

**CAMDEN GOODS YARD PLANNING FRAMEWORK:**

# **CONSULTATION AND ENGAGEMENT REPORT**

**JULY 2017**



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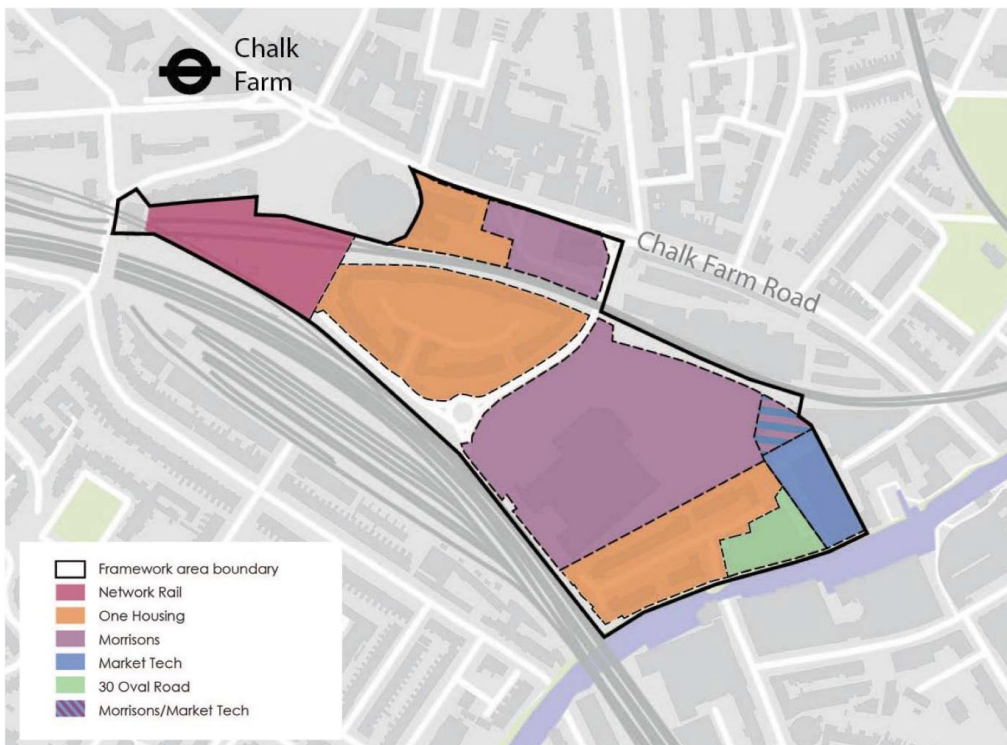
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# 1. CONSULTATION STATEMENT

## Background

- 1.1 The London Borough of Camden has prepared the Camden Goods Yard Planning Framework. This report provides a summary of the consultation and engagement activities that took place in the development of the planning framework and how the responses have moulded its outcome.
- 1.2 The planning framework area is outlined on the map below and primarily includes the Chalk Farm Morrisons supermarket and petrol garage, the existing housing estates at Gilbey's Yard and Juniper Crescent and the neighbouring Network Rail Land.



- 1.3 The Camden Goods Yard Planning Framework will support the London Borough of Camden's Local Plan which sets out the Council's planning policies covering the period from 2017-2031.
- 1.4 The Camden Goods Yard Planning Framework will be adopted by the Council as a Supplementary Planning Document (SPD). It will provide additional advice and area specific guidance to support the Local Plan. The framework will be a 'material consideration' when assessing planning applications and in decision-making.
- 1.5 The drivers for the preparation of a framework for this area is the potential that significant development may take place across various land ownerships in the area in the coming years. This includes the Morrisons site and early stage exploration of options for the housing estates at Juniper Crescent and Gilbey's Yard.

## **Consultation and engagement activities**

1.6 Consultation and engagement on the framework took place in two main phases:

1. 'Issues and ideas' – discussions with key local stakeholders; and
2. Public consultation exercise on the draft planning framework

### **Issues and ideas**

1.7 The 'issues and ideas' phase took place between October 2016 and February 2017. This included a total of one to one conversations with key stakeholders and community groups to inform the development of the draft.

1.8 This included discussions with the main landowners including Morrisons/ Barratts, One Housing, Market Tech, Network Rail and the Roundhouse, plus a number of other stakeholders including the GLA, Pirate Castle, Camden Town Unlimited, the Primrose Hill Advisory Committee, Camden Railway Heritage Trust and ward councillors. Engagement also took place with a broad range of internal Council departments.

1.9 A separate simultaneous consultation exercise was carried out by Morrisons with regards to the development of their site. One Housing also carried out an initial engagement with their residents regarding plans to explore options for the estates.

