

<b>LONDON BOROUGH OF CAMDEN</b>	<b>WARDS:</b> Kentish Town South
<b>REPORT TITLE</b> Call-in – Implementation of the Regeneration Strategy for the Kentish Town Regis Road Growth Area (SC/2023/15)	
<b>REPORT OF</b> Director of Economy, Regeneration and Investment	
<b>FOR SUBMISSION TO</b> Culture and Environment Scrutiny Committee	<b>DATE</b> 3 <sup>rd</sup> April 2023
<b>SUMMARY OF REPORT</b>  On 10 <sup>th</sup> May, the Cabinet Member for New Homes, Jobs and Community Investment considered and approved a report (reference: SC/2023/15) proposing to enter into a conditional land sale agreement (conditional on the partner securing planning consent) to dispose of the Council owned Car Pound & Reuse Recycling Centre site on Regis Road NW5 and Holmes Road Depot site on 76 – 79 Holmes Road NW5 to act as a catalyst for the implementation of the Regeneration Strategy for the Kentish Town  The agreement will enable and catalyse the comprehensive regeneration of the Regis Road Growth Area including the comprehensive delivery and masterplanned approach to deliver the objectives of the Kentish Town Planning Framework – to create a new innovative mixed-use neighbourhood of up to 1,000 new homes including affordable homes, employment space and jobs, open space and connections with surrounding local communities. It will also enable 'seamless' reprovision of the Recycling Centre and other Council service provision as necessary to support the Strategy, and support land assembly and coordination within and between land parcels and ownerships to deliver on the comprehensive approach.  On 17 <sup>th</sup> March 2023, Councillors Tom Simon, Nancy Jirira, Linda Chung and Judy Dixey called in the decisions. The decisions have not been implemented to allow consideration of the call-in. A copy of the call-in notice is attached as Appendix 1.  This report sets out the grounds for the call-in and officer advice to the Committee.  <b>Local Government Act 1972 – Access to Information</b>  No documents that require listing were used in the preparation of this report.  <b>Contact Officer:</b> David Burns, Director of Economy, Regeneration and Investment 5 Pancras Square London N1C 4AG Tel: 020 7974 6908	

## **RECOMMENDATIONS**

That the Culture and Environment Committee approve the original decisions:

1. Approve the Council entering into the land sale agreement with a purchaser for the market value disposal of the Car Pound & Reuse Recycling Centre site on Regis Road NW5 and Holmes Road Depot site on 76 – 79 Holmes Road NW5 on the terms outlined in section 2.4 and set out in more detail in Part II of the report, to secure development proposals which will act as a catalyst for the implementation of the Regeneration Strategy for the Kentish Town Regis Road Growth Area agreed by Cabinet on 16<sup>th</sup> November 2022;
2. Authorise the Director of Economy, Regeneration and Investment, in consultation with the Head of Property and the Borough Solicitor, to negotiate the final detail of the land sale agreement, then implement and complete the sale; and
3. Note that further ongoing consultation in accordance with the Council's duty under section 105 of the Housing Act 1985 will be undertaken with the Council tenants on the site which will be considered in further decision making.

Signed:



David Burns

Date: 24<sup>th</sup> March 2023

## **1. Purpose of report**

- 1.1. The Regis Road industrial area in Kentish Town was designated a Growth Area in the Camden Local Plan (2017) for comprehensive employment-led redevelopment, and The Kentish Town Planning Framework, adopted as Supplementary Planning Document (SPD) in 2020, sets out the vision for an innovative new mixed-use neighbourhood covering both the Regis Road Growth Area and the wider Kentish Town Area.
- 1.2. Work in exploring the range of options and levels of public sector intervention to deliver regeneration has led to the conclusion that regeneration was unlikely to be possible without the Council taking a pro-active role. Attempts over recent years at the regeneration of the Regis Road area have not succeeded due to the complexity of multiple land ownerships. A Regeneration Strategy was therefore proposed to initiate the regeneration of Regis Road based on the use of the Council's land assets as catalyst, and this was approved by Cabinet on November 16<sup>th</sup> 2022.
- 1.3. On 10<sup>th</sup> May, the Cabinet Member for New Homes, Jobs and Community Investment considered and approved a report (reference: SC/2023/15) proposing to enter into a conditional land sale agreement (conditional on the partner securing planning consent) to dispose of the Council owned Car Pound & Reuse Recycling Centre site on Regis Road NW5 and Holmes Road Depot site on 76 – 79 Holmes Road NW5 to act as a catalyst for the implementation of the Regeneration Strategy for the Kentish Town Regis Road Growth Area as agreed by Cabinet on 16th November 2022.
- 1.4. On 17th March 2023, Councillors Tom Simon, Nancy Jirira, Linda Chung and Judy Dixey called in the decisions. The decisions have not been implemented to allow consideration of the call-in. A copy of the call-in notice is attached as Appendix 1
- 1.5. The effect of the call-in is that implementation of the decisions has been postponed to allow the Culture and Environment Scrutiny Committee to consider the proposals.

