern was the proposed foot/cycle way through the Camden SINC at the proposed Heathgate which they suggested should be removed and replaced by a short aerial bridge over the SINC.

The Camden Nature Corridor consortium stated that the proposed entrance to the Kentish Road City Farm would not be appropriate due to biodiversity and safety issues and suggested that Makers Lane incorporates some green features to respond to the SINC area to the north. The placement of tall residential buildings towards the centre of the Regis Road Area, away from areas of biodiversity, was supported.

Climate Emergency Camden (CEC)

CEC stated that the draft guidance does not consider the threat resulting from

climate change and ecological breakdown to humanity, as set out by the UN, IPCC, and other scientific bodies. The CEC highlighted the danger of business-as-usual development models, such as high-rise and high-carbon development. The CEC considered that the guidance should address the need to reduce carbon emissions resulting from construction ('up-front carbon' rather than 'whole-life carbon') and the need to build in ways that are truly sustainable, using low carbon technologies.

The CEC raised concerns that the draft guidance is led by developer requirements rather than the needs of residents. The CEC urged the Council to retain existing buildings where possible, use low-carbon building technologies and provide green spaces. The CEC reiterated their objection to the demolition of the Holmes Road Depot and highlighted the CEC's submitted deputation to the Environment and Culture Scrutiny Committee (March 2023), and raised concerns relating to the level of carbon emissions that would result from processing demolished materials.

The CEC noted that the draft guidance does not propose an urban design approach that mitigates and adapts to climate change, and would result in the over-development of the site. The CEC suggested that an innovative and resilient development approach, in collaboration with local residents, is followed. The CEC suggested that the relocation of the recycling centre should be used as an opportunity to create a borough-wide plan for integrated recycling, reuse and repair within neighbourhoods.

Environment Agency

The Environment Agency noted the current active Waste Management License associated with the Regis Road Recycling Centre, but did not have any further comments to make at this stage.

Folgate Estates Limited

Folgate Estates own the freehold interest to the majority of the site on the other side of the railway, known as Murphy's yard. Folgate Estates was supportive of the principles outlined in the draft guidance and emphasised the importance of future development retaining sufficient flexibility to respond to the evolving context of neighbouring sites. Collaboration between landowners and stakeholders was encouraged.

Folgate Estates noted a correction to the draft guidance: that the Murphy's Site application was withdrawn in 2022, not 2023.

Historic England

Historic England recommended the strengthening of text to help ensure appropriate consideration of impacts on the historic environment, including reference to conserving the significance of the Grade II listed police station and the contribution of its setting. Historic England welcomed the section of guidance on building heights and massing but recommended additional wording to strengthen references to protected views and heritage assets.

Hertfordshire and North London Sustainable Places (HNL Sustainable Places)

HNL Sustainable Places noted the current active Waste Management License associated with the Regis Road Recycling Centre, but did not have any further comments to make at this stage.

Joseph Homes

Joseph Homes own a large portion of land within the Regis Road Growth Area and supported the general aims of the draft guidance. Joseph Homes suggested that the purpose of the guidance is better clarified, in guiding future development, and ensuring the comprehensive joined

up regeneration of the area over multiple phases. Joseph Homes highlighted the latest revisions to the NPPF (Dec 2024) which place substantial weight in favour of regeneration where significant housing, employment, and wider community benefits can be delivered, and considered that this should be integral to the objectives of the guidance.

Joseph Homes advised that the guidance clarifies that the number of homes and jobs proposed in the area are estimates, not minimum or maximum targets. Joseph Homes also recommended that it is acknowledged that key elements of the strategy may change as further design development and feasibility studies takes place. Joseph Homes noted that in residential character areas, intensive industrial use is unlikely to be compatible and that the guidance should take a pragmatic approach to the re-provision of the quantum of employment floorspace, rather than a no net loss requirement. Joseph Homes raised that the guidance should provide flexibility relating to the range of residential typologies being provided and the benefits this would bring, such as creating a diverse community.

Joseph Homes also suggested that the guidance needs to clearly acknowledge that there will need to be a shift (from the KTPF) in the scale of development that comes forward, that Camden's Building Heights study provides an initial baseline, and that further testing will need to be carried out through detailed townscape assessments. Joseph Homes requested further clarity relating to how new connections and routes will evolve as different phases of the development come forward, and how existing business operations will be maintained whilst ensuring adequate servicing and access to new residential areas. Joseph Homes also raised concerns surrounding the feasibility of pedestrian links over the railway and suggested that the guidance captures alternative options to incorporate flexibility.

