

KENTISH TOWN PLANNING FRAMEWORK

Draft site analysis

February 2018



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An aerial photograph of a dense urban area, showing a complex network of streets, buildings, and green spaces. The image is in grayscale. A semi-transparent white rectangular box is overlaid on the right side of the image, containing the title text in a bold, green, sans-serif font.

INTRODUCTION TO THE SITE

INTRODUCTION

Kentish Town Planning Framework

In 2017, Camden Council adopted its Local Plan for the borough. The Local Plan changed the policy designation covering areas that sit behind Kentish Town Road and Highgate Road, known as the Regis Road Growth Area and the Kentish Town Industry Area. The Local Plan identifies these areas for intensification and growth and states that a planning framework will be developed to provide further guidance on the development of the area.

Developing a planning framework for Kentish Town provides the opportunity to shape the type, nature and feel of development that happens within this area of growth and intensification. A planning framework will not directly deliver development, but will guide any proposed development in the area.

The planning framework will be adopted as a Supplementary Planning Document (SPD) by the Council. The document will therefore have material weight in determining planning applications within the framework area.

Purpose of this document

This draft site analysis document presents our emerging spatial analysis of the framework and surrounding area. The document is a working draft that has been developed to inform the conversations and public responses to stage 1 of public engagement for the SPD.

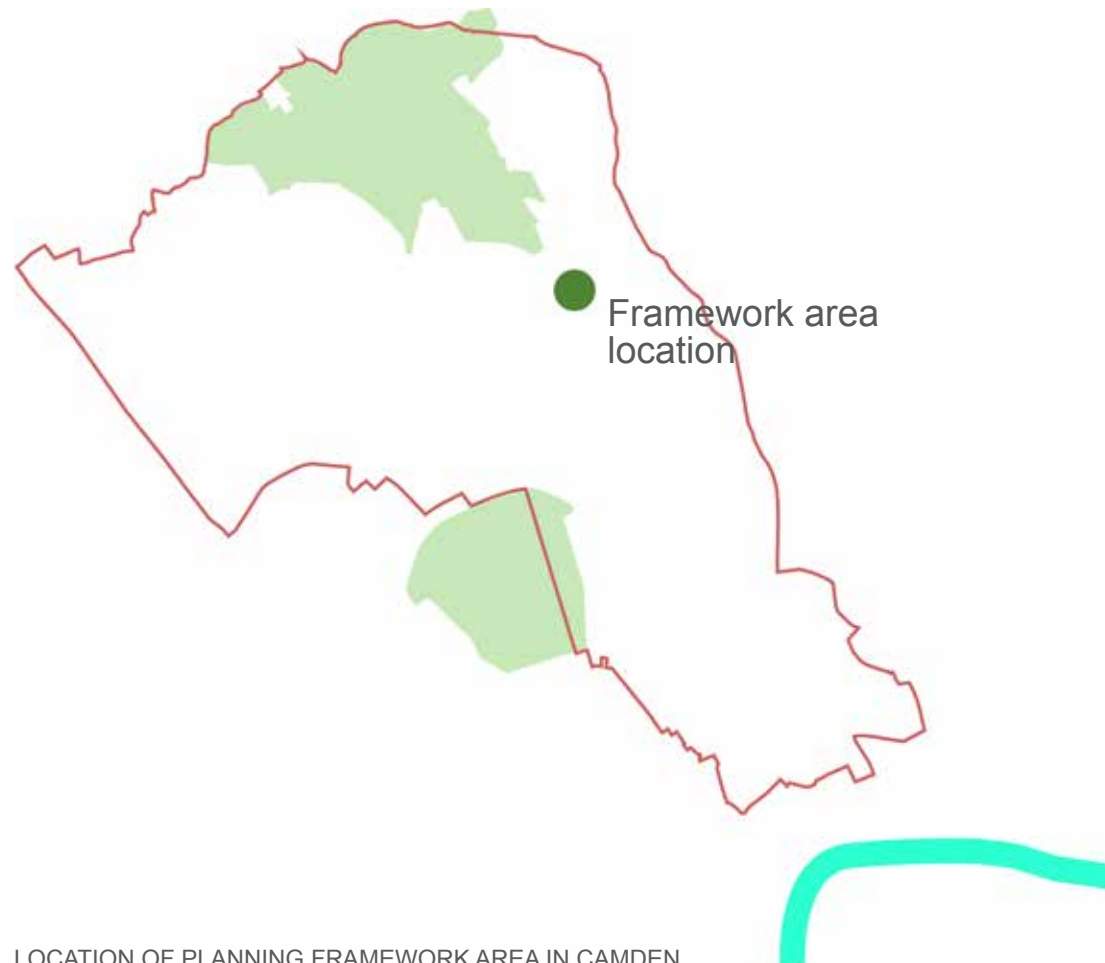
The draft site analysis will continue to evolve as the the Council reviews the response to the stage 1 public engagement and works towards a draft plan for the framework area.



HIGHGATE STUDIOS

LOCATION

The Kentish Town Industry Area is well located in the borough. Both Gospel Oak and Kentish Town stations are in the framework area, and Kentish Town West and Tufnell Park are close by. To the north of the area is Hampstead Heath, to the east is Kentish Town Road and to the west is Queen's Crescent market.



LOCATION OF PLANNING FRAMEWORK AREA IN CAMDEN

TUFNELL PARK

GOSPEL OAK

LISMORE CIRCUS

KENTISH TOWN

QUEEN'S CRESCENT MARKET

KENTISH TOWN ROAD

TALACRE GARDENS

KENTISH TOWN WEST



PROPOSED KENTISH TOWN PLAN AREA

Parliament Hill
athletics track

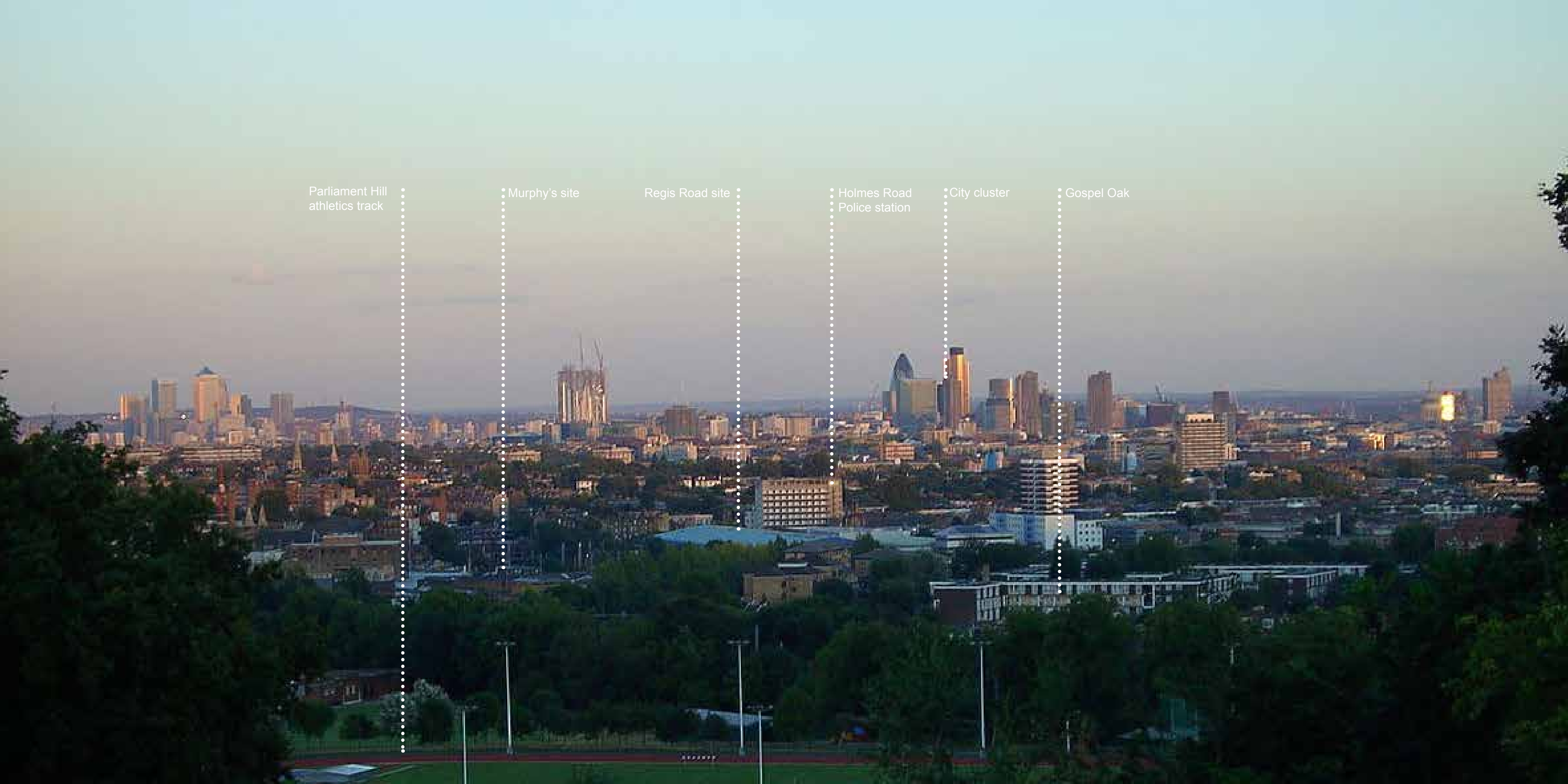
Murphy's site

Regis Road site

Holmes Road
Police station

City cluster

Gospel Oak



POLICY DESIGNATION

Both the Kentish Town Neighbourhood Plan (KTNP) and Camden's Local Plan identify part of the framework area as areas of growth and intensification. The area to the west of Kentish Town Road is identified as Kentish Town Regis Road Growth Area and is identified in policy G1 of the Local Plan as an area of employment-led growth that should be delivered as part of a comprehensive scheme.