## **2. The actions available to Environment and Culture Scrutiny Committee**

- 2.1. The actions available to the Committee are as follows:
  - a) to approve the original decisions of the Cabinet Member for New Homes, Jobs and Community Investment in which case the decision shall take effect on the date of the meeting;
  - b) to recommend to the Cabinet member a different decision, which does not accord with its original decision;
  - c) to refer the decision to the Council for debate; or
  - d) to decide to look at the decision in more depth.
- 2.2. Any of the above decisions will be decided by a simple majority of those Members present and voting, if a vote is called for. Where a scrutiny committee decides to look at the decision in more depth, the committee must complete this

exercise within a period to be set by the committee when it takes that decision. The period shall be no longer than 10 working days, unless a longer period is agreed with the Chair of the committee and the Cabinet Member. If the scrutiny committee does not meet by the set date or meets but does not look at the decision and decide what to do, the called-in decision shall come into effect on that date. When the Scrutiny Committee does meet, it may decide to do one of a) to c) above, but not d).

- 2.3. Where the scrutiny committee refers the decision to Council, the decision shall be considered at the next available meeting of the Council, with the consent of the Cabinet Member and the Chair of the Committee. Where the decision has become urgent and cannot wait until the next available Council meeting, then an extraordinary meeting of the Council shall be called within 10 working days of the decision of the Scrutiny Committee meeting.

### **3. The Call-in Notice**

- 3.1. The full call-in notice is attached as Appendix 1. The reason for the call-in notice (as specified in the call-in notice) is to challenge the decision that could lead to the demolition of the Holmes Road depot. The call-in states:
- The council's Climate Action Plan targets reduction in the embodied carbon of developments and zero carbon developments. The demolition of this flagship project would sit ill at ease with intention, and also with the constitutional role of the councillors in protecting the natural environment
  - While the decision is being called in is not a direct decision to the demolish the building, it is a decision that intends to result in the disposal of the building and its development or demolition
  - Demolition would be not only be environmentally damaging, but also represent poor stewardship of the council's strained financial resources
- 3.2. There are four principal challenges within the call-in document:
- The proposal will lead to demolition of the Holmes Road Depot, which is contrary to the Council's policies to tackle Climate Change
  - The proposal represents poor stewardship of the Council's strained financial resources
  - This decision has not been subject to scrutiny by the relevant committee
  - Nor was the related Cabinet decision of 16th November 2022 (Proposed Regeneration Strategy for the Kentish Town Regis Road Growth Area in accordance with the Kentish Town Planning Framework (SC/2022/53)
- 3.3. The call-in notice proposes the following alternative course of action:  
"modify the terms of the land sale agreement to include protection from demolition for the Holmes Road Depot."

#### **4. Officers' response to the call-in notice**

- 4.1. The officer response to the call-in is set out below under the policy framework and background for the decision, the four main challenges and the proposed alternative course of action.

