



CANALSIDE TO CAMLEY STREET

Supplementary Planning Document

November 2021



Front cover image: Tim Crocker

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1 INTRODUCTION

Located at the edge of Central London, and close to Kings Cross and St Pancras stations, Kings Cross Central and Euston, 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 beneficial 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 assisted the local Neighbourhood Forum set out their vision and priorities for the future in their adopted local Neighbourhood Plan.



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 some 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 on which our vision is based:

- **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 area, from which existing neighbourhoods can share the benefits. This means seeking and supporting good growth that has real social value and inclusive economic benefits; where the employment role of the area is maintained and even enhanced, where a diverse mix of businesses and workspaces offers training and job opportunities for local people and where major housing development provides genuinely affordable homes of different sizes. Good growth should also help make places more accessible, connected and healthier; where streets and routes are improved to make walking and cycling safer and more pleasant, making local shops, services and facilities

easier to reach, and where new open spaces are created they are inclusive to all.

It also supports the Climate Action Plan for Camden which provides a framework for environmentally sustainable social and economic renewal in a post-coronavirus Camden; for example, by sustaining reductions in emissions and road transport pollution, improving access to green spaces and where demolition, rather than refurbishment of existing buildings, needs to be strongly justified; and this SPD contributes to this by supporting major developments that are zero carbon all with the aim of achieving a zero carbon Camden by 2030.

This document is not intended to cover or duplicate all the planning policies and standards that may be relevant to future development and set out in other plans and guidance. In line with national guidance, supplementary planning documents (SPDs) build upon and provide more detailed advice or guidance on policies in adopted development plan documents. As they do not form part of the development plan, they cannot introduce new planning policies or allocate land for specific types of development or uses, so it has been prepared as an SPD and after revisions following responses to our public consultation in 2020 it was adopted on 22 November 2021. A summary of these responses is set out on p. 8-9 and more details are included in the separate consultation report published on the Council's website alongside the SPD.

Focussing on some key themes and principles, it is intended to influence emerging development proposals and projects based on existing policies and support and inform the objectives and policies for future development established through the Camley Street Neighbourhood Development Plan and the new Site Allocations Local Plan (SALP), which is also being prepared by the Council.

As supplementary guidance, it does not have the weight of adopted development plan policies in the London Plan, Camden Local Plan, current Site Allocations Plan and local Neighbourhood Plan, however it has weight as a "material consideration" in assessing the quality of proposals as they evolve and in decision making on planning applications.

The following sections outline our vision, provide the context and identify 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.



OUR APPROACH

There were a large number of visitors to the consultation on Commonplace most of whom viewed the material but did not comment. Reflecting on the broadly positive responses to the draft guidance, it is possible that many visitors felt no specific need to comment.



AREA AND CONTEXT

What you like most about the area is that it is calm, peaceful and changing. You especially like the character and feel of Elm Village and want this to be retained.



OPPORTUNITIES

You mostly agreed with the opportunities in the draft guidance. Your top 3 priorities for the area were:

1. Greener streets and places
2. Priority for cycling
3. Effective use of land

You want to see improved connectivity and accessibility for walking and cycling and housing that is genuinely affordable and not bought up by investors.

You support the economy and want more and affordable spaces for small and medium sized enterprises available for rent.



FUTURE DEVELOPMENT

Your top 4 words or phrases to tell us what you would most like to see through future development and improvements were:

1. Family housing
2. High Quality Design
3. Affordable housing
4. Better use of land and buildings

You are concerned that high rise buildings could bring further issues to the area including creating wind tunnels, restricting daylight and views, and upsetting the biodiversity.

You want the guidance to say more about providing family housing, green spaces and green infrastructure.



VISION AND OBJECTIVES

You were very positive towards the vision and objectives and provided many comments of support.

You said that you want more community gardens, green spaces and facilities for children and young people, improved routes for walking and cycling and for anti-social behaviour in the area to be addressed.

Some of you thought that the SPD did not give enough recognition to the existing diverse economic role of the area and other types of employment.



ISSUES AND IMPROVEMENTS

Your top 5 words or phrases to describe what you least liked or valued in the area were:

1. Poor architecture and design
2. Unsafe
3. Uninviting
4. Fly-tipped
5. Lacking identity

You provided many comments echoing your top 5 dislikes in the area. You also told us that you want issues with vehicles to be addressed including speeding, pavement parking, noise and pollution.

You want the canalside to be more accessible and inviting.



PRINCIPLES AND GUIDANCE

You were mostly positive towards opportunities for potential local improvements however a significant proportion of you were also 'very negative'.

Although the guidance says there is an opportunity to "enhance Barker Drive as a pedestrian friendly route to St Pancras Way", many respondents believed Barker Drive could be opened up to traffic (which was not the intention) and provided comments and negative sentiments opposing this.

A number of written responses from landowners were broadly supportive, but keen to ensure that elements of the guidance were not overly prescriptive and that parts of the policy context and guidance could be enhanced/expanded on. Other organisations and local groups were broadly positive about the draft guidance.



Image: Benedict Luxmoore



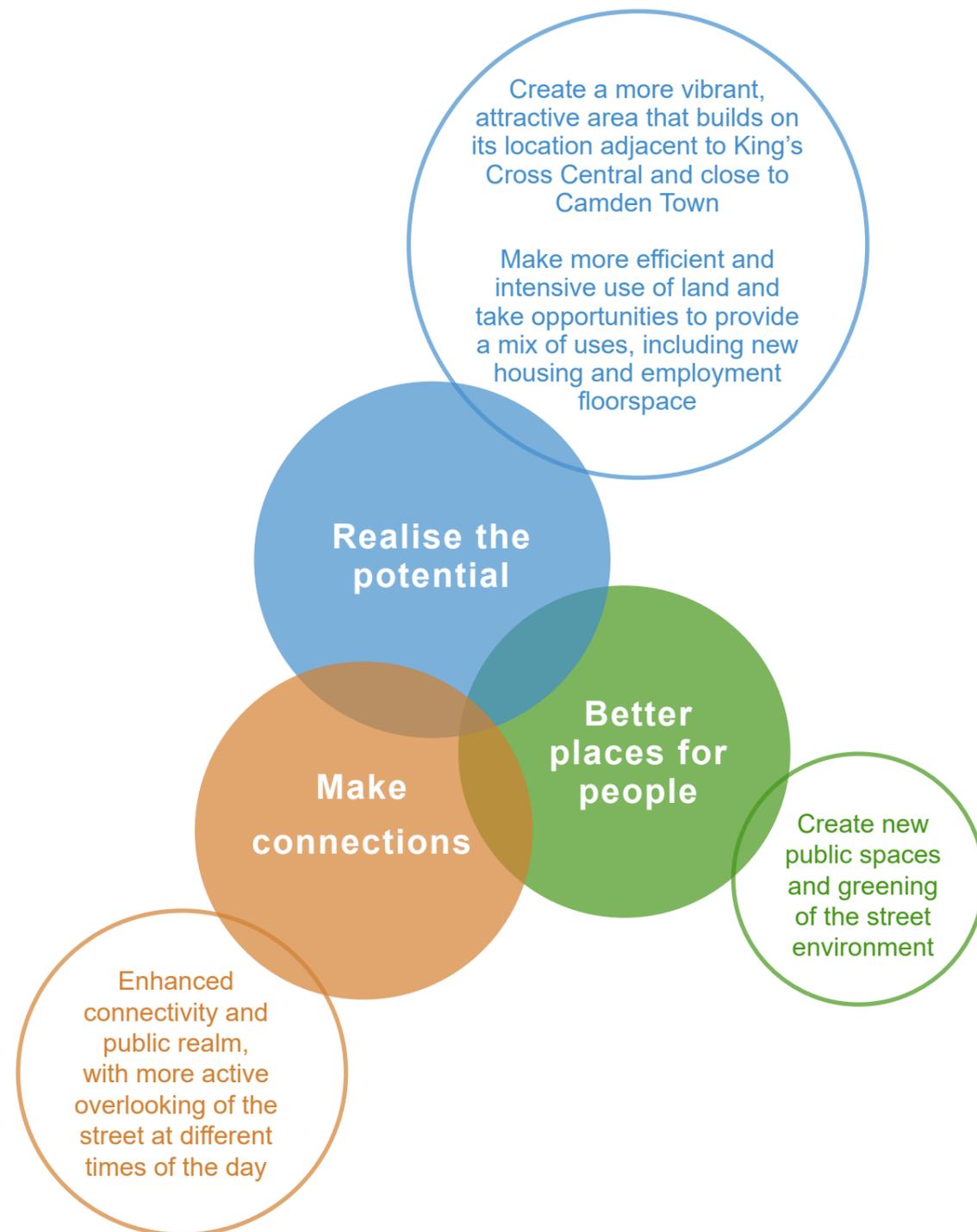
2 OUR VISION



Image: Camden Town, Camden Collective



Our Local Plan Priorities



Our Vision

Realise the Potential

The Canalside to 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...

...through developments that optimise the potential of land, including a mix of new workspaces that builds on its industrial past and suitable for different types and size of businesses and creates job opportunities accessible to local people 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, where better walking and cycle links improve connections with Kings Cross and St Pancras, Central London, 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 throughout the day and evenings, welcoming and safe public spaces, accessible to all, and varied and high quality buildings, setting design benchmarks for others to follow...

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



3 CONTEXT

London: The Location

The area covered by this SPD sits at the edge of Central London and 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 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 markets and shops, lively evening economy and cluster of media, digital, creative and cultural businesses. Significant development has completed at Hawley Wharf, and major proposals are coming forward for Camden Goods Yard further along the canal.

A proposed **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 Camley Street with Camden Town to the west and Maiden Lane and York Way to the east.

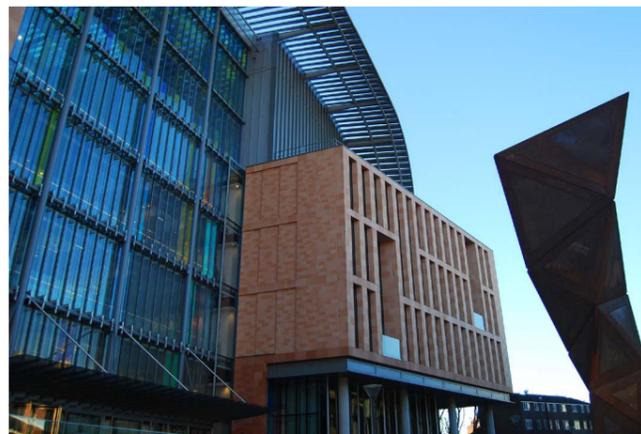
As well as having its own diverse employment character and role close to Central London; ranging from local to national and international

business uses and from food, building and garden supplies to health and social care, the area sits within the "**Knowledge Quarter**" (KQ) district, the name given to the cluster of cultural, innovation and research activities centred on King's Cross.

