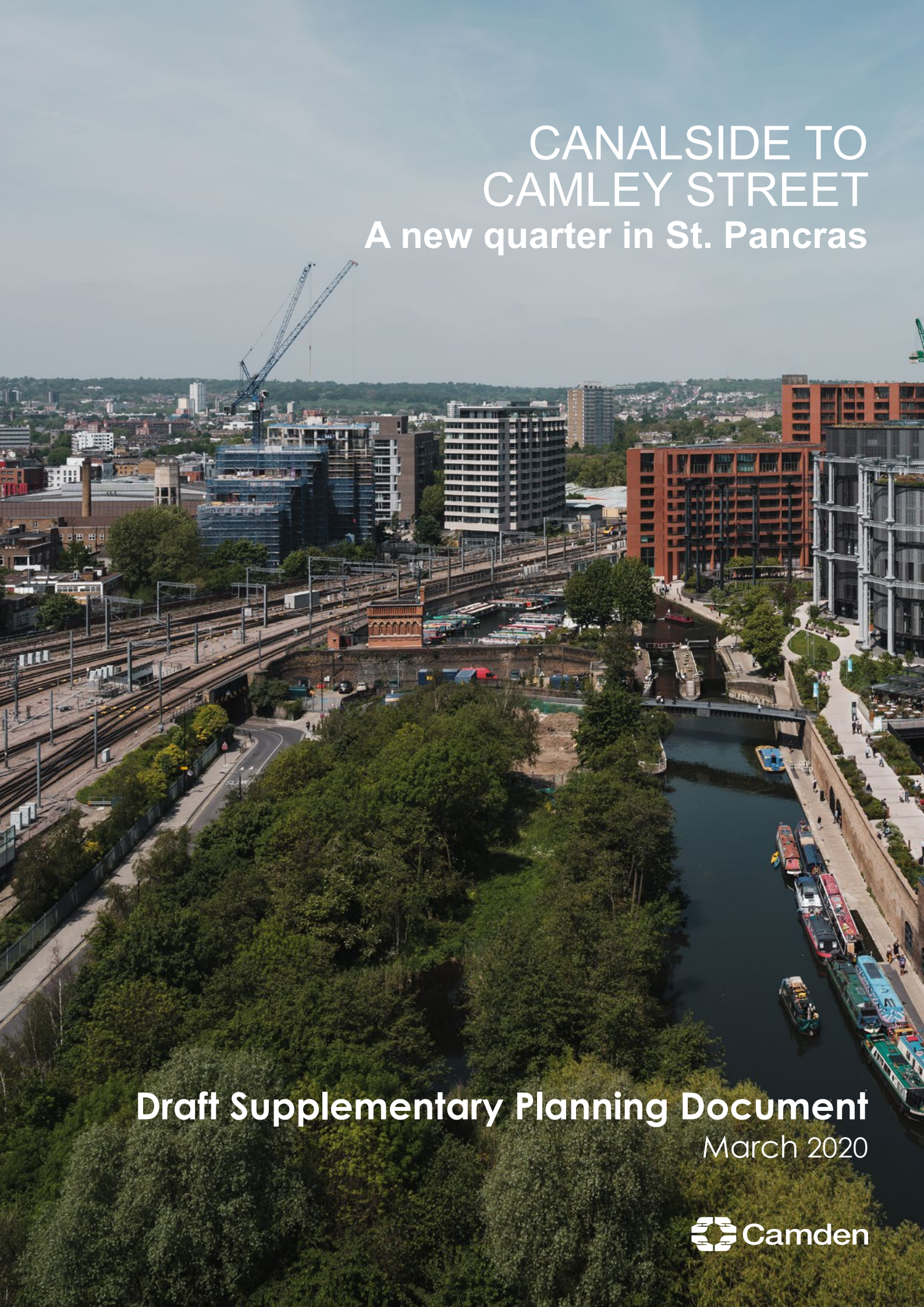


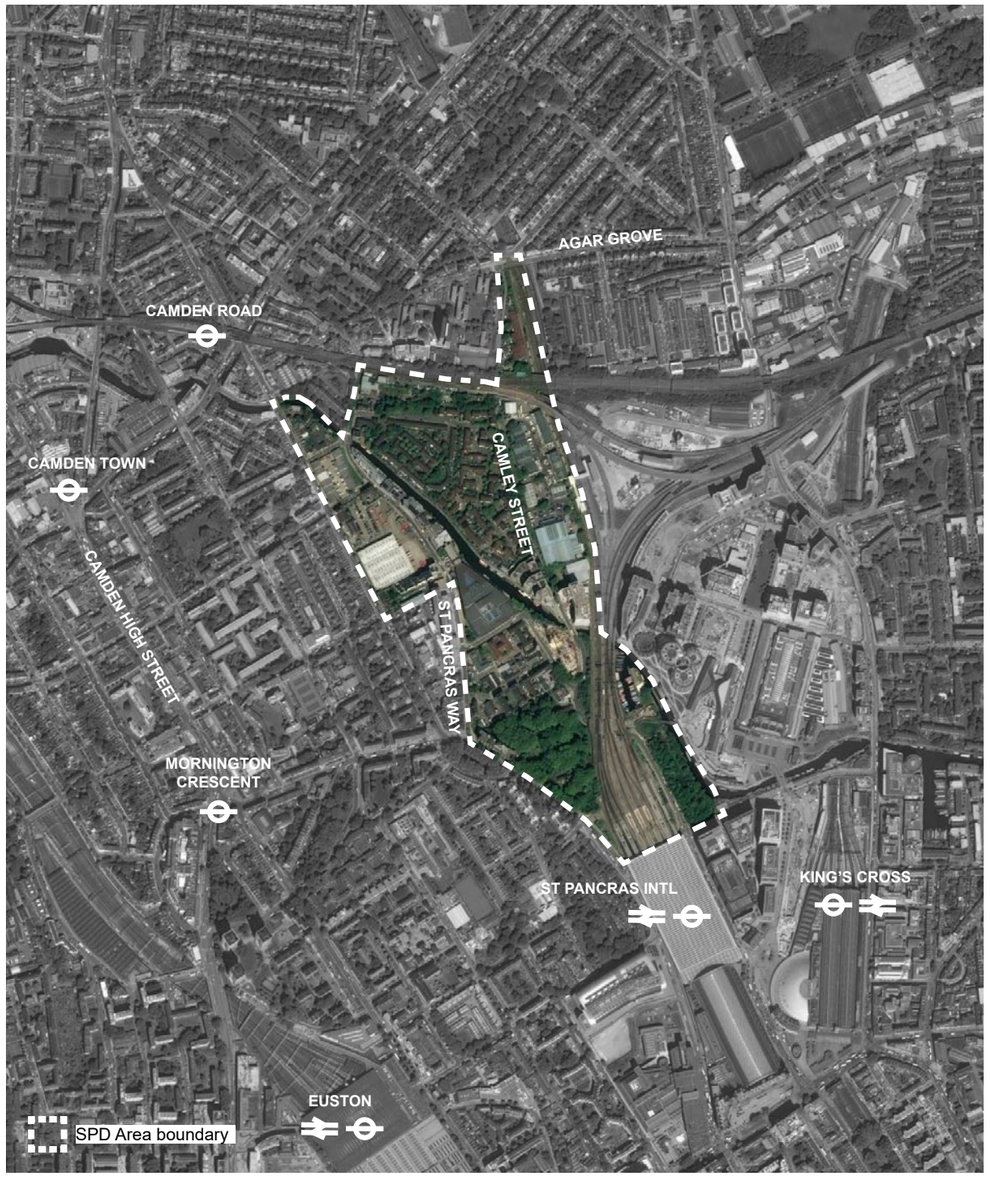
CANALSIDE TO CAMLEY STREET

A new quarter in St. Pancras

Draft Supplementary Planning Document

March 2020

Camden



Front cover image: Tim Crocker

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1 INTRODUCTION

Image: Tim Crocker

On the doorstep of Central London, Kings Cross and St. Pancras stations and Kings Cross Central, surrounding neighbourhoods are seeing significant change.

As part of this change is the area around Camley Street and St Pancras Way, and despite the proximity to what this part of London and Camden has to offer, the area feels divorced from it, but offers significant opportunities for transformation. The Council has a major interest in the improvement of this area; as a landowner, house builder and employer; and as a planning, transport and housing authority; and through its Community Investment Programme (CIP), Camden Plan and Local Plan priorities. It has also been assisting local Neighbourhood Forums set out their priorities for the future in evolving local Neighbourhood Plans.

Purpose of this document

In view of the change that is happening and likely to come forward, this offers the chance to identify key issues and opportunities that we want to address and prepare a framework that sets out broad principles and objectives to guide future development and improvement in the area. It builds on what is good about the neighbourhood and responds to the change that is already happening that can make this part of Camden even better.

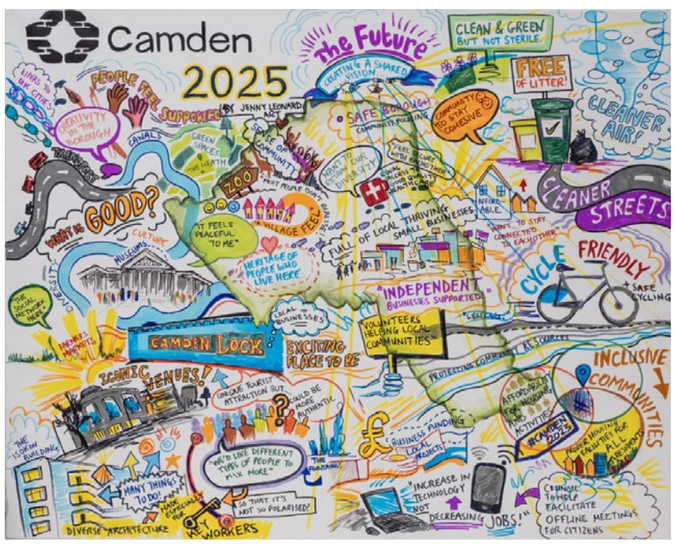
This will need the support of a wide range of people and stakeholders with varying priorities and working to different timescales. We would like to see all those with an interest in the area sign-up to our vision to achieve positive change in a joined-up and comprehensive way and help contribute to a more successful place.

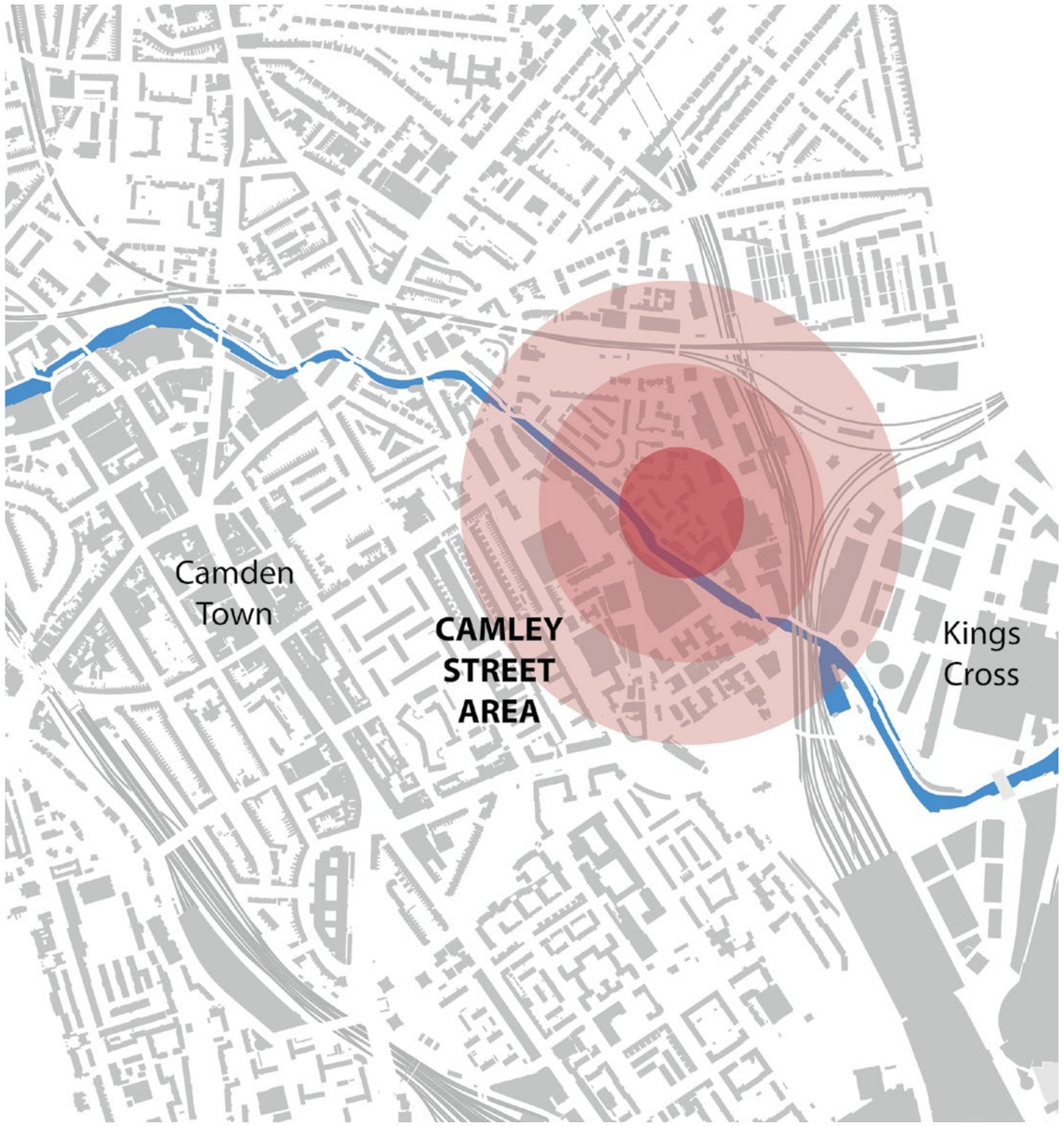
Camden's adopted Local Plan identifies the Camley Street area as an area of expected growth and identifies four key priorities:

- **Creating a more vibrant, attractive area** that builds on its location adjacent to King's Cross Central and close to Camden Town
- **Enhanced connectivity and public realm,** with more active overlooking of the street at different times of the day
- **Creating new public spaces and greening of the street environment** and
- **Making more efficient and intensive use of land**, taking opportunities to provide a mix of uses, including new housing and employment floorspace

The Local Plan also says we will produce a vision or framework to ensure that growth and change takes place in an integrated and sustainable way.