Joseph Homes requested clarity on how new infrastructure is to be delivered and funded, and how these costs are apportioned, in particular indicating that further testing will be needed to establish infrastructure priorities. Joseph Homes also asked for clarity on how the use of S106 and CIL will be used to fund new infrastructure, and what level of CIL contributions will be 'ring-fenced'. Joseph Homes recommended that the guidance acknowledges the complexity of multiple ownership, and the uncertainty over when large portions of the area will come forward for development in relation to how planning permission is delivered.

Kentish Town Road Action (KTRA)

KTRA expressed support for the increased permeability proposed in the draft guidance. KTRA noted that the UPS site will not be available for development and recommended that the guidance responds to and integrates proposals around the existing UPS site.

KTRA raised concerns that the number of new homes proposed would result in high tower blocks that would overshadow smaller neighbouring buildings. KTRA also raised concerns about the genuine affordability of the proposed homes and whether viability will impact the provision of affordable homes.

Additionally, KTRA raised concerns about shared pedestrian and cycle routes in terms of pedestrian safety. The level of proposed green space is considered to be insufficient and KTRA noted that no indoor or outdoor social facilities are shown. KTRA requested more information on the siting of the recycling centre and depot. KTRA emphasised the importance of delivering step-free access at Kentish Town Thameslink station followed by Kentish Town West station, in terms of priority.

Kentish Town City Farm (KTCF)

KTCF endorsed the response of the Camden Nature Corridor consortium, of which KTCF is an active member. KTCF emphasised the concerns raised relating to animal welfare and safety.

Kentish Town Neighbourhood Forum (KTNF)

The KTNF welcomed the goal of comprehensive and coordinated development, and supported the ambition to deliver new and affordable homes, increased permeability, new jobs, and public realm/open space improvements.

The primary concern raised related to the creation of an overly dense development that could alter the character of Kentish Town. Concerns were also raised about the increase in traffic having a negative impact on the neighbourhood during construction, and when servicing the development. The KTNF expressed disappointment in the lack of detail provided in relation to the physical and social infrastructure needed to support the increase in new residents and businesses, such as health services and public transport capacity. The KTNF noted the higher frequency of trains that run through Kentish Town West station as opposed to Kentish Town Thameslink station, in terms of prioritising the provision of step-free access. The KTNF requested that firm infrastructure commitments are made prior to construction work beginning, with a clear plan for delivery.

The KTNF noted the importance of creating a new public town square in line with neighbourhood policy, and expressed that the proposed open spaces in the draft guidance do not achieve this. The KTNF requested that the site of the recycling centre is identified and that it is reprovided in a manner that does not deter use. The KTNF also noted the need for new jobs and housing that cater to the existing communities in the area, including protecting existing small businesses and having a holistic social value strategy.

Concerns were raised about the number and height of very tall buildings, but comments appeared to primarily relate to Yoo Capital's masterplan. The KTNF welcomed publicly accessible spaces but queried: locating one of the areas on UPS land (which the KTNF noted may not be developed); measures proposed to address ASB; and the foot/cycle route through the SINC.

The KTNF suggested that the York Mews route could become the primary pedestrian/cycle route into the site from the high street, if appropriately signposted. The KTNF also asked for the guidance to clarify that there will be no through-route for motor vehicles. The KTNF shared some transport comments in relation to Yoo Capital's masterplan but also requested that the guidance makes Regis Road accessible to active travel only, and that the proposed designated service road is made accessible to all vehicular travel (applying a CPO if necessary to acquire this land). The KTNF requested that there be separation between commercial and residential traffic, as well as motor traffic and pedestrians/cyclists. Concerns were also raised about additional public transport pressure, specifically Kentish Town underground station.

Metropolitan Police Service (MPS)

The MPS representation related to the Kentish Town Police Station and S106 contributions to mitigate the impact of crime associated with new developments. The MPS reiterated that the service is still considering options for the future of the police station, which may include retention and improvement. Should the site be retained or redeveloped by MPS, the foot and cycle path proposed in the draft guidance, which crosses the police station site, could not be delivered. MPS requested that reference to this is made in the guidance.

The MPS also reiterated that the proposed number of homes, offices and other uses will significantly increase the need for policing and the cost of associated infrastructure, and that a S106 contribution towards policing infrastructure should be acknowledged in the guidance.

SEGRO plc

SEGRO is the freehold owner of 3-6 Spring Place, an industrial building adjacent to the Regis Road Area. The site is undergoing refurbishment following planning permission that was granted in January 2023. SEGRO supported the creation of new homes and encouragement of active travel in the draft guidance, but raised concerns about the impact of the proposals on the operation of existing businesses in the area. It is suggested that the guidance should consider existing commercial and industrial businesses in its layout, and/or that mitigation is offered to avoid disruption to their operation.

SEGRO raised concerns about the proposed "intimate" character of Makers Lane and how this would impact the operations of the industrial businesses along Spring Place, which may require 24/7 and HGV access. SEGRO stated that further assessments are needed to consider the impacts of the proposals on existing businesses, in line with Policy D13 (Agent for Change) of the London Plan.