The KQ embraces universities, medical and science institutions and businesses including the **British Library, University of the Arts, UCL, 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 **British Library** has plans to expand its facilities with other uses alongside a new Alan Turing Institute. These will sit next to the **Francis Crick Institute**, home to the largest biomedical research facility under one roof in Europe involved in pioneering medical and health research. Closer to Camley Street, the Royal Veterinary College owns the adjacent London BioScience Innovation Centre (LBIC) and UCL manages incubator space for small business start-ups at BaseKX on Camley St itself. This concentration of knowledge, science, education and academic activity has created interest in locating in the area by similar innovation and "**MedCity**" research sectors.

However, there are concerns that the growth and success of the Knowledge Quarter and related development proposals have not always sufficiently benefitted local communities and Camden's other priorities and needs. This includes local people having the skills and being able to access the knowledge based jobs being created, making spaces and facilities more outward looking and inclusive and delivering the housing needed as part of what could be very compatible mixed use developments.



Francis Crick Institute



Approved scheme for Moorfields Eye Hospital (image: Penoyre and Prasad, from application 2020/4825/P)



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



British Library

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 its public spaces and cultural facilities.

The area also benefits from existing important green spaces at **Camley Street Natural Park** (where a new visitor centre has opened) and **St Pancras Gardens and churchyard**. The importance of the role of the **Regent's Canal** as a linear "park" for exercise and alternative walking route will have grown during the Covid pandemic.

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 further community and sports facilities are being created. New parks, squares and open spaces totalling 26 acres, include Granary Square, **Pancras Square, the canalside and Lewis Cubitt Park**. 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.

The **"Ugly Brown Building" (UBB)** on St Pancras Way is being redeveloped with new offices and spaces targeted at innovation and research sectors, alongside residential and other uses. Canal side access will be opened up and a new canal bridge is proposed to improve east-west connections between Kings Cross and Camden Town. 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 have been constructed and, to the north, at **Agar Grove and Maiden Lane estates**, the Council has been leading on award-winning development of new housing and renewal of homes and community facilities under the CIP. This is the Council's ambitious boroughwide 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 has been delivering new housing, a new Edith Neville primary school and family centre, play centre and open space and Maria Fidelis secondary school relocated to a new site 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 and between surrounding communities; with improved routes between Euston and Kings Cross/St Pancras. An update to the Euston Area Plan adopted in 2015 is underway to ensure policies in the plan reflect up to date circumstances, constraints, opportunities and local priorities.

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 in the SPD area should enhance the area's economic role as a place of diverse employment opportunities, deliver the new homes needed and create a more attractive place to live, work and pass through.

Our vision, objectives and priorities will help achieve these ambitions.



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



Somers Town Bridge



Camley Street Nature Park



King's Cross Central (Image: Tim Crocker)



King's Cross Gasholder Park

Heritage Context

The medieval settlement of St Pancras may have originated in the Saxon period as an early settlement on the outskirts of Lundenwic. Whilst this settlement evolved around St Pancras Old Church and later the St Pancras Workhouse emerged on the current St Pancras Hospital site from about 1809, the character and heritage of the area today has been shaped by the historic course of the River Fleet and through the opening of the Regents Canal in 1820 and railways during the 19th century on the higher land to the east (explaining the different land levels on either side of the canal).

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 Abacus Primary 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 and St Pancras Old Church churchyard (a Grade II Registered Park and Garden) containing historic tombstones and

monuments (some listed), trees, and the grade II* listed St. Pancras Old Church (which is on the Heritage at Risk Register). 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.

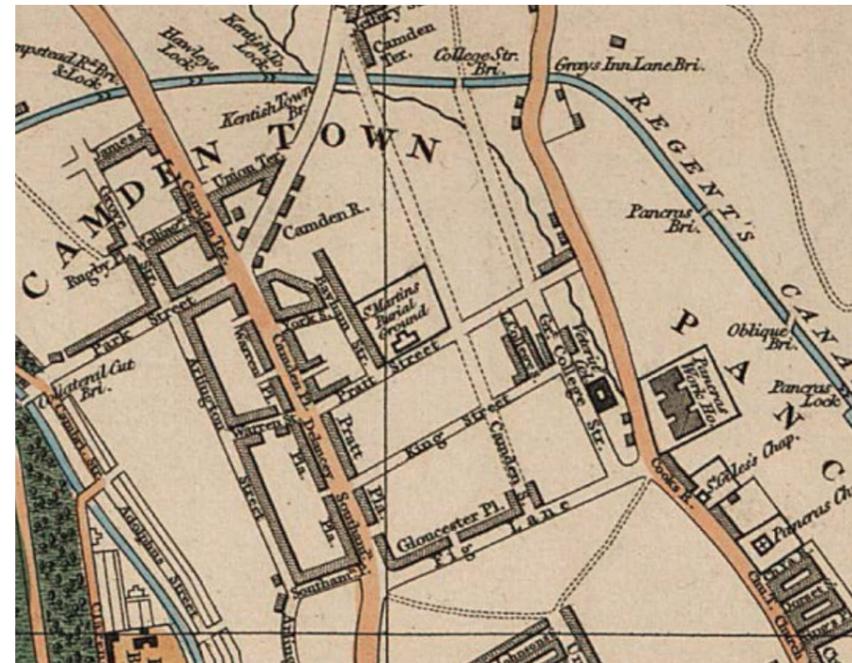
The canal is a significant heritage asset central to the area, but is disconnected from Camley Street by the level difference, particularly along the length of Elm Village, reinforced by the run of historic retaining wall along the towpath. The wall is punctuated by a concrete viewing platform only accessible 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.

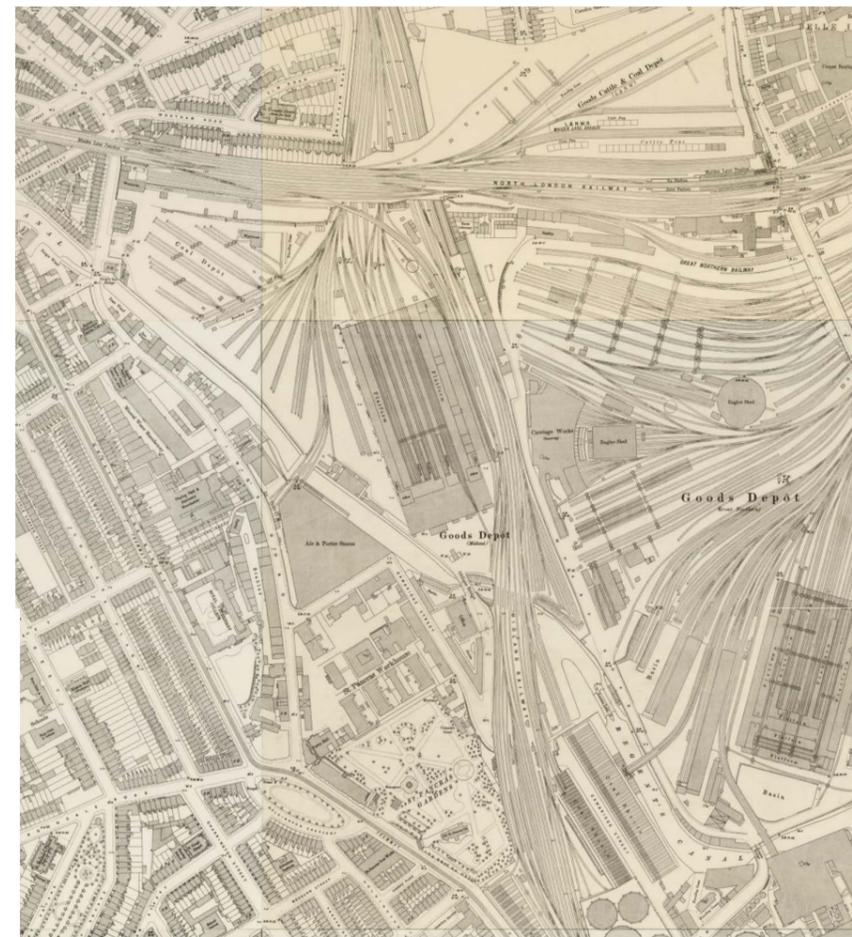
This industrial heritage of railways and the canal with bridges, high walls and remnants of associated structures and the associated employment nature has had a strong influence on the character of the area today and contributes to both the issues and opportunities that this guidance identifies and addresses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



The St Pancras “Destructor” electricity station, 1950



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



St Pancras area, circa 1900



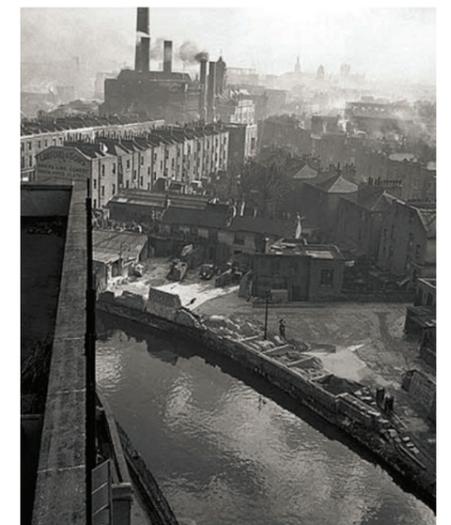
St Pancras Gardens and Hospital



Lock Keepers Cottage



Water tower relocated from St Pancras Station



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

Character and Connectivity Context

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.

Camden's boroughwide Character Study (Urban Initiatives 2015) describes the area around south Camden Town, that includes Camley Street and St Pancras Way and summarised below, 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.