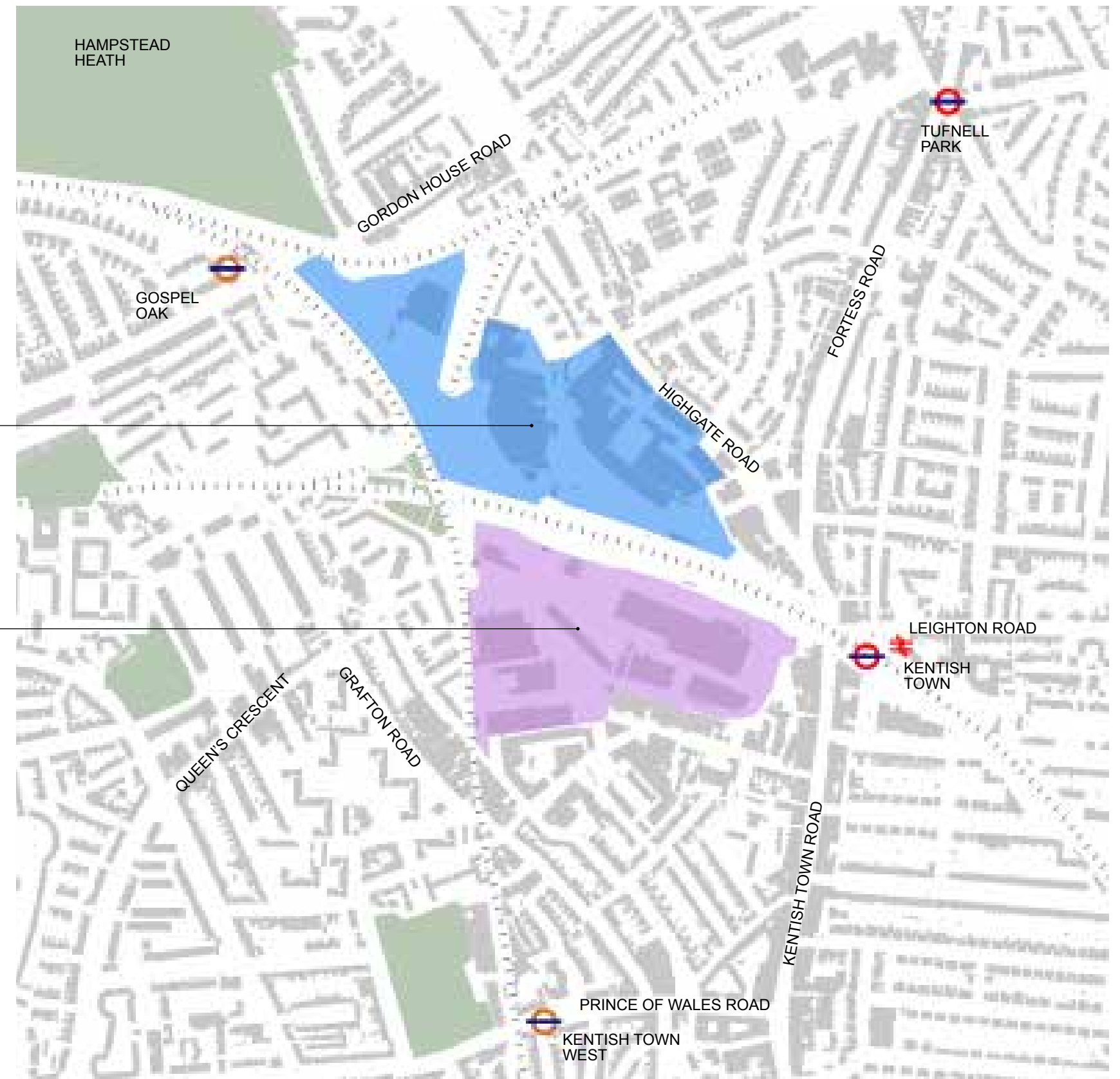
The area to the west of Highgate Road is identified as the Kentish Town Industry Area and is safeguarded in Local Plan policy E1. The Local Plan states that industry and warehouse uses are protected and the Council will consider high intensity redevelopment proposals along with other uses provided they would not prejudice the successful operation of businesses in the area.

The KTNP sets out specific policies for part of the framework area in Policy SP2: Kentish Town Potential Development Area.



KENTISH TOWN INDUSTRY AREA

KENTISH TOWN REGIS ROAD GROWTH AREA

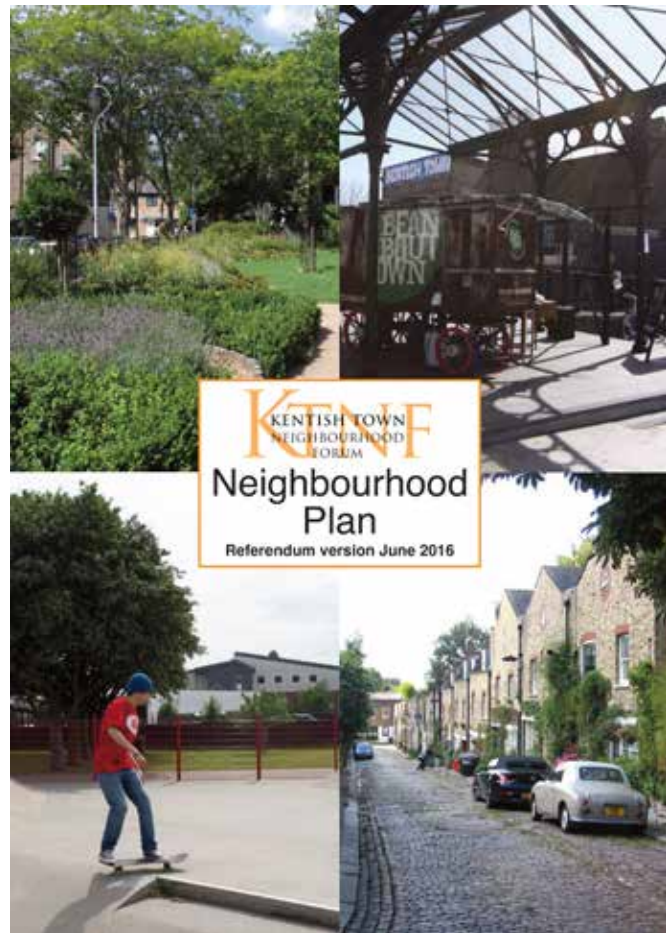


KENTISH TOWN POLICY DESIGNATIONS

NEIGHBOURHOOD FORUMS

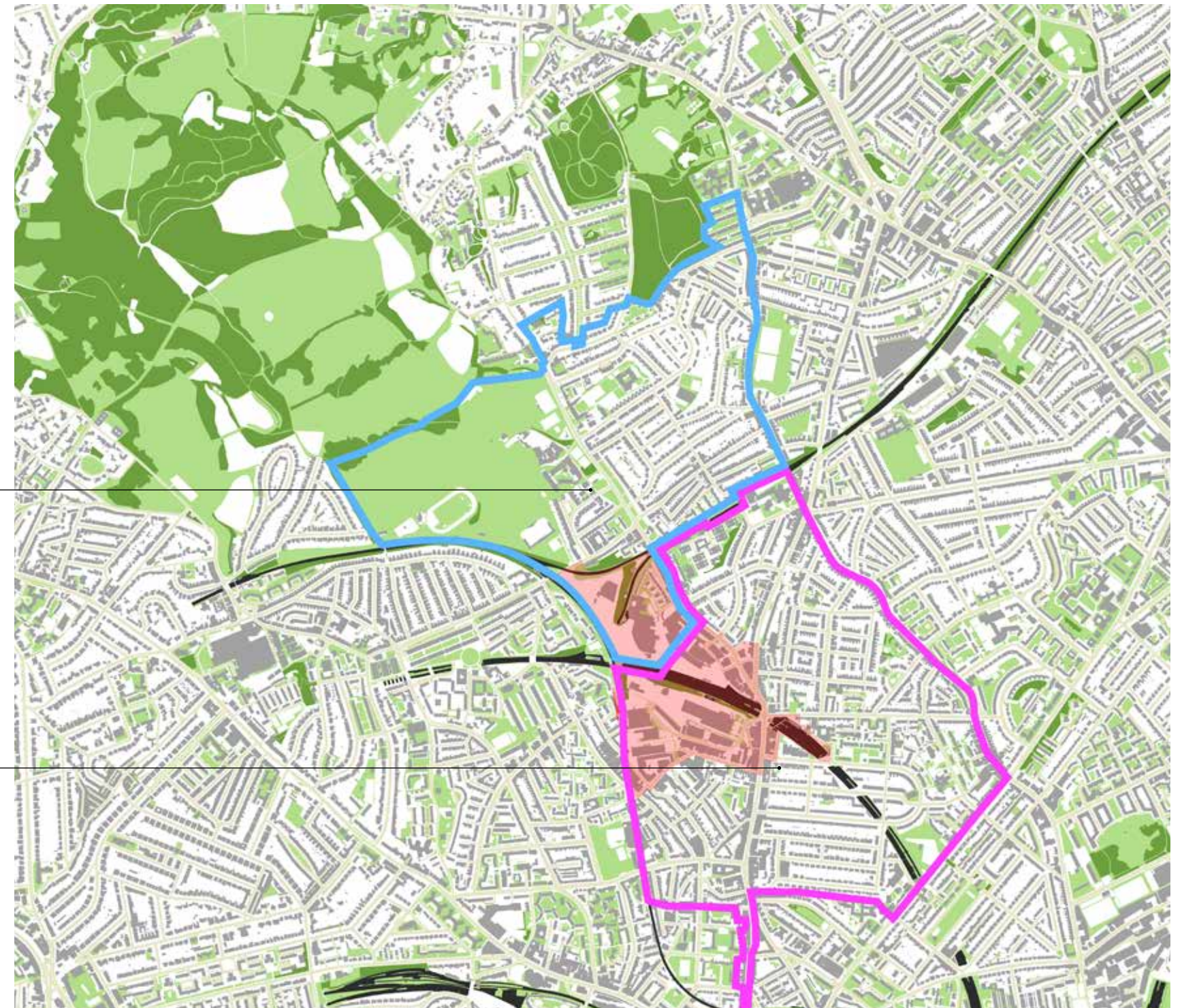
There are two neighbourhood forums covering the planning framework area: Kentish Town and Dartmouth Park.

Camden Council adopted the Kentish Town Neighbourhood Plan in 2016. The neighbourhood boundary covers part of the framework area including all of the Regis Road Growth Area. Dartmouth Park Neighbourhood Forum is in the process of preparing a Neighbourhood Plan and is due to go out to engage on a draft in 2018. The neighbourhood boundary covers part of the framework area, including some of the existing industry area to the west of Highgate Road.



DARTMOUTH PARK
NEIGHBOURHOOD FORUM
BOUNDARY

KENTISH TOWN
NEIGHBOURHOOD FORUM
BOUNDARY



KENTISH TOWN POLICY DESIGNATIONS

VIEWING CORRIDORS

The framework area is covered by regional and neighbourhood level viewing corridors. Views 3A and 2A.2 from Hampstead Heath looking towards central London cross part of the framework area. The neighbourhood viewing corridor is from a point outside Kentish Town station looking