### **Public consultation on the draft planning framework**

1.10 The main opportunity for engagement and consultation was the public consultation on the draft framework, which ran from 7<sup>th</sup> April to 18<sup>th</sup> May 2017. The consultation was promoted via the following channels:

- Full details on the Council's website;
- Questionnaire on the 'We are Camden' Consultation Hub;
- Site notices erected throughout the consultation area (x16);
- Details of the consultation were emailed to groups, organisations and local residents (where email addresses were available);
- Emails to the Council's Local Plan consultee list;
- Press notice in the Camden New Journal (13<sup>th</sup> April);
- Leaflet drop to Juniper Crescent/Gilbey's Yard and posters on entrance cores; and
- Two drop in sessions at the Pirate Castle, Oval Road on the 25<sup>th</sup> and 26<sup>th</sup> April.

### Online consultation

1.11 The Camden website and the 'We are Camden' Consultation Hub were used to inform the community of the consultation and how to get involved. The website provided a link to the 'We are Camden' Consultation Hub where stakeholders could read the draft framework document and provide feedback online.

### Drop in events

- 1.12 Two drop in events were held at The Pirate Castle, Oval Road, London, NW1 7EA, which is a DDA compliant venue located within the consultation area. The first event was held from 1:30pm to 3:30pm on Tuesday 25<sup>th</sup> April and the second from 6:00pm to 8:00pm on Wednesday 26<sup>th</sup> April. Timings for these events were arranged to allow those who may only be able to attend in the afternoon or evening with the opportunity to view the consultation information and talk to Council officers.
- 1.13 Exhibition boards were created and displayed at the consultation events. The boards explained the themes with the intention of providing stakeholders with a clear understanding of the proposals and to aid discussion. Place based handouts were also available for attendees to review and take away. These provided details of the strategy relating to different parts of the area. Officers were available throughout the events to facilitate discussion with those who attended. Discussions took place with individuals and groups and comments were noted by officers and are included in the analysis.
- 1.14 Stakeholders were also asked to make comments on 'post-it' notes and asked to stick these onto a board for others to see the issues that are being raised in a 'live' format. These issues were recorded and are also included in the analysis (See appendix 2).

### Additional consultation and engagement

- 1.15 In the run up to, and during, the consultation period, a number of discussions with individual stakeholders and organisations continued to take place and provide information to inform the framework.
- 1.16 This included ongoing discussions with the landowners and meetings with the residents and TRA's of Juniper Crescent and Gilbey's Yard.
- 1.17 In response to the amount of activity in the area a collective of local groups and stakeholders formed, referred to as the Camden Goods Yard Working Group. The group hosted their first collective meeting on the 1<sup>st</sup> March 2017 and includes representation from ward councillors, Market Tech, North Camden Neighbourhood Forum, Camden Railway Heritage Trust, Camden Town Unlimited, Gilbey's Yard Tenants Association, 30 Oval Road tenants, Juniper Crescent Tenants Association, Harmond Clarence Hartland Residents Association, One Housing and Castlehaven Community Association.
- 1.18 Officers met with the working group on the 13<sup>th</sup> March and 22<sup>nd</sup> May 2017. This was in parallel to similar meetings hosted by the group regarding the emerging Morrisons scheme. Feedback from the group was used to inform the framework.
- 1.19 Once the public consultation period ended all the consultation feedback was reviewed and analysed. This prompted a number of follow up exchanges including extensive engagement with internal council departments, Transport for London, Historic England, the Juniper Crescent TRA and the various landowners.

## **2. SUMMARY OF COMMENTS AND COUNCIL RESPONSE**

### **Summary of feedback and approach**

- 2.1 The content of responses was extensive and a broad range of views were expressed. Groups and organisations were generally supportive of the framework approach, whereas responses to the questionnaire and feedback at the drop in sessions was more mixed. Some of the topics arising included transport, heritage, buildings heights and anti-social behaviour.
- 2.2 The context of emerging proposals for the Morrisons site and One Housing's early stage thinking for Juniper Crescent and Gilbey's Yard are considered to have had an important influence on the nature of consultation responses. A number of responses refer directly to concerns relating to the Morrisons emerging plans rather than the framework itself. Many of the questions at the drop-in sessions were related to what One Housing's plans would mean for residents. One Housing had arranged for the day following the framework events to discuss this directly with residents. Officers encouraged residents to attend the meeting with their landlord for further information.
- 2.3 The feedback provided a significant number of constructive suggestions and additional information and context. This has been fed into the framework, which has been comprehensively updated.

### **Overview of who responded**

- 2.4 In response to the public consultation, detailed written responses were received from 13 organisations and local groups. These were:
- Camden Cycling Campaign
  - Camden Goods Yard Working Group
  - Camden Railway Heritage Trust
  - Canal and River Trust
  - Environment Agency
  - GLA/ TFL
  - Historic England
  - HS2
  - Juniper Crescent TRA
  - Market Tech
  - Morrisons
  - One Housing
  - Primrose Hill CAAC
- 2.5 Questionnaires were completed by 62 respondents, the majority of whom were local residents. It was noted that 35 of the respondents were from residents living within the framework area and 27 were from others in surrounding areas. Of the responses from within the framework area 25 were from residents of 30 Oval Road. The building at 30 Oval is within the framework area but is not directly within the scope of any development proposals but it is potentially an immediate neighbour.

