



Enabling the community to guide future development

**DARTMOUTH PARK
NEIGHBOURHOOD FORUM
NEIGHBOURHOOD PLAN
SUBMISSION DRAFT
JANUARY 2019**



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Foreword

Welcome, on behalf of Dartmouth Park Neighbourhood Forum, to the submission draft of the plan for the future of Dartmouth Park as a neighbourhood. The Forum was started by residents more than six years ago, with the aim of preparing a plan that would deliver our long term goals for the neighbourhood.

This Draft Neighbourhood Plan has been achieved thanks to the expertise, experience and enthusiasm of the members of the Committee and the many volunteers in our working groups, who collected the information and worked up the proposals.

As described in the accompanying Consultation Statement, we have held drop-in sessions, street events and public meetings to ask for the views of residents and other stakeholders; we've met groups and businesses with an interest in Dartmouth Park; and we've kept in contact with our members and associate members through the website and social media.

We've been determined to do as much of the work as possible ourselves, so as to be able to say that this Neighbourhood Plan has been prepared by and for the people who live and work in Dartmouth Park.

With this submission draft, we are entering the final stages in the review and adoption of the plan. We hope to be able to bring the plan to you in a referendum in the near future.

Ben Castell

Chair, Dartmouth Park Neighbourhood Forum

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Acknowledgements

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We would also like to thank the various Councillors who have served during this period and who have provided support and help: Maya DeSouza, Oliver Lewis, Sally Gimson, Sian Berry, Valerie Leach and Anna Wright. We also thank Camden Council, Locality, Tony Burton, Groundwork UK, AECOM, make:good ltd, Planning Aid England, Angela Koch, J. Murphy & Sons Ltd, and Martin Crookston, all of whom provided essential support and guidance. We also thank the Dartmouth Arms, the Lord Palmerston, the Star, Highgate Library and Community Centre, Highgate Road Chapel, the Whittington Estate Garden Room and the Heathview Co-op for making space available for meetings.

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Website: Patrick Lefevre, Kelly Pawlyn, Michael Lefevre, make:good ltd

Chapter 1: Introduction

1.1 This document

This is the Dartmouth Park Neighbourhood Plan (Submission Draft) (the Neighbourhood Plan or the Plan). It has been prepared by the Dartmouth Park Neighbourhood Forum (DPNF), a voluntary group of local residents and businesses. Its key goal is for our area to remain a balanced and vibrant neighbourhood.

1.2 Neighbourhood Planning

1.2.1 What is a Neighbourhood Plan?

Neighbourhood Plans are the most localised level of the planning system. They generally cover quite small areas, such as wards or parishes. The right for communities to prepare Neighbourhood Plans was established by the Localism Act 2011, and the rules governing their preparation are set out in the Neighbourhood Planning Regulations 2016. They give communities a say in how their local areas are planned and how planning policies should be applied.

Neighbourhood Plans are mainly intended to be used in making planning decisions. When a development or change is proposed in Dartmouth Park, Camden Council will have to refer to the Neighbourhood Plan and check whether proposals are in keeping with policies the community has developed. The policies in the plan will in general apply for the next 15 years (2019-2034).

1.2.2 How a Neighbourhood Plan fits in the planning system

Neighbourhood plans have to accord with the most important strategic policies prepared by the local planning authorities, in our case, Camden's Local Plan (adopted 3 July 2017) and the Mayor's London Plan. They can, however, interpret Borough and London-wide policies and make them more locally-specific. They must also meet the requirements of relevant EU directives (on human rights and habitat protection), and be consistent with the England-wide National Planning Policy Framework (2018) (NPPF), which says how UK planning decisions should be made. They should explain how the plan seeks to achieve sustainable development, and also how the community and organisations have helped to prepare the Neighbourhood Plan.

1.3 Making the Plan

1.3.1 How the Neighbourhood Plan has been prepared

The Neighbourhood Plan has been prepared by people who live or work in Dartmouth Park, and in particular by members of the Dartmouth Park Neighbourhood Forum, a group of local people who have collected the baseline information, developed the policies and proposals, and consulted with the wider community of Dartmouth Park throughout the process.

The process has involved a number of key steps. Detail of these steps is set out in the Consultation Statement that accompanies this Submission Draft of the Plan, but briefly they included the following:

Phase 1 – 2012: exploring the possibility of preparing a neighbourhood plan

Phase 2 – 2013: establishing the Forum and engaging with the community

Phase 3 – 2014-15: developing policies and drafting the plan

Phase 4 – 2016: finalising the first draft of the plan for public comment

Phase 5 – 2016-2018: preparing and consulting on the Regulation 14 (consultation) draft of the plan

Phase 6 – 2018-2019: preparing this submission draft of the Plan.



Voting to establish a Neighbourhood Forum, 2012

1.3.2 Evidence

In producing this Plan, the Forum has placed primary emphasis on consultation with the Area's residents and businesses. As noted above, details of the consultation programme, and how it has helped shape the final objectives and policies, are contained in the Consultation Statement that accompanies this Submission Draft of the Plan. The principal themes developed through the consultation process are outlined in more detail in each Chapter below.

In addition, we gathered evidence from other sources to support the policies in the Plan. Wherever we could, we sought evidence from published sources or from Camden's suite of technical evidence base documents, and supplemented these with our own data gathering, where necessary and possible. The foundation statistics were those from the Government's population censuses. We used figures from the

2001 and 2011 censuses to examine the demographics of our Area, how it has changed over that decade and how it compares to neighbouring areas.

Documents setting out this evidence, or links to those documents, can be found on the Forum website at <https://www.dpnf.org.uk/evidence-base/>. The titles of most are self-explanatory. They include both third party reports and data or evidence created or gathered by the Forum, including the output of engagement activities.



Engaging with the community, 2016

1.4 Next steps

The next steps are:

- Examination by independent Examiner;
- Final amendments after independent Examination;
- Referendum (Yes or No to adopting the Plan);
- Camden adopts plan, subject to outcome of Referendum.

- Chapter 4: Housing
- Chapter 5: Community
- Chapter 6: Neighbourhood Centres and Employment
- Chapter 7: Environment and Sustainability
- Chapter 8: Transport and Streets

Chapter 9 sets out proposals in respect of 4 key potential development sites in the Area (referred to as Specific Neighbourhood Sites): Murphy's Yard, the Mansfield Bowling Club, Highgate Newtown Community Centre and the ASF Garage site on Highgate Road. These are all important sites regarded by the Neighbourhood Forum as having significant potential, of interest to the neighbourhood as a whole, if and when they come forward for development. The Chapter sets out a process for involving the community in the development choices at an early stage, together with the community's aspirations for any such development.

Chapter 10 describes how the Neighbourhood Plan will be delivered and monitored.

Appendices 1 – 4 set out additional detail about the Plan. Although not in itself part of the Plan, **Appendix 5** sets out a number of ideas and proposals (referred to as Projects) which are not in themselves planning policies, but which could contribute to the achievement of the Plan's objectives. These can be progressed in the absence of development proposals, and many will require cooperation with third parties, such as Camden Council, transport authorities or local groups.

Chapter 2: Vision and Objectives

2.1 Dartmouth Park today: the current picture

Dartmouth Park is an inner London suburb in the London Borough of Camden, about three and a half miles (6km) north of Charing Cross. A mainly residential neighbourhood with a population of just under 9,000 (2011), it lies immediately to the east of the great rolling green space of Parliament Hill, which forms part of Hampstead Heath and which falls within the Neighbourhood Area.

The overall impression of Dartmouth Park, as residents repeatedly told us in consultations, is of a green, leafy residential area. As one resident said, “In Dartmouth Park you can see the sky.” The large open space of Hampstead Heath makes up approximately a third of the Neighbourhood Area. Streets and private gardens are lined with mature trees. However, the percentage of public open space in the Area (excluding Hampstead Heath) is actually rather modest, with a particular deficiency towards the eastern side of the Area.

The majority of the residential area is bounded by two important main roads: Highgate Road to the west, adjoining Parliament Hill, and Dartmouth Park Hill to the east. Our neighbours are Highgate to the north, Kentish Town to the south, the Junction Road area of Islington to the east and Gospel Oak to the west.

Dartmouth Park grew first of all as ribbon development along the road from Kentish Town and London towards Highgate and the north, from the 17th century on. Building accelerated as London grew; pubs like the Bull and Last, and the handsome Grove Terrace houses, survive from that late 18th century period as more and more of this main road alignment filled up. The 19th century then completely transformed the rest of the area: fields and hedges steadily turned into streets, terraces and villas, and by 1890 much of the still-recognisable form and character was in place.



Dartmouth Park Road, part of the 19th century development of Dartmouth Park

Today Dartmouth Park is a friendly mixed neighbourhood, diverse but cohesive. Housing tenure is quite diverse: it is spread between the three main groups (44% owner-occupied, 38% social rented, 16% private rented) (2011). The age patterns too are not skewed toward any particular grouping: the proportions of over-60s and under-15s are about the same mix as the UK average, rather than mirroring the pattern closer in to London of predominantly younger people. Twenty-seven per cent of residents were born outside the UK - lower than London's 37% but much higher than the national proportion (9%).

People in Dartmouth Park told the Forum in consultation that they want to maintain our social mix, and they regard the affordability of housing and the building of new housing which reflects the needs of the community as vital to retaining the character of the area. They like the green leafy character of the area, and its semi-rural aspect up against the expanse of Parliament Hill and the Heath. There is a strong desire to protect and enhance community facilities, including the local shopping centres and parades which act as the neighbourhood's focus.

Almost the whole of the neighbourhood is a conservation area, and the Dartmouth Park Conservation Area Appraisal & Management Statement (the Conservation Area Appraisal) comments that the area "charts the history of domestic architecture from the late 18th century to the present day". It adds that "Another essential component of the area is the contribution of social housing that includes the Brookfield Estate from the 1920s, the York Rise Estate (1930s), the Highgate Road flats (1950s and '60s) and the Whittington Estate of the 1970s." To this can be added the very recent Chester Balmore development.



Stoneleigh Terrace, part of the 1970s Whittington Estate

2.2 Issues and opportunities

Key issues for the neighbourhood are:

- preserving the sense of place, which involves protecting the green spaces and setting and the built heritage;
- housing, and in particular the continuing and increased availability of affordable housing;
- supporting the vibrancy and attractiveness of the neighbourhood with lively well-placed local services and centres;
- improving the quality of local roads and streets as walking and cycling routes, while mitigating the transport and environmental effects of a location on key routes into Central London and on a busy east-west route (which includes Chetwynd Road).

Each of the policy chapters tackles particular aspects of these issues and focuses on more detailed sets of related topics. The issue of sustainability cuts across all of them. Chapter 7 'Environment and Sustainability' deals specifically with environmental sustainability, but the social and economic sustainability of our neighbourhood is at the heart of the concerns addressed by all the other chapters too.

2.3 Our Vision for Dartmouth Park



This Dartmouth Park Neighbourhood Plan seeks to ensure that Dartmouth Park is a vibrant neighbourhood with a balanced and diverse community, with thriving local centres, excellent connectivity with the rest of London and increasing opportunities for pleasant and safe active travel. While welcoming sustainable development that provides new jobs and needed housing, the people of Dartmouth Park wish to ensure that the area's village character, rich architectural heritage, attractive green streets, open spaces and natural environment are not only maintained but enhanced.

2.4 Our Objectives

The following Objectives are designed to help us achieve our Vision for Dartmouth Park:

Design and Character	Ensure a neighbourhood that is predominantly residential, characterised by a rich variety of architectural styles and excellent design.
Housing	Provide a mix of housing for people of all means.
Community	Create a neighbourhood that has a strong community feel, encompasses a wide mix of social groups, and is supported by first-class community services.
Neighbourhood Centres and Employment	Ensure the neighbourhood has thriving local centres and is served by a wide range of independent shops, restaurants, cafes and pubs.
Environment and Sustainability	Retain the neighbourhood's leafy feel, with treasured green and open spaces and wide, tree-lined roads giving a semi-rural or village feel, and contribute to addressing issues of climate change and air quality.
Transport and Streets	Ensure the neighbourhood is well-connected both to neighbouring areas and to central London by excellent walking and cycling links and public transport.

These objectives inform the policies in each main policy chapter (Chapters 3 - 8), as well as the additional policies and principles for specific locations (Chapter 9) and the proposals for Projects (Appendix 5). These objectives are elaborated on in each policy chapter below; each objective has a set of policies to ensure that it is met.

2.5 Policies and Projects

The Policy chapters which now follow (Chapters 3 – 8) set out the Neighbourhood Plan's *planning* policies, which deal with the development and use of land. These chapters set out the policies that will be used by Camden Council alongside its own planning documents in making planning decisions.

In addition to these policies, through our consultations the Forum has identified a number of Projects which would complement the policies and help to achieve our Vision and Objectives, although they do not directly relate to land use. Government guidance says, "Neighbourhood planning can inspire local people and businesses to consider other ways to improve their neighbourhood than through the development and use of land. They may identify specific action or policies to deliver these improvements. Wider community aspirations than those relating to development and use of land can be included in a neighbourhood plan, but actions dealing with non

land use matters should be clearly identifiable.” (*Neighbourhood Planning Guidance*, para 004 Reference ID: 41-004-20140306). In each of Chapters 3 – 8 we have briefly referred to Projects related to the planning policies which are the subject of the chapter. These ‘complementary’ Projects are set out in greater detail in Appendix 5.

The policies and projects that are explicitly spatial are shown in Fig 2A below.

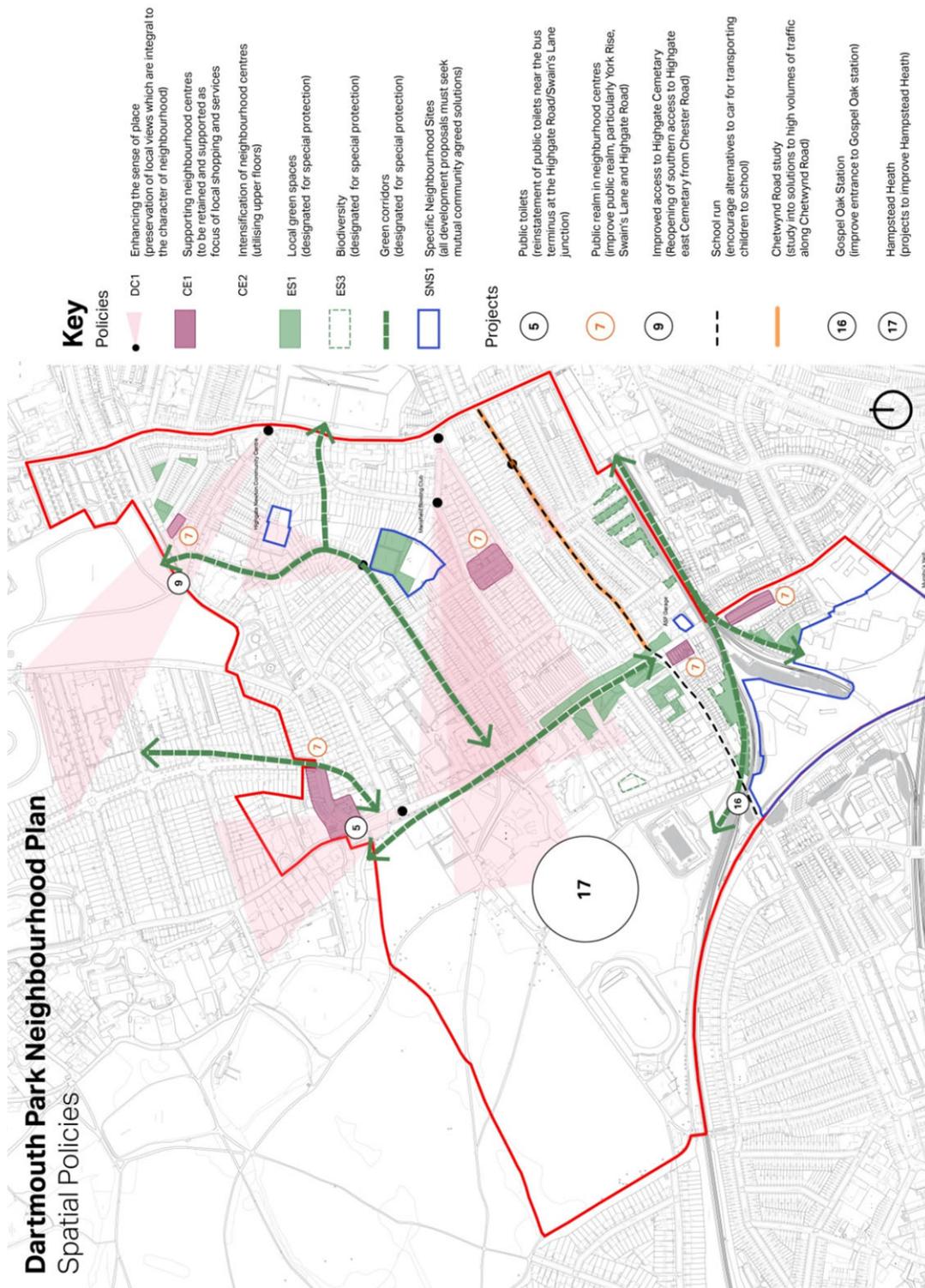


Fig. 2A: Plan showing spatial policies and projects

Chapter 3: Design and Character

3.1 Our Vision for the Design and Character of the Neighbourhood

Our Neighbourhood Forum’s vision has at its heart the need to ensure that “the area’s village character, rich architectural heritage, attractive green streets, open spaces and natural environment are not only maintained but enhanced”; and that Dartmouth Park continues to be “characterised by a rich variety of architectural styles and excellent design” and “leafy with treasured green and open spaces and wide, tree-lined roads, giving a semi-rural or village feel”.



St Anne’s Close, characterised by good design and attractive greenery

We want to:

- promote excellence in design;
- reflect local character and historic interest while encouraging innovative design to create sustainable buildings and spaces;
- create individuality through a rich variety of architectural styles but respect the scale and rhythm of streets, including plot width and building setback;
- conserve and enhance the historic built environment as an area with a rich variety of architectural styles and periods; and
- maintain and enhance the essential and unique character of the area.

The character of the Area, in the sense of both its social aspects and its built and green environment, is integral to the Plan's approach to Design and Character. Design must support and enhance the character we value. A particular aspect of that character is the essential relationship between the landscape, the buildings and the connecting streets and paths. Design must respect those aspects of the Area's character and, in particular, enhance the integral relationship between them.

3.2 Community engagement

These themes drive the approach to the policies for Design and Character in this chapter. People told the Forum that the Plan should help to retain the character of the Area, and that important local views and historic vistas should be identified and safeguarded. The green and leafy aspect of the area, from glimpses of greenery between houses to the expansive views of Parliament Hill from the hills to the east of the Area, is almost universally valued.

In respect of housing design, residents told us that space needs to be provided for social interaction amongst residents and the surrounding community. Permeable developments are preferable to places like Chester Balmore, which is gated. As the area already has a mix of architectural styles, new styles which are 'in keeping with the area' should be encouraged. However, there is a strong feeling that high rise blocks are not appropriate for the area.

We received comments like this: 'It has a semi-rural feel.' 'Perfect mix of city and rural.' 'Love the openness and greenery.' 'I don't think demolition and building high rises is always the solution.' 'Infill housing is preferable to knocking buildings down.'

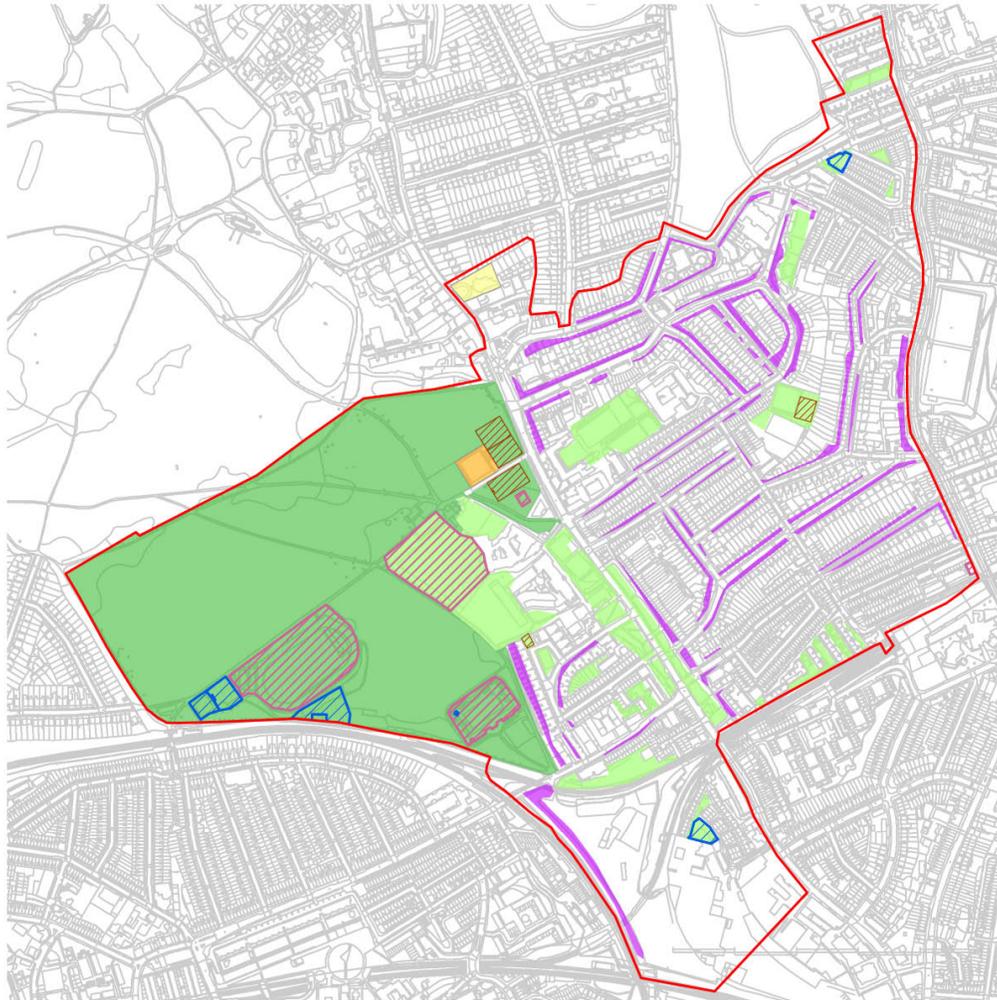
3.3 The Baseline: the Area's character, and the present position on design

Dartmouth Park is a mainly residential area, but it is also a cohesive locality with shared, well-used facilities. Residents told us that some of the most valued aspects of Dartmouth Park are that it is quiet, green and has a diverse population. A sense of social cohesion is created by the presence of local neighbourhood centres (small but

attractive and important focal points for community life) and the variety of other facilities scattered through the area: five pubs, a health centre, a community centre and library, churches, the prominent group of LaSwap secondary schools, the nurseries and primary school, and a variety of offices and workshops (mainly in the south of the area). The neighbourhood's cohesiveness is enhanced by the convenient and attractive linkages offered by a pattern of streets on a rough grid, with short pedestrian cut-throughs, paths and passages adding to people's route choices in some parts.

Its character is in large part that of a lively, culturally-rich London suburb, but it is one largely characterised by the semi-rural quality of a village. That semi-rural character derives in large part from the overall impression of greenery imparted by the tree-lined streets, boundary hedges and lush back gardens. Although there is surprisingly little formal public open space within the residential area itself, there are numerous small, informal plots of green that contribute to the leafy character; Fig 3A below is a map showing these numerous and valued areas of greenery, both formal and informal, that exist in addition to often spacious gardens. The semi-rural quality is, of course, also enhanced by the proximity of the wide open spaces of Parliament Hill and Hampstead Heath.

What the Area also has in abundance is *views* of green - some within the neighbourhood, such as the summertime canopy of trees and the frequent glimpses of greenery between the houses into the rear gardens, some out to the hills and open land of the Heath to north and west. Both are part of the intrinsic feel of Dartmouth Park. These views and glimpses of green are coupled with longer views southward and eastward over Central London and its towers and spires, and over the lower-lying parts of Inner London towards the Thames and Lea valleys. The view toward St. Paul's from Parliament Hill is a 'Protected Vista' in the London Plan.



Legend

- Neighbourhood Area Boundary
- Significant Private/Council Open Space
- Play Space
- Tennis Court
- Other Sports Facility
- Green Boundaries/Belts of Trees
- Bowling Green
- Public Park Or Garden
- Religious Ground

Fig. 3A: Plan of green areas in the Neighbourhood Area

Importantly, almost the whole of the Neighbourhood Area (other than Hampstead Heath) is a conservation area (see map at Fig. 3B below). In the words of the Conservation Area Appraisal, this is a reflection of the “variety and complexity that charts the history of domestic architecture from the late 18th century to the present

day. Late 18th century terraces contrast with contemporary housing estates; tiny cottages, large mansion blocks and Victorian villas, all exist together in Dartmouth Park.” As this indicates, the Area is a living, varied area of great character and architectural diversity.

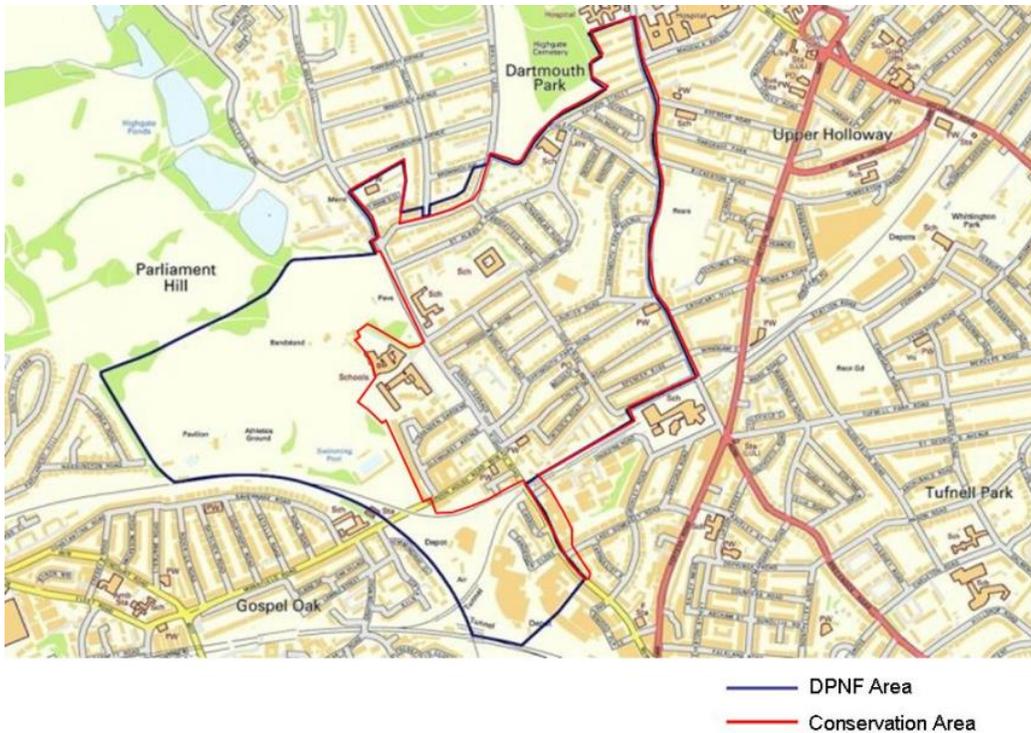


Fig. 3B: Plan showing Conservation Area and Neighbourhood Area

Despite this diversity, however, a particular aspect of the Area’s character is the integration of landscape, buildings and connecting streets and pathways into a pleasing whole. In the central, largely Victorian section of the Area, a loose grid of streets is gently flexed to reflect the underlying topography. Pevsner (London 4 North, 1998) comments on “the attractively diverse stucco-trimmed Victorian houses, e.g. in Boscastle Road, and Dartmouth Park Road” in what he calls “a network of small streets laid out haphazardly in the last quarter of the C19 over the undulating foothills of Highgate.” But the close relationship between development and topography continues along the edges of the Area. The houses of the Brookfield Estate, for example, line the gently curving Croftdown Road as it climbs up towards Highgate Cemetery, while the terraces of the Whittington Estate are carefully stepped down the steeper slopes of Highgate Hill. There is a flow to the streets, a relationship between the streets, the buildings and the landscape, that seems wholly natural. The effect created has a cohesiveness, a wholeness, that encompasses and celebrates the architectural diversity.