#### **Policy Framework and Background for the Decision**

- 4.2. The policy framework for the decision, and the Regis Road Growth Area as part of the Local Plan and Kentish Town Planning Framework, is articulated in:
- The Cabinet decision of 16th November 2022 - Proposed Regeneration Strategy for the Kentish Town Regis Road Growth Area in accordance with the Kentish Town Planning Framework (SC/2022/53)
  - The Cabinet Member Decision of 10th March 2023 - Implementation of the Regeneration Strategy for the Kentish Town Regis Road Growth Area (SC/2023/15)
- 4.3. The Framework sets out the Regis Road opportunity to create a richly layered and characterful place as an exemplar employment-led mixed-use redevelopment, aiming to deliver in the region of 1000 new homes, significant additional jobs, new connections and open space to support a diverse local community, new social infrastructure, green space, helping to deliver an inclusive economy, tackling the housing crisis, and helping Camden reach its ambition of becoming a net zero carbon borough by 2030. With existing creative businesses in the area, there is opportunity to build on the framework to develop and support a 'Creative Quarter' at Kentish Town.
- 4.4. The strategic case and economic opportunity described in the Planning Framework is clear that there are significant benefits available to the Council and local residents through redevelopment and intensification of land use in the Regis Road area, in terms of creating affordable housing, jobs and social infrastructure as well as also delivering financial benefit through Community Infrastructure Levy (CIL), business rates and Council Tax.
- 4.5. The Holmes Road Depot site and the Regis Road Car Pound & Recycling Centre site together will enable a sufficient 'critical mass' of redevelopment to form a meaningful first phase of a comprehensive masterplan, as catalyst to kickstart regeneration of the wider Regis Road site.
- 4.6. Attempts over recent years at the regeneration of the Regis Road area have not succeeded due to the complexity of multiple land ownerships. A Regeneration Strategy was therefore proposed to initiate the regeneration of Regis Road based on the use of the Council's land assets as catalyst. This was approved at Cabinet on 16<sup>th</sup> November, with delegations granted to progress and implement the strategy.
- 4.7. The strategy's objectives are:

- to enable and catalyse the comprehensive regeneration of the Regis Road Growth Area;
  - to enable the comprehensive delivery and masterplan-led approach to deliver the objectives of the Kentish Town Planning Framework – to create a new innovative mixed-use neighbourhood of up to 1,000 new homes including affordable homes, employment space and jobs, open space and connections with surrounding local communities;
  - to enable ‘seamless’ re-provision of the Recycling Centre and other Council service provision as necessary to support the Strategy;
  - to support land assembly and coordination within and between land parcels and ownerships; and
  - to deliver best consideration in the event of the disposal of the council’s property assets
- 4.8. Having undertaken the required due diligence and supported by external expert valuation advisors, officers have progressed a conditional land sale contract to agree to a land sale to enable the regeneration to proceed.
- 4.9. The proposed agreement would entail multi-million pound investment by the partner (into an area that has historically struggled with under-investment) which in itself will act as a regeneration trigger. The agreement is conditional on them on a satisfactory policy compliant planning permission to be achieved in line with the principles of the Planning Framework.
- 4.10. Key terms outlined below to be secured from the developer
- Completion of the scheme by a specified long-stop date, with the Council able to take the land back if this is not achieved
  - Significant provision of new homes of which at least 50% must be affordable housing (in addition to the re-provision of existing homes of Council tenants at the Holmes Road Depot site)
  - Re-provision of the existing facilities currently on the two Council owned sites, including the existing homes
  - Agreed target dates to be achieved to ensure that regeneration is carried out in a timely manner
  - Freehold to be retained by the Council
  - A capital receipt delivered to the Council which has been professionally assessed as representing best consideration reasonably obtainable
- 4.11. Redevelopment is likely to take time, with vacant possession of the Holmes Road depot site possibly towards the end of this decade.
- 4.12. The Head of Property considers that the receipt agreed for the disposal of the subject Council property to the developer represents best consideration reasonably obtainable; an external reputable property and valuation consultancy firm was engaged to provide a professional s123 valuation for the sites. The valuation advice provided which was reviewed critically, confirms that the consideration represents market value for the sites.

**Challenge 1 – “The proposal will lead to demolition of the Holmes Road Depot, which is contrary to the Council’s policies to tackle Climate Change”**

### **Officer Response to Challenge 1 - Point a**

#### **The proposal will not necessarily lead to demolition**

4.13. The proposal will not necessarily lead to the demolition of the Holmes Road depot. It does not legally require this to take place. The report confirms that any potential changes to the site, including potential demolition would be subject to decision by the planning committee after an assessment of the proposals against planning policy. A decision to demolish or retain a building is most properly assessed through the scrutiny of a planning application and the planning committee decision making process.