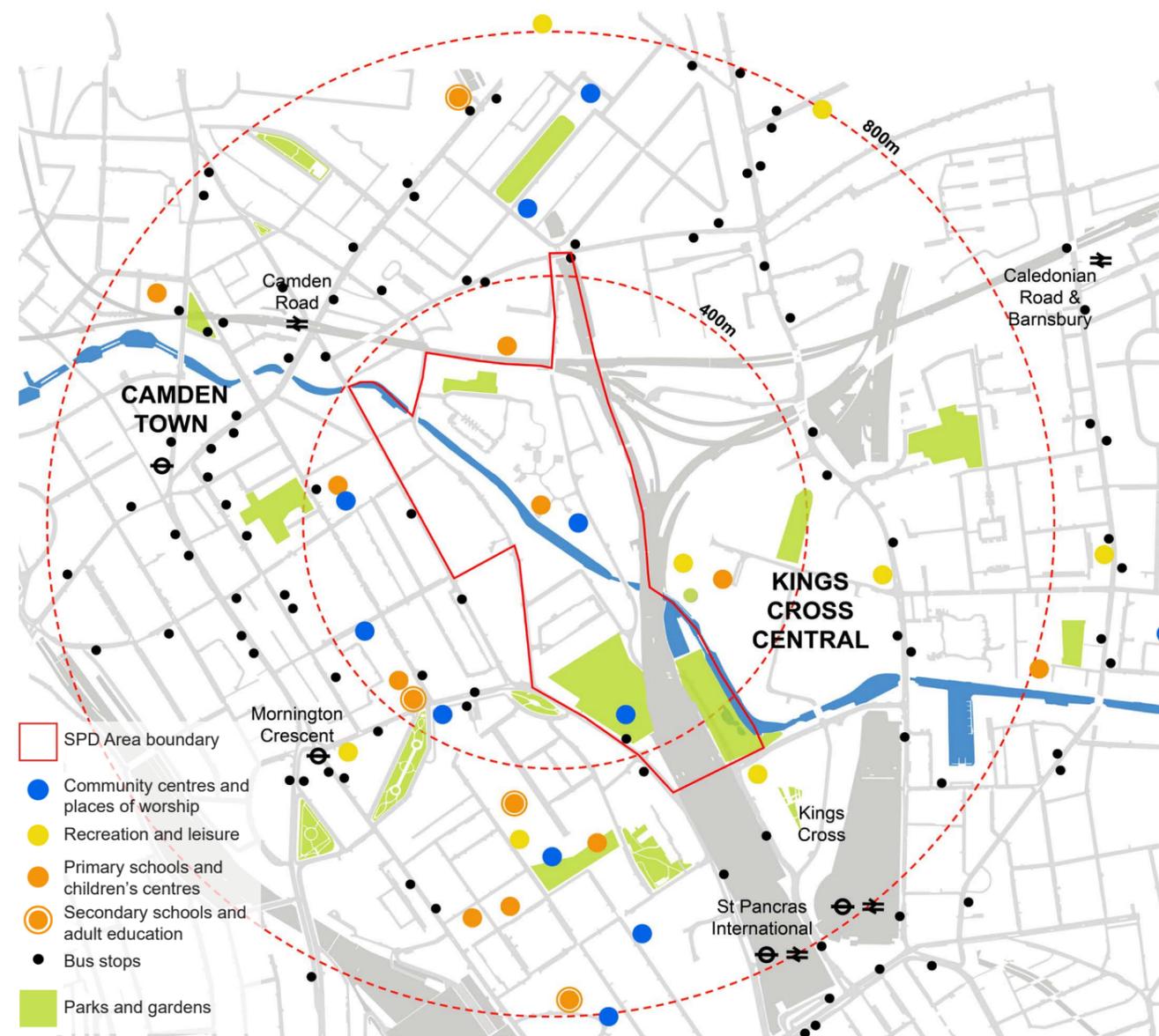
- Infrastructure has a major impact on the area isolating some parts; in places employment uses adjacent to this infrastructure reduces access and permeability further and accessibility to the canal is restricted by large sheds, depots and by St Pancras hospital.
- The eastern part of the area is fractured 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

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.

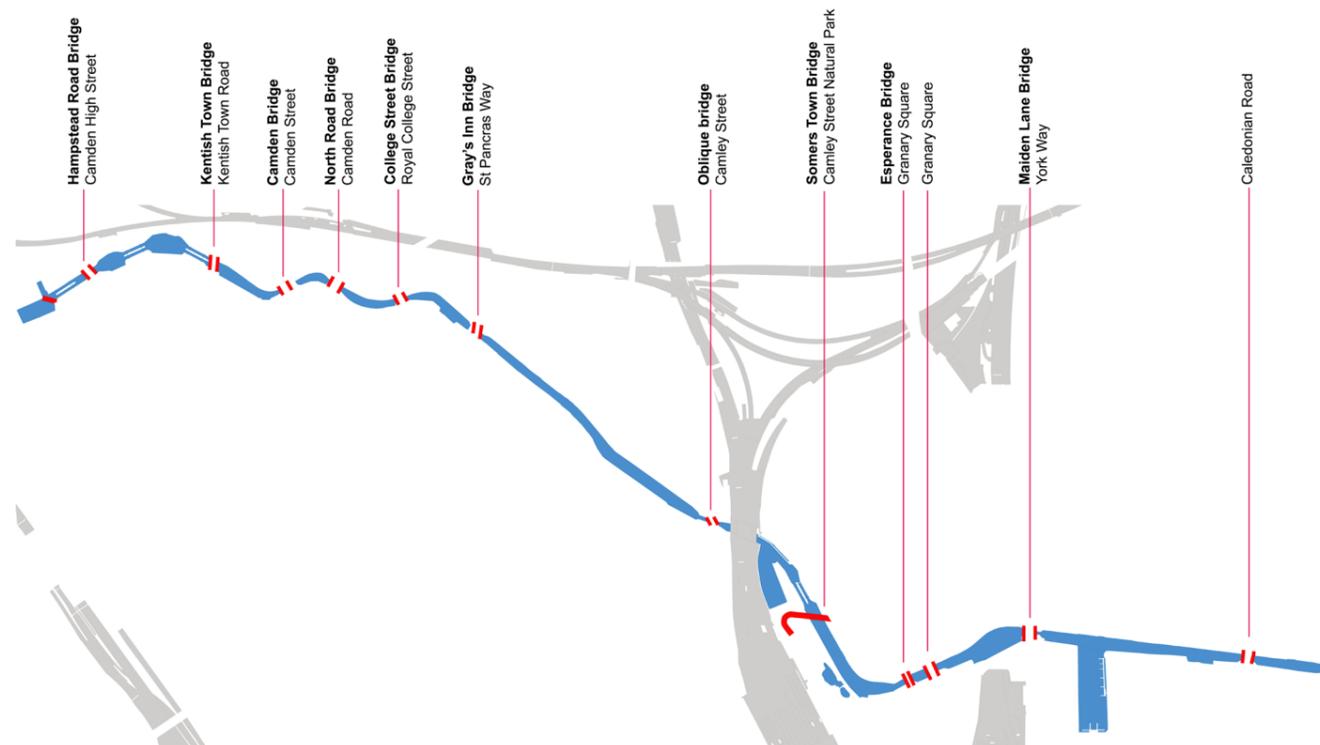
The wider area is relatively well served by existing parks, green space and other local services including local shops, three primary schools and community and sports facilities within a 400m radius. Also with secondary schools and rail and underground stations within 800m, it is the accessibility and 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 such as open spaces and health facilities; and developments will be required to improve and support the provision of this infrastructure in appropriate and proportionate forms and ways.

Making the area and its local facilities more connected, accessible and inviting is paramount for new development to address in supporting inclusive growth, with the involvement of relevant stakeholders.



Community, social and transport infrastructure



Crossings along the canal



The road network in the area is markedly less dense and more disconnected than surrounding areas and exhibits a particular lack of east-west connections between Royal College Street and eastwards across St Pancras Way, Camley Street and Kings Cross to York Way. This lack of connectivity can largely be attributed to the barriers of the canal and rail infrastructure, but also relatively large single use sites. Canal crossings/bridges also occur less frequently on the stretch between Camley Street and St Pancras Way relative to where the canal passes through Camden Town to the west and Kings Cross 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**
- **C5 Safety and security**
- **C6 Access for all**
- **E1 Economic development**
- **E2 Employment premises and sites**
- **A1 Managing the impact of development**
- **A2 Open space**

- **A3 Biodiversity**
- **D1 Design**
- **CC1 Climate Change mitigation**
- **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 to achieve a zero carbon Camden
- Requiring sustainable and energy efficient designs; including buildings, green infrastructure and materials
- Promoting health and well being
- Tackling air quality and emissions in line with our Clean Air Action Plan
- Delivering our Transport Strategy; including reducing car use and supporting healthy streets and more sustainable modes of travel including improved and new walking and cycling routes
- Protecting and enhancing biodiversity in line with our Biodiversity Plan

Neighbourhood Plans

Camley Street

Following a successful referendum in May 2021, the Camley Street Neighbourhood Development Plan (CSNDP) was formally adopted by the Council in September 2021. 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 Neighbourhood 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”.

Alongside the overall vision which includes “the Neighbourhood Plan area will be transformed into a mixed community providing a range of industrial and commercial spaces, new dwellings, and new social and community infrastructure”, it includes the following broad objectives (with related sub-objectives and policies) for development in the area:

- **Employment** - Ensure that the neighbourhood’s existing employment function and its role as a place that supports a diverse and rich mix of light industrial businesses will continue (Policies CS EM1 & EM2)
- **Local community and social needs** - Increase the opportunities for social activity and interaction (Policy CS CSN1)
- **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 (Policies CS HO1-HO3)
- **Sustainable Transport** - Support and promote sustainable transportation for all uses (Policies CS TR1 & TR2)
- **Green Infrastructure** - Increase the range, quality and accessibility of green spaces (Policies CS GI1-GI3)
- **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 (Policies CS DQ1-DQ3)

The CSNDP forms part of the Council’s Development Plan and has full weight in the consideration of planning applications within the area covered.