LVMF, VIEWING LOCATION 2A: VIEW FROM PARLIAMENT HILL

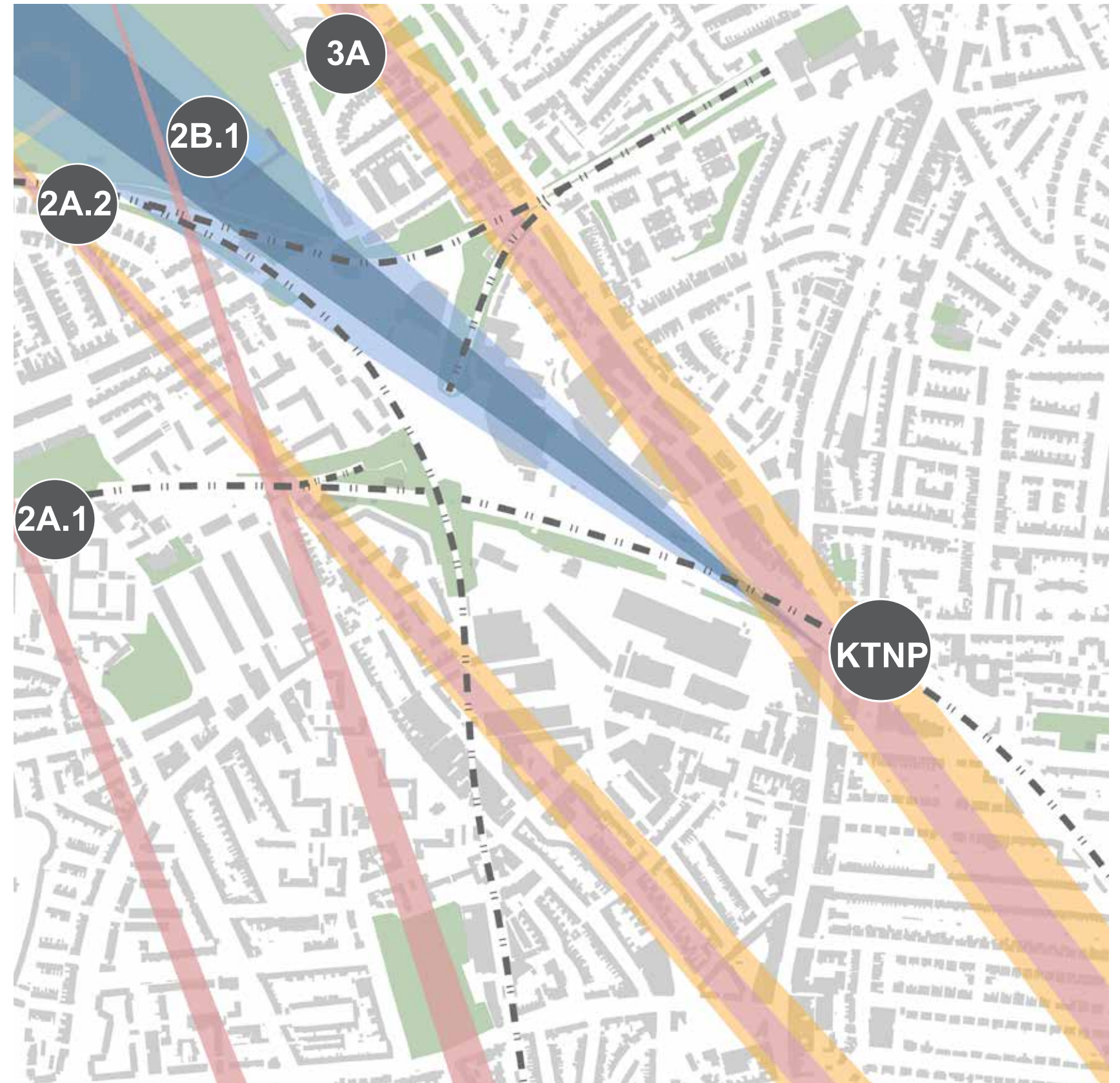
northwest towards Hampstead Heath. This viewing corridor crosses a large part of the Kentish Town Industry Area.



KTNP POLICY D1: THE VIEW OF PARLIAMENT HILL



LVMF, VIEWING LOCATION 2A: VIEW FROM PARLIAMENT HILL



VIEWING CORRIDORS THAT IMPACT THE PLANNING FRAMEWORK AREA

DEMOGRAPHICS

Kentish Town is expected to have a population increase of 12% by 2028.

Over half the population is White British, which is higher than the Camden average, and there is a high proportion of younger people living in the area.

It has a high proportion of economic activity, at over 70%, compared to a Camden average at 68%. Despite this, the annual household income is lower than the borough as a whole.

Life expectancy is lower for both men and women than the Camden average and a larger proportion of older people live in deprivation compared with the rest of the borough.

There are more working age residents employed in professional, scientific and technical activities than any other industry.



The population of the framework area is younger than the Camden average with a high proportion of 16-29 year olds.



Just over a quarter of homes in the framework area are owned, compared to a third across the rest of Camden



64% of the population in the area are economically active



Less than 40% of households in the framework area are occupied by families



70% of the framework population have no access to a car or van

SOURCE: ONS CENSUS DATA 2011, KENTISH TOWN WARD



POPULATION DENSITY

The framework area has a low population density when compared with the surrounding areas and Camden as a whole.



SOCIAL RENTED HOUSING

There is a high proportion of social rented housing in the area compared to the Camden average.

SOURCE: LONDON DATA STORE, LSOA ATLAS, 2011 BOUNDARIES



HOUSEHOLD INCOME

Household income increases to the north and west of the framework area, and is significantly lower directly to the west.



UNEMPLOYED ADULTS WITH DEPENDENT CHILDREN

There is a high proportion of unemployed adults with dependent children to the west of the framework area.

HISTORY



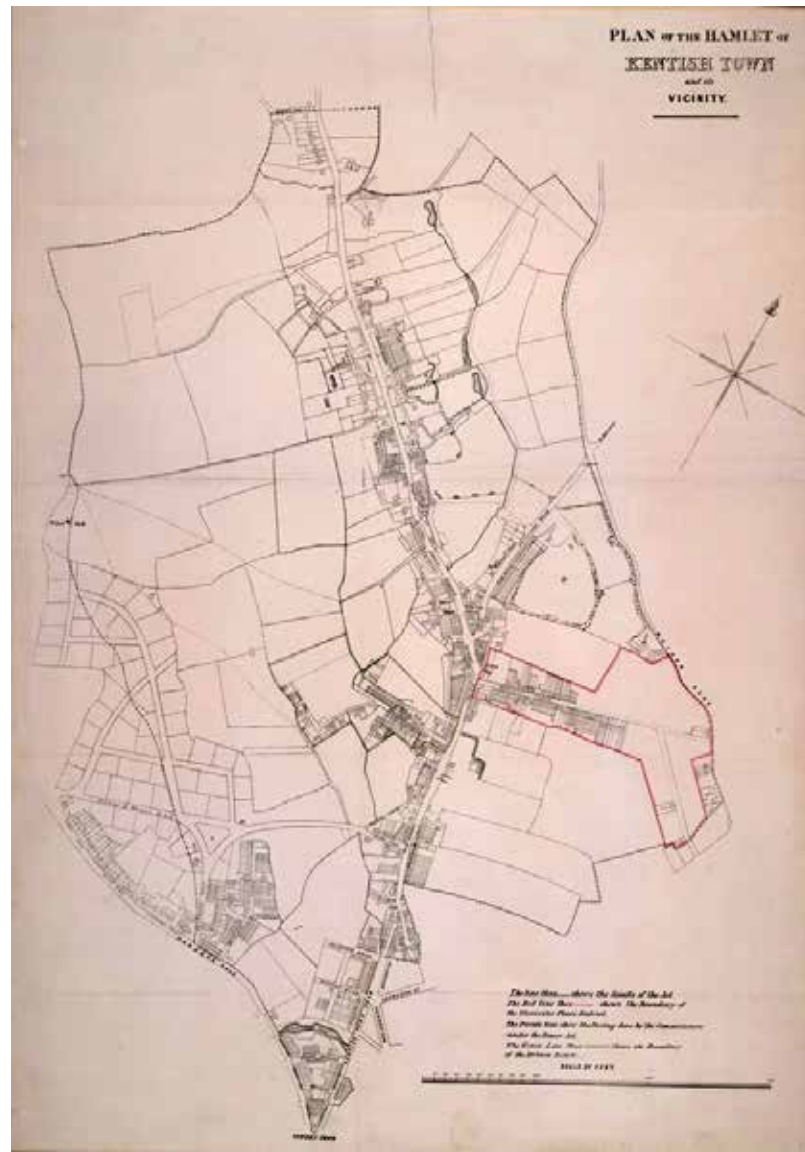
INTRODUCTION

Both the Kentish Town Industry Area and the Regis Road Growth Area are characterised by their industrial past. The history can be characterised broadly by three periods. The first is pre-rail infrastructure, the second is as a depot that serves the rail infrastructure that criss crosses the site and the third is as industrial uses.

Prior to the arrival of the rail lines in this part of north London, Kentish Town was a Hamlet, surrounded by marshland.



BOOTH'S MAP OF KENTISH TOWN



MAP OF KENTISH TOWN, 1840



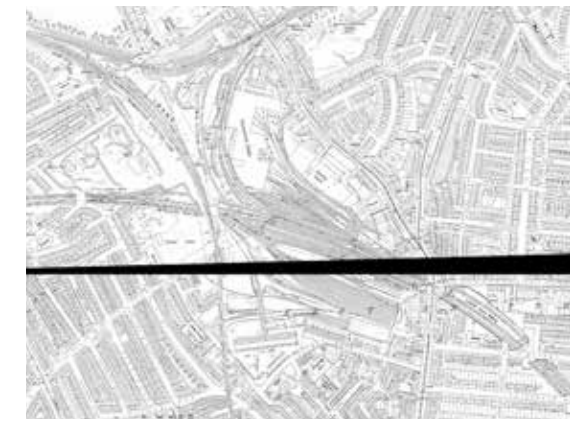
1869

The map shows the introduction of the North London Line, the Midland Mainline and the Hampstead Junction Railway criss-crossing the site. A large coal depot was established in Holmes Road. The suburban growth in the surrounding areas of Gospel Oak and Kentish Town is visible on the map.



1896

In the 1880s Kentish Town West and Gospel Oak stations were opened. The sidings either side of the Midland Mainline increased during the 19th Century as well as the amount of large warehouses that serviced the railways. Significant residential growth to the north and east of Kentish Town is visible in the map.



1915

The area to the north of the Midland Mainline became even more dominated by rail sidings in the early 20th Century, as locomotive sheds were constructed across the site. The Northern Line was opened in 1907. Kentish Town Road became an important shopping centre.



1952

In the first half of the 20th century parts of the district became run down and the Council cleared the first set of dilapidated properties in the early 1930s. During the London Blitz twenty-one high explosive bombs fell on Kentish Town creating the need for more rebuilding.



1963

By 1963 the rail sidings have reduced across the area, though many of the rail related buildings such as the locomotive sheds remain. Significant change has taken place in Gospel Oak, to the west of Kentish Town. The new West Kentish Town estate is visible to the south of Queen's Crescent.



1971

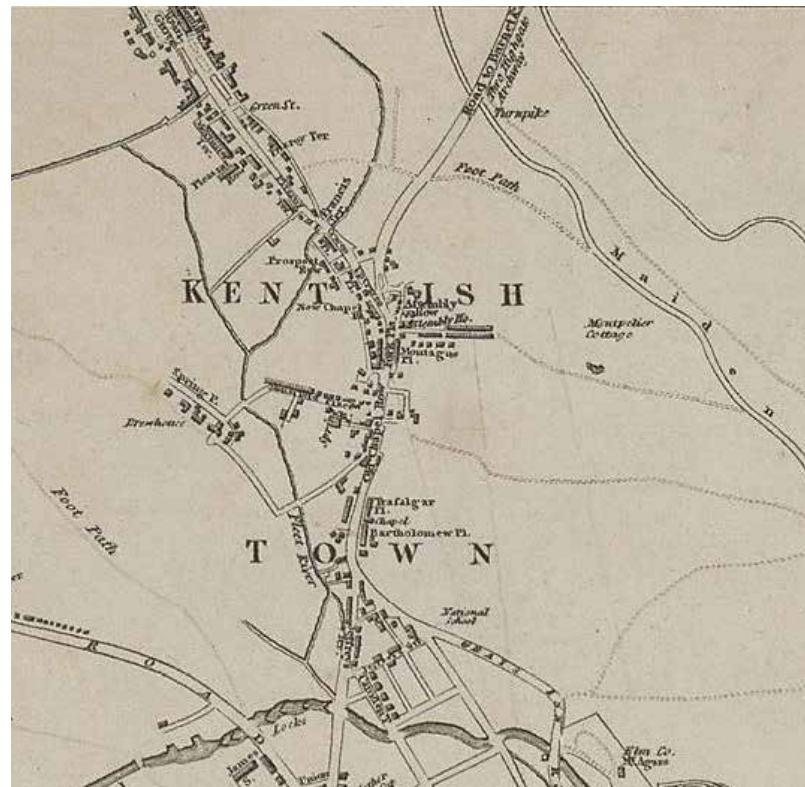
By 1971 the area, with the exception of Regis Road, looks similar to how it looks today. Regis Road industrial estate and the Murphy's occupation of the site to the north of the Midland Mainline took place in the 1980s.

