

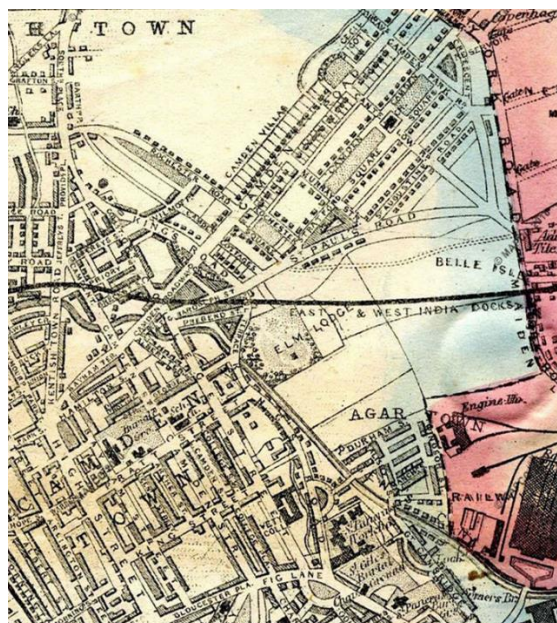
Site Allocations Local Plan (SALP) response - Rochester Conservation Area, Camden Town

March 2020

Camden Town, John Summerson wrote, is a 'Georgian suburb', with its classical grid road plan, Regency villas and terraces where people know each other at their front doors and in the streets. It is the land, once Cantlowes demesne, lying east of the High Street, crossing the Fleet river up to the boundary road of Maiden Lane, developed from 1790 to 1870.



1834 – '18' is Camden Town estate



around 1850

Rochester conservation area in north-west Camden Town



It borders Jeffreys Conservation Area, Camden Broadway Conservation Area, Camden Square Conservation Area and Bartholomew Conservation Area.

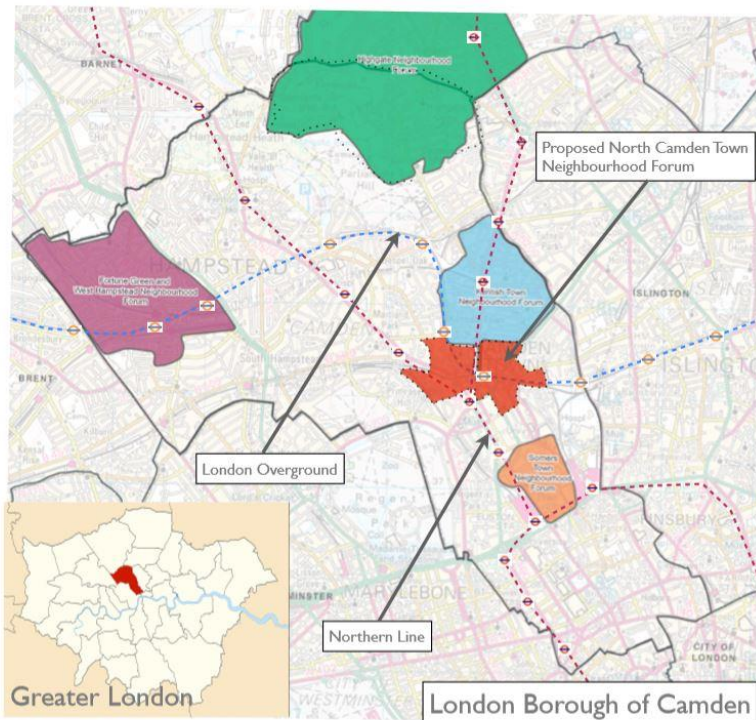
Rochester Conservation Area responded in detail to LB Camden's 2013 Site Allocation Plan consultation and gave evidence to the Inspector; responded to the 2016 consultations for the London Plan; the 2017 consultation for Camden's Local Plan; and the Boundary Commission consultation in 2019. These documents are found at camdentownhistory.info/conservation-and-planning

There has been insufficient concern for the Camden Town / Camden Road axis in LB Camden's planning. The so-called 'Camden Town Place Plan' of 2010/2013 did not engage successfully – its focus was the areas of Camden Lock, Kentish Town basin and commercial interests.