Somers Town

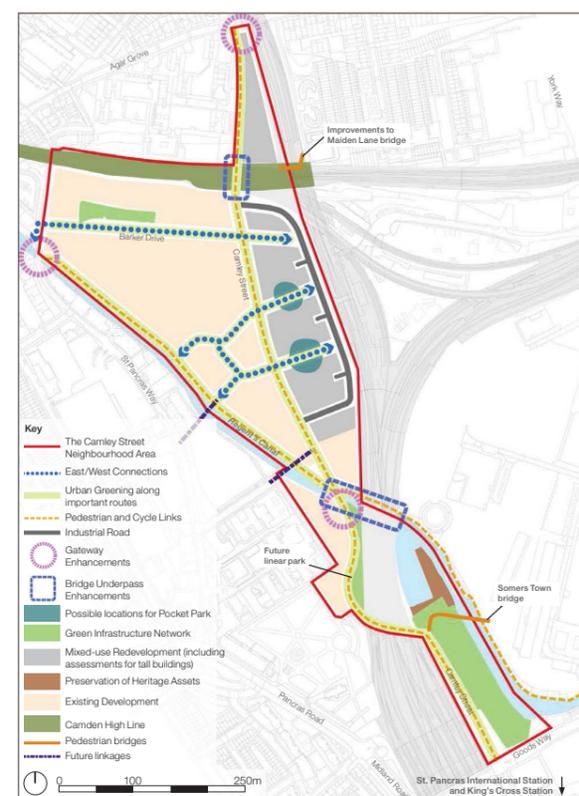
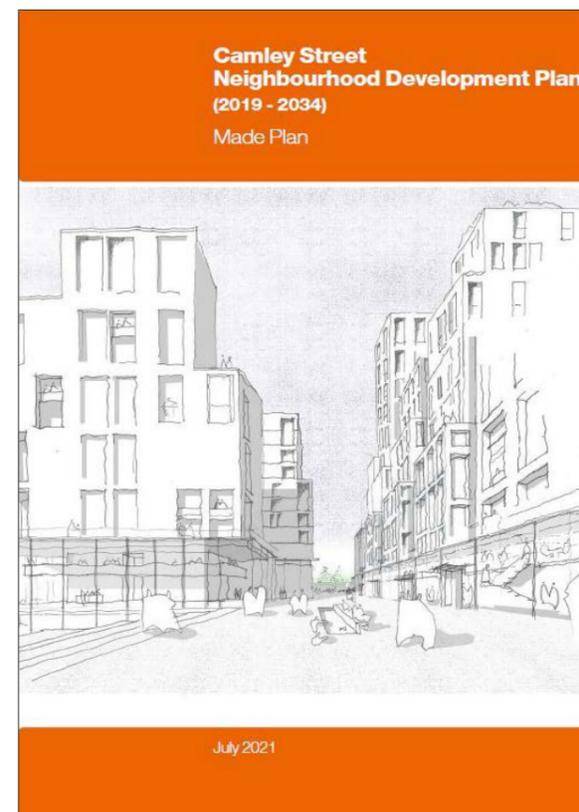
The adjacent Somers Town Neighbourhood area has included the majority of St Pancras Gardens and the last draft Neighbourhood Plan (December 2016) contained draft policies promoting improved walking routes, including through Somers Town to the canal and Camley Street. The draft plan also identified the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

New London Plan

The London Plan’s (March 2021) more detailed policies are underpinned by the key themes and objectives of “Good Growth”, principally addressing pressing housing needs, with also a strong focus on economic growth, supporting more inclusive and balanced communities and addressing health inequalities. There is an emphasis on making more effective use of land, promoting design led approaches to intensification, and links between optimising densities with good public transport accessibility and infrastructure capacity. To meet housing needs it highlights the role of public sector land in delivering affordable housing; and the role of different types of employment, in particular industrial related sites and uses (Policies E4 and E7) in supporting Central London (CAZ) functions and also growth sector clusters, such as the knowledge, innovation and creative economies (E8).

In line with the policies, major new development should also be conceived to support the plan’s “Urban greening” and “Healthy Streets” objectives. These focus on tackling air quality, creating more inclusive and healthier environments and delivering the design quality and patterns of land use and measures, where “car free” is the starting point for new development, and more trips happen by foot, cycle or public transport.

Development proposals along London’s canal network should respect its local character, environment and biodiversity and contribute to accessibility and active water-related uses, increased local distinctiveness and recognise water spaces as environmental, social and economic assets (Policy SI17).



From CSNDP: plan identifying opportunities for improved connections (Tibbalds)

Other Planning Considerations and Designations

There are a number of other 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** (July 2021): this sets out the Government’s planning framework, which local authorities and developers need to take into account in preparing plans and policies, in coming forward with acceptable schemes and in assessing development proposals. It gives significant emphasis to the role of design and states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It goes on to state that development that is not well designed should be refused (Paragraph 134). In particular it promotes the more effective use of under-utilised land in meeting the need for more homes and other uses (Paragraph 119) and the creation of healthy, inclusive and safe places through mixed use developments, strong neighbourhood centres and street layouts that allow for easy walking and cycle connections (Paragraph 92). Also that the opportunities to promote walking, cycling and public transport use are identified and pursued (Paragraph 104).
- **Design Codes** – the NPPF encourages the use of design codes to inform proposals in line with the National Model Design Code and these should be used to support design approaches to major redevelopment
- **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
- The area includes the **St Pancras Old Church and Burial Ground Archaeological Priority Area** (APA 2.2) and part of the Regents Canal and Rail lands APA (2.10)
- **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. Optimising densities can also be linked to this infrastructure and good public transport accessibility.

Site Allocations

The Council's adopted Site Allocations DPD (2013) already supports redevelopment for some sites in the SPD 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).

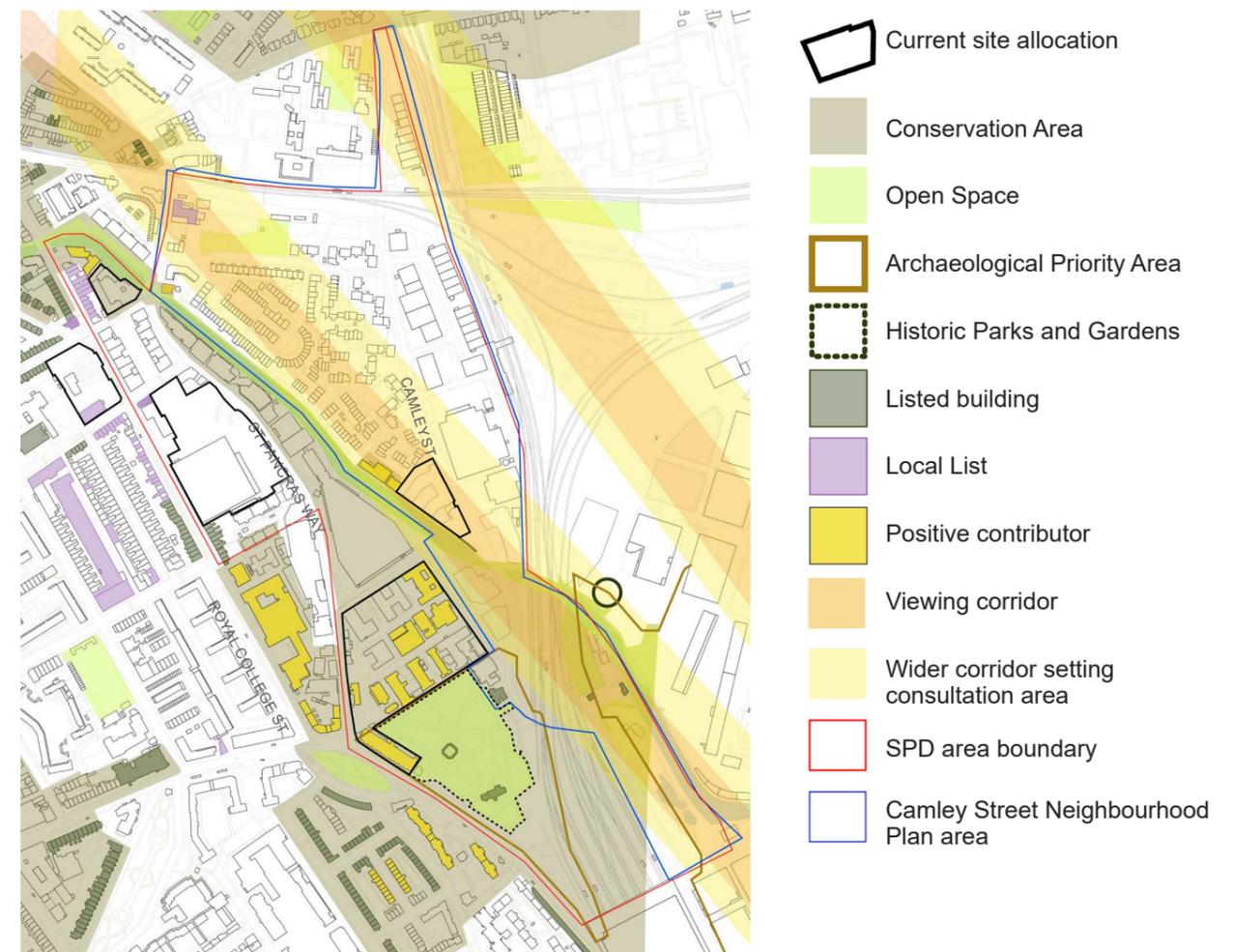
A new version of this plan is being prepared (a first stage of consultation took place in 2020 and is anticipated to be submitted for examination later in 2022) and further site allocations in this area have been identified, providing guidance to promote development opportunities and deliver the objectives 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 proposed new policy for supporting growth in the "Knowledge Quarter Innovation District", in which the area of this SPD would sit. As this new plan will provide more site specific policies on land use and other development requirements, this SPD guidance focuses more on the other Local Plan priorities and corresponding CSNDP policy objectives for the area. It encourages and supports developments and related improvements that are integrated and together can deliver the right mix of uses, high quality design, connectivity and public realm objectives considered essential for the future growth and success of the area as a whole.



Hierarchy of planning policies



Planning considerations and designations in the SPD area

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.

CONSTRUCTED SCHEMES

a b c 101, 102 and 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 in BaseKX offering community access to space for meetings and events and a local supermarket. As well as improving access to the canal it also future proofed a location for a potential bridge landing.

Schemes at 101 and 102 Camley Street (refs: 2014/4385/P and 2014/4381/P), once fully occupied, 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 have formed a new southern "gateway" into Camley Street, with more active street level frontages and opening up access and new public spaces around the canal. These schemes were also designed to influence and integrate with potential future redevelopment of other neighbouring sites to open up opportunities for potential new links through sites and improved accessibility.

Whilst these schemes included proposals for a new canal bridge between 101 and 103 Camley Street, in view of subsequent proposals emerging for St Pancras Hospital and Ugly Brown Building sites, the Council are seeking a more beneficial and deliverable bridge location for the approval of the Canal & River Trust approval, 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 and Agar Grove, where a significant number of new homes, jobs and visitor destinations are likely 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, including a GP service.

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 (ref: 2020/4825/P). These are proposed to be developed alongside new C&I facilities and 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.

e 'The Ugly Brown Building', 2-6 St Pancras Way

Ted Baker occupy most of this former postal sorting office site and proposals by Reef Estates to redevelop the site was granted planning permission subject to a s106 agreement in March 2020 (ref: 2017/5497/P). This was for 6 new buildings ranging in height from 2 to 12 storeys containing business space, 73 homes, hotel, gym, flexible retail/food and drink and storage space with associated public spaces and landscaping. There have been subsequent approvals for changes to the proposed uses and design, including omission of a hotel, and implementation has commenced. The potential new canal bridge is proposed to be incorporated into the sites landscaping.

g St Pancras Commercial Centre, St Pancras Way/ 63 Pratt Street

Planning permission subject to a s106 agreement was granted in December 2020 to redevelop this site with 5 to 7 storey buildings comprising a mix of industrial floorspace, offices, 33 dwellings, flexible retail floorspace; and associated public realm and landscaping (ref: 2019/4201/P).



h Bangor Wharf, Georgiana Street

This site is currently allocated in the Site Allocations DPD for mixed-use residential and employment development. A scheme was subject to a dismissed appeal in January 2018 against a refusal of permission for 46 residential units and office space (ref: 2016/1117/P). The site was subject of a further planning application (subsequently withdrawn) to redevelop the site with 40 new homes and new business space (application ref: 2017/1230/P). As a vacant site further proposals are encouraged and anticipated.

i Agar Grove Estate

The phased redevelopment of Agar Grove Estate by the Council under the CIP received planning permission in 2014 (ref: 2013/8088/P and see also 2019/4280/P) and commenced in 2015. It will create 507 new and replacement homes (up from 249) and is already an award winning passivhaus project. It 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.