Laurier Road

Buildings important in their own right are also present. There are quite a high number of protected buildings of historic or architectural interest: some 90 Listed Buildings and Structures, of which 35 are at the higher category of Grade II* (most notably in the eighteenth-century Grove Terrace on Highgate Road). Another 7 buildings and features are on Camden's Local List. There are also award-winning and listed buildings of the twentieth century.

The design position thus has as one starting point the conservation area status of a large part of the Area. Development and change are needed so that Dartmouth Park can continue to adapt to the needs of its residents and activities, but that change must not undermine the character of the area. Contemporary 21st century design can be part of the change, but must always respond carefully to the setting of buildings and spaces within which it sits.

3.4 The Policies for Design and Character

The policies in this chapter flow directly from this appreciation of the character and assets of Dartmouth Park, and of what is needed to protect and improve on it. They start with policies dealing with Dartmouth Park as a place, and the key elements characterising the relationship between the buildings, the spaces between them, and the community itself. They then deal with the buildings themselves: what is needed when new development takes place, and how to protect the existing and often historic buildings in the area. This is supported by the Plan's principles for good design, and in particular considerations in the design of small residential developments.

There is of course a close relationship, and some overlap, with the policies in the Conservation Area Appraisal, and the two documents will often need to be read together for guidance on specific development proposals.

Policy DC1 Enhancing the sense of place

Enhance the sense of place and the characteristic relationship between the built environment and the open areas in Dartmouth Park, by:

- (a) ensuring that any development within the foreground, middle ground or background of any of the local views described in Appendix 1 (which are integral to the unique character of the neighbourhood) does not harm and where possible makes a positive contribution to the characteristics and composition of such local view. Any such development should:
 - (i) be of a height that does not harm the view;
 - (ii) fit in with the prevailing pattern of buildings and spaces; and
 - (iii) not tightly define the edges of the viewing corridor;
- (b) maintaining and enhancing the green and leafy character of the Area, which contributes to the sense of place and semi-rural character, by ensuring that developments:
 - (i) maintain existing green or open spaces, and
 - (ii) create additional green or open spaces in accordance with Camden's policies; and
- (c) ensuring that multi-unit developments in areas predominantly characterised by traditional terraced, semi-detached and detached housing will have scale and massing which respects that of surrounding buildings.

Justification for Policy DC1: The policies in **DC1** seek to maintain and enhance elements of the underlying design of our urban landscape, which as noted above are part of the intrinsic feel of Dartmouth Park. We were repeatedly told during consultations that people value the views that characterise Dartmouth Park, such as the view up Highgate Road towards the spire of St Anne's church and the views from the 'eastern heights' down towards Hampstead Heath. Policy **DC1(a)** seeks the maintenance and enhancement of specific views which are cherished by local people, and which could be vulnerable to insensitive development. These views are described and mapped in Appendix 1. This policy seeks to protect the panoramic view where relevant, not just a narrow viewing corridor, and applies to developments within the Neighbourhood Area that affect the foreground, middle ground or background of the view. The development should fit in with the prevailing pattern of buildings and spaces. Where the height of a proposed development would harm the view, it should be resisted. Although it is recognised that developments can help to frame a view, developments should not define the edges of the view too tightly or create a tunnel effect.

DC1(b) aims to maintain and enhance the semi-rural nature that characterises the Neighbourhood Area. The green and leafy character of the area was almost universally mentioned in consultations as a key reason why people like to live in Dartmouth Park. This character relies heavily on the existing public open spaces, such as Hampstead Heath and the Highgate Enclosures, but even more strongly on the numerous informal green spaces and views within the Neighbourhood Area, as reflected on the map at Fig 3A. Comments by residents during our consultations reflected how much these existing spaces are valued. They also expressed a desire for additional public spaces, especially spaces available for sports or other outdoor activities for children. This was felt to be especially important in the part of the Area further from the Heath.

Policy DC1(b) therefore has two aspects: (i) to maintain existing green or open spaces, and (ii) to ensure that developments create new green or open spaces. As discussed above, despite the Area's green and leafy feel, there is comparatively little space actually open to the public, as is evident from the map showing locations deficient in access to open space in Camden's Local Plan (map 2, p. 176). This policy therefore seeks to encourage the creation of additional open spaces available for recreation or community activities. In this respect, the policy adopts the standard set out in Camden's policies for the creation of new spaces, including Local Plan Policy A2 (Open space) and D1 (Design). For background, see 'Camden Open Space, Sport, and Recreation Study' (2014).

DC1(c) seeks to permit appropriate and useful development and change whilst avoiding the intrusion of out-of-scale buildings into the street scene. As discussed above, the Neighbourhood Area has a cohesiveness that relies on the careful integration of landscape, buildings and streets that has developed over the last two centuries and that is characterised by a clear relationship between the scale of the buildings and their landscape and streetscape settings. We believe that in the central area of traditional streets, any required increase in density can best be achieved through the use of urban forms characteristic of Dartmouth Park (terraces, semi-detached and detached houses of three or four storeys and medium rise estates) rather than by high rise options. This approach is consistent with Camden Local Plan paragraph 3.34, which recognises the importance of taking account of all aspects of local character, including heritage assets, in determining the appropriate density of developments. Thus, high rise development should not be allowed to intrude into the existing streets of traditional residences that are so characteristic of the area, but should be located in identified development sites. The Neighbourhood Forum has identified the Murphy's Yard site as one area where some higher rise and higher density development might be appropriate, as addressed in Chapter 9.

Projects: Other opportunities for improving and increasing open areas and permeability do not depend on redevelopment: for instance, possible improvement and greening for the north-western access to York Rise Estate. A Project in Appendix 5 combines this design approach with an initiative to make such links into a coherent network of 'greenways'. See Appendix 5 for further detail.

Policy DC2 Heritage assets

Protect and preserve the Dartmouth Park Conservation Area, historic buildings and buildings of architectural merit and their settings, by:

- (a) in the case of developments within the Dartmouth Park Conservation Area, including alterations or extensions to existing buildings, ensuring that the development preserves or enhances the character or appearance of the Conservation Area;
- (b) in the case of Listed Buildings, only permitting development where the design of the development is demonstrated to be of a high standard led by the character, appearance and scale of the Listed Buildings themselves;
- (c) in the case of any development affecting:
 - (i) any of the 'buildings that make a positive contribution to the character and appearance of the conservation area' identified in the Conservation Area Appraisal (Appraisal Appendix 2); or
 - (ii) any of the locally-listed and other heritage assets identified in Appendix 2, or the settings of any of them, only permitting development that is designed to a high standard, preserves or enhances the character of the Conservation Area and makes a positive contribution to local distinctiveness; and
- (d) encouraging developments to preserve, repair and reinstate historic street furniture, materials and similar elements, including but not limited to granite sets and kerbstones and York stone paving, where the development has an impact on those elements.

Justification for Policy DC2: Policy DC2 recognises the special status of the Dartmouth Park Conservation Area and of legally protected (listed) buildings and their settings. National legislation, Camden's Local Plan Policy D2 (Heritage) and the Conservation Area Appraisal all recognise the importance of preserving and enhancing these special buildings and their settings.

Much of the Neighbourhood Area falls within the Dartmouth Park Conservation Area. The special interest of the area, and strategies for managing change, are set out in the Conservation Area Appraisal. However, despite its conservation area status, Dartmouth Park is at risk of insensitive development that would undermine the integrity and coherence of the conservation area, its buildings and their settings. In line with the strategies in the Conservation Area Appraisal, Policy DC2(a) seeks to ensure the preservation or enhancement of the Conservation Area.

Policy **DC2(b)** applies at the level of individual buildings, whether or not they are located within the Conservation Area. A number of Listed Buildings make an exceptional contribution to the character of the area. This is particularly true of Grove Terrace, a Grade II* Georgian terrace, which in effect forms a grand entrance to the Area from Highgate Road. At the other end of the architectural spectrum, the terrace of modernist houses at 22-32 Winscombe Street by Camden Council architect Neave Brown forms an almost secret enclave surrounded by an area mostly characterised by Victorian terraces of a similar scale. Given the important contribution these and other Listed Buildings in the Area make to its character, any development affecting a Listed Building or its setting should be of the highest design standard. While this does not preclude innovative design, it does require that development be driven by the character, appearance and scale of the Listed Buildings themselves, so as to preserve the integral relationship between the buildings and their context.



Grove Terrace/Highgate Road, listed Grade II*

DC2(c) makes provision for the more varied circumstances where development proposals affect other significant buildings or heritage assets in the Area. These include the ‘buildings that make a positive contribution’ recognised in the Conservation Area Appraisal (Appraisal Appendix 2), as well as buildings or features on Camden’s local list and the other significant or historic buildings or features identified in Appendix 2.

There are currently 7 buildings or other heritage assets in our Area on Camden’s local list; see the list in Part A of Appendix 2. In addition to those buildings, the Forum

has identified additional buildings and assets that we believe merit protection but that are not currently on Camden's local list; these are identified in Part B of Appendix 2. While this latter group will be put forward for inclusion in Camden's local list, we understand that it is uncertain whether those already identified as positive contributors to the conservation area will be added to the local list. This is because they already benefit from some protection under paragraph 200 of the NPPF. They nevertheless are highly valued by residents of the Area, who would like to see their significance recognised locally. The intention is therefore for all these non-designated heritage assets (whether included in the local list or not) to be dealt with in the same fashion. For all these buildings, while alteration and improvement to the residential stock is allowed and encouraged, they should be designed to a high standard, should preserve or enhance the character of the Conservation Area (where within the Conservation Area) and make a positive contribution to local distinctiveness. Under paragraph 197 of the NPPF, in weighing applications affecting these non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

DC2(d) addresses the need to consider the preservation, repair and reinstatement of historic elements which reinforce the Conservation Area's predominantly 19th century character, such as granite setts and kerb-stones (see Conservation Area Appraisal p.43 and Appraisal Appendix 6, which lists key features, including where original York stone paving survives). Where a development will have an impact on such features, therefore, we encourage the preservation, repair and reinstatement of those elements as appropriate.

Policy DC3 Requirement for good design

Require that all developments demonstrate good quality design, responding to and integrating with local surroundings and landscape context. In Dartmouth Park good design means:

- (a) achieving high quality design that respects the scale, mass, density and character of existing and surrounding buildings and preserves the open and green character of the area;
- (b) relating developments to the urban landscape value of the street setting, including respecting the established orientation and grain of existing development, established building set-backs, and arrangements of front gardens, walls, railings or hedges;
- (c) relating developments to established plot widths in the streets where development is proposed, particularly where they establish a rhythm to the architecture in a street;
- (d) where multi-storey developments are permitted in accordance with the other policies in this Plan, avoiding juxtaposition of buildings of significantly different scale and massing and incorporating a gradual transition from the scale of the surrounding built context where appropriate;
- (e) ensuring that any extensions or modifications to existing buildings are subordinate to the existing development and in keeping with its setting, including the relationship to any adjoining properties;
- (f) using good quality materials that complement the existing palette of materials used within the immediate area;
- (g) providing within the development boundary sufficient appropriately sited and well integrated amenity space, refuse and recycling storage, bicycle and mobility vehicle parking and storage, and delivery space (as appropriate to the size and type of development) to ensure a high quality and well managed streetscape; and
- (h) in construction or alteration of shopping and other commercial frontages in the Neighbourhood Centres, ensuring that the development contributes positively to the accessibility, sense of place and individual character of the Centre. In particular, solid external security shutters and shops that do not provide access to everyone will be resisted.

Examples of the application of these design principles are shown in the photographs below. Good design can characterise any period of architecture; we have focussed here on relatively recent examples, as being potentially more relevant to development during the period covered by this Plan. However, good design will

respect, and will often borrow from, characteristics and features of the neighbouring area, whatever the period.



St Anne's Close; Walter Segal, 1950-52; scale, materials (brick, glass), massing and orientation, communal green space



24A York Rise; van Heyningen & Haward, 1975; scale, materials (brick), relation to urban streetscape



22-32 Winscombe Street, Neave Brown, 1965; scale, materials, relation to urban street, massing and orientation, communal open space. Neave Brown, Royal Gold Medallist 2018.



7 Glenhurst Avenue; Maccreanor Lavington and Khaa, 2015; materials and palette of extension, respects established orientation and grain

Justification for Policy DC3: The principles set out in the policy are not exhaustive and cannot guarantee good design. They are intended, however, to provide guidance as to the balance sought between new development, including high-quality contemporary design, and protection of Dartmouth Park's character and setting. They reflect the wish to allow new opportunities for living and working space while protecting the expectation of local people that this will continue to be an inner suburb of London, not the city centre. This implies a mix of buildings and open space, or of green and brick/concrete, which will not be very different from the pattern today.

Policies **DC3(a) to DC3(e)** seek to support appropriate and useful development whilst ensuring that new development is well integrated into the existing pattern of development. This is largely a question of form, mass, density and scale, rather than

style. The appropriate scale will clearly vary from street to street: for example, a building that would be completely out of place in the Brookfield Estate (gentle streets of interwar cottages) could be a welcome addition in York Rise Neighbourhood Centre (narrow but 4-5 storey shopping street). The integration of new development in a manner that does not disrupt the cohesiveness of the Area also requires respect for the existing grain and orientation of development and for the established plot widths, set-backs and hard and soft landscaping of the existing streetscape. Where large scale developments are permitted in accordance with Camden's policies and the other policies in this Plan, with buildings that are higher than the established scale of the area, intermediate-scale blocks should be used to ease the transition between smaller and larger scale buildings where appropriate.

It goes almost without saying that good quality design requires good quality materials. Policy **DC3(f)** seeks to facilitate the integration of new development into the existing context by ensuring that the materials will complement those in the immediate area.

Good design also requires the consideration from the outset of requirements for adequate amenity and service areas. Camden's policies and other policies in this Plan address minimum requirements for some amenity and service areas, for example for bike storage (see Camden Local Plan policy T1 (Prioritising walking, cycling and public transport) and Policy TS2(b) below). The aim of Policy **DC3(g)** is to ensure that, where those minimum requirements are met, the space allocated to these functions is adequate to ensure a high quality and well managed streetscape. A recent development of housing over a restaurant in the Area, for example, has included insufficient space for bicycles and waste, leading to unsightly solutions for these facilities. Policy DC3(g) seeks to ensure that such issues are avoided by adequate design.

Policy **DC3(h)** addresses good design in the context of the Neighbourhood Centres. These Centres are part of the characteristic pattern which makes Dartmouth Park what it is, but each also has its own character, which is described in Chapter 6. It is important to note that DC3(h) refers not just to historic shop and pub facades, but to the whole grouping of frontages that are part of the essential character of our local centres. DC3(h) seeks to ensure that development in these Centres will contribute positively to that character.

While development appropriate to one Centre may not fit another, we would expect that in all cases development that would result in blocked windows or lengthy blank facades should be avoided. Several issues arise here. A particularly difficult one is the increasing use of solid external security shutters. These are perceived by some as having an important role in combating an increasing incidence of vandalism and damage to our local shops. However, they can create a forbidding atmosphere and are prone to graffiti. Their use should therefore be resisted, and the use of internal or transparent shutters or other security measures should be encouraged instead. For the same reasons, blinds, membranes or advertisements that block windows are strongly discouraged; attractive window displays which increase transparency not only will improve security but will contribute positively to the character of the Area.

Another important issue to be addressed by good design is the accessibility of shops to all, including those with limited mobility. New or altered shops which do not provide access to everyone will be resisted.

The character of the Area should also be maintained through the preservation and enhancement of specific heritage features in the street scene; the Conservation Area Appraisal (Appraisal Appendix 6) gives a list of such heritage features.

It should be noted that policies in Chapter 7, especially ES1 on preserving and enhancing the green and open feel of the area and ES4 on measures which increase energy efficiency, are complementary to the design policies in this chapter, and development proposals should be guided by all.

Policy DC4 Small residential extensions

Support proposals for small residential developments (including roof, side and rear extensions), where the development:

- (a) is subordinate in scale and situation to the original dwelling and complements its character in terms of design, proportion, materials and detail;
- (b) does not harm the amenity of neighbouring properties (in particular in respect of privacy, overlooking and loss of light);
- (c) is sensitive to and respects the overall character and appearance of the street scene;
- (d) in the case of rear extensions, does not occupy an excessive part of the garden or result in the loss of garden space which contributes to the character of the local area;
- (e) in the case of side extensions to detached or semi-detached properties, does not block or significantly infill gaps between buildings or otherwise disrupt the integrity of the architectural composition or group where these contribute to the character of the local area;
- (f) in the case of roof extensions or dormers:
 - (i) respects the existing roof form in terms of design, scale, materials and detail; and
 - (ii) is restricted to the rear except where it is part of the established local character; and
- (g) in the case of developments in back gardens, relates to the domestic use of the existing property (e.g. sheds, conservatories and greenhouses) and does not occupy an excessive part of the garden or result in the loss of garden space which contributes to the character of the local area.



Ground floor extension, Chetwynd Road (architects: Cousins and Cousins; photo credit: Luke White)

Justification for Policy DC4: A strong concern raised by residents during consultation, raising difficult design issues, relates to the wish to expand in situ as the only affordable way of staying in the area. In particular, residents of Spencer Rise signed a petition pointing out that: “There are many residents on this road who need the extra space that could affordably be provided through a loft conversion. At present many families are either overcrowded or forced to move out of the area.” Policy **DC4** seeks to respond to those concerns by allowing appropriate small residential developments, while balancing those concerns against the desire by other residents in the Area (equally strongly stated) to protect the character of the Area and the amenity of neighbours. It also seeks to address the concern that such extensions may increase the number of larger, more expensive properties in the Area, while reducing the number of small, more affordable properties. Of course, such developments will also be required to satisfy the other policies in this Plan, including Policy DC2.

Policies **DC4(a)** to **DC4(c)** apply to all proposals for small residential developments and are largely dealt with by Camden’s Local Plan Policies DC1 (Design) and A1 (Managing the impact of development). Exceptionally, the specific circumstances of a site may support an exception to the requirement in Policy DC4(a) that an extension be subordinate to the original building. This might be the case, for example, where an end of terrace property is extended in the same style as the original.

Policies **DC4(d)** to **DC4(g)** deal with specific issues on which residents have commented, and again seek to balance the desire for creation of additional space with the protection of the character of the Area.

DC4(d) addresses rear extensions. Rear gardens make an important contribution to Dartmouth Park's character, to the amenity of residents and to the local ecology. Rear extensions can be a low impact way of providing extra living space that might allow growing families to stay in the Area but should not encroach disproportionately on these valuable assets. Any such extensions therefore should not occupy an excessive part of the garden or result in the loss of garden space which contributes to the character of the local area. DC4(d) is consistent with Camden Local Plan paragraph 7.20.

The gaps between dwellings, often providing views of mature rear gardens, are an important feature of many residential streets in Dartmouth Park and contribute positively to the Conservation Area. **DC4(e)** aims to ensure that side extensions do not block these views or otherwise disrupt the integrity of the streetscape where these contribute to the character of the local area.



Roof extension, York Rise

Roof extensions or dormers have sometimes been viewed as being particularly problematic in some parts of the Area, with decisions on planning applications sometimes seemingly inconsistent. Policy **DC4(f)** seeks to establish a consistent approach, which allows roof extensions and dormers that respect the existing roof form. Front dormers may be acceptable where an established pattern exists of a variety of additions and alterations to roofs. A front dormer is likely to be unacceptable if the development is to take place in a terrace or group of buildings where there is an established roofline which is wholly or largely unimpaired. Where rear dormers will be visible from the public realm, special care should be taken to

ensure that design is of a high quality and materials used are appropriate for the Conservation Area.

DC4(g) addresses developments in back gardens. Given the pressure on housing in the Area, there is an increasing trend to seek to make use of developments in back gardens for additional living space. However, as noted above, rear gardens make an important contribution to Dartmouth Park's character, to the amenity of residents and to the local ecology. In many instances, the expanses of back gardens collectively create large green or open areas which provide important respite from densely settled urban streets for both residents and wildlife. The Forum believes that, given the importance of these areas, any developments within back gardens should be limited to domestic uses ancillary to the existing dwelling (such as sheds, conservatories and greenhouses) rather than the creation of new dwellings or living spaces. They also should not result in the loss of valued green spaces that contribute to the character of the local area. The Forum supports the making of Article 4 Directions in appropriate cases to remove permitted development rights for the erection of structures in these valuable spaces.

Chapter 4: Housing

4.1 Our Vision for Housing

Our Neighbourhood Forum's vision for Dartmouth Park is "a vibrant neighbourhood with a balanced and diverse community". We see it as:

- continuing to be predominantly residential (while recognising the considerable number of people who work from home and that there is significant employment in parts of the Area);
- providing homes for a range of residents, from young professionals, through families with small children, to retired people;
- providing a broad and balanced mix of housing (including social rented, privately rented and owner occupied) for people of all means;
- characterised by a rich variety of architectural styles and excellent design; and
- a place with a strong community feel, encompassing a wide mix of social groups.

4.2 Community engagement

These themes drive the approach to Housing policies in this chapter. People told the Forum that the key issues are mix and affordability of housing. They see a need to make sure that any new housing reflects the needs of the community; they want to retain the character of the area (including maintaining our social mix). Rising house prices mean that people are being priced out of the area. We were told that housing shortages especially affect young people trying to get on to the property ladder or to move up it. People living in social housing fear for the security of their homes and feel that proposals for redevelopment are a way of moving them out of the area. They want the current stock of social housing preserved and retained for council tenants.

On the nature of new housing, there is a need for more targeted 'affordable' and social housing. Residents also commented that new houses are too small; they need space to allow families to grow and stay in the area. They suggested that new housing should also include live/work units for local people working in creative and other areas (which could equally be flexible family/friends sharing space). There should be a mix of housing types and tenancies.

We received comments like this: 'It's a great community . . . I know people in my neighbourhood.' 'Not enough affordable housing.' 'We need affordable housing for young singles, so that they don't need to move away.' 'Elderly and frail people in large houses – how can they downsize locally?'

4.3 The Baseline: people and homes



Haddo House, Highgate Road

Dartmouth Park is home to nearly 9,000 people. The 2011 Census reported:

- 8,889 residents in the Area;
- 3,780 households (an average of 2.36 people per household - just below the national average);
- 20% over 60 years old (higher than Camden's 15% average), and 18% under-15s (Camden: 16%).

The housing we live in covers a broad range. The tenure breakdown is:

- 44% of homes (1664) are owner-occupied (Camden: 33%);
- 38% of homes (1442) are social rented (Camden: 33%);
- 16% of homes (620) are privately rented (Camden: 32%).

And the homes themselves are:

- 71% flats (Camden: 85%);
- 29% individual houses (Camden: 15%).

In 5% of the households, all residents are aged 65 or over (Camden: 3%). However, only 22% of over 65s live alone (compared to 42% in Camden).

In addition to the variety in tenures, there is a broad range of housing types and sizes in the Area. As recognized in the Conservation Area Appraisal, the Area is a mix of 18th century terraces, large mansion blocks, Victorian villas and contemporary housing estates. Larger houses with gardens are concentrated in the heart of the Area, while developments with smaller houses and terraces are located further south and north.

4.4 The Policies for Housing

This range and balance is an important aspect of what the community value. The policies in this chapter are intended to allow the area to grow and change, but in a way which maintains these essential characteristics.

Policy H1 Meeting housing need

Support and protect a range of provision to meet current and future housing needs, by:

- (a) supporting the building of more homes where there are opportunities which:
 - (i) maintain the existing broad range of tenure (owner occupied, social rented and privately rented) and type of housing (from flats and smaller terraced houses to detached and semi-detached houses),
 - (ii) preserve existing buildings that make a positive contribution to the character of the Area, and
 - (iii) have scale and massing which respect that of surrounding buildings;
- (b) taking a sympathetic approach to small roof, side and rear extensions to existing residential properties, where this can be achieved consistently with Policy DC4; and
- (c) supporting developments which include small homes to allow older residents to downsize from family housing to smaller units and to provide first homes for younger people.

Justification for Policy H1: The strong wish expressed in consultation is to keep the area lively, to make it possible for people to carry on living here, and to care for the special quality of the place. Balancing these is not easy: people value both the ‘social’ character and the ‘built’ character of Dartmouth Park. But an area where the policy gave absolute priority to preserving the built form would quickly change socially; whilst an area which allowed change to meet every pressure of housing demand would quickly lose its built character. The policy seeks to keep these in balance.

H1(a) recognises that although Dartmouth Park is a well-developed suburban area, there will continue to be opportunities for more housing. The key potential benefit that this can offer is to help maintain a stable and mixed community, so that will be the basis of judging whether there is a positive case for new development. As outlined above, the Area is characterised by a balanced spread between owner-occupied, social rented and privately rented housing. There is also a range of housing types and sizes, from the smaller terraced houses of Twisden Road and Spencer Rise to the larger detached and semi-detached villas in the network of streets in the heart of the Area. Although the majority of dwellings in the Area are flats, these are concentrated in the larger estates around the edges of the Area or have been created by conversions in the terraces, semi-detached houses and individual houses lining the central network of largely Victorian and Edwardian streets. The result is a varied mix of housing types and sizes that supports a mixed but stable and inclusive community.

There are a number of key threats to this stability, which would weigh on the negative side in assessing any development. These include: a trend to over-provision of high-end housing, which would reduce the existing diversity and range of tenures; the reality that residential values outbid other uses, with a risk of losing valued local services; a potential threat to sound and attractive blocks that make a positive contribution to the character of the Area like those of the Brookfield Estate lining Croftdown Road; and applicants’ wish to squeeze the density of development on all the housing stock (including social housing). The policy aims to mitigate these threats. While the policies reflected in H1(a)(i) and (ii) are also addressed in Chapter 3 (Design), they are included here to capture the overall balance sought between the ‘social’ and ‘built’ character of the Area referred to above.

H1(b) seeks to make it possible to find additional space for housing whilst limiting the loss of local amenity. Roof extensions can be a good way of adding extra housing, especially where growing families are living in small houses. In these cases, an extension could avoid their having to move away, and thus avoid the loss of community support and disruption to children who are happily settled in local schools. The need is for design solutions which allow for such change, within the overall principles of respect for the character of the Conservation Area. The potential for such extra capacity and change varies within Dartmouth Park, and indeed from street to street. Because of the sensitivity of the conservation issues, and the risk that a blanket relaxation would simply encourage development which would result in even more expensive property in the neighbourhood, each such proposed change would need to be justified on the particular facts involved in accordance with the detailed

provisions of Policy DC4. In applying this policy, it should be recognised that the heritage assets referred to in Policy DC2 are subject to special considerations, as reflected in Policies DC2 and DC4.

Policy **H1(c)** addresses a growing problem in the Area: an inadequate supply of smaller units that would enable older residents to downsize and younger residents to get on the housing ladder. In our consultations, we heard from long term residents who would like to downsize but want to stay in the Area to be near family and friends or established support systems. Similarly, many parents are concerned that their children are unable to find housing in the area in which they grew up. This policy would help to address both these concerns.