PRE-RAIL

The early settlement of Kentish Town around its High Street was established in the 13th century or earlier. Building initially formed ribbon development with individual properties strung out along the road to Highgate following the course of the river Fleet. The road was an important route and various inns were established to serve the many travellers going between London and the north. These stretched from where the former Castle pub (now the Vine) stood at the entry to Kentish Town northwards along Highgate Road to Swains Lane.

As London expanded westwards in the 18th century, Kentish Town also changed and grew. More houses were built along the main road. Inns began developing extensive pleasure grounds as Londoners visited the area on day-trips to the country.

Pollution of the Fleet became an increasing problem in the 18th century. The river was gradually culverted over. It remained comparatively clean in Kentish Town until the end of the 18th century but was still capable of flooding and by the 1850s it had been culverted as far north as Holmes Road. The northern section remained open until 1872 when, prompted by a particularly bad outbreak of cholera in 1866, the Metropolitan Board of Works encased it.



1823 MAP SHOWING THE RIVER FLEET



THE CASTLE TAVERN



BULL AND LAST, HIGHGATE ROAD

RAIL LANDS AND SIDINGS

Within a period of 25 years, from the mid-1840s to 1870, Kentish Town was transformed. The sale of Lord Southampton's land in 1840 and subsequent laying out of streets between Kentish Town and Haverstock Hill led to much of the initial development.

First came the North London Line, built on a large brick viaduct above the southern end of Kentish Town in 1850. The construction of the Hampstead Junction Railway on a viaduct at roof level, with the west Kentish Town up to Gospel Oak and Hampstead Heath followed in 1860.

In 1864, the Harrison Estate between Kentish Town Road and the embankment of the Hampstead Junction line was purchased for "goods and coal station, carriage sidings and engine sheds". Excavations for the engine sheds and workshops were started in 1865.

On the west side of Kentish Town Road, the Midland Railway swallowed up all of the remaining unbuilt land between Holmes Road and Highgate Road for sidings, workshops and train sheds.

A massive coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area, the largest being in Grafton Road, employing 300 workers. Other large factories were built in the second half of the 19th century, producing such things as false teeth (Angler's Lane), furniture, wallpaper (Highgate Road) and artists' materials (Malden Crescent and Spring Place).



WINSOR AND NEWTON PAINT BOX, 1832



KENTISH TOWN LOCOMOTIVE SHEDS



KENTISH TOWN STATION, 1938

THE 20TH CENTURY

By the turn of the century, the infrastructure was starting to age and decay, while the growth in the population had also led to overcrowding. The local authority attempted to improve living conditions by demolishing old buildings and building new flats.

Horse-drawn trams were introduced in the 1870s, replaced by electric trams around 1908, and the Northern Line was opened in 1907. Kentish Town Road became an important shopping centre. Most of the older houses along Kentish Town Road were converted or rebuilt as shops.

During the London Blitz twenty-one high explosive bombs fell on Kentish Town creating the need for more rebuilding. At the same time, the decline of local manufacturing left the area less prosperous than it had been in the 19th century.

Throughout the post-war period, new estates were planned and built. However, because of limited funds, the process was slow. Many old buildings in terrible condition were left condemned but still standing. The area suffered from vacant housing, overcrowding, and high rents.

By the late 1960s some people were taking over vacant properties and doing the repairs themselves. New businesses and industry moved into Regis Road in the 1980s and formed the Kentish Town Business Park. Murphy's established their headquarters to the north of the Midland Railway behind Highgate Road in 1984 and still remain there today.



KENTISH TOWN CITY FARM, ESTABLISHED IN 1971



THE FORUM, BUILT IN 1934



VIEW OF KENTISH TOWN STATION

CHARACTER AND TOWNSCAPE



SURROUNDING CHARACTER

The development of Kentish Town can be traced by the distinct historic street patterns that are still intact. The Victorian streets that form the majority of the conservation areas present a relatively uniform townscape, each with quite distinct architectural characters of their own. The historic core, around the high street and station is of a much finer grain.

In Gospel Oak the historic street pattern has in many places been replaced with mid 20th Century housing layouts where large swathes of land were redeveloped. A more fragmented street pattern can be seen in this area.

These residential character areas contrast starkly with the Regis Road Growth Area and the Kentish Town Industry Area to the north of the railway. These industrial areas are characterised by large spaces of hard standing that are often inactive and poorly connected to each other or the surrounding neighbourhoods.



KENTISH TOWN AND SURROUNDING AREA FIGURE GROUND PLAN

SURROUNDING CHARACTER

The surrounding areas to the north, south and east are typically characterised by Victorian terraced properties,

To the west of the planning framework area, the character is more varied in the types of accommodation, with a larger number of mid 20th Century housing estates.



KENTISH TOWN HIGH STREET

DARTMOUTH PARK

INGESTRE ESTATE

MANSFIELD CONSERVATION AREA

KENTISH TOWN CONSERVATION AREA

KENTISH TOWN ROAD

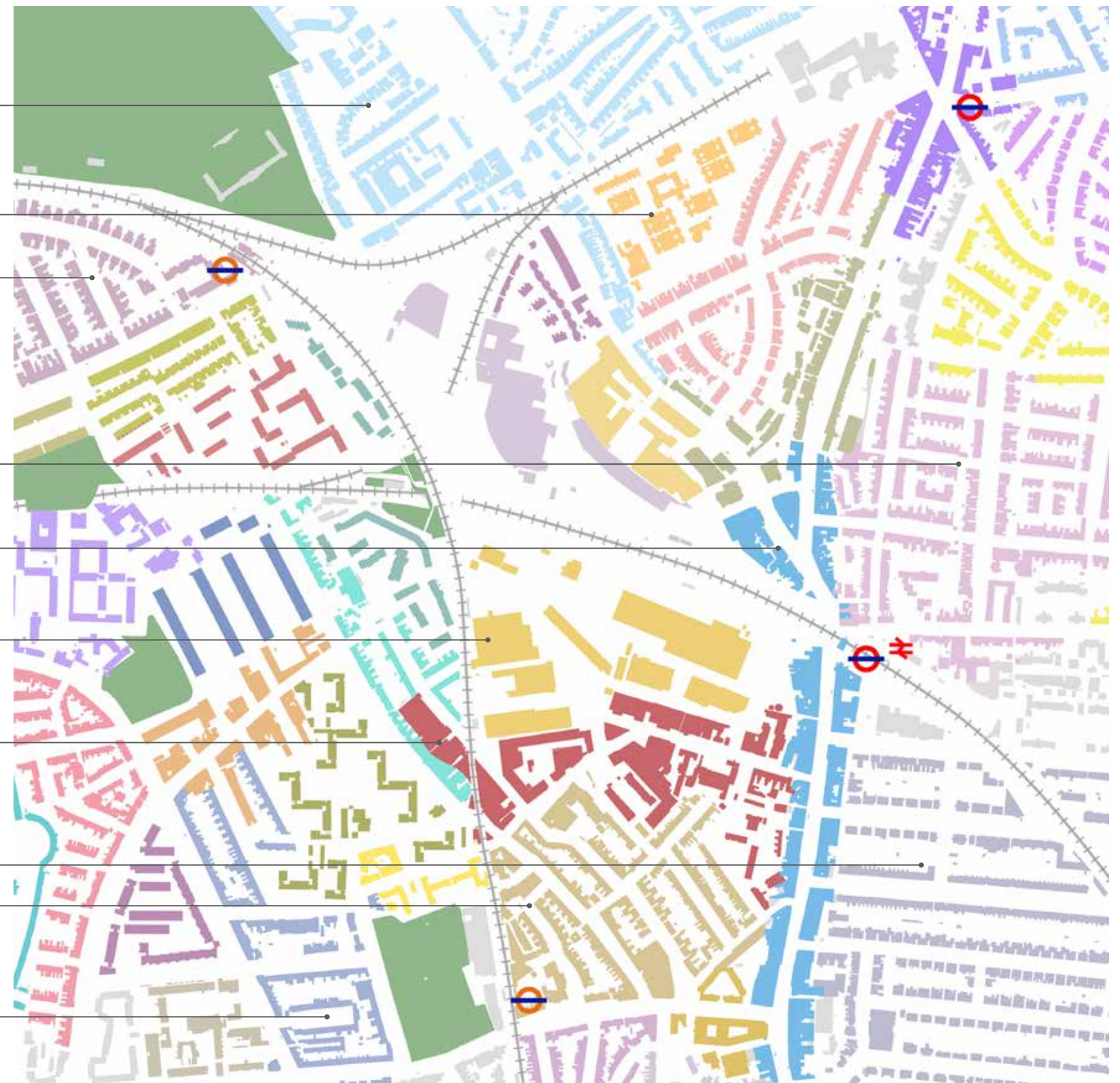
REGIS ROAD

HOLMES ROAD SPRING PLACE

BARTHOLEMEW ESTATE

INKERMAN CONSERVATION AREA

WEST KENTISH TOWN



SURROUNDING CHARACTER AREAS

SURROUNDING CHARACTER



HIGHGATE STUDIOS CHIMNEY, HIGHGATE ROAD



FALKLAND ROAD



DOME, 189 KENTISH TOWN ROAD



WILLES ROAD FACADES



RAILWAY ARCH, ATHLONE STREET



CANOPY AT KENTISH TOWN STATION



HEATHVIEW, GORDON HOUSE ROAD

SURROUNDING CHARACTER



HOLMES ROAD GARDEN



COLLEGE LANE



LANDSCAPING, HOLMES ROAD



COMMUNITY TREE PIT PLANTING, INKERMAN CONSERVATION AREA



'FIG TREE WALK' CONNECTING RAGLAN ST AND INKERMAN RD



RAILEY MEWS, KENTISH TOWN CONSERVATION AREA



RAILWAY CUTTING RUNNING THROUGH KENTISH TOWN

BUILDING HEIGHTS

The area sees a range of building heights, but prevailing heights are generally between two and five storeys. The surrounding conservation areas are generally of a consistent townscape, typically 2-4 storey Victorian terraces.

To the west of the site, Gospel Oak is home to more varied housing typologies, mixing low rise buildings with occasional point blocks of up to 21 storeys.

The only other buildings of height in the area are churches and other civic or public buildings, which reinforces the generally consistent residential townscape.

The western end of Holmes Road, adjacent to the site, has seen more recent developments reaching six storeys. This has established a more mid-rise, mixed use character along the southern edge of Regis Road.

There are a number of substantial historic warehouse buildings along the western edge of Highgate Road. Although these are only five or six storeys, they are of a considerably bigger scale than the surrounding buildings.