FUTURE PROPOSALS

f 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 signalled future intentions for redevelopment. The vacant site at the north-west corner (70-86 Royal College Street) received planning permission for a mixed healthcare and supported housing facility (sui generis) in February 2021 (ref:2020/0728/P).

j k 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 and distribution, trade outlet for heating/cooling

systems, offices and depot facilities for Council related contractor services.

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. HS1 Ltd are also considering options for the neighbouring depot building site at **1-2 Cedar Way**.

l m n 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 light industrial, warehouse and IT facility uses 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.

o Former Jubilee Waterside Centre

Currently a temporary home to the Abacus Belsize Primary School, whilst it identifies a site for permanent relocation, this canalside building and site offer the opportunity for alternative uses and canal access when it becomes available in the future.

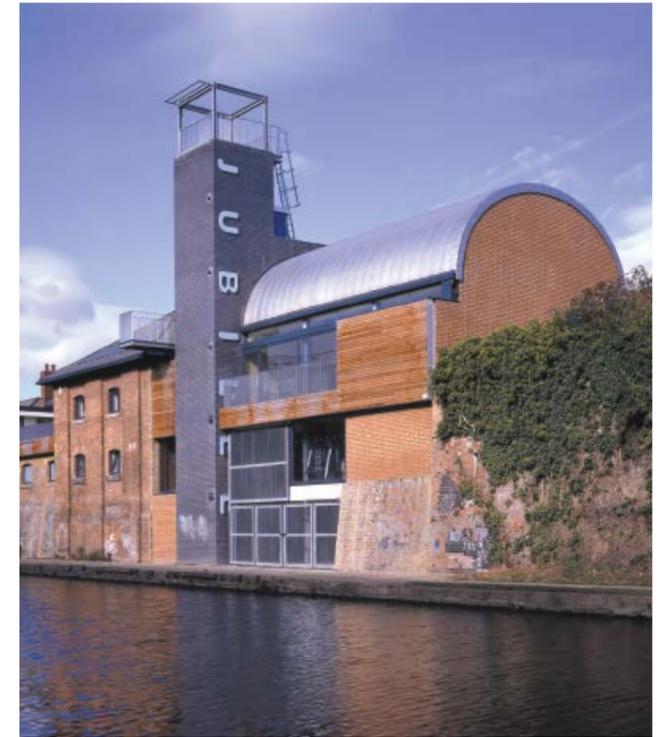
p Shorebase Access Site, Pancras Road

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.

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 private and public spaces within and around them. Some of the principles of how this could be achieved are set out later in this SPD. Alongside the Neighbourhood Plan's vision for future development of some of these sites, the new SALP will also be seeking a comprehensive, co-ordinated and integrated approach to bringing forward and delivering acceptable site proposals in the area, and Design Codes are one of the tools available, and encouraged to inform proposals and define and deliver the requisite design quality on and across sites.



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



Former Jubilee Waterside Centre



Proposals for the UBB 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

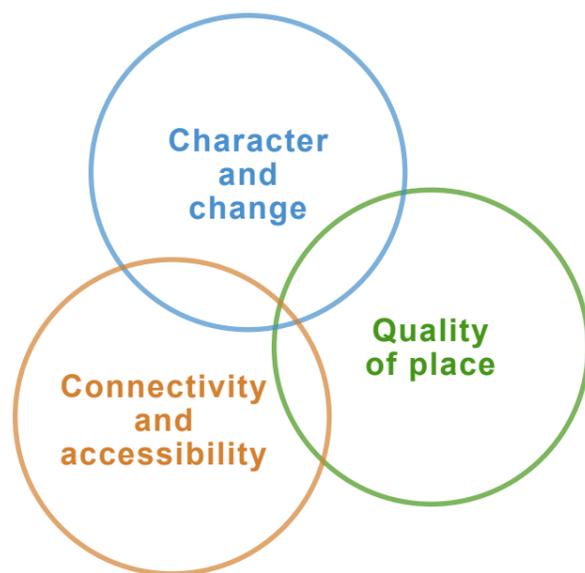
Whilst the area sits in a wider area of major transformation, it feels divorced from it. Redevelopment has the potential to integrate the area with the wider surrounding areas of change, whilst helping it become a more attractive and recognisable place in its own right – and a more successful neighbourhood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



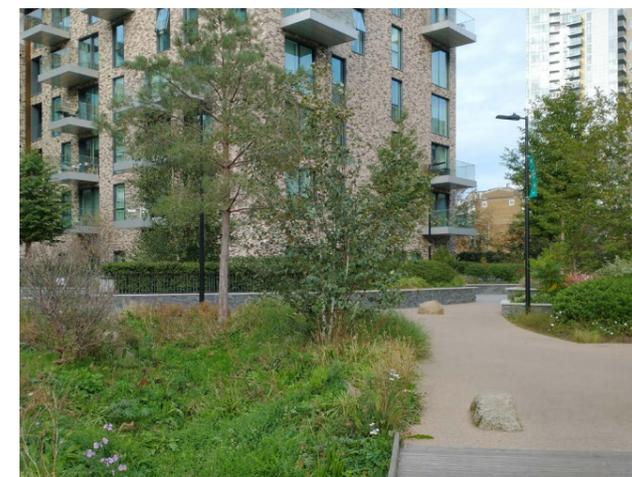
Kings Cross Visitor Centre



Recently completed Sustainable Urban Drainage scheme on Camley Street



Recently completed Esperance Bridge at Kings Cross



Landscape integrated within new housing at Woodberry Down



Proposed Camley Bridge (image: Neil McLaughlin Architects)

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
- 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
- Unlike more recent schemes, many canal-side developments failed to realise the opportunities of the canal to create views and improve access
- Local communities question what benefits the “Knowledge Quarter” developments deliver for local people



Buildings turning their back to the canal



Buildings turning their back to streets



Large, inward looking and impermeable sites



Large inactive and blank frontages

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 growth that is inclusive and has social value
- 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 the diverse employment role of the area – from light industry to health sector services and support Camden’s growth sectors including creative and cultural industries and the “Knowledge Quarter”
- New employment spaces should be of different types and sizes to meet a variety of existing and future employment needs
- Optimising the amount of new housing and genuinely affordable housing through redevelopment across the area
- New development and growth should see improved and new social community infrastructure where extra demands are created



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

Developments that optimise the potential of land, including a mix of new workspaces that builds on its industrial past and suitable for different types and size of businesses and create job opportunities accessible to local people 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

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**
- **Maintain and enhance the employment role of the area as a place to do business and improve local access to a range of job opportunities**
- **Create an ambitious mixed-use neighbourhood that connects and integrates well with surrounding neighbourhoods; economically, socially and environmentally**
- **Provide the sustainable and innovative developments and related measures that helps deliver a zero carbon neighbourhood**
- **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**
- **Create a more vibrant and safe place for all people and all ages**

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 more innovative and compatible mix of existing and new uses which can exist side-by-side as good neighbours.
- 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:
 - * Reprovision of current employment floorspace within and/or across sites;
 - * Appropriate reprovision of current employment uses within and/or across sites;
 - * Spaces suitable for light industry, studios and workshops and other complementary employment uses that are compatible with mixed-use intensification;
 - * Spaces that meet the needs of Camden's knowledge and growth sectors;
 - * Smaller spaces that are more affordable and suitable for SMEs and start-ups;
 - * Spaces that are well designed with a clear purpose for the intended use: whether for specific sectors/uses or suitably adaptable, flexible and future proofed to accommodate different businesses.
- Growth should support a successful and inclusive economy providing additional employment benefits in terms of enhanced skills, access to new jobs and training opportunities for local people, particularly young people, and contribute to regeneration in neighbouring communities.
- Meet Camden's housing needs through a significant increase in the number, mix and affordability of new homes across all major developments.
- Maximise opportunities from public sector land, such as 50% affordable housing and improved health facilities through development of NHS sites.
- 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.
- 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.

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 routes under bridges, large impermeable sites and inactive frontages create actual and psychological 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 shopping, community and cultural offers of nearby areas such as Kings Cross Central, Camden Town and Somers Town
- The quality of St Pancras Way is heavily compromised by a disordered character; exacerbated by the one-way system
- Granary Street, with the blank elevation of the Ugly Brown Building and long wall around the hospital site illustrates another example of an inactive and poorly overlooked street
- Potential conflicts between walkers and cyclists on the canal towpath



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

Make Connections

- A more connected place – where new more permeable developments and new routes improve accessibility and integration with the wider area
- A more connected place – where access to local shops, public transport, the canal, community infrastructure and places of work becomes more direct and easier
- Enhance the quality of Camley Street, Granary Street and St Pancras Way and other existing streets where greater priority is given to encourage walking and cycling
- Integrate Elm Village better into surrounding change
- New and enhanced bridge routes under and across railways and the canal
- 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
- Improve routes for cycling



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

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

Better connected with surrounding neighbourhoods and local facilities, where better walking and cycle links improve connections with Kings Cross and St Pancras, Central London, Camden Town 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 community safety 24 hours a day for all people and all ages and reduce opportunities for crime and anti-social behaviour**

How can these be met?

- Design, deliver and better connect the new homes, workplaces and other destinations to increase activity, passive surveillance and reasons to visit and pass through at all times of the day.
- 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.
- Make existing and new cycle routes safe and pleasant to use with a clear purpose to improve choices, encourage usage and reduce potential conflicts along the canal.
- 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 (either separately or integrated into the Camden Highline proposals) and explore the feasibility of wider decking over the railway cutting.
- Support, promote and facilitate the Camden Highline route from Camden Town through to Camley Street and York Way.
- 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.

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
- Enhance Camley Street as a strong north-south green "spine"
- Enhance the various roles of the canal - in terms of activity and recreation, 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, with more animated streets throughout the day and evenings, welcoming and safe public spaces, accessible to all, and varied and high quality buildings, setting design benchmarks for others to follow

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

Our Objectives: Better Places for People

- Create a more resilient and liveable environment that is able to adapt to the impacts of climate change
- 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?