It is considered that this explains goes some way to explaining the nature of the responses received on the framework.

- 2.6 Approximately 65 people attended the framework drop-in sessions at the Pirate Castle. Feedback from the drop-in sessions and other meetings and conversations with key stakeholders and local residents have been recorded and fed into the production of the framework.
- 2.7 The following sections provide a summary of the comments received, organised by theme against the relevant sections of the framework. For each theme there is a brief summary of how the Council has responded in the updated version of the framework.

## **Area context**

- 2.8 Comments were received relating to a range of points including heritage, character and buildings heights, these comments are covered more extensively in the relevant sections that follow. There was a sense that the context focused largely on the physical environment and would benefit from more about the social context.
- 2.8 Concerns about anti-social behaviour were brought up by a number of respondents. In the relevant question within the questionnaire, which asked which were the most significant issues and challenges in the area, anti-social behaviour was the top issue with 89% of respondents stating this was a 'very significant' or a 'significant' issue. Quality of the public realm was the second highest identified by 82% of respondents.
- 2.9 Respondents to the questionnaire were less concerned overall about accessibility, lack of routes and level changes. However, the written responses generally supported the need for better connections.

***Council response:** To respond to the comments received additional and updated information was put into the 'Area Context' section, including further detail on conservation, character, social context, existing building heights and community facilities. The context highlights the concerns raised about community safety.*

## **Vision**

- 2.10 There was general support for the vision in the written responses and amongst key groups and organisations. However, the response from the questionnaire was less favourable. Of those that responded to the questionnaire 35% agreed with the vision and 59% disagreed.
- 2.11 The following free text answers do not provide a clear indication of what was behind the negative response to this question. It is noted that the majority of respondents who disagreed were residents from the building at 30 Oval Road. This block is not within the direct scope of any plans by the landowners but is an immediate neighbour to Morrisons and Gilbey's Yard. Responses may reflect a general concern about the level of change and disruption that could occur and concerns about the emerging Morrisons scheme. No particular theme or section of the vision

was identified in the responses as causing concern. A small number indicated that the existing character should be maintained and also stated that it would adversely affect health and wellbeing (despite one of the strategic themes of the vision being 'A neighbourhood that promotes health and wellbeing'). It may be that the response related to a more general concern about the impact of development in the area and the wider responses were generally neutral or supportive of the vision.

**Council response:** *The vision is in-line with the Local Plan and is largely supported amongst key groups and organisations. Few specific concerns were outlined but where identified these were dealt with in the relevant strategy sections. The vision remains largely unchanged.*

## **Character and identity**

- 2.12 The consultation process has identified a strong focus on the character and identity of the Camden Goods Yard area with the majority of respondents being supportive of the themes set out. Residents and stakeholders alike agree that any development must integrate with the character and heritage of the area. Some of the more detailed comments suggested providing further detail of the key elements of existing character that provide a context reference for development.

**Council response:** *Additional character and heritage information added to the 'Area Context' section of the framework including a more detailed character assessment. Information in the design and heritage sections also updated. This further explains the significant elements of existing character and how this should be taken into account in development proposals.*

## **Inclusive mixed use place and land uses**

- 2.13 There was clear support throughout the consultation responses for the intention of providing a significant increase in the level of housing, including support for maximising the provision of affordable housing. Existing residents were naturally concerned about protecting their homes and social housing not being replaced with unaffordable private homes.
- 2.14 A number of residents raised concern with the impact of the increase in commercial uses and in particular night time economy uses. This was linked to the objectives to improve connectivity and there was some concern about the potential impact of this on local residents, including the potential for an increase in noise nuisance and anti-social behaviour which is already experienced in the area.

**Council response:** *The approach to existing housing has been updated and further information provided. The approach to additional housing is in line with the local plan and has been clarified. Further information has also been included about the approach to managing town centre uses, compatible mixed use and sustainable, mixed and inclusive communities.*

## **Urban design and architecture including height guidance**



- 2.15 The majority of comments relevant to this section related to building heights, upon which a broad range of opinions were expressed. Some respondents were supportive of the approach, particularly in terms of providing density and new homes, whilst residents and conservation groups generally took a more conservative approach. Of the respondents to the questionnaire (which were mainly local residents), 85% stated that they disagreed with the approach to building heights. However, the free text section indicated that this may have been more a reference to the emerging Morrisons scheme, rather than the framework approach.
- 2.16 A proportion of respondents stated that plans were 'too high for the site' and a number stated that '5 storeys would be more appropriate'. Some respondents felt the framework was not specific enough about height whilst some thought taller buildings should be located closer to the railway line. Some respondents also queried the existence and location of taller existing buildings.
- 2.17 In more general design terms another issue that was raised related to the quality of the public realm, which was also picked up as one of the key issues and constraints by questionnaire respondents. A few respondents referred to the need for development on one part of the site not to prejudice another and the need for future-proofing.