The purpose of this document is therefore to put in place a framework for the area which reflects and can help meet these priorities to ensure that growth and new development contributes positively to improving this part of the city, from which local neighbourhoods can share the benefits. Following consultation and any revisions it will be adopted as a Supplementary Planning Document (SPD) to influence emerging development proposals and projects, guide planning decisions and inform and complement the policies for future site development being established through the Camley Street Neighbourhood Plan and the new Site Allocations Local Plan (SALP), which is also being produced by the Council.





London: The Location

The area covered by this SPD is a short walk from **Kings Cross Central,** where development moves on apace, seeing new buildings, uses, facilities and public spaces continuing to emerge. The area has evolved into a distinct and busy new part of central London and one of London's best connected places to live, work, study and visit.

Kings Cross and St Pancras stations are at the centre of an unrivalled modern transport network and connectivity will be enhanced even further with a proposed Crossrail 2 interchange at St Pancras linked to the future **High Speed 2 station at Euston**, where construction is underway.

The area sits at the edge of Central London and the **"Knowledge Quarter" (KQ)**, the name given to the cluster of cultural, innovation and research activities based around King's Cross, Euston Road and Bloomsbury.

The KQ embraces major universities, science institutions and businesses including **the British Library, University of the Arts, Wellcome Trust, Francis Crick Institute and Google** who are locating their new UK HQ next to Kings Cross Station, which will complete King's Boulevard as a new city street.

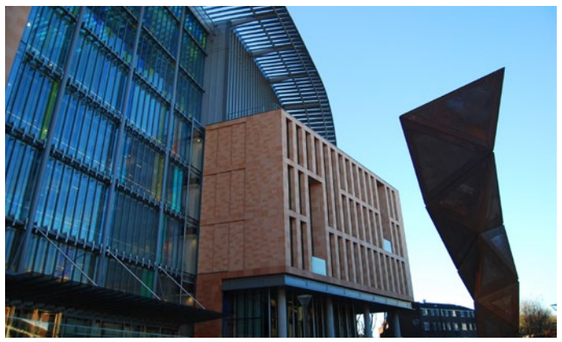
The area also benefits from its proximity and access to the **Regent's Canal**, which links it to **Camden Lock** and Regent's Park to the west and Islington to the east. To the west is the residential community of **Somers Town** and also **Camden Town** with its thriving markets and shops, lively evening economy and cluster of media, digital, creative and cultural businesses. Significant development is completing at Hawley Wharf, and major proposals are coming forward for Camden Goods Yard further along the canal.

A potential **Camden "Highline"** is being promoted by Camden Town Unlimited, the local Business Improvement District that takes in St Pancras Way and part of Camley Street. Using redundant rail tracks this could create a unique new linear park linking Camden Town to Camley Street and Kings Cross.

The **British Library**, with Stanhope as a partner, has announced ambitious plans to expand its facilities alongside a new Alan Turing Institute and other uses. These will sit next to the **Francis Crick Institute**, home to the largest biomedical research facility under one roof in Europe with over 1500 scientists and support staff involved in pioneering medical and health research. Closer to Camley Street, the Royal Veterinary College owns the adjacent London BioScience Innovation Centre (LBIC). This concentration of knowledge economy, science, education and academic activity and expertise drives an interest in locating in the area by innovation and "**MedCity**" research sectors.

Google in King's Cross, by Heatherwick Architects and BIG (image: © 2017 HayesDavidson all rights reserved)

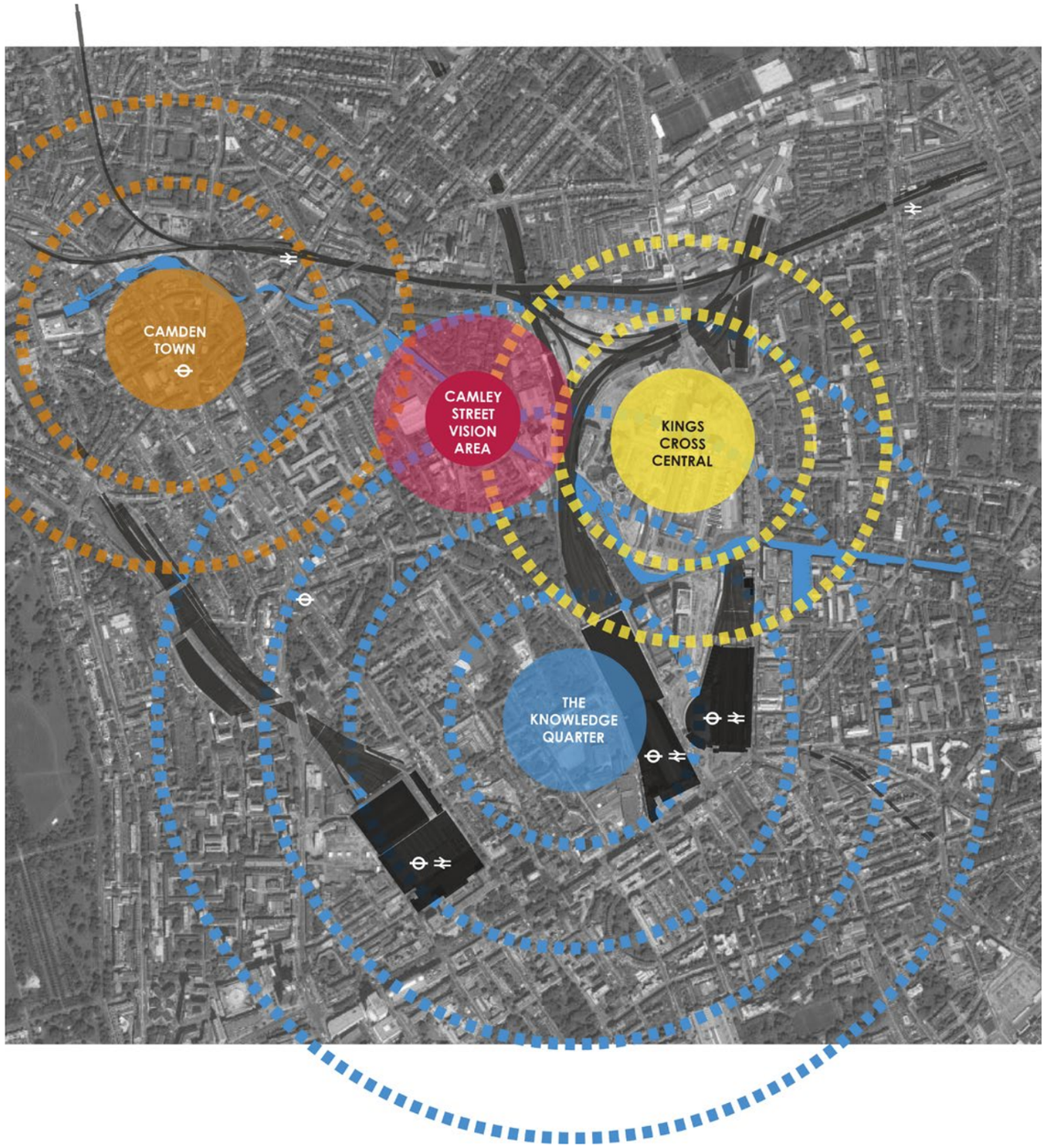
British Library



Francis Crick Institute

KNOWLEDGE QUARTER

Knowledge Quarter logo



Local: An area of change

The residential and employment elements of the area are a very distinct product of the legacy and subsequent redevelopment of former railway industry land from which the British Library, Maiden Lane estate and employment sites on Camley Street amongst other developments also emerged.

Kings Cross Central has transformed these former railway back-lands and once vacant and run down historic buildings have been reworked and occupied by new uses. These include the University of the Arts and restaurants at **Granary Square**. Shopping and cultural facilities include Waitrose, Everyman Cinema and the Platform Theatre, with other arts and event spaces and galleries, including the Aga Khan Centre. The listed **Coal Drops Yard and Fish and Coal Buildings**, have added to the mix of shops and eating places, galleries and venues, with outdoor spaces used for a variety of events and activities. Alongside, historic gasholders have been imaginatively re-used to frame **Gasholder Park** and new homes. Camley Street is now directly linked to this mixed-use destination by the **Somers Town Bridge**, improving access to the new public spaces and cultural facilities within Kings Cross Central.

The area also benefits from existing important green spaces at **Camley Street Natural Park** (where a new visitor centre is being built) and **St Pancras Gardens and churchyard**.

On the corner of Camley Street and Goods Way, the Council's offices at **5 Pancras Square**, contain a library and leisure facilities with a swimming pool and sits next to other offices, home to major companies such as Google and Universal Music. Within Kings Cross Central, a new primary school opened in 2015 and additional community and sports facilities are planned. New parks, squares and open spaces totalling 26 acres, including Granary Square, **Pancras Square, the canalside and Lewis Cubitt Park,** are being created. This social and community infrastructure has been planned to support the estimated 42,000 people that could live, work and study in King's Cross Central when development is completed.

Ted Baker are planning a new headquarters building with new canal side spaces and uses on St Pancras Way. Camden and Islington NHS Foundation Trust are working on plans to create new health and research facilities alongside housing and other uses on the neighbouring **St Pancras Hospital site**, where Moorfields Eye Hospital are also planning to relocate.

New mixed-use schemes at the southern end of Camley Street are nearing completion and, to the north, at **Agar Grove and Maiden Lane estates**, the Council has been leading on the high quality development of new housing and renewal of homes and community facilities under the CIP. This is the Councils ambitious borough wide project that is delivering new homes and supporting the funding of improved and new schools and other community facilities.

Nearby, existing secondary schools at Camden School for Girls and Regents High are within short walking distance to the north and west respectively.

In neighbouring **Somers Town**, the CIP is delivering new housing and a new Edith Neville primary school and Children's Centre and Maria Fidelis has relocated to a new secondary school on Drummond Crescent.

The **Euston Growth Area and High Speed 2** proposals will see considerable change in the wider area in the coming years. Camden has continued to press for more comprehensive and positive approaches to station designs, integrating the plans for HS2, Network Rail, Crossrail 2 and London Underground stations, and associated development of new homes and jobs that would deliver a more outward looking station, high quality open spaces and better links into surrounding communities; with improved routes between Euston and Kings Cross/ St Pancras. To supplement the Euston Area Plan adopted in 2015, a **planning brief for Euston Station** is being prepared to support these objectives.

Whilst **Elm Village** sits as a very distinct residential community and mixed-use housing led development has taken place along St Pancras Way, the adopted Local Plan highlights that in this changing context, employment sites at Camley Street fail to make the most efficient use of land and that the area is also isolated and relatively inaccessible given its location, and this would need to be addressed alongside change in the area.

Opportunities to transform already built up parts of central London are relatively rare. Making the most of its enviable location alongside the canal, and within walking distance of central London and Camden Town, new development should enhance the area's role as a place of employment and a more attractive place to live, work and pass through.

Our vision for the area establishes the principles that will help achieve these ambitions.

The following sections outline the vision for the area, provides the context to this vision and identifies the key issues and opportunities that have shaped our more detailed objectives and how we might achieve them. The guidance finally goes on to identify some priorities for development of specific sites.

Proposals for Agar Grove Estate, Hawkins/Brown with MAE (image:ForbesMassie)

Somers Town Bridge

Camley Street Natural Park

King's Cross Gasholder Park

King's Cross Central (Image: Tim Crocker)

Image: Benedict Luxemoore

2 OUR VISION

Image: Camden Town, Camden Collective

Our Local Plan Priorities

Our Vision

Realise the Potential

The Camley Street area becomes a more sustainable and distinctive urban neighbourhood….

…and a more identifiable place, with its own character and qualities, where more people will be able to pass through, live and work…

….in development that make far more effective uses of land including a mix of new workspaces suitable for different types of business and job opportunities and a range of new homes to meet Camden's housing needs. These will add to a richer mix of activities serving a diverse residential, working and visiting population.

Make Connections

New development in a changing neighbourhood complements and builds on the change already happening in the area and it becomes a more attractive and accessible area of transition between Camden Town and Kings Cross…

…and becomes better connected with surrounding neighbourhoods and local facilities. Better walking and cycle links improve connections with Kings Cross and St Pancras, Central London and Camden Town and local public transport networks.

Better Places for People

The character of the area becomes more vibrant and interesting, with more animated streets, welcoming and safe public spaces and varied and high quality buildings, setting design benchmarks for others to follow…

…and the canal corridor, green infrastructure and spaces play their different roles in health and well-being and enhancement of the urban and natural environment.

3 CONTEXT

Heritage Context

Whilst a historic settlement in the St. Pancras area grew up around St Pancras Old Church and later the St Pancras Workhouse evolved on the current St Pancras Hospital site from about 1809, the character and heritage of the area today was really shaped through the opening of the Regents Canal in 1820 and rail stations during the 19th century.

Land in the area was primarily used to support this new infrastructure with goods yards, depots and stores dominating swathes of land north-east through to Agar Grove and across York Way into Islington and south through Somers Town to Euston Road.

St Pancras Way evolved as an industrial extension to this activity with factories, wharves and stores on the east side linked with a rail bridge across the canal. The former Jubilee Waterside Centre (temporarily occupied by the Abacus free school) is a refurbished former engine house that sat next to this now demolished rail bridge from which the abutments remain. Other sites in the area such as Bangor Wharf and St Pancras Commercial Centre (formerly the site of the St Pancras “Destructor” electricity station) also form part of this canal and rail based industrial past.

Later, rail lands were redeveloped as war damage and the contraction of freight and distribution activities saw land clearance and the release of surplus land. As well as Kings Cross Central, the Maiden Lane Estate, British Library and Francis Crick Institute are all built on former goods depot land. Elm Village and the employment sites opposite were built in the early 80’s on similar rail lands, either side of a realigned and extended Camley Street (now Granary Street).

On the west side of the canal, the St Pancras Hospital site, which includes a number of buildings built as part of a Victorian expansion of the original workhouse, contributes a number of positive historic buildings based on a simple grid layout, along with the imposing South Wing fronting Pancras Road.

The hospital site is linked to the adjacent St Pancras Gardens, which are listed on the Register of Historic Parks and Gardens of Special Interest containing historic tombstones and monuments (some listed), trees, and the grade II* listed St. Pancras Old Church. The oldest buildings on the hospital site and Grade II listed coroners court that surround it give the space an attractive and mature sense of enclosure. The church grounds and gardens (and adjacent Shorebase rail access site) also form a designated Archaeological Priority Area.