SEGRO also raised that the draft guidance does not consider the servicing and noise impacts of existing commercial and industrial uses on the proposed Residential-Led Neighbourhood. SEGRO recommended that future residential development should be located to the east of the character area and commercial uses to the west, along Spring Lane. SEGRO also stated that new development should not restrict vehicle access in a way that may have a detrimental impact on local businesses.

Transport for London (TfL)

TfL noted that the draft guidance positively addresses the lack of connectivity in the existing area, aligning with the TfL and London Plan's overarching aim of enabling more people to travel by walking, cycling, and public transport. TfL also supported the draft guidance in its focus on promoting active travel.

TfL was supportive of accessibility improvements at nearby local stations as outlined in the draft guidance, and the assertion that contributions to fund this will be sought from all major developments. TfL recommended more explicit reference of the potential future role of Council and Neighbourhood Forum CIL in the funding of station improvements. TfL supported the infrastructure prioritisation proposed in the draft guidance in principle.

TfL welcomed the proposed walking and cycling infrastructure improvements in the Regis Road Area and suggested additional cycling improvement initiatives. TfL broadly supported the urban realm proposals but suggested that further definition and detail is included.

UK Power Networks (UKPN)

UKPN had no comments to make at this time.

United Parcel Service (UPS)

UPS owns the long leasehold interest of 353 Regis Road, located towards the centre of the Regis Road Area. UPS expressed their objections to the draft guidance proposals that require access to or redevelopment of UPS land, and confirmed that UPS has no plans to redevelop its site. UPS also reiterated some of its concerns relating to the safeguarding of its operations and ensuring the associated employment it provides is not impacted by surrounding redevelopment. UPS raised the logistical and economic importance of the Regis Road site in providing employment

and final mile delivery solutions to central London, using electric vehicles. Redeveloping the site raised the challenges of business continuity and proximity to mixed-use development, in terms of 24-hour operations impacting residents.

UPS objected to the use of its land to provide a new service road and to become part of the High Street Transition character area. UPS also noted disappointment at the mention of a Compulsory Purchase Order in the draft guidance and objected to its inclusion. UPS expressed a willingness to continue discussions with the Council and Yoo Capital, to explore suitable solutions that do not impact UPS's operations.

Yoo Capital Camden Film Quarter Limited (YC CFQ Ltd)

YC CFQ Ltd, an affiliate of Yoo Capital Management, acquired the Holmes Road Depot and Regis Road Recycling Centre (on a planning basis) in 2023 and other land parcels in 2024, including Regis Road (on a condition basis), with the view of delivering on the objectives of the Kentish Town Planning Framework.

YC CFQ Ltd noted their intention to bring forward the 'Camden Film Quarter' and that their Regis Road Masterplan was presented to the Council in 2024, informed by engagement with the Council, local residents, landowners, and other key stakeholders. YC CFQ Ltd expressed full support for the proposals set out in the draft guidance.

Individual responses Summary

Four written responses were received from individuals.

One response was supportive of the draft guidance, especially the increased permeability and creation of jobs proposed, but noted that the proposal was not fully thought through. Concerns were raised about the density and the cumulative impact of the redevelopment on infrastructure alongside other major developments in the local area (such as Murphy's Yard, West Kentish Town Estate and Bacton Estate).

The response suggested a number of transport and mitigation measures against increased footfall and traffic, such as widening pavements, creating step-free access to nearby stations, making Holmes Road and Spring Place non through-routes for motor vehicles, limiting non-electric vehicle access to restricted times, HGVs and cars sharing the road with UPS vehicles, and creating an underground delivery hub. The response also suggested that the roads within the Regis Road Area need to be made public. The response noted that a public square would be welcomed, as would provision for children and teenagers.

Another response raised that the draft guidance omits important information which masks what is going on and reduces understanding of the process. The information listed as omitted includes: existing industrial floor areas (including the range of uses/jobs is supports/supported); the need to service the Central Activities Zone (CAZ) going forward; GLA policy for no net-loss of industrial floor area across the whole Kentish Town industrial area (and requirement for simultaneous planning work to both halves); and the Holmes Road depot replacement. The response asserted that new jobs should be set against the existing or recent, and that the inclusivity and importance of the existing blue-collar work is recognised, and its displacement reviewed. Additionally, it requests that the type of new jobs, who will provide them, and who will get them is described. The response also identified the proposed 1,500 figure as notional as the UPS site is not likely to be developed.

One response requested that more specific plans relating to building heights were shared. Another response noted the variety of wild flowers growing on the verges of Regis Road, requesting that they are recorded and relocated within the development, where possible.