- In line with the Mayor's Public London Charter, ensure that public spaces are safe, accessible, and inclusive for all communities; are attractive, well-connected and easy to understand; and well maintained and serviced with clear management and maintenance strategies.
- 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 new spaces and public realm areas to meet the needs generated by new development 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 adding to wildlife habitats, greening and improving enclosures and railway edges, and gardening/food growing areas;
 - * Urban spaces eg for local events and street-side activities;
 - * Wider pavements with tree planting.
- Ensure that new spaces are well overlooked and have clear functions with well-considered and robust designs, planting and materials.
- 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 SINC sites 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.



5

DEVELOPMENT AND SITE GUIDANCE

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.

Whilst sites may come forward independently, adjacent landowners should work co-operatively on shared objectives and regeneration outcomes to help ensure that individual schemes or phases of more comprehensive development do not prejudice or undermine the quality of other schemes and associated potential improvements and benefits that could be achieved beyond individual site boundaries. Collaboration and use of design codes might be used to achieve this.

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:

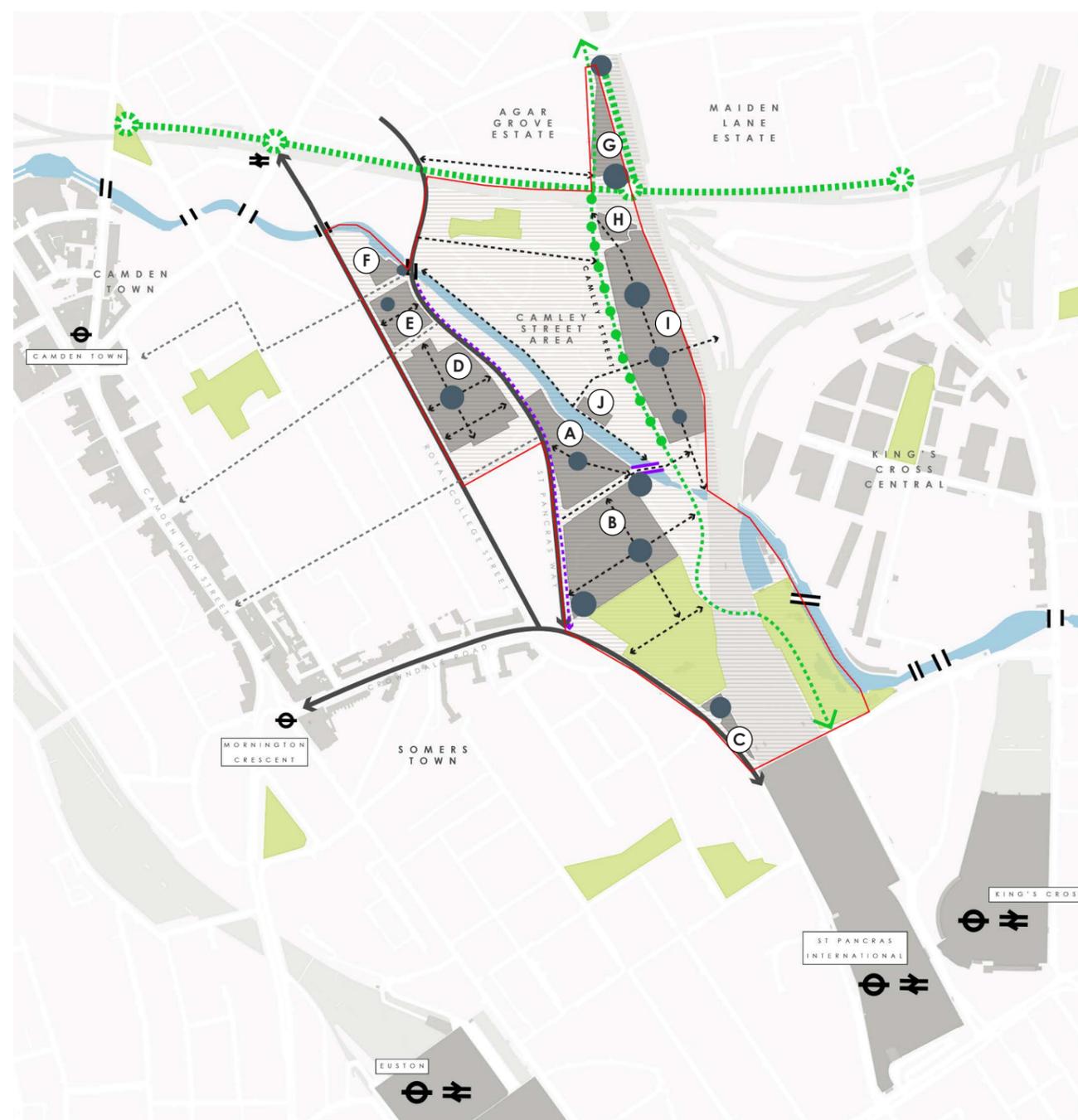
- Making the area more attractive
- Making it easier to get around and more accessible
- Stimulating the local economy through improving connectivity between homes and local destinations: shops, services, transport networks and jobs
- Making people feel safer
- Improving green infrastructure networks

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 equally important
- **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



- | | | |
|--|--|--|
| <ul style="list-style-type: none"> □ 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 segregated cycling lanes | <ul style="list-style-type: none"> --- Potential Camden highline ⊗ Potential link to Camden highline → Camley Street - "green spine" == Canal crossing --- Potential new canal crossing | <ul style="list-style-type: none"> ⓐ Shorebase Access site, Pancras Road ⓓ Parcelforce site, Royal College Street ⓔ St Pancras Commercial Centre ⓕ Bangor Wharf ⓖ 120-136 Camley Street ⓓ HS1 Ltd site, 1-2 Cedar Way Estate ⓓ Cedar Way Industrial Estate, 108-114 Camley Street, 106 Camley Street & 104 Camley Street ⓓ Former Jubilee Waterside Centre |
|--|--|--|
- SITES**
- ⓐ "Ugly Brown Building"
 - ⓑ St Pancras Hospital site

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

Whilst this is not a land use plan, we want to see the housing and employment mix that already exists in the area added to, and in a more intensive, varied and better-designed way.

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

The mixed use schemes at the “Ugly Brown Building” and St Pancras Commercial Centre sites include affordable workspaces and replacement light industrial spaces respectively and will open up new pedestrian routes and public spaces. Emerging proposals for other sites should maintain and add to a variety of uses, such as new health and research facilities on the St Pancras Hospital site, which could intensify the number and type of jobs and benefit the local economy.

A key objective is to realise the Local Plan priority for significant new self-contained housing and genuinely affordable housing, with priority given to homes at social rents. Rather than land uses being segregated we want to see higher density mixed use development incorporate a mix of new homes and an enhanced stock of employment premises meeting diverse business needs.

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 new open space.

We will particularly support workspaces for the range of uses that will sustain a successful Camden and central London economy and growth sectors, including the varied industrial, knowledge economy and health related uses that are a feature of the area and other types of workspaces 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 sizes to accommodate a range of business uses: seeking, as a minimum, the re-provision of existing employment floorspace; re-provision of spaces suitable for existing types of employment uses; provision of other types of workspaces and job creating uses appropriate for the location; re-housing existing businesses where feasible; and including affordable spaces for small and medium-sized enterprises (SMEs).

Camden also has a thriving knowledge economy with renowned institutions and businesses in innovation, science and creative industries. Our Local Plan supports 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 (KQ) around Euston and King’s Cross and the emerging SALP policy for this area sets out emerging principles for a more inclusive economy. However this needs to be balanced with the areas other employment functions and the need to prioritise housing.

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, but should be on main routes and in the right places where more people are likely to pass by and use them.

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.



Base King's Cross at 103 Camley Street



Blackhorse Workshop: open-access community workshop with affordable access to tools, space, and on-site technical expertise, set up by Assemble, LB Waltham Forest, the Mayor of London and Create (image: Lorenz Seidler)



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



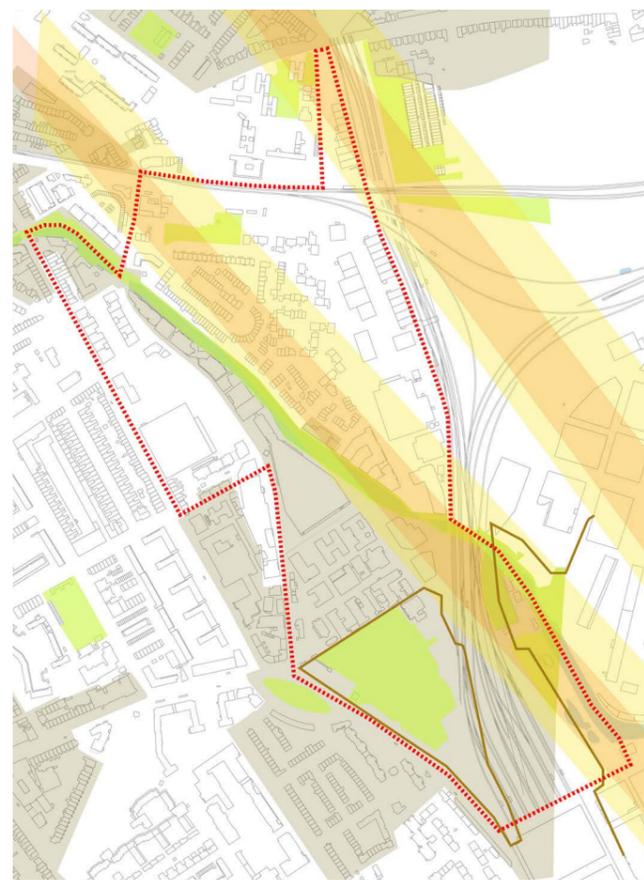
St Pancras Commercial Centre: mixed use scheme including light industrial units (image: Caruso St John Architects)

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 sites and parts of the area such as adjacent to the railways to the east offer more opportunities for taller buildings than others, particularly those outside conservation areas and distanced from more sensitive local contexts.

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.

Significant change must respect and positively work with and utilise the assets of 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. The implications of development on areas of archaeological interest must be considered and where necessary, investigated.

The canal is a multifunctional asset providing a transport and recreational corridor, ecological habitats, a heritage asset, a place for living and cultural and community activities. 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 on the following pages.