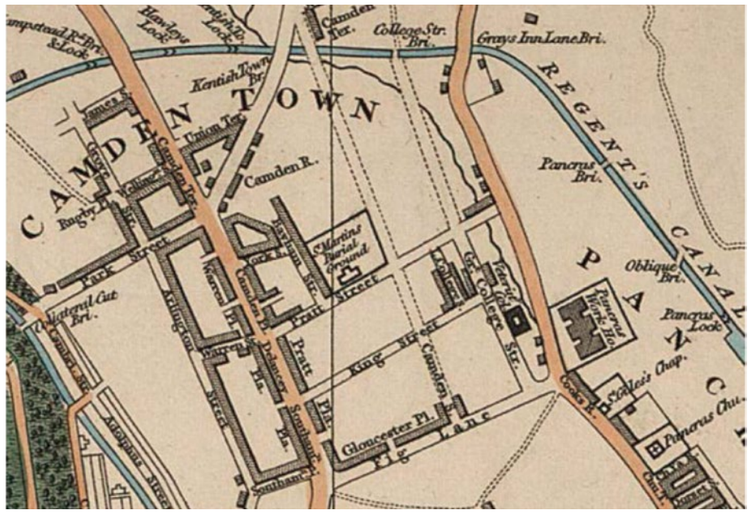
The canal is a significant heritage asset central to the area, but is disconnected from Camley Street by a major level difference, particularly along the length of Elm Village, reinforced by the run of historic retaining wall along the towpath. The wall is punctuated by a concrete viewing platform only accessible via the complicated layout of Elm Village and secured pathway adjacent to houses. This disconnection though creates a distinct space and walking route away from busier surrounding streets.

The existing canal bridges at St Pancras Way (Grays Inn Bridge) and Camley St (Oblique Bridge), provide access points to the towpath, and offer important local views along the canal. The listed red brick water tower at the St Pancras Cruising club and the post-modern white water tower and central tower of the South Wing on the hospital site provide distinctive markers in local views.

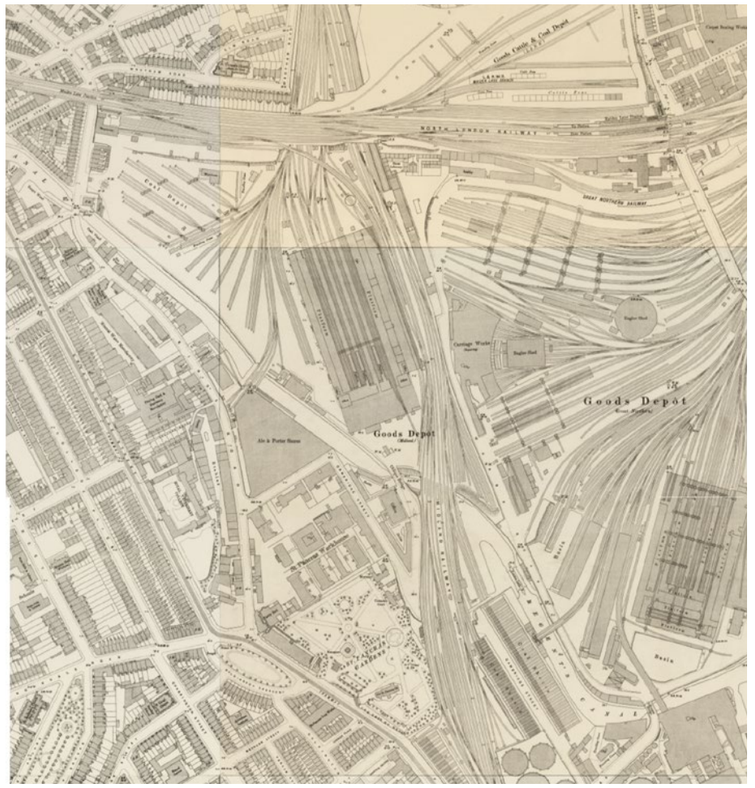
This industrial heritage of railways and the canal with bridges, high walls and remnants of associated structures and the associated employment nature has had a strong influence on the character of the area today and contributes to both the issues and opportunities that this guidance identifies and addresses in later sections.

The St Pancras “Destructor” electricity station, 1950

Lyme Terrace



Camden Town - St Pancras area in Cary’s New Plan of London, 1822



St Pancras area, circa 1900

St Pancras Gardens and Hospital

Lock Keepers Cottage

Water tower relocated from St Pancras Station

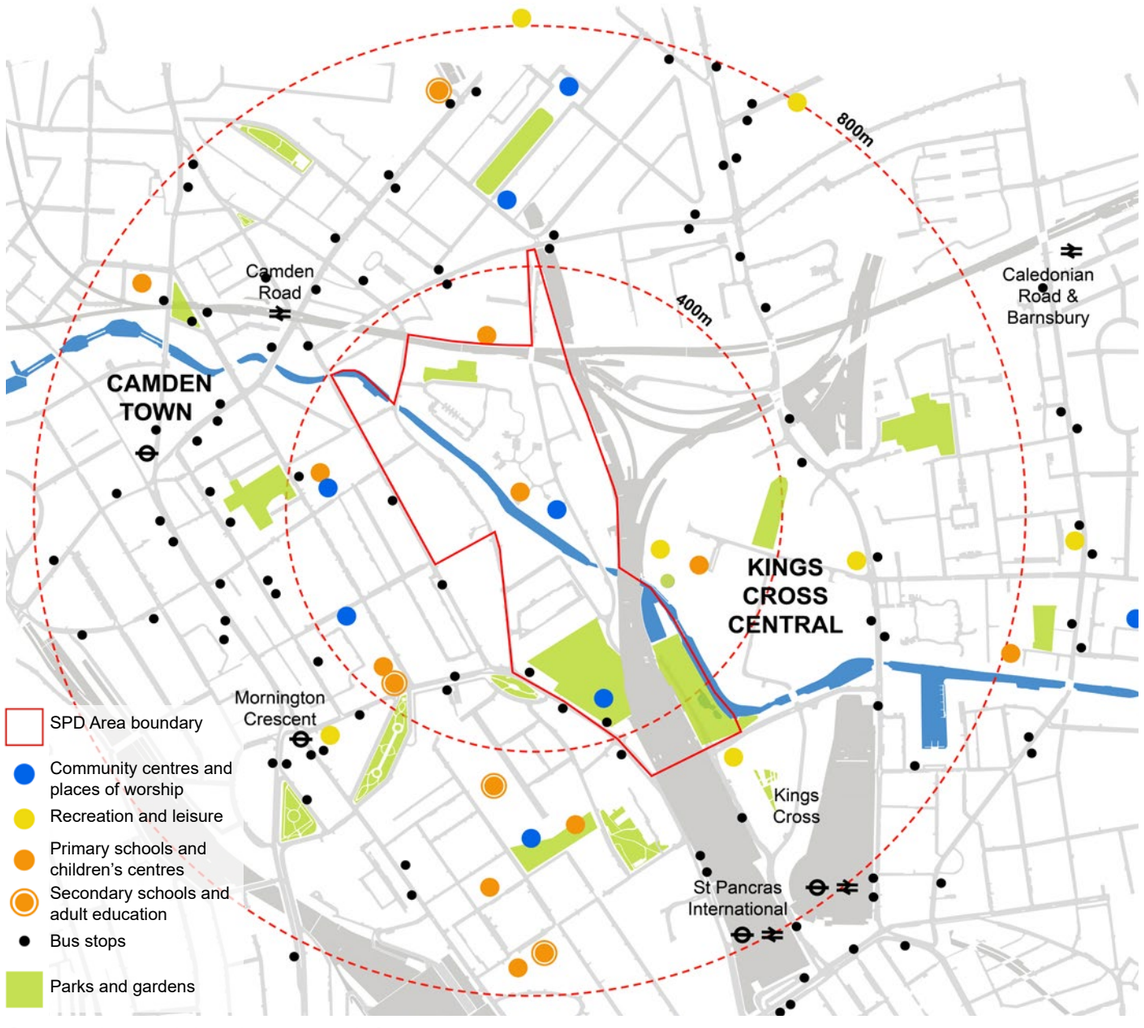
View from Lawford’s Wharf, 1948 (image: Historic England Archive)

Connectivity Context

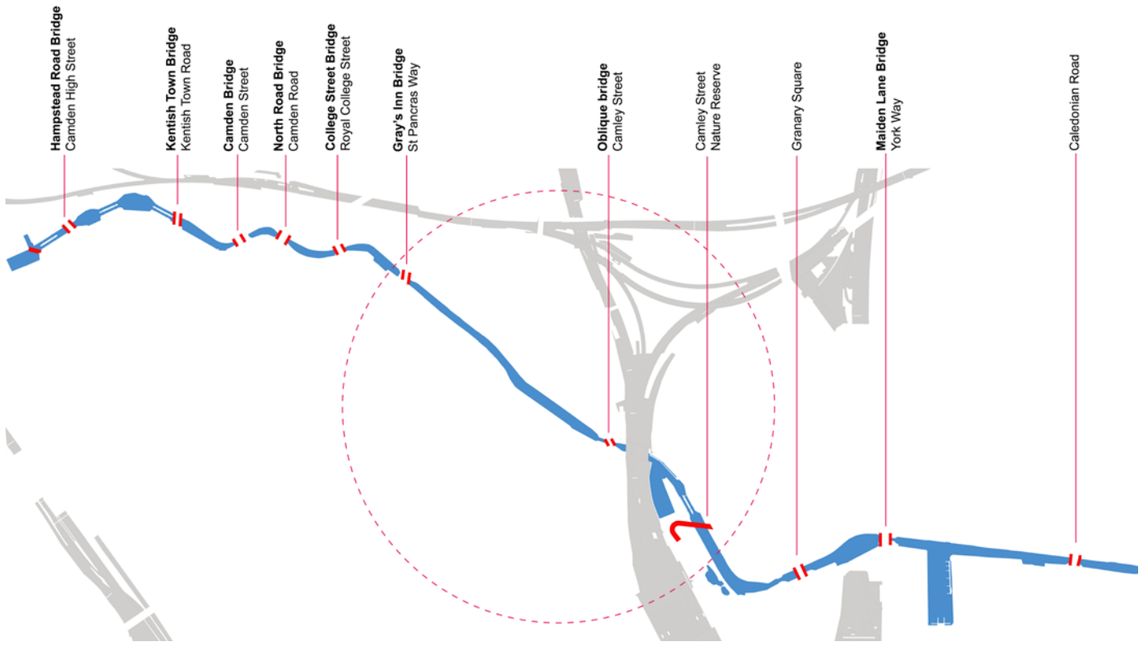
Shaped by the history of development, the overall area is strongly characterised by buildings, uses and boundaries which largely turn their back to streets, spaces and people passing through. Currently walking and cycling routes take long detours because potential routes across the area are not accessible or otherwise difficult to interpret and navigate. This includes existing access points, such as into St. Pancras Gardens and its link with the neighbouring hospital site.

The wider area is relatively well served by existing parks, green space and other local services including local shops, three primary schools and community and sports facilities within a 400m radius. Also with secondary schools and rail and underground stations within 800m, it is the accessibility and convenience of the east –west and north-south routes to these services that need to be improved for existing and future residents, workers and visitors building on the proximity to Camden Town and Kings Cross Central. New residents and workers will also create extra demands on existing social infrastructure; and developments will be required to support the provision of this infrastructure in appropriate and proportionate forms and ways.

Making the area more active, connected, accessible and inviting is therefore paramount for new development and the involvement of relevant stakeholders to address in supporting growth.



Community, social and transport infrastructure



Crossings along the canal

The road network in the area is markedly less dense and more disconnected and exhibits a particular lack of east-west connections in the area between Royal College Street moving eastwards across St Pancras Way, Camley Street and Kings Cross to York Way. This lack of local connectivity can be attributed to the physical barriers of the canal and rail infrastructure. Canal crossing points occur very infrequently on the stretch between Camley Street and St Pancras Way area relative to the higher density of bridges where the canal passes through Camden Town to the west and Islington to the east.

Policy Context

Local Plan

As well as making new housing the land use priority for the Borough, the adopted Local Plan (2017) identifies Camley Street as an area of regeneration focus under the Community Investment Programme and an area of expected growth.

There are clear pressures for London to meet current and future housing needs and maximise the development potential of publicly owned land, particularly for the supply of affordable housing. This is against a backdrop of other policies, which include seeking to maintain a supply of good quality employment spaces and to achieve sustainable high quality design taking into account a range of factors including strategic views, local character and heritage.

The Local Plan says that as well as a vision or framework needing to ensure that growth and change takes place in an integrated and sustainable way, it also needs to address public realm and connectivity issues, underpinned by a clear vision and employment strategy that takes into account the development of nearby sites in the wider area. In doing so the key Local Plan priorities for the Camley Street area are:

- **Creating a more vibrant, attractive area** that builds on its location adjacent to King's Cross Central and close to Camden Town
- **Enhanced connectivity and public realm,** with more active overlooking of the street at different times of the day
- **Creating new public spaces and greening** of the street environment and
- **Making more efficient and intensive use of land,** taking opportunities to provide a mix of uses, including new housing and employment floor space

Whilst new development will need to meet a range of policy requirements and standards the key Local Plan policies for meeting these priorities are considered to be:

- **G1 Delivery and location of growth**
- **H1 Maximising housing supply**
- **H4 Maximising the supply of affordable housing**
- **C1 Health and wellbeing**
- **C6 Access for all**
- **E1 Economic development**
- **E2 Employment premises and sites**
- **A2 Open space**
- **D1 Design**
- **T1 Prioritising walking, cycling and public transport**

Meeting these priorities will also support Our Camden Plan and Camden 2025 vision ambitions including:

- **Making growth both strong and inclusive and building communities that are mixed, with well-designed homes and infrastructure**
- **Making Camden the best place in London to do business and to work**
- **Making it easier to travel more by foot or bike**
- **Delivering high-quality, flexible and affordable workspaces suitable for growth sectors and changing patterns of employment**
- **Creating the conditions for further jobs in Camden's economic growth sectors, with pathways into these jobs for local people**
- **Making sure streets, green and other public spaces are attractive and safe**

New development will also create the opportunities to meet other objectives of our plans and strategies in:

- Addressing the climate crisis through our Climate Action Plan and move towards a zero carbon Camden by 2030
- Promoting health and well being
- Tackling air quality and emissions
- Requiring sustainable and energy efficient designs; including buildings, green infrastructure and materials
- Delivering transport priorities; including reducing car use and supporting healthy streets and more sustainable modes of travel including walking and cycling
- Enhancing biodiversity

Neighbourhood Forums

Camley Street

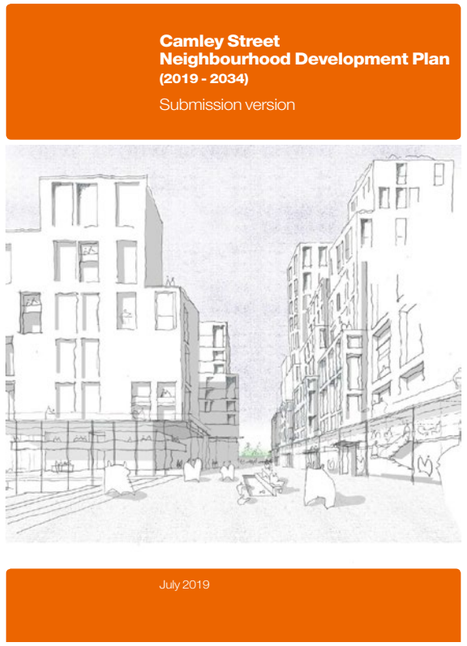
The designation of the Camley Street neighbourhood forum was approved by the Council on 21 February 2014 (with redesignation in May 2019). Focussed on the residential area of Elm Village and employment sites on Camley Street (a smaller area than covered by this SPD), with resident and local business representation, the Forum's overall objective is:

"*to make the neighbourhood an area that's economically vibrant, socially connected and secure: the greenest, safest place to live and work that it could possibly be*".