Flats

We also received comments from residents about a related trend of flats being converted into single dwellings, leading to a loss of total numbers of housing units and to a tendency for lower densities and greater under-occupation of dwellings. This trend also leads to a loss of the homes which provide the only opportunity for retention of younger and less-well-off families, in a neighbourhood where small terraced houses cannot now be regarded as 'starter homes' because of their price (well in excess of £1,000,000 in 2017). As there is a range of house sizes in the Area, including a significant proportion of larger homes, the conversion of flats to create larger homes should rarely be necessary. Camden policy (Local Plan Policy H3 (Protecting existing homes)) is to resist schemes where there would be a loss of two or more homes. By allowing conversions that result in the loss of only a single home, the policy creates some scope for growing families to expand into an adjoining property, a result consistent with the concerns addressed in Policy H1(b). The Forum therefore believes existing Camden policies achieve a satisfactory balance of objectives on this issue and so it is not addressed directly in the Plan.

Similarly, the Plan does not contain any proposals relating to the size of flats (number of bedrooms etc). Although consultation showed this is regarded as important by local people, the Forum believes that if properly applied, Camden and London policies are adequate. Further information is available within Camden Planning Guidance 2: Housing and the GLA London Housing Design Guide.

Policy H2 Affordable housing

Support the development and retention of affordable homes as part of a stable and resilient community, by:

- (a) requiring all proposals for one or more additional homes to maximise the inclusion of affordable housing, as required by Camden Local Plan Policy H4, and, where such affordable housing is not located on the same site as the market housing in compliance with Camden's policies, that such affordable housing is located within the Neighbourhood Area if appropriate sites are available;
- (b) where redevelopment of mixed tenure Council-owned estates or housing association-owned housing is proposed, ensuring that:
 - (i) the quantum (in units, bedrooms or floorspace, in accordance with Camden's policies) of social rented housing is at least as high as that on the development site at the time the redevelopment is proposed unless, in the case of strategic local or short term relocation of affordable housing, a strategy is in place for its eventual replacement; and
 - (ii) the tenure of such affordable housing is in accordance with Camden's policies, with social rented housing and intermediate housing suitable for local key workers being given priority;
- (c) where appropriate (and where it is not at the expense of quality or space standards) encouraging innovative and creative ways of providing residential accommodation to those unable to afford renting or owning housing at market prices. These may include licensed HMOs, small homes, self-build housing, co-housing and accommodation built using a range of community-focused housing models; and
- (d) ensuring that affordable homes are well integrated with and are visually indistinguishable externally from the market housing in the development.

Justification for Policy H2: As with Policy H1, Policy H2 stems directly from the community's objectives to reflect the range of local need and to keep Dartmouth Park a diverse and stable neighbourhood with residents at all income levels, as reflected in responses to consultation. H2 focuses on the affordability of new provision.

Throughout this Policy H2, the terms 'affordable homes' and 'affordable housing' are defined in accordance with the definition of affordable housing in Annex 2 to the NPPF. These terms therefore include social rented, affordable rented and intermediate housing. They will also include London Living Rent, as defined in the Mayor's Affordable Housing Supplementary Planning Guidance, 'Homes for Londoners: Affordable housing and viability' (August 2017).

H2(a) draws on Camden policies, especially Local Plan Policy H4 (Maximising the supply of affordable housing), to provide the basis for the Neighbourhood Plan's overall approach to, and considerations about, the development of affordable housing. Although Camden policies generally require affordable housing to be located within the immediate area of the development where possible, H2(a) seeks to make it clear that where it is not possible to locate affordable housing on the same site as the market housing, it should still be located within the Neighbourhood Area if appropriate sites are available. This is important to ensure that the social mix in the Area is retained. The policy recognises, however, that there may be cases where appropriate sites are not available within the Area. In these cases, the affordable housing should still be located as close as possible to the development site. Where that is not possible and Camden accepts a payment in lieu of provision of affordable housing in accordance with its policies, we would expect such payment to be applied to the development of housing within the Area or as close as possible to the Area.

H2(b) seeks to protect the mix of housing types and tenures to meet the needs of current and future households in the Area by requiring that the quantum of social rented housing in any redevelopment (determined by reference to units, bedrooms or floorspace, as required by Camden policies) be equal to or exceed the quantum of social rented housing on the development site at the time the redevelopment is proposed. Protecting the quantum of social rented housing is justifiable because of the pressure on prices, rents and values in the Area, which make it more difficult to retain and find affordable homes. The policy recognises that it may be appropriate to introduce new tenures, such as shared ownership, in addition to social rented housing. It is also possible that London Living Rent can play a useful role in this respect. The split of tenures should be determined in accordance with Camden's policies. However, there is a strong preference among residents to give priority to social rented housing. There is also a desire to ensure that key workers, such as staff at our two local hospitals and our schools, are able to find accommodation in the area and therefore also a preference for intermediate housing.

Policy H2(c) addresses the need to make provision for those who do not qualify for social rented housing but are unable to afford housing at market rates. It recognises that a variety of innovative methods may be available to provide housing for this group. These include housing of greater density or smaller footprint, such as studio apartments and Houses in Multiple Occupation (HMOs). A number of community-focused approaches are also available, including mutual housing co-operatives, shared freeholds, tenant-managed organisations, co-housing and supported housing.

H2(d) complements the policies on retaining and creating homes at all price levels, with the objective of keeping the neighbourhood as mixed and diverse as possible. The more that housing is 'tenure blind', the greater the potential for a diverse community to co-exist easily and naturally.

Policy H3 Accessible housing

Support and encourage the development of accessible housing and accommodation for older people and people with disabilities, by:

- (a) supporting forms of housing which would encourage households to downsize while staying in the neighbourhood, such as co-housing and supported housing; and
- (b) encouraging designs for new housing to provide for accessibility for older people and people with disabilities as well as meeting the general design requirements in Chapter 3.

Justification for Policy H3: With an ageing population nationally, and a higher-than-Borough-average proportion of older people within the Neighbourhood Area, we need to make better provision for the elderly. The consultation showed that there was a lack of housing of a suitable size and accessibility. Consistent with the overall objective of a cohesive, stable community and reflecting existing Camden policy, this policy is intended to help older residents to downsize locally within a socially supportive environment and in accommodation that suits them. For purposes of this Policy, 'co-housing' means a community of homes clustered around shared space with communal facilities, which may, for example, include a large kitchen, dining area, laundry and recreational space, and 'supported housing' means any housing scheme where housing, support and sometimes care services are provided as an integrated package.

Chapter 5: Community

5.1 Our Vision for our Community

Our Neighbourhood Forum's vision for Dartmouth Park is "a vibrant neighbourhood with a balanced and diverse community". We see it as continuing to be a place with "a strong community feel, encompassing a wide mix of social groups, and supported by first class community services." We want to ensure that a diverse population can continue to live here, including people at all stages of their lives, and to maintain a strong integrated community, working to minimise social deprivation and exclusion.

5.2 Community engagement

These themes drive the approach to policies for Community in this chapter. People told the Forum that the key issues are:

- maintaining the social mix in our community;
- a strong desire to protect community facilities: Highgate Newtown Community Centre, the schools, the Highgate Library, the churches, the community/church halls and the pubs are valued community assets which must be retained. Sports facilities on the Heath and elsewhere are also important;
- protecting open air and community event spaces, including road closures and temporary traffic restrictions to allow events to occur;
- community safety, which is enhanced by providing safe places to meet, get to know each other and share information.

Local projects were also suggested, including free-of-charge cashpoints in Neighbourhood Centres, public toilets near the bus stops at Swains Lane, and attractive public information notice boards in Neighbourhood Centres and housing areas.

We received comments like this: 'So many lovely people.' 'People value the HNCC and the Highgate Library facilities.' 'The needs of young people are overlooked.' 'I love the library – meeting neighbours, getting information, borrowing books.'

5.3 The Baseline

Dartmouth Park's community infrastructure is made up both of specific physical facilities and of the social organisations and agencies who use the facilities, alongside individual residents. The focus here is on the physical facilities and infrastructure that enable community activities.



York Rise Street Party, an annual community event

Appendix 3 contains a list of these important community facilities, and Fig A3.1 in Appendix 3 shows their locations. A significant number of important community facilities are located within the part of Hampstead Heath included in the Neighbourhood Area.



Parliament Hill Lido, part of the community facilities on Hampstead Heath

Many people in the neighbourhood are involved in voluntary, social and cultural activities, ranging from playgroups to University of the Third Age activities for retired and semi-retired people. Retaining and improving the range of facilities where these community activities can happen is an important part of ensuring that they can continue in future, and that they can also expand and broaden so that all sections of the community have the opportunity to meet and integrate. This is about the social glue that helps hold together a varied and lively local neighbourhood.

There are also three secondary schools in the Area, which between them have approximately 3,000 pupils. This large student population has a significant impact on the area and creates a need for facilities aimed at this age group. The Highgate Newtown Community Centre and Fresh Youth Academy provide a valued range of activities, but a consistent theme in our consultations was the need for additional after-school activities.

Inevitably, many of the pressures on our neighbourhood are the product of London-wide or even national trends which neighbourhood or borough planning can do little to influence. But it is a core aim that, within that reality, our plan should seek to follow the planning role set out in paragraph 8 of the NPPF: “supporting strong, vibrant and healthy communities . . . by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support health, social and cultural well-being”.

5.4 The Policies for Community

The Neighbourhood Plan recognises that community activities are part of, and support, the diversity and vitality of Dartmouth Park. The policies focus on protecting and enhancing the spaces where these activities take place.

Policy CM1 Community facilities

Retain and develop Dartmouth Park's community facilities, by:

- (a) ensuring that development of any of the existing community facilities identified in Appendix 3 and shown on the plan at Fig. A3.1 either maintains the existing facilities or provides an equivalent or better facility on the same or another site within the Neighbourhood Area, unless it has been demonstrated by a marketing exercise undertaken over a period of not less than 12 months that the facilities are no longer required or are not economically viable and that there is no suitable alternative community use for the facility; and
- (b) where a development is likely to create an additional demand on community facilities in the Neighbourhood Area that would cause the existing capacity of such facilities to be exceeded, requiring a contribution towards supporting and improving the existing community facilities or towards the provision of new community facilities within the Neighbourhood Area that is fairly and reasonably related in scale and kind to the development.

Justification for Policy CM1: We greatly value the important contribution of the community associations, charitable bodies and public services which serve the needs of the Area. The facilities identified in Appendix 3 enable them to carry out their activities. Any development of those facilities will be subject to Camden Local Plan Policy C2 (Community facilities) or C3 (Cultural and leisure facilities). This Neighbourhood Plan Policy **CM1** is consistent with those policies, and seeks to ensure the maintenance of local community facilities to enable community bodies to continue to carry out their activities within the Area. Maintaining these facilities will therefore help to support the diversity and vitality of Dartmouth Park, working in tandem with our policies for housing mix and balance (Chapter 4).

These valued community assets are very often long-established in locations which could come under development pressure, and in buildings which because of their age and/or the limited resources for re-investment need continuous maintenance and upgrade. The policy therefore starts from a very strong presumption that all such available facilities should be retained, unless they are replaced or it is demonstrated that they are no longer required or viable. If they are removed, then an equivalent or better replacement facility will be expected by the community.

The policy also looks for possible enhancement to the range of services and the facilities to accommodate them. In particular, where a development will cause the existing capacity of community facilities to be exceeded, the community would expect to see a contribution from the developer towards improvement in the existing facilities or the provision of new facilities. Any such contribution should be fairly and reasonably related in scale and kind to the development. The further community facilities that are particularly needed in Dartmouth Park include provision for young people (especially for after-school activities), an increase in flexible spaces for

regular classes and community meetings, more public noticeboards, and public toilets.

The Highgate Newtown Community Centre is particularly valued by residents in the Area, but residents are concerned that the facilities offered are under threat as a result of proposals to redevelop the site under Camden's Community Investment Programme. Although this development has been granted planning consent, revised proposals have been put forward. The Forum has been urged by residents to ensure that the Plan reflects the desire to ensure facilities equivalent to those available in the existing Community Centre. This issue is addressed below in section 9.4.4 'Highgate Newtown Community Centre'.

Projects: Enhancement of community facilities is possible in the absence of development. Residents recognised a particular need for additional information about community activities. Appendix 5 includes a proposal for additional community notice boards to address this need. A further proposal is for public toilets to be reinstated near the bus stop at the junction of Highgate Road and Swains Lane. See Appendix 5 for detail. Both these Projects will require cooperation with Camden.

Community safety

In our consultations, residents expressed concerns about community safety, particularly in relation to ensuring that new development takes safety into account. The Dartmouth Park neighbourhood is not generally a dangerous one, but a predominantly residential area is always at some risk of crime and vandalism both after dark and during the quiet middle of the day. Also, a few particular locations are felt by local people to be dangerous, or threatening, or associated with illicit activity such as drug-dealing. Accordingly, it is good practice to ensure that wherever possible, and especially with new development, the designs and layouts promote natural safety measures, decrease resident anxiety, and hence promote a higher quality of life. The Forum considers that safety issues such as these can be adequately dealt with through Camden's own policies, including Camden Local Plan Policy C5 (Safety and security), and we have not included a specific policy in this Plan. However, a Project in Appendix 5 addresses the issue of lighting.

Chapter 6: Neighbourhood Centres and Employment

6.1 Our Vision for our Neighbourhood Centres and Employment

Our Neighbourhood Forum's vision for Dartmouth Park as "a vibrant neighbourhood with a balanced and diverse community" includes:

- thriving local centres that serve the needs of the community; and
- sustainable development that provides new jobs and workplaces for small and medium enterprises.

We therefore want Dartmouth Park to:

- be served by a wide range of shops, independent retailers, restaurants, cafés, pubs and other businesses;
- have commercial hubs that enhance the character, viability and vitality of the area and retain and enhance a lively atmosphere;
- continue to be characterised by attractive shop fronts and display windows;
- offer a public realm, access routes and parking that will maintain and increase footfall;
- retain a strong and resilient local economy that accommodates local businesses that benefit the community and can help provide a range of local employment opportunities; and
- be fully accessible to all residents.

6.2 Community engagement

These themes drive the approach to our policies for Neighbourhood Centres and Employment in this chapter. We were overwhelmed with people telling the Neighbourhood Forum of their strong desire to protect and enhance our community facilities.

The local centres at Swain's Lane, Highgate Road, York Rise and Chetwynd Road, and Chester Road are crucial parts of this. The consultations have shown that people love the independent feel of these centres and are concerned to ensure that they are vibrant and attract the full support of the community. They "like the idea of keeping local shops local", and see support for local traders as being a key part of sustainability. To ensure the continued vitality and viability of the area's commercial cores, it is key that the mix of uses within them is maintained and wherever possible enhanced to meet the needs of all.

A particular issue raised was the need to ensure that shops remain accessible to all. Policy DC3(h) addresses design aspects of accessibility. The Forum also believes that Camden's Local Plan Policy C6 (Access for all) and Planning Guidance PG 6 Amenity (September 2011, updated March 2018), if properly applied, address this issue appropriately, and the Forum strongly supports the application and enforcement of those policies.

There were also many ideas for improvements, including better rubbish clearance and recycling in the shopping hubs, especially York Rise and Swain's Lane; free-to-use cashpoints; information boards at Swain's Lane, Chester Road and York Rise; public lavatories at Swain's Lane; and improved paving at York Rise. Chester Road raised particular concerns: the need for a convenience store (which has now been provided) and perhaps the provision of small workshops and offices. Some of these ideas are reflected in Projects, as described in Appendix 5.

On employment, the community is strongly opposed to the conversion of workspaces and working studios to housing, which loses local employment. There were suggestions that live/work units for local people working in creative and other areas could be included in developments, as flexible space.

We received comments like this: 'There used to be offices in the area ... we have lost business since the offices closed.' 'Reinstate community friendly places such as the Dartmouth Arms.' 'Open up unused shops to increase the range of shops and encourage more trade and footfall.'

6.3 The Baseline: Neighbourhood Centres, jobs and businesses

Dartmouth Park, although predominantly residential, has always been an important place of work. Statistics for the total number of jobs and businesses in precisely the Neighbourhood Area are not available, but Camden Council's Dataset records 900 jobs in the part of the Area not including Highgate Road. The total for the Area as a whole will therefore be higher when Highgate Road is brought into account, as this has a parade of shops, restaurants/cafés and a pub as well as office units and Murphy's Yard (the largest commercial employer in the Area).

Regrettably the numbers have declined recently as there have been closures and losses of jobs in various locations, particularly at Swain's Lane where part of the parade of shops is undergoing redevelopment, Chester Road where the number of units has been reduced and Highgate Road where some units have been left empty for far too long. It is important not only to restore the position but also to enhance it, to improve the vibrancy and amenities of the area.

At present, there are almost 70 shops, pubs and restaurants, and several local service businesses. A few of these are freestanding businesses, such as some of the pubs, but most of them are sited in our four local centres.

6.4 Neighbourhood Centres: Profiles

Dartmouth Park has four neighbourhood shopping centres, and some stand-alone units which are separate from these centres. The four centres are identified in Table 6A below. Their locations are shown on the plan in Fig 6A below.

Neighbourhood Centre	Included addresses
Swain's Lane	Nos 1-4 & 109-110 Highgate West Hill, Nos 1-25 & 2-6 Swain's Lane
York Rise / Chetwynd Road	Nos 56-64 & 61-69 Chetwynd Road, Nos 33-37 & 12-24 York Rise
Highgate Road	Nos 95-117 & 139-157 Highgate Road
Chester Road	Nos 60-86 Chester Road

Table 6A Neighbourhood Centres

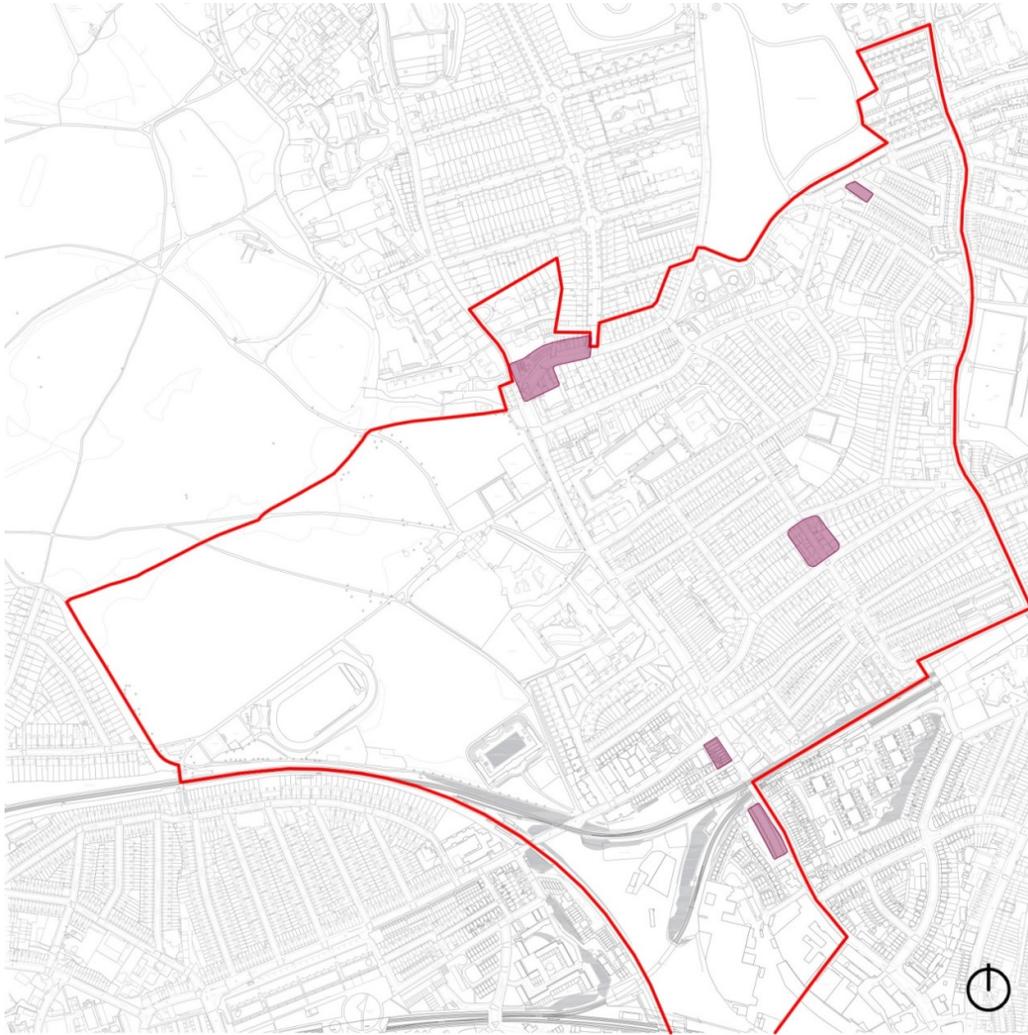


Fig. 6A: Plan showing location of the four Neighbourhood Centres

This definition of our four Neighbourhood Centres is based on local surveys by Neighbourhood Forum members and on their knowledge of the Centres and their functions over the last decade or more. It is consistent with Camden's Policies Map.

A brief profile of each Neighbourhood Centre is set out below. Additional factual information about each of the Neighbourhood Centres is contained in the document 'Additional Factual Background' in the evidence base on the DPNF website.

6.4.1 Swain's Lane



Swain's Lane, looking north

Introduction

When the long-awaited redevelopment on the corner of Highgate West Hill and Swain's Lane is completed, Swain's Lane will be the largest shopping centre in the Neighbourhood Area and potentially the best presented shopping parade. Construction of the redevelopment is nearing completion. The main issues now are to ensure that the approved redevelopment is completed to a high standard and that tenants for the units are in place as soon as possible. Care should be taken in finding tenants who will enhance the amenities and vibrancy of the area.

Swain's Lane benefits from custom not only from those who live and work in the area, but also from visitors to the Heath and to Highgate Cemetery. It has, rightly, been characterised by the local media (*Kentishtowner*, October 2012) in the following terms:

“a small, vibrant community that locals cherish and Londoners from far and wide visit to unwind ... with its peaceful, semi-rural village feel ...

If we try to list the reasons why Swain's Lane is unique to residents, neighbours and visitors alike, definitions need to go beyond the picturesque. The Lane has a way of playing with the imagination. It is a rural, whilst at the same time, urban labyrinth that winds its way from open heath land to

village, cafe to cemetery, company to aloneness; a safe harbour in which to reflect, re-charge, share and feel happiness and well-being.

The entrance to the Lane from the Highgate Road is open and leafy, offering both summer sun and evocative night skies, as well as the much-loved landmark of the spire of St Anne's, the individuality of local shops and businesses, and the buzz of café life.

This is an environment that has, over the years, managed to avoid and resist commercial development in the form of out-sized, incongruous and inappropriate schemes.”

Opportunities

There is an important opportunity to ensure that the redevelopment at Swain's Lane ensures a range of viable and suitable businesses. The planning conditions for the development require the establishment of a Retail Forum including representatives of the community to advise the developer on the desired mix of tenants. This has now been established and the owner, Noble House Properties Ltd, has been working with the Retail Forum, which is assisting in defining the types of businesses the residents would like to see and in identifying particular tenants that might be interested in the opportunity. It will also be important that rents are set at a level that will be affordable to the small and independent traders favoured by residents.

There is also a desire for traffic calming and pedestrian crossings in Swain's Lane and at the bottom of Highgate West Hill.

Threats

The redevelopment has already been delayed much longer than expected, and has been delayed further by a tragic fatal accident on site. There is a threat if the programme for these works slips further, prolonging disruption and delaying the opening of new businesses. There is also a risk that the new units will not be affordable to appropriate businesses or will not have sufficient storage space to meet their needs.

Traffic, loading and parking are also problems in Swain's Lane. The speed limit needs to be enforced, but the installation of speed cushions could impact on foundations of neighbouring properties. A Project to consider these issues is included in Appendix 5.

6.4.2 York Rise / Chetwynd Road



Junction of York Rise / Chetwynd Road

Introduction

The York Rise parade is attractive but currently is marred by two shops with shutters and graffiti. On the west side, Truffles delicatessen has a charming façade, preserving the appearance of yesteryear. The east side has an uneven pavement and there are three shopfronts not used as such. There are problems with space for the storage of trade waste on the east side, which can lead to fly-tipping and litter. The Dartmouth Arms pub is a valued community asset, and its recent re-opening after the conversion of the upper floors to flats is extremely welcome.

The Chetwynd Road section of the Neighbourhood Centre has a clean appearance with a series of attractive shop fronts.



Restaurant, Chetwynd Road

The York Rise street party each September is always a popular and well-attended event, much enjoyed by all the local residents and a key element in fostering the sense of community in the area.

Opportunities

There is an opportunity for the public realm of York Rise to be greatly improved, perhaps by widening the pavements and changing the flow of traffic to one-way. These changes would increase the scope for the businesses to have tables and chairs on the pavement. As a balance to these limitations on traffic flows, it may be possible to extend the pay and display parking bays to the section between Dartmouth Park Road and Laurier Road, providing extra midday parking for both the shopping centre and St Mary Brookfield Church Hall. These ideas are discussed further in Appendix 5 below.

Threats

The temporary closure of the Dartmouth Arms as a pub resulted in a reduction in the footfall. Now that the pub has re-opened, it is important that its role as a focus for activities in the Neighbourhood Centre is re-established in order to ensure the continuing viability of this important local centre. The pub has been designated as an Asset of Community Value and there is an Article 4 Direction removing the ability to change its use without planning permission.

6.4.3 Highgate Road



Highgate Road north of the railway bridge, looking north

Introduction

There are two parades of shops and businesses: one south and one north of the railway bridge, both on the west side of Highgate Road. The parades contain several important and useful, though in some cases poorly maintained, shops.

The east side of Highgate Road has the ASF Garage, a filling station with attached garage with an imposing canopy, though currently it is not selling fuel.

The shops and businesses further south along Highgate Road on the east side are in the area of Kentish Town Neighbourhood Forum. They include a number of carpet shops and The Vine pub.

Opportunities

There may be an opportunity to improve the public realm in front of the shops and businesses on the west side of Highgate Road below the bridge, from numbers 97 to 117. This idea is discussed further as a possible Project in Appendix 5 below.

There may also be an opportunity to restore the site of the ASF Garage at 138-140 Highgate Road to a public open green space. This too is discussed further in Appendix 5 below.

Threats

The ASF Garage mentioned above has been the subject of various proposed planning applications. An application for a large development was rejected and the rejection upheld on appeal. A further application is outstanding and has been awaiting a decision for some time. The Forum would support applications that would allow the site to be restored to public open space as mentioned above, or to be adapted to other uses, provided they have an acceptably low impact on Denyer House (including views of Denyer House) and on other local traders. There may also be a threat of use of the site for a convenience store, which would undermine the shops on the other side of the road which have provided important services to the community for very many years.

6.4.4 Chester Road



Chester Road, junction of Chester Road and Raydon Street

Introduction

The Chester Balmore estate is a modern development, with 53 residential flats above 4 shop units in Chester Road. Residents began to move into the site in 2014. It was redeveloped from previous Council-owned flats and shops.

All the new shop units have not yet been filled, but a doctor's surgery has moved into the corner unit from Brookfield Park nearby and a convenience store and café have begun operation.

Opportunities

The current attractions in the area around these shop units are the Library, the Highgate Newtown Community Centre, the community hall at the Highgate Library Civic and Cultural Centre, and The Star pub. These are all important community facilities. The Community Centre is subject to a plan for redevelopment at present, and it is essential that the redevelopment is carried out in a way which meets the needs of the community and enhances the amenities of the area. This is discussed further in Chapters 5 above and 9 below.

There is also a gate into Highgate Cemetery which at present is closed. The reopening of this gate as an entrance to/exit from this popular tourist attraction would increase the footfall through this area and make a substantial contribution to the viability and vibrancy of the shops and of the area as a whole. The potential to reopen the gate is discussed further in Appendix 5 below as a possible Project.

Threats

The main threat is that there are ongoing delays in filling the units and in opening the new shops, with the risk that the promised mix of shops may not materialise. A concern among residents is that the rentals being asked by the landlord (Camden Council) may be prohibitive for the businesses that the local community needs.