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



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



Camley Street - existing mature trees support opportunities to reinforce 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 allocated for redevelopment and with opportunities for 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 - development should make streets more active, inviting and attractive for pedestrians and cyclists to use (image: KSR, ref 2014/4385/P)



St Pancras Old Church and gardens - a distinct tranquil space, but needing improved accessibility to improve routes between Kings Cross and Somers Town



Camley Natural Park - a distinct ecological green space at the gateway to Camley Street and a more accessible destination with a new visitor centre

St Pancras Way Sites (East)



A 'Ugly Brown Building' (UBB)

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 in a comprehensive and co-ordinated way, in the restoration and making better use of important heritage assets and in providing new housing, other uses and public spaces. New pedestrian routes and spaces should make the site more inviting, outward looking and connected with the wider area.

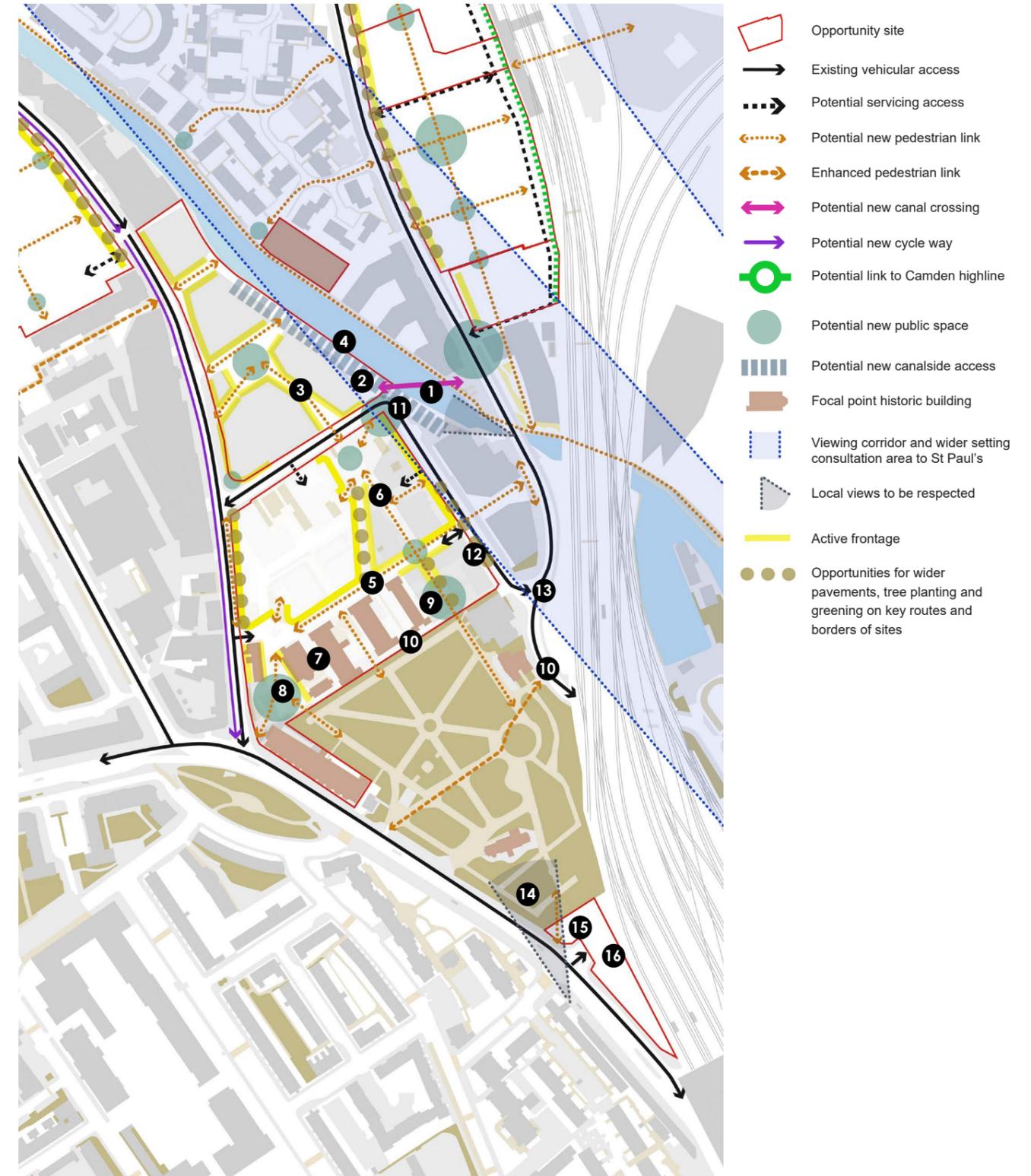
- 5 Utilise the historic layout to open up new east-west public route(s) and create public spaces; connecting St Pancras Way through to Granary Street, 101 Camley Street and the canal
- 6 A new green route orientated to a potential new canal bridge
- 7 Retention and creative reuse of the buildings of significant heritage and townscape value
- 8 An improved "arrival space" in south west corner and potential access into St Pancras Gardens
- 9 North-south route(s) connecting St Pancras Gardens with the southern entrance on Granary Street into the UBB site development
- 10 Step-free access and associated improvements to St Pancras Gardens (in line with the masterplan)
- 11 Potential realignment/redesign of Granary Street corner; to accommodate a potential new bridge landing in conjunction with landscaping proposals on the UBB site, at 101 Camley Street and through St Pancras Hospital redevelopment to create a new public realm space and potentially open up new views onto the canal
- 12 Opportunities for activating and enhancing Granary Street, through active frontages, wider pavement 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 the view and setting of St Pancras Old Church
- 15 Consider the opportunity to create a new southern access into St Pancras Gardens whilst preserving the tranquillity of the churchyard
- 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 UBB 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) and explore opportunity to “break through” to existing east-west pedestrian route on College Grove
- 4 As a significant large site this offers potential for a new central public open space, with more active and engaging edges to main roads and wider pavements to enable street tree planting



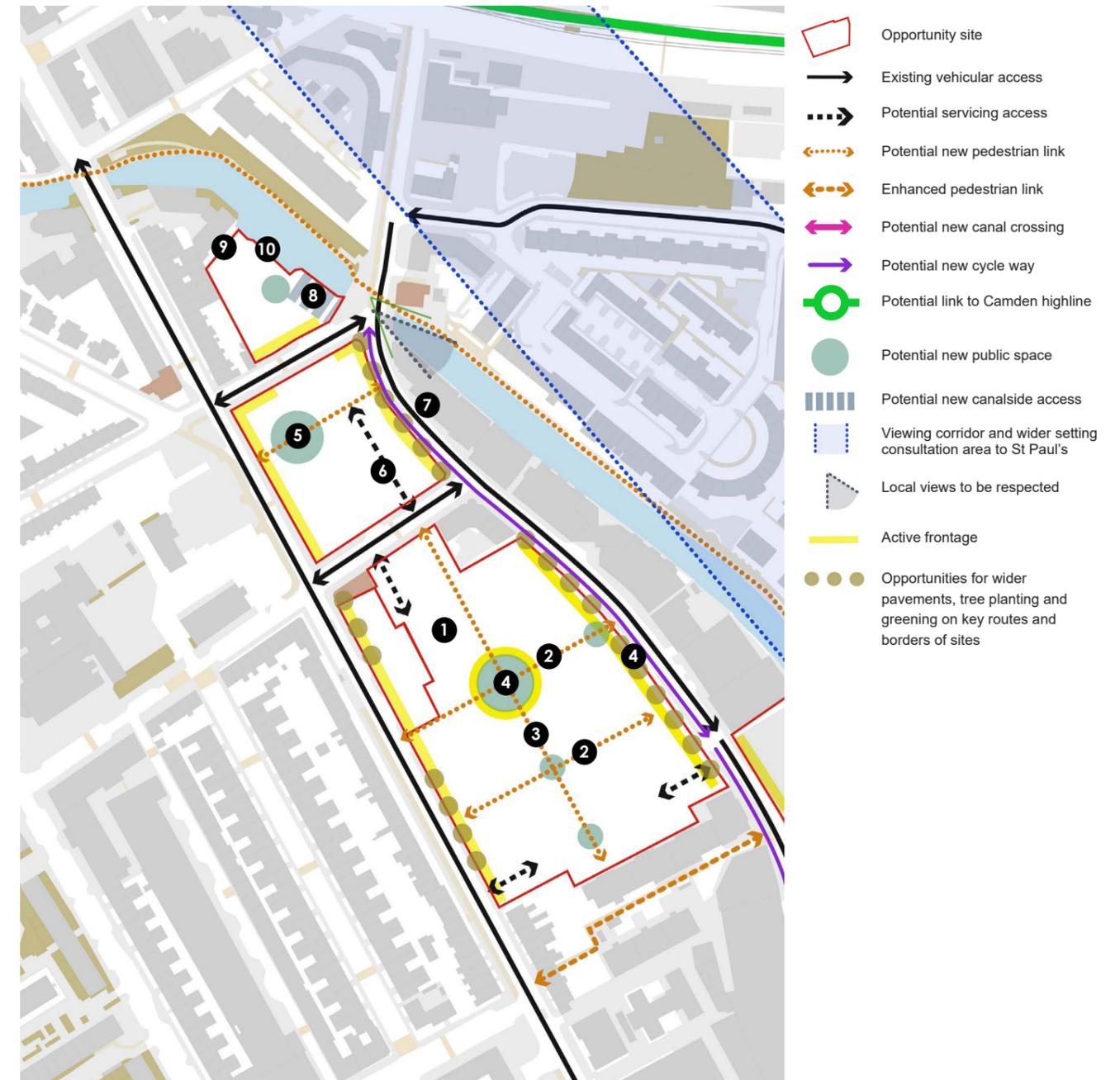
E St Pancras Commercial Centre

- 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 a canalside 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 moorings



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 of development 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 a potential “gateway” building addressing Agar Grove, improved cycle link and new public realm as part of an enhanced entrance into Camley Street
- 2 Provision of new public realm space to improve the “arrival experience” from under the bridge and connect access into Agar Grove Estate and future community facilities
- 3 New or improved footbridge or deck to Maiden Lane (potentially integrated into Highline proposals)
- 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