HIGHGATE STUDIOS



BACTON TOWER

HIGHGATE STUDIOS

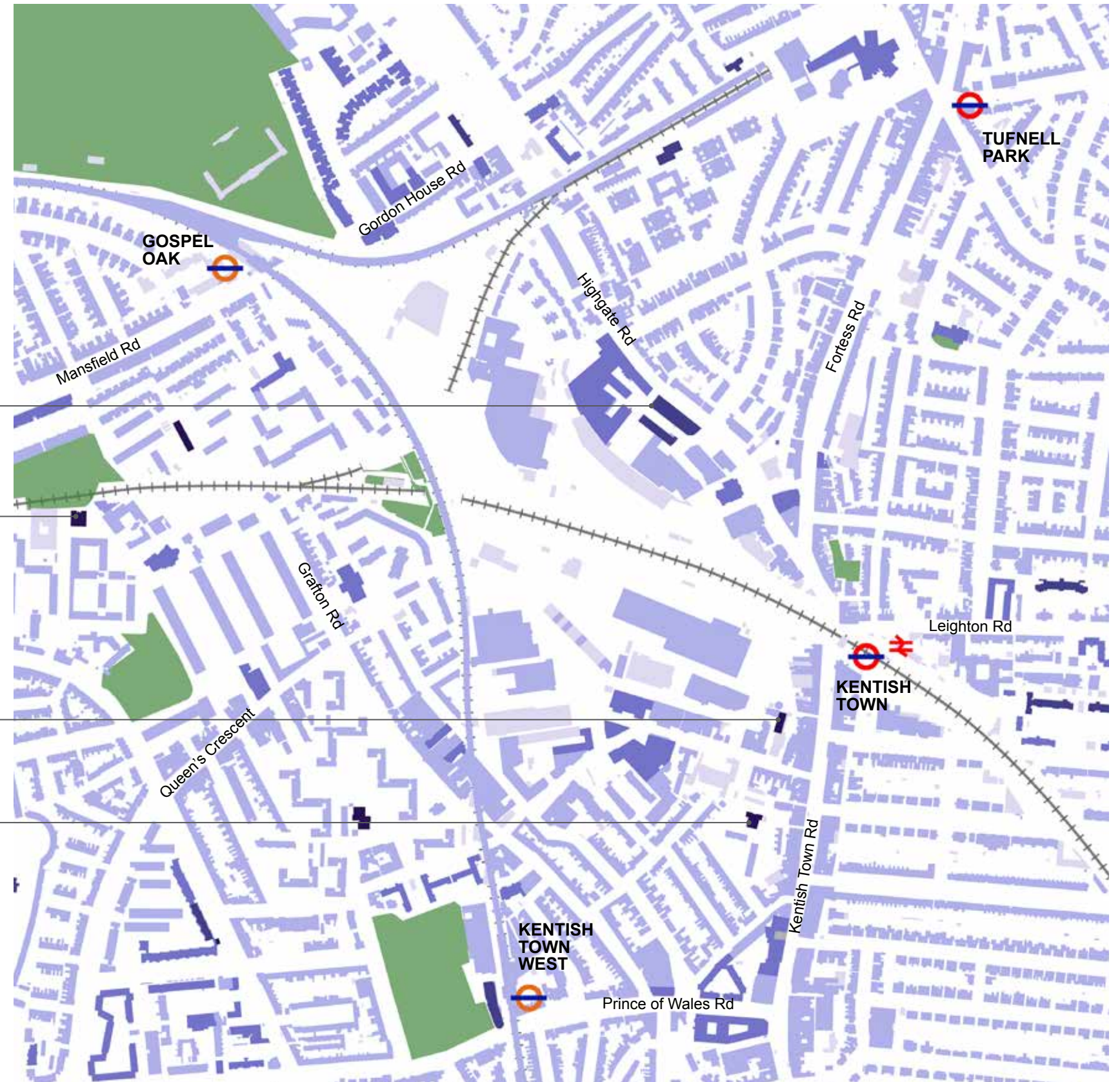
BACTON TOWER

KENTISH TOWN POLICE STATION

RAGLAN HOUSE

APPROXIMATE HEIGHTS

- 1 STOREY
- 2-4 STOREYS
- 5-6 STOREYS
- 7-9 STOREYS
- 10+ STOREYS



KENTISH TOWN: APPROXIMATE BUILDING HEIGHTS

HERITAGE

The planning framework area is adjacent to a number of large conservation areas. Immediately adjacent to the framework area are Dartmouth Park, Mansfield, Inkerman, Kentish Town and Bartholemew Estate conservation areas. This provides a rich and established townscape context for the framework area.

In addition to the amount and richness of the surrounding conservation areas, there is a wealth of statutory and non statutory listed buildings close to the framework area. Of particular note is the Grade I listed St Martin's Church in Gospel Oak.

Within the framework area there are some Grade II listed buildings either on Highgate Road or Holmes Road. A number of the historic warehouses on Highgate Road, including Highgate Studios and the warehouses within the industry area are locally listed.

DARTMOUTH PARK CA

TUFNELL PARK CA

MANSFIELD CA

KENTISH TOWN CA

BARTHOLEMEW CA

INKERMAN CA

WEST KENTISH TOWN CA

- CONSERVATION AREA
- GRADE I LISTED
- GRADE II* LISTED
- GRADE II LISTED
- LOCALLY LISTED
- ARCHAEOLOGY PRIORITY AREA



KENTISH TOWN: HERITAGE ASSETS

CONSERVATION AREAS



DARTMOUTH PARK CONSERVATION AREA



WEST KENTISH TOWN CA



KELLY STREET CA



MANSFIELD CONSERVATION AREA



BARTHOLEMW ESTATE CONSERVATION AREA



INKERMAN CONSERVATION AREA



KENTISH TOWN CONSERVATION AREA



KENTISH TOWN CONSERVATION AREA

LISTED BUILDINGS



THE ASSEMBLY HOUSE, GRADE II LISTED



KENTISH TOWN POLICE STATION, GRADE II LISTED



THE BULL AND GATE, HIGHGATE ROAD, GRADE II LISTED



KENTISH TOWN BATHS, PRINCE OF WALES ROAD, GRADE II LISTED



THE FORUM, HIGHGATE ROAD, GRADE II LISTED



HOLMES ROAD, GRADE II LISTED



CHURCH OF ST JOHN, HIGHGATE ROAD, GRADE II LISTED

LAND USE



LAND USE

Kentish Town is has a broad mix of land uses. The residential areas are well served by a large town centre, with other local centres and incidental retail units dotted around.

There is a large industrial area and strong business population marking Kentish Town as a centre for jobs and industry.

There are numerous community and cultural uses, good sports and fitness facilities, evening and leisure venues, and good access to open space with Hampstead Heath to the north.

- A1 RETAIL
- A2 PROFESSIONAL SERVICES
- A3 FOOD AND DRINK
- A4 PUBS AND BARS
- A5 HOT FOOD TAKEAWAYS
- B1 BUSINESS
- B2 GENERAL INDUSTRY
- B8 STORAGE AND DISTRIBUTION
- C3 RESIDENTIAL
- D1 INSTITUTIONS
- D2 LEISURE
- SUI GENERIS



LAND USE BY USE CLASS

LOCAL CENTRES

The Kentish Town Planning Framework Area is adjacent to the Kentish Town Centre, and includes a small part of the northern end of the high street in the framework area. As well as the Kentish Town Centre, there are a number of other neighbourhood centres that are in close proximity to the planning framework area. These include Queen's Crescent, Lismore Circus, Mansfield Road, Highgate Road and Tufnell Park.



QUEEN'S CRESCENT



OUTSIDE KENTISH TOWN RAIL STATION

TUFNELL PARK

HIGHGATE ROAD

MANSFIELD ROAD

LISMORE CIRCUS

QUEEN'S CRESCENT

- Town centre
- Neighbourhood centres



DESIGNATED TOWN CENTRES AND NEIGHBOURHOOD CENTRES

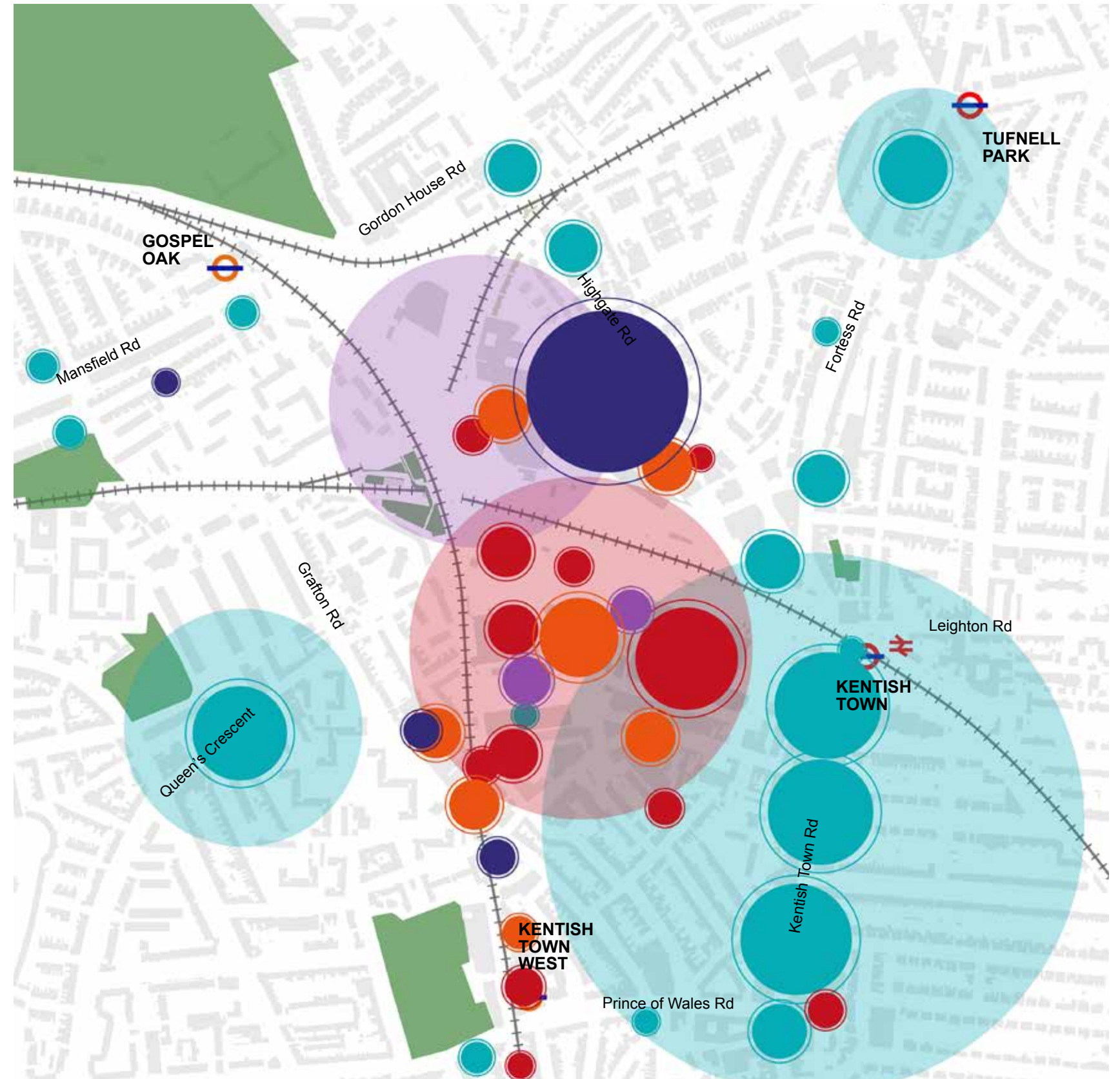
JOBS AND INDUSTRY

Kentish Town is an established centre for industry and employment, and is served by a sizeable high street and town centre that supports the surrounding residential areas. Businesses vary in their size and nature due to the variety of employment accommodation which contributes to a genuinely mixed employment landscape.

To the north of the railway there is a large area of industrial land behind Highgate Road that is in the Local Plan as Kentish Town Industry Area. On Highgate Road itself there is a large cluster of digital and creative businesses in Highgate Studios.

