



Regis Road planning applications by Yoo Capital
ref. 2025/4861/P and 2025/5084/L
OBJECTION from Queen's Crescent Neighbourhood Forum

1 Introduction

There is an unacceptable level of risk associated with this planning application, which cannot be dealt with by means of a Section 106 agreement.

1.1 LACK OF A MASTERPLAN

The Regis Road SPD requires a masterplan in order to assess feasibility and impact both within the site and in context of a well-established neighbourhood with unique character. This planning application relates to part of the site only and cannot be adequately investigated. The application should be withdrawn and resubmitted with development proposals for the whole of the Regis Road site clearly defined and delineated.

The homes and open space to be provided by Joseph Homes are indicated, but there is not sufficient information to enable the two schemes to be evaluated together. It is unclear what would happen if Joseph Homes did not come forward to provide the open space proposed to be built on their site.

It seems that Yoo Capital are taking the advantage of every square foot by building right up to their site boundary without considering the impact on neighbouring owners, whether this be UPS or Joseph Homes. This will negatively affect the neighbouring owners' ability to develop their sites. Fire safety regulations will require elevations build on site boundaries to have a high proportion of fire-resisting construction, resulting in blank elevations.

The site defined for development includes land not under the control of the applicant, ie. land owned by UPS. The implication is that UPS have agreed to grant Yoo Capital access to their land. It is not clear whether this is the case.

1.2 RISK TO MUNICIPAL SERVICES

The application is based on removing council services from the site without providing sufficient certainty on how and when these will be reprovided. There is an unacceptable risk of interruption to these services because of the development going forward. The development must be paused until certainty on these matters has been

confirmed. The Council is not being open about the challenges that they face in planning the reprovion of council services and the cost that it would entail.

It is not acceptable for existing council services to be used as a pawn in property deals that may fail and risk public service delivery.

1.3 RISK TO POLICE SERVICES

The application is based on the Metropolitan Police moving out of the existing police station into a new police station to be created in the existing 'Section House'. This is subject to a separate planning application and it will take around 3 years for the new station to be ready for the police to move into. Yoo Capital have stated that construction to build the new recycling centre will start soon. This means that the police will need to leave the site or be temporarily housed in the Regis Road area. There is a risk that police services will be compromised.

1.4 RISK TO PROVISION OF AFFORDABLE HOUSING

The amount of affordable housing stated as being provided by the developer is unlikely to be delivered, due to rising construction costs and the complexity of the construction, including deep basements and massive structures. There is risk associated with excavation due to the presence of the Fleet River and underground services (see item 2.3).

The developer will certainly come back to reduce the amount of affordable homes being delivered, due to the impact of increased cost on viability. It is not safe to assume that developers can deliver affordable homes at this time. It needs to be delivered by the public sector when development is on public land (which this is).

1.5 RISK TO THE INDUSTRIAL AND LOGISTICS CAPACITY OF CAMDEN

The use of this site is designated as Industrial, and the London Plan states that this must be protected. The proposed scheme, together with that of Joseph Homes removes industrial uses, and does not replace them. This is contrary to the London Plan and should be resisted.

We note the devaluation of the existing industrial estate:

"Existing operations, including light industrial units, motor depots, and storage yards, constitute an inefficient use of land in such a well-connected location, close to multiple transport links and within walking distance of Kentish Town's town centre."

It is worth keeping in mind that we live at a time of mounting contradictions: the simultaneous doubling down on real estate growth at a time of climate change i.e. the ongoing commitment of vital resources to the creation of ever-more costly assets from which a flow of revenue can be taken by the owners introduces more and more inflexibility into ordinary life at a time when we need more accommodating and flexible settings to deal with radical change.

The Yoo scheme is an imposition of costs on the active part of society. Replacing a

strictly zoned industrial estate with high-cost buildings swaps out a vital and flexible setting in the city for one that is highly constrained by investor expectations, debt and the nature of the building structures.

The kinds of shed structures found in the existing industrial estate are immensely flexible. Sub-dividable, easy-to-disassemble, and replaceable at speed. Keep in mind the replacement Morrisons at Chalk Farm: a wholly prosaic building erected very quickly allowing supermarket operations to be up-and-running in short order.