### **Officer Response to Challenge 1 - Point b**

#### **Assuming there is demolition, the proposal as a whole will unlock huge regeneration benefits and should make a significant contribution to the Camden Climate Change Action Plan**

4.14. The proposal for Holmes Road involves using Camden's land assets at Regis Road and Holmes Road to unlock the benefits envisaged in the Kentish Town Planning Framework and Kentish Town Neighbourhood Plan. This includes up to 1,000 homes, hundreds of new jobs, new social infrastructure, green space and better connections, helping to deliver an inclusive economy, tackling the housing crisis, and helping Camden reach its ambition of becoming a net zero carbon borough by 2030. Consequently, the comprehensive redevelopment of Regis Road provides the opportunity for the area to make a far more positive contribution to the actions within the Camden Climate Change Action Plan than it currently does. At present it is an underused industrial area with little or no biodiversity value, dominated by hard-surfacing, cars, vans and lorries, yet it is well served by public transport with significant potential to deliver a zero-carbon sustainable neighbourhood in line with the Kentish Town Planning Framework.

4.15. The Kentish Town Framework explains how this will address many of the recommendations put forward by Camden's Citizen Assembly on how to tackle the climate crisis. It emphasises that this could be delivered over time through a phased approach. The benefits of a phased comprehensive approach are further emphasised in the framework by the opportunity to develop a site wide energy strategy instead of a piecemeal reactive approach which would fail to realise the full carbon reduction potential. Other environmental benefits include being able to enhance biodiversity by taking a strategic approach to greening through the provision of new green open spaces, tree planting, and sustainable urban drainage systems across the growth area. Given the lack of progress amongst landowners since 2017 it is unlikely these benefits will be realised without Camden using its land assets at Regis Road and Holmes Road to enable and catalyse the regeneration of the Growth Area.

### **Officer Response to Challenge 1 - Point c**

#### **The proposal as a whole is considered to be in line with Local Plan policies including on sustainability**

- 4.16. From a planning policy perspective, the strategy is in line with the Local Plan strategy of promoting sustainable patterns of movement, this means making the most efficient use of Camden's limited land and steering growth and uses that generate a large number of journeys to the most accessible parts of the borough. It emphasises that development will be focused in Camden's growth areas. Regis Road is one of Camden's growth areas and also with its proximity to a number of rail and underground stations one of its most accessible. Not making the best use of underused sites such as this increases the pressure on less accessible and sustainable locations with their greater carbon impacts.
- 4.17. Policy CC1 of Camden's Local Plan makes clear that the Council will require all developments to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. It sets out a number of measures to achieve this including requiring all proposals that involve substantial demolition to demonstrate that it is not possible to retain and improve the existing building and expecting all developments to optimise resource efficiency. On a practical level, the Council would apply its circular economy principles – and every effort would be made to re-use existing materials in the construction phase. The London Plan policy SI 7 sets out targets of 95% reuse/recycling/recovery of construction and demolition waste and 95% of excavation waste put to beneficial use.
- 4.18. Whilst the Local Plan was adopted in 2017, Camden Planning Guidance on Energy Efficiency and Adaptation was approved in January 2021. This provides more detailed advice.

#### **Officer Response to Challenge 1 - Point d**

#### **Any planning application for the proposals will build in sustainability measures including for re-use of materials**

- 4.19. In line with the guidance any proposals for this site will need to assess opportunities for retention and refurbishment and will need to assess the condition of existing buildings and explore future potential of the site. In line with Policy D3 of the London Plan the best use of the land will also need to be taken into consideration in deciding whether to retain existing buildings in a development.
- 4.20. Camden Planning Guidance, sets out, that taking into account the condition of the existing building and the feasibility of re-use (taking into account the best use of the land), the hierarchy of options that should be followed with the aim of optimising resource efficiency. It makes clear that where it is demonstrated to the Council's satisfaction that demolition is justified a pre-demolition audit should be included to maximise re-use of materials. A whole life carbon assessment would also need to be submitted which follows the GLA guidance which includes benchmarks for the different lifecycle modules. Therefore, any proposals for substantial demolition of Holmes Road depot will need to be fully justified in terms of the optimisation of resources and energy use.

#### **Officer Response to Challenge 1 - Point e**



## **Any planning application for the proposals will build in measures to protect air quality**

4.21. Camden's Local Plan states that significant development will be required to assess the risk of dust and emissions impacts in an AQA and include appropriate mitigation measures to be secured in a Construction Management Plan. Measures to control any emissions through prevention, suppression and containment during construction and demolition will be required depending on the identification of whether the proposals represent a low, medium or high risk without mitigation. For medium and high risk sites this would include the requirement for real time dust monitoring.