Camden Town / Camden Road / St Pancras Way should have well-developed policies to protect and enhance workspaces and encourage the day-time economy around the Neighbourhood Centre. A Neighbourhood Planning Forum was proposed in 2013 but it was not supported by the Council – on grounds that "there had been too many other requests".

Our neighbourhood - context

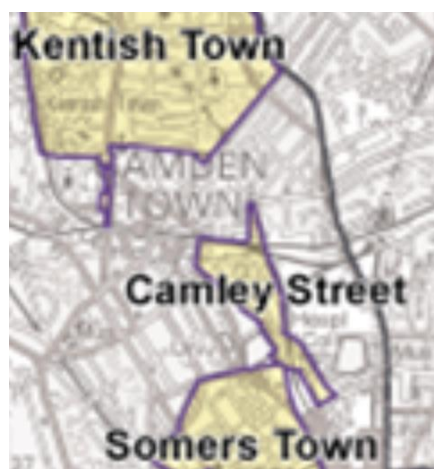
North Camden Town Neighbourhood Forum



We will work positively with all of our neighbours including both those formed as Neighbourhood Forum and those in areas between.

26 February 2013 - draft 9

Yet the eventual pattern of neighbourhood forum areas excludes Camden Town:



Neighbourhood Forum areas



Camden Town

Q1. Which construction impacts do you consider to be the most important?

SALP is – in its words - 'a combination of area-based policies and individual site allocations'.

It is necessary to discuss general planning issues as well as individual sites.

What objective?

Construction impacts are on neighbourhoods and social economies

Camden's policy is to ensure 'everyone has a chance to succeed and where nobody gets left behind',

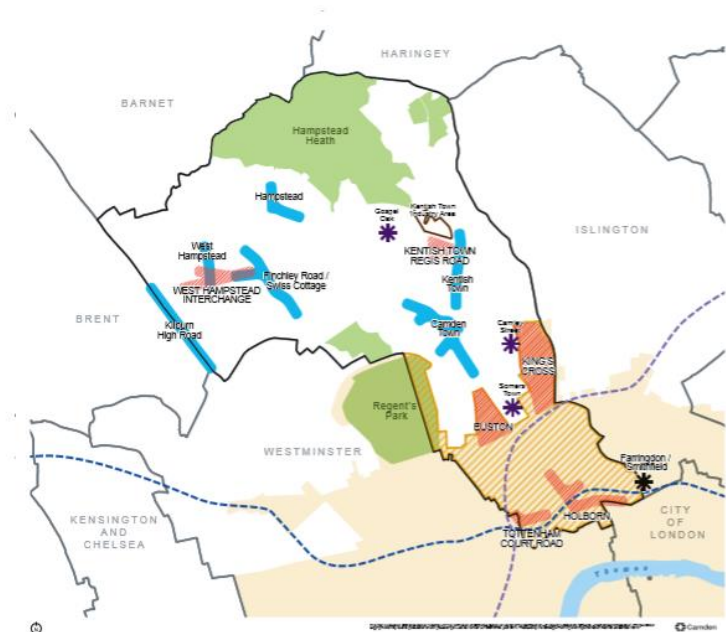
The construction impacts should promote

- the character of the neighbourhood (policies A1, A2, D2, E2)
- local community strength (eg neighbourliness) through population stability (eg tenancies without sub-letting and short-stay rental)
- a balance of residential, employment and transport uses without excess change
- highest quality of public services as well as commercial interests

Camley Street

This is the Local Plan 2017:

Map 1: Key Diagram



CSP1 is put forward as a 'Camley Street and St Pancras Area' which is not in the Local Plan nor daughter documents.