The Regis Road Growth Area is home to a range of industrial and employment uses and is a designated growth area in the Local Plan.

- GENERAL INDUSTRIAL
- LIGHT INDUSTRIAL
- OFFICE
- DIGITAL AND CREATIVE
- RETAIL



BUSINESS CLUSTERS

REGIS ROAD GROWTH AREA



FAIRFAX MEADOW, REGIS ROAD



CAMDEN RECYCLING CENTRE, REGIS ROAD



UPS, REGIS ROAD

KENTISH TOWN INDUSTRY AREA



VIEW INTO MURPHY'S YARD, HIGHGATE ROAD



VIEW ACROSS RAILWAY CUTTING TOWARDS HIGHGATE ROAD



HIGHGATE STUDIOS

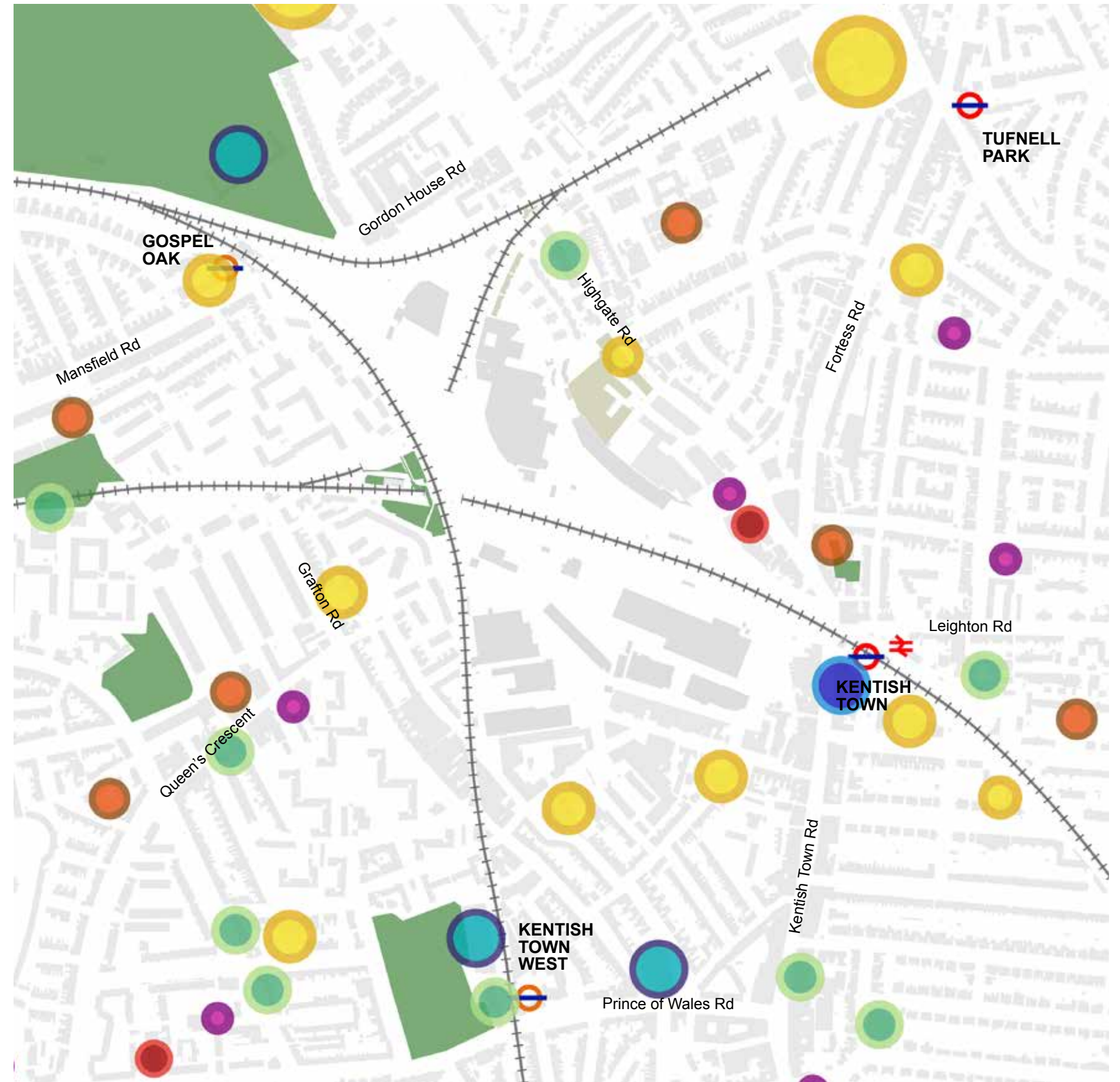
COMMUNITY AND CULTURAL USES

Kentish Town is well served by community and cultural uses. There are a number of primary and secondary schools in the area and community centres around the centre of Kentish Town as well as Gospel Oak to the west of the framework area.

Kentish Town has two sports centres near Kentish Town West station, and is not far from Parliament Hill Lido at Hampstead Heath.

The Forum is a notable cultural venue hosting live music, attracting visitors from all over London.

- DENTIST
- DOCTORS SURGERY
- RELIGIOUS/FAITH
- SCHOOL
- SPORTS FACILITIES
- COMMUNITY CENTRE
- LIBRARY



COMMUNITY AND CULTURAL USES IN THE AREA



KENTISH TOWN SPORTS CENTRE, GRAFTON ROAD



CHILDREN'S PLAYGROUND, TALACRE OPEN SPACE



GOSPEL OAK LIBRARY, QUEEN'S CRESCENT



THE FORUM, HIGHGATE ROAD



KENTISH TOWN CITY FARM

OVERGROUND

MOVEMENT
AND ACCESS



KENTISH TOWN
Prince of Wales Road

Public transport connections

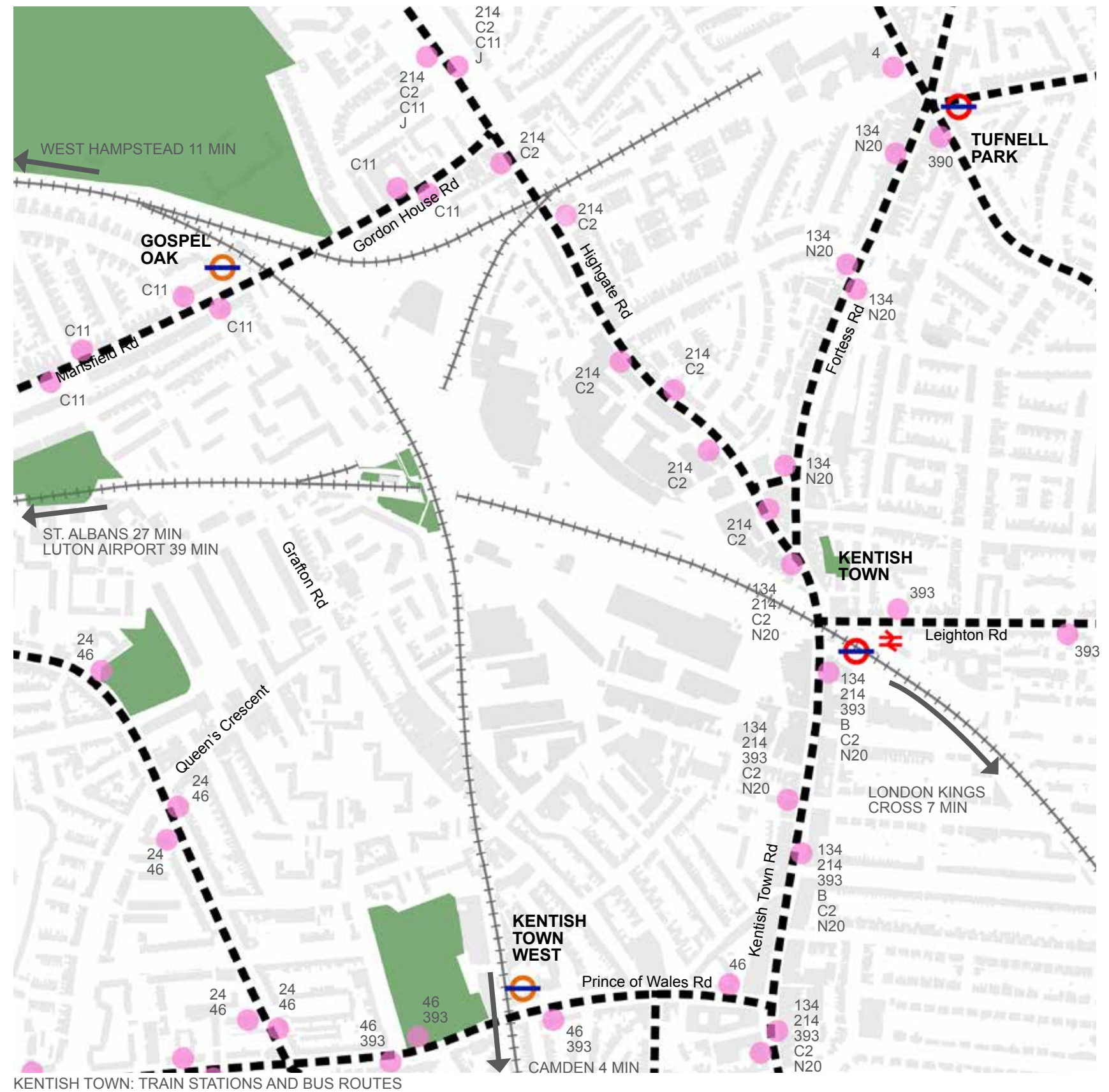
Kentish Town has good access to public transport. Kentish Town station is served by the Northern line and national rail services.

The London Overground also serves the area with stations at Gospel Oak and Kentish Town West.

There are numerous bus routes in the area, many of which stopping at Kentish Town Road, which is the busy high street and primary route through the area.