***Council response:** Further information about appropriate density and its drivers have been included in the framework. A map has showing the existing building height context has been added and the height guidance has been updated to more closely link it to the Local Plan and set out the site-specific considerations. Additional information about public realm added. A new section on future-proofing has been included.*

## **Well connected and accessible to all**

- 2.18 The aspiration to increase transport accessibility was generally welcomed, particularly for pedestrians and cyclists. TfL made a number of suggestions for additional information and context to include. However, some residents stated that they valued the more secluded residential character and some had concerns that connections to the town centre could increase anti-social behaviour. Improved cycle connections and facilities generated significant support. There were a few comments about transport capacity.
- 2.19 The questionnaire asked about the priority pedestrian and cycle connections in the area, but the responses were split and gave no strong indication for priorities. Green routes along the railway and connections to Primrose Hill were generally more popular, whereas connections to the markets were considered to be the least desirable. A number of respondents queried whether the extension of Oval Road was intended to be for vehicles
- 2.20 Residents of Juniper Crescent made comments about the location of bus stops and stands, stating that these should not be located near residential properties. It was noted that the buses running into the Morrisons site are 24 hour and that there is associated noise with engines running and testing of equipment.

**Council response:** *We have included additional information about transport and connections including new and updated maps and more information in the strategy about sustainable transport to take into account various comments and suggestions. More information about making connections to the Town Centre safe and preserving residential amenity added in the relevant sections.*

## **Conservation and heritage**

- 2.21 The majority of respondents supported an approach that preserves, enhances and celebrates the areas heritage and this was an important topic in the responses. Historic England made a number of detailed comments, suggestions and provided additional information. This included archaeological considerations from Historic England GLASS.
- 2.22 Some of the suggestions included providing a more detailed character and setting analysis to inform contextual development, collating heritage aspects and their status on to one map and more strongly reflecting the importance of the historic transport interchange, to ensure that changes do not undermine those qualities and its cultural appeal.
- 2.23 A number of respondents noted that modern and attractive buildings would fit the character of Camden. Some respondents also highlighted the importance of the listed stables wall on Chalk Farm Road.

**Council response:** Additional information has been added about the historic significance of the area in the 'Area Context' and 'Strategy' sections. The heritage maps have also been updated.

## **Health and wellbeing and environmental sustainability**

- 2.24 The questionnaire asked respondents to rank the community facilities that they considered to be the most important in the area. The results were spread but tranquil open spaced was the highest ranked, followed by open spaces for sports and activities. Spaces for wildlife and nature, play/ activity space for younger children, health facilities and sports facilities were also popular choices.
- 2.25 The functionality of open space and the role of high quality public realm was raised, as was a query relating to the approach to school provision. The important role of existing open space and play space, particularly at Juniper Crescent was mentioned. Residents also raised concerns about the impacts of construction such as noise, disruption and air quality.
- 2.26 Respondents were generally in favour of the intention to reduce car dependency in the area, although there were queries relating to retention of existing residents parking spaces and some stating that parking form the supermarket should be reduced or removed. The Environment Agency and the Canal and River Trust provided detailed comments and suggestions. This included highlighting the potential for land contamination and flood risk.

**Council response:** Strategy updated to reflect communities priorities for tranquil and active open spaces. Section on school places planning added. Sustainability section updated to be more site specific and include details relating to land contamination and flood risk.

## Safe and welcoming environment

- 2.27 Community safety and anti-social behaviour was one of the most commonly raised issues from the consultation. Existing residents were particularly concerned about this and explained some of the issues the area faces such as misuse of the play and common areas, drug taking and drinks in the yard. Residents want to ensure that their safety and amenity is upheld. There are particular concerns about late night uses spilling over into more residential areas and the conflicts and disturbance this can cause. Some residents felt more information about this was required in the framework.
- 2.28 The GLA highlighted the importance of the night time economy in this area and its significant contribution to the London economy and cultural life.

**Council response:** Further background evidence on anti-social behaviour and crime sourced. Social context added to the 'Area context' section. Strategy updated to provide more site specific guidance about the inclusive design community safety approach set out in the Local Plan and how this could be applied in different parts of the area. More guidance provided about the approach to managing town centre uses, mix of uses and safe routes.

## Place-based guidance

- 2.29 A range of comments relating to specific areas and or the 'Placed based guidance' sections were received. A brief summary of some of those comments is provided below:
- 2.30 For Chalk Farm Road there was general support for creating an active frontage on the south side of the high street. It was noted that the character of Chalk Farm Road is very different from that of Camden High Street and the importance of the listed stables wall and its contribution to the historic character of the area were highlighted.
- 2.31 Responses relating to the Morrisons site tended to refer to the emerging development scheme for this area rather than to the framework approach. This included comments such as 14 storeys being too high for the site, a direct reference to the emerging scheme. Some respondents stated that they would like to see both the supermarket and petrol station retained as part of proposals for the Morrison's site.
- 2.32 A range of opinions were put forward for the Interchange and market edge. The working group were particularly interested in exploring the possibilities of connections at the lower level, at a transition of uses and preserving residential amenity. Preserving and enhancing heritage assets also came up in this area.