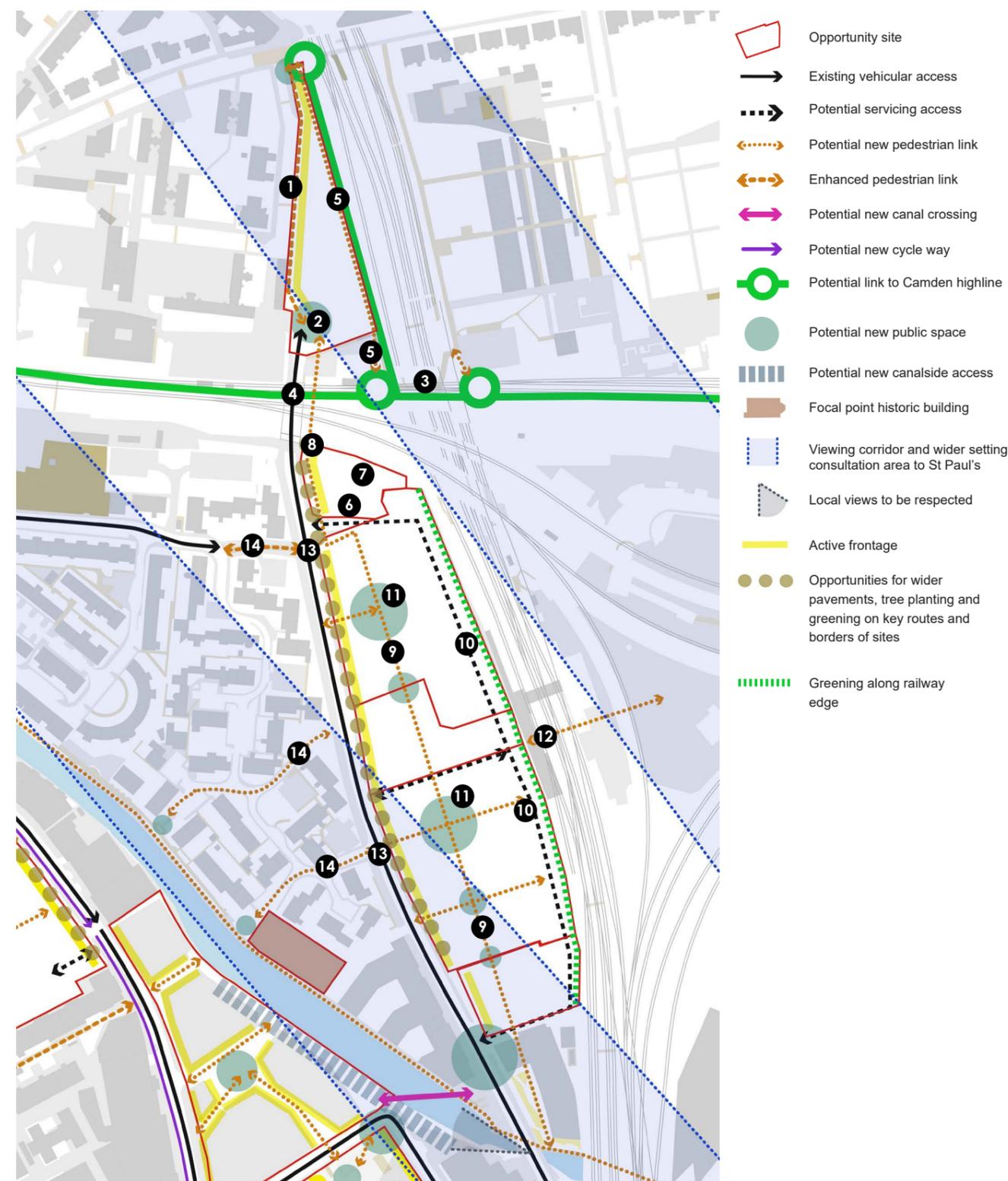
H HS1 Ltd site, 1-2 Cedar Way Estate

- 6 Potential incorporation into Cedar Way Industrial Estate site and to link into potential 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

- There is a real opportunity to reinforce and improve Camley Street as a strong green corridor through the area with substantially improved public realm for walking and cycling
- 9 Increased permeability, eg opportunity to create new pedestrian routes through 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 suitably sized and located green and urban spaces linked with potential new pedestrian routes
 - 12 Explore feasibility of future proofing and facilitating a space for eastwards connection across the railway towards Kings Cross Central and York Way
 - 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



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 completed and emerging projects using 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
- Improvements to existing cycling routes and new “pop-up” routes, including Goodsway and St Pancras Way

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

Transport for London have been 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 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 have started to enhance the pedestrian and cycling experience and safety in the area, but there is more to do.

The scope and nature of s106 obligations will depend on the scale and nature of development, with all major developments expected to contribute proportionately (either through s106 or CIL) towards the essential infrastructure required to unlock sites, improve accessibility objectives and address the impacts of development and likely increases in a local working and residential population.

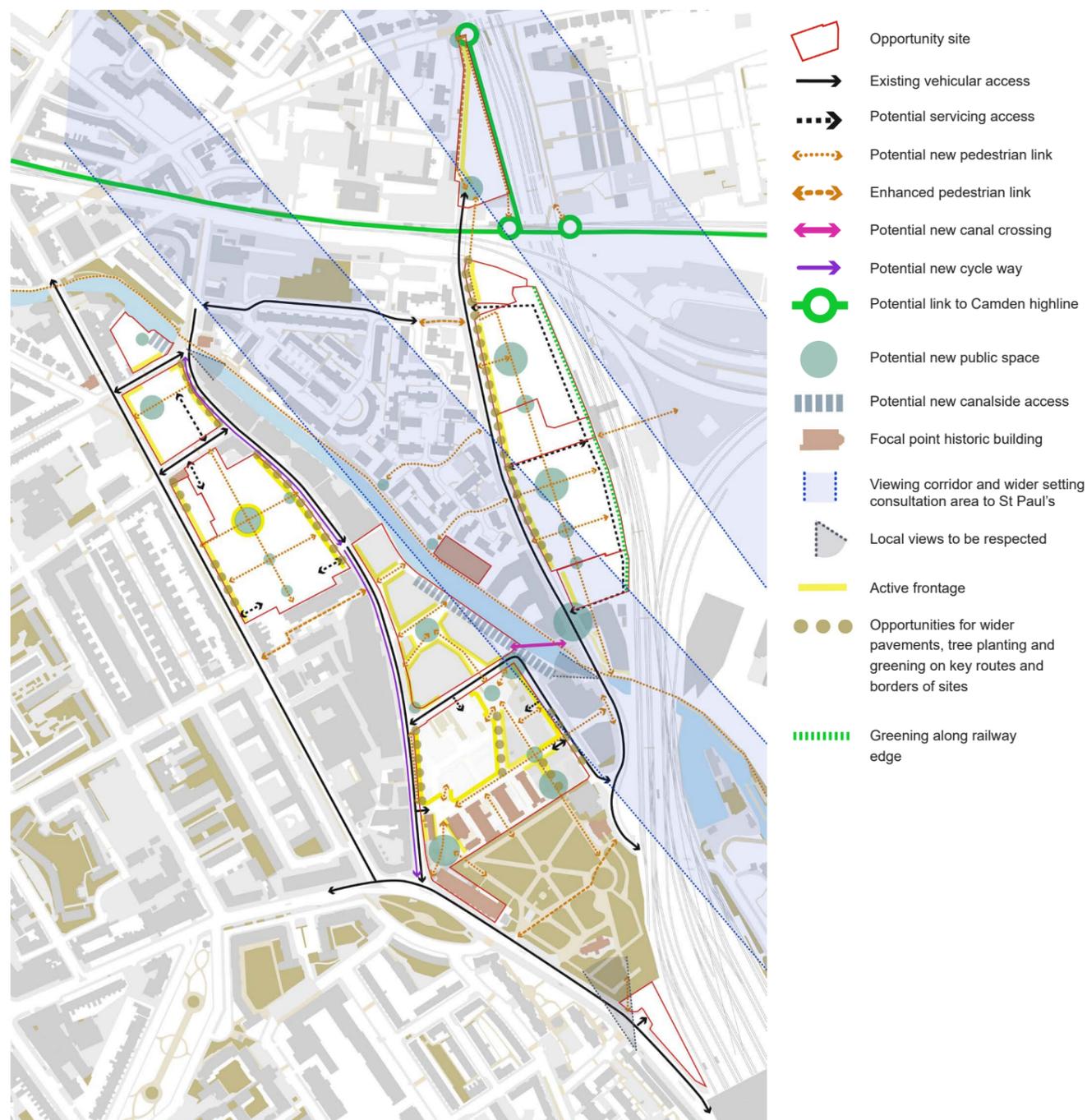
Depending on the location, the likely impacts and the other benefits derived these could extend to:

- Camden Highline and integrated or separately delivered improved bridge or deck link between Camley St and Maiden Lane Estate
- New canal bridge and other canal access and towpath enhancements
- Improving routes under rail bridges
- Enhanced/new community facilities
- Affordable workspaces
- Apprenticeships and training
- Greening and off-site public realm projects

Development should also be coordinated across ownerships and phased to minimise disruption to local communities and to sustain the occupation of buildings and provision of existing facilities and services for as long as possible. The temporary or “meanwhile” use of vacant buildings for appropriate alternative temporary uses to maintain business continuity and activity before and during phased developments will need to be considered.

CONSTRUCTION MANAGEMENT

Construction is already a major issue for the Euston and Somers Town area with the long-term and extensive impacts of HS2 related works. With other development proposals for a number of sites in the SPD and wider area, and close to residential areas, developers will be expected to prepare coordinated construction management plans. Needing effective and joined-up community liaison, together these should address and minimise cumulative impacts, such as noise and dust emissions, road closures and routes of construction traffic. The use of rail and the canal needs to be considered in the transportation of construction related materials (and even in the future servicing of some sites).



WORKING WITH OTHERS

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 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, e.g. locations of bus stops and crossings near bus stops, and whether local bus permeability could be enhanced
- Facilitating and future proofing longer term opportunities e.g. Camden Highline and the feasibility of a connection (such as a tunnel or bridge) eastwards towards York Way to “unlock” land to the north of Kings Cross Central.
- Remodelled or new footbridge/deck from Agar Grove/Camley St to Maiden Lane (either separately or integrated into Highline proposals) and viability of larger deck over rail cutting
- 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

WITH THE CANAL & RIVER 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 OTHER LANDOWNERS / DEVELOPERS AND AGENCIES

- Continue to cooperate and ensure that the benefits and offer of major developments, such as new jobs, open spaces and facilities, are accessible and inclusive to local communities and benefits can be widely 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
- Facilitate, future proof and secure the opportunities for new and improved walking and cycling routes, public access and open spaces through and between major development schemes
- Prioritise the most beneficial improvements and make effective use of available and future s106 and CIL funds in the area
- Explore and, where necessary, meet community infrastructure needs, such as local GP services
- Creating new energy centres or potential for existing energy network expansion and connections
- Mitigate the cumulative impacts of construction through coordinated construction management plans and community construction liaison groups

LINKS TO OTHER RELEVANT PLANS, GUIDANCE AND STRATEGIES

Links to be added to the published version

**For further information please visit our website
www.camden.gov.uk/canalsidetocamley,
email regenerationandplace@camden.gov.uk
or call us on 020 7974 4703**