6.5 The Policies for Neighbourhood Centres and Employment

The range of services, the character and variety of shops and other businesses and the opportunity to work locally are all elements that the community values. The policies in this chapter are intended to protect these valued characteristics, and also to allow the area to grow and change in ways which enhance them.

Policy CE1 Supporting Neighbourhood Centres

Our Neighbourhood Centres will be retained and supported as the focus of local shopping and services, by:

- (a) resisting developments that would result in less than half of ground floor premises within a Neighbourhood Centre as a whole being in retail (A1) use or in more than three consecutive premises being in non-retail (non-A1) use, unless it is demonstrated that the proposal is consistent with the individual character of the Neighbourhood Centre, will significantly enhance the vitality and viability of the Centre and would not detract from its function as a local shopping area;
- (b) without limitation to Policy CE1(a), ensuring that at least 80% of units and businesses within the Neighbourhood Centre as a whole provide local shopping and services within the planning use classes defined below (and not including any uses (other than as a launderette) that do not fall within any particular use class) (known as 'sui generis'), unless it is demonstrated that the proposed use is consistent with the individual character of the Neighbourhood Centre, will significantly enhance the vitality and viability of the Centre and would not detract from its function as a local shopping area;
- (c) ensuring that new individual units (other than public houses and restaurants) do not exceed 100 sq. m. (approx. 1100 sq. ft.) ground floor area, including an adequate area for storage;
- (d) ensuring that any development encourages independent businesses or enables new independent businesses to establish themselves; and
- (e) encouraging the establishment of a Retail Forum of local residents and businesses to advise the developer on the mix of businesses in any new development.

The planning use classes referred to at (a) and (b) above are as follows:

Class Local Neighbourhood Centres (Government definition)

- A1 **Shops** – Shops, retail warehouses, post offices, ticket and travel agencies, sale of cold food for consumption off premises, hairdressers, funeral directors, hire shops, dry cleaners, internet cafés.
- A3 **Food and drink** – Restaurants and cafés.
- A4 **Drinking establishments** – Public houses, wine bars or other drinking establishments.

- D1 **Non-residential institutions** – Clinics, health centres, crèches, day nurseries, schools, non-residential education and training centres, museums, public libraries, public halls, exhibition halls, places of worship, law courts.

- D2 **Assembly and leisure** – Cinemas, concert halls, bingo halls, dance halls, swimming baths, skating rinks, gymnasiums, other areas for indoor and outdoor sports or recreation not involving motorised vehicles or firearms.

Justification for Policy CE1: The local centres and the shops and service businesses of Dartmouth Park are an important component of what makes the area attractive, liveable and a sustainable community. The views expressed in consultation reflect both this functional need for the services and the value attached to the character and variety that they bring to the neighbourhood. Therefore what is provided should be of the right scale and type, and should support flexibility and diversity, as well as meeting the quantitative need for retail and service floorspace.

CE1(a) and **CE1(b)** draw on residents' and traders' experience and knowledge, and on survey work, to provide a basis for assessing which activities and uses would be appropriate in the Neighbourhood Centres. This is partly a question of which uses belong in the Centres and can contribute to the provision and vitality that residents seek. Here, the reference point is the use-class definition set out above which categorises businesses for the purpose of planning decisions. The starting position is to support retail (A1) uses. CE1(a) provides that at least half the ground floor units should be in retail (A1) use and that no more than three consecutive units should be in non-retail (non-A1) use. This is consistent with Camden Local Plan Policies TC1 (Quantity and location of retail development) and TC2 (Camden's centres and other shopping areas) and with Camden Planning Guidance 'Town Centres and Retail' (March 2018). The policy also recognises, however, that Neighbourhood Plan policies must be applied flexibly, to allow for change in response to changing needs and business practices and to avoid the damaging impact of vacant units.

We also recognise, however, that other, non-retail, uses can provide useful services. Policy **CE1(b)** recognises this, but limits the categories to those listed above. This seeks to ensure that the policy is applied in a way that ensures that a Centre's underlying shopping function is not undermined by the presence, or clustering, of non-shopping businesses such as take-aways, estate agents or betting-shops. Although generally uses that do not fall within a specific use class are excluded, there is an exception for use as a launderette, a use that would be valued by residents. The policies in this section are supported by Article 4 Directions recently made by Camden, which restrict permitted development rights to convert shops to financial and professional services (A1 to A2), light industrial use to dwelling houses (B1c to C3), and launderettes to dwelling houses (Sui Generis to C3) without planning consent. The Forum strongly supports the application of these Directives within parts of the Neighbourhood Area that fall within their scope.

Policy CE1 is also about scale. These are small centres, three with only about 20 trading units and one with even fewer. Over-dominance by larger businesses, or occupation by bigger businesses whose market is much wider than the locality, would undermine the variety, flexibility and choice which is part of what the Centres offer. **CE1(c)** addresses this issue. It is consistent with Camden Local Plan Policy TC5 para 9.52, which provides that, as a guide, small units are considered to be those that are less than 100 sqm of gross floorspace. This policy is also supported by survey work carried out in June 2017 by the Swain's Lane Retail Forum.

CE1(d) similarly seeks to ensure that the Neighbourhood Centres retain a good mix of the independent traders who give the Centres their vitality and distinctiveness. In accordance with Camden Local Plan policy TC5 para 9.54, 'independent' businesses are considered to be those with no more than five stores. One way that developers can meet this need is by including flexible spaces with a variety of sizes and rental values. Another is to include live/work units for local people working in creative and other areas. Working with local people through a Retail Forum, as provided for in Policy CE1(e), will also help achieve this objective.

The Neighbourhood Forum recognises that the Neighbourhood Centres must be supported in a positive way. This requires working with traders and public bodies to encourage the location in the Centres of suitable businesses which would complement the existing facilities and to retain community assets. Although planning control per se cannot intervene to determine who takes over retail premises, the Neighbourhood Forum believes that other measures such as Section 106 agreements and landlord policy and practice should help to protect and enhance the variety and localness of our Centres. Policy **CE1(e)** encourages the formation for new developments of a Retail Forum of local residents and businesses to advise the developer on the mix of businesses in the development.

Policy CE2 Intensification of Neighbourhood Centres

Support and promote intensification of our Neighbourhood Centres through use of upper floors for:

- (a) housing in use classes C3 (Dwelling houses) and C4 (Houses in multiple occupation);
- (b) offices, workshops and working studios in use class B1 (Business); and
- (c) community facilities in use class D1 (Non-residential institutions),

provided in each case that (i) this does not involve the loss of upper floor rooms in pubs from community use unless alternative provision is made or the community use has been demonstrated by a marketing exercise undertaken over a period of not less than 12 months to be no longer required or economically viable, (ii) there is no loss of existing residential accommodation, and (iii) the design of both the upper and lower parts of the building and conditions of planning ensure compatibility of use.

Justification for Policy CE2: As with Policy CE1, Policy **CE2** results from the community's objectives to reflect the range of local needs and to keep Dartmouth Park varied and vibrant. More activity in the Neighbourhood Centres will mean more people around, more eyes on the street, more footfall for local traders, all of which can help make the Centres more lively, safe and prosperous. Flats above shops can help in meeting one of the greatest needs identified in Chapter 4 above, for smaller, more affordable residential units. Similarly, the Neighbourhood Centres can offer an attractive location for small office-based businesses and additional community facilities to help deliver the objectives of Chapter 5.

The policy is applicable in the case of both new development and reuse of existing space. Development of this kind will need careful handling of the details of design, in order to avoid different uses interfering with each other.

Policy CE3 Public realm

Support and promote the protection and improvement of the public realm in and around our Neighbourhood Centres, by ensuring that any development in or in the immediate vicinity of a Neighbourhood Centre:

- (a) preserves the existing public realm (including both hard and soft landscaping and the size of the area dedicated to public use), and
- (b) contributes to improvements to the public realm where appropriate to the size, location and nature of the development.

Justification for Policy CE3: In our consultations, residents told us how important it is to retain and enhance the lively atmosphere in our Neighbourhood Centres. An important aspect of this is the retention or enhancement of the public realm, to ensure that our Neighbourhood Centres are easy, pleasant and convenient to use. Such measures will also help to encourage a change in the patterns of movement away from longer non-local journeys, reinforcing the trend (see Chapter 8) for people to use their cars less and less as a proportion of all their journeys.

The policy is therefore at a minimum to preserve existing public realm spaces in the Neighbourhood Centres, as set out in CE3(a). In addition, the development will be expected to make contributions to be applied to the enhancement of those spaces, where appropriate to the size, location and nature of the development. In deciding what contribution is appropriate, regard will be had to the statutory planning obligation tests set out in NPPF paragraph 56. It is expected that any such contribution would be applied to measures such as (but not limited to):

- (1) the provision of cycle parking;
- (2) the creation and maintenance of attractive well-signposted pedestrian routes to and through the Neighbourhood Centres and pleasant public areas within them;
- (3) the installation of attractive seating;
- (4) the provision of recycling and rubbish facilities which supply these services in a convenient but unobtrusive way;
- (5) the provision of attractive soft landscaping; and
- (6) the improvement and increase in paved areas in order to reduce the intrusion of vehicles, increase the attractiveness to pedestrians and allow pavement seating for cafes and restaurants.

Such measures will seek to improve the Centres' performance functionally (parking for bicycles and cars, provision for recycling, etc.) as well as make them pleasant places to be: to sit out, to enjoy the view out of the café, to walk to safely and confidently. Clearly not all developments will justify the provision of all of the facilities identified above. The Forum would expect larger developments, those centrally located within the Neighbourhood Centre or those having a significant impact on the nature of the Centre to contribute to a range of the facilities referred to above.

Policy CE4 Supporting employment activities

Retain and support Dartmouth Park as a thriving multi-use neighbourhood which includes a range of employment activities, by:

- (a) resisting proposals for change of use from existing office and business uses to other uses not included in use class B1 (Business) unless it has been demonstrated that the site or building is no longer suitable for its existing business use and there is evidence that the possibility of retaining, reusing or redeveloping the site or building for similar or alternative business use has been fully explored over an appropriate period of time (and not less than 12 months);
- (b) supporting the provision of affordable workspaces; and
- (c) supporting the provision of serviced meeting spaces in our Neighbourhood Centres or conveniently located for them, to support local homeworkers.

Justification for Policy CE4: The Neighbourhood Plan's aim of a thriving mixed community includes Dartmouth Park continuing to be a place where businesses can operate and jobs can be created in a range of sectors which includes, but is broader than, the supply of local services to residents. It will help in sustainability terms by encouraging people to work locally. It will benefit local traders by bringing in different people who need services close to hand and will help keep the area alive and active throughout the day.

This mixed nature has long been a feature of the neighbourhood, but it has come under threat from the intense London-wide pressure for residential development, its greater profitability, and recent government relaxation of planning control over such changes. **CE4(a)** therefore introduces a specific local policy, based on the need to protect what employment remains and to restore the previous mix whenever possible, and to stop further changes of use from office and business use.

CE4(b) will also assist in the preservation of the mixed nature of the neighbourhood, by supporting the provision of affordable workspaces. These workspaces will provide facilities for small and medium size enterprises and encourage local employment. This policy is consistent with and should be interpreted in accordance with Camden Supplementary Planning Guidance 'Employment sites and business premises'.

CE4(c) supports the provision of shared space, preferably in the Neighbourhood Centres, where people who are working from home can gain access to reasonably-priced meeting space and shared services when they need it.

Policy CE5 Character of Neighbourhood Centres

Protect, preserve and, where possible, enhance the character and appearance of the Neighbourhood Centres, by:

- (a) encouraging the retention of shop fronts that have architectural or historic merit, in particular the following:

64 Chetwynd Road (Benham and Reeves)
33 York Rise (Truffles)
1A Woodsome Road
1-4 Highgate West Hill (Bistro Laz etc)
15 Swain's Lane (St Anne's charity shop)
21 Swain's Lane (Gail's);

- (b) encouraging the retention of historic facades contributing to the character and appearance of the following pubs:

Dartmouth Arms public house
Southampton Arms public house
Bull and Last public house
Star public house
Lord Palmerston public house;

- (c) requiring any security shutters to be sympathetic to the shop front and designed so as to allow views into the shop front at night; and

- (d) (to the extent possible through planning control) ensuring that advertisements are not allowed to obscure views into shops in the Neighbourhood Centres.

Justification for Policy CE5: Chapter 3 sets out general policies designed to ensure good design in the Neighbourhood Area, seeking among other things to "protect and enhance the rich variety of architectural styles and excellent design".

CE5 applies those principles in the specific context of the Neighbourhood Centres. It encourages the retention of shop fronts and pub facades of architectural or historic merit. It also seeks to ensure (consistently with Camden Planning Guidance 1: Design), that advertisements and security shutters do not obscure shop fronts either during the day or at night.

These policies will help protect the character of the area and will ensure that the Neighbourhood Centres remain vibrant and vital. They will promote an encouraging, friendly and safe atmosphere.

Chapter 7: Environment and Sustainability

7.1 Our Vision for the Environment and Sustainability of the Neighbourhood

Our Neighbourhood Forum’s vision for Dartmouth Park places emphasis on both the special environment of the area and on the need for us to contribute to local and global sustainability, so that any development is in keeping with the interests of both current and future generations. It welcomes sustainable development; it seeks to ensure that new and existing homes and other buildings are in keeping with a low carbon approach, as well as efficient management of our resources such as building materials and water, and increasing resilience against flood risk. At the same time, it aims to protect and enhance the open spaces that are a greatly valued asset in our Area.



Street trees

The aim of this chapter is “that the area’s village character, rich architectural heritage, attractive green streets, open spaces and natural environment are not only

maintained but enhanced” and that Dartmouth Park continues to be “leafy with treasured green and open spaces and wide, tree-lined roads, giving a semi-rural or village feel”. At the same time, the Plan should play a part in addressing the challenges of climate change and deteriorating air quality.

We want to:

- protect and enhance the natural environment, including our trees;
- ensure the maintenance and improvement of our open spaces and their use for the benefit of the whole community;
- ensure that the area is an attractive, environmentally healthy and sustainable place;
- ensure that natural resources are used prudently; and
- ensure a full contribution to the mitigation of and adaptation to climate change and the transition to a low-carbon economy.

Intertwined is an expectation that change and development in our area will help to make all aspects of our life more sustainable. This is partly about **environmental** sustainability (the subject of policies in this chapter); but it is also about **social** and **economic** sustainability, dealt with in the chapters on Housing, Community and Neighbourhood Centres and Employment.

The aims of the Plan in respect of the environment and sustainability are consistent with those of the National Park City Foundation’s initiative to make London a National Park City, and the Forum therefore endorses that initiative. For more detail, see http://www.nationalparkcity.london/development_and_planning.

7.2 Community engagement

These themes drive the approach to the policies for Environment and Sustainability in this chapter. People told the Forum that they like the green leafy character of the area, but there are concerns about air quality and traffic. In particular, on Chetwynd Road the volume of vehicles was regarded as an important issue, in part due to pollution levels.

Open space is seen as important. There was a consistent theme of preserving green space, with suggestions of using it for allotments or pocket parks. The Mortimer Terrace / Mark Fitzpatrick Nature Reserve is greatly valued.

There was a general recognition that greater energy efficiency is a high priority, but concern about how that could be achieved in an area characterised by a large percentage of older buildings without an adverse impact on the character of the area.

We received comments like this: 'Hampstead Heath: Tremendous asset for the neighbourhood.' 'More allotments would be good.' 'Protect and improve a network of green pockets.' 'How to make the old homes more energy efficient?'

7.3 The Baseline: the green backdrop, and the present position on environmental sustainability

Dartmouth Park is a green neighbourhood in a green setting:

- as shown by the plan at Fig 3A, there are 40 hectares of green space within our Neighbourhood Area;
- 32 hectares of this is accessible public space (including 29 hectares in Hampstead Heath) - a tremendous asset for the neighbourhood;
- another 9 hectares is in other open spaces, in addition to a wealth of private gardens which create blocks of green between the houses;
- small local open spaces and 'pocket parks' are not, however, as numerous as they might be, so that children's play opportunities are often dependent on private gardens or going to Parliament Hill at the edge of the Area. The eastern part of the Area, in particular, is deficient in open and play areas; see Camden Local Plan p. 176, Map 2: Locations deficient in access to open space;
- we are also set in an urban landscape which includes one of London's great open spaces, Hampstead Heath, as well as wooded slopes and hills around us;
- street trees soften the urban scene and line a large percentage of the Area's streets; and
- Dartmouth Park is by London standards a fairly biodiverse area (see, for example, Figure 6 of the Camden Biodiversity Action Plan at http://www.camden.gov.uk/ccm/cms-service/download/asset/?asset_id=3132995) - the wealth of green and the proximity of the Heath mean that there is considerable variety of bird life and small mammals, as well as a range of tree and shrub species.

The position on environmental sustainability is rather less positive:

- the average age of the Area's buildings means that few of them are energy-efficient in terms of insulation and energy loss. As a consequence, there is a high level of fuel poverty in the Area:
- in a Conservation Area, the pace of building replacement and modernisation is inevitably and justifiably slower than elsewhere, so modern standards will not be reached for some buildings without special efforts;

- similarly, installation of renewable energy equipment is not as easy when its siting could have an impact on the character of the Conservation Area;
- lighting levels, in streets, on businesses and outside homes, are sometimes higher than justifiable in terms of energy efficiency or safety needs; and
- Camden's local flood risk maps show part of the area at high risk of surface water flooding from run-off combined with a high water table, which increases the importance of making space for water to permeate into the aquifer. See http://www.camden.gov.uk/ccm/cms-rvice/download/asset/?asset_id=3088989, table 6.1.

Despite these challenges, the Energy Efficiency Planning Guidance for Dartmouth Park (2012), prepared by the Conservation Area Advisory Committee in conjunction with Camden Council, outlines in detail (often on a street by street basis) a number of measures that can be taken within the Conservation Area to improve energy efficiency. The Forum considers that this guidance, together with existing Camden policy, has the potential to significantly improve energy efficiency within the Area. The policies in ES4 seek to complement and augment that document.

7.3.1 Hampstead Heath: a very special green space

Hampstead Heath comprises roughly a third of the total area of the Neighbourhood Area. The Heath not only is the largest open green space within the Area but also provides a number of community facilities; it is not only a local but also a London-wide resource.



School sports day on Hampstead Heath

The part of the Heath within the Area is bounded to the south and southwest by Gordon House Road and the railway and to the north by the lower path below the summit of Parliament Hill (giving arguably the best view in London). The eastern boundary follows the western side of the Lissenden Gardens Estate, Parliament Hill School and William Ellis School, and then runs along Highgate Road. A major feature is the line of plane trees on the west side of Highgate Road, which functions not only as a green canopy over the road but also as a green barrier which softens the urban view from the Heath.

Most of this part of the Heath comprises gentle hills, with a variety of trees and shrubs. The areas to the west of the café and bandstand and north of the Lido and running track are open with generally mown grass and few trees. There are three main entrances to the Heath within the Area: by the Lido, just north of William Ellis School, and at the junction of Highgate Road and Swain's Lane. In recent years the City of London (which funds and manages the Heath) has opened up the appearance of these entrances. For example, they have removed metal railings and hedging, particularly in front of the café and the path by William Ellis School. The Keeper's lodge lawn next to the entrance to William Ellis School is noted for the crocuses in early spring.

As well as providing an important green lung, the part of Hampstead Heath included within the Area incorporates a number of important community facilities. These are listed and described in Appendix 3.



Parliament Hill Bowls Club

This part of Hampstead Heath provides a vital green space for the rest of the Neighbourhood Area, and should be protected from any development that would affect its character. However, the Forum's consultations have identified a number of

ideas for improvement in the Heath's open spaces or the community facilities located within the Heath. These are addressed as a possible Project included in Appendix 5.

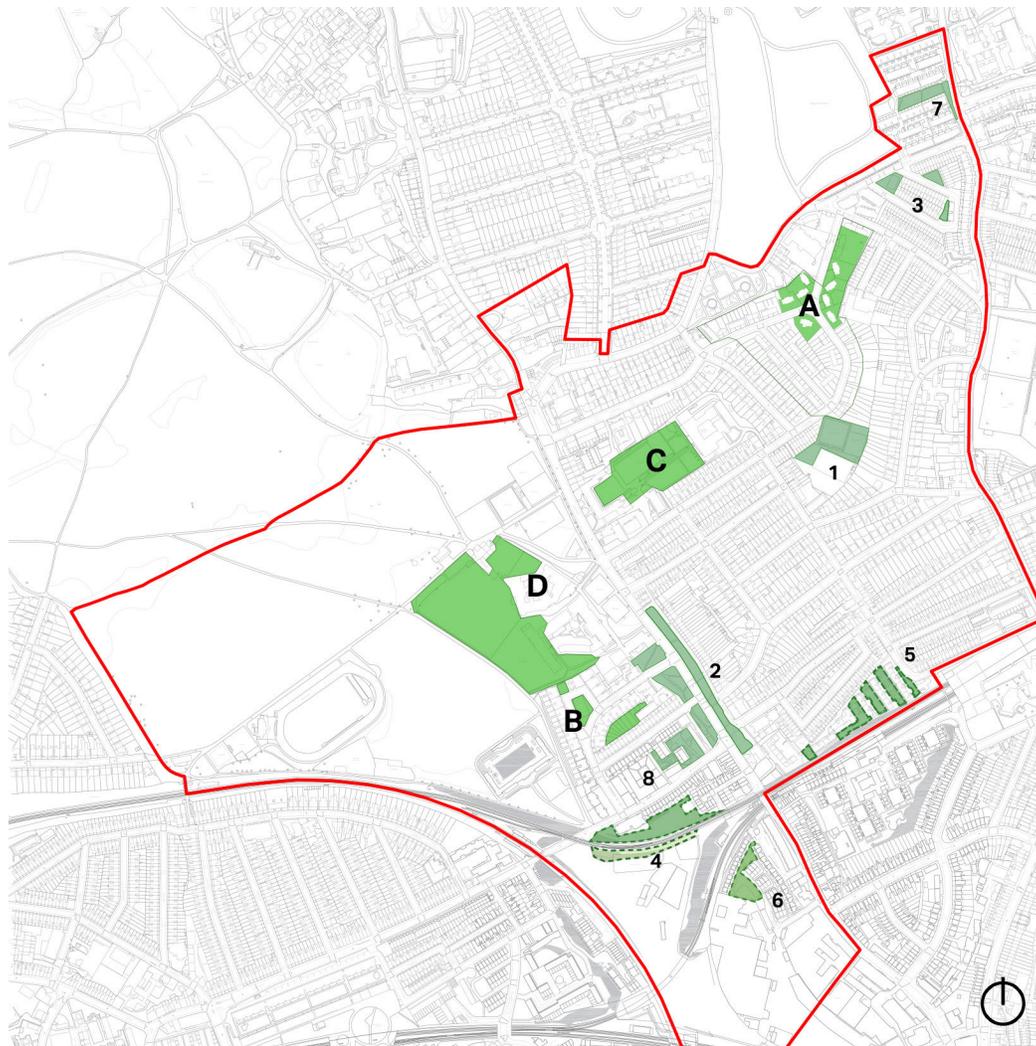
7.4 The Policies for Environment and Sustainability

The policies in this chapter are intended to protect valued assets, to enhance them where possible, and to guide development and change in the area in the direction of greater sustainability. The semi-rural or village feel, the access to high-quality green space and the potential for a more sustainable neighbourhood are all elements that the community value and want to promote.

Policy ES1 Green and open spaces

Preserve and enhance the green and open feel of the area, by:

- (a) designating the existing open spaces identified on the map at Fig. 7A and described in Part A of Appendix 4 as Local Green Spaces;
- (b) protecting from development where possible the additional open spaces of value to the community identified on the map at Fig 7A and described in Part B of Appendix 4;
- (c) resisting developments that would reduce the size or amenity of the existing community gardens / allotments shown on the map in Fig. 7A below, and supporting increase in these spaces where feasible;
- (d) where subject to planning control but not subject to Camden Local Plan Policy T2, resisting development that increases hard surfacing in front gardens, unless accompanied by landscaping proposals that meet the requirements of policies relating to Design, Sustainability and Biodiversity in the Camden Local Plan; and
- (e) where subject to planning control, resisting fencing or other boundary treatments that would obscure views of houses or gardens (including views between properties to back gardens) or disrupt the existing streetscape.



- Local green spaces
 1. Mansfield Bowling Club
 2. Highgate Enclosures
 3. Highgate New Town green spaces (Three Point Park, Triangle Park and Secret Garden)
 4. Mortimer Terrace Nature Reserve (also known as Mark Fitzpatrick Reserve)
 5. York Rise Estate gardens and allotments
 6. Carrol Close and Sanderson Close gardens and playground
 7. Whittington Estate landscaping
 8. Haddo House open Space

- Other open spaces
 - A. Brookfield Estate Gardens
 - B. Gardens and tennis court, Lissenden Gardens
 - C. Gardens of La Sainte Union Des Sacres Coeurs School
 - D. Grounds of Parliament Hill and William Ellis Schools

Fig. 7A: Local Green Spaces and additional open spaces of value

Justification for Policy ES1: This policy is aimed at ensuring that the various components of Dartmouth Park’s green space and open space asset base are cared for and protected in a way which reflects their central importance to the Area’s feel and appeal.

ES1(a) and **ES1(b)** define the boundaries of open spaces which are an integral part of the fabric, character and facilities of Dartmouth Park, and seek to protect them from any threat of development. Some of this space is already protected by Borough or London-wide designation. However, **ES1(a)** proposes the designation of 8 additional areas as Local Green Space. These areas are described and the significance of each is explained in Part A of Appendix 4.

ES1(b) seeks to protect where possible other open spaces that, although valued by the community, do not meet the standard for designation as Local Green Spaces. The Neighbourhood Plan's interest is in ensuring that this green asset is not chipped away at by piecemeal development. In assessing any proposals for development affecting these spaces, consideration should be given to whether the development provides equivalent or better provision in terms of the quality and quantity of usable open space and whether it secures improvements to the accessibility and range of uses of the space.

ES3(c) is about protection and if possible extension of very popular community garden and allotment assets. They are a perfect example of local sustainability in action: they help with biodiversity, they help knit the community together, and they make a modest contribution to local food production.

ES1(d), which seeks to reduce the loss of green front gardens, is intended to stop the increase in hard and especially impermeable surfaces, both because of the erosion of the intrinsic visual character and ecological value of our streets and because of the cumulative effect on rainwater run-off. Developments in front gardens are sometimes allowed under Class F of the General Development Order, so this policy applies only where planning consent is required. Where hard surfacing is proposed for on-site parking, Camden Local Policy T2 (Parking and car-free development) will apply; ES1(c) applies where hard surfacing is proposed for other purposes. Such development will be resisted, unless landscaping is proposed that will meet the Design, Sustainability and Biodiversity policies in the Camden Local Plan. At a minimum, this will require landscaping which addresses rainwater run-off and prevents the loss of or significant harm to the ecological or landscape value of the garden. It is recognised that specific exceptions to the policy may be required, for example, where the loss can be justified on the grounds of disability or for cycle parking (where the cycle parking is sensitively incorporated into the design so as to minimise its visual impact). However, our consultations indicated a strong desire to maintain green frontages to our streets wherever possible and that even where exceptions apply the extent of any hard surfacing should be limited as much as possible.

ES1(e) addresses the related issue of fencing or other boundary treatment that is high or intrusive, which can also have a detrimental effect on the visual character of the area. As with ES1(d), this policy applies only where planning consent is required and the development is not allowed under the General Development Order.

Projects: A Project in Appendix 5 is related to Policies ES1(a) and ES1(b). It is aimed at providing small local open spaces and 'pocket parks' and play areas in the

parts of Dartmouth Park where these are not currently provided within an immediate short walk. See Appendix 5 for the detail.