1.5 CLIMATE AND ECOLOGICAL RISK

The construction works are estimated to cause 144,000 tonnes CO₂e, which is probably an underestimate. The extensive basement construction (20m deep on the depot site, 30m deep under the film studio building) should be ruled out on climate grounds. The UK does not have the carbon budget for this type of construction. It is possible to develop the Regis Road with a sustainable form of development that does not transgress planetary boundaries.

The lack of greenspace provided by the scheme is inadequate and does not address the need for local biodiversity.

2 Detailed matters

2.1 TALL BUILDINGS

The development proposes clusters of tall buildings well above the recommended maximum of 52 m. This typology is alien to the area described in the Design and Access Statement as “low rise with isolated towers” clearly contravening Local Plan Policy D1 and recommendations by CABE.

Policy D1 sets out the criteria against which proposals for tall buildings will be assessed. Key considerations relate to the integration of a building into its immediate context and impact on the public realm.

In addition to making a positive contribution to the public realm...particular care should be taken to ensure the design of upper parts of the buildings minimise any impacts on local microclimates in terms of potential increases in wind speeds, wind turbulence and overshadowing. Furthermore careful consideration must be given to the impact of a proposal on the sky view and skyline from the public realm.

A cluster of tall buildings close to the elevated railway will have an adverse environmental impact deflecting strong winds to the ground and creating wind tunnels in contravention of the policy.

There's a need of buildings that are both environmentally and socially friendly, respectful of existing neighbourhoods and communities. London Assembly

We strongly believe that the proposal will adversely impact the neighbourhood and should be rejected.

2.2 HIGHLY BESPOKE EXPERIMENTAL BUILDING

Camden Planning Guidance, Principles of Good Quality Design

Adaptable - Development should promote adaptability by being responsive to changing social, technological and economic conditions and community needs.

The Film Quarter main building is highly bespoke in its complex multifunction, with stacked film studios, a concert hall, a hotel, ancillary spaces and workshops, car parking, lorry parking. It is not an adaptable or flexible building should needs change or worst of all not be financially viable.

We suspect the building is as big as it is for a couple of reasons: first to concentrate industrial use in as small an area as possible; second to create a placeholder structure, as large as possible, where alternative uses e.g. residential, office etc can be introduced if the commitment to screen industries lessens.

2.3 LACK OF ANALYSIS FOR THE FEASIBILITY OF DEEP EXCAVATIONS ON THE SITE

A web of complex underground services as well as the buried river Fleet are identified by the Design and Access Statement's Site Analysis. A detailed site survey, not yet carried out, might invalidate the deep excavations proposed or result on very elaborate and expensive engineering solutions. The impact on cost should be known at this stage as will impact on the ability of the developer to deliver affordable housing or it may invalidate the main buildings that require deep basements.



Below Ground Considerations

Developing a masterplan for the Regis Road area also faces several below-ground constraints. The buried course of the historic River Fleet runs beneath parts of the site, influencing ground stability and requiring careful consideration for foundations and drainage. Extensive underground utilities, including sewers, water mains, gas pipes, and electrical conduits, limit excavation options and may require diversion or protection during construction. In addition, the legacy of previous industrial uses may have left contaminated soils or filled-in basements, adding further complexity to below-ground works. Together, these factors necessitate detailed site surveys and engineering strategies to ensure safe, feasible, and sustainable development.

2.4 HERITAGE IMPACT

The impact on Inkerman Conservation Area is negative. The visualisations provided do not show the future residential development of the Regis Road site (only in a faint wire line). However, the highly inappropriate scale of the buildings proposed by the current application is made in Yoo Capital's promotional video: <https://westkentishtown.org/2025/12/19/yoo-capitals-pitch/>.

The impact on the listed buildings in Holmes Road is not properly taken into account. The scale and detailed design of the proposed new recycling centre is wholly inappropriate and harmful.

The Listed Building Consent application for the alterations to the listed police station is inadequate. The documentation does not provide sufficient information about the original fabric remaining and how this can be protected and enhanced. We have raised the following with the planning officer but not had a response:

- The information includes very diagrammatic plans, which do not identify original building fabric to be lost.
- There are virtually no photos of the interior. There should be many more, referenced to the plans.
- The original plans are so low resolution so that you cannot read them.
- The historic drawings referenced in Appendix 4 are mis-labelled, eg. the attached Fig. 2.4 is not what it says it is.
- There is no information about the proposed use of the existing police station and how it will be used.

2.4 OPEN SPACE

There is not sufficient public space provided as part of this application.

The quality of the proposed open space being very poor, heavily overshadowed and very likely to be affected by wind blight from tall buildings.

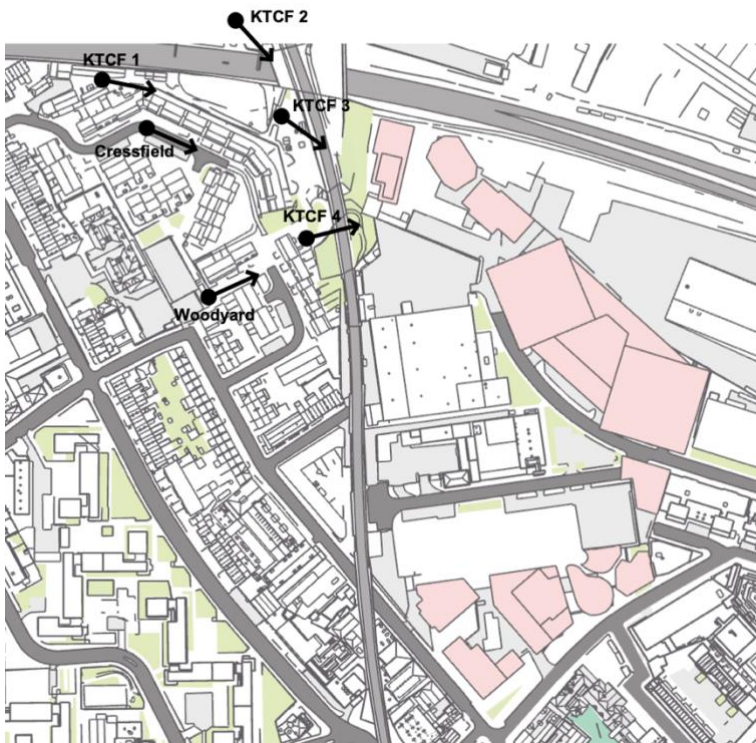
The proposed scheme does not provide anywhere near the required amount of play space as set out in the London Plan.

3 Impact on residents of Queen's Crescent Neighbourhood Forum Area

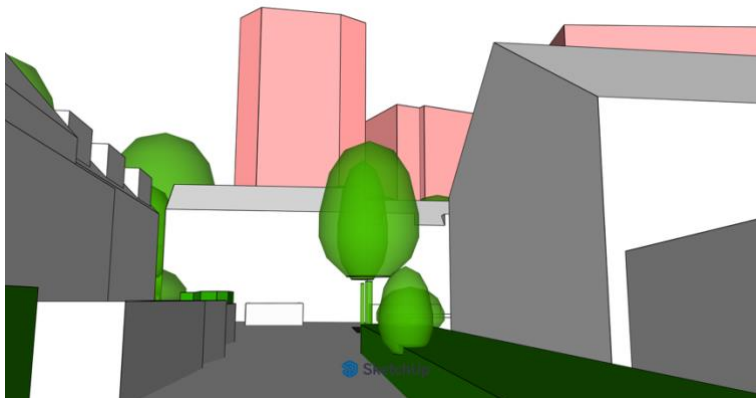
3.1 VISUAL IMPACT AND LOSS OF PRIVACY

Residents of the QCNF area have not been consulted. Neither has QCNF. The applicant has not provided any views to show the visual impact on residents of Cressfield and Woodyard Closes or Kentish Town City Farm.

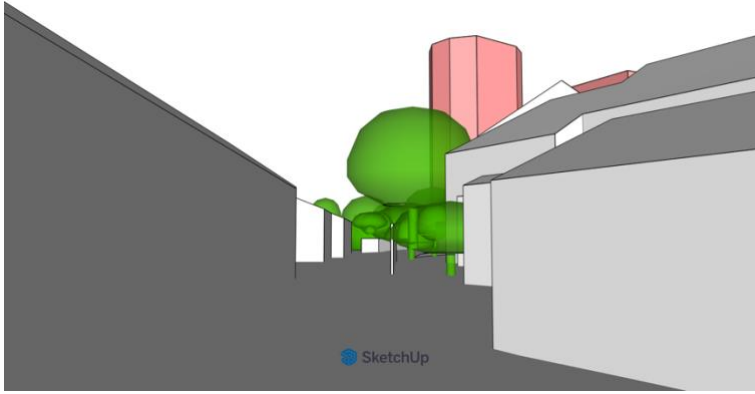
The following views have been prepared on behalf of the community:



Above: view from Cressfield Close



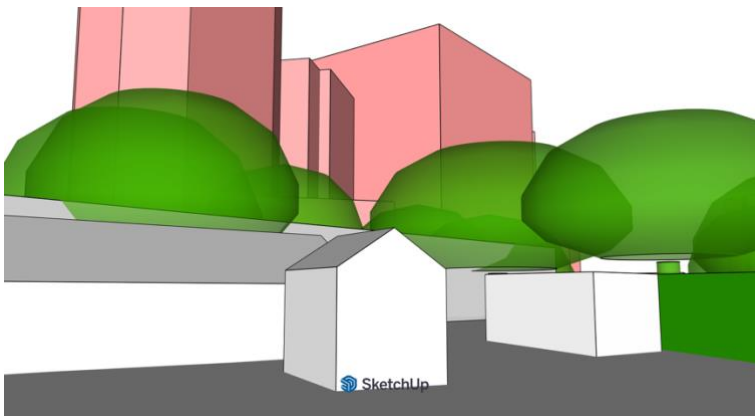
Above: view from Woodyard Close



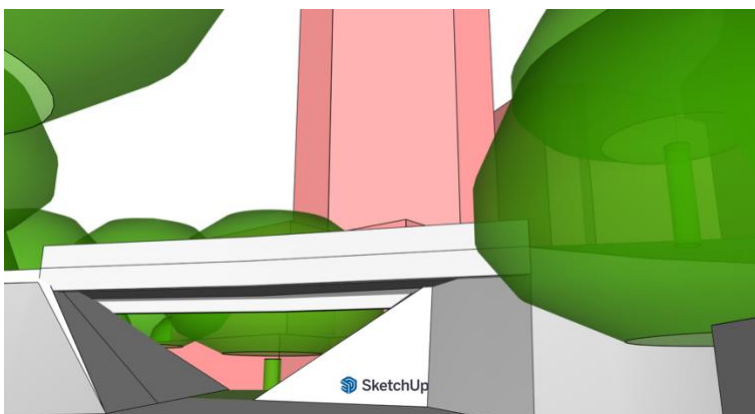
Above: view 1 from Kentish Town City Farm



Above: view 2 from Kentish Town City Farm



Above: view 3 from Kentish Town City Farm



Above: view 4 from Kentish Town City Farm

There would be an overbearing visual impact and loss of privacy for residents of Cressfield and Woodyard Closes. Kentish Town City Farm would be adversely affected by overlooking from the tall buildings at Heathgate, resulting in a loss of privacy, peace and enjoyment of this valued community and nature space. It would negatively impact the activities that the Farm deliver for the benefit of the community, including disabled people.

3.2 VEHICLE MOVEMENTS AND LOCAL TRAFFIC

The traffic analysis in the DAS refers to the site only and it is based on unrealistic, unproven expected traffic volume concluding that there will be less movement and volume than currently within the site. It is highly unlikely that this will be the case with the functioning of the film studios. The stacking and condensing of functions within the building will not alter the high levels of traffic that film studios generate in order to accommodate diverse activities, trades and site deliveries. This is in addition to the functioning of the hotel and concert hall within the same building.

A realistic traffic modelling should be provided to assess the impact on the single access point at the northeast of the site and the road network leading to this point, including the impact on the A 400, a highly congested thoroughfare with high intensity traffic nodes at that point.

2.5 URBAN ANALYSIS TRANSPORT CONNECTIONS



Transport Connections - Road

Kentish Town has strong road connectivity, with Kentish Town Road linking directly to central London and major thoroughfares like the A400, while local streets provide access to surrounding neighbourhoods and the broader Camden area.

- Primary Vehicular Routes
- Secondary Vehicular Routes
- High Intensity Traffic Node
- Medium Intensity Traffic Node

- Regis Road Masterplan Vision Boundary
- Application Site Boundary

3.3 CUMULATIVE IMPACT

As with the recently approved West Kentish Town Estate Regeneration there's no assessment of the cumulative effect of the projected increase in population on health services or the impact this may have on the local hospitals.