[FIRST DRAFT PLAN: June 2016]

DARTMOUTH PARK
NEIGHBOURHOOD FORUM
NEIGHBOURHOOD PLAN
Note in respect of this Draft Neighbourhood Plan

This June 2016 Draft of the Dartmouth Park Neighbourhood Plan is a first draft only. It is incomplete and requires further development in a number of respects, in particular those areas highlighted in yellow in the text. Further work is also required to complete a number of maps, figures or other information referred to in the draft.

The draft is intended, however, to promote discussion and further feedback. The Forum Committee would welcome comments. You may comment in any of the following ways:

- Use the comments box on our website, www.dpnf.org.uk
  (Select the comments box under either ‘First Draft Plan Summary’ or ‘First Draft Plan’.)
- Send an email to info@dpnf.org.uk
- Drop written comments into the comment box in Truffles on York Rise.
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Foreword

Welcome, on behalf of Dartmouth Park Neighbourhood Forum, to the first draft of the plan for the future of Dartmouth Park as a neighbourhood. The Forum was started by residents more than three 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.

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.

Now we need your feedback and endorsement to help us go through to the next stages of producing our Plan for our neighbourhood.

We look forward to hearing from you.

Ellen Gates

Chair, Dartmouth Park Neighbourhood Forum

June 2016
Chapter 1: Introduction

This document

This is the Dartmouth Park Neighbourhood Plan (June 2016 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.

Neighbourhood Planning

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 2012. 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 ([2016-2031]).

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 development policies (currently incorporated in Camden’s 2010 Core Strategy and Development Policies, but to be replaced by a Local Plan currently under consultation) and the Mayor’s London Plan. They can, however, interpret Borough and London-wide polices 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 (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.

Making the Plan

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:

**Phase 1 – 2012: testing the water**

May and June 2012: initial public meetings held at Highgate Library to discuss the possibility of preparing a neighbourhood plan.

July 2012: first meeting (of four) of a steering group that was formed to ensure that the neighbourhood planning process is fully inclusive before deciding whether to form a neighbourhood forum.

Autumn 2012: engagement with local groups (18 residents associations), plus with general public including stalls at York Rise Street Party and on Highgate Road, door knocking in areas under-represented at the initial meetings (including Carrol Close/Sanderson Close, Whittington Estate, York Rise Estate, Denyer House). Questions asked about what people love about the area and what they would improve. Collecting contact details of interested residents.

February 2013: public meeting to provide feedback on the above, where around 100 people voted almost unanimously to establish a neighbourhood forum and start work on a neighbourhood plan.

**Phase 2 – 2013: establishing the forum and engaging with the community**

February 2013: first meeting of DPNF committee.

Spring 2013: the new organisation gets going, applies to Camden Council to be recognised as a neighbourhood forum (submitted in May, formally confirmed in November 2013). Postcard produced to raise awareness.

June 2013: community walkabout of DPNF area; stall at Brookfield School summer fair.

September 2013: stall at York Rise street party presented 45 ideas for testing, all of which had been suggested in previous engagement. This was repeated at the Whittington Estate fun day.

Autumn/winter 2013/14: committee members take responsibility to consult with particular parts of the area (‘neighbourhood ambassadors’). This included door knocking and meetings with residents associations.

November 2013: major drop-in event to identify and test emerging key policy themes, areas for change and possible projects, and to provide a neighbourhood-wide platform to gather ideas/wishes for sites or aspects of development. A vision for the
neighbourhood was prepared for this event. All proposals based on previous engagement activities.

Early 2014: committee sessions to capture and organise feedback received from above activities and agree a vision and set of objectives.

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

April 2014: working groups formed, including local people not on the committee, to generate policy ideas: housing and design; community; local centres and employment; streets and transport; environment.

May 2014: Public meeting/AGM to update community on progress and elect new committee.

Autumn 2014: work to date, including outputs from working groups, collated into a first working draft neighbourhood plan. Draft circulated to committee in February 2015 and discussed at subsequent meetings.

June 2015: Public meeting and AGM, to update residents and elect a new committee.

Autumn 2015: Further work to refine the draft neighbourhood plan.

**Phase 4 – 2016: Finalising the first draft of the plan**

January – April 2016: Consultants make:good, funded by a Government grant, undertook an extensive community engagement exercise to ensure that all parts of the neighbourhood have had the chance to comment on the content of the developing plan and to further test and refine its draft policies.

June 2016: Full draft plan (this version) published for public comment.

**Next steps**

Defining the timeframe for completing the Neighbourhood Plan is not a precise science. Our best guess at present is:

- Next draft of the plan published, taking on board comments on this version: November;

- 6 week consultation and people’s response: [December & January];

- Plan revised, and then sent to Camden: [Spring 2017];

- Examination by independent Examiner: [all further activities in 2017];

- Final amendments after independent Examination;
• Referendum (Yes or No to adopting the Plan);

• Final approval.

The Neighbourhood Area

The area to be covered by the Neighbourhood Plan (the Neighbourhood Area or the Area) was approved by Camden in October 2013. The Area is shown in Fig. 1A below.

![Plan of Neighbourhood Area](image)

**Fig 1A: Plan of Neighbourhood Area**

**How this Neighbourhood Plan is organised**

**Chapter 2** sets out our vision for the Area and objectives for the Neighbourhood Plan. These form the background against which policies are developed and assessed.

**Chapters 3 - 8** each address a key theme of this plan. Each starts with a restatement of the part of the vision relevant to the theme or issue. It then summarises the input obtained from engagement and outlines the current status or baseline relevant to the theme. The policies for the theme are then set out, together with their justification. Finally, reference is made to projects that would help to
achieve the same objectives as the policies but which are not part of the planning process. The six themes are as follows:

- Design and Character
- Housing
- Community
- Neighbourhood Centres and Employment
- Environment and Sustainability
- 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, Swain's Lane retail parade 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 a set of principles to be applied in judging any such development.

Chapter 10 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 11 describes how the Neighbourhood Plan will be delivered and monitored and the procedure for any future review of the Plan.
Chapter 2: Vision and Objectives

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 urban form and character was in place.

Today it 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). 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 of course 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. Late 18th century terraces contrast with contemporary housing estates; tiny cottages, large mansion blocks and Victorian villas, all exist together in Dartmouth Park”, adding 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.

**Issues and opportunities**

Key issues for the neighbourhood are:

- preserving the sense of place, which involves protecting the green space and setting and the built heritage;
- housing, and in particular the continuing availability of affordable housing;
- supporting the vibrancy and attractiveness of the neighbourhood with lively well-placed local services and centres;
- coping with the transport and environmental implications of a location on key routes into Central London and on a busy cross-London 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.

**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 and excellent connectivity with the rest of London. 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.

**Our Objectives**

In order to achieve our Vision for Dartmouth Park, our objectives are to ensure a neighbourhood that:
• is predominantly residential, characterised by a rich variety of architectural styles and excellent design;

• provides a mix of housing for people of all means;

• has a strong community feel, encompasses a wide mix of social groups, and is supported by first-class community services;

• has thriving local centres and is served by a wide range of independent shops, restaurants, cafes and pubs;

• is leafy with treasured green and open spaces and wide, tree-lined roads, giving a semi-rural or village feel; and

• 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 (Chapter 10). The short paragraphs below expand slightly on the ideas which lie behind each objective.

**Design and Character:** Ensure 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 established by plot width and building setback; conserve and enhance the historic built environment as an area with a rich variety of architectural styles and periods; preserve and enhance the essential and unique character of the area.

**Housing:** Keep the neighbourhood a vibrant, balanced and diverse community, which is predominantly residential; provide a range of housing for people of all means, encompassing a wide mix of social groups; ensure streets and homes create a place with a strong community feel.

**Community:** Ensure that a diverse population, including people at all stages of their lives, can continue to live here; develop and maintain a strong integrated community and work to minimise social deprivation and exclusion.

**Neighbourhood Centres and Employment:** Ensure appropriate development of commercial hubs so as to enhance the character, viability and vitality of the area; support local businesses that benefit the community and encourage a range of shops, independent retailers, restaurants and other businesses; provide a lively atmosphere; improve accessibility and the public realm to increase footfall; retain a strong and resilient local economy and a range of employment opportunities.

**Environment and Sustainability:** Ensure the maintenance and improvement of our open spaces and that they are used for the benefit of the whole community; protect
and enhance the natural environment, including our trees; ensure that natural resources are used prudently; ensure that the neighbourhood is an attractive, environmentally healthy and sustainable place; help to move towards a low-carbon economy, including by encouraging local jobs and enterprise; ensure a full contribution to the mitigation of and adaptation to climate change.

**Transport and Streets:** 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 walking, cycling and public transport as the primary means of transport; protect and enhance residential streets as great living environments; ensure new developments, highway improvements and public realm works are carried out to make the area accessible for all; minimise the harmful effects of vehicles.

**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 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 40). In each of Chapters 3 – 8 we have briefly described projects related to the planning policies which are the subject of the chapter. These ‘complementary’ projects are set out in greater detail in Chapter 10.
Chapter 3: Design and Character

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”.

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 established by 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 close 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.

Community engagement

These themes drive the approach to the policies for Design and Character in this chapter. They are drawn from the community’s response to consultation. People told the Forum that the Plan should help to retain the character of the Area, and that important local views 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 now 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.'

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 pattern, 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 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 feeling of leafy countryside; Fig 3A below is a map showing these numerous and valued areas of greenery, both formal and informal. 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.
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.
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.

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 a key starting point the conservation area status. 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.

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

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

(a) maintaining the views described in Appendix I, which are integral to the unique local character;

(b) maintaining and enhancing the green and leafy character of the Area, which contributes to the sense of place and semi-rural character;

(c) ensuring that multi-unit developments will not disrupt areas predominantly characterised by traditional terraced, semi-detached and detached housing and (other than as provided in Chapter 9) will have scale and massing broadly similar to that of surrounding buildings; and

(d) maintaining and improving connectivity for pedestrians and cyclists.

Justification for Policy DC1: The policies in DC1 seek to protect 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: the view up Highgate Road towards the spire of St Anne’s church, the views from the ‘eastern heights’ down towards Hampstead Heath. Policy DC1(a) seeks to protect specific views which are cherished by local people, and which could be vulnerable to insensitive development. These views are described and mapped in Appendix I.
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. 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 open space deficiency in Camden’s Core Strategy (see Map 7 at page 134 of Camden’s Core Strategy). This policy therefore seeks to encourage not only the maintenance of existing green space but also the creation of additional open spaces available for recreation or community activities.

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. Large scale development should not be allowed to intrude into and disrupt 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 such area, as addressed in Chapter 9.

DC1(d) is intended to enhance the aspect of Dartmouth Park’s cohesiveness which relates to the convenient and attractive linkages offered in many parts of the neighbourhood by pedestrian cut-throughs, lanes, paths and passages which add to the basic street grid and give people more choice of routes, often away from motor traffic. The expectation is that whenever sites are redeveloped, opportunities will be sought to increase such links, provided that they comply with Policy CM2, and to green them where possible. Certainly no designs which reduce such accessibility, such as “gated communities”, will be acceptable.

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 Chapter 10 combines this design approach with an initiative to make such links into a coherent network of ‘greenways’. 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. See Chapter 10 for further detail.
**Policy DC2**

**Protect and preserve historic buildings and buildings of architectural merit and their settings**, by:

(a) 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;

(b) in the case of any development affecting any of the ‘buildings of positive value’ identified in the Conservation Area Appraisal (Appendix 2) and of the locally-listed and other heritage assets identified in Appendix II or their settings, only permitting development that is designed to a high standard, responds to the character of the Conservation Area and makes a positive contribution to local distinctiveness; and

(c) requiring 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.

**Justification for Policy DC2**: Policy DC2(a) recognises the special status of these legally protected (listed) buildings and their settings. National legislation, Camden’s development policy DP25 and the Conservation Area Appraisal all recognise the importance of preserving and enhancing these special buildings. A number of the 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 Listed Buildings make to the character of the Area, any development affecting them or their 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.

DC2(b) makes provision for the more varied circumstances where development proposals affect other significant buildings or heritage assets in the Area. These include the ‘buildings of positive value’ recognised in the Conservation Area Appraisal (Appraisal Appendix 2), as well as buildings or features on Camden’s local list. 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 II. 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 II. The intention for all these buildings is that, while alteration and improvement to the residential stock is allowed and encouraged, designs should
reflect the same care required for heritage assets and ensure that the development contributes to local distinctiveness.

**DC2(c)** 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 Appendix 6, which lists key features, including where original York stone paving survives).

**Policy DC3**

**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 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 sharp juxtaposition of buildings of different scale and massing and incorporating a satisfactory transition from the scale of the surrounding built context;

(e) ensuring that any extensions or modifications to existing buildings are in proportion with the existing development and 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 delivery space (as appropriate to the 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 sense of place and individual character of the Centre.
Examples of the application of these design principles are shown in the photographs below.

[insert photographs]

**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 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)-DC3(e) seek to permit 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 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 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 and lead to less jarring outcomes.

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. 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. The Conservation Area
Appraisal (Appendix 6) also gives a list of specific heritage features in the street scene which are to be preserved and enhanced.

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**

Support proposals for small residential developments (including loft developments, side and rear extensions, and developments on infill sites), where:

(a) the density of development is consistent with the character of the site;

(b) the amenity of existing property holders (in particular in respect of privacy, overlooking, loss of light, and shading of garden areas) is preserved; and

(c) the overall character and appearance of the street scene is protected and preserved.

**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. Of course, such developments will also be required to satisfy the other policies in this Plan, including Policy DC2.
Chapter 4: Housing

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);
- characterised by a rich variety of architectural styles and excellent design;
- providing a mix of housing for people of all means; and
- a place with a strong community feel, encompassing a wide mix of social groups.

Community engagement

These themes drive the approach to Housing policies in this chapter. They are drawn from the community’s response to consultation. 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 council 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 council 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?’

The Baseline: people and homes

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.

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

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:

(1) maintain and improve the existing broad range of tenure and type of housing,

(2) maintain and increase the provision of valued community services,
(3) preserve sound and attractive existing buildings, and

(4) do not result in the over-development of sites;

(b) resisting the conversion of flats into single dwellings; and

(c) taking a sympathetic approach to small loft, side and rear extensions to existing residential properties, where this can be achieved consistently with Policy DC4.

**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 an 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 urban 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 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.

Similarly, **H1(b)** recognises and aims to stop a 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. It also - and crucially in terms of the community’s objectives – 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 (in excess of £1,000,000). 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.

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.

H1(c) seeks to make it possible to find additional space for housing whilst limiting the loss of local amenity. Loft conversions and 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 the 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 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 H2

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

(a) requiring all proposals for new multi-unit housing to maximise the inclusion of affordable housing, as required by Camden Policy DP3, 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 social housing is proposed, ensuring that the percentage of floorspace in the new development allocated to affordable housing is at least as high as the percentage of floorspace attributable to social housing on the development site at the time the redevelopment is proposed, and that the tenure of such affordable housing is in accordance with Camden’s policies, with a preference for Council rented housing and housing for our local key workers; and

(c) ensuring that affordable homes are well integrated with, are designed to the same standard as and are visually indistinguishable 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.

H2(a) draws on Camden policies, especially DP3, 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 Area. 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 Camden accepts a payment in lieu of provision of affordable housing, we would similarly expect such payment to be applied to the development of housing within 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 the percentage of affordable housing in any redevelopment (determined by reference to floorspace) to equal or exceed the percentage of social housing on the development site at the time the redevelopment is proposed. Protecting the percentage of affordable 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 and affordable housing. 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 Council rented housing. There is also a desire to ensure that key workers, such as staff at our two local hospitals, are able to find accommodation in the area.

H2(c) 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

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
(b) requiring 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, 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.

Policy H4

Any large-scale development for commercially-let student accommodation will be opposed as being inappropriate for the Neighbourhood Area (other than in the Murphy’s Yard Specific Neighbourhood Site identified in Chapter 9).

Justification for Policy H4: The Neighbourhood Plan’s aim of a mixed community includes a range of ages as well as of tenure, income levels and family structures. Young people are an important part of this, as are older people, but most of the area is not appropriate for large quantities of student housing, and in particular for large concentrations of such accommodation.

The concerns are primarily about the character of the area - its stability and the need for all-year-round presence of most residents, with participation in the community in the round. This is particularly the case in the central network of streets forming the core of the Area. These are predominately quiet residential streets of terraces and semi-detached and detached houses accommodating a stable population of permanent residents. A large commercial development of student houses in this area would introduce a fluctuating population that would potentially put a strain on infrastructure and services at certain times of the year, without providing a stable population to support our Neighbourhood Centres.

The physical form and scale of such blocks would also be inconsistent with the character of the Area (see also design policy DC2 in Chapter 3). In addition, such student housing would not be meeting a local need but a city-wide one. The draft Camden Local Plan recognises that student housing should be located near the institutions being served. By contrast, large commercial student housing in the Area would occupy potential development sites for which there are other higher-priority local needs. One such priority is the housing for older people and people with disabilities referred to in H3. Another higher priority within the Area, which is located between two major hospitals and includes several schools, is for key worker housing. These types of housing should take priority over student housing in the Area.
The Forum does believe that such large scale commercially-let student accommodation may be an appropriate element to include in the Murphy’s Yard development site detailed in Chapter 9.
Chapter 5: Community

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.

Community engagement

These themes drive the approach to policies for Community in this chapter. They are drawn from the community’s own response to consultation. 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;
- open air and community event spaces should be protected, 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.’

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.
The map at Fig. 5A locates many of these community facilities. A significant number of important community facilities are located within the part of Hampstead Heath included in the Neighbourhood Area; these are described in Chapter 7.

Fig. 5A to be inserted, showing churches and church halls, community centres, GP surgeries, libraries, post offices, schools, sports facilities.]

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 para 7 of the National Planning Policy Guidance (NPPF): “supporting strong, vibrant and healthy communities . . . by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being”.

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, and also cover the issue of community safety, particularly in relation to ensuring that new development takes safety into account.

Policy CM1

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

(a) ensuring that the existing community facilities identified in Appendix III and shown on the plan at Fig. 5A are retained for community use, and that where a development will reduce the space available for such community facilities an equivalent or better replacement facility is provided on the same or another site within the Neighbourhood Area;
(b) securing improvements to community facilities, by requiring any new development that is likely to create an additional demand on community facilities in the Neighbourhood Area to contribute towards supporting and improving existing community facilities or towards the provision of new community facilities within the Neighbourhood Area; and

(c) ensuring, in respect of the Highgate Newtown Community Centre, that any development provides [facilities at least equivalent to those currently present].

**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 and the wider population. The Neighbourhood Plan seeks to protect and maintain the facilities which enable them to carry out their activities. 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, and that 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. 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 fear the facilities offered are under threat as a result of proposals to redevelop the site under Camden’s Community Investment Programme.

**Projects**: Enhancement of community facilities is possible in the absence of development. Residents recognised a particular need for additional information about community activities. Chapter 10 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 Swains Lane. See Chapter 10 for detail. Both these projects will require cooperation with Camden.

**Policy CM2**

**Enhance community safety in Dartmouth Park**, by:

(a) requiring new developments to incorporate design principles which contribute to community safety and security. In Dartmouth Park this will include reliance on multi-activity streets, active frontages to buildings, layout as perimeter
blocks to ensure natural surveillance, measures to increase pedestrian access and use and engendering a sense of place; and

(b) ensuring that lighting in respect of any development provides adequate coverage of residential areas to ensure safety whilst avoiding over-lighting and intrusion.

**Justification for Policy CM2:** 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. This is the aim of Policy CM2(a). Appropriate levels of lighting are an important aspect of safety, and CM2(b) requires developments to implement lighting schemes that provide adequate coverage without causing over-lighting and intrusion.

**Projects:** Cooperation with Camden will be required to ensure complete lighting coverage of our residential streets whilst avoiding over-lighting and intrusion. A project in Chapter 10 addresses this issue.
Chapter 6: Neighbourhood Centres and Employment

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.

We therefore want Dartmouth Park to:

- be served by a wide range of independent shops, restaurants, cafés and pubs;
- develop the commercial hubs so as to enhance the character, viability and vitality of the area and retain and enhance a lively atmosphere;
- offer a public realm, access routes and parking that will maintain and increase footfall; and
- accommodate local businesses that benefit the community and can help provide a range of local employment opportunities.

Community engagement

These themes drive the approach to our policies for Neighbourhood Centres and Employment in this chapter. They are drawn from the community’s responses to consultation. 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 Balmore 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.

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 Balmore and York Rise; public lavatories at Swain’s Lane; and improved paving at York Rise. Chester Balmore raised particular concerns: the need for a convenience store and perhaps the provision of small workshops and offices. Some of these ideas are reflected in projects, as described in Chapter 10.
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.’

**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 the parade of shops is awaiting redevelopment, York Rise where the Dartmouth Arms is awaiting reopening, Chester Balmore 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.

**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:

- Swain’s Lane;
- York Rise and Chetwynd Road;
- Highgate Road; and
- Chester Balmore.
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 Council's 'Neighbourhood Centres' policy in Planning Guidance CPG5 'Town Centres, Retail & Employment'. The four Neighbourhood Centres are shown on the map at Fig. 6A below.

Fig. 6A: Plan showing the four Neighbourhood Centres

1 Source: CPG5 'Town Centres, Retail and Employment', September 2013. Appendix 1: Camden's Neighbourhood Centres include Swain's Lane (Nos 1-4 & 109-110 Highgate West Hill, Nos 1-25 & 2-6 Swain’s Lane), York Rise and Chetwynd Road (Nos 56-64 & 61-69 Chetwynd Road, Nos 33-37 & 12-24 York Rise), Highgate Road (Nos 95-117 & 139-157) and Chester Road (Nos 60-86).
1 Swain’s Lane

Swain’s Lane

Introduction

When the long-awaited redevelopment is completed, this will be the largest shopping centre in the Neighbourhood Area and potentially the best presented shopping parade. The site on the corner of Highgate West Hill and Swain’s Lane is currently boarded up and the redevelopment has stalled. The redevelopment was approved a considerable time ago and it is a matter of great frustration to the community that the site has been allowed to stagnate and remains boarded up. The Neighbourhood Forum sees it as crucial that the approved redevelopment is carried out soon, to a high standard, and further proposals for the site would not be acceptable. Care should be taken in finding tenants for the units 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.”

**Shops, restaurants, cafés and businesses**

There are currently 23 shop, restaurant, café and business units; 8 are empty, including those on the corner due to the planned redevelopment.

In May 2016 these provided the community with the following facilities:

**Highgate West Hill (west side)**

- No 1 Bistro Laz
- No 2 Al Parco
- No 3 Body Essence
- No 4 Empty unit
- No 4b Space to let or for sale

**Swain’s Lane (north side, excluding redevelopment site)**

- No 15 St Anne’s Charity shop
- No 15A Gustus Café/Pizzeria
- No 17 Kalendar Café/Restaurant (currently to let)
- No 19 Theo’s Hairdresser
- No 19a Fitzroy’s Estate agent
- No 21 Gail’s Bakery/ café
- No 23-25 Tesco Express Supermarket

**Swain’s Lane (south side)**

- No 6 West Hill House Serviced offices, long or short lets.
- No 6 H Lawrence and Co Solicitors
- No 6a Rollin Rolls Sandwich bar / coffee
- No 4 M Simmonds Pharmacy and Chemist
- No 2 Meg’s News Newsagent
The businesses that were closed, or soon will be closed, in the redevelopment site included a café/delicatessen across two units, a greengrocer, an estate agent, a florist, a dog grooming business, units that had formerly contained a restaurant and a hardware shop, and a car wash (the latter still operational as at May 2016).

There is no cashpoint in the parade.

**Traffic/parking**

Traffic along Swain’s Lane is approximately 2,000 vehicles per day, with around 13,000 vehicles using Highgate Road/Highgate West Hill.

There are 13 pay and display parking spaces (during CPZ hours from 10am to 12pm, available for any parking at other times) along with two bays reserved for loading. There is one disabled parking bay and a dedicated space for 6 motorcycles and 9 bicycle parking stands.

The local community regularly raises objections about noise disturbance and traffic obstruction by HGV deliveries to Tesco.

**Opportunities**

There is an important opportunity to ensure that the redevelopment ensures a range of viable and suitable businesses. The former owner and developer of the redevelopment site, Lord Listowel, committed to working with a Retail Forum to ensure that the redevelopment meets the needs of the community. We understand he has recently sold the site. It is essential that the Retail Forum is put in place by the new owner and that the new owner develops the site in accordance with the existing approved plans.

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 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.
Junction of York Rise / Chetwynd Road

Introduction

The York Rise parade is attractive but currently is marred by two shops with shutters and graffiti and by the closure of the Dartmouth Arms pub. 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 a traditional pub in appearance, but is currently boarded up for refurbishment whilst the upper floors have been developed as flats.

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

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.

Shops, restaurants, cafés, pub and businesses

There are 18 shop, restaurant, café and business units, including the Dartmouth Arms pub which is currently closed.

In May 2016 these provided the community with the following facilities:

York Rise, west side
No 33  Truffles Delicatessen/Café
No 35  Dartmouth Arms Pub – currently closed

York Rise, east side

No 12  Lavania’s Newsagents
No 14  No longer a shop front
No 16  Continental Provision Stores Supermarket
No 20  Village Café Café
No 22  No longer a shop front
No 24  Monsoon Indian restaurant

Chetwynd Road (south side)

No 56  Lure Fish Kitchen Fish restaurant
No 58  Postal & Courier Etc Postal shop, courier, etc
No 60  Face to Face Beauty and spa treatments
No 62  The Choice Dry cleaners
No 64  Benham & Reeves Estate agent

Chetwynd Road (north side)

No 61  Backs & Beyond Osteopath
No 63  Studio 63 Personal training
No 65-67 Village Vet Veterinary practice
No 69  Jackson Bros Butcher (entrance on York Rise)

There is a free cashpoint inside Continental Provision Stores.

Traffic/parking

Traffic volume is 1,500 vehicles per day using York Rise and 5-6,000 vehicles per day using Chetwynd Road. There is a strong traffic peak in the morning and roads are regularly congested during rush hour. York Rise is effectively single tracked due to parking on both sides of the road, forcing traffic to give way.

There are 16 pay and display parking bays on the Chetwynd Road to Dartmouth Park Road section of York Rise (during CPZ hours from 10am to 12pm, available for any parking at other times). Other roads are all resident parking only from 10am to 12pm but, similarly, can be used by any vehicle at other times. There is a space with parking for 6 motorcycles. There are 4 bicycle parking stands.

Opportunities

The most important opportunity is for the Dartmouth Arms to be reopened and to be developed again as a thriving and vibrant pub. Its closure has been a sad loss for this Neighbourhood Centre, with an adverse effect on footfall.
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 Chapter 10 below.

**Threats**

A failure to reopen the Dartmouth Arms as a pub may result in the footfall, already reduced by the closure of the pub, falling further, which would endanger the viability of this important local centre. The pub has been designated as an Asset of Community Value and there is an Article 4 Direction preventing change of use.

**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 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.

**Shops, restaurants, cafés, pub and businesses**

There are 21 shop, restaurant, café, pub and business units. Two are currently empty.

In May 2016 these provided the community with the following facilities:

Above the railway bridge (west side)

<table>
<thead>
<tr>
<th>No</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>155-157</td>
<td>Loco (Nisa)  Convenience store</td>
</tr>
<tr>
<td>153</td>
<td>Studio Rejuve  Beauty clinic</td>
</tr>
<tr>
<td>151</td>
<td>Perfect  Dry cleaners</td>
</tr>
<tr>
<td>149</td>
<td>News Food &amp; Wine  Newsagent/store</td>
</tr>
<tr>
<td>147</td>
<td>The Village Café  Café</td>
</tr>
<tr>
<td>145</td>
<td>Empty (formerly fish shop)</td>
</tr>
<tr>
<td>143</td>
<td>Empty (formerly Chinese food takeaway)</td>
</tr>
<tr>
<td>141</td>
<td>BRW  Estate agent</td>
</tr>
<tr>
<td>139</td>
<td>Southampton Arms  Pub</td>
</tr>
<tr>
<td>135</td>
<td>M&amp;A Coachworks  Bodywork repairs</td>
</tr>
</tbody>
</table>

Above the railway bridge (east side)

<table>
<thead>
<tr>
<th>No</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>138-140</td>
<td>ASF Garage  Petrol station, car repairs, MOT</td>
</tr>
<tr>
<td>132-134</td>
<td>Darcars  Car repairs, MOT</td>
</tr>
</tbody>
</table>

Below the railway bridge (west side)

<table>
<thead>
<tr>
<th>No</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>113-117</td>
<td>Parliament Hill Medical  GP doctors’ surgery</td>
</tr>
<tr>
<td>111</td>
<td>Nisa  Supermarket and post office</td>
</tr>
<tr>
<td>109</td>
<td>Sah Gate  Dry cleaners and tailoring</td>
</tr>
<tr>
<td>107</td>
<td>Additional unit used by GP</td>
</tr>
<tr>
<td>106</td>
<td>Police contact point</td>
</tr>
<tr>
<td>103</td>
<td>Rossella  Italian restaurant</td>
</tr>
<tr>
<td>101</td>
<td>Regina  Hair and beauty salon</td>
</tr>
<tr>
<td>99</td>
<td>Kasra  Carpet shop</td>
</tr>
<tr>
<td>97</td>
<td>Vantage  Pharmacy and chemist</td>
</tr>
<tr>
<td>79</td>
<td>Pizza East  Pizzeria</td>
</tr>
<tr>
<td>79</td>
<td>Chicken Shop  Chicken Restaurant</td>
</tr>
<tr>
<td>79</td>
<td>Dirty Burger  Burger bar</td>
</tr>
<tr>
<td>53-79</td>
<td>House Kitchen  Café (in Highgate Studios)</td>
</tr>
</tbody>
</table>
There is a cashpoint in the Nisa store available during opening hours, but there is a charge for using it.

Traffic/parking

During the day this area is very busy. Around 13,000 vehicles per day use Highgate Road, 5-6,000 use Chetwynd Road and around 12,000 use Gordon House Road. There is a bus lane and double yellow lines along all roads next to the junction at the top end of Highgate Road, with single yellow lines on Highgate Road from the railway bridge southwards (active from 7am to 7pm Mon-Sat). There are also single yellow lines on Gordon House Road (active from 8am to 6.30pm). Chetwynd Road is entirely restricted to resident parking (10am to 12pm). The double yellow lines and bus lanes are monitored and enforced by two high level CCTV cameras on Highgate Road. There are no pay and display bays. The centre has 11 bicycle parking stands, all on Highgate Road (3 above the railway bridge, and 8 below).

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 Chapter 10 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 Chapter 10 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. Further applications may be made in the future, and it is important that these should continue to be rejected unless they 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 and on other local traders. There may also be a threat of the filling station developing a convenience store, which would undermine the shops on the other side of the road which provide important services to the community and have done so for very many years.
4 Chester Balmore

Chester Balmore: junction of Chester Road and Raydon Street

Introduction

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

Currently the nearest convenience shop is the Dartmouth Mini Market on the Islington side of Dartmouth Park Hill close to Bredgar Road.

The new shop units have not yet been filled, but a doctor’s surgery, which is moving from Brookfield Park nearby, has taken up the lease on the largest (corner) unit.

At the start of 2011, Camden Council carried out a local survey and received nearly 700 responses. This informed pledges by the Council to control the mix of retail on the site. The mix of shops being sought now comprises:

- a convenience store/grocery store of 165 sq.m. (104 sq.m. front of house) to include the sale of fresh fruit and vegetables and a free cashpoint;

- a bakery, to include a tea/coffee area (47 sq.m.);

- Brookfield Park Surgery (215 sq.m. over two floors); and
• a pharmacy (40 sq.m.).

This area also includes The Star pub, at 47 Chester Road.

Traffic/parking

Chester Road and Raydon Street comprise a one way system, which is kept to a single lane on Chester Road by parking on both sides of the street. The C11 bus runs through this junction with difficulty on both directions of its route due to the narrowness of the roads and parked cars. Camden Council measured 3,000 vehicles per day using Chester Road in 2014. There is no current data available for Raydon Street or Croftdown Road.

There are 7 pay and display parking bays and many resident parking bays (the CPZ is active from 10am to 12pm, with free parking outside these times). On Raydon Street there is a disabled parking bay and a bay that will be restricted for doctor parking once the new surgery moves in. The Centre has 5 bicycle parking stands around the library. There are no bicycle parking stands around Chester Balmore, and no dedicated motorcycle parking spaces.

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 being redeveloped 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/exit to/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 Chapter 10 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.

Other neighbourhood shops and businesses

In addition to the four Neighbourhood Centres discussed above, there are several neighbourhood shops and businesses dotted around the Area which also provide the
community with important services and facilities. In May 2016 these included the following:

- Highgate Studios: 53-79 Highgate Road. This contains units for some 60 businesses, across a wide range of media, communications and manufacturing companies.
- Kwik Fit: 6 Lissenden Gardens. Tyre and exhaust repairs etc.
- Fit Shape: 31 Grove Terrace, Highgate Road. Personal training.
- Robert Zagar: 1A Woodsome Road. Osteopathy clinic.

There are also various shops, cafés and pubs just outside our area that are also used by our community, including those on the south side of Gordon House Road opposite Gospel Oak station and on the east side of Dartmouth Park Hill.

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

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

(a) supporting the provision (including on a temporary basis) and retention within our Neighbourhood Centres of units and businesses which 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), subject to:

   (1) new individual trading units (other than public houses) in any such use class not exceeding [120 sq. m. (approx. 1300 sq. ft.)] ground floor area; and
the proportion of ground floor premises in use for all use classes defined below other than financial and professional services (A2 use class) and hot food takeaways (A5 use class) being in aggregate at least 80% of the ground floor premises in any Neighbourhood Centre; and

(b) ensuring that any development protects and where possible enhances valued independent local businesses or enables new independent businesses to establish themselves.

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

<table>
<thead>
<tr>
<th>Class</th>
<th>Local Neighbourhood Centres (Government definition)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>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.</td>
</tr>
<tr>
<td>A2</td>
<td>Financial and professional services – Banks, building societies, estate and employment agencies, professional services (not health or medical services).</td>
</tr>
<tr>
<td>A3</td>
<td>Food and drink – Restaurants and cafés.</td>
</tr>
<tr>
<td>A4</td>
<td>Drinking establishments – Public houses, wine bars or other drinking establishments.</td>
</tr>
<tr>
<td>A5</td>
<td>Hot food takeaways – For the sale of hot food for consumption off the premises</td>
</tr>
<tr>
<td>D1</td>
<td>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.</td>
</tr>
<tr>
<td>D2</td>
<td>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.</td>
</tr>
</tbody>
</table>

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. This is consistent with NPPF paragraphs 23 and 70.

The Neighbourhood Forum recognises too 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.

CE1(a) draws 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 starting point is the use-class definition set out above which categorises businesses for the purpose of planning decisions. 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 policy 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(a)(1) addresses this issue.

CE1(a)(2) recognises 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. But they must also be applied in a way that protects the fine-grain way in which these centres operate, so that their underlying shopping function is not undermined by the presence, or clustering, of non-shopping businesses such as take-aways, estate agents or betting-shops.

These policies are consistent with NPPF paragraph 23.

CE1(b) similarly seeks to ensure that the Neighbourhood Centres retain a good mix of the local and independent traders who give the Centres their vitality and distinctiveness. This is consistent with NPPF paragraph 23.

Policy CE2

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)], where there is no loss of existing residential accommodation; and

(c) community facilities in use class [D1 (Non-residential institutions)], where they can be provided in a way that meets accessibility standards,

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 is no longer economically viable], and (ii) the design of both the upper and lower parts of the building ensures 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 ensure adequate insulation from noise and smells, and to avoid different uses interfering with each other.

This is consistent with NPPF paragraph 23.

**Policy CE3**

**Support and promote the protection and improvement of the public realm in and around our Neighbourhood Centres, by:**

(a) ensuring that any development preserves and protects the public realm (including both hard and soft landscaping and the size of the area dedicated to public use); and

(b) where appropriate to the size, location and nature of the development, ensuring that any development secures improvements to the public realm (including both hard and soft landscaping and the size of the area dedicated to public use), including through 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 Neighbourhood Centres in order to reduce the intrusion of vehicles, increase the attractiveness to pedestrians and allow pavement seating for cafes and restaurants.

Justification for Policy CE3: If the Neighbourhood Centres can be made easy, pleasant and convenient to use, this will make them the lively local focal points that we want. It 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 both to protect and maintain existing public realm spaces in the Neighbourhood Centres and to take the opportunity afforded by any development to enhance those spaces. Developments should, where possible, include facilities that will 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 the facilities identified in this policy. The minimum requirement, as set out in CE3(a), is the retention of existing features of the public realm. 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 provide a range of the facilities referred to in CE3(b).

This is consistent with NPPF paragraphs 23, 30, 35, 69 and 75.

Policy CE4

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

(a) refusing proposals (outside the Neighbourhood Centres and the areas identified in Chapter 9) for change of use from existing office and business uses to other uses not included in use class [B1 (Business)]; and

(b) supporting the provision of serviced meeting spaces in use class [B1 (Business)] 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)** 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.

This is consistent with NPPF paragraph 21.

**Policy CE5**

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

(a) encouraging the retention of historic shop fronts;

(b) 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

(c) (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 historic shop fronts and seeks to ensure 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

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.

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”.

We want to:

- protect and enhance the natural environment;
- 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.

Community engagement

These themes drive the approach to the policies for Environment and Sustainability in this chapter. They are drawn from the community’s response to consultation. 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, and residents were keen to ensure the retention of community space in any redevelopment of the Mansfield bowling club. The schools need open space, and this could be one use; so too could a play centre. 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?’

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

Dartmouth Park is a green neighbourhood in a green setting:

- there are ... hectares of green space within our Neighbourhood Area;
- ... of this is accessible public space (including ... hectares in Hampstead Heath) - a tremendous asset for the neighbourhood;
- another ... hectares is in other open spaces, and in 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;
- 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;

- 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.

Hampstead Heath: a very special green space

Hampstead Heath comprises about a quarter 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.

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 (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:

- the 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;

- a running track (with buildings of similar style to the Lido), which is the home venue for the Highgate Harriers;

- a fully equipped playground and large paddling pool to the west of the running track, which receives 540,000 visits per year;

- the Heath Education Centre, which 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;

- football pitches north of the Lido;

- the Parliament Hill café, in a building that is functional and fit for purpose, if a little dated, and the recently renovated Lido café;

- a bandstand, which only had fifteen scheduled performances in 2015 and is an under-used resource, although it is a familiar landmark;

- a cricket ground adjacent to the Parliament Hill café (used by local works teams at the weekend);

- a toddlers play area next to the staff yard, a very popular area for young families;

- a bowling green, a pleasant early 20th century “village green” feature which is home to Parliament Hill Bowls Club; and

- ten hard tennis courts and a pétanque pitch next to Highgate Road.

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 include:

- 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;

- removal of more metal railings and hedging, to open out views and access and encourage the rural feel of Hampstead Heath; and
• planting more trees along the path between the staff yard and Nassington Road, along the path up from the Lido, and delineating the football pitches north of the Lido.

There is some scope for development or possible relocation of the Parliament Hill café. A main criticism of the café is that most of the eating areas do not face towards the bandstand or the Heath. However, any development should respect the open green character of the Heath.

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

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 IV as Local Green Spaces;

(b) resisting development on the additional open spaces identified on the map at Fig 7A and identified in Part B of Appendix IV;

(c) requiring the appropriate provision (relative to the size of the development) of new open space;

(d) requiring appropriate contributions to the maintenance and enhancement of existing and new open spaces, where appropriate; and

(e) resisting developments that would result in the loss of green front gardens.

[insert Fig. 7A]

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 [ ] additional areas as Local Green Space. [Describe areas and explain significance of and justify designation as Local Green Space.] ES1(b) seeks to protect 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.

ES1(c) and ES1(d) are aimed specifically at requiring developments to contribute to the provision and maintenance of additional open spaces. This may be in the form of small local open spaces, ‘pocket parks’ or play areas; green spaces are particularly favoured. 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. These policies seek to ensure that developments contribute to the provision of an appropriate amount of open space.

ES1(e), 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 of our streets and because of the cumulative effect on rainwater run-off. 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). Even in the case of these specific exceptions, however, the extent of any hard surfacing should be limited as much as possible.

Projects: A project in Chapter 10 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 Chapter 10 for the detail.

Policy ES2

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

(a) protects existing trees and provides for their care and maintenance during development works;

(b) makes provision for the planting of equivalent numbers of new trees where trees are proposed for removal;

(c) makes provision for the appropriate planting of additional trees, relative to the size of the development; 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: This policy is intended to minimise the loss of our very valuable umbrella of trees; this includes both estate trees and, where within the
control of the developer, street trees. This will augment the existing protection, which is of two kinds: many trees in the neighbourhood have statutory protection through Tree Preservation Orders (TPO); 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 cm to apply to the Council for planning permission.

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. Where space allows, large canopy species should be used to provide maximum shade cover. In more constrained locations, edible species are favoured in order to contribute to healthy living and food security, as well as the biodiversity of the fauna in the Area.

Projects: A Hedges & Trees Project in Chapter 10 has aims related to those in Policy ES2.

Policy ES3

Protect and enhance biodiversity in Dartmouth Park, by:

(a) supporting developments which provide new areas of biodiverse habitat, make specific provision for species on local and national biodiversity action plans or contribute to wildlife corridors;

(b) protecting and encouraging the appropriate provision of green corridors through existing and new streetscapes; and

(c) resisting developments that would have a negative impact on the existing community gardens / allotments shown on the map in Fig. 7B, and supporting increase in these spaces where feasible.

[insert Fig. 7B]

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 actively contribute to the creation of biodiversity in the Area. A particular aspect of this aspiration is the provision 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.

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

**Projects:** A related project in Chapter 10 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 Chapter 10.

**Policy ES4**

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

(a) requiring new multi-unit residential developments to comply with [Passive House] standards of energy efficiency;

(b) [where an extension is proposed to an existing building [and the existing energy performance certificate is level C or below], requiring an increase in the energy performance level of the building by at least one level (e.g. from level G to F)];

(c) [allowing the installation of solar panels that are sensitively incorporated and (where the development is located within the Conservation Area) [either] are not visible from the street [or are properly integrated into the roof (see examples below)];]

(d) requiring that, where proposals involve substantial demolition, the embodied-carbon and whole-life effects be included in the assessment of proposed developments in order to demonstrate that rebuilding will deliver greater carbon savings than refurbishment; and

(e) encouraging the introduction of sustainable night-time lighting.

**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)** requires compliance with high standards of energy efficiency. This requirement is justified by two considerations: the need to ensure long-term sustainability whenever appropriate opportunities arise, and the local reality that development in Dartmouth Park, especially for housing, cannot sensibly be regarded as being so cost-constrained that such compliance is not viable. [Explanation of Passive House standards to be added.]

**[ES4(b)]** seeks to increase energy efficiency when extensions are proposed to existing buildings. One of the most effective ways of addressing climate change (both
in terms of cost effectiveness and in greenhouse gas abatement) is to upgrade buildings. See, for example, the McKinsey report 'Cost curves for greenhouse gas abatement' and D. MacKay, *Sustainable Energy without the Hot Air*. If we choose to address climate change without major upgrades to our existing building stock, then it will be far more expensive and will require far more investment in renewable energy such as nuclear power stations, solar panels and wind turbines. However, nationally we only rebuild about 1% of our building stock each year, so it will not be sufficient to just make all new buildings energy efficient—we need to upgrade existing buildings. This is particularly the case in an area such as Dartmouth Park, where the pace of building replacement and modernisation is slower than elsewhere.

There is an advantage in linking the energy upgrade with proposals for extensions. Generally this will be the most cost-effective way of making the upgrade, as the same personnel (builders, plumbers, etc) are able to do the extension work and the upgrading work.

There are many ways to upgrade energy performance of buildings. These range from cheap/simple with minimal impact through to more complex, as follows: 1) fitting (additional) insulation around hot water cylinders; 2) insulating hot water pipes; 3) fitting (additional) insulation in roof voids; 4) fitting draught-stripping around doors and windows; 5) fitting low energy light bulbs; 6) installing a new high efficiency boiler; 7) fitting water-saving taps / shower heads; 8) fitting new double or triple glazed windows in place of single; 9) installing cavity wall insulation. This is not intended to be an exhaustive list. It is worth noting that items 1 to 5 are very cheap and that items 1 to 7 can be done without any visual impact. This will be important to insure that the works do not adversely affect the visual character of the Area.

[ES4(c) 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, it is expected that solar panels will not be visible from the street, in order to avoid causing detrimental change to the character and appearance of the Conservation Area.]
ES3(d) seeks to go beyond the presumption against demolition in the Conservation Area Appraisal (p.45), where the expectation is that any buildings making a positive contribution to the character or appearance of the conservation area will be retained “unless their loss is considered to be justified”. It seeks to ensure that the wider effects of demolition are taken into account, in the interests of sustainability as well as heritage conservation. [Further detail of assessment criteria to be set out.]

ES3(e) supports a move towards sustainable night-time lighting, that is, lighting that is energy efficient, minimises light pollution and maintains the character of the area. The Conservation Area Appraisal (p. 5) notes the ‘quality of darkness at night’ that characterises the Conservation Area. By contrast, over-lighting can cause glare (especially if at the height of bedroom windows), can intrude into the dark skies that people want to experience, and wastes energy on these undesirable effects. Glare from high power security lighting and over-lit streets create changes in lighting level to which the eye must adjust and in themselves can make an area feel cold and unsafe. Warm lighting at a low level (generally below 15 lux), focused downwards onto the pavement, can help avoid this.
Chapter 8: Transport and Streets

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 walking, cycling and public transport as the primary means of transport;
- protect and enhance residential streets as 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.

Community engagement

These themes drive the approach to movement policies in this chapter. They are drawn from the community’s response to consultation, when 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 new 20mph 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.

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. On our residential streets, traffic is much lower, but we have one busy through route, Chetwynd Road, which is used by around 12,000 vehicles per day. Many residents are concerned about high levels of traffic in the area and want to reduce through traffic.

**Traffic speeds and accidents**: 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.

**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, and 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.

**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.

**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.

Our policies include support for new developments which help to enhance and achieve these aims.

**Projects:** Although our aims in respect of Transport and Streets can be worked towards 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 Chapter 10) 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). All our streets will, in the future, continue to need to serve a mix of users while retaining the strong neighbourhood feel and local sense of place in Dartmouth Park. They are identified and explained below.

Our Main Local Roads (RTF ‘connectors’) are:

- Highgate Road;
- Gordon House Road;
- Dartmouth Park Hill.

Our Residential Streets (RTF ‘local roads’) are:

- central Dartmouth Park ‘ladder’ streets between the railway and Swain’s Lane;
- streets in Highgate New Town, including the Whittington Estate and the Brookfield Estate.

(Although Chetwynd Road is categorised as a Residential Street, the levels of traffic are much higher than average for Residential Streets, especially during peak periods.)

Our Neighbourhood Centres (RTF ‘town squares / streets’) are the places defined as such in Chapter 6.

**Policy TS1**

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, requiring the pavement to continue across those entrances and exits rather than introducing new kerbs, so that drivers give way to pedestrians;

(b) for Residential Streets, resisting developments that include new pavement crossing points;

(c) for non-residential or multi-unit residential developments, ensuring the design of the public realm (including open spaces and pedestrian areas) achieves permeability for pedestrians and cyclists and encourages lower vehicle speeds; and

(d) requiring developments to have designs which improve safety by ensuring natural surveillance of footways and reducing obstructive street clutter.

**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.

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 cross-overs should be resisted and, where they are necessary, the developer should incorporate a continuous pavement rather than introduce new kerbs. The intention is to send a visual and physical message that vehicles should give way to pedestrians. 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. 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 non-residential or large residential 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 repeatedly told us that they were concerned about the high levels and excessive speed of vehicles in the Area. They also expressed a strong desire for better and more joined up cycle routes in the area. **TS1(c)** seeks to address these concerns by requiring that the design of developments improves permeability for both pedestrians and cyclists and encourages lower vehicle speeds.
**TS1(d)** is aimed primarily at overall pedestrian safety, not just in relation to vehicle movements. It has two aspects: first, requiring that designs for development do not reduce, and where possible increase, "eyes on the street", so promoting natural surveillance; and second, to minimise obstructive street clutter, which can create a hazard for pedestrians and, in particular, people with disabilities. Reducing street clutter will improve the ease of walking to and through developments.

**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, addressed in Chapter 6, 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. See Chapter 10 for more detail.

**Policy TS2**

**Improve the local environment in Dartmouth Park for cycling for people of all ages and abilities,** by:

(a) requiring developments to have well-designed entrances and exits that minimise conflicts between cyclists and drivers; and

(b) requiring that developments provide secure cycle storage for residents at a level of \([2\) spaces per unit\] and for employees at a level of \([\ldots]\) spaces per square metre of the development\] or, if greater, at the level required by London and Camden policies.

**Justification for Policy TS2:** Cyclists are an expanding group of road users, who feature disproportionately in the accident 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.

**TS2(b)** seeks to expand the provision for the safe storage or parking 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. Policy TS2(b) seeks to supplement that requirement by encouraging the provision of a higher number of cycle parking spaces for larger developments. [Set out evidence to support provision at a level greater than the London/Camden requirement.]

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Projects: As noted in Chapter 3, a project in Chapter 10 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. It must clearly be implemented in a way which is consistent with the requirement for the reduction of clutter and obstructive street furniture (see TS1(d) above).

Policy TS3

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

(a) requiring new developments to be car-free [(except for car club bays)];

(b) 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 essential (and not merely convenient) to perform the functions 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;

(c) strongly supporting developments that remodel existing sites to remove onsite parking, driveways and pavement crossing points for vehicles;

(d) [requiring residential developments of [ ] units or more and non-residential developments of [ ] square metres or more to fund or provide one new car club parking bay for each [6] units or each [ ] square metre of the development;] and

(e) [in respect of non-residential developments, requiring car charging points to be installed next to all car parking spaces].

Justification for Policy TS3: Car, bus and van use are all 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) and TS3(b) aim to reduce the proportion of housing and work places in the area which makes provision for car ownership, in order to encourage future new residents and workers to make active choices towards non-car-dependent lifestyles. Under Camden’s adopted policies (DP18), it is expected that development in areas with high levels of public transport accessibility will be car-free, and under its proposed Local Plan all new developments will be car-free. Policy TS3(a) makes it clear that the proposed Local Plan car-free policy will apply within the Area. As in the proposed Local Plan, car-free development here means that no car parking spaces
will be provided within the site, and current and future occupiers will not be issued with on-street parking permits.

Clearly exceptions will be needed for specific user needs or in provision built for specific user groups. Policies TS3(a) and TS3(b) allow for this. As in the proposed Local Plan, exceptions will be made for spaces reserved for disabled people and businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements. TS3(b) 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(b) recognises that they can and should make a contribution to reducing traffic by minimising car parking places to those which are essential.

TS3(c) 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.

[TS3(d) is aimed at reducing urban car use through the provision of car clubs. The reasoning for this policy is partly related to lower car usage (because people are more likely to be selective about which trips they make by car if they do not have a private car available, so potentially reducing short local trips), and partly to the greater efficiency of the parking supply if there are fewer cars per household across the area.]

[TS3(e) requires that non-residential developments contribute towards the creation of a comprehensive electric car charging network that can help reduce environmental impacts and increase sustainability.]

Projects: Two projects in Chapter 10 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 Chapter 10 for detail.

Policy TS4

Support the retention and improvement of public transport in, to and from Dartmouth Park, by requiring new developments to make contributions to improvements in public transport facilities which serve their site, including improvements to rail stations, bus stops, shelters, passenger seating and waiting areas, where this is appropriate to the size, location and nature of the development.

Justification for Policy TS4: The underlying reasoning for policy TS4 is the need to ensure that development and change are steered in the direction of the fullest possible use of public transport, walking and cycling. This will help keep the impact of travel low and encourage sustainable travel choices. Residents recognise that they
are served by a generally excellent 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. A particular need identified in our consultations is to improve the entrance to Gospel Oak station.

Projects: Policy TS4 is complemented by a project in Chapter 10 which proposes improvements to the surroundings of and entrance to Gospel Oak station. See Chapter 10 for detail.
Chapter 9: Specific Neighbourhood Sites

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 aims to set out a required process for involving the community in the development choices from the earliest possible stage and sets of principles by which the local community would expect any future proposals for these Specific Neighbourhood Sites to be judged.

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, local residents and businesses should be closely involved at an early stage in the development of the proposals. A procedure for this is outlined below. The second is the sets of principles to be applied in judging any such development. The general principles set out in the earlier parts of the Neighbourhood Plan will be applicable to the Specific Neighbourhood Sites. In addition, principles that would apply specifically to certain of the Sites are outlined in respect of those Sites. These general and specific principles should be reflected in a Development Brief prepared in respect of any proposed development of a Specific Neighbourhood Site.

Specific Neighbourhood Sites

The following are the Specific Neighbourhood Sites:

- Murphy’s Yard (land to the west of Highgate Road and south of Gordon House Road)
- Mansfield Bowling Club, Croftdown Road
- Swain’s Lane retail parade
- ASF Garage, Highgate Road.

These sites are shown on the map at Fig. 9A below.

[Insert Fig. 9A: map of Specific Neighbourhood Sites]
Processes

When 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 a mechanism for how the community can stay involved when such larger planning applications are prepared. [This process should also apply to any additional residential development sites of [] units or more and non-residential development sites of [] square metres or more.] The community will consider any application in the light of the principles set out below.

Policy SNS1

When development is being proposed on any of the Specific Neighbourhood Sites, community engagement and compliance with the aims of the Plan should be sought.

The requirement is for the applicant:

(a) to produce a Development Brief jointly with the community prior to submitting a planning application;

(b) to engage in a programme of consultation agreed with the community and Camden Council prior to any determination of the application;

(c) to consider such amendments as would meet any community concerns or suggestions; and

(d) to include in the submission for planning approval a detailed report on the applicant’s response to such concerns and suggestions.

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 principles in the Plan. This is consistent with government guidance in the NPPF: “Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community….” (para. 66). [For purposes of this policy SNS1, Specific Neighbourhood Sites will include any additional residential development sites of [] units or more and non-residential development sites of [] square metres or more.]

General Principles

The following general principles will apply in respect of any development of a Specific Neighbourhood Site. This is without prejudice, however, 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.
• **Design:** The key design requirements are expressed in Policy DC1: “Enhance the sense of place and the characteristic relationship between the built environment and the open areas in Dartmouth Park” and Policy DC3: “Require that all developments demonstrate good quality design, responding to and integrating with local surroundings and landscape context”.

• **Housing:** All the Specific Neighbourhood Sites must be guided by Policies H1 to H3: “Support and protect a range of provision to meet current and future housing needs”, “Support the development and retention of affordable homes as part of a stable and resilient community” and “Support and encourage the development of accessible housing and accommodation for older people and people with disabilities”.

• **Community:** In line with Policy CM1(b), “any new development that is likely to create an additional demand on community facilities in the Neighbourhood Area [should] contribute towards supporting and improving existing community facilities or towards the provision of new community facilities” and Policy CM2(a) and (b) “requiring new developments to incorporate design principles which contribute to community safety and security. In Dartmouth Park this will include reliance on multi-activity streets, active frontages to buildings, layout as perimeter blocks to ensure natural surveillance, ensuring permeability of developments to increase pedestrian use and engendering a sense of place” and “ensuring that lighting in respect of any development provides adequate coverage of residential areas to ensure safety whilst avoiding over-lighting and intrusion”.

• **Neighbourhood Centres and Employment:** The redevelopment of the Swain’s Lane site will be a crucial step in maintaining this Neighbourhood Centre as one of our community hubs. The guiding principle is set by one of our Objectives (in Chapter 2): a neighbourhood which “has thriving local centres and is served by a wide range of independent shops, restaurants, cafes and pubs”. On the other Specific Neighbourhood Sites, employment-creating uses will be welcomed.

• **Environment:** Policies ES1 to ES4 require developers to “Preserve and enhance the green and open feel of the area”, “Protect healthy trees that contribute to the character of the Area, individual streetscapes and green spaces”, “Protect and enhance biodiversity in Dartmouth Park” and “Support measures which increase energy efficiency and which reduce energy and resource loss”.

• **Transport and Streets:** The basic requirement is that expressed in Policy TS3: “Reduce the effects of traffic on residents in Dartmouth Park”, together with the requirement of Policy TS1 to “make Dartmouth Park safer and more accessible for pedestrians and cyclists”, of Policy TS2 to “improve the local environment in Dartmouth Park for cycling for people of all ages and abilities” and of Policy ES4 to “support the retention and improvement of public transport in, to and from Dartmouth Park”. In respect of the Murphy’s site, a key requirement will be to
create permeability across the site between Gordon House Road and Highgate Road and to create access to Gospel Oak station.

Specific Principles for Specific Neighbourhood Sites

Murphy’s Yard

Murphy’s Yard: Murphy’s headquarters building

Murphy’s Yard is a large site, to the west of Highgate Road and to the south of Gordon House Road. 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, the owner of the site, 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. There are opportunities too 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.

The Camden Cycling Campaign has drafted proposals for possible permeability routes across the site. These are shown on the plan at Fig. 9A below, and are also included in the plan of permeability across the whole of the Neighbourhood Area at Fig. 10B in Chapter 10.
Fig. 9A: Permeability proposals for the Murphy’s Site

Any development would need to have regard to the site’s heritage (for example, the site includes former engine sheds from when the site was operated by the railway companies) and to the 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 Kentish Town Neighbourhood Forum’s Plan and which must be preserved. Part of the Murphy’s Yard site is within the area of the Kentish Town Neighbourhood Forum.

It will be necessary too for any development to include any required additions and improvements in the local infrastructure, in light of any impact that such a development may have on the infrastructure. This may require the development to incorporate additional schooling, medical facilities and so forth, and improvements to the local transport network.

The Forum will require too that any development meets appropriate environmental objectives, and adds 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 is receiving advice from consultants AECOM, directly funded by Government, to investigate the site and to understand its potential and constraints. It is therefore likely that this part of the Plan will be updated and expanded when the next draft of the Plan is produced.
Mansfield Bowling Club

The 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. This open space is to be retained, 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 has been refused by Camden Council. At present (June 2016), the community does not yet know whether the developer will appeal the decision. If an appeal is brought, 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 are being considered by the community, which has formed a Community Interest Company for the purpose of acquiring the site.
Swain’s Lane

Swain’s Lane redevelopment site

The Swain’s Lane shopping parade is a crucial part of the neighbourhood. A large part of it has now lain empty and boarded up for too long. This part of the parade has planning permission for a redevelopment, and the Forum regards it is essential that this redevelopment is carried out, in accordance with the existing permission, as an urgent priority.

The former owner of the site, the Earl of Listowel who obtained the planning permission, has recently sold the site to a new owner whose identity is not yet known to the Forum. The report of the sale in the Camden New Journal on 17 June 2016, based in part on comments by the Earl of Listowel, makes clear that the Earl had been seeking a buyer committed to carrying through the planned redevelopment and that the Earl is confident that the site will soon be transformed with new homes and shops that will benefit the community and add to the ambience of the area.

The Forum therefore would oppose any changes to the existing scheme for which permission has been obtained, if the new owner tries to make any. The Forum will also insist that the ‘Retail Forum’ promised by the Earl of Listowel must be put in place by the new owner. This Retail Forum will enable the community to be involved in the process of identifying suitable retail tenants for the shop units, so that the units will form a vibrant shopping parade which meets the wishes and needs of the community.
ASF Garage and green

The 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.

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, 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

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Chapter 10: 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.

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**Projects**

[All projects to be further developed. The text below is intended to give an initial idea of the current proposals for further consideration.]

**Design and Character**

**Project 1: Local Greenway Network:** This project proposes an initiative to make existing green links in the Area into a coherent network of ‘greenways’. In addition to joining up existing links, 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 Railway Estates. A proposed network is shown on the map at Fig. 10A below.

[insert Fig. 10A: map showing possible greenway network]

**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 would be implemented relatively quickly and inexpensively. Others would require longer term planning and greater resources. A map showing these measures is set out Fig. 10B 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. 10B: 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.

**Housing**

[None identified]

**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: Swain’s Lane public toilets:** There were numerous requests during our consultations for the installation of public toilets near the Swain’s Lane bus stop.
This will require cooperation with Camden, and in light of Camden’s recent move to reduce the number of public toilets, 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 strategy for the area. This would involve working with consultants to develop a strategy that ensures complete coverage of the Area while preventing overlighting 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 Balmore 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: This project is 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, and to plant traditional biodiverse
hedgerows along fences such as those on housing land. 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 accidents. Opportunities to increase pedestrians’ space do exist [to be identified], and should be taken wherever feasible.

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 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 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.

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 12,000 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.

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 not only to access the station from the east but also to walk through it (as is done at Gunnersbury station). This would help reduce pavement congestion under the bridge and the related child accident risk at school times.
Entrance to Gospel Oak Station

Other potential ideas 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.

It is anticipated that this project would be carried out in two phases. The first would comprise a feasibility study to look at options for improvement in the area, and in particular options for the new entrance to the station; this phase would be funded by Community Infrastructure Levy or Section 106 agreement funds. Phase two would be the implementation of the proposals developed in phase 1, but would have to await the availability of funds from [London Overground] or other sources for further development of the 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.
Chapter 11: Delivery, Monitoring and Future Review

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.

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.

Monitoring and Review

The 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.

The 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.
Appendix I

Protected Views

Plan of Protected Views

View 1: View from Gordon House Road across Hampstead Heath. View from entrance to Hampstead Heath from Gordon House Road along the footpath past the Lido towards the greenery of Parliament Hill.

View 2: View up and down Highgate Road north of the railway bridge. This is not one specific view point but a promenade that encompasses the whole section of
Highgate Road north of the railway bridge up to Swain's Lane (including the view of St Anne's church spire). The photographs capture the green perimeters, boundaries and belts of trees that are an essential feature of the Neighbourhood Area. They also encompass some of the historic buildings in the Area (including Grove Terrace and the historic and protected green in front of Grove Terrace and Grove End House), Haddo House, the Bull and Last Pub, and views of Hampstead Heath.
**View 3:** View from high point of Chetwynd Road down towards Highgate Road. View of Victorian terraces integrated into the rolling landscape of Dartmouth Park, with distant view of Haddo House and the greenery of Hampstead Heath.

**View 4:** View down Dartmouth Park Hill towards Tufnell Park. View towards Tufnell Park and distant views of central London.
**View 5: View down Chester Road.** View showing typical terraces fitting into the flow of the landscape and with the greenery of Highgate Hill in the distance.

**View 6: View down Laurier Road towards Hampstead Heath.** View showing the fine Victorian streets with green trees and distant view towards Hampstead Heath.

**View 7: View up Croftdown Road.** View up Croftdown Road around curve towards junction with St Albans Road, showing historic Brookfield Estate.
Appendix II

Part A Current Camden Local List

- Underground shelter in front of Haddo House, Highgate Road
- 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
- Railway Arches – Gordon House Road by Gospel Oak station

Part B Additional Heritage Assets

- Mansfield Bowling Club Tennis Courts and allotments Brookfield Estate [Recently turned down for listing]
- Whittington Estate [i.e. the architecture, not just the landscaping]
- The lamp post in the passage between Grove Terrace and Woodsome Road, with its side-bar for the ladder of the gas lamp lighter
- Haddo House, Highgate Road
- ‘Shadow signs’ on the sides of the following buildings: Truffles, York Rise; Al Parco, Highgate Road; [others]

[Other historic assets to be added. To include address, significance, and description focusing on architectural, historic, townscape or social significance]
Appendix III

Community Facilities

Churches and church halls

St Mary’s Church: meeting place for religion, homeless and isolated people, coffee mornings, choir, meetings, performances, music etc

St Mary’s Church Hall: nursery, jumble sales, meetings, social gatherings, sports & leisure classes and activities for all age, homeless shelter, etc

St Anne’s Church: meeting place for: religion, homeless & isolated people, coffee mornings, choir, meetings, performances, music, etc

Church of St Anargyre: [More info needed]

Highgate Road Chapel and Hall: meeting place for religion, meetings, sports, community activities

Community Centres

Highgate Newtown Community Centre: wide range of activities and services for all ages and groups, including free or subsidised provision

Fresh Youth Academy: space, training, support, exercise for young people

Community Hall in York Rise Flats

Whittington Estate Meeting Hall

[Brookfield Estate]

[Other estates]

Libraries

Chester Road

Highgate Library Civic & Cultural Centre

Post Offices

Highgate Road

Schools
York Rise Nursery

Brookfield School (nursery & primary)

William Ellis School (secondary)

Parliament Hill School (secondary)

La Sainte Union (secondary)

**Sports Outdoor**

Mansfield Tennis Club

The following facilities on Hampstead Heath: the Lido, running track, playground and paddling pool, football pitches, cricket ground, bowling green, tennis courts and pétanque pitch.

**Sports Indoor**

HNCC: includes football (all ages), gym (all ages), trapeze, dance & fitness

**Surgeries**

Parliament Hill Surgery

Brookfield (Chester Road) to be replaced by Chester Balmore Surgery
Appendix IV

Part A Local Green Spaces

ASF Garage Site

Mansfield Bowling Club

[Others to be listed and all to be described]

Part B Other Open Spaces

[To be listed and described]