Policy ES2 Trees

Protect, promote and increase the number of healthy trees that contribute to the character of the Area, individual streetscapes and green spaces, by ensuring that development:

- (a) retains significant trees which have townscape, ecological, amenity, or cultural value and provides for their care and maintenance during development works in line with BS5837:2012. If a tree is dead or dangerous and requires removal, appropriate replacement trees capable of providing at least equal townscape, amenity, ecological, or cultural value are to be planted as close as practicable to the location of the tree that has been removed;
- (b) where trees are proposed for removal in cases not covered by policy ES2(a), makes provision for a comprehensive landscaping scheme that includes the planting of new trees sufficient to mitigate the resulting loss of visual amenity and to replace the canopy cover provided by those trees proposed for removal. Such trees are to be planted as close as practicable to the location of the trees proposed for removal;
- (c) makes provision for the appropriate planting of additional trees, where there are opportunities within the site to do so; and
- (d) makes provision for the selection of species of new and replacement trees that will maintain and increase the diversity of the trees in the Area.

Justification for Policy ES2: The importance of the retention and, wherever possible, addition to Dartmouth Park's tree cover was identified as being one of the key concerns of residents during the course of consultation. Policy **ES2(a)** is intended to minimise the loss of our very valuable umbrella of trees; this includes private trees, estate trees and, where within the control of the developer, street trees. Existing protection is of two kinds: many trees in the neighbourhood have statutory protection through Tree Preservation Orders (TPO) (a list of those TPOs is included in the evidence base); and trees in the conservation area (where *not* protected by a TPO) are still protected by a requirement for anyone proposing to carry out work to a tree with a trunk diameter greater than 75 mm to apply to the Council for planning permission.

ES2(a) augments those protections. It applies to any significant tree within the Area which has townscape, ecological, amenity, or cultural value and requires its retention and protection during development works. If loss of a tree is unavoidable, then a suitable replacement of equivalent value will be expected. In cases not covered by ES2(a) but where trees are to be removed in connection with a development, **ES2(b)**

requires a comprehensive landscaping scheme that includes planting trees to mitigate the loss of visual amenity and canopy cover as a result of the proposed removal.

The intention of **ES2(c)** and **ES2(d)** is to move beyond just protection to a positive planting programme where developments are proposed. **ES2(d)** is also intended to maintain and increase biodiversity in the Area through the careful selection of new and replacement trees. In selecting trees for a location, a 'right tree for the right site' approach will be taken, in line with Camden Local Plan paragraph 6.82. Within that context, large canopy species will be considered where space allows, in order to provide maximum shade cover. In more constrained locations, consideration will be given to edible species, which will contribute to healthy living and food security, as well as the biodiversity of the fauna in the Area.

Projects: A Hedges & Trees Project in Appendix 5 has aims related to those in Policy ES2.

Policy ES3 Biodiversity

Protect and enhance biodiversity in Dartmouth Park, by:

- (a) protecting and enhancing existing biodiverse habitats at the sites listed below and shown on the map at Fig. 7B below:
 - (i) Mortimer Terrace / Mark Fitzpatrick Nature Reserve;
 - (ii) the railway corridors south of Mortimer Terrace / Mark Fitzpatrick Nature Reserve;
 - (iii) the Lissenden Gardens community garden in Highgate Enclosures outside Clevedon Mansions; and
 - (iv) the York Rise Estate allotments; and
- (b) supporting developments which provide new areas of biodiverse habitat by measures such as:
 - (i) extending and linking up the 'green corridors' shown on Fig 7B below;
 - (ii) using landscaping which provides habitats that support native species and species on local and national biodiversity action plans or that otherwise increase biodiversity;
 - (iii) creating wildlife areas (such as wildlife gardens) to increase biodiversity in public areas; and
 - (iv) improving biodiversity in the large, enclosed blocks of private gardens in the centre of the Area by planting native species trees and shrubs as a haven for wildlife.



Fig. 7B: Biodiverse areas and green corridors

Justification for Policy ES3: Policy ES3 stems directly from the community’s recognition that Dartmouth Park is a relatively biodiverse area, but that this cannot be taken for granted: the variety of wildlife and of plant species needs supporting, protecting and encouraging.

ES3(a) and ES3(b) favour developments that will retain and enhance existing areas of biodiversity and actively contribute to the creation of further biodiversity in the Area. A particular aspect of this aspiration is the extension of green corridors, which will link green areas, increase the ease of movement of wildlife throughout the Area and create additional green spaces for residents’ enjoyment.

Projects: A related Project in Appendix 5 proposes a proactive approach to the creation of biodiversity in the Area, even in the absence of development. It seeks the installation of facilities, the creation and enhancement of small-scale greenspace, and the adoption of estate management which seeks to use the existing open land better as a biodiverse resource. A Project to create a network of local greenways, referred to in Chapter 1, will also contribute to these aims. See Appendix 5.

Policy ES4 Energy efficiency

Support measures which increase energy efficiency and which reduce energy and resource loss, by:

- (a) allowing for the installation of solar panels that are sensitively incorporated and (where the development is located within the Conservation Area and does not constitute permitted development) either are not visible from the street or are physically and visually integrated into the roof and do not project above the plane of the roof (see examples below); and
- (b) ensuring that all proposals involving substantial demolition demonstrate that rebuilding will deliver greater carbon savings than refurbishment, taking into account the embodied-carbon and whole-life effects of the proposed development.

Justification for Policy ES4: The policy at ES4 is intended to move development-led change in the direction of sustainability wherever possible, and to make energy conservation and local production more likely.

ES4(a) addresses an issue that generates significant differences of opinion. It attempts to balance two competing interests: the encouragement of additional measures for on-site energy generation and the desire to avoid detrimental changes in the character of the area, particularly in the Conservation Area. Any such solar panels will, of course, need to be designed and installed in sympathy with the design of the building and be consistent with the design principles set out in Chapter 3 'Design and Character'. This will generally mean systems that are properly integrated into the roof (see examples below). Within the Conservation Area and where they do not constitute permitted development, it is expected that solar panels either will not be visible from the street or will be physically and visually integrated into the roof and the panels do not project above the plane of the roof (as shown in the examples below), in order to avoid causing detrimental change to the character and appearance of the Conservation Area.



Solar panels integrated into roofs

ES4(b) addresses the issue of optimising resource efficiency when a building is proposed for demolition. It reinforces both Camden Local Plan Policy CC1e (which seeks to encourage the retention of existing buildings) and the Conservation Area Appraisal (p.45) (which has a presumption against demolition of any building that is a positive contributor to the conservation area). It seeks to ensure that the wider effects of demolition of any building in the Area, whether or not the building has heritage value, are taken into account, in the interests of sustainability. A noted architectural historian recently summarised the position on the energy efficiency of demolishing and replacing buildings as follows:

The energy taken to demolish an inefficient building and replace it with an efficient one is so great that it will typically take in the region of sixty years for the new building to pay off the rebuilding energy cost through its annual power savings. Given that the typical life aspired to for many contemporary buildings is only fifty years, it casts serious doubt over whether demolition and replacement can in most instances be supported by any environmental claims at all.¹

Camden Local Plan para. 8.17 recognises this issue, in providing that ‘all proposals for substantial demolition and reconstruction should be fully justified in terms of the optimisation of resources and energy use, in comparison with the existing building.’ ES4(b) places the obligation on the developer to demonstrate the benefits of demolition, taking into account embedded carbon and whole life impacts.

This is an area of rapid development, and the methods of assessing embedded carbon are likely to change over the period covered by this Plan. In demonstrating the carbon savings from rebuilding rather than refurbishment, the developer is expected to comply with any specific requirements in London or Camden policies or, in the absence of such policies, to apply recognised industry best practice at the time.

¹ B. Calder, **Raw Concrete: The Beauty of Brutalism** (William Heinemann, London 2016), p. 262.

Projects: The Forum would support demonstration projects that would show how energy efficiency can be improved while enhancing the character of the Conservation Area. One proposal in Appendix 5 is to examine the possibility of community energy projects in the Area.

Chapter 8: Transport and Streets

8.1 Our Vision for Transport and Streets

Our Neighbourhood Forum's vision for Dartmouth Park as "a vibrant neighbourhood with a balanced and diverse community" recognises our "excellent connectivity with the rest of London". We see it as continuing to be "well-connected both to neighbouring areas and to central London by excellent walking and cycling links and public transport."

Within Dartmouth Park, we want to:

- create a movement network that reflects the predominantly residential character of the area, serves local transport requirements and encourages more sustainable means of transport;
- encourage healthier, more active and car-free lifestyles in which more shopping and leisure activities are done locally;
- encourage walking, cycling and public transport as the primary means of transport;
- protect and enhance residential streets as healthy and great living environments;
- ensure that new developments, highway improvements and public realm works are carried out to make the area accessible for all;
- encourage amenity and ameliorate the harmful effects of vehicle use;
- promote sustainability through use of cycling and public transport; and
- enhance the ease or speed of movement through the area on foot and bike.

8.2 Community engagement

These themes drive the approach to movement policies in this chapter. People told the Forum that they were happy with the high level of public transport in the area but identified a range of transport and streets problems to be addressed:

- high levels of traffic and congestion on main roads (especially Highgate Road and Gordon House Road) and some residential streets (especially Chetwynd Road) during peak times. There is a strong desire to reduce through traffic;
- a need for slower speeds and better enforcement of the 20 mph limit. Many residents have expressed concern about speeding vehicles;

- safer conditions for pedestrians, including new or better crossings around the shops on Swain's Lane and on Gordon House Road and Highgate Road. Our consultation shows that improving the streets around our Neighbourhood Centres is a high priority;
- safety concerns at junctions and at entrances to offices, schools and Hampstead Heath;
- problems with motorbikes and scooters cutting through Lissenden Gardens;
- a desire for fewer speed bumps and signs to control speeds;
- a desire for the bus lane along Highgate Road to be continuous;
- concern about high levels of pollution measured locally;
- a desire for better, more joined up, safer routes for cycling, especially to and from schools;
- a need for more bike parking for homes and businesses;
- a desire for London's bicycle hire scheme to be extended to the Area;
- pressures on car parking space on some streets; and
- a wish for improved pedestrian access to Gospel Oak station.

8.3 The Baseline: Transport and Streets

Traffic volumes: Three busy main roads run along the edges of Dartmouth Park, with 13,000 to 18,000 vehicles using them per day. Chetwynd Road is used as an east-west route from Dartmouth Park Hill to Highgate Road and Gordon House Road; it is used by around 5-6000 vehicles per day. Many residents are concerned about high levels of traffic in the area and want to reduce through traffic. A reduction in traffic not only would have health benefits but would help to promote a community feel to the streets and shared spaces.

Traffic speeds and collisions: All our streets are now covered by a 20 mph speed limit but many residents have expressed concern about speeding vehicles. Monitoring data from Camden shows that the average traffic speed during the day is 19 mph (30 kph), with 41% of vehicles travelling over the speed limit. At night this increases slightly to an average of 20 mph with nearly half (47%) of all vehicles breaking the speed limit. There are a relatively small number of road casualties in the area, and incidents are concentrated on main roads and junctions. There are more cyclist casualties than any other group of road users, and the majority of pedestrian casualties are children under 15.

Cycling, car use and the journey to work: Census data shows local people are reducing their use of cars and increasing their use of bicycles. Between 2001 and 2011, the proportion of households in the area with no car increased to more than half. The average number of cars per household in 2011 was 0.6 cars. To get to work, local residents mainly use public transport, with 26% using the tube, 17% bus and 7% train in 2011. The proportion of people using cars to get to work has fallen from 20% in 2001 to 13% in 2011, while the proportion cycling has more than doubled, from 6% to 13%. Around one in ten people walk to work and another ten per cent work at home.



C2 and C11 buses on Highgate Road

Impact on the environment: Modelled estimates of pollution levels show that the air on most of our streets is above legal limits for nitrogen dioxide pollution. This is backed up by a community project to measure pollution in 2013. This showed all residential streets studied were above legal limits, and found very high levels of nitrogen dioxide at Tufnell Park Station and on Highgate Road. Nitrogen dioxide was measured at more than 25% above legal limits on Dartmouth Park Hill and Chetwynd Road. In an ongoing project, the Forum installed diffusion tubes between the railway tunnels on Gordon House Road and on Highgate Road close to Parliament Hill School, William Ellis School and La Saint Union School. These will monitor the level of pollution at these locations, which has an impact on students travelling to and from school. Other monitors have been set up around Swain's Lane, including outside Brookfield Primary School.

Conditions in our Neighbourhood Centres: We have four main Neighbourhood Centres for shopping and socialising, which have a range of shops, cafes, restaurants and pubs, as described in Chapter 6. Some of the streets around these centres have wider pavements than others, and all suffer to different degrees from excess ‘street clutter’ including signs, telephone and communications boxes, bins, and bollards.

Parking: Dartmouth Park is covered by the CA-U controlled parking zone, and there are around 1950 resident-only parking bays across the area. A street-by-street study shows that overall there are 74 permits issued for every 100 spaces (parking pressure of 74%), but the level of parking pressure varies widely. In some areas, parking spaces are more than 100% subscribed, but in others the pressure falls as low as 41%. These areas roughly correspond with the areas of the lowest car ownership rates shown in detailed census data.

Public transport: Accessibility in the area is good. Dartmouth Park residents have access to several 24-hour bus routes, linking the area to the West End, the City, Archway and Highgate Village; to tube services at Tufnell Park and Kentish Town on the Northern Line; and to the cross-London Overground at Gospel Oak, where services are much improved over the last decade.

8.4 The Policies for Transport and Streets

Our aims: Our policies for transport and streets focus on four key aims:

- to make Dartmouth Park safer and more accessible for pedestrians of all ages and people with disabilities;
- to improve the local environment in Dartmouth Park for cycling for people of all ages and abilities;
- to reduce the effects of traffic on residents in Dartmouth Park, including noise, safety, health and air pollution; and
- to maintain and enhance the excellent public transport that serves Dartmouth Park.

These aims are consistent with the Mayor of London’s Healthy Streets policies, which seek to improve air quality, reduce congestion and help make London a greener, healthier and more attractive place to live, work, play and do business. TfL’s ‘Healthy Streets for London’ (2017) describes the ‘Healthy Streets Approach’, a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. The policies in this Chapter 8 will contribute to achieving that objective.

As control of traffic and street layout is largely outside the scope of Neighbourhood Planning, it is necessary to address the aims above through more indirect means in

this Plan. However, our policies include support for new developments which help to enhance and achieve those aims.

Projects: Although our aims in respect of Transport and Streets can be partially addressed through special and planning policies, achieving them fully will also require the help of our local transport authorities, Camden and Transport for London. Residents have identified a number of Projects (see Appendix 5) that can be carried out in co-operation with these other organisations and with the help of Community Infrastructure Levy (CIL) or Section 106 ('planning gain') contributions.

Our street types: To help structure our policies, we have adapted the street typology used by Transport for London's Roads Task Force (RTF). They are identified and explained in the document 'Additional Factual Background' in the evidence base on the DPNF website.

Policy TS1 Safety and accessibility for pedestrians and cyclists

Make Dartmouth Park safer and more accessible for pedestrians and cyclists,
by:

- (a) where the developer is responsible for entrances to and exits from a development, providing continuous footways and cycleways across those entrances and exits, so that drivers give way to pedestrians;
- (b) for Residential Streets, resisting developments that include new dropped kerbs or footway cross-overs;
- (c) supporting design of the public realm (including open spaces and pedestrian areas) that:
 - (i) enhances permeability for pedestrians and cyclists; and
 - (ii) encourages lower vehicle speeds through traffic calming measures (but not including speed bumps), active frontages and elements of 'healthy streets' design; and
- (d) supporting developments that widen pavements and pedestrian areas and help to eliminate or reduce pedestrian congestion points, including those in the list below. Developers are encouraged to take account of street signs and other clutter in pavement designs to provide a minimum 2m of effective free width.



Cyclists, Highgate Road

Justification for Policy TS1: This policy is based both on the evidence of existing conditions and on residents' responses to those conditions. Based on numerous comments received, our key aims for transport and streets include making Dartmouth Park safer and more accessible for pedestrians of all ages, people with disabilities and cyclists. Policy TS1 responds directly to those concerns. It is also consistent with the Mayor of London's 'Vision Zero' approach to making London's streets safer for all, which aims to eliminate all deaths and serious injuries from road collisions in London by 2041.

The aim of Policy **TS1(a)** is to ensure that, when development requires changes to access arrangements, the opportunity is taken to improve the ease and safety of walking and cycling on our roads. In many cases applications to develop pavements (including kerbs) are managed under the Highways Act. However, where a developer is responsible for entrances and exits, new footway and cycleway cross-overs should be resisted and, where they are necessary, the developer should incorporate a continuous pavement or cycleway rather than introduce new kerbs. The intention is to send a visual and physical message that vehicles should give way to pedestrians and cyclists. We would therefore hope that a similar approach would be adopted under the Highways Act, where the pavements fall outside the planning process.

TS1(b) adopts a similar approach where developments have an impact specifically on our Residential Streets. The proposed development could be as small as the use of a front garden as off street parking, or as large as a new multi-unit residential development. Many such cases will fall outside the scope of planning, but where the developer has responsibility new dropped kerbs or footway cross-overs should be resisted. In all cases the aim is to minimise the number of new crossing points between driveways and pavements, which create the potential for conflict between

pedestrians and vehicles. This will help to achieve an environment in which pedestrians are, and feel, safer and less exposed to unexpected vehicle movements.

TS1(c) seeks to ensure that, whenever developments have an impact on local open spaces and streets, the whole public realm becomes safer, as well as more friendly, attractive and permeable. Residents expressed a strong desire for better and more joined up pedestrian and cycle routes in the area. **TS1(c)(i)** seeks to address these concerns by requiring that the design of developments improves permeability for both pedestrians and cyclists. This will increase the convenient and attractive linkages offered in many parts of the neighbourhood by cut-throughs, lanes, paths and passages which add to the basic street grid and give pedestrians and cyclists more choice of routes, often away from motor traffic. A Project in Appendix 5 contains a number of suggestions for improvements in connectivity within the Area. Although this Project is outside the planning policies, the expectation is that whenever sites are redeveloped, opportunities will be sought to implement such suggestions or otherwise to increase such links. Certainly no designs which reduce such accessibility, such as 'gated communities', will be acceptable.

Residents also repeatedly told us that they were concerned about the high levels and excessive speed of vehicles in the Area. **TS1(c)(ii)** therefore encourages lower vehicle speeds through traffic calming measures. However, residents told us that they did not like speed bumps, which may cause unnecessary vibrations affecting houses with shallow foundations on many of our narrow streets. Speeds can also be reduced by incorporating active frontages and elements of 'healthy streets' into the design. The indicators of 'healthy streets' are set out in TfL's 'Healthy Streets for London' (2017).

TS1(d) addresses a particular issue related to pedestrian safety: the existence of pedestrian congestion points. With more than 3000 pupils in the Area, this can be a particular issue at school letting-out times. Existing areas of congestion include the following:

- the pavement on the north side of Gordon House Road between the entrance to Hampstead Heath and the entrance to Gospel Oak Station;
- the pavement on the west side of Highgate Road in front of Parliament Hill School and William Ellis School; and
- the southwest corner of Highgate Road and Gordon House Road outside the corner shop.

Projects: We have identified a number of Projects to help make Dartmouth Park safer, which can be pursued in the absence of development proposals. These include working with Camden to widen pavements, reduce street clutter and encourage provision of off-street facilities for rubbish and recycling on our Main Roads. Another Project would seek to improve pedestrian areas and open space in our Neighbourhood Centres with planting, street trees, better lighting and more pedestrian-friendly traffic management. A further Project identifies improvements

which can be made in the area to increase permeability and parking provision for cyclists. Another proposes improved signage to key locations within the Area to assist pedestrians. A Project to improve the surroundings of and entrance to Gospel Oak Station would help address issues of pedestrian congestion. See Appendix 5 for more detail.

Policy TS2 Cycling improvements

Developments should improve the local environment in Dartmouth Park for cycling for people of all ages and abilities, by:

- (a) providing well-designed entrances to and exits from developments that minimise conflicts between cyclists and drivers (including provision of adequate sightlines for vehicles and cyclists);
- (b) providing secure cycle storage for residents at a level at least equal to and if possible greater than the level required by London and Camden policies; and
- (c) incorporating dedicated cycling facilities, such as segregated carriageway space for cycling and on-street cycle parking.

Justification for Policy TS2: Cyclists are an expanding group of road users, who feature disproportionately in the collision statistics for our area and throughout London and whose needs, for example for bike storage and parking, have not always been matched by expanding provision. This policy aims to rectify the imbalance, in particular where there are opportunities through development or redesign.

TS2(a) addresses the requirement to ensure that the needs of cyclists, as the more vulnerable users, take priority over providing for the access/exit needs of drivers where new developments are being designed which affect a road frontage. Entrances to and exits from developments should be designed to minimise conflict between cyclists and drivers. This includes ensuring adequate sightlines for both.

See also the London Cycling Design Standards (available from <https://tfl.gov.uk/corporate/publications-and-reports/streets>) and Sustrans Design Manual: Handbook for cycle-friendly design (April 2014).

TS2(b) seeks to improve the provision for the safe storage of bikes, which is both a help to individual cyclists and of public interest, as it supports a sustainable transport mode. This will be sought as part of development change where designs can accommodate bike storage. The London Plan and Camden's policies already make provision for a significant number of cycle parking spaces, and Policy TS2(b) seeks to ensure that that level of provision is met at a minimum. However, the Forum would encourage greater provision wherever space is available and additional provision is viable. This reflects the increasing number of cyclists in the Area: based on census data, between 2001 and 2011 the number of residents in the Area

commuting by cycle more than doubled, from 6% to 13%. In our consultations we heard that more people would cycle if there were greater provision for cycle storage.

TS2(c) supports developments that incorporate other dedicated cycling facilities, such as segregated carriageway space for cycling and on-street cycle parking. This is consistent with TfL's 'Healthy Streets' approach. Encouraging more cycling not only will promote greater health, but will also help address the significant air pollution in the Area. As set out above, evidence from a 'citizen science' project in 2013 demonstrated that air on many streets in the Area is above legal limits for nitrogen dioxide, with that on major through streets like Highgate Road and York Rise well above those limits. The threat from air pollution in the Area was well set out in a letter from CamdenAirAction received as part of our consultations (included in the evidence base). Ensuring adequate cycling facilities is a small but important step towards addressing the crisis in air pollution by encouraging a sustainable form of travel.

Projects: As noted in Chapter 3, a Project in Appendix 5 envisages working with Camden, local businesses and developers to increase permeability for cyclists and to expand bike parking facilities in our Area. This will help to maintain and increase the attractiveness of the Area for bike users, and reinforce the trend away from unnecessary short car trips.

Policy TS3 Traffic reduction

Reduce the effects of traffic on residents in Dartmouth Park, by:

- (a) in respect of non-residential developments (and in particular developments of or affecting schools, shops and other workplaces), requiring car parking to be limited to that designated for disabled people where necessary or that essential (and not merely convenient) for operational or service needs of the development and, where car parking is essential, requiring it to be provided within the site. It is recognised that schools in Dartmouth Park have access to excellent public transport and car parking places should not be included in developments within schools;
- (b) strongly supporting developments that remodel existing sites to remove onsite parking, driveways and pavement cross-overs for vehicles; and
- (c) in respect of non-residential developments, requiring electric vehicle charging points to be installed in sufficient numbers to serve any new or replacement onsite parking spaces that are permitted under other planning policies.

Justification for Policy TS3: Car and van use are integral and important parts of urban life, but the presence of traffic inevitably has environmental impacts including on noise, safety, health, and air pollution. Reducing the need to travel, and in particular reducing the likelihood that people will make their journeys by car, can help

move the area towards lower impacts and greater sustainability. Some of the impacts can also be reduced if electric vehicles substitute for petrol/diesel ones.

TS3(a) aims to reduce the proportion of work places in the area which make provision for car ownership, in order to encourage future new workers to make active choices towards non-car-dependent lifestyles. Under Camden's Local Plan Policy T2 (Parking and car-free development) all new developments will be car-free, although exceptions will be made for disabled access and for businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements. **TS3(a)** seeks to make it clear that a high standard should be applied in determining the level of operational or servicing need for non-residential developments. In particular, Dartmouth Park's schools have access to excellent public transport, and TS3(a) recognises that they can and should make a contribution to reducing traffic by minimising car parking places to those which are essential.

TS3(b) seeks to discourage parking by supporting the conversion of existing onsite parking and driveways to other uses. It also seeks to improve pedestrian and cyclist safety by removing pavement crossing points, which create the potential for conflict between vehicles and other road users.

As noted above, Camden has a car-free policy for all new developments, with limited exceptions. In the limited cases where new or replacement car parking spaces are permitted under Camden policies for non-residential developments, **TS3(c)** requires that the development provide electric vehicle charging points for the new spaces. This contributes towards the creation of a comprehensive electric car charging network that can help reduce environmental impacts and increase sustainability.

Projects: Two Projects in Appendix 5 aim to mitigate the effects of traffic on residents in Dartmouth Park. One proposes an initiative to encourage parents to adopt alternatives to the car for transporting children to schools. The second seeks to find a solution to the high volumes of rat-running traffic along Chetwynd Road, without displacing traffic onto other local roads. See Appendix 5 for detail.

Public transport

In our consultations, residents recognised that they are served by a generally excellent public transport network, with frequent services and links in most directions; the need is to retain its strengths, improve on them where necessary and possible, and secure contributions to that need from developments which will benefit from the sunk capital already invested in the system. The Neighbourhood Forum believes that these objectives will generally be adequately served by existing Camden policies, such as Camden Local Plan Policy T1 (Prioritising walking, cycling and public transport). However, a particular need identified in our consultations is to improve the entrance to Gospel Oak station. A Project in Appendix 5 proposes improvements to the surroundings of and entrance to Gospel Oak station. See Appendix 5 for detail.

Chapter 9: Specific Neighbourhood Sites

9.1 Introduction

There are some important sites (Specific Neighbourhood Sites) that are regarded by the Neighbourhood Forum as having significant potential, of interest to the neighbourhood as a whole, if and when they come forward for development. This is partly because of their size and the opportunity they offer to meet identified neighbourhood needs, and partly because of their prominence or existing role.

This Chapter sets out how the Forum wishes to see the community involved in development choices from the earliest possible stage and outlines the factors and aspirations that the local community believes should be considered if proposals for development of these Specific Neighbourhood Sites are brought forward.

There are therefore two aspects to the arrangements for dealing with these Specific Neighbourhood Sites. The first is procedural: when any of these Sites comes up for development, the close involvement of local residents and businesses at an early stage in the development of the proposals is strongly encouraged. A procedure for this is outlined below. The second is the set of community aspirations for each Site that the Forum believes should be considered if development proposals are brought forward. In addition to the general policies set out in the earlier parts of the Neighbourhood Plan, aspirations relating specifically to each Site are outlined below. We believe these general policies and specific aspirations should inform any Development Brief prepared in respect of any proposed development of a Specific Neighbourhood Site.

This Plan does not seek to allocate these Specific Neighbourhood Sites for development; this Chapter 9 merely outlines the factors and aspirations that the local community believes should be considered if proposals are brought forward during the lifetime of this Plan. This Plan therefore seeks to provide detailed suggestions for how these Sites should be developed.