- 2.34 At Gilbey's Yard, residents reported that a number of them had lived in the area for many years and generally liked living in the area. General maintenance of the flats and the yard and anti-social behaviour were the main issues that came up. Anti-social behaviour reported was issues such as drug use/ dealing, prostitution, public urination, rough sleeping, misuse of play areas and noise and disturbance including issues such as late night taxis. The issue of the access way to the Morrisons car park was raised, the increased pressure on this passage that development would bring and differing view about its width. A number of respondents considered that the Morrisons and One Housing's proposals should be considered together. Respondents also felt that development should prevent overcrowding. Some felt the area should remain unchanged altogether.
- 2.35 The Juniper Crescent TRA submitted a detailed response to the consultation. Key concerns included that residents felt that the negative tone of description for Juniper Crescent was unjustified, concern about the high density proposed in the Morrisons scheme, highlighting that Juniper Crescent is a quiet residential area and concern about new routes changing the character of the area and opening the potential for increased anti-social behaviour from the Town Centre. It was noted that there a few specialist units on the estate including wheelchair units. Preserving the open space and play space was raised, as were issues of community safety, security gates and CCTV.
- 2.36 Measures to include biodiversity and green corridors/ walking routes along the railway edges were generally supported. Improving the stepped access to the canal was also mentioned. A few respondents supporting the future-proofing to allow for the re-opening of Primrose Hill Station in the future if this was to become a realistic prospect. Connections to Primrose Hill Footbridge were also generally supported.

**Council response:** *The 'Placed based guidance' section has been comprehensively edited and updated. This was to provide a more consistent structure, which incorporated some of relevant feedback and defined the area specific objectives.*

## **Other comments**

- 2.37 A few respondents referred to the need for developments in different parts of the area to be considered together and that development on one part of the area should not to prejudice another. The effectiveness of the diagrams and images prompted a mixed response. Some also highlighted the need for a thorough proof-read and edit particularly of the 'Place based guidance section'. There were a whole range of points of detail, suggestions and comments about referencing.

**Council response:** *Additional 'Future-proofing' section added to help guide to help guide a holistic and coordinated approach to multi-site development and to help deliver the best outcomes. Diagrams updated and more confusing diagrams removed, photographs also updated. The document has been thoroughly proof-read and edited.*

# APPENDIX 1: DETAILED BREAKDOWN OF CONSULTATION RESPONSES

## 1. Introduction

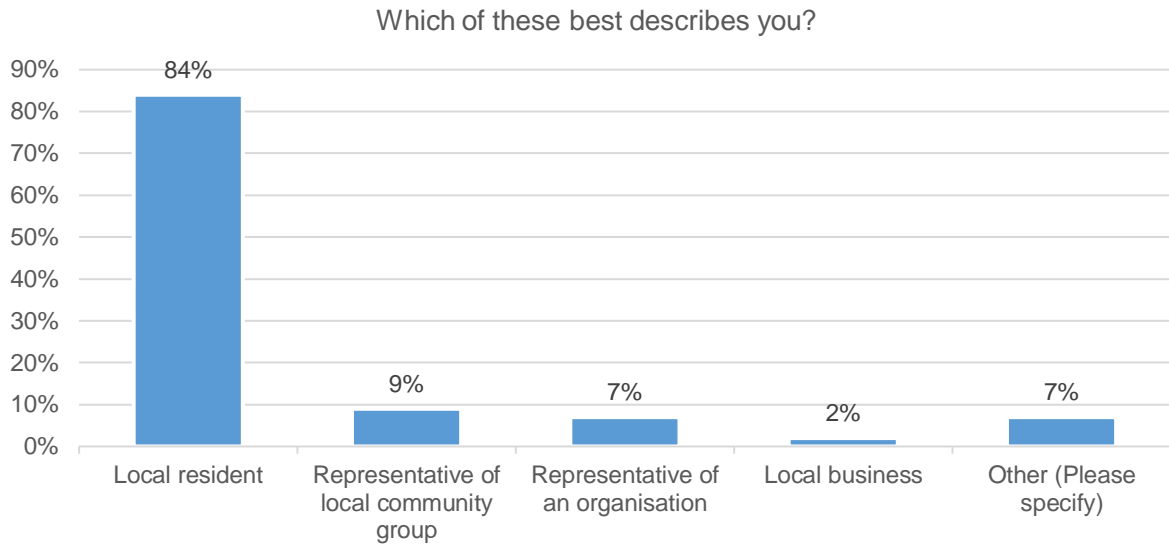
- 1.1 This section provides a detailed breakdown of the consultation responses and feedback structured as follows:
- Overview of who responded and equalities monitoring
  - Consultation feedback by theme including:
    - Questionnaire feedback
    - Written responses
    - Feedback at consultation events
- 1.2 The breakdown does not include details of every comment raised during the consultation, but provides a detailed summary, with graphs and charts where relevant, accompanied by a brief commentary.