KENTISH TOWN STATION - UNDERGROUND AND NATIONAL RAIL



Pedestrian and cycle movement

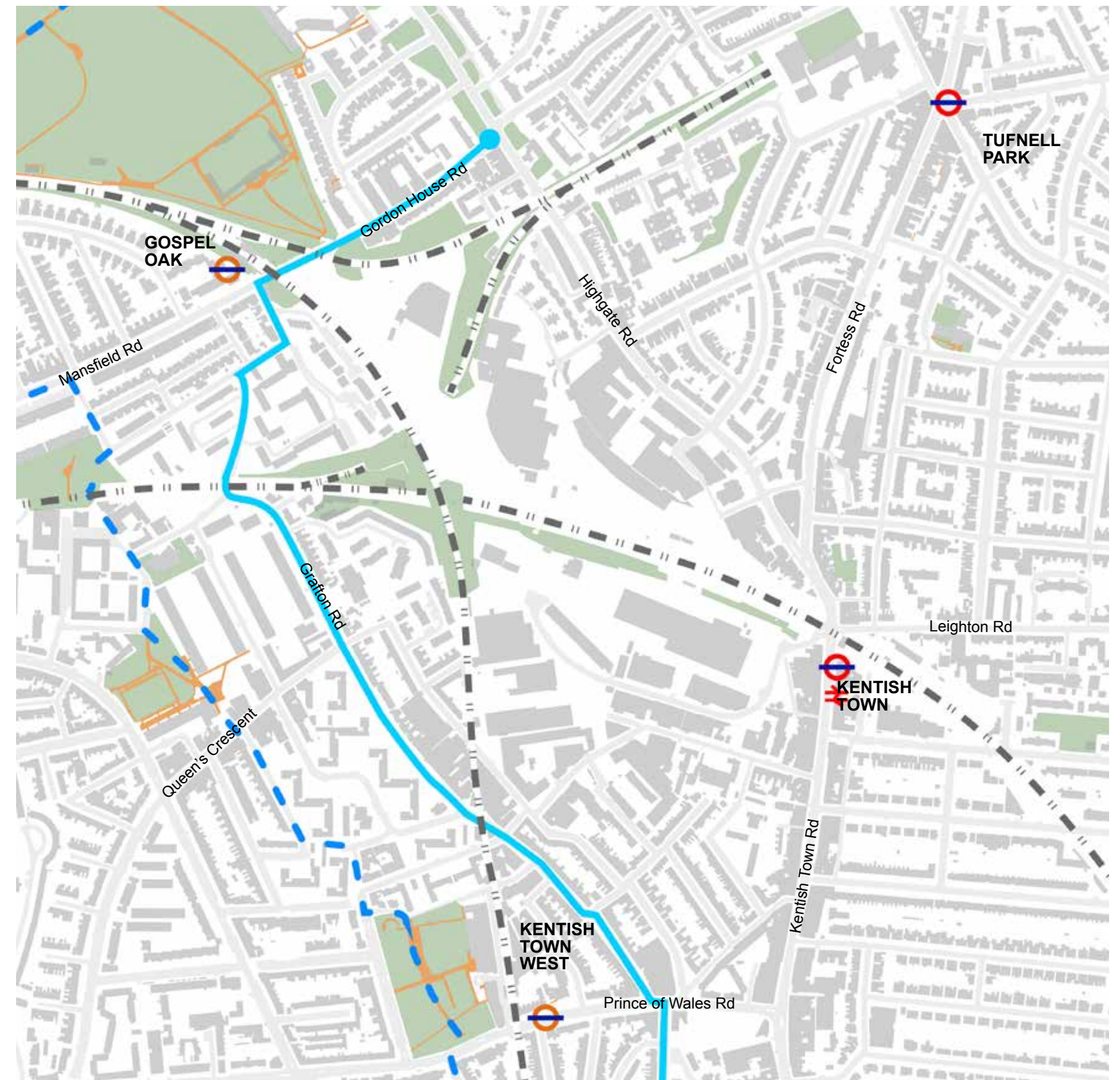
Pedestrian and cycle infrastructure in the area is limited. Kentish Town Road is a busy thoroughfare and focuses on vehicular traffic.

There is one designated and signed cycle route, which diverts cycles from Highgate Road onto the quieter back roads towards Camden, via Grafton Road.

Pedestrian access north from Kentish Town towards Hampstead Heath is restricted to main roads, and much of the area is severed by the railway infrastructure.



CYCLE STORAGE, RYLAND ROAD



PEDESTRIAN AND CYCLE ROUTES | SOURCE: CAMDEN LOCAL PLAN

Road hierarchy

Kentish Town Road is the primary route through the area and carries heavy traffic at most times of day. It forks just north of Kentish Town station and becomes Highgate Road going on towards Highgate, and Fortess Road continuing to Tufnell Park and beyond.

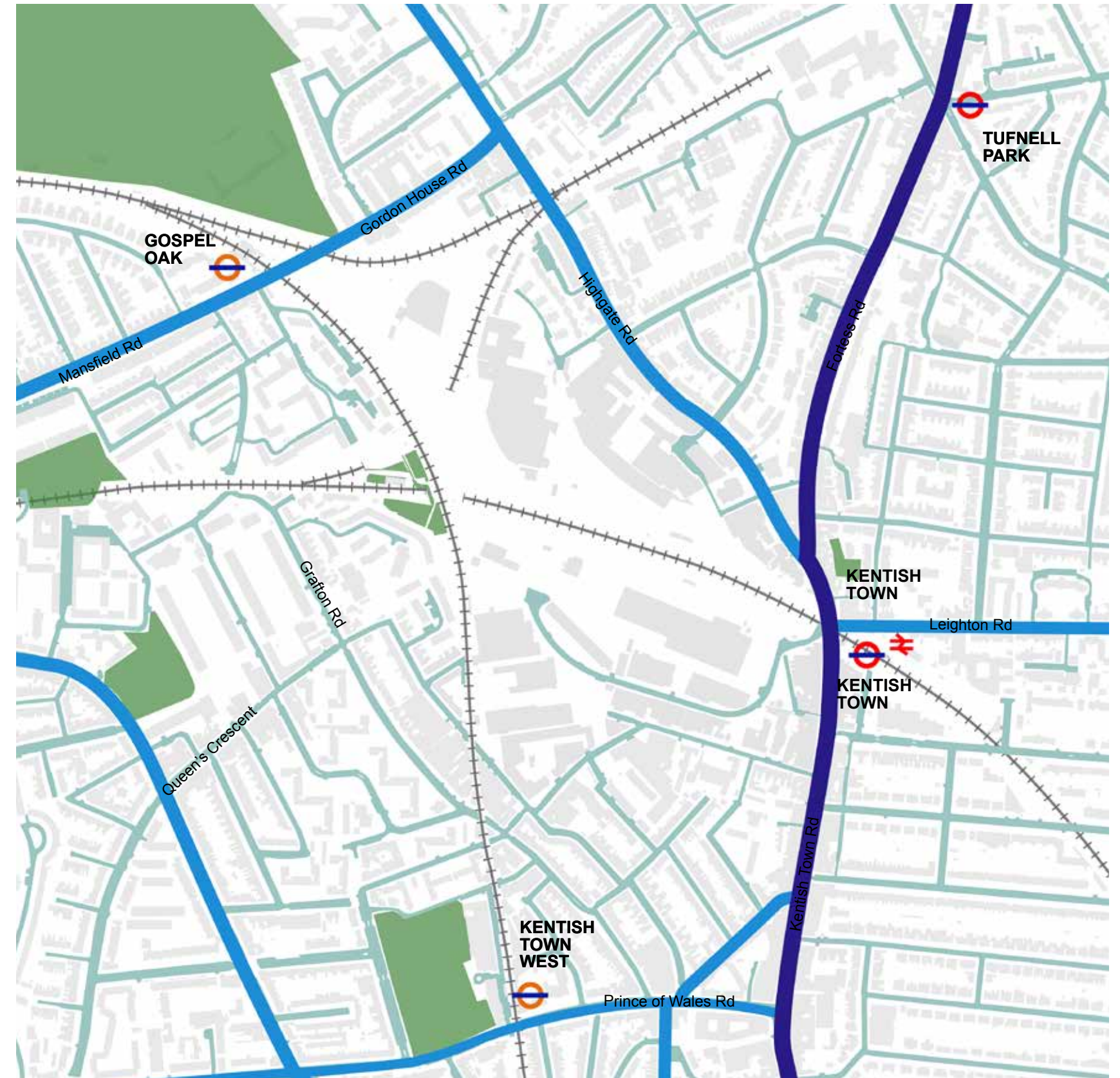
Leighton Road provides the main easterly connection from Kentish Town Road taking traffic towards Camden Road and Holloway.

There are two main distributor roads travelling west out of Kentish Town. Prince of Wales Road connects to Haverstock Hill providing links with Belsize Park and Chalk Farm. Gordon House Road runs along the bottom of Hampstead Heath past Gospel Oak station towards South End Green.

There are few opportunities to cross the Overground railway line that runs north-south through the area. Grafton Road, which also crosses the Midland railway line, is the key local road to provide this link.



KENTISH TOWN ROAD - MAIN ROUTE THROUGH THE AREA



- █ PRIMARY ROUTE
- █ DISTRIBUTOR ROAD
- █ LOCAL ROAD

KENTISH TOWN: ROAD HIERARCHY

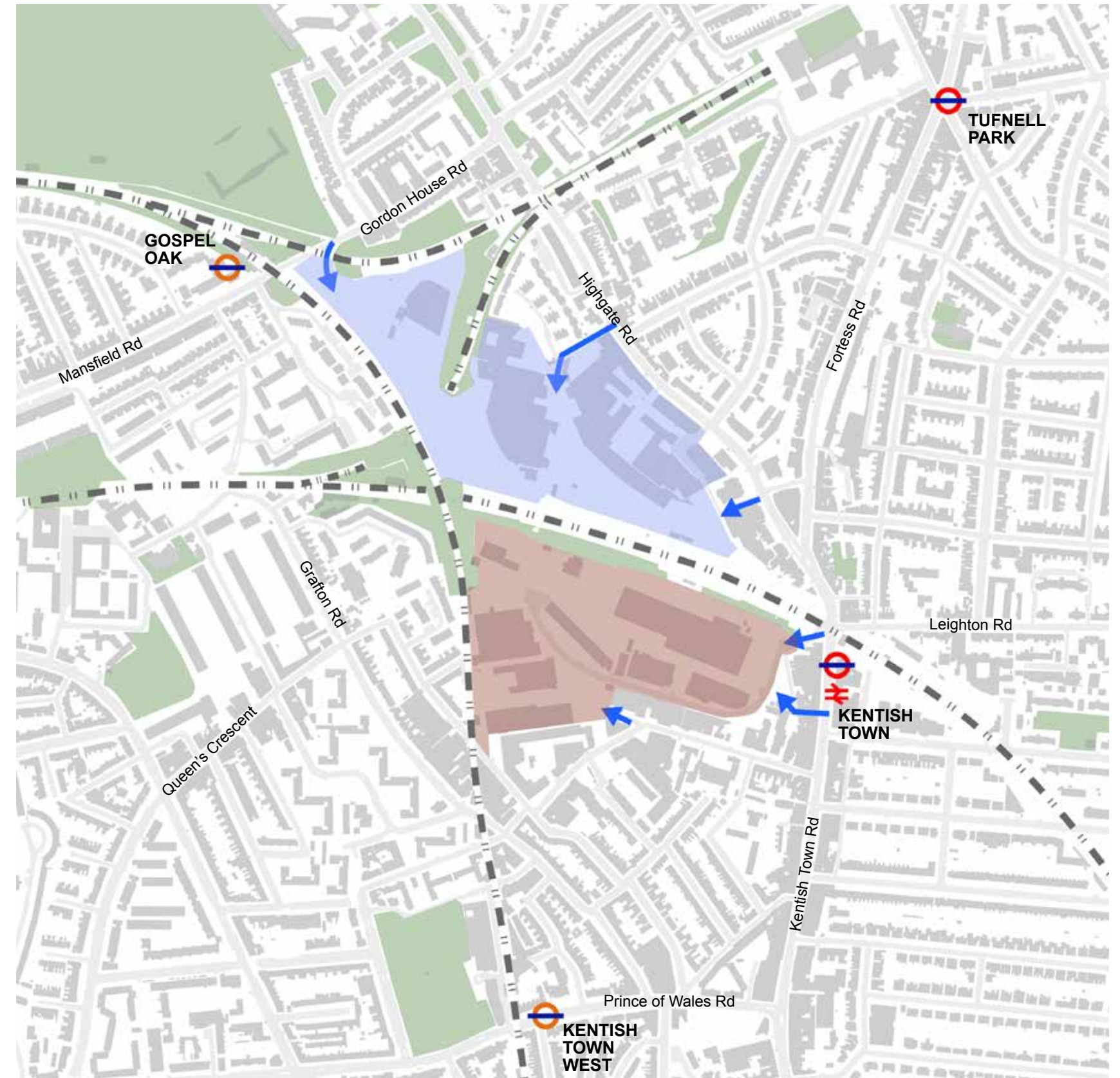
Existing access

The industry and growth areas both have fairly limited access, with entry points predominantly from the eastern side, on Highgate Road and Kentish Town Road.

The overground railway line precludes any access from the west, although there is a historic connection via Arctic Street.



GORDON HOUSE ROAD ENTRANCE TO THE KENTISH TOWN INDUSTRY AREA



EXISTING ACCESS POINTS INTO THE GROWTH AREA AND INDUSTRY AREA

A young girl in a red coat and hat is walking on a dirt path, holding onto a thick rope that stretches across a large green field. In the background, there are several people walking and a dense line of trees with autumn foliage. The sky is blue with scattered white clouds. A semi-transparent white box with green text is overlaid on the right side of the image.

OPEN SPACE AND NATURAL ENVIRONMENT

PARKS AND OPEN SPACES

The planning framework area sits adjacent to one of London's most well known and loved parks, Hampstead Heath. Hampstead Heath is an ancient London Park that covers 320 hectares and managed by the City of London Corporation.

Although the framework area is adjacent to Hampstead Heath, in the immediate area there is a lack of public open spaces and parks around Kentish Town. The majority of open spaces and parks are located to the west in Gospel Oak. These include Kentish Town City Farm, Lismore Circus and Gospel Oak Open Space, however they all suffer from poor connectivity to Kentish Town because of the severance caused by the Overground rail lines.

HAMPSTEAD HEATH

LISMORE CIRCUS

KENTISH TOWN CITY FARM

FALKLAND PLACE PLAYGROUND

GOSPEL OAK OPEN SPACE

TALACRE GARDENS



KENTISH TOWN: OPEN SPACES AND PARKS

PARKS AND OPEN SPACES



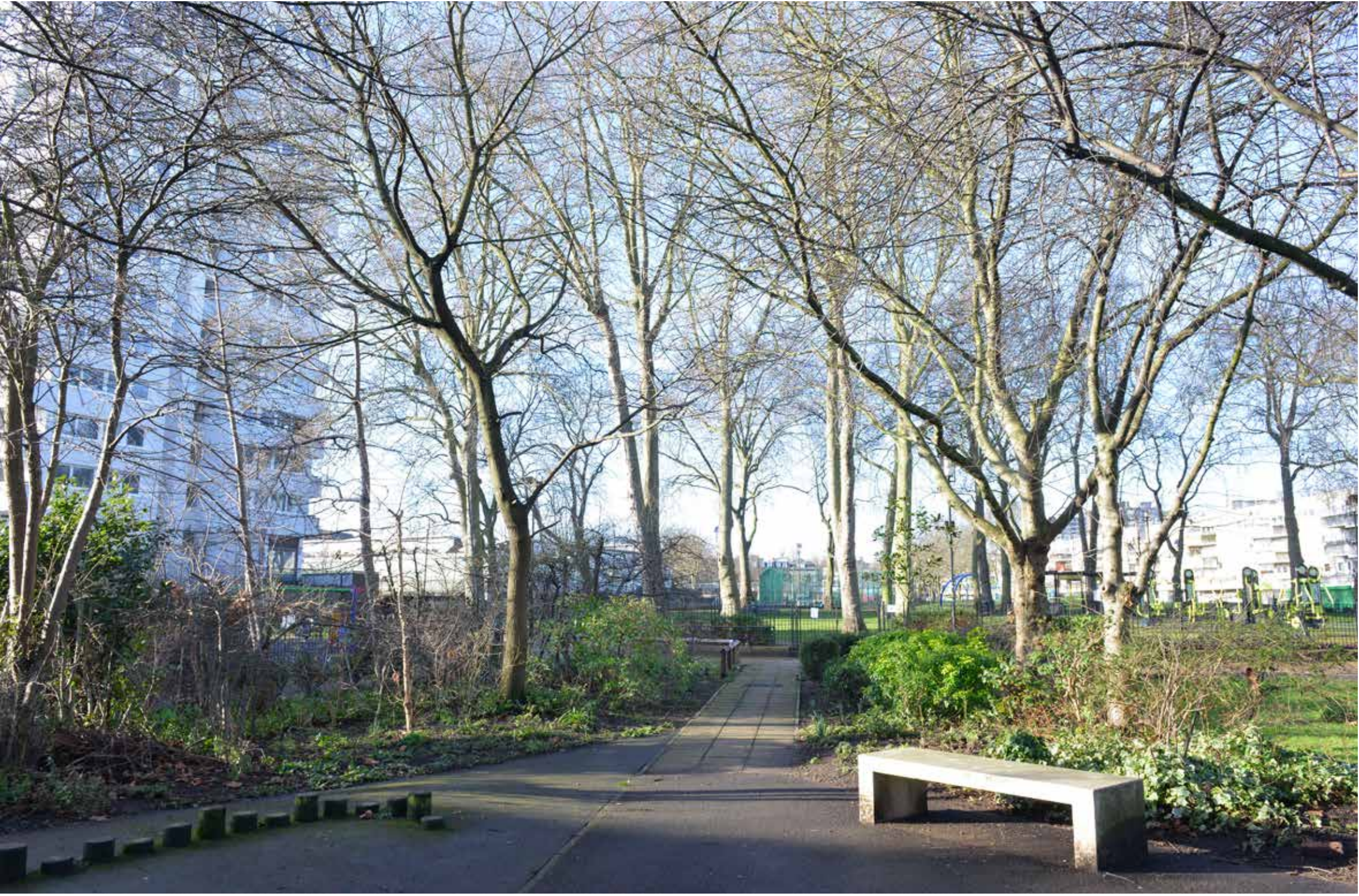
HAMPSTEAD HEATH



TALACRE GARDENS



GOSPEL OAK OPEN SPACE



LISIMORE CIRCUS COMMUNITY WOODLANDS

Environmental assets

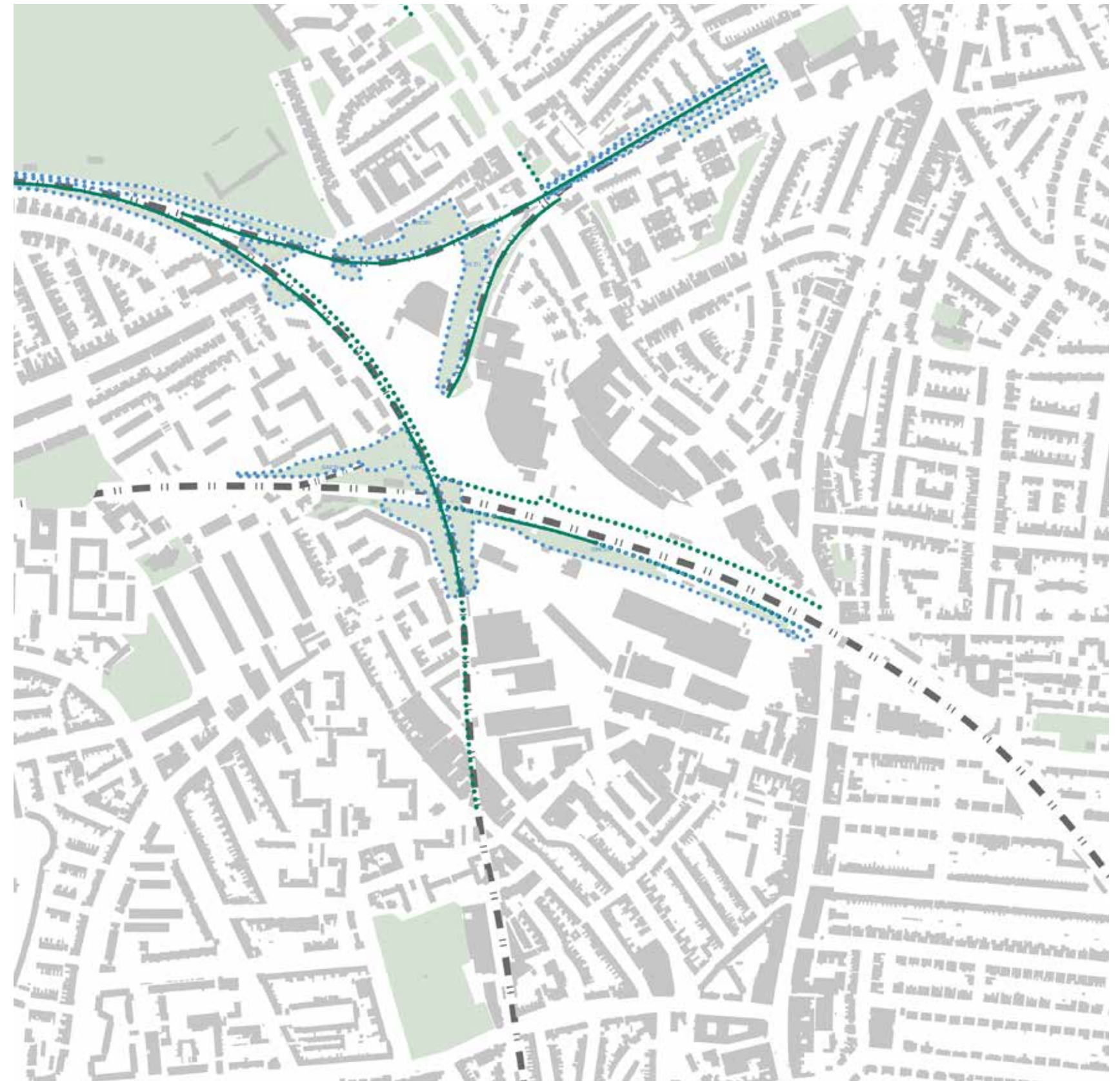
Hampstead Heath is the most notable open space close to Kentish Town. This important site is designated as Metropolitan Open Land and also as a metropolitan Site of Nature Conservation Importance by English Nature. It includes tracts of ancient woodland and Sites of Special Scientific Interest.

There are other green spaces and areas of nature conservation within Kentish Town and the framework area itself.

The areas around the railway lines are habitat corridors, and the strip of embankment is designated a borough Site of Nature Conservation Importance by English Nature and subject to Urban Forest plantings by arrangement.

Kentish Town City Farm, Mortimer Terrace Nature Reserve and Gospel Oak Woodyards are all designated Sites of Nature Conservation Importance by English Nature.

- OPEN SPACES
- SINC
- HABITAT CORRIDOR
- MISSING LINK



KENTISH TOWN: ENVIRONMENTAL ASSETS | SOURCE: CAMDEN LOCAL PLAN

Flood zones

The planning framework area is located in flood zone 1. This means there is a low probability of flooding and the land has been assessed as having a less than 1 in 1,000 annual probability of river or sea flooding.

There are areas to the north and west that are identified as local flood risk zones in Camden's Local Plan, 2017. These designations only affect development proposals within the defined areas of risk.

LOCAL FLOOD RISK ZONE



KENTISH TOWN: LOCAL FLOOD RISK ZONES

Topography

The topographic map on the opposite page shows that the wider area has a steady decline from Hampstead Heath in the north down towards Kentish Town to the south. There are also other higher points to the northeast around Highgate Road and Tufnell Park

Within the planning framework area, the topography is steepest to the north, close to Gordon House Road and around the rail cuttings in the area. Further south and east the site is lower and more generally flatter.



KENTISH TOWN: TOPOGRAPHY

REGENERATION
AND
PLACE

For the latest information please visit our website

www.camden.gov.uk/kentishtownframework