The Camley Street Neighbourhood Plan (CSNP) has been subject to independent examination, which was completed in February 2020. Alongside an overall vision, it includes the following broad objectives for development in the CSNP area:

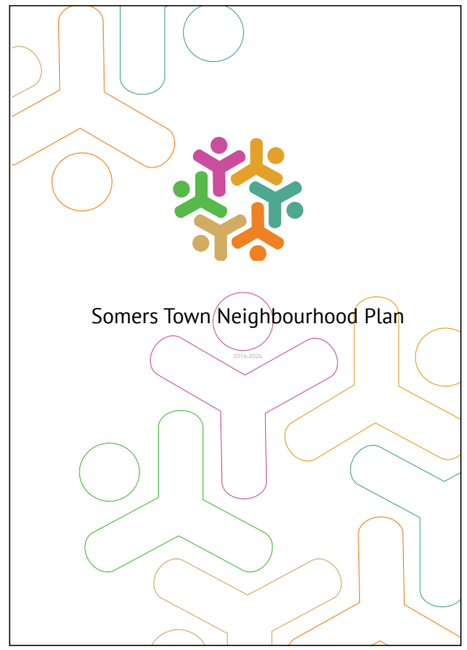
- **Employment** - Ensure that the neighbourhood's existing employment function and a place that supports a diverse and rich mix of light industrial businesses continues
- **Local community and social needs** - Increase the opportunities for social activity and interaction
- **Housing** - Deliver a significant number of new homes to suit a variety of people in mixed use developments that enable existing and new light industrial and other commercial functions and high quality, affordable and well-designed new homes to co-exist and thrive
- **Sustainable Transport** - Support and promote sustainable transportation for all uses
- **Green Infrastructure** - Increase the range, quality and accessibility of green spaces
- **Design Quality** - High quality design will be ambitious in its environmental credentials, maximise opportunities to improve accessibility and legibility, improve safety and convenience for pedestrians and cyclists and will preserve and enhance the area's existing positive features

The CSNP contains a number of policies to help meet these objectives and as the Examiner recommended that the Plan can proceed to referendum (with modifications) the post-examination plan can be a material matter to which the local planning authority must have regard in dealing with planning applications.



Somers Town

The adjacent Somers Town Neighbourhood area has included the majority of St Pancras Gardens and the last draft Neighbourhood Plan (December 2016) contained draft policies promoting improved walking routes, including through Somers Town to the canal and Camley Street. The draft plan also identified the south wing of the St Pancras Hospital site as a potential conversion opportunity for housing.



Planning issues and designations

There are a number of policies and planning, heritage and environmental considerations for the area that need to be taken into account in drawing up and assessing future proposals and area improvements. These include:

- **The National Planning Policy Framework** (February 2019): this gives greater emphasis to the role of design and states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. In particular it promotes the more effective use of under-utilised land in meeting the need for more homes and the creation of healthy, inclusive and safe places by encouraging mixed use developments and strong neighbourhood centres with the well-designed connections and layouts that allow for easy walking and cycling.
- **New London Plan policies;** in particular the objectives and policies promoting and supporting "Good Growth" and Healthy Streets, intensification and mixed use development to meet housing needs, the role of public sector land in delivering affordable housing and the role of different types of employment and industrial sites and uses, in supporting Central London (CAZ) functions and growth sector clusters, such as the knowledge, innovation and creative economies.
- **Managing and sharing the impacts of growth-** these will range from co-ordinated management of the cumulative impacts of construction to supporting provision of genuinely affordable homes and workspaces and access to employment and training opportunities by local residents
- Two designated **London View Management Framework view** corridors pass over the area from Parliament Hill and Kenwood towards St. Paul's Cathedral.
- Two local **Conservation Areas:** Kings Cross and Regents Canal and other designated and non-designated heritage assets
- Some of the area lies within the **St Pancras Archaeological Priority Area**
- **Green spaces,** include four Sites of Importance for Nature Conservation (SINC): Camley Street Natural Park, St Pancras Gardens(also a registered gardens), the canal and London Overground rail corridor
- The specific and important **role of the canal-** developments should be designed to utilise and enhance the positive elements of the canal, whilst minimising effects on its heritage, amenity and ecology value, eg impacts on daylight
- Though in a **low flood risk area,** Camden's Strategic Flood Risk Assessment highlights some historic evidence of flood risk from surface water run-off at Camley Street
- Potential for linkages and expansion of the **Kings Cross Central or other local energy centre networks,** where the Council will require all new major developments to assess the feasibility of connecting to existing networks, or where this is not possible, establishing new ones. The canal also offers opportunities to use **heat exchange technology** and for the transportation of goods and materials.
- **Extensive railway infrastructure** – this imposes certain constraints and restrictions on the proximity of developments and for access and maintenance requirements, for example around bridges and maintenance facilities, and typically a minimum 5m "safeguarding" clearance is required.

Site Allocations

The Council's adopted Site Allocations DPD (2013) already supports redevelopment for some sites in the wider area and provides guidance on:

- St Pancras Hospital, St Pancras Way (Site Allocation no. 6)
- Bangor Wharf (Site Allocation no. 35)
- Parcelforce site, 24 - 58 Royal College Street (Site Allocation no. 37).

A new version of this plan is being prepared and further site allocations in this area will be identified, providing guidance to promote development opportunities and deliver the objectives of other adopted plans. In addition to currently allocated sites, further proposed site allocations (some of which were put forward by their owners through an initial "call for sites" process) include:

- HS1 Shorebase site, Pancras Road
- HS1 Depot site, 1-2 Cedar Way
- Employment sites on Camley Street (including nos. 104, 106, 108-112, 120-136 and Cedar Way Industrial Estate)
- St Pancras Commercial Centre, Pratt Street

The draft new SALP also includes a draft policy for supporting growth in the Knowledge Quarter Innovation District, in which the area of this SPD sits. As this new plan provides more site specific policies on land use and other development requirements, this guidance intends to focus more on the other Local Plan priorities and corresponding CSNP objectives for the area. It encourages and supports developments and related improvements that are integrated and together can deliver the high quality design, connectivity and public realm objectives considered essential for the future growth and success of the area as a whole.

Development Context

The area is seeing a variety of landowners preparing and implementing their plans for a number of sites and buildings, which taken together will see significant transformation in terms of a future mix of uses and jobs, new homes and residents and the appearance and character of the area.

a 103 Camley Street

Apart from rail related infrastructure, 103 Camley Street was the first major development on Camley Street for well over 30 years (application ref: 2011/5695/P). It includes a mix of housing including student accommodation, business incubator and start-up spaces and a local supermarket, as well as access to the canal. It also offers community access to space for meetings and events.

b c 101 and 102 Camley Street

Schemes at 101 and 102 Camley Street (application refs: 2014/4385/P and 2014/4381/P) will add to a higher density mix of activities, with new housing and new employment space targeted at Camden's growth sectors. Together this trio of schemes are forming a new southern "gateway" into Camley Street, with more active street level frontages and opening up access and new public space around the canal. These schemes were also designed to influence and integrate with potential future redevelopment of neighbouring sites to create opportunities to open up potential new links through sites and improve accessibility.

Whilst these schemes also included proposals for a new bridge over the canal between 101 and 103 Camley Street, in view of subsequent proposals emerging for St Pancras Hospital and Ted Baker sites, the Council are planning to pursue a more beneficial and deliverable bridge location with the Canals and Rivers Trust for this part of the canal, aligning more closely to the significant proposals for those sites. This is seen as an essential element of the strategic aspirations for improved connectivity between sites and across the wider area, from Somers Town to Agar Grove via Camley Street, where a significant number of new homes, jobs and visitor destinations are going to come forward.

Current Proposals

d St. Pancras Hospital, St Pancras Way

Owned by Camden and Islington NHS Foundation Trust (C&I), who deliver a range of mental health services, the St. Pancras Hospital site is also home to C&I's administrative offices and a range of health services provided by other health bodies.

This site is currently allocated for development in the Council's adopted Site Allocations DPD, which supports the more effective use of the site for improved and new health facilities and for housing within any land or buildings that become surplus.

Following NHS consultations on the proposed relocation and reorganisation of facilities and services, future plans include Moorfields Eye Hospital and University College London (UCL) Institute of Ophthalmology relocating from City Road in Islington to new facilities on the north-west part of the site. These are proposed to be developed alongside new C&I facilities, other health services including a UCL mental health research institute and other uses, including housing, and C&I selected a development partner (King's Cross Central Limited Partnership) in December 2019.

The new SALP is seeking a comprehensive, co-ordinated and integrated approach to bringing forward and delivering these and other site proposals in the area.

e Ted Baker site (aka 'The Ugly Brown Building'), 6 St Pancras Way

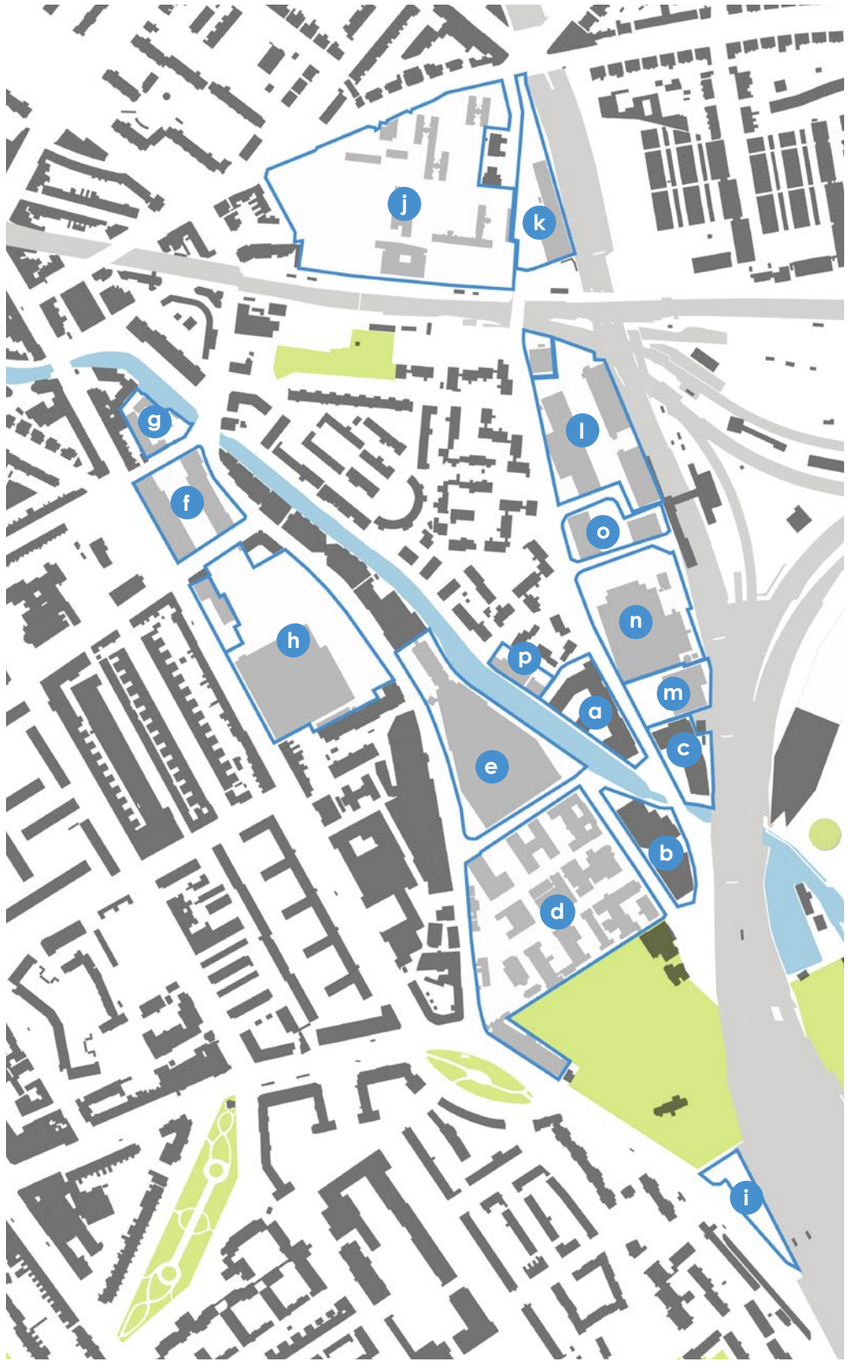
Ted Baker occupy most of this former postal sorting office site and plan to redevelop their site with a new HQ, alongside other uses, with Reef Estates. Camden resolved to grant planning permission subject to a s106 agreement in July 2018 (ref: 2017/5497/P) for 6 new buildings ranging in height from 2 to 12 storeys containing business space (use class B1), 73 homes (C3), a hotel (C1), a gym (D2), flexible retail (A1 - A4) and storage space (B8) with associated public spaces and landscaping.

f St Pancras Commercial Centre, St Pancras Way/ Pratt Street

The St Pancras Commercial Centre comprises a block of workspace units, where it was resolved to grant planning permission subject to a s106 agreement (and referral to the Mayor) in January 2020 to redevelop the site with 5 to 7 storey buildings comprising a mix of industrial floorspace (use class B1c/B8), offices(B1), 33 dwellings (C3), flexible retail floorspace (A1/A3); and associated public realm and landscaping (ref: 2019/4201/P).

g Bangor Wharf, Georgiana Street

This site is allocated for development in the Site Allocations DPD that supports mixed-use residential and employment uses. Owned by One Housing Group (OHG), this site was subject of a planning application (subsequently withdrawn) to redevelop the site with 40 new homes and new business space (application ref: 2017/1230/P). A different scheme was subject to a dismissed appeal against refusal of permission for 46 residential units (ref: 2016/1117/P). OHG have since been considering alternative options for the site, which will be subject of a further planning application.



Future Proposals

h Parcelforce site, St Pancras Way/Royal College Street

The Parcelforce site is allocated for development in the current Site Allocations DPD for mixed uses with employment and new housing and Royal Mail have previously signalled future intentions for redevelopment.

i Shorebase Access Site, Pancras Road

Sitting just south of St Pancras Gardens, this open area of land currently serves an access and maintenance function for adjacent railway infrastructure and HS1 Ltd are considering potential development options for the site.