## 2. Overview of who responded and equalities monitoring

### Questionnaire

- 2.1 Formal questionnaire responses were submitted by 62 participants as part of this consultation. This section sets out the demographic details of those who responded.
- 2.2 In terms of ethnicity, there was a higher than expected proportion of White respondents to the survey. There was a lower level of respondents from the Asian community whilst levels relating to other groups were broadly similar with the 2011 Census. In terms of gender, the proportion of female respondents was lower than that of the Census data for the area.
- 2.3 There were discussions with the Juniper Crescent TRA about providing the information in alternative languages. Officers liaised with the TRA to accommodate any specific needs, but in the end no further action was required.
- 2.4 As a result of the drop-in sessions, at a DDA compliant venue, as part of the consultation it was made aware that there were a number of residents that live in specialist units such as wheelchair accessible homes.

Type	No.	%
Local resident	49	84%
Representative of local community group	5	9%
Representative of an organisation	4	7%
Local business	1	2%
Other	4	7%

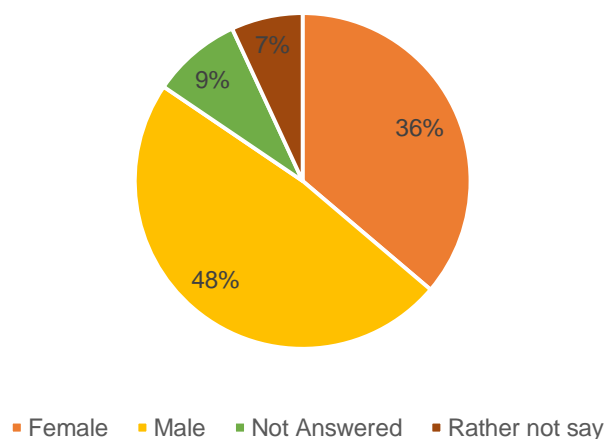


2.5 Those ticking the “other” category included those who worked in the area, members of the Camden Town CAAC, owners of a flat in the Henson building, and a landlord of an unspecified address.

### Gender

Gender	%	Census %
Female	36%	51%
Male	48%	49%
Not Answered	9%	N/A
Rather not say	7%	N/A

Respondents by gender

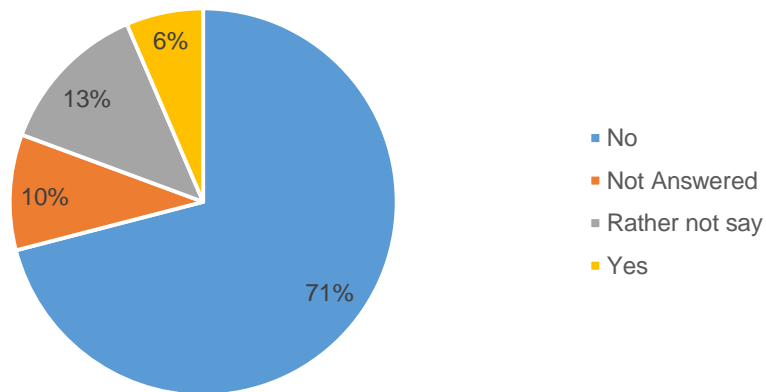


2.6 The 2011 Census data for the Camden Goods Yard area shows that the local population is 36% female and 48% male with 7% who would rather not say and 9% not answering the question at all. Therefore, there is a lower than expected proportion of female respondents to the survey.