## **Summary of officer response to Challenge 1**

4.22. Therefore in summary, it is not necessary to modify the terms of the land sale agreement to include protection from demolition for the Holmes Road depot, the land sale agreement is subject to planning, and any proposals for Holmes Road depot will be rigorously assessed through the planning application process against prevailing planning policies and other material considerations. Any planning application for this site would be determined by the Council's Planning Committee and therefore subject to the scrutiny of its members.

4.23. Naturally, in due course, there would be local engagement throughout the pre-application planning process where there will be the opportunity to input into any proposals.

## **Challenge 2 – “The proposal represents poor stewardship of the Council's strained financial resources”**

### **Officer Response to Challenge 2 - Point a**

#### **The Decision to Invest in Holmes Road was made in October 2017, ahead of the Framework and Regeneration Strategy being adopted.**

4.24. The decision to refurbish Holmes was made in October 2017, 6 years ago, before the intention to consider the wider regeneration strategy for the Regis Road area and the adoption of the Kentish Town Planning Framework in 2020 which includes the Holmes Road Depot site within its area boundary. We also were not aware that this specific opportunity would be available.

4.25. The cost of the project was £8.65m (under the original approved budget of £10m) which included:

- Moves and amalgamation of workshops and stores to enable additional office space to be created to allow for the move of services from Jamestown Road thus releasing it for sale
- Provision of said additional office space and ancillary canteen
- Upgraded ablution facilities
- Upgrade of the CCTV control room
- Upgrade of the power supply (new sub-station)

- Installation of PV panels to enable solar power for the depot, thus reducing the carbon footprint of the depot by ~40%
- Entirely new traffic management for the depot to enable additional parking and access to the new stores
- New entrance and with lift for increased accessibility

4.26. These facilities continue to be in use.

#### **Officer Response to Challenge 2 - Point b**

##### **The development would be phased to enable re-use of material and equipment**

4.27. If the development proceeds, following a comprehensive public engagement and planning consultation process, there will likely be two phases – with development on the Regis Road site in the first instance (Car Pound and Recycling Facility) to enable re-provision of all services from Holmes Road. The Council will be able to re-use material and equipment from the fit out of the offices, including the CCTV facilities, furniture and equipment.

#### **Officer Response to Challenge 2 - Point c**

##### **The proposal is Best Consideration and the receipt exceeds previous investment in Holmes Road**

4.28. As noted above, the proposed transaction has been assessed by the Head of Property (with the benefit of external expert advice) as Best Consideration reasonably obtainable for the subject sites. The Council will have some short term revenue costs required to negotiate the legal agreement, and appropriate resourcing to support the project. The terms of the commercial deal mean the Council will receive a capital receipt significantly in excess of the investment in Holmes Road, and in excess of the costs to enter into the conditional land sale, and will receive new assets for its use that will have significant additional value in comparison to the existing assets. The Council would be worse off if it did not pursue this land sale contract. Investment in Holmes Road has not produced income streams, so we are not losing out on future income by agreeing to dispose.

#### **Officer Response to Challenge 2 - Point d**

##### **The proposal creates the opportunity to secure even more efficient use of Council space and potentially releases other assets**

4.29. Whilst the refurbishment of Holmes Road has been successful with regards to the improved office accommodation, accessibility and the reductions in emissions, it has however had to work within the confines of the existing structure and this scheme provides the opportunity to secure an even more efficient use of space to meet the Council's requirements.

4.30. The re-provision of facilities also creates the opportunity for the Council to consider its continuing need for space, so that we are using our property assets

efficiently. Post Covid office occupancy levels mean there is an opportunity to review office and depot requirements across the borough – so this proposed development could allow the Council to make wider changes, releasing space and land for other uses across the borough, potentially releasing more value for the Council. This is work that is under active consideration by the property team.

### **Officer Response to Challenge 2 - Point e**

#### **The proposal should result in an increase in business rates and council tax base to fund Council services**

4.31. In addition, there are other financial benefits to weigh against the original investment in Holmes Road. The regeneration of the Council's land assets and the wider Regis Road Growth Area should bring other financial benefits in the longer term. The intensification of the site should result in more business premises with higher rateable values and therefore in a net increase in the business rates base. Similarly, the residential element will grow the Council Tax base. Together, they will provide more funding for Council services.

### **Summary of Officer Response to Challenge 2**

4.32. The proposals represent an excellent use of Council resources, generating a capital receipt far in excess of any past investment, replacement assets, and the opportunity to make better use of our estate while also generating increased business rates and council tax base to fund Council services.

### **Challenge 3 “This decision has not been subject to scrutiny by the relevant committee”**

#### **Officer Response to Challenge 3**

4.33. It is common for cabinet delegations not to be reviewed by scrutiny prior to implementation – in particular where there is flexibility within the delegations because of commercial considerations. Usually, Cabinet would delegate a land disposal agreement to an officer and so it would not be subject to call in and scrutiny, but in this case to build in openness it was delegated to the Cabinet Member, so it is not correct to contend that this decision has been taken in non-transparent way.

### **Challenge 4 - “nor was the related Cabinet decision of 16th November 2022 (Proposed Regeneration Strategy for the Kentish Town Regis Road Growth Area in accordance with the Kentish Town Planning Framework (SC/2022/53) [been subject to scrutiny by the relevant committee]”**

#### **Officer Response to Challenge 4**

4.34. We disagree, in that the Cabinet Decision was on the Cabinet Forward Plan within the required publication timelines, and the Cabinet Report was not called to scrutiny committee at that time.

### **Officer Response to Alternative Course of Action**

- 4.35. Officers recommend continuing with the original recommendations as approved by the Cabinet Member on 10th March.
- 4.36. A key objective of the regeneration strategy agreed at Cabinet is to enable and catalyse the comprehensive regeneration of the Regis Road Growth Area, in line with the vision and guidance set out in the Kentish Town Planning Framework. A masterplan-led approach across the growth area has the potential to deliver a new mixed-use neighbourhood with up to 1,000 new homes, affordable homes, employment space and jobs, open space and connections with surrounding communities.
- 4.37. The conditional land sale of the Holmes Road Depot site along with the Regis Road Car Pound and Reuse and Recycling Centre, has the ability to unlock this regeneration potential. A partner with a track record in large-scale visionary mixed-use development and complex construction projects, has come forward with a compelling delivery concept for the area. Delivery of the project would entail a multi-million pound investment by the developer with transformative potential. If the council were to require that the building remain as it is, it would not attract this level of investment into the neighbourhood, limiting the potential to coordinate with other landowners and for the site to act as a catalyst for the wider regeneration – and preventing delivery of a zero-carbon sustainable neighbourhood in line with the Kentish Town Planning Framework.
- 4.38. Entering a conditional land sale agreement would be the start of a process. The developer will need to meet several conditions before any development or demolition could take place, including securing planning permission and the re-provision of the Council's existing facilities and homes, with the freehold to be retained by the Council. A full process would be expected to follow, with the developer progressing a masterplan and scheme leading to a planning application, engaging with other landowners and in consultation with residents, the local community, and other stakeholders.
- 4.39. As set out in the responses above, the proposal is in line with the Council's objectives and in any event will not necessarily lead to demolition. Any proposals will be assessed as part of a planning application process, against the Council's climate change policies. The comprehensive approach that the decision will enable, will also mean there are site wide opportunities to tackle climate change by taking a strategic approach across the area to energy, green space and biodiversity.
- 4.40. In addition, the proposals represent an excellent use of Council resources to secure investment into Kentish Town, while also generating a capital receipt, new assets for the Council, and increased business rates and Council Tax base to fund Council services.
- 4.41. The alternative course of action would prevent a land sale agreement from going ahead, and would prevent the regeneration strategy from being implemented, preventing the delivery of the benefits set out in the Kentish

Town Planning Framework, and prevent the Regis Road regeneration area from delivering a more comprehensive, site wide approach to climate change.

**5. Finance Comments of the Executive Director Corporate Services**

5.1 The Executive Director Corporate Services has been consulted and his comments are incorporated.

**6. Legal Comments of the Borough Solicitor**

6.1 Legal Service have been consulted and their comments incorporated.

**7. APPENDICES**

Appendix 1 Call-in Notice

Appendix 2 The decision report: Implementation of the Regeneration Strategy for the Kentish Town Regis Road Growth Area (SC/2023/15)

Appendix 3 Appendices to the decision report (note these are labelled 1-5 in the original report, appendix 4 and 5 are Part II not for publication)

**REPORT ENDS**