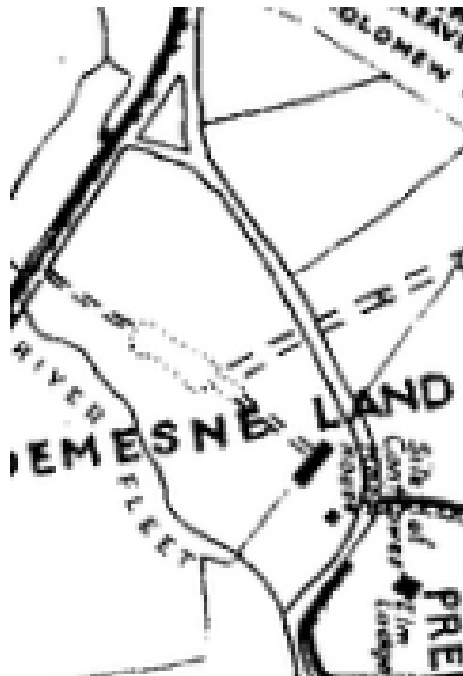
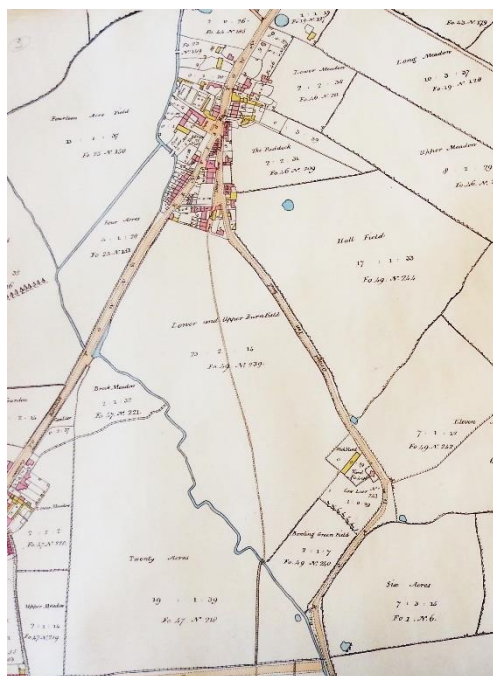


It does not conform with the Camley Street Conservation of planning areas. Yet it combines areas that are not related. St Pancras Way, formerly King's Road, is the oldest road in the area.

= the land west of St Pancras Way is Camden Town estate

= the land east of St Pancras Way is St Pancras estate

The land at the crest of the hill at St Pancras Way, near the original Camden Town railway station (1850-1870), leads across the Fleet River valley: so the railway is built on a viaduct until it reaches Chalk Farm to the west. This corner was the site of Cantlowes Manor and land of 210 acres was Cantlowes demesne which became, from the 1788 Act of Parliament 28 G.3.c.41, Camden Town. The ground rent for the land was held by the Canons of St Paul's Cathedral and the early building on the site was called St Paul's Terrace.



The Thompson map of St Pancras, 1801, shows a farm at this junction. The LCC composite map (1938) describes this as 'site of Cantlowes Manor House'. Evidence of a mediaeval settlement was found in archaeological investigation in 1999 (HER: MLO57927).

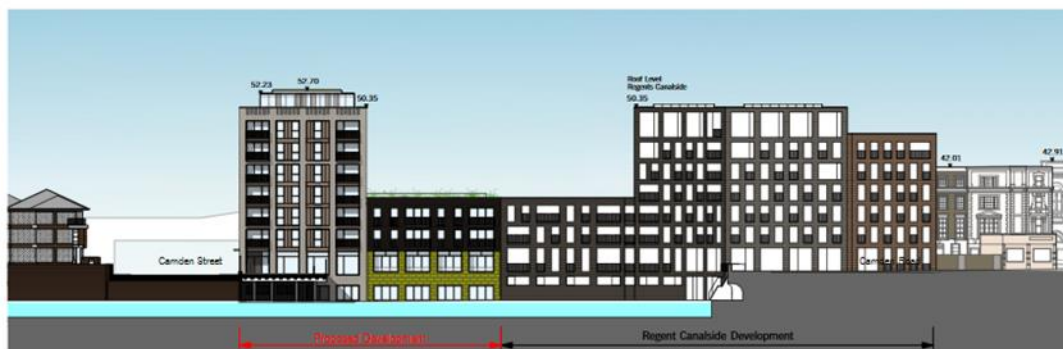
The planning area therefore needs to respect the boundaries of the Camden Town and St Pancras estates, for example by using the name '**Camley Street, Camden Town and St Pancras Area**', and should be informed by a North Camden Town neighbourhood forum.

Regent's canal

The Regent's Canal has its 200th anniversary this year. While the history of Nash and the development of Regent's Park is celebrated, more attention should be given to the construction across the Fleet River valley requiring five road bridges from Kentish Town Road to St Pancras Road when Camden Town was first developing.

By contrast, there are continued developments in land of, or directly adjacent to, Regent's Canal Conservation Area, for example the poorly-named 'St Pancras Commercial Centre' proposed for the former Vestry electricity works.

There has already been over-development along the canal from St Pancras Way to Kings Cross, and at College Street bridge Twyman House. This 'second section' of the Regent's Canal Conservation Area is now proposed to have housing blocks up to eight stories and further appropriation of public views and light from Camden Street and the canal.



Proposed South Elevation - Canal View



In the 2013 Site Allocation Plan, a critical issue was Bangor Wharf. Our evidence, proposing community use, was declined by the Inspector, who preferred the Council's argument for more housing, opening the way for the current contested development at the wharves that once brought slates from Bangor.

Why has there been no controlling area plan for this section of the canal?

Kentish Town Wharf

Bayham Wharf

Devonshire Wharf

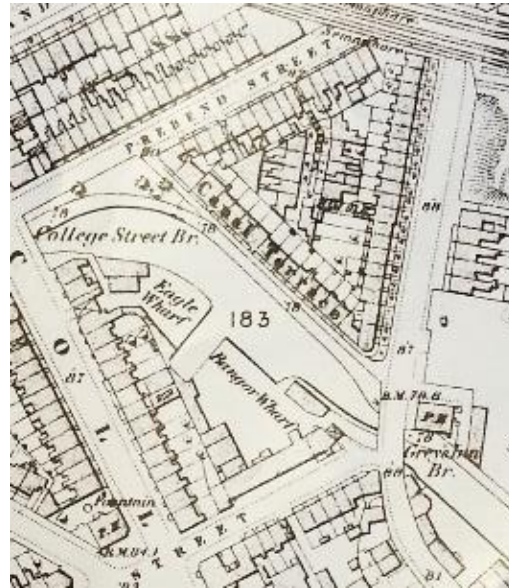
College Wharf

Eagle Wharf

Bangor Wharf¹



¹ The conservation area appraisal and management statement on LB Camden's web pages lacks Appendix 1 and Appendix 2 – ie maps and photographs



Q2. Is there anything which could be included within the Site Allocations Local Plan to help address individual and/or cumulative construction impacts?

SALP states it covers 'locations for housing, *employment and other uses*'. SALP should address broader employment and 'other' impacts *in line with neighbourhood needs* – the latter including 'character' aspects such as heritage, density and sunlight protection and 'non-employment' uses such as social areas, voluntary, leisure, religious observance etc (since only a minority of people's time is monetised 'employment').

Neighbourhood character is what makes Camden different. SALP should have clear statements of how the site developments will *enhance local character*. It should state that Camden Road is the neighbourhood centre of Camden Town, proximal to the former Cantlowes Manor House and **protect** it from high-rise development and encroachment on open space and around the railway line – as has been allowed at Hawley Wharf.

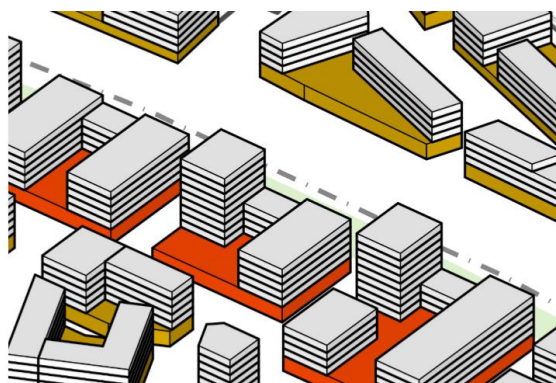
Q5. Do you think that the site assessment process used by the Council to review potential sites is appropriate? If not, what changes are needed and why?

The present process appears faulty in one important respect. Areas with neighbourhood plans have had full assessments of needs and opportunities, and community processes for their plans (some, eg Kentish Town, supported through a decade of funding). Those without – mainly poorer areas of the Borough – simply have SALP, which is driven by availability for development rather than consultation and consideration of needs. Yet SALP and neighbourhood plans are given equal status in the planning hierarchy.

There should be neighbourhood plans for all parts of the whole borough and SALP should lie within all of these. The need for attention to north Camden Town was spelled out in the written evidence we gave in the Local Plan and also for the London Plan. Please see <http://www.camdentownhistory.info/conservation-and-planning/>

Q7,8: How has the Plan ensured that allocated sites make the most efficient use of land?

The picture generates terror:



'2.11 An updated assessment of needs relating to older people is still emerging but there is a need for at least 40 affordable extra care units in Camden and a council commissioned nursing care home.'

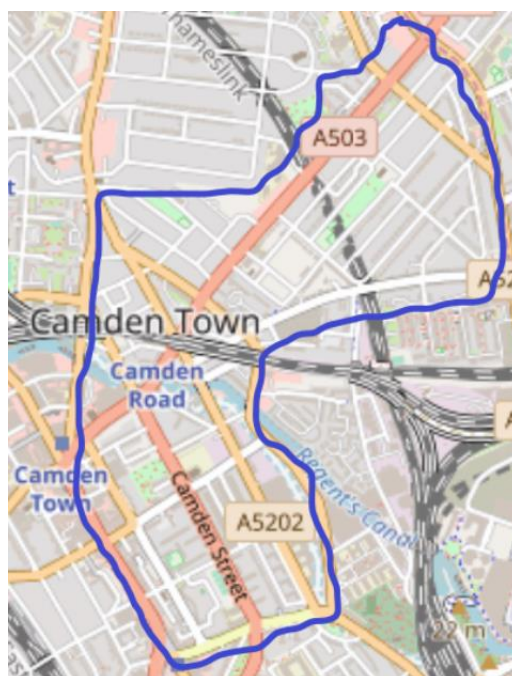
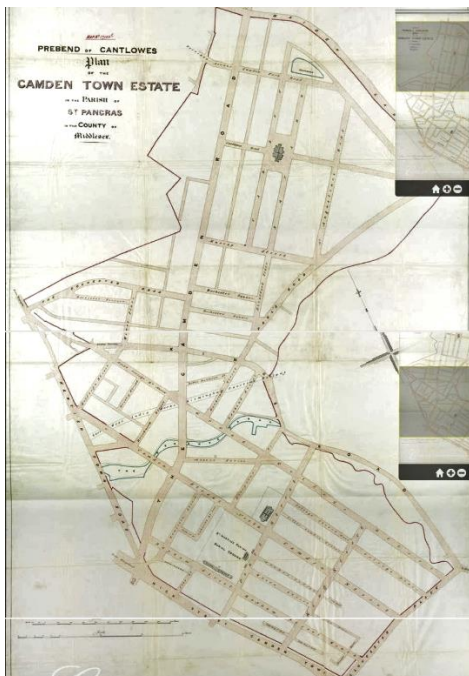
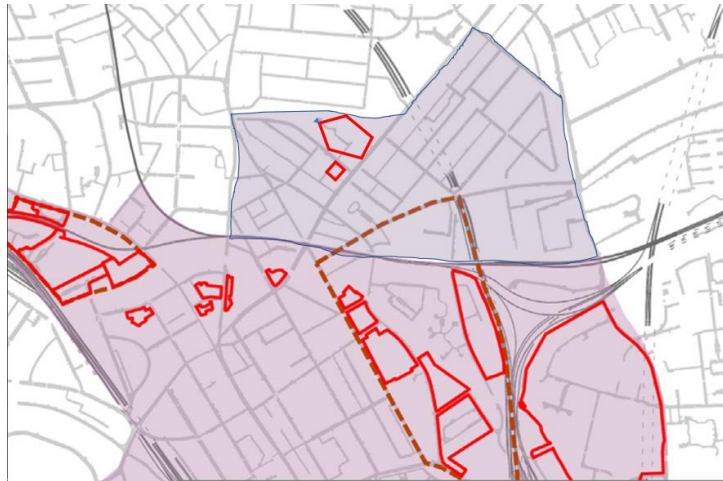
This is of concern. When this matter was raised with Cantlowes councillors at a public meeting it got discounted compared with 'more housing'. In past decades there was a tradition for people to leave inner London and move to the coast: but this may be changing. It is difficult to find appropriate care in inner Camden: the re-provision of St Pancras long-stay wards at Royal College Street will not change the capacity, only the quality.

The Knowledge and Innovation objective should engage with this need: are there communication / technology / AI / robotics developments that could be harnessed? What does care for elderly people in 30 years' time look like and how can the south of the borough be well-provided for, to the level of the north of London.

Q13. Do you support Policy KQ1? If not, what changes are needed and why?

"The Knowledge Quarter Innovation District spans from Camden Town to Holborn and Covent Garden"

The Knowledge District should include all of the **Camden Town Estate**, of which the centre is at Camden Road Overground Railway station (built as Camden Town Station).



Camden Town also has a considerable history of knowledge and innovation, both of people and businesses:

Mathematician **Oliver Heaviside** FRS lived in Plender Street, Camden Street and then St Augustine's Road (1850-1889) and published his papers from his home.

Physicist **Frank Twyman** FRS was director of Adam Hilger Ltd (1898-1950) at 79 Camden Road, from where he published his papers on spectroscopy design.

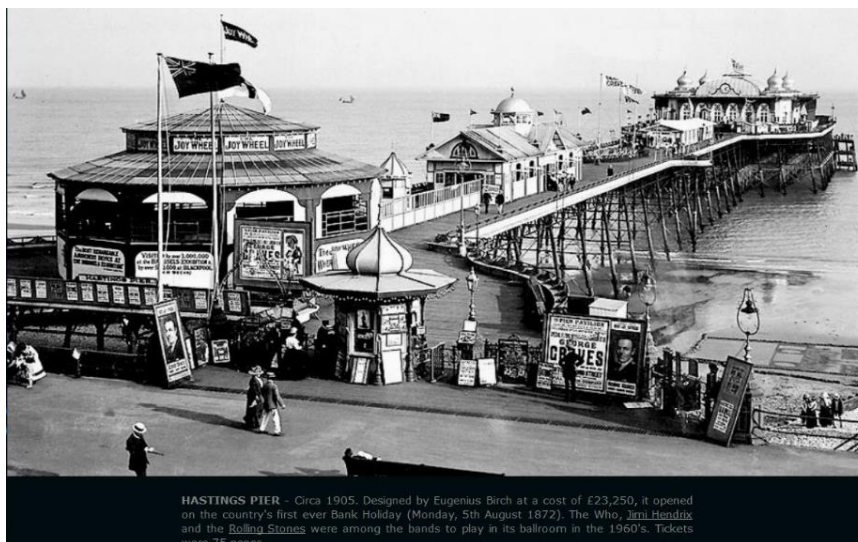
Catherin Raisin was born in Camden Street, at school at Camden School for Girls and became the first professor of Geology within the University of London

Leslie Lazell (1903–1982), born at 9 Canal Terrace, initiated the research division of Beechams including work with Ernst Chain to create the first synthetic penicillin, Broxil.

Carle de Lisle Sowerby lived and worked in Camden Street and Pratt Street (1834-40+), from where he wrote *Mineral Conchology*, worked with Charles Darwin and founded the Royal Botanic Gardens in Regent's Park.

Lucy Clifford [pseud. John Inglis] (1846-1929) was born in Great College Street. Widowed from her mathematician husband William Clifford, she became famous for writing *Mrs Keith's Crime*.

Eugene Birch, living in Rochester Terrace in the 1850s, constructed 14 piers around Britain, several of which remain today.



Sir J **Ambrose Fleming** FRS (1849–1945), lived at Camden Square, invented the first thermionic valve (vacuum tube).

Mathematician **Augustus de Morgan** lived in Camden Street and was professor at the University of London from 1828 through to 1866, with children Mary (writer) and William (ceramicist).

Marie and Sidonie Goossens (1899–2004), harpists, and Sir Eugene Goossens, conductor were in a creative musical family at Rochester Square.

George Symons FRS created the British Rainfall Society and made observations and kept records for 42 year at his Camden Square house.

There have been major innovative companies across Camden Town, including

Dalziel Brothers (lithography) in Bayham Street,

Goodall (printers) in Great College Street,

St Pancras Electricity Station at St Pancras Way and

Hilger & Watts (spectroscopes) at 79 Camden Road.

There has been innovation in the creative arts, including studios of **Anthony Caro**, **Paula Rego** and **Martin Smith** as well as numerous architect studios.

There are two points here

That the locally-resident population have contributed significantly to science and arts and in the future can contribute to knowledge and innovation

That the emphasis, while benefiting from and contributing to the digital revolution should be applied across the sciences and arts.

The important strengths in the media in Camden Town and the smaller workspaces must be preserved – and extended. The 'development' of large sites alone in large blocks may not provide variety or attractiveness for smaller quality businesses.

Q14. Do you think that Policy KQ1 should list specific infrastructure priorities for the innovation district? If yes, what priorities should be listed?

The infrastructure needs are to support employment, residence and leisure.

- Camden Town is without a primary health care centre and yet there has been substantial increased housing provision.

"In Camden, significant population growth is anticipated across several major growth areas. While all 34 member practice registered lists are currently open to accepting new patients, capacity is already constrained and placing pressure on operational delivery. Without action, list size growth will compromise primary care delivery."

"Primary Care Networks ... are expected to evolve to include other partners (e.g. community health services, community pharmacy, local authority teams) over time..."

"LB Camden will continue to work with the CCG on its Estates Strategy via the monthly Local Estates Forum to ensure that all opportunities are explored and fully developed."

Kentish Town Health Centre does not accept new patients from Camden Town



SALP should demonstrate how it will support development of primary care in Camden Town / Camden Road / St Pancras Way by identifying sites, through the joint CCG Estates Strategy, and defining the requirement within site-specific policies. This should work create integration of primary care with other community services, an ambition for the Primary Care Networks.

- Use of Camden Road Station has increased enormously with the creation of London Overground. It is the only important east-west public transport route. Reopening of the line from Stratford to Old Oak Common via Primrose Hill should be a strategic objective.
- Support for the economy around Camden Road Station needs much more active attention, recognising the increased footfall. Attention should also be given to supporting the neighbourhood shopping centres of Brecknock Road and Murray Street which serve the area of northeast Camden.

Camden Road lacks a community centre. The Irish Centre is far away, the Kentish Town community centre is far away, the community centre in Camden Street has been closed and rebuilt as housing. Go to Castlehaven for community meetings?

The consultations on the Site Allocations Plan were held at the Greenwood Centre, on the far side of Kentish Town and at the Town Hall, beyond St Pancras station – all far away.

Further – there is a need for political leadership. The Electoral Wards Commission has proposed new wards for Camden with fifteen councillors 'serving' Camden Road neighbourhood. Which councillor will give attention to Camden Road Neighbourhood compared with their 'home' patch (Cantlowes, St Pancras, Primrose Hill, Chalk Farm, Kentish Town). And indeed, which councillor will pay attention to Regent's Canal in its central section? How can SALP create engagement with communities in the face of this political separation?

Two proposals – IDS4, 85-89 Camden Road and IDS20, 109 Camden Road – should be **removed** from the allocations (see also separate fuller responses).

UCL's **Ivor Evans Hall** on Camden Road is built on land leased in the 1860s to Mr Whitcher for a nursery and later used for light industry. The student housing complex of the 1970s has much hard surfacing. Three small squares of land, currently unused for car-parking, are cut out of the back gardens from Rochester Road, and have been proposed for low-level flats. At the rear (west end) of the site there is a student's garden / nursery and tennis court.

This site is already intensively used and could not be extended as 300 rooms. It is especially important to retain the rear garden which could – for example – become a small set of **allotments**.

The five-storey block of flats on Camden Road is a mid-sixties development by Richard Siefert (created at the same time as George Marsh's *Centre Point*). The forecourt, once front gardens for the villas on Camden Road, then for a garage and then for a petrol station, is now **grass open pace** which is open for public uses and with an access road to the ground-floor shops. It would be unacceptable for the local conservation areas (either side) for this extra green space to be lost and for the light to be taken by an over-massed building such as at 78 Camden Road.

Equally, if refurbishment for energy conservation of the building is needed, this should be achieved by retrofitting – as local householders do in the conservation areas. The costs of **embodied energy** in demolition and rebuilding are substantial and would be contrary to Camden's sustainability objectives.