## Disability

Disability	No.	%
No	44	71%
Not Answered	6	10%
Rather not say	8	13%
Yes	4	6%

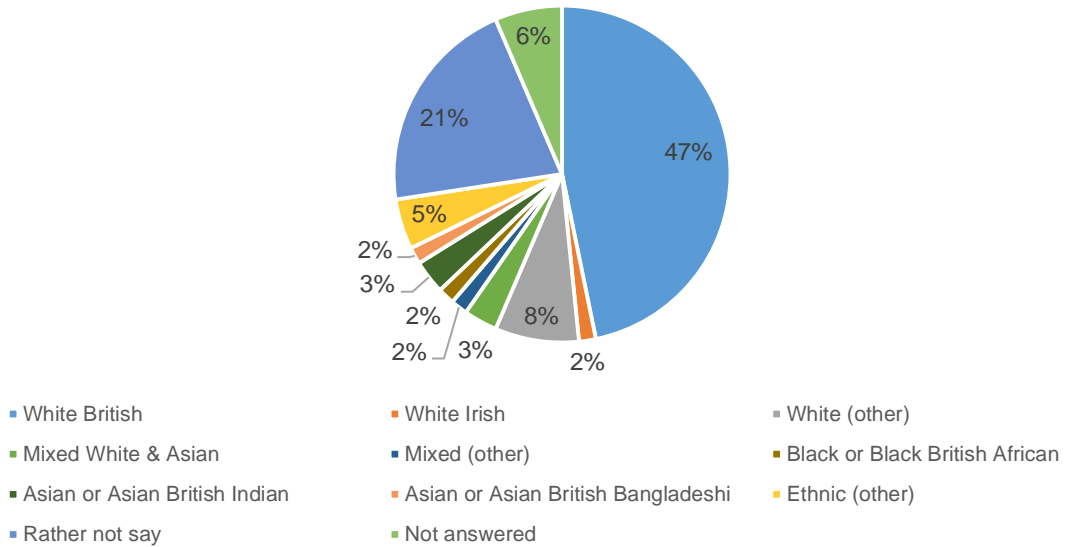
Respondents by Disability



## Ethnicity

Ethnicity	No.	%	Census
White British	29	47%	39%
White Irish	1	2%	5%
White (other)	5	8%	14%
Mixed White & Asian	2	3%	2%
Mixed (other)	1	2%	4%
Black or Black British African	1	2%	9%
Asian or Asian British Indian	2	3%	2%
Asian or Asian British Bangladeshi	1	2%	9%
Ethnic (other)	3	5%	3%
Rather not say	13	21%	N/A
Not answered	4	6%	N/A

## Respondents by ethnicity

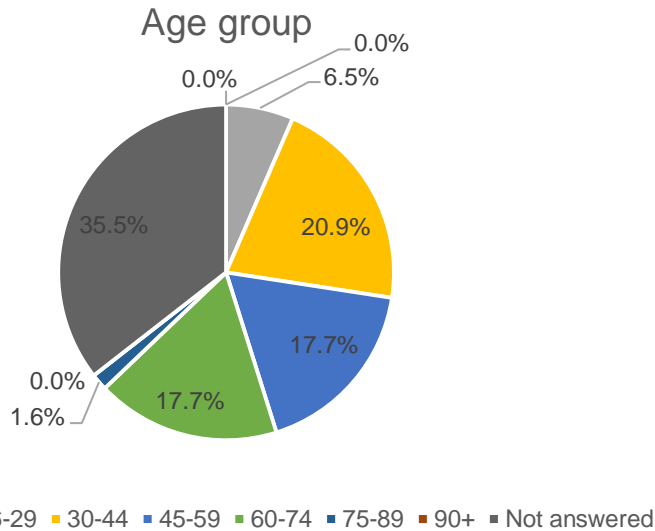


2.7 The 2011 Census data for the Camden Goods Yard area shows that the local population is 57% White, 5% Mixed/Multiple Ethnic Groups, 5% Asian or Asian British, 2% Black or Black British, and 5% Ethnic (other). Indicating, that there is a higher than expected proportion of White respondents to the survey. There was a lower level of respondents from the Asian community whilst levels relating to other groups were broadly similar with the 2011 Census.

### Age

Age group	No.	%	Census %
0-4	0	0	5.2
5-15	0	0	14
16-29	4	6.5	29.9
30-44	13	20.9	23.6
45-59	11	17.7	16.4
60-74	11	17.7	8.3
75-89	1	1.6	2.3
90+	0	0	0.2
Not answered	22	35.5	N/A