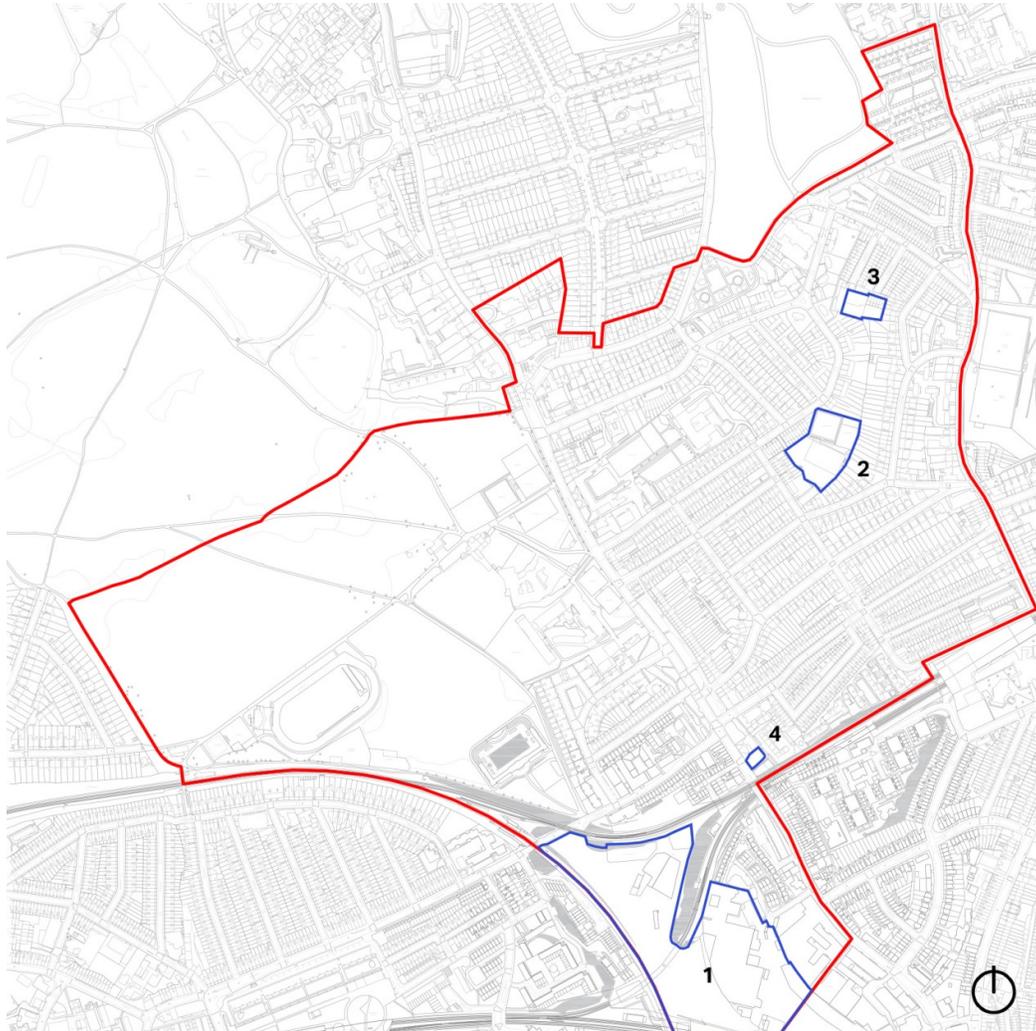
Some of the Specific Neighbourhood Sites have already received planning consents. However, we believe the community aspirations set out in this Chapter should be considered in any future applications relating to the site, including applications for amendments or variations to the existing consent, new developer applications and alternative community applications.

The following are Specific Neighbourhood Sites:

- Murphy's Yard (land to the west of Highgate Road and south of Gordon House Road)
- Mansfield Bowling Club, Croftdown Road
- Highgate Newtown Community Centre

- ASF Garage, Highgate Road.

These sites are shown on the map at Fig. 9A below. In addition, the term Specific Neighbourhood Site or SNS when used in this Chapter 9 includes any additional residential development of 10 homes or more or of a site of 0.5 hectares or more or any non-residential development of 1000 square metres of floorspace or more or of a site of 1 hectare or more.



- 1 Murphy's Yard
- 2 Mansfield Bowling Club
- 3 Highgate Newtown Community Centre
- 4 ASF Garage

Fig. 9A: Map of Specific Neighbourhood Sites

9.2 Processes

This Plan does not seek to allocate any sites. When and if any of these Specific Neighbourhood Sites comes up for development or redevelopment, it should be dealt with as a one-off at the appropriate time. The purpose here is to set out how the community would like to stay involved when such larger planning applications are prepared. This process should also apply to any major development, as referred to in the definition of SNS above. The community will consider any application in the light of the principles set out below.

Policy SNS1 Community engagement

This Plan does not allocate any sites for development. However, when and if development is proposed on any of the Specific Neighbourhood Sites, community engagement and compliance with the aims of the Plan should be sought.

Applicants are strongly encouraged to produce a Development Brief jointly with the community *prior* to submitting a planning application. In addition, applicants are encouraged:

- (a) to engage in a programme of consultation agreed with the community prior to any determination of the application;
- (b) to consider such amendments to the proposed development as would address any community concerns or suggestions; and
- (c) to provide a detailed report on the applicant's response to such concerns and suggestions prior to the determination of the application.

Justification for Policy SNS1: This policy aims to provide a mechanism to facilitate the involvement of local people in the development process at each meaningful stage, and to link that involvement clearly to the policies in the Plan. This is consistent with government guidance in the NPPF (para. 128): "Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot." Applicants are therefore strongly encouraged to engage with the community *before* submitting a planning application. Applications will be looked on more favourably where the applicant has consulted the community in accordance with an agreed programme of engagement and addressed concerns expressed.

9.3 General Principles

The specific principles set out in this Chapter are without prejudice to the requirement to satisfy all the policies set out in this Plan. All development proposals must be drawn up with full regard to the whole range of policies in the Plan, and to their purposes.

9.4 Specific Principles for Specific Neighbourhood Sites

9.4.1 Murphy's Yard



Murphy's Yard

Murphy's Yard is a large site (approximately 6.8 hectares, of which 5.5 hectares are in the Dartmouth Park Neighbourhood Area), to the west of Highgate Road and to the south of Gordon House Road. It is owned by Folgate Estates and occupied by J. Murphy & Sons Ltd, a civil engineering and utilities company. It is currently occupied by three-storey offices, sheds, yards and a depot. Any consideration of potential development of the site is presently at a very early stage and, **whilst the Forum is not itself actively proposing that the site is redeveloped**, it is very possible that Murphy's may be considering development of part of the site in the not-too-distant future. If this is the case, the community, via the Forum and other bodies, should influence what happens. The Forum sees the site as an opportunity to enhance the Dartmouth Park area with a sensitively designed scheme for a mix of residential and business/employment units.

The Murphy's site forms part of the Kentish Town Industrial Area, which is safeguarded for employment use under paragraph 5.46 of the Camden Local Plan. The relevant employment uses are light industry, industry, storage and distribution, and research and development. This paragraph also states that Camden will consider higher intensity redevelopment proposals for employment uses and that other priority uses (such as housing / affordable housing, community facilities and open space) could form part of development proposals provided that they would not prejudice the successful operation of businesses in the area. Floorspace suitable for start-ups, small and medium-sized enterprises, such as managed affordable workspace, should be included where viable.

Camden Council is currently in the process of developing a framework for this site, together with the neighbouring Regis Road site. When adopted, the framework will provide further guidance for the development of the site. We understand that the framework would not require the Murphy's and Regis Road sites to be developed in conjunction, and there is no intention to impose such a requirement in this Plan.

It should also be noted that part of the Murphy's Yard site is within the area of the Kentish Town Neighbourhood Forum. This Plan can only affect development on the Murphy's site insofar as it falls within the boundary of the Neighbourhood Area. However, the Forum has liaised with the Kentish Town Neighbourhood Forum on the approach to the development of the site, and we have had regard to the policies set out in the Kentish Town Neighbourhood Plan in respect of the Murphy's site. It is anticipated that any development of the part of the site within the Neighbourhood Area will take into account the wider context and will take a sympathetic approach across the whole of the site.

In particular, there are opportunities to improve the transport and pedestrian links across the area, as the site could be opened up to allow permeability between Gordon House Road and Highgate Road and to give improved access to Gospel Oak Station. In this context, the Camden Cycling Campaign has drafted proposals for possible permeability routes across the site. These are shown on the plan at Fig. 9B below, and are also included in the plan of permeability across the whole of the Neighbourhood Area at Fig. A5.1 in Appendix 5. These routes are indicative only and the final location of any routes will be led by the overall design of the development, but they demonstrate the 'desire line' for cyclists and indeed pedestrians moving across the area. Although Fig 9B shows possible routes falling within the area covered by the neighbouring Kentish Town Neighbourhood Plan, these are provided only to demonstrate how proposals within the DPNF Neighbourhood Area could fit with proposals within a wider area to improve overall permeability and to provide links between Gospel Oak and Highgate Road.

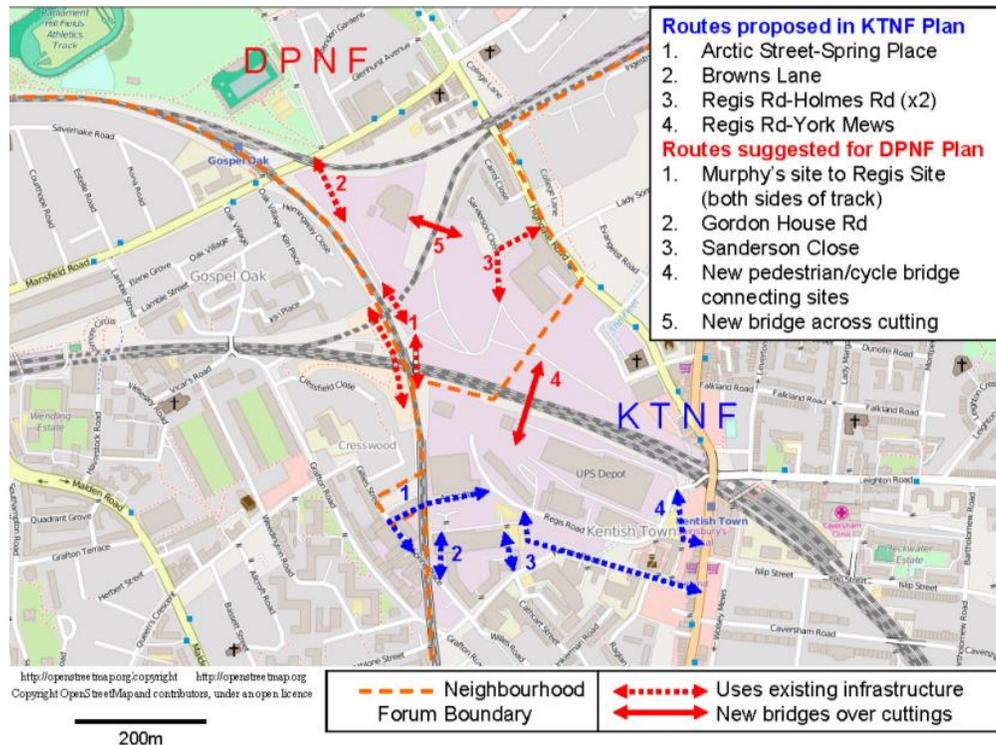


Fig. 9B: Permeability proposals for the Murphy's Yard Site

The site includes important heritage assets (for example, the former engine sheds from when the site was operated by the railway companies), as well as important and protected views looking across the site from Hampstead Heath. There are important views too looking north-westwards from Kentish Town which lie at the heart of the Kentish Town Neighbourhood Plan. Any developer will be expected to undertake robust townscape and heritage impact analysis to ensure that key views and heritage assets are protected in any development of the site.

Should any development of the site go forward, the Forum strongly supports the inclusion of mitigation measures to offset the impact of the development on existing infrastructure. This could include the development incorporating additional educational and medical facilities, as well as improvements to the local transport network. These facilities would be secured either through a financial contribution from the developer or by the direct provision of new facilities by the developer. Thames Water has also pointed out that the water network capacity in this area is unlikely to be able to support the demand anticipated from the development of this site. Strategic water supply infrastructure upgrades are likely to be required to ensure sufficient capacity is brought forward ahead of the development. It will also be the responsibility of the developer to make proper provision for surface water drainage to ground, water courses or surface water sewer.

The Forum supports development that would meet appropriate environmental objectives and add to the greenness and openness which is an essential feature of the Dartmouth Park area.

In order to assist with all these matters, the Forum has received advice from consultants AECOM, directly funded by Government, to investigate the site and to understand its potential and constraints. Their report is included in the evidence base. As noted above, the Forum is not allocating the Murphy's site for development. However, should any development of the site be proposed, the Forum would support the inclusion of the following community aspirations, which are based on the AECOM report, our consultations and other evidence:

Land use

- Development should be genuinely mixed-use, with employment, housing, retail, cultural and community uses.
- There should be no net loss in employment floorspace and preferably some increase in employment floorspace to replace that recently lost nearby, such as the studios and offices in Linton House.
- Small workspaces to serve the needs of local businesses should be encouraged.
- Any retail/food and drink provision should complement the existing business on Highgate Road.
- Employment, food and drink and housing uses should be mutually compatible so as not to negatively affect either the successful operation of businesses in the area or the amenity of new and existing residents.

Building heights

- The viewing corridor in the Kentish Town Neighbourhood Plan, from Kentish Town station to Parliament Hill, must be respected in accordance with that plan. Given the topography of the site, this would imply no new buildings above five storeys within the Protected Corridor (as defined in the KTNF Plan). The wording of the policy in the Kentish Town Neighbourhood Plan also means that it is unlikely that any buildings above five storeys would be acceptable within the Peripheral Corridor identified in that plan.
- Buildings above five storeys could be considered in the western part of the site adjacent to the apex of the London Overground and Midland Mainline lines.

Site capacity and density

- The site has the potential to make a significant contribution to Camden's need for both housing and employment uses. Including in the small part of the site that falls in the KTNF area, development capacities of up to 30,000sqm of employment space, 5,000sqm of community/retail/other and 500 homes (houses and apartments) could be accommodated. This equates to around 125 dwellings per hectare for the residential element, which is significantly in

excess of densities elsewhere in the Area. Development capacities should be allocated between the DPNF and KTNF areas of the site based on topography, design considerations and other relevant factors.

- The increased demand for community services that any new housing would bring should be met on-site where at all practical and subject to viability.

Access and movement

- Any development should be car-free, in accordance with Camden Local Plan Policy T2 (Parking and car-free development).
- A north-south segregated pedestrian and cycle connection (possibly in the form of a Greenway) should be provided between Gospel Oak and Kentish Town stations. Such a pedestrian/cycle route would form an appropriate structuring spine to any comprehensive development and could be fronted by the full variety of uses identified above.
- Further safe pedestrian and cycle routes should branch off the north-south segregated route to connect with all parts of the site, incorporating the permeability proposals in Fig. 9B above or equivalents.
- Vehicle access points would be most appropriately located off Highgate Road. The existing access off Gordon House Road is suitable for pedestrian, cycle and emergency access only. A further pedestrian access point should be provided between the bridges at the north end of the site near Gospel Oak Station.
- Additional pedestrian bridges should be provided to link the site with Kentish Town Station and with the Regis Road development site if practicable.

Building design

- The design of new housing will be informed by the terraced and apartment typologies that are prevalent in the surrounding area.
- Each house will be expected to have access directly to outdoor space either as a balcony, patio or garden, and each apartment block will be expected to have a communal garden. These will be in addition to the network of public open space connected to the 'Greenway'.
- Heritage features should be sensitively integrated into any new development. These will include the two northernmost Victorian railway buildings and the historic air vent.

Environmental

- Facilities for efficient and unobtrusive communal waste management should be included; this could include, for example, small waste to energy plant or communal underground external bins.
- Existing trees should be retained wherever possible.
- Green spaces, play spaces, leisure facilities and fully accessible public squares should be provided in accordance with Camden policies and the other policies in this Plan.
- Existing green links should be enhanced and new green links provided, so as to enhance areas of biodiverse habitat in accordance with Policy ES3(b) above.

Housing

- The development will be expected to provide the maximum amount of affordable housing provided for in the Local Plan policies.
- Provision should be included for intermediate housing that will meet the needs of local teachers, nurses and other medical staff.

Process

- The applicants should agree with the Council a masterplan framework or development brief for the whole site, incorporating these principles and worked up in partnership with the community, in advance of or at the same time as any planning permission being granted.
- If timing of the developments permits, the development framework should be developed in conjunction with the Regis Road development; if possible, the pedestrian/cycle route “Greenway” should flow between both sites.

9.4.2 Mansfield Bowling Club



Mansfield Bowling Club (before demolition)

The Mansfield Bowling Club site has an important heritage: Baroness Burdett-Coutts gave it to the community for outdoor recreational use. The community wishes to see it used again fully for this purpose.

It may not be possible to return it exactly to how it was in the days of John Betjeman's boyhood as he recalled it in his well-known poem 'NW5 N6' ("I see black oak twigs outlined on the sky, Red squirrels on the Burdett-Coutts estate"), but the community wishes to try so far as possible.

Crucially, therefore, the site is in part a designated area of private open space. The Forum supports the retention of this open space, particularly as the site is within an area that Camden Council has identified as deficient in open space. The site has also been designated as an Asset of Community Value. The site is also included in the list referred to in Chapter 7 of open spaces to be designated as Local Green Spaces.

The present status of the site is that an application for planning permission for development was refused by Camden Council but has been permitted on appeal (APP/X5210/W/16/3153454). It should be noted that the community does not consider that the proposed development would be an appropriate development. The Plan supports the refusal given by the Council.

Various alternative schemes have been considered by the community, which has formed a Community Interest Company for the purpose of acquiring the site, although it is currently anticipated that the consented commercial development will

be taken forward. As noted above, the Forum encourages the consideration of the community aspirations set out in this Chapter in any future applications relating to this site.

As noted above, the community's strong preference is for the Mansfield site to remain wholly in use for sport, leisure and recreation purposes. The Forum is not seeking to allocate the site for development. However, should development proceed on this site, we would support a scheme incorporating the following principles:

- The development would be residential only and would not exceed the density provided for in the current consent.
- The total footprint of the development would not exceed that of the previous bowling club building and would not intrude into the green space reserved for leisure activities as shown on Fig.7A.
- The design of new housing would respond positively to the characteristics of surrounding residential development and in particular will be informed by the terraced typologies that are prevalent in the surrounding area.
- The development will be expected to provide the maximum amount of affordable housing provided for in the Local Plan policies and this Neighbourhood Plan.
- Provision should be included for intermediate housing that will help meet the needs of local teachers, nurses and other medical staff.
- Any development should be car-free, in accordance with Camden Local Plan Policy T2 (Parking and car-free development).
- The part of the site shown in Fig. 7A would be reserved for sport / leisure / recreation purposes and would be publicly accessible.
- The developers would put in place procedures to ensure that the open space is sustainably managed and maintained for the future for the benefit of the public.

9.4.3 Highgate Newtown Community Centre



Highgate Newtown Community Centre

The Highgate Newtown Community Centre is a community facility particularly valued by residents in the Area, but residents are concerned that the facilities offered are under threat as a result of proposals to redevelop the site under Camden's Community Investment Programme. Although this development has been granted planning consent, proposals for alterations to the consented scheme are being brought forward by Camden. The Forum has been urged by residents to ensure that the Plan reflects the desire to ensure facilities equivalent to those available in the existing Community Centre. This includes equivalence not only in quality and space but also in the range of uses available. It also includes the status of the Community Centre as a facility run by and for the benefit of the local residents. Residents also wish to ensure that the site remains open to the public and that there is a right of way through the site.

The current facilities include a sports hall, an art room, a number of meeting rooms, a café and a community launderette. The Centre provides space and facilities for a variety of activities, including sports, arts and crafts activities for children and young people, ceramic workshops and community support projects. The Fresh Youth Academy is also located on the site. It provides an IT suite, counselling room, multi-purpose hall, multi-media suite and small gym for people aged 13 to 25.

The proposal to redevelop the site under Camden's Community Investment Programme generated widespread concern from local residents and users. The proposed development as consented would constitute a fundamental change of use of the site from "community" to "housing plus community", which may impact adversely on the ability of the site to function as a community facility, although it is acknowledged that the new facilities as consented show the potential to be an improvement on the existing facilities.

The Forum does not support the scheme in its present form and is of the opinion that the proposal as consented would be inconsistent with a number of the policies in this Plan. Among other things, it would constitute overdevelopment of a very constrained site; the scale and mass of the development would disrupt an area of low rise terraced housing; it would have an adverse impact on the listed buildings at 22-32 Winscombe Street; and there would be inadequate access. Moreover, the consented scheme makes no provision for any affordable homes, although there is the possibility of including some affordable homes under recently proposed changes to the scheme.

Despite these widespread reservations, it appears that the proposal is being taken forward. Should that development not proceed for any reason or proceed in an altered form, however, the Forum would support the consideration of the following community aspirations in respect of any future application for development:

- The development should provide community facilities at least equivalent to those currently present in terms of quality, space and range of uses.
- The community facilities should be run by and for the benefit of and use by the residents of the Area.
- There should be a right of way through the site, ensuring that the site remains open to the public.
- Any residential use should be designed so as to be compatible with, and not impact adversely on, the community uses.
- The design of the development would be expected to respond positively to the characteristics of surrounding residential development and in particular be informed by the terraced typologies that are prevalent in the surrounding area.
- The development will be expected to provide the maximum amount of affordable housing provided for in the Local Plan policies and this Neighbourhood Plan.
- Provision should be included for intermediate housing that will help meet the needs of local teachers, nurses and other medical staff.
- Any development should be car-free, in accordance with Camden Local Plan Policy T2 (Parking and car-free development).

9.4.4 ASF Garage



ASF Garage and green

The ASF Garage site has an important heritage as part of the green corridor running along the east side of Highgate Road leading into the Greens in front of Grove Terrace. The garage building that is currently on the site was allowed to remain there many years ago by a blunder by Camden Council and in fact should have been taken down some time ago. The site is currently moribund, having ceased selling fuel, although MOTs are still carried out on the site and it is being used as a used car lot.

The community wishes the site to be returned to open space so far as possible. The community's stance has been vindicated by the Planning Inspector's decision in March 2015 (APP/X5210/A/14/2223057), refusing an application for development and fully supporting the principle of preserving the openness of the site: "I consider that the openness of this area as a whole is significant in terms of the pattern of development over time and ... it is certainly important in terms of its visual appearance now ... the building proposed would ... interrupt the flow. ... I conclude that the proposed development would be significantly detrimental to the character and appearance of the area. It would fail to preserve the character and appearance of the Dartmouth Park Conservation Area, or the setting of the listed buildings which

overlook the Grove Terrace Squares. In both respects, its effect would be worse than that of the existing garage and so the fact that it would replace an identified negative feature in the Conservation Area carries very limited weight in my decision”.²

As recognised in the Inspector’s decision, the ASF Garage site falls within an existing historic open space. As noted above, the community’s strong preference is for the site to be returned to open space. The Forum is not seeking to allocate the site for development. However, a proposal for a revised development for this site has been made and is currently awaiting a decision. Should development proceed on this site, the Forum would support the consideration of the following community aspirations in respect of any application for development:

- Any development on this prominent site should be of outstanding architectural merit and should respond positively to its architectural and historic context.
- The design of any development should be such that it does not materially interrupt the feeling of openness created by the surrounding public open space or intrude into the visual building line formed by Denyer House, Grove End Lodge, the Highgate Road Baptist Chapel and Grove Terrace.
- The development should not extend beyond the footprint of the existing garage building.
- The height and massing of any development should be such that it does not (a) detract from the setting of Denyer House or from views of Denyer House from Highgate Road or (b) interfere with light to Denyer House.
- Residential use would be most appropriate for this site, although some commercial or retail component may be acceptable.
- The development will be expected to provide the maximum amount of affordable housing provided for in the Local Plan policies and this Neighbourhood Plan.
- Provision should be included for intermediate housing that will help meet the needs of local teachers, nurses and other medical staff.
- Any development should be car-free, in accordance with Camden Local Plan Policy T2 (Parking and car-free development).
- Any commercial or retail element of any development should complement the retail uses on the other side of Highgate Road.

² Source: Appeal decision of Planning Inspector, 25 March 2015, at paragraphs 15-18 (APP/X5210/A/14/2223057).

- The large and significant trees partially overhanging the site should be fully protected during the construction of any development,
- The remainder of the site (outside the footprint of the existing garage) will remain open space and remain accessible to the public.

Chapter 10: Delivery, Monitoring and Future Review

10.1 Monitoring and Review

The primary statutory role of the Forum will come to an end when the Plan comes into force following its approval by a referendum of the Neighbourhood Forum's community. The Plan will then be part of the planning process. Camden Council will be required to have regard to the Plan when it takes planning decisions.

We anticipate that the Forum nonetheless will continue to exist, to ensure that the Plan is properly implemented, to monitor and review the Plan from time to time, and to help in driving forward the Projects.

Policy	Key delivery partners	Monitoring role	Delivery timescale	External requirements and monitoring indicators
Policy DC1 Enhancing the sense of place	Applicants, LBC	DPNF	Plan period	Monitoring of planning applications.
Policy DC2 Heritage assets	Applicants, LBC	DPNF, DPCAAC	Plan period	Monitoring of planning applications. Possible future update of Conservation Area Appraisal.
Policy DC3 Requirement for good design	Applicants, LBC	DPNF	Plan period	Monitoring of planning applications.
Policy DC4 Small residential developments	Applicants, LBC	DPNF	Plan period	Monitoring of planning applications.
Policy H1 Meeting housing need	Applicants, housing providers	DPNF	Plan period	Monitoring of planning applications. Possible requirement for future housing needs

				assessment.
Policy H2 Affordable housing	Applicants, LBC	DPNF	Plan period	Monitoring of planning applications.
Policy H3 Accessible housing	Applicants, LBC	DPNF, disability groups/representatives	Plan period	Monitoring of planning applications and emerging standards.
Policy CM1 Community facilities	Applicants, LBC, community groups	DPNF, user groups	Plan period	Monitoring of planning applications. Keep list of community facilities up to date.
Policy CE1 Supporting Neighbourhood Centres	Applicants, local businesses, LBC	DPNF	Plan period	Monitoring of planning applications.
Policy CE2 Intensification of Neighbourhood Centres	Building owners, applicants, LDC	DPNF	Plan period	Monitoring of planning applications.
Policy CE3 Public realm	Applicants, LBC, property owners	DPNF	Plan period	Monitoring of planning applications.
Policy CE4 Supporting employment activities	Applicants, businesses, property owners LBC	DPNF	Plan period	Monitoring of planning applications.
Policy CE5 Character and appearance of Neighbourhood Centres	Applicants, local businesses, property owners, LBC	DPNF, DPCAAC	Plan period	Monitoring of planning applications. On-going audit.

Policy ES1 Green and open spaces	Applicants, LBC, landowners, City of London Corporation	DPNF	Plan period	Monitoring of planning applications. On-going audit.
Policy ES2 Trees	LBC, applicants, landowners, City of London Corporation	DPNF, community groups	Plan period	On-going audit.
Policy ES3 Biodiversity	Landowners, LBC, Network Rail, City of London Corporation	DPNF, community groups	Plan period	Monitoring of planning applications.
Policy ES4 Energy efficiency	Applicants, LBC, community organisations	DPNF	Plan period	Monitoring of planning applications.
Policy TS1 Safety and accessibility for pedestrians and cyclists	LBC, TfL, applicants	DPNF, cycling groups	Plan period	Monitoring of planning applications.
Policy TS2 Cycling improvements	LBC, TfL, applicants	DPNF, cycling groups	Plan period	Monitoring of planning applications.
Policy TS3 Traffic reduction	Applicants, property owners, schools LBC	DPNF	Plan period	Work with schools and other organisations.
Policy SNS1 Community engagement	Applicants, landowners, LBC	DPNF	Plan period	Requirement for LBC to facilitate engagement.

10.2 Project Delivery and Funding

The community has demonstrated real enthusiasm to bring forward projects to implement the Dartmouth Park Neighbourhood Plan. Through the process of preparing the Plan many great ideas have been proposed.

To deliver the Plan the community will seek funding for, and bring forward, projects which will make a real difference to Dartmouth Park, and help make Plan policies reality. There may, for example, be potential to secure funding for community projects through Section 106 agreements or the Community Infrastructure Levy.

Through its consultations, the Forum has identified the following projects to be included in the local CIL list:

- Hard and soft landscape plan and implementation for the area in front of the shops on Highgate Road close to Parliament Hill Surgery.



- Highway, hard and soft landscape plan for future implementation, based on cycle and vehicular traffic flow next to Gospel Oak Station. Purpose to improve pedestrian, cycle and traffic flow, and to enhance sense of arrival and Heath like characteristic.



- Removal of the telephone box on the junction of Croftdown and St Albans Road. Remodelling of road to create a new 'peninsular' and new soft planting.



- New hard and soft landscape design and highway improvements to York Rise to include cycle parking and bin enclosure/shelters.
- Develop with consultants a well-defined lighting strategy for the local area to prevent over-lighting and glare and to protect the natural characteristics of the local area.
- Traffic calming and hard and soft landscaping in front of Brookfield Primary school entrance.
- Public toilet close to Swain's Lane bus stand.
- Improved cycle routes integration in consultation with local cycling groups. For example dropped kerb at junction between Grove Terrace and Chetwynd Road to allow cycle left turn.
- Provision of increased on street bicycle parking in Lissenden Gardens, Chester Balmore, York Rise, Gordon House Road and Chetwynd Road.
- Community notice Board at i) Library or HNCC, ii) Highgate enclosures close to bus stop.



- Sign post at the junction of Highgate Road and Gordon House Road sign-posting Gospel Oak Station, the Heath, Hampstead and Highgate.
- Improved cemetery gates and exit from Highgate Cemetery onto Chester Road.

Neither the CIL list above nor the list of Projects in Appendix 5 is set out in any order of priority. There will be a need to prioritise the projects but also recognition that opportunities to further projects will need to be taken when presented, even if that does not address the highest priority projects first.

Appendix 1 Protected Views

Fig. A1.1 below shows an overview of the views that are highly valued by the residents of the Neighbourhood Area and that Policy DC1(a) seeks to protect. Each view is described further below. Although each view is shown by a photograph taken from a specific point (which is marked by a spot on the smaller photo location map below), in almost all cases the view can be seen and appreciated from a wider perspective in the vicinity of the photo location, as the viewer walks, drives or cycles down or through the viewing corridor. While the photographs provide a general representation of the view, the key features that underlie the value of the view and that are to be maintained and protected by any development are identified in the accompanying text.

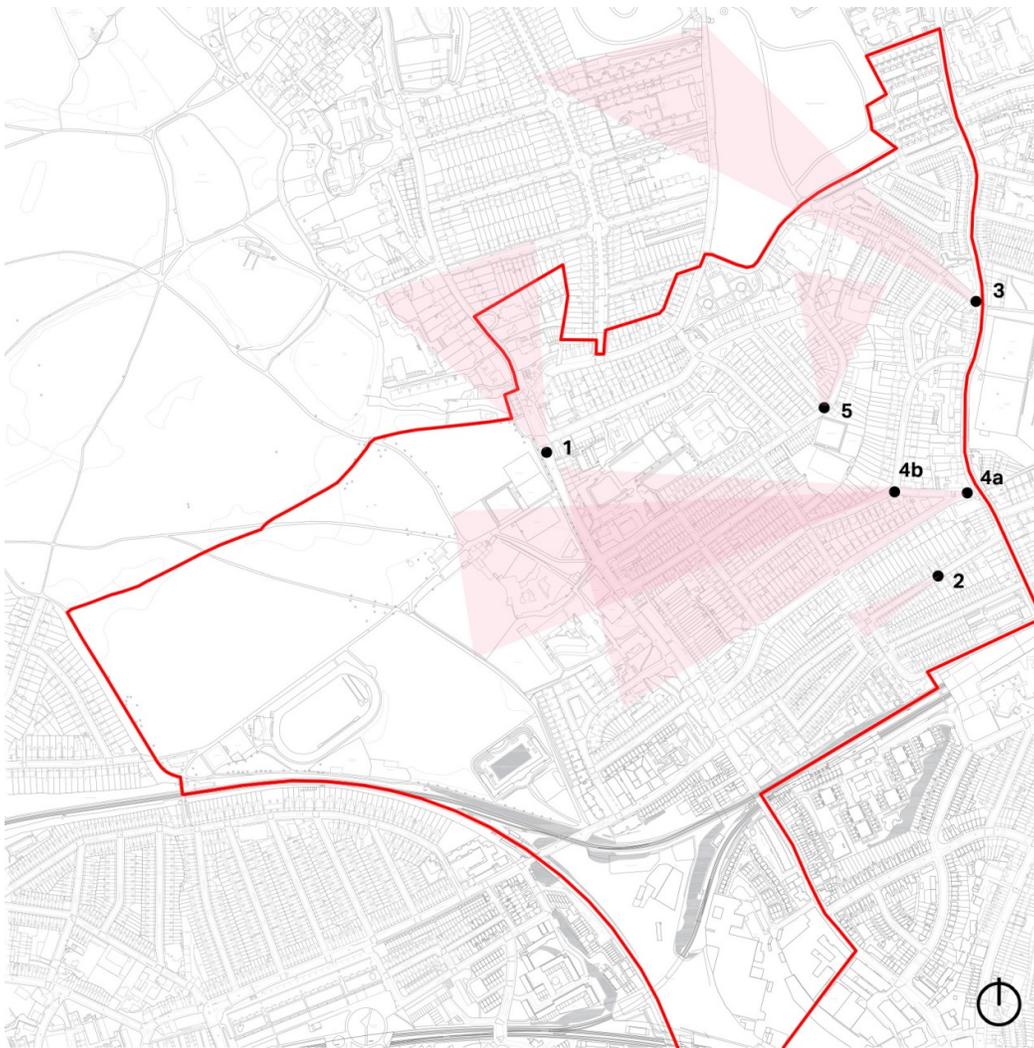
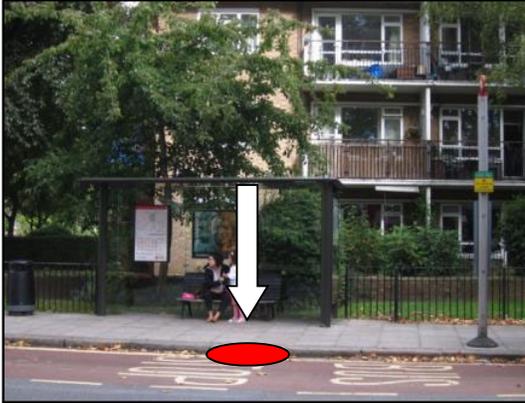


Fig. A1.1: Overview plan of Protected Views

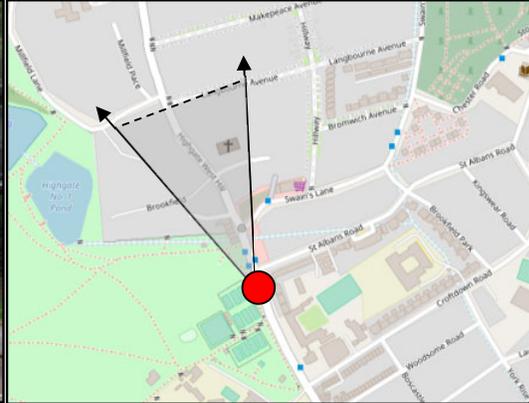
View 1: View up Highgate Road. This view up the northern part of Highgate Road terminates at St Anne's Church. The view develops as the viewer progresses up Highgate Road. It starts with the green periphery formed by the trees lining Hampstead Heath and the entrance to the Heath in Highgate Road. It then encompasses the shops and red brick mansion blocks at the junction of Highgate Road and Swain's Lane. It terminates with St Anne's church spire, which pierces the skyline just within the northern boundary of the Neighbourhood Area. St Anne's, a 19th century church at the foot of Highgate Hill where John Betjeman was baptised, has long been a landmark for travellers north out of Kentish Town. The sense of openness, the bands of trees on the Heath, the views of red-brick shops and flats, the leafy skyline and, in particular, the views of St Anne's spire, are all highly valued, and any development that would detract from these features will be resisted.



View 1



View 1: Photo location



View 1: View direction and extent
Map © [OpenStreetMap](https://www.openstreetmap.org/) contributors

View 2: View from high point of Chetwynd Road down towards Highgate Road.
 View of Victorian terraces integrated into the rolling landscape of Dartmouth Park. The terraces, of generally uniform height and mass, frame but do not intrude upon the distant view of Haddo House and the greenery of Hampstead Heath, all within the boundary of the Neighbourhood Area. Any development would be expected to conform to the prevailing pattern of the terraces and not to intrude into the skyline created by the view of Haddo House or the Heath greenery.



View 2



View 2: Photo location

View 2: View direction and extent

Map © [OpenStreetMap](https://www.openstreetmap.org/) contributors

View 3: View down Chester Road. View showing typical Victorian terraces fitting into the flow of the landscape and with greenery of Highgate Cemetery and Highgate Hill in the distance. The spire of St. Michael's church, Highgate, is just visible. Any development would be expected to conform to the prevailing pattern of the housing and streetscape and not to intrude into the view of the greenery of Highgate Cemetery and Highgate Hill.



View 3



View 3: Photo location

View 3: View direction and extent
Map © [OpenStreetMap](https://www.openstreetmap.org/) contributors

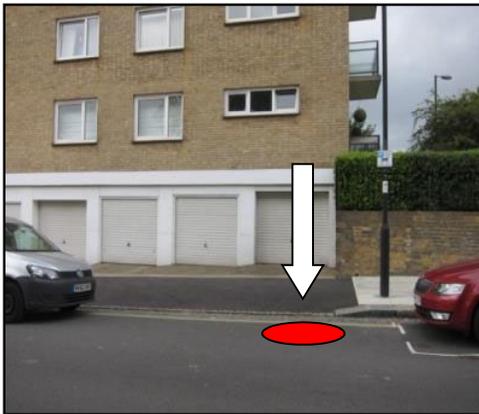
View 4: View down Laurier Road towards Hampstead Heath. Two views, one from the top of Laurier Road and another slightly downhill and around the bend. Both show the fine Victorian streets with green trees and views towards Hampstead Heath and a distant church spire. Any development would be expected to conform to the prevailing pattern of the housing and streetscape and not to intrude into the view of the greenery of Hampstead Heath or breach the skyline created by the Heath.



View 4a



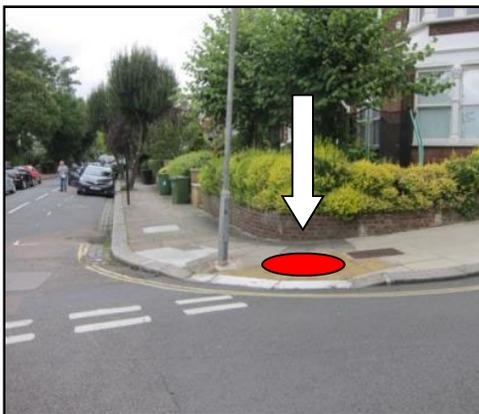
View 4b



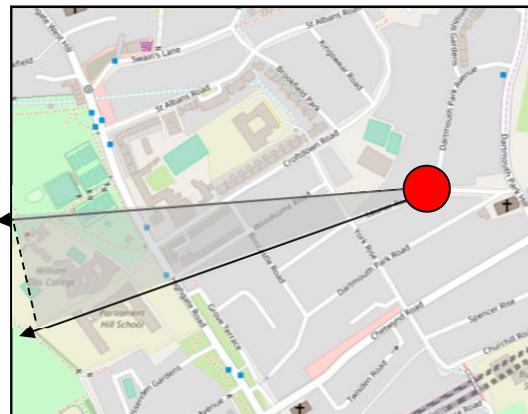
View 4a: Photo location



View 4a: View direction and extent



View 4b: Photo location



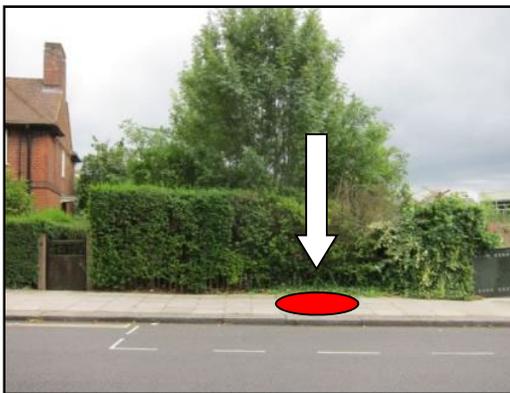
View 4b: View direction and extent

Maps © [OpenStreetMap](https://www.openstreetmap.org/) contributors

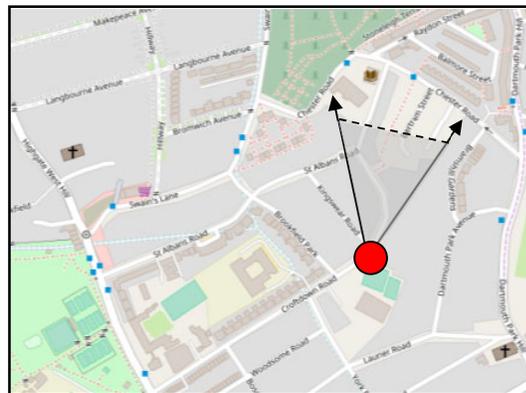
View 5: View up Croftdown Road. View up Croftdown Road around curve towards junction with St Albans Road, showing historic ‘homes for heroes’ of the Brookfield Estate with typical boundary treatments of hedges and trees. The sweeping curve, the uniform scale, set-back and design features of the houses, the skyline of red tiled roofs, the well-shaped individual trees and the hedges are all highly valued, and any development that would detract from any of these features will be resisted.



View 5



View 5: Photo location



View 5: View direction and extent

Map © [OpenStreetMap](https://www.openstreetmap.org/) contributors

Appendix 2 Heritage

Part A Current Camden Local List

Underground shelter in front of Haddo House, Highgate Road

Parliament Hill Fields, Highgate Road/Parliament Hill/Nassington Road

Landscaping of Whittington Estate, Dartmouth Park Hill (Lulot Gardens, Retcar Close, Sandstone Place, Stoneleigh Terrace, Raydon Street)

Gardens of York Rise Estate, York Rise, Dartmouth Park

Boundary Marker--Dartmouth Park Hill, West side on side of Lord Palmerston pub (corner Chetwynd Rd), low down.

Historic Pump – western end of Dartmouth Park Road, next to 1 Grove Terrace (currently removed for safe storage)

Railway Arches – Gordon House Road by Gospel Oak station

Part B Additional Heritage Assets

Brookfield Estate, St Albans Road (Eastern end), Croftdown Road, Kingswear Road and Chester Road (part). The Estate, designed in 1922-30 by AJ Thomas for St Pancras Borough Council as part of the “Homes for Heroes” programme, was modelled on Hampstead Garden Suburb, with curving streets, large garden areas and hedged boundaries. There are two main types of properties. Red brick two-storey blocks in the vernacular style of rural cottages, mostly composed of two ground-floor flats and three upper-floor maisonettes, line the lower roads. They are set behind long front gardens with oak front gates. Three storey mansion blocks with a fourth floor in a sweeping roof are placed in the higher part of the Estate on Croftdown and St Albans Roads. Each symmetrical block of red brick has a central projecting bay, heavily expressed string courses, precisely placed fenestration, tall chimneys and a central louvered ventilation shaft. The cottage and mansion blocks are angled and grouped so as to give a village appearance to the area, and the many hedges and plane trees and glimpses into the large rear gardens emphasise the semi-rural nature of the area.

Whittington Estate, Dartmouth Park Hill (Raydon Street north side, Stoneleigh Terrace, Sandstone Place, Retcar Close, Lulot Gardens). Designed by Peter Tabori of Camden Architects' Department 1972-78, the estate is arranged in six terraces that climb up Highgate Hill. It is marked by strong horizontal lines with balconies and cornices at each level and strong vertical cross walls in pale concrete. The Estate

was one of a series of ground-breaking housing estates designed by the Camden Architects' Department under Sydney Cook in a signature house style, with linear stepped-back blocks. The quality of the Estate is increasingly recognised, with a prominent architectural blogger describing it as follows:

The Whittington Estate comprises six parallel terraces – 271 dwellings housing around 1100, ranging from one-bed flats to six-bed houses – enclosing four pedestrian streets. The bare description does little to capture the scheme's attractiveness, firstly the intimacy of scale achieved by its thoughtful use of a sloping site. Then there are the terraces which are varied in form and broken up by staggered thoroughways to ensure each has a distinct character and appearance; the green spaces and play areas between them; and finally, the more informal planting which provides a greenery that obliterates any starkness that could linger in the Estate's design. If this is Brutalism, it's very domesticated.³

The Estate has similarities to the Alexandra Road estate in the west of the Borough, which is nationally listed at Grade II*. It should be included on the local list at a minimum.

Haddo House, Highgate Road. Haddo House is described as follows in the Conservation Area Appraisal (p. 13):

Begun in 1965, designed by Robert Bailie, it consists of a seven story block and some two storey blocks at the rear and a terrace of houses (facing Glenhurst Avenue). The block facing Highgate Road has a top floor set-back, the horizontal arrangements of panels and bands of glazing form a rhythm with the open balconies. These elements are regularly divided into pure squares around exposed curved service towers containing stairs that contrast entirely to the body of the building. The towers are finely executed with fins between slim glazing bars giving a ribbed effect. They appear to float over the base of the building being supported by single fluted columns.

It is a fine example of a mid-1960s development of Council housing, with unusual features that give it distinctiveness and flair, including the translucent service towers that glow when lit and the sloping façade of the Clanfield block facing Gordon House Road.

York Rise Estate, York Rise and Churchill Road. York Rise Estate was built as a garden estate for the St Pancras Housing Improvement Society in 1937-8, designed in neo-Georgian style by the Society's architect Ian Hamilton. The Society was

³ Municipal Dreams, The Whittington Estate, Camden (28/4/15, accessed 4/9/17) <https://municipaldreams.wordpress.com/2015/04/28/the-whittington-estate-camden/>.

founded in 1924, its aims to buy and convert poor quality old properties or build new housing for only a small profit. The London Midland & Scottish Railway invited the Society to build a new estate on railway lands north of Kentish Town and each of the 5 blocks was named after a railway or engineering pioneer: Brunel, Faraday, Newcomen, Stephenson and Trevethick. The estate was laid out with formal gardens between Faraday and Newcomen, a playground between Newcomen and Brunel, and six drying grounds that still retain their concrete posts. The landscaping has been included on Camden's Local List since its inception, but the quality of the building and the history justify the inclusion of the estate itself on the Local List.

Greek Orthodox Church of St Cosmas & Damianos (Anargyre), 1 Gordon House Road. The church was designed by Thomas Warner Goodman for the Dove Brothers in 1881 in a quiet, neo-Gothic style. It is built of bricks made in the nearby Kiln Place, with columns of Bath stone. It originally belonged to the Catholic Apostolic Church (founded by the Scottish priest Edward Irving (1792–1834)) but was closed down in 1938. In 1945, it was leased to the local Anglican parish of St John Baptist Church of Highgate Road, but it closed down again in 1956. It re-opened as a Greek Orthodox church in 1967, dedicated to Ss Cosmas & Damian (Anargyre), to serve the local Cypriot and Greek community. The congregation restored the church and decorated it in a style reminiscent of early Byzantine basilicas. It has served generations of local residents as a church and is among the oldest institutions in the Area still serving its original purpose.

Lamp post, in the passage between Grove Terrace and Woodsome Road. Nineteenth century gas lamp post, including a side-bar for the ladder of the gas lamp lighter.

'Shadow signs', on the sides of the following buildings: Truffles, 33 York Rise; Al Parco, 2 Highgate West Hill. These are a reminder of 19th and early 20th century commercial development in the area.

'Hand' sign, north side of Gordon House Road near junction with Highgate Road.

Drying Grounds, York Rise Estate. Funded by the London Midland & Scottish Railway, the York Rise Estate was completed in 1939 to rehouse a large number of people who lost their homes in a scheme to enlarge Euston Station. Six drying grounds were provided as part of the original development of the estate. They retain their concrete posts, although the Doulton ceramic finials by Gilbert Bayes have been removed.

Duke of St Albans pub sign outside the Carob Tree Restaurant on Highgate Road. This historic pub sign references the Duke of St Albans, who owned the land now covered by the Holly Lodge Estate. The sign was retained under the planning permission for the flats above the Carob Tree Restaurant.

Appendix 3 Community Facilities

Set out below are the community facilities referred to in Policy CM1. Their locations are shown on the map at Fig. A3.1 below.

- | | | |
|---|------------------|---|
| 1 | Community centre | Highgate Newtown Community Centre , Bertram Street. Indoor sports facilities and community hall providing a wide range of activities and services for all ages and groups, including free or subsidised provision. Indoor sports include football (all ages), gym (all ages), trapeze, dance & fitness. Includes the Fresh Youth Academy, providing space, training, support, and exercise for young people. |
| 2 | Health | Parliament Hill Surgery , Highgate Road |
| 3 | Health | Brookfield Park Surgery , Chester Road |
| 4 | Library | Highgate Library , Chester Road |
| 5 | Meeting Hall | St Mary Brookfield Church Hall , York Rise. Provides nursery, jumble sales, meetings, social gatherings, sports & leisure classes and activities for all age, homeless shelter, etc. Capacity up to 200. |
| 6 | Meeting Hall | Highgate Road Chapel , Chetwynd Road. Provides meeting place for religion, meetings, sports, community activities. |
| 7 | Meeting Hall | Jim Faulkner Community Room , York Rise Estate |
| 8 | Meeting Hall | Garden Room , Whittington Estate |
| 4 | Meeting Hall | Highgate Library Civic and Cultural Centre , Croftdown Road. Provides large place for meetings, leisure activities and classes, community activities. Regular series of talks and lectures. |
| 5 | Nursery | York Rise Nursery , St Mary Brookfield Church Hall, York Rise |
| 9 | Place of worship | Church of St Cosmas & Damianos , Gordon House Road. |

10	Place of worship	St Anne's Church , Highgate West Hill. Meeting place for: religion, homeless & isolated people, coffee mornings, choir, meetings, performances, music, etc.
11	Place of worship	St Mary Brookfield , Dartmouth Park Road. Meeting place for religion, homeless and isolated people, coffee mornings, choir, meetings, performances, music etc.
6	Place of worship	Highgate Road Chapel , Chetwynd Road
12	Post Office	Chetwynd Road Post Shop , 58 Chetwynd Road
13	Post Office	Highgate Road Post Office , Nisa, 111 Highgate Road
14	School	Parliament Hill School , Highgate Road. Secondary school.
15	School	William Ellis School , Highgate Road. Secondary school.
16	School	La Sainte Union School , Highgate Road. Secondary school.
17	School	Brookfield Park Primary School , Chester Road. Nursery and primary school.
18	Sports (outdoor)	Kenlyn Tennis Club , Mansfield Road. Three grass tennis courts.
19	Pub	The Bull and Last , Highgate Road
20	Pub	The Dartmouth Arms , York Rise. Designated an Asset of Community Value; Article 4 Direction prevents change of use.
21	Pub	The Lord Palmerston , Dartmouth Park Hill
22	Pub	The Southampton Arms , Highgate Road
23	Pub	The Star , Chester Road. The upstairs function room is often made available for community use, often without charge.
24	Sports (outdoor)	Cricket Pitch . Adjacent to the Parliament Hill Café; used by local works teams at the weekend.
25	Other	Parliament Hill Bandstand . An under-used resource (only fifteen scheduled performances in 2015), but it is

		a familiar landmark.
26	Sports (outdoor)	Parliament Hill Football Pitches. North of the Lido.
27	Sports (outdoor)	Parliament Hill Lido. Designed by Harry Rowbotham and TL Smithson (London County Council Parks Department) and opened in 1938. It is nearly identical in design to Victoria Park Lido and Brockwell Park Lido and is Grade II listed.
28	Sports (outdoor)	Parliament Hill Athletics Field. With buildings of similar style to the Lido; home venue for the Highgate Harriers.
29	Sports (outdoor)	Parliament Hill Tennis Courts. Ten hard tennis courts adjacent to Highgate Road.
30	Other	Peggy Jay Centre. Home to the Ten and One O’Clock Clubs.
31	Playground	Adventure Playground and Paddling Pool. Fully equipped playground and large paddling pool to the west of the running track, which receives 540,000 visits per year.
32	Education	Hampstead Heath Education Centre. Provides programmes focused on nature and wildlife, as well as geography, geology, citizenship, creative arts and sustainability, and is an important resource for north London schools.
33	Sports (outdoor)	Parliament Hill Bowls Club. A pleasant early 20th century “village green” feature which is home to Parliament Hill Bowls Club.
34	Sports (outdoor)	Pétanque pitch. Next to Highgate Road.
35	Playground	Parliament Hill Fields Playground. Toddlers play area next to the staff yard, a very popular area for young families.
36	Other	Parliament Hill Café. In a building that is functional and fit for purpose, if a little dated; extremely popular with users of the Heath of all ages. Popular meeting place.
37	Other	Chester Road Hostel, Chester Road.

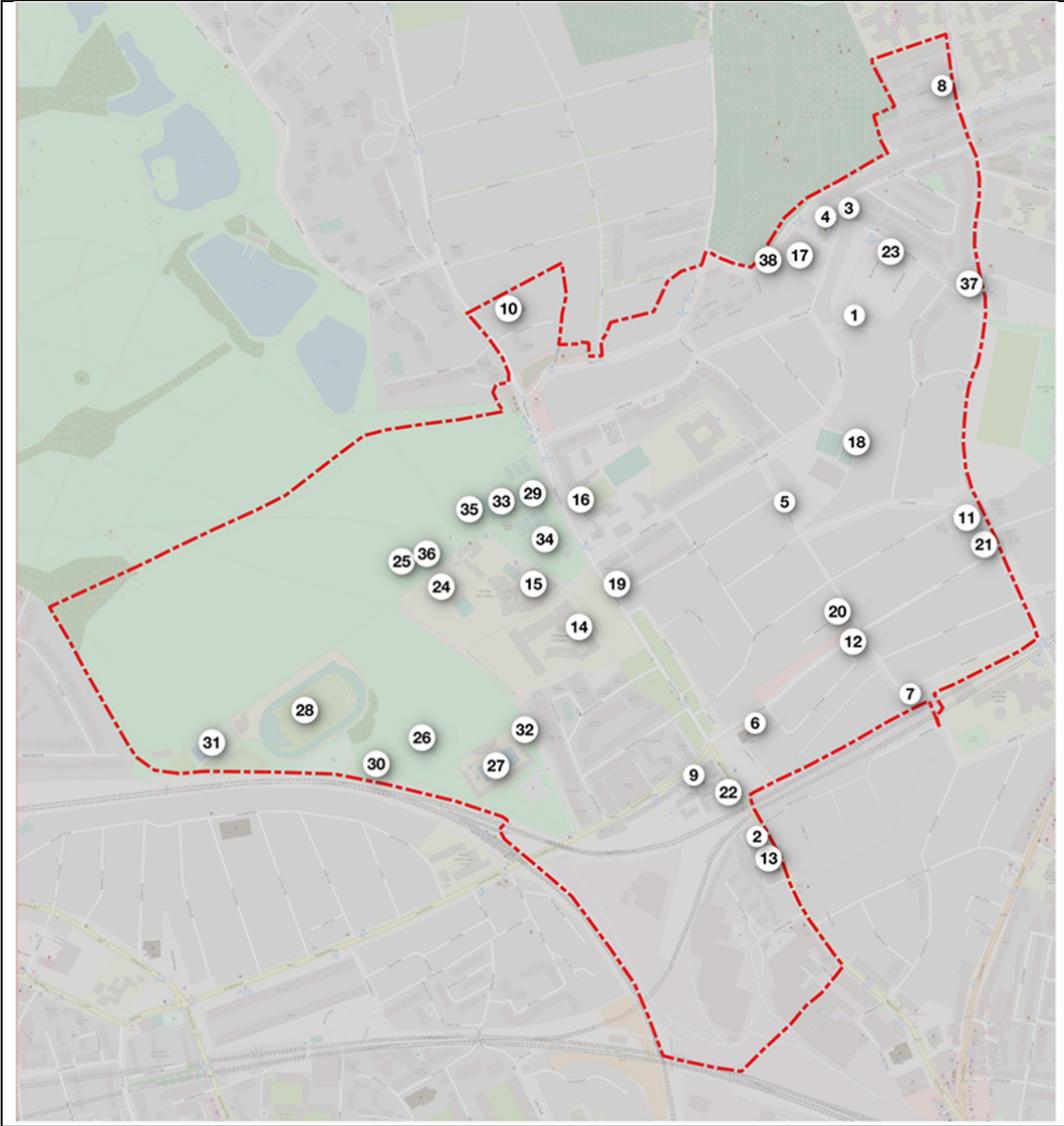


Fig. A3.1: Plan showing location of Community Facilities

Appendix 4 Open Spaces

Part A Local Green Spaces

1. Mansfield Bowling Club open space. As outlined in Chapter 9, planning consent exists for the redevelopment of Mansfield Bowling Club. However, the planning consent granted on appeal requires the retention of the current open space, which is partially occupied by tennis courts. Designated as a private open space, the site has an important heritage: Baroness Burdett-Coutts gave it to the community for outdoor recreational use. Designation as Local Green Space will help ensure that it remains in use for this purpose.

2. Highgate Enclosures. This narrow green space, lining both the east and west sides of Highgate Road, was part of the common land that was enclosed by Lord Dartmouth in 1772, and thus is central to some of the earliest history of Dartmouth Park. It includes the strip fronting the eighteenth century Grove Terrace (listed at Grade II*), as well as the open land directly opposite. The view of the Enclosures opens out as a visitor travels north from the railway line south of the junction of Highgate Road and Gordon House Road and forms a beautiful green and leafy introduction to the Neighbourhood Area and its character. As noted in the Conservation Area Appraisal (p. 12), 'This expanse of grass on either side is a crucial visual feature as well as an important lung within the conservation area.' The east side, Grove Terrace Green, is identified as Green Open Space. Both sides are protected under the London Squares Preservation Act, 1931. However, the Forum believes the additional protections provided by designation as a Local Green Space are justified for this important area.

3. Highgate New Town green spaces (Three Point Park, Triangle Park and Secret Garden). These three open spaces are located within a few yards of each other on the eastern side of the Neighbourhood Area. Three Point Park is located at the junction of Raydon Street and Balmore Street. It is a well-used play area, often referred to as Snake Park in a reference to the snake-shaped concrete sculptures which provide a favourite feature for local children. Triangle Park is, as the name suggests, a triangular landscaped area just off Doynton Street, formed in the angle between ranges of Highgate New Town housing. The sophisticated landscaping, with colourful mature trees and bushes, provides a popular space for all generations to sit out. The Secret Garden is a community garden established in a small vacant lot at the southeast end of Balmore Street. Local residents help to maintain it. Together, these areas provide much needed open space in a part of the Neighbourhood Area that is otherwise lacking in significant open spaces.

4. Mortimer Terrace Nature Reserve (also known as Mark Fitzpatrick Reserve). The nature reserve is located between the housing on the south side of Gordon House Road and the Barking railway, with access from Wesleyan Place. The site – established and maintained by local residents – contains woodland and meadow

areas, a pond and an herb garden. Historically, the land was reserved as a buffer between Victorian housing on Gordon House Road and the railway and designed to contain trees that protected the community from pollution caused by rail transport. It was saved from development in 1987 when building contractors Mark Fitzpatrick agreed to sign a lease allowing the local community to create a nature reserve and biodiversity corridor. It has now been used by local children and community groups for nearly 30 years and holds a symbolic significance associated with appreciating and nurturing inner city natural environments. The reserve also plays a vital role in preserving the diversity of wildlife in Camden, as well as forging community links and networks and providing a safe space for environmental education for our next generation of Camden citizens. It has been designated an Asset of Community Value.

5. York Rise Estate gardens and allotments. Funded by the London Midland & Scottish Railway, the York Rise Estate was completed in 1939 to rehouse a large number of people who lost their homes in a scheme to enlarge Euston Station. The garden estate was laid out with gardens, allotments and playground, including formal gardens between Faraday and Newcomen blocks and a long strip of allotments behind Trevithick bordering the line of the railway. These allotments are available for use only by tenants of the estate but are well used and generally well maintained. In addition to providing opportunities for recreation and food production, these tranquil spaces provide a haven for wildlife, enabling wildlife to move along the line of the railway. To the south of the estate, adjacent to the railway line, is the Gospel Oak Churchill SNCI, a green private open space designated a Site of Nature Conservation Importance.

6. Carol Close and Sanderson Close gardens and playground. This backland area, cleverly fitted in between the J Murphy & Sons Ltd site and the rear of the Carol Close and Sanderson Close developments, contains both a garden with mature trees and well developed landscaping and a well maintained play area. It is a rare and valued area of tranquillity in an area characterised by high density housing.

7. Whittington Estate landscaping, Dartmouth Park Hill (Lulot Gardens, Retcar Close, Sandstone Place, Stoneleigh Terrace, Raydon Street). The landscaping of the Whittington Estate is included on Camden's Local List, where it is described as follows: 'The Whittington Estate was built in the 1970s as part of post WWII social housing by Camden Council. Built north of Raydon Street, and overlooking Highgate Cemetery, the estate comprises six terraces with strong horizontal lines of balconies and cornices and vertical cross walls. Between each terrace is a pedestrian walkway of a different character, with planting of trees and shrubs to soften the architecture. This landscaping together with other green spaces provided for residents is an integral part of the design.' Given its significance in twentieth century housing design, as well as the recreational and wildlife importance of this highly designed landscaped area, this area would also benefit from the protection of being designated as a Local Green Space.

8. Haddo House open space, Highgate Road. The buildings of Haddo, Clanfield, Wheatley Houses and Ravenscroft enclose gardens consisting of two main areas of

grass and covering approximately 3000 square metres. There are many mature trees on the site, and several more recently planted ones. The estate's TRA has recently established a vegetable plot and planted spring flowering bulbs. Plans for the future include bird feeders and increasing biodiversity in bedded areas. Crucially, the paths crossing the estate are used by pedestrians through the day to avoid the main junction at Highgate Road/Gordon House, where traffic is at its highest level on Highgate Road.

Part B Additional Open Spaces of Value

A. Brookfield Estate gardens. The Estate, part of the 'Homes for Heroes' programme following World War I, was laid out with generous gardens to encourage self-sufficiency, replacing traditional allotments. Although they have now been partitioned to allot a garden to each unit, together they form an important green lung in this higher density part of the Neighbourhood Area. They also provide a continuous green area for the safe movement of wildlife. The protection of this designation would extend to all garden spaces, excluding any existing buildings.

B. Community gardens and tennis court, Lissenden Gardens. The area at the centre of the Lissenden Gardens Estate, between Parliament Mansions to the west, Clevedon Mansions to the east, and Lissenden Mansions to the south, contains a tennis court surrounded by mature plane trees. Although reserved for tenants' use, the tennis court is a valuable local resource, often used for children's tennis lessons. A thriving community garden in raised beds is located between Parliament Mansions and the former gardener's cottage (now a private residence) and provides an enjoyable area of colour not only for the residents of Lissenden Gardens but for all the people who use the passage to the side of Parliament Mansions to access Hampstead Heath. This central open space is identified as a Private Open Space and listed in the London Squares Act 1931.

C. Gardens of La Sainte Union Des Sacrés Coeurs School, Highgate Road. The school has extensive rear gardens, presumably originally the grounds of Sir Henry Bessemer's residence, Charlton House, in which the school was founded. The grounds are identified as a mainly green private open space. The gardens include four tennis courts which are used not only by students but by local community groups.

D. Parliament Hill and William Ellis Schools open space, Highgate Road. The open spaces of the adjacent Parliament Hill and William Ellis secondary schools are the largest in the Neighbourhood Area, apart from Hampstead Heath, which they abut. The space comprises both hard and soft, formal and informal areas, including a cricket pitch used by local teams and asphalt sports pitches. One of these is used for the very popular weekly farmers' market.

Appendix 5 Projects

Introduction

In the process of preparing this Neighbourhood Plan, local people came up with a wealth of ideas and proposals which are not in themselves planning policies, but which could contribute to the achievement of the Plan's objectives. This chapter sets out a series of 'Projects' based on those ideas and proposals. The list below is not intended as setting out an order of priority. The Projects will of necessity be brought forward when the funds and other resources needed become available. Depending on the particular project, a variety of sources of funds will need to be explored. These could include Community Infrastructure Levy (CIL) or Section 106 ('planning gain') contributions and grants for particular types of project, such as the Mayor of London's Greener City Fund Community Grants and grants supporting his Healthy Streets policy.

Projects Summary Table

#	Project	Short description	Relates to Policy:
1	Local Greenway Network	Create network of greenways	DC1, ES3
2	Permeability and parking for cyclists	Measures to improve permeability and parking for cyclists	TS1, TS2
3	Improved signage	Improved signage for pedestrians	TS1
4	Community notice boards	Notice boards providing information on community activities	CM1
5	Public toilets	Reinstatement of public toilets near the bus terminus at the Highgate Road / Swain's Lane junction	CM1
6	Community safety	Develop lighting and CCTV strategy	Ch 5
7	Public realm in Neighbourhood Centres	Improve public realm, particularly in York Rise, Swain's Lane and Highgate Road	CE3, TS1(d)
8	Open space at ASF garage site	Restore the site of the ASF Garage to local green space	CE3, ES1, ES3

9	Improved access to Highgate Cemetery	Reopening the southern access to Highgate (East) Cemetery from Chester Road	CE3, ES3
10	Pocket parks	Provision of pocket parks, especially on the eastern side of the Area	ES1
11	Hedges & Trees	Maintenance and improvement of local trees and hedges	ES2, ES3
12	Biodiversity	Creation of biodiverse areas	ES3
13	Main Roads	Widen pavements and reduce street clutter	TS1(d)
14	School Run	Encourage alternatives to the car for transporting children to schools	TS3
15	Chetwynd Road study	Study into solutions to the high volumes of traffic along Chetwynd Road	TS3
16	Gospel Oak Station	Improving the entrance to Gospel Oak Station	Ch 8
17	Hampstead Heath	Projects to improve Hampstead Heath	ES1, ES2
18	ACVs	Designation of pubs and Heath cafes as Assets of Community Value	CM1
19	Community energy	Examination of community energy projects in a conservation area	ES4
20	Temporary street closures	Explore the use of Cycle Streets, Play Streets, and other temporary street closures.	TS1, TS3

Projects

Design and Character

Project 1: Local Greenway Network: This project proposes an initiative to protect and improve existing green links in the Area to help create a more coherent network of 'green corridors' for people and wildlife. In addition to joining up existing links in the area, this project could incorporate the possible improvement and greening for the north-western access to York Rise Estate and the creation of a link between the back of Denyer House and the York Rise Estate. Existing green corridors, including

protected public open spaces and listed wildlife sites, are shown on the maps at Fig. 3A and Fig. 7B above.

Project 2: Permeability and parking for Cyclists: The Neighbourhood Forum has worked with Camden Cycling Campaign to identify a number of measures that would improve the ease of cycling around the Area. A number of these are ‘quick wins’ that could be implemented relatively quickly and inexpensively. Others would require longer term planning and greater resources. A map showing these measures is set out in Fig. A5.1 below. This also shows areas where a need for additional cycle parking has been identified. The project envisages working with Camden, local businesses and developers to implement these proposals to improve permeability and to expand bike parking facilities. This will help to maintain and increase the attractiveness of the Area for bike users, and reinforce the trend away from unnecessary short car trips. This project could also be part of a ward-wide scheme funded by CIL.



Fig. A5.1: Plan showing permeability measures and proposed bike parking

Project 3: Improved signage: This project proposes the installation of improved signage for pedestrians to and from Parliament Hill Fields, Hampstead Heath, Gospel Oak and Tufnell Park stations, and our Neighbourhood Centres. This could tie in with a wider project for signage across the Dartmouth Park and Highgate Neighbourhood Areas, including signs to Highgate Village, Highgate Cemetery, and Highgate and Archway stations.

Community

Project 4: Community notice boards: The installation of two community notice boards is proposed, in order to address residents' desire for more information about community activities. These could be located, for example, outside the Chester Road library and on the Highgate Enclosures near the bus stop on the west side of Highgate Road. This project will need to be coordinated with Camden Council.

Project 5: Public toilets: There were numerous requests during our consultations for the installation of public toilets near the bus stop at the junction of Swain's Lane and Highgate Road. This will require cooperation with Camden and possibly the City of London as manager of Hampstead Heath. In light of Camden's recent move to reduce the number of public toilets, this project will probably require the identification of third party sources of funding.

Project 6: Community safety: This project seeks to improve safety in the Area through development of an appropriate lighting and CCTV strategy for the area. This would involve working with consultants to develop a strategy that ensures complete coverage of the Area while preventing over lighting and glare.

Neighbourhood Centres and Employment

Project 7: Public realm in Neighbourhood Centres: The objective of this project is to improve the public realm in our Neighbourhood Centres, especially York Rise, Swain's Lane and Highgate Road. The project aims to improve pedestrian areas and open space with planting, street trees, better lighting and reduced street clutter, as well as to manage traffic in a more pedestrian-friendly way. It would provide off-street facilities for shops and homes so that rubbish and recycling is kept off the pavements. This project not only would help improve the general amenity and pleasantness of public areas in our neighbourhood, but would also make it easier and safer for the elderly and people with disabilities to use our Neighbourhood Centres. A virtuous circle would be created of better place = more use = safer = better place. Specific proposals for the York Rise, Swain's Lane and Highgate Road Neighbourhood Centres are outlined below.

York Rise: As soon as possible introduce pay and display parking between Laurier Road and Dartmouth Park Road in order to allow clearer discussion of the proposals below. (This should be a self-financing project.) In consultation with shop owners, widen the pavements opposite cafes and the pub. Consider one way working or priority in one direction (probably south-north). The project may also include new hard and soft landscaping, including cycle parking and bin enclosures/shelters.

Swain's Lane: In consultation with frontage owners, consider traffic calming measures such as raised carriageway and extended pavements and the location of new pedestrian crossings in Swain's Lane and at the foot of Highgate West Hill.

Highgate Road: The area on the west side of Highgate Road, from numbers 97 to 117 and located close to the Parliament Hill Medical Centre, was mentioned a

number of times in consultation as an area that could benefit from improvements in the public realm. The landscaping is at present harsh and dark, with much of it set down below the road level behind an unattractive railing. There may be a possibility of softening and greening the landscape, opening it out, and making more public use of the wide spaces in front of the shops and businesses.

Project 8: Open space at ASF Garage site: The aim of this project is to restore the site of the ASF Garage at 138-140 Highgate Road to a public open green space. The site is historically part of Highgate Enclosures, the green corridor which runs along both sides of Highgate Road. The owner of the site may wish to sell it, and the development of it as a public space in accordance with its original purpose would be the most natural use for it.

Project 9: Improved access to Highgate Cemetery: Reopening the southern access to Highgate (East) Cemetery from Chester Road was repeatedly identified in our consultations as a high priority for residents. This would not only improve access to the cemetery but would also improve connectivity with Highgate Village. This would increase footfall in the Chester Road area, thus potentially providing additional customers for shops in Chester Road and, further afield, Swain's Lane. Re-opening the access could also be part of a wider project to improve walking routes to and through Highgate Cemetery with clearly signed routes from Highgate, Archway, Tufnell Park and Gospel Oak stations.

Environment and Sustainability

Project 10: Pocket parks: When Hampstead Heath is excluded, the Area is actually under-provided with public open space. In particular, small local open spaces and 'pocket parks' are not as numerous as they might be. Children who live on the eastern side of the Area have a longer journey to Hampstead Heath and have more limited opportunities to enjoy the facilities on the Heath. In our consultations, parents in these areas frequently requested more local play spaces. This project is therefore aimed at providing small local open spaces and 'pocket parks' and play areas in the specific parts of Dartmouth Park where these are not currently provided within an immediate short walk (250 metres). For some families, and especially those without a private garden, the options of a longer walk to a play area further away, or even going to Parliament Hill, are not realistic given the age of the children and household time constraints, so that a finer grain of provision is needed. Initially, it is proposed to create a pocket open space at the junction of Croftdown Road and St Albans Road. This would involve removing one of the carriageways to one side of the traffic island and greening it over, removing the disused phone box and planting hedges to reflect those of neighbouring properties. It might also be dedicated to a specific use, such as toddlers play area. Other projects for pocket parks might follow.

Project 11: Hedges & Trees: This project involves working with Camden to protect existing trees on private property, including Housing Department land, and in public spaces, to plant additional trees where possible, to plant traditional biodiverse hedgerows along fences such as those on housing land, and to manage the height of existing hedges so as to protect views and open spaces. This project draws on the

fact that little over a century ago, much of what is now Dartmouth Park was a landscape of fields, paddocks and enclosures separated by hedgerows containing a variety of native bushes and trees. A planting and maintenance programme to celebrate that green heritage and to enhance the quasi-rural feel of the area, as well as its biodiversity, is supported.

Project 12: Biodiversity: This project proposes proactive interventions to create biodiversity in the Area: for the installation of facilities, for the creation and enhancement of small-scale greenspace, and for estate management which seeks to use the existing open land better as a biodiverse resource. Local good practice examples of the first can already be found in the new space at Chester Balmore, and of the second in the Highgate Enclosures outside Clevedon Mansions - a good example of what the community would like to see in the area.

Transport and Streets

Project 13: Main Roads: This project proposes an initiative with Camden to widen pavements and reduce street clutter, especially on Main Roads. This would seek to improve conditions for people using the Main Roads, which carry the most traffic, are the busiest with people, and see the most collisions. Opportunities to increase pedestrians' space should be taken wherever feasible. However, any changes to road layout should also take into account the need to maintain or improve bus journey times.

Project 14: School run: Rush hour traffic through the Area is dominated by commuting from the outer suburbs to central and inner London, added to by a strong cross-movement (Hampstead to Tufnell Park, B538) along Gordon House Road, and by relatively local trips taking children to school. Our ability to influence these patterns is inevitably very limited, but this project seeks to mitigate the effects of traffic taking children to school. It is well-known that British children are far more likely to be taken to school by car than their German or Dutch equivalents, yet an inner London neighbourhood like ours does offer potential alternatives much more readily than does suburbia.

This project proposes an initiative which would couple 'Safe Routes to School' and publicity targeted at local homes and schools to encourage parents to think about alternatives to the car. It might also encompass timed traffic closures around schools to reduce vehicular drop-off and pick-up of students and provide more space for walking. Any changes to road layout should also take into account the need to maintain or improve bus journey times.

Project 15: Chetwynd Road: This project also seeks to mitigate the effects of traffic within the Area, and is particularly focussed on Chetwynd Road. This road came up in all the consultations as having the most-resented 'traffic impact'. It also is subject to the inherent conflict that it is a 5-6000 vehicle per day route that is NOT defined as a 'Main Road'. Conditions on Chetwynd Road are poor, for residents, pedestrians, drivers and parkers. The rush-hour effects of attempts to avoid it include the use of Woodsome Road and Croftdown Road as rat-runs. There are clearly no simple

answers, but this project aims to engage with Camden in an exploration of the possibilities ranging from measures locally, in the street itself, to radical reorganization of traffic management in a wider area, possibly as far afield as Kentish Town. It would build on the detailed work already done by local residents and recent proposals by Camden Council.

Project 16: Gospel Oak Station: In the case of Gospel Oak station, the welcome and continuing improvement in the local rail service has not really been matched by an upgrade in the surroundings, and this could deflect potential users as well as undermine the appearance of the street. A specific, high-priority need is for a second (eastern) entrance to the station to allow the public to access the station from the east. This would help reduce current pavement congestion under the bridge and the related risk to children at school times.

Pressure on Gospel Oak station, and in particular on the single entrance, is likely to increase in future. An expected increase from 6 to 8 trains per hour on the North London Line (Stratford-Richmond and Highbury Islington-Clapham Junction via Gospel Oak) in 2018 will lead to a significant increase in passenger numbers at the station. In addition, on the Gospel Oak to Barking line, the current two car diesel trains will be replaced with four car electric trains on completion of the electrification of the line. All these changes will place additional pressure on the single entrance to the station.



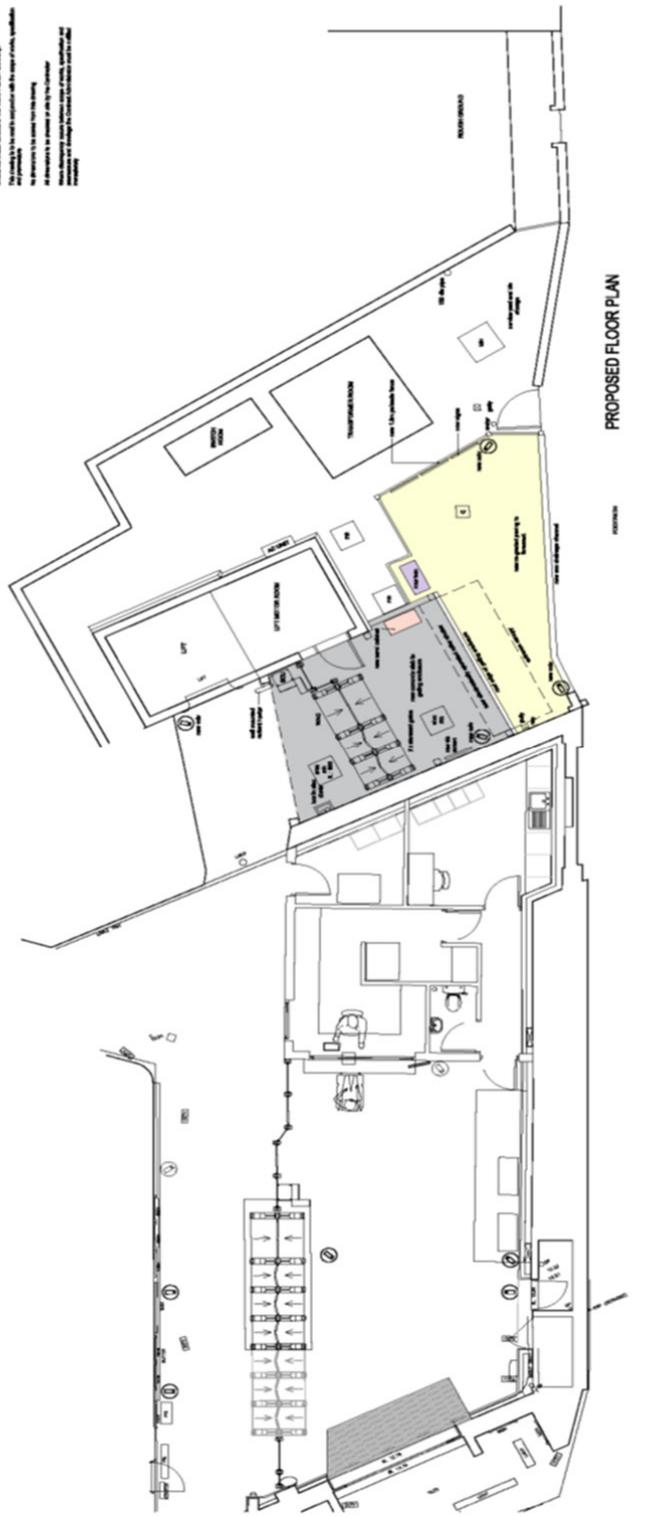
Entrance to Gospel Oak Station

A proposal for an eastern entrance was put to TfL and Network Rail through a Camden liaison group. Although Network Rail resisted a proposal to allow the public to walk through the station (which would maximise congestion relief), it was receptive to an eastern entrance with barriers to restrict station access to passengers. TfL have developed a possible plan (see Fig. A5.2), which was costed by TfL at a 'ball park' figure of £1 million. Implementation of this proposal would require extensive further discussion with Network Rail and TfL Rail on funding, design and delivery and would have to await the availability of funds from London Overground or other sources for further development of the station. This might include a contribution from the developer of the Murphy's Yard site, if and when such a development goes forward.

Other potential ideas for Gospel Oak station include:

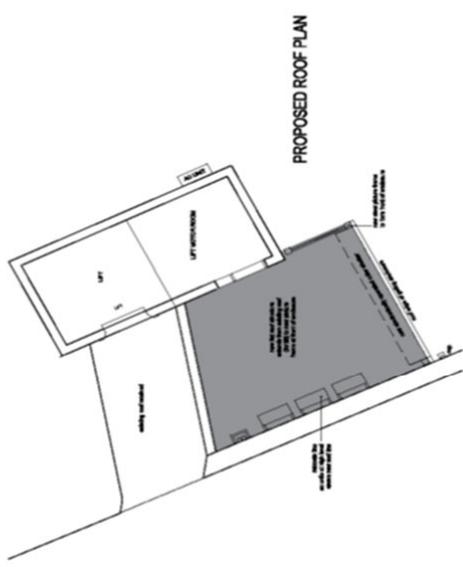
- (a) extending the canopy over the current western entrance to provide more shelter for users. This could be an imaginative cantilevered structure which could improve the overall appearance of the station entrance;
- (b) providing a stall or stalls for local retail and/or community use; and
- (c) an overall redesign at street level so that the arrival space portrays the 'green-inner-suburb' character of the area into which the rail passenger is arriving.

Notes:
 1. The proposed plan is for the eastern entrance to Gospel Oak station.
 2. The proposed plan is for the eastern entrance to Gospel Oak station.
 3. The proposed plan is for the eastern entrance to Gospel Oak station.
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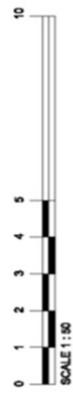


PROPOSED FLOOR PLAN

PRE-FEASIBILITY	
top CONSTRUCTION CONSULTANTS	
Project No: Proposed Forecast & Outline Gospel Oak Station Gospel House Road Greater London, W16 5LT For: TfL	
Drawing No: Proposed Plan	
Date: 11/08/09 Scale: 1:50	Status: CL Date: 11/08/09
Drawing No: 5941(02)01 Title: PFS	



PROPOSED ROOF PLAN



PLAN AS PROPOSED

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Fig. A5.2: Proposed plan for eastern entrance to Gospel Oak station

Other Projects

Project 17: Hampstead Heath: The Forum has identified the following projects to improve the facilities on Hampstead Heath. The City of London is responsible for the Heath, and it would be necessary to work with the Hampstead Heath Management Committee to develop and implement these projects.

Replacement trees: Planting a line of trees parallel to those lining Highgate Road, to serve as a backup when the existing trees reach the end of their lives or if they are affected by disease.

Opening up views: Removing more metal railings and hedging, to open out views and access and encourage the rural feel of Hampstead Heath.

Additional trees: Planting more trees along the path between the staff yard and Nassington Road, along the path up to the Lido, and delineating the football pitches north of the Lido.

Project 18: ACVs: The Forum recognises the importance of the pubs to the vibrancy of the Area and to generate footfall for other businesses in the Area. The Dartmouth Arms has already been designated as an Asset of Community Value, but the Forum would support the designation of the other pubs in the Area as ACVs. We also support the designation of both the Lido café and Parliament Hill café on the Heath as ACVs.

Project 19: Community energy: This project would look at opportunities for community energy projects in the Area, with particular emphasis on how they would work in a conservation area. It might be done in collaboration with Power Up North London, who have carried out a project at St Anne's Church.

Project 20: Temporary street closures: This project would explore the use of Cycle Streets, Play Streets, and other temporary street closures. These are ways of changing the balance between users and promoting active travel and a more diverse use of streets and public spaces. This is in line with paragraphs J and K of Policy D7 of the draft London Plan (2018).



Dartmouth Park
Neighbourhood Plan