Council Sites

j Agar Grove Estate

The phased redevelopment of Agar Grove Estate by the Council under the CIP received planning permission in 2014 (application ref: 2013/8088/P) and commenced in 2015. It will create 493 new and replacement homes (up from 249). The scheme will also provide new retail, community and employment spaces in future phases. With an improved layout, new open spaces and a new east-west route through the estate, the later phases on the east side will open up access into Camley Street. This provides an opportunity to improve this part of the street, including the pedestrian/cycle link, alongside future redevelopment and the potential to create an access into the proposed Camden Highline project.

k l 120-136 Camley Street and Cedar Way Estate

The Council is considering the future for sites to the south of Agar Grove at 120-136 Camley Street and Cedar Way Estate under the CIP. Totalling c.1.4 hectares, these are occupied by low-rise commercial units of varying condition and currently home to a range of uses, including vehicle repairs/maintenance, food processing, model makers, storage/distribution, and Council related contractor facilities.

The CIP development strategy for these sites (approved by Cabinet in October 2019), identifies that they offer a major opportunity to make far more effective and higher density use of land to include new employment spaces and housing, in a form that helps Camley Street become more of a connected, outward looking and active street. HS1 Ltd are also considering options for the neighbouring depot building site at **1-2 Cedar Way.**

m n o 104, 106 and 108-114 Camley Street

The Council also owns the freeholds of the adjacent sites at 104, 106 and 108-114 Camley Street, which are held on long leases and occupied by warehouse units and where some owners and occupiers are also considering future plans. Emerging from the local Neighbourhood Forum, the Camley Street Sustainability Zone (CSSZ) was established and developed their own concepts for high-density redevelopment across these sites to deliver new employment spaces and housing.

p Former Jubilee Waterside Centre

Currently a temporary home to the Abacus Primary School before its intended permanent relocation, this canalside building and site offer the opportunity for alternative uses when it becomes available in the future.

It is essential that redevelopment options for sites should be conceived and designed to integrate with existing and emerging proposals for neighbouring sites. This should shape the appropriate and compatible design and architectural approaches to the layout of sites, new buildings and the spaces around them. Some of the principles of how this could be achieved are set out in a later section of this SPD.

Proposals for 101-103 Camley Street (image: Shaw Corporation Ltd)

Proposals for Agar Grove Estate, Hawkins/Brown with MAE (image: ForbesMassie)

Proposals for the Ted Baker site, by Bennetts Associates (image: Bennetts Associates, ref 2017/5497/P)

Proposals for St Pancras Commercial Centre, by Caruso St John (image: Caruso St John, ref 2019/4201/P)

4 ISSUES, OPPORTUNITIES AND OBJECTIVES

Issues and opportunities

Issues

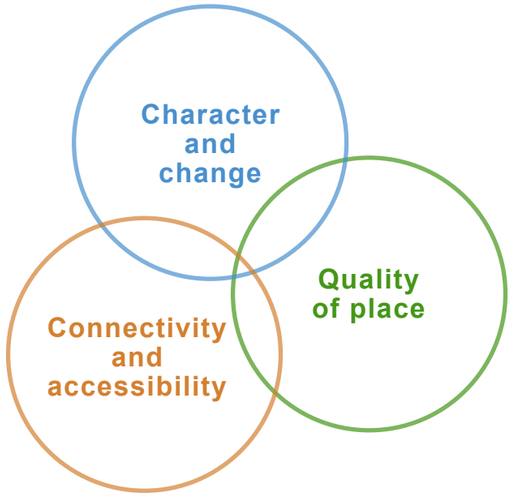
Whilst the area sits in a wider area of major transformation, it feels divorced from it. Redevelopment has the potential to integrate the area with the wider surrounding areas of change, whilst helping it become a more attractive and recognisable place in its own right – and a more successful neighbourhood and place for living and working.

For an area so close to Central London, and next door to Camden Town and Kings Cross Central, there are many cases of inefficient and poorly designed uses of scarce land, which offer significant and beneficial redevelopment opportunities.

The area has significant barriers to convenient and accessible movement; where in places it is difficult to navigate and get around and often impenetrable.

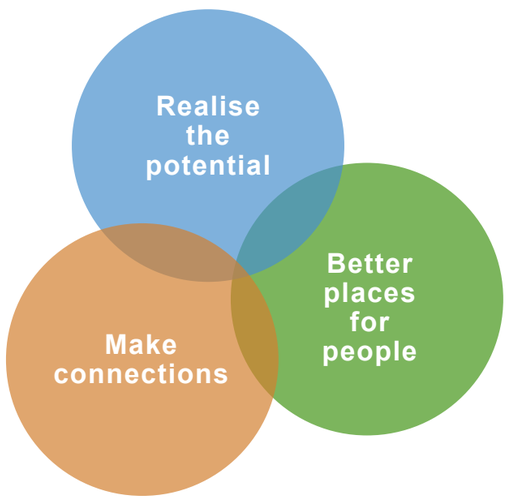
The area also has significant variations in the quality and attractiveness of its streets, public realm and spaces; contributing to people unfriendly and unsafe feeling environments.

This section starts by setting out in more detail some key issues that need to be addressed. Focussed on our Local Plan priorities these issues can be broadly characterised as:



Opportunities

The resultant opportunities and objectives that aim to promote the areas role as a place to deliver the highest quality new development, meet Local Plan priorities and support neighbourhood plan aspirations are then broadly characterised as:



Character

The present environment and character of the area is a strong product of the associated development focussed around the canal and railways land. This has resulted in a mixture of building styles, heights, massing and site plots to accommodate a range mix of uses, with employment a strong feature. Whilst this variety contributes to the character and appearance of the area in places, post war development has had many negative impacts, compounded in parts by the constraints of large impermeable sites and canal and railway infrastructure.

A Council commissioned borough wide Camden Character Study (Urban Initiatives 2015) describes the area around south Camden Town, that includes Camley Street and St Pancras Way, and this highlights a number of issues and factors which affect the area, although a number of these are now starting to be addressed through new development.

- Infrastructure has a major impact on the area isolating some parts; in places employment uses adjacent to this infrastructure reduces access and permeability further and accessibility to the canal is restricted by large sheds, depots and by St Pancras hospital.
- The eastern part of the area is fractured by the rail lines emanating from St Pancras mainline station and the Regents Canal
- The London overground line crossing east–west creates a further barrier to movement through the area
- To the east, and either side of the canal, the environment is less well integrated and poorly planned
- Housing to the east is sandwiched between the canal and by storage and distribution facilities on Camley Street
- The opportunity to create waterside living has not been fully exploited and has been developed with relatively low density inward looking housing
- Further north, Agar Grove and Maiden Lane estates are isolated by both railway infrastructure and their internalised layouts.
- Whilst the current identity of the area turns towards Camden Town as a centre it is becoming more linked to Kings Cross
- The canal feels like an underutilised asset
- Housing around Barker Drive has an illegible network of streets and mixed quality of public realm
- Poor frontages to Camley Street
- St Pancras Way contains poor frontages and some incongruous uses next to residential uses and the canal

ISSUES

Character and Change

- An area of transition - facing both Kings Cross and Camden Town
- Change already underway and a “pipeline” of future development - needs to be managed and integrated so that comprehensive area benefits are achieved
- Inefficient and poorly designed uses of land on the edge of Central London
- Number of large, inward looking and impermeable single use sites
- Streets have weak and inactive street level frontages - created by servicing points, walls and blank elements of buildings
- The quality of St Pancras Way is heavily compromised by a disordered character; exacerbated by the one-way system
- Camley Street was designed in isolation from the wider area - segregating low-density housing to the west and employment sites to the east – with limited permeability, street activity and overlooking
- Granary Street, with the blank elevation of the Ugly Brown Building and long wall around the hospital site creates another inactive and poorly overlooked street
- Unlike more recent schemes, many canal-side developments failed to realise the opportunities of the canal to create views and improve access

Buildings turning their back to the canal

Buildings turning their back to streets

Large, inward looking and impermeable sites

Large inactive and blank frontages

OPPORTUNITIES

Realise the Potential

- The location: creating a distinct and interesting place in its own right connecting Kings Cross Central and Camden Town
- Local neighbourhoods see tangible benefits from “Good Growth”
- Value and use the best of the character and assets of the existing place
- A more connected mixed use area – with more effective and intensive use of land, creating activity and variety in higher quality developments
- Reinforce an employment role for the area –supporting Camden’s growth sectors including creative and cultural industries of Camden Town and “Knowledge Quarter” around Euston and King’s Cross
- New employment spaces of different types and sizes
- Optimising the amount of new housing and genuinely affordable housing through redevelopment across the area - with more of a housing focus to the north

Caxton Works, by Studio Egret West - residential above light industrial space (image: Benedict Luxmoore)

The Timberyard Deptford, by Hawkins Brown - Mixed uses reflected in a varied architecture (image: Hawkins Brown)

Hawley Wharf, by AHMM - using industrial and railway heritage in new design (image: AHMM, ref 2014/7458/P)

Goodluck Hope Scheme, Leamouth, by Allies and Morrison - human scale buildings at front of street, with set back taller buildings (image: Allies and Morrison)

Our Vision

A more sustainable and distinctive neighbourhood

A more identifiable place, with its own character and qualities, where more people will be able to pass through, live and work

Development makes far more effective uses of land, with a mix of new workspaces for different types of businesses and job opportunities and a range of new homes, all creating a richer mix of activities serving a diverse residential, working and visiting population

Our Objectives: Realise the Potential

- **Make the area a more distinctive and identifiable place that evolves successfully in its own right alongside Camden Town and Central London, and sees benefits from growth and change in the wider area**
- **See the more efficient, effective, better designed and sustainable use of land with a richer mix of uses serving a diverse residential, working and visiting population**
- **Create an ambitious mixed-use neighbourhood that connects and integrates well with surrounding neighbourhoods; economically, socially and environmentally**
- **Increase the residential role of the area by supporting a significant number of new homes and a range of housing types, particularly genuinely affordable homes**
- **Maintain and enhance the employment role of the area as a place to do business and have access to a range of job opportunities**
- **Create a more vibrant and safe place**

How can these be met?

- Promote a more intensive and sustainable mix of land uses at higher densities to optimise the use of land and deliver the uses and scale of development appropriate for the local context.
- Create a denser, more innovative and compatible mix of uses which can exist side-by-side as good neighbours.
- Meet Camden's housing needs through a significant increase in the number, mix and affordability of new homes.
- Maximise opportunities from public sector land.
- Improve and add to connectivity and the physical and social infrastructure of the area for existing and new residents and workers; from shops and open spaces to better links and access to community facilities.
- Expect a mix of new employment spaces of various sizes and types for uses that support Camden's economy and Central London's role and functions including:
    * Spaces that meet the needs of Camden's knowledge and growth sectors;
    * Smaller spaces suitable for SMEs and start-ups;
    * Spaces suitable for light industry, studios and workshops and other complementary employment uses;
    * Spaces that are well designed with a clear purpose: whether for specific sectors/uses and suitably adaptable, flexible and future proofed to accommodate new businesses; and
    * Spaces that are affordable
- Expect proposals to provide additional employment benefits in terms of access to jobs and training for local people and contribute to regeneration in neighbouring communities.
- Protect and enhance historic and ecological assets and improve and promote the canal in connecting Kings Cross to Camden Town and linking neighbourhoods.
- Demand the highest quality architecture and sustainable design solutions that are right for the context and character of the area; with variety, detail, interest and flexibility.

ISSUES

Connectivity and Accessibility

- A disconnected place in a great location
- Streets and main routes in and out of the area are shaped by rail infrastructure and the canal and large sites create barriers
- Inaccessible, uninviting and unsafe feeling routes
- Complicated to find your way around - with unclear and uninviting east-west and north-south routes and between Maiden Lane and Agar Grove Estates
- Camley Street is wide and tree lined - but divides uses and like St Pancras Way and Granary Street feels more like a service road than a street for people
- Poor links and accessibility to the community and cultural offers of Kings Cross Central and Camden Town

Level changes and poor legibility around the area

Open spaces and assets such as St Pancras Gardens are not fully accessible

Visual and physical barriers created by parking and fences

Dark and uninviting streets

OPPORTUNITIES

Make Connections

- A more connected place - new developments and new routes improve accessibility and integration with the wider area
- A more connected place - to local shops, public transport, the canal, community infrastructure and places of work
- Enhance quality of Camley Street and St Pancras Way as “proper” streets and foot/cycling routes
- Integrate Elm Village better into surrounding change
- New and improved railway and canal bridge(s) eg. Agar Grove to Maiden Lane, lighting
- Facilitate a future Camden Highline
- New uses, activities and passive surveillance create a more attractive and safer feeling area to walk around and pass through
- Put “Healthy Streets” principles into practice
- Create more permeable development

High Line, New York - re-using existing infrastructure as green routes and active spaces

Camden Lock - pedestrian bridge to improve connectivity within and around the area

New Road, Brighton - more active and overlooked streets (image: © Gehl Architects)

Animating railway arches and bridges through lighting and art to indicate routes and create more inviting routes

Our Vision

A more attractive and accessible area of transition between Camden Town and Kings Cross, complementing and building on the change already happening in the area

Better connected with Camden Town, Kings Cross and surrounding neighbourhoods and local facilities, with improved walking and cycling with surroundings and local public transport networks

Our objectives: Make Connections

- **Make the area more pleasant for walking/and cycling; connecting areas and activities and integrating the area better with surrounding neighbourhoods**
- **Create safe, well-overlooked, attractively designed streets and spaces for residents and visitors, pedestrians and cyclists**
- **Ensure site development designs and layouts add to permeability and where feasible allows for potential future connections to be established**
- **Improve accessibility and routes to neighbourhood facilities and public transport networks**
- **Improve perceptions of community safety and reduce opportunities for crime and anti-social behaviour**

How can these be met?

- Design and deliver new homes and workplaces to increase activity, passive surveillance and reasons to visit and pass through.
- Use redevelopment to create a network of safer and attractive new and improved routes and streets.
- Activity and pedestrian movement within well-defined streets with clear private/ public domains.
- Improve pedestrian and cycle links including between Camley Street and Agar Grove alongside estate renewal and through Elm Village and St Pancras Way to Camden Town.
- Improve routes to existing public transport facilities and support bus route accessibility and connectivity improvements in the area.
- Deliver a new canal bridge linking Camley Street and St Pancras Way.
- Replace or improve the bridge link over the railway between Agar Grove and Maiden Lane estates.
- Improve and create routes connecting Euston, Somers Town and Kings Cross including links through the hospital site and through St Pancras Gardens to Camley Street and Pancras Road.
- Enhance existing streets by reducing clutter and barriers to movement and improving crossings and lighting.
- Promote high quality design and site layouts that can facilitate and future proof connectivity.
- Support and promote the Camden ‘High-Line’ route from Camden Town to Kings Cross Central.

ISSUES

Quality of Place

- Inaccessible, uninviting and unsafe feeling places
- Camley Street is wide and tree lined - but lacks activity and a clear identity
- Environmental issues – including unmanaged parking, dumped cars, poor waste management, and fly tipping
- Underappreciated and underutilised assets – like the canal and Camley Street
- Ambiguous ownership and responsibility for areas of land and spaces
- Quality of the public realm - eg. poor lighting, areas dominated by parked cars
- Waterside activities and access has not been fully realised

Weak “gateways” across the area

Lack of activity and people

Hostile and people unfriendly design

Inactive street frontages

OPPORTUNITIES

Better Places for People

- Change that values and harnesses existing positive character and assets to create a strong sense of place
- More outward looking developments creating more active streets and frontages
- Create a network of new spaces - with different forms and functions
- Improved public realm - remove unnecessary clutter, walls and barriers to movement
- Enhance the appreciation and accessibility of existing parks and spaces, such as St Pancras Gardens
- Camley Street as a strong north-south green “spine”
- Better utilise the role of the canal - in terms of environmental quality, accessibility, safety and health and wellbeing
- Sustainable solutions - eg to enhance biodiversity, sustainable drainage and links to energy networks
- Clearer management and responsibility of public realm and spaces

Battle Bridge Place, King’s Cross - public spaces for temporary activity and rest

Alfred Place, by DSDHA - green public spaces, routes and more active streets (image: DSDHA)

Elephant and Castle - Increased biodiversity and permeable materials incorporated into small public spaces

Granary Square steps, Kings Cross - access, open spaces and activity along and around the canal

Our Vision

A more vibrant and interesting area, with animated streets, welcoming and safe public spaces and varied and high quality designs

The canal, green infrastructure and spaces play their roles in health and well-being and in the enhancement of the urban and natural environments

Our Objectives: Better Places for People

- **Maximise and enhance the multiple benefits of green infrastructure in the area to develop a higher quality, inclusive and accessible green environment**
- **Integrate green infrastructure into new development in a range of forms to contribute to environmental quality (biodiversity, sustainable drainage, improved air quality and energy infrastructure)**
- **Provide a variety of types and scale of improved and new public and private spaces with clear management strategies to support sustainable and healthy communities, economic growth and address any deficits in local open space**
- **Creatively enhance the existing public realm , spaces and routes to create a stronger, safer and more identifiable place; from the canal to open spaces; from streets to bridges**
- **Improve the living, pedestrian and cyclist experience through greening and associated measures to alleviate air and noise pollution**
- **Preserve and enhance the biodiversity roles of the canal, other SINC sites and existing open spaces**

How can these be met?

- Create a series of well-connected and well-managed green routes and spaces from Kings Cross and St Pancras through to Agar Grove.
- Protect and enhance features of historic and ecological significance and meet the highest environmental standards including enhancing Camley Street as a “green spine” through the area, the canal and bridges.
- Support a variety of spaces and public realm areas with different purposes, forms and materials including:
    * Larger public open spaces for recreation and play in major developments
    * Smaller neighbourhood spaces close to new housing and other uses which are safe and attractive places to sit and stop to talk
    * Landscaped and publicly accessible areas near the canal and bridges
    * Gardens, balconies, green roofs and seating areas/terraces around new uses
    * Greening projects- eg wildlife habitats and gardening/food growing areas
    * Urban spaces eg for local events and street-side activities
- Ensure that new spaces are well overlooked and have clear functions with well-considered and robust designs and materials and clear management and maintenance strategies.
- Create inclusive and accessible environments including step-free access across St Pancras Gardens and to the canal path.
- Use green infrastructure, including sustainable urban drainage on new and existing public spaces (where feasible), to achieve greenfield run-off rates and reduce surface water flood risk.
- Use development and improvement opportunities to create or facilitate links into existing energy networks or new networks.
- Creative use of planting, art, lighting and water features.
- Support the continued role and resilience of the canal, other SINCs and spaces as wildlife habitats and corridors and exploit new development to create new areas of habitat and add “stepping stones” to existing habitats and corridors.

Development Opportunities

With a location close to the centre of London and Camden Town and a number of significant developments in the pipeline there is a real opportunity to achieve ambitious and transformational benefits for the area and local neighbourhoods.

This ambition is supported through our Local Plan priorities and aspirations for positive growth by promoting the more efficient use of land, and the opportunities for mixed use development, including new housing and employment floorspace. The Council want to ensure that growth and change takes place in an integrated and sustainable way and enhances and benefits existing communities in which they are happening.

Our vision aims to build on the best elements of the area to bring about a more connected network of new uses and activities, and higher quality spaces and streets that have a much clearer purpose and help people move around more easily and safely.

Land uses

We want to add to the housing and employment mix that already exists in the area, but in a more intensive, varied and better-designed way.

Redevelopment schemes to the south of Camley Street are beginning to create a more animated and urban street edge, addressing the street and canal more positively and improving integration with the surrounding area.

Proposed mixed use schemes at the "Ugly Brown Building" and St Pancras Commercial Centre sites would open up new pedestrian routes and public spaces. Emerging proposals for other sites will add to a variety of uses, such as new health and research facilities on the St Pancras Hospital site.

A key objective is to realise the Local Plan priority for significant new self-contained housing and affordable housing. Rather than land uses being segregated we want to achieve higher density mixed use development to incorporate a mix of new homes and an enhanced stock of employment premises.

An appropriate mix of uses will depend on factors such as the location, size and existing use of sites, but optimising the amount of housing in redevelopment schemes will be a key objective, especially where significant floorspace uplifts are proposed or sites have become surplus to requirements.

The Council will also support the continued employment role of the area and proposals for intensification of employment sites will be supported where these provide additional and new employment opportunities and other benefits such as affordable housing and open space.

Camden has a thriving knowledge economy with renowned institutions in science and creative industries. Our Local Plan and draft SALP support the development of these industries and the investment plans and development of Camden's health and education sectors. It also promotes the development of the Knowledge Quarter around Euston and King's Cross.

We will particularly support workspaces that will sustain a successful Camden and central London economy and local growth sectors and that are distinct from the larger offices being delivered in Kings Cross Central and other areas of the CAZ.

We will support a mix of workspaces of different types and sizes to accommodate a range of business uses, re-providing existing employment floorspace where feasible and providing affordable spaces for small and medium-sized enterprises (SMEs).

Other ancillary and smaller scale uses to support increased activity and additional workers and residents, such as shops, cafés and facilities accessible to the wider community, should be part of the more vibrant mix being sought.

We will also work with partners to reduce inequality and see local residents benefit from inclusive growth and new employment opportunities with local people provided with the skills needed to access existing and new employment opportunities.

New workspace can take different forms and, depending on the nature and hours of activities, can sit compatibly alongside new homes. New employment space will need to be well designed to minimise the negative impacts identified previously.

Proposals which would diminish the ability to deliver our priority land uses and other policy objectives for this area will not be supported.

Knowledge Quarter (image: Knowledge Quarter Science and Innovation Audit, by the Department of Business, Energy and Industrial Strategy, June 2018)

Realising the potential of sites

There are opportunities to optimise the use of land and achieve an increased development density in this area. However, this must be accompanied through thoughtful and high quality design; not only of buildings on individual sites , but also the quality of the townscape, spaces and connections around them.

Two strategic viewing corridors pass over the area from Parliament Hill and Kenwood towards St. Paul's Cathedral and these will shape the acceptable nature, height and scale of new development. Some parts of the area and individual sites offer more opportunities for taller buildings than others, particularly those outside conservation areas and more distant from more sensitive local contexts, such as adjacent to the railways.

However, tall buildings will only be acceptable if they are part of a coherent design approach that has properly assessed and responded to local character, context and views and shows exemplary design qualities and other efficient high-density building forms could be equally successful in the local context.

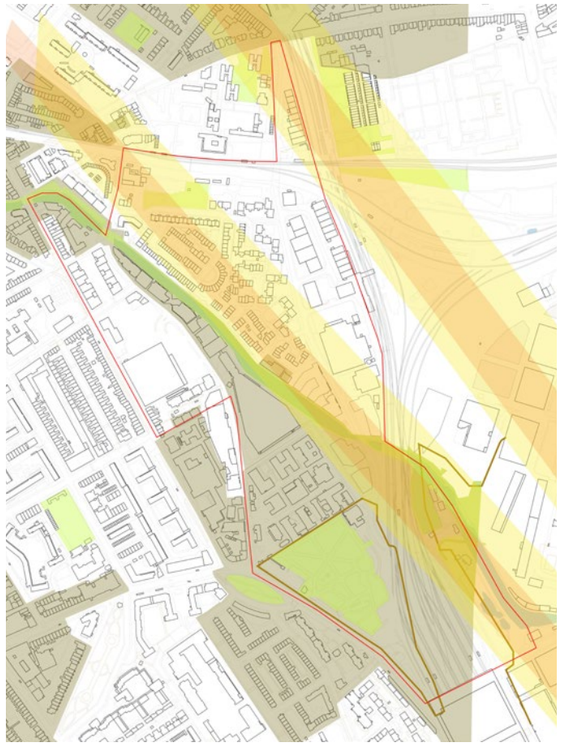
Realising the potential of the area's assets

The industrial legacy of the canal and railways has brought positive attributes to the area with parts falling within the Regents Canal and Kings Cross conservation areas. The context includes important assets such as open spaces and the canal where their value and character should be complemented and enhanced through development in the area.

The historic assets of the area should be preserved, enhanced and, where necessary, be sensitively and positively adapted so they will continue to add value and a sense of continuity to an otherwise rapidly changing area. The potential impacts of new development, such as on important views, setting of heritage assets and through overshadowing, will be carefully scrutinised. Significant change must respect and positively work with and utilise the assets of the area.

Where there are opportunities to open up new canal side access in conjunction with developments this should have a clear and inclusive purpose, and could bring additional forms of activity and natural surveillance, business, leisure and residential opportunities created through additional moorings and facilities (such as water and charging points).

Rather than deliver these kind of improvements in a piecemeal way and to inform the priorities for the area, an aim of this SPD is to establish a framework for Camden and other stakeholders to both continue and start to work together to identify the complementary package of desirable and deliverable ideas and projects that could improve local infrastructure, physical permeability and connectivity across sites and through and beyond the area. Some of the principles and priorities for these improvements are set out in later sections.



- SPD Area boundary
- Conservation Area
- Open Space
- Viewing corridor
- Wider corridor setting consultation area
- Archaeological Priority Area

Activity of businesses - the employment role of the area should be retained and enhanced (image: Hawkins Brown)

Camley Street - existing mature trees along the street provide an opportunity for reinforcing the street as a strong "green spine" (image: Hawkins Brown)

Maiden Lane Estate - improving the bridge link to this architecturally renowned estate (potentially as part of the Camden Highline proposals) (image: Tim Crocker)

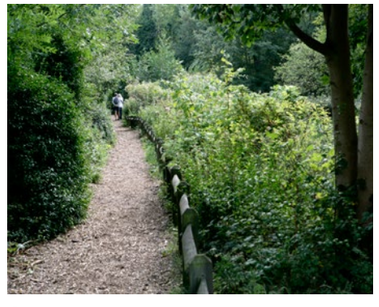
St Pancras Hospital – a number of heritage assets, but with opportunities for redevelopment and improvement to make it more outward looking and connected

Elm Village - finding ways to make this distinct residential community more connected into the wider area

The Canal – as a heritage asset and quieter walking route, but key connection between Camden Town and King's Cross

St Pancras Way/Granary St – new development should make streets more active, inviting and attractive for pedestrians to use (image: KSR, ref 2014/4385/P)

St Pancras Old Church and gardens – a distinct tranquil space, but needing improved accessibility to create routes from Kings Cross to Somers Town



Camley Natural Park – a distinct green space at the gateway to Camley Street and a more accessible visitor destination with new facilities being built

5 SITE OPPORTUNITIES AND PRIORITIES

Key Principles and Site Guidance

It will be important that redevelopment options in the area are integrated, taking existing and emerging proposals for neighbouring sites into account and the issues and objectives considered elsewhere. This includes responding to the local context, heritage and character to shape appropriate and compatible design and architectural approaches, land uses and connectivity and accessibility improvements in a coordinated and comprehensive way.

A key opportunity and overriding objective for the area is to help knit together new developments and uses on sites so that they become part of a more connected and accessible area of Camden, rather than being designed in isolation, and will relate better to the neighbourhoods in which they sit.

Major redevelopment should contribute to the area through tangible benefits such as better open spaces and opportunities for improved walking (and cycling) routes. This means new development must wherever feasible address identified local public realm and connectivity issues and assist in future proofing opportunities for other improvements in the longer term. These would help to unlock and enhance the area by:

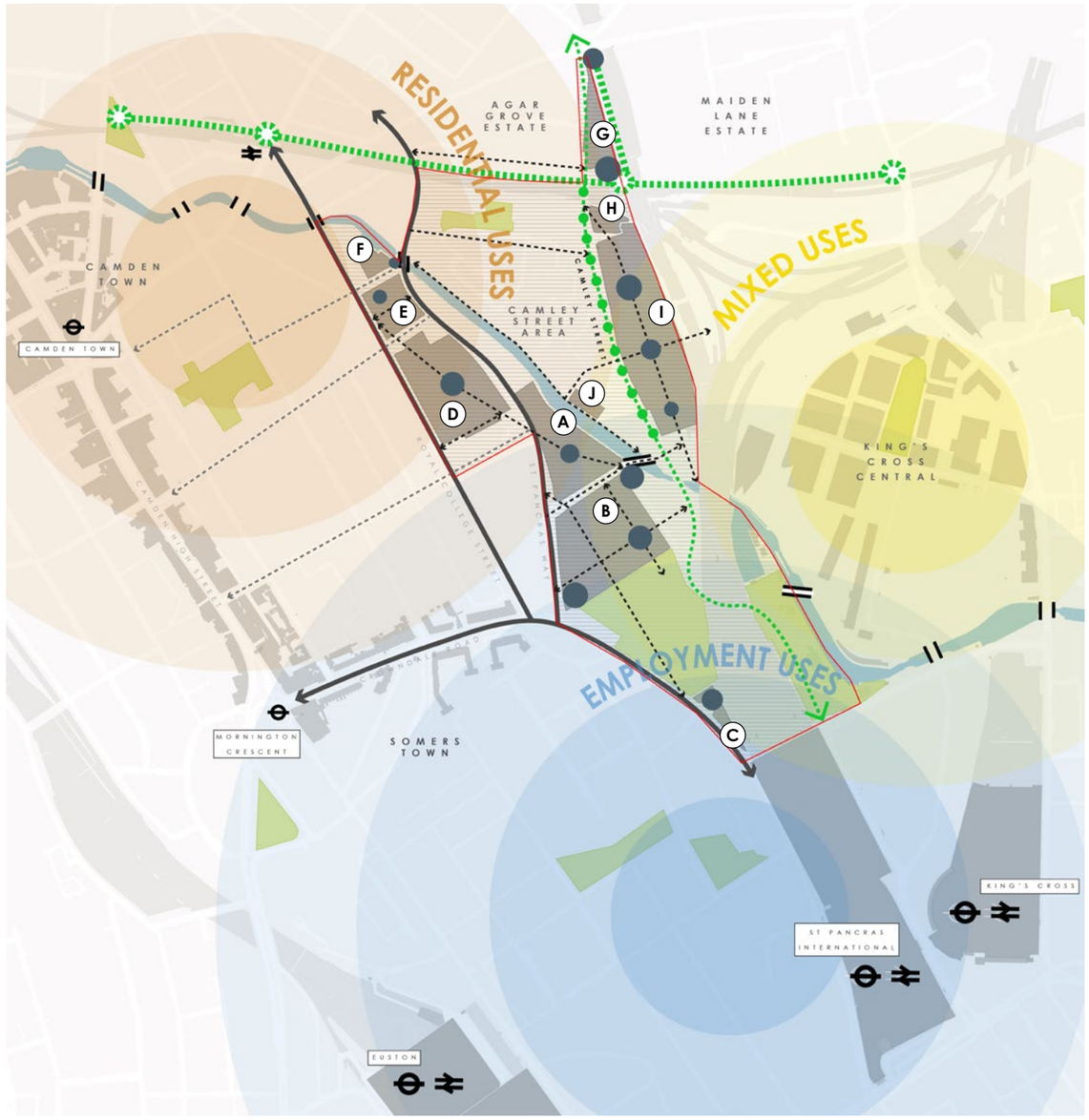
- Making the area more attractive
- Making it easier to get around and more accessible
- Stimulating the local economy through improving connectivity between homes and local destinations: shops, services, transport networks and jobs
- Making people feel safer
- Improving green infrastructure networks

However, our vision and vision masterplan are not fixed and inflexible. Our ideas are there to establish some of the principles and guidance needed to encourage others to come up with creative and successful solutions and proposals as development opportunities come forward.

Our principles on how this might be achieved are outlined on the following pages where we set out guidance for groups of neighbouring sites in the area. These are focused on how site layouts and new buildings could be used to create the new and improved routes, open spaces and connectivity that we aspire to.

KEY PLANNING AND DESIGN PRINCIPLES

- **Comprehensive approaches to development** - integrated and sustainable to effect positive change and benefits for the wider area
- **Mixed Uses** - new housing and affordable housing is the priority, but workspaces and employment opportunities are important too
- **Effective use of land at higher densities** - shaped by high quality design, local context and opportunities
- **More thoughtful approaches to site layouts and building sizes** - to create a finer grain
- **Connectivity** - essential to improve permeability and accessibility through sites, spaces and the wider area and improve access to community infrastructure
- **Activity and safety** – more overlooked and active streets and spaces, through outward looking uses and active street frontages
- **Heights** - the scale and height of new development will be affected in places by London View Management Framework viewing corridors and shaped by local views and townscape context
- **Heritage** - appropriate responses to the significance of assets and heritage context
- **Open Spaces and green infrastructure** - protect, enhance and create; in the most appropriate way related to the scale, nature and impact of proposals



- SPD Area boundary
- Local shopping and facilities
- Opportunity site
- Green space
- Existing main vehicular route
- Potential new and/or improved pedestrian link
- Potential new green and urban space opportunity
- Potential Camden highline
- Potential link to Camden highline
- Camley Street - "green spine"
- Canal crossing

SITES

- (A) Ted Baker / "Ugly Brown Building"
- (B) St Pancras Hospital site
- (C) Shorebase Access site, Pancras Road
- (D) Parcelforce site, Royal College Street
- (E) St Pancras Commercial Centre
- (F) Bangor Wharf
- (G) 120-136 Camley Street
- (H) HS1 Ltd site, 1-2 Cedar Way Estate
- (I) Cedar Way Industrial Estate, 108-114 Camley Street, 106 Camley Street &104 Camley Street
- (J) Former Jubilee Waterside Centre

St Pancras Way Sites (East)

A Ted Baker/'Ugly Brown Building'

Redevelopment should open up opportunities for new public access to the canalside and new pedestrian routes and public spaces through and around the site. Development offers an opportunity to incorporate a bridge that would link Camley Street with St Pancras Way to provide a valuable and more direct connection towards Somers Town and Camden Town:

1. A potential new canal bridge in conjunction with developments at the south end of Camley St
2. Open up canal-side access and new public open space(s)
3. North-south pedestrian route(s) connecting south to new routes through the hospital site and St Pancras Gardens to St Pancras station and north-westwards towards Camden Town
4. Canal moorings

B St Pancras Hospital site

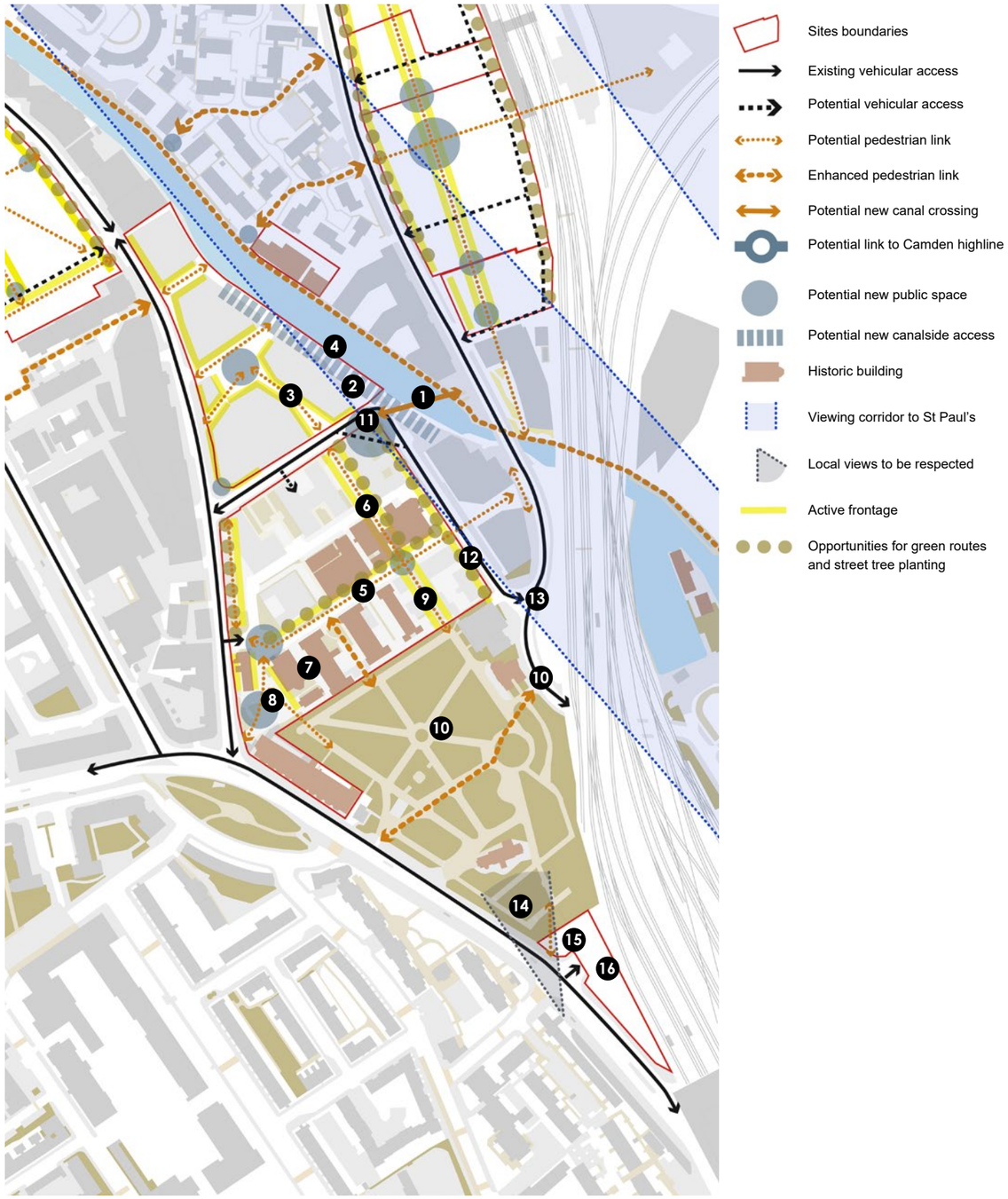
Redevelopment will offer major opportunities for investment in new health and research related facilities and in the restoration and making better use of important heritage assets. New pedestrian routes and public spaces should be created to make the site more inviting, outward looking and connected with the area. Developed in a comprehensive and co-ordinated way, proposals should also take account of, and link with, the Ted Baker proposals to the north and 101 Camley Street and the canal to the east.

5. Utilise the historic layout to open up new east-west public route(s) and create public spaces; connecting St Pancras Way through to Granary Street and 101 Camley Street and the canal
6. A new green route orientated to a potential new canal bridge
7. Retention and reuse of the buildings of significant heritage and townscape value
8. Improved arrival space in south west corner and improved access to St Pancras Gardens
9. North-south route(s) connecting St Pancras Gardens with the Ted Baker site
10. Step-free access and associated improvements to St Pancras Gardens (in line with the masterplan)
11. Potential realignment of Granary Street corner; to increase open space provision and to accommodate potential new bridge landing in conjunction with Ted Baker site and 101 Camley Street
12. Opportunities for more active frontages to Granary Street, building set backs and greening
13. Improve Granary Street / Camley Street junction as gateway into area

C Shorebase Access site, Pancras Road

The Shorebase Access site is a parcel of land enclosed with large fences and gates presenting a length of bland and inactive frontage to Pancras Road. There is the potential for development to add some vitality to this part of the road (one of the key pedestrian routes to the St Pancras Hospital site).

14. Respect view and setting of St Pancras Old Church
15. Opportunity to create new southern access into St Pancras Gardens
16. Potential development creates active street edges addressing Pancras Road



St Pancras Way Sites (West)

D Parcelforce site, Royal College Street

A significantly large site redevelopment that offers considerable opportunities for a new site layout and uses to add to an emerging network of routes and public spaces linked with the Ted Baker site to the south-east and to improve routes towards Camden Town.

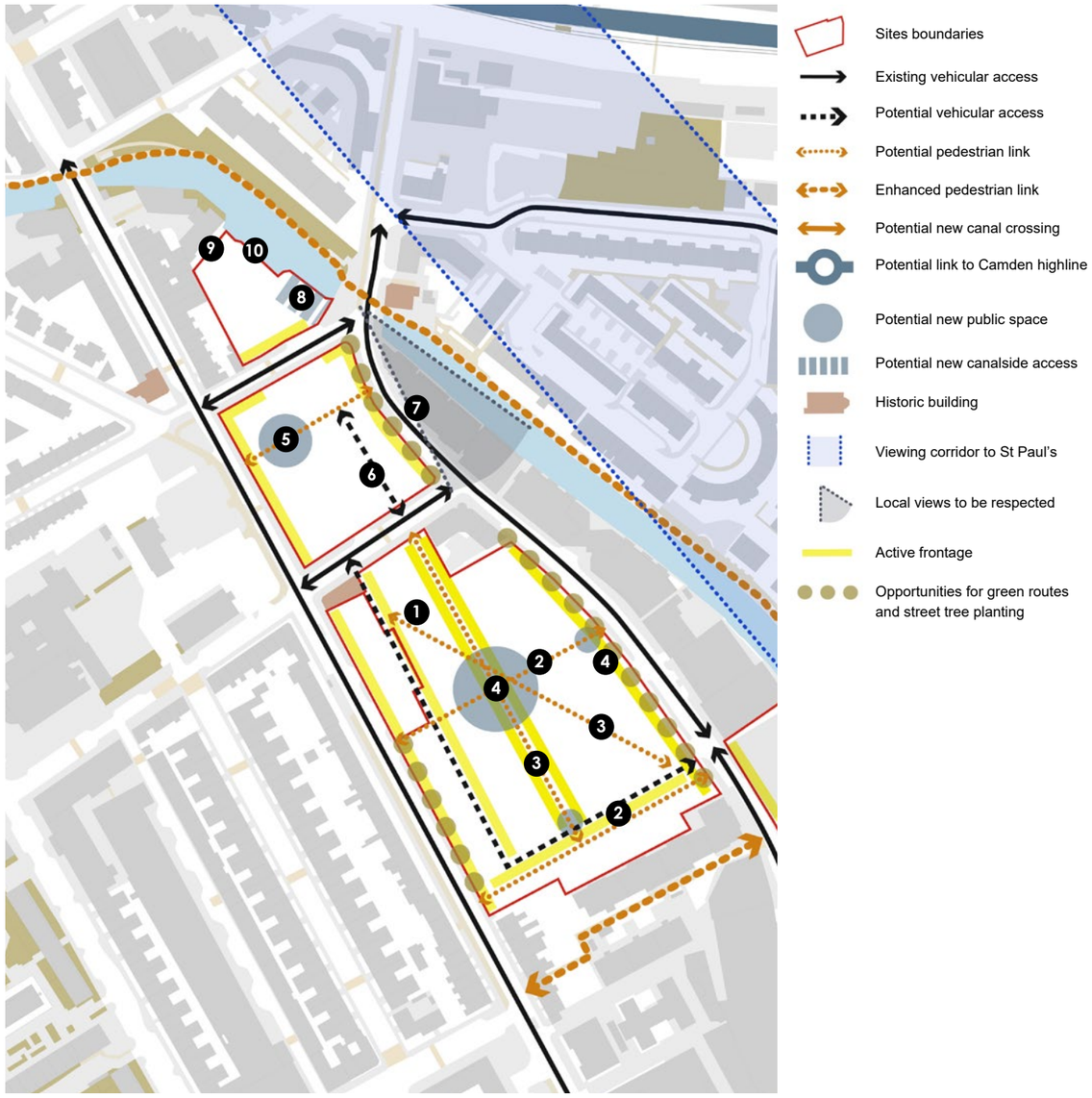
1. A finer grain of blocks to increase permeability
2. East west pedestrian and cycle routes connecting St Pancras Way and Royal College Street
3. North-south pedestrian and cycle route(s)
4. As a significant large site this offers potential for new public open space and building line set backs to enable enhancements such as street tree planting on the borders of the site

E St Pancras Commercial Centre

5. A more permeable site with new public open space and a new route across it
6. Maintain vehicular servicing to employment uses from Pratt Street
7. A more active and engaging edge fronting St Pancras Way and Royal College Street

F Bangor Wharf

8. Open out site to the canal with potential public access to an open space/ courtyard
9. Work with adjacent landowner (Eagle Wharf) to explore enhancement of the infilled canal dock which formerly served these wharfs
10. Canal mooring



Camley Street Sites

Whilst a brief and development strategy will be prepared on future options for Council sites at 120-136 Camley Street and Cedar Way Estate there will be some desirable interventions on these and adjacent employment sites to the south as and when redevelopment proposals come forward, for which more detailed policies on land uses and other development requirements are included in the Local Plan, London Plan, Neighbourhood Plan and draft SALP.

G 120-136 Camley Street

The later phases on the east side of the Agar Grove Estate will open up an opportunity to improve the pedestrian/cycle link at Camley Street alongside development of this site.

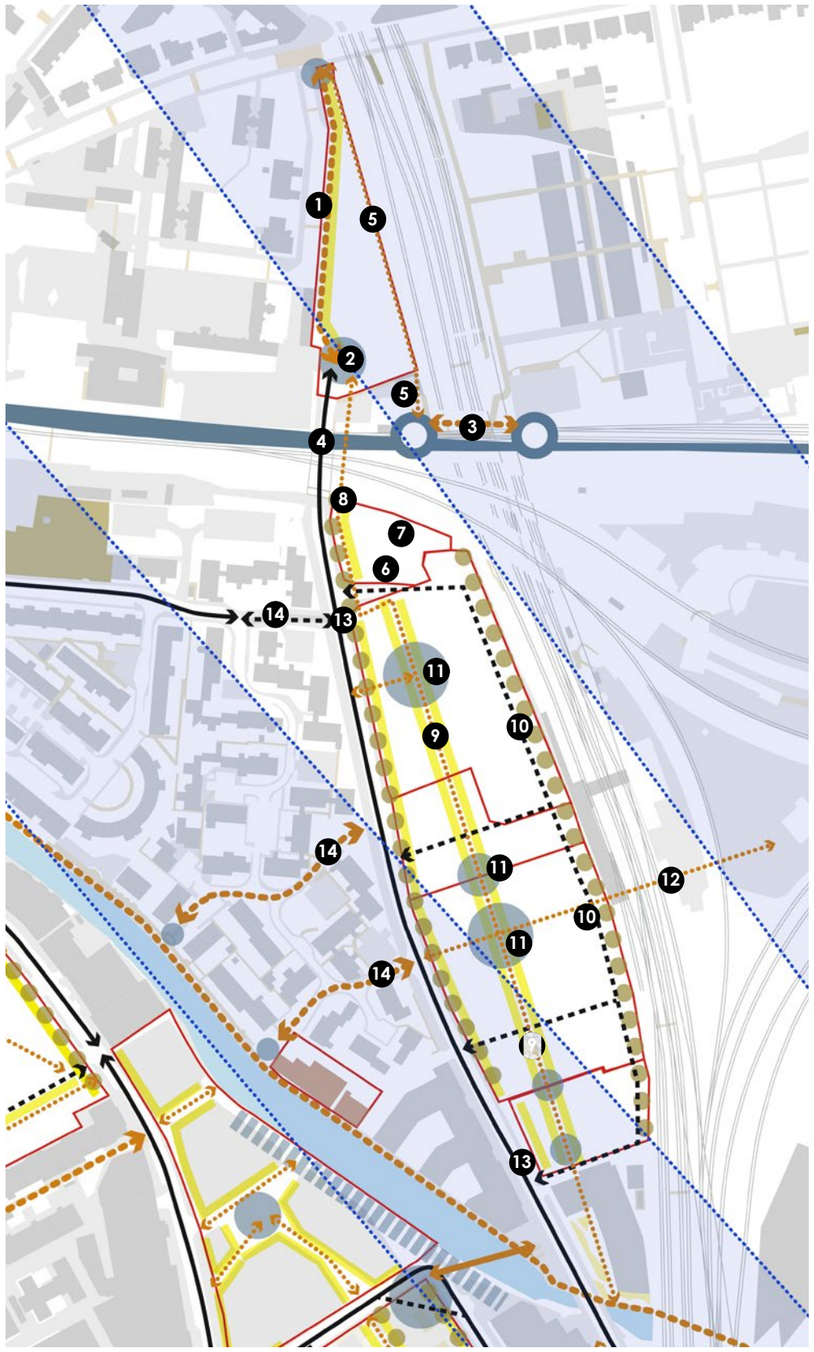
1. Agar Grove estate access road and Camley Street parallel routes merged to create a new two sided street, with an improved cycle link and public realm as part of an enhanced “gateway” with Camley Street
2. Provision of new public realm space to improve arrival experience
3. New or improved footbridge or deck to Maiden Lane
4. North Camley Street bridge underpass: improvements to footway, lighting, parking enforcement
5. Facilitate access to potential Camden ‘High-Line’ route from Agar Grove and Camley Street

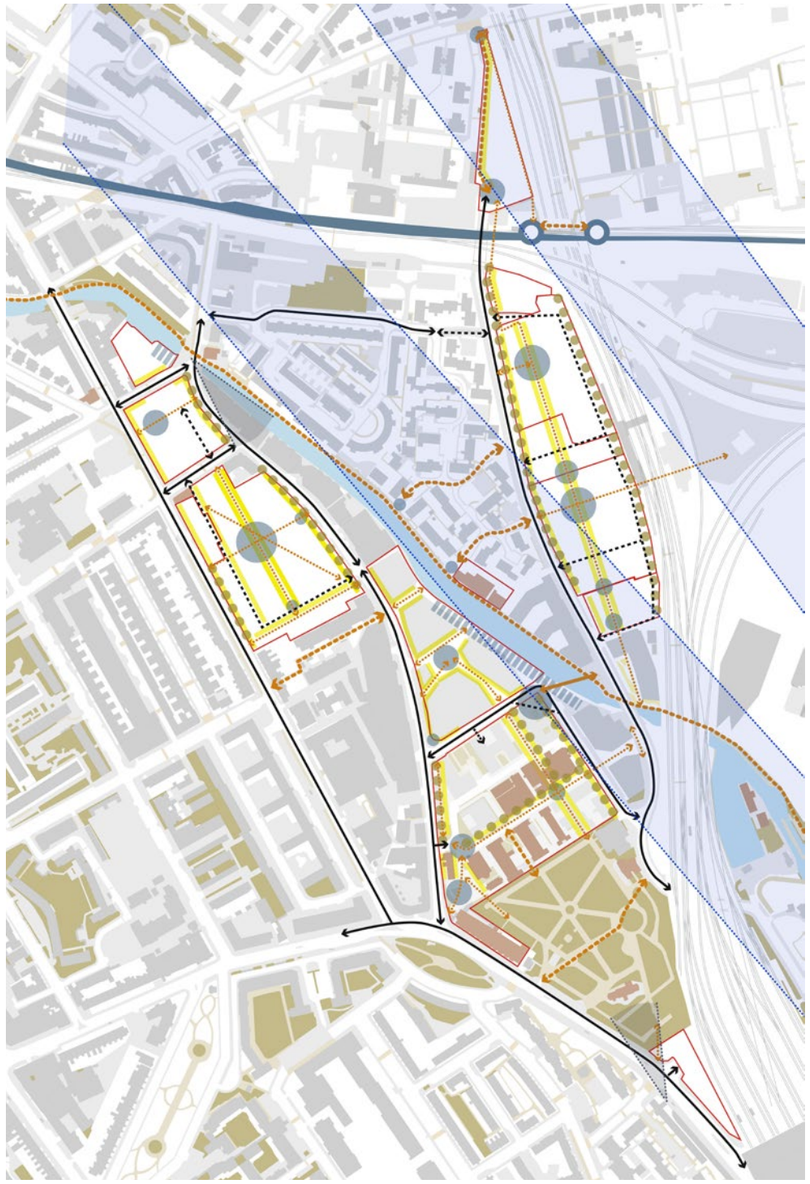
H HS1 Ltd site, 1-2 Cedar Way Estate

6. Potential incorporation into Cedar Way Industrial Estate site and to link into routes through sites to the south
7. Maintain right of way for rail access and service ramp
8. Potential to open up arches and make better use of spaces and adjacent yard

I Cedar Way Industrial Estate, 108 - 114 Camley Street, 106 Camley Street & 104 Camley Street

9. Increased permeability, eg opportunity to create a new pedestrian route bisecting sites, connecting sites to the south and the route through 102 Camley Street to the canal
10. Minimise access points with a service/vehicle access along east/railway edge of sites to form a commercial “service street” and rear access to ground floor uses
11. Provision of a chain of green and urban spaces connected with spaces in neighbouring sites
12. Future proof a space for eastwards bridge across the railway
13. New crossings on Camley Street to link both sides of the street
14. Elm Village - enhance Barker Drive as pedestrian friendly route to St Pancras Way and look at creating new access to the canal alongside alternative re-use of the former Jubilee Waterside Centre J





Delivery and Infrastructure

To support new higher density development, a growing working and residential population and to make this growth work there are some essential infrastructure improvements that will need to be delivered through redevelopment and investment and, as this SPD highlights, growth needs to be supported by significant enhancements to connectivity and the quality of the environment and public realm.

DEVELOPMENT

There are a number of potential development sites in the area that will be expected to play a role in the delivery of our objectives. Many improvements can be directly created through high quality urban design, site layouts and landscaping that are outward looking and respond to nearby developments helping to unlock connections between sites, transport networks, local facilities, homes and jobs.

FUNDING SOURCES

Some environmental and transport related funding can be generated through site specific s106 planning obligations and the Community Infrastructure Levy (CIL), but a number of other projects will be difficult to deliver without other funding and we identify the opportunities and various stakeholders who will need to be involved, and we want to work with, to find innovative ways of delivering the ambitions set out in this SPD.

There are already emerging projects and s106 funds (from the Kings Cross Central s106 agreement and other local site developments) available for potential improvements. These include:

- Improved crossings, surfaces and planting around Goods Way, Camley Street and Pancras Road
- New ramp into St Pancras Gardens from Camley St (part of the masterplan for other improvements in the Gardens)
- Improvements to Camley Street to improve connectivity through to Agar Grove
- Potential new canal bridge
- Camden Highline

In addition to s106 funding, Camden has received funding from Thames Water to implement a sustainable urban drainage (SuDS) scheme on the southern end of Camley Street, just north of the junction with Goods Way. This is planned to create a more attractive and green entrance into Camley Street.

Transport for London are looking at alterations to local bus routes around Kings Cross Central and as part of the measures to address the wider impacts of HS2, Camden has received HS2 Road Safety Funds from the Department of Transport to support measures to improve local pedestrian and cyclist links. These and other plans to improve cycle links, pedestrian crossings and the Kings Cross gyratory system should enhance the pedestrian and cycling experience and safety in the area.

CONSTRUCTION MANAGEMENT

Construction management is already a major issue for the Euston and Somers Town area. With other development proposals coming forward in this area on different sites, and close to residential areas, developers will be expected to develop and manage coordinated construction management plans that together address and minimise the cumulative impacts, such as routes of construction traffic generated by nearby construction sites.

WORKING WITH OTHERS

WITH TRANSPORT AGENCIES – TFL, NETWORK RAIL , HS1 LTD

- Work with Network Rail and HS1 to look at underutilised land and buildings; including storage depot at Camley St and opening up arches, other site opportunities and potential complementary improvements to adjacent rail lands and infrastructure
- Clarifying ownerships and formalising responsibilities for maintenance/use of land and public realm
- Improving routes and accessibility between future development sites and public transport networks, eg locations of bus stops and crossings near bus stops
- Refurbished or new footbridge/deck from Agar Grove/Camley St to Maiden Lane
- Continue to look at ways to improve the Goods Way/Camley St/ St Pancras station junction and the St Pancras Underpass – including enhanced lighting, new uses and activity and alleviating dominance of taxi ranks
- Improving the southern section of Camley St - including greening, improved fencing, subtle lighting
- Improve the look and feel of rail bridges (north and south end of Camley Street)-more pedestrian/cyclist friendly, creative lighting, public art interventions, parking enforcement/ removal of vehicles
- Potential locations for public cycle parking and cycle hire stations
- Improved signage eg Legible London
- Opportunities for street greening/street trees and greening/planting on the interfaces of railway infrastructure with existing streets and potential development sites
- Shorebase site on Pancras Rd – potential enhancement/new access into St Pancras Gardens
- Facilitating and future proofing longer term opportunities e.g. Camden Highline, the feasibility of a bridge east towards York Way and bus permeability

WITH THE CANAL AND RIVERS TRUST (CRT) AND CANAL ORGANISATIONS (EG CANAL CLUB)

- Identify priorities and deliverable opportunities to enhance the role of the canal in the area
- Delivering a new canal bridge linking Camley Street to St Pancras Way
- Opportunities for opening up and creating further sections of canalside space and access and create mooring points (temporary and/or permanent) in conjunction with future developments
- Cleaning up/improved creative lighting of bridges and improved/rationalised signage, improve boundary treatments and other creative interventions (along with Camden Town Unlimited)
- Existing access improvements eg further potential for step free access
- Explore potential subtle lighting of (listed) water tower-as a marker at southern approach
- Moorings adjacent to 101 Camley St - improve boundary and access in conjunction with new open space

WITH THE NEIGHBOURHOOD FORUM AND LOCAL RESIDENTS

- Help deliver Neighbourhood Plan objectives and aspirations for significant development in the area
- Help deliver Neighbourhood Plan objectives and aspirations for a greener, more connected and safer area
- Involving ward councillors, making the effective use of s106 funds and identify priorities for the use of local CIL funds

WITH OTHER LANDOWNERS/DEVELOPERS

- Continue to cooperate and ensure that the benefits and offer of Kings Cross Central and other major developments are inclusive to the wider neighbourhood and the benefits can be shared
- Collaborate with other landowners to explore and achieve complementary, comprehensive and integrated development proposals to deliver:
  - ◊ New homes, jobs and other community benefits
  - ◊ Efficient servicing and accesses, better connectivity, public realm improvements which contribute towards a safer place
  - ◊ New and better open spaces and enhanced green infrastructure
- Prioritise the most beneficial improvements and make effective use of available and future s106 and CIL funds in the area
- Investigate alternative canal bridge proposals with CRT
- Secure east-west and north-south public access/routes through redevelopment of St Pancras Hospital and
- Creating new energy centres or potential for existing energy network expansion and connections
- Secure improved walking and cycling routes, public access and spaces through redevelopment of large sites
- Mitigate the cumulative impacts of construction through coordinated construction management plans

For further information please visit our website:
www.camden.gov.uk/canalsidetocamley
or email:
regenerationandplace@camden.gov.uk

REGENERATION AND PLACE

Camden