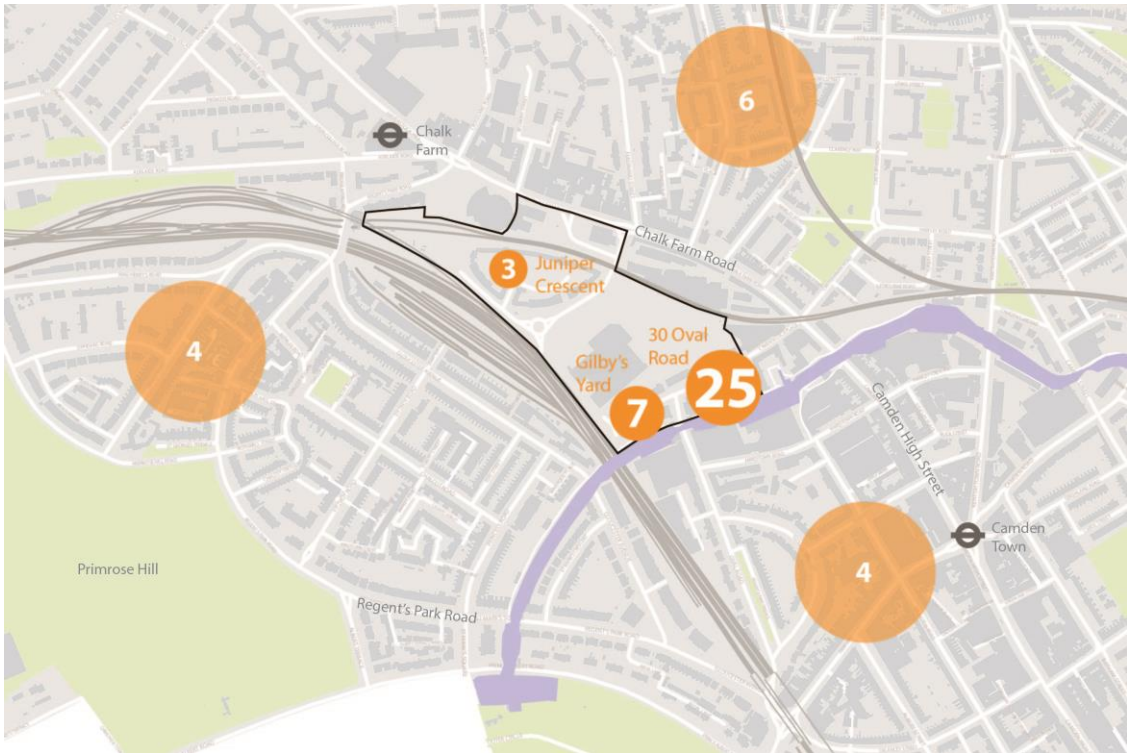


2.8 There was a good distribution of responses amongst the different age groups, which is broadly in line with trends in the local population. Perhaps the most notable difference from the Census data is that a low level 16-29 years contributed to the consultation process. There was also a higher contribution from 60-74 year olds throughout the consultation. Thirty-six per cent did not provide a response to this question.

### Respondent addresses

2.9 The data shows that responses to the survey came from a variety of addresses across the Camden Goods Yard area. This indicates a widespread awareness of, and participation in, the consultation. The map on the following page shows the distribution of where the 62 respondents who did provide their address live (50 respondents provided their address).

2.10 The map illustrates the spatial distribution of the responses received from the questionnaire. Interestingly, over half of the responses came from the Oval Road and Gilbey's Yard area. This could explain why responses on these particular areas were so forthcoming and perhaps why a number of particular responses were received in relation to the Morrisons scheme which is due to be submitted in the Summer of 2017.



### Written feedback

2.11 In response to the public consultation, detailed written responses were received from 13 organisations and local groups. These were:

- Camden Cycling Campaign
- Camden Goods Yard Working Group
- Camden Railway Heritage Trust
- Canal and River Trust
- Environment Agency
- GLA/ TFL
- Historic England
- HS2
- Juniper Crescent TRA
- Market Tech
- Morrisons
- One Housing Primrose Hill CAAC

### Consultation drop-in events

2.12 Approximately 65 people attended the drop-in sessions at the Pirate Castle. This included a large proportion of local residents and a number of representatives from local groups and organisations.

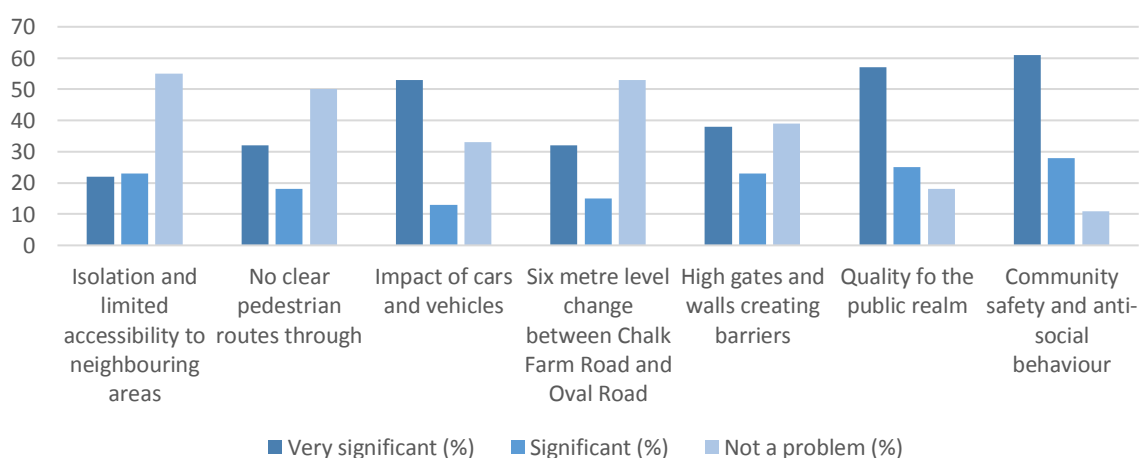
### 3. CONSULTATION FEEDBACK BY THEME

#### Area context, issues and challenges

##### Questionnaire responses

Question 1(a) We want to understand more about the issues and challenges in the area. Pages 15 - 16 of the draft framework set out those that we are aware of. Please tell us what you think by rating each issue from 1 to 3 (1- very significant; 2 - significant; 3 not a problem):

Issue	Very significant	%	Significant	%	Not a problem	%
Isolation and limited accessibility to neighbouring areas	13	22	14	23	33	55
No clear pedestrian routes through	20	32	11	18	31	50
Impact of cars and vehicles	32	53	8	13	20	33
Six metre level change between Chalk Farm Road and Oval Road	19	32	9	15	32	53
High gates and walls creating barriers	23	38	14	23	24	39
Quality of the public realm	35	57	15	25	11	18
Community safety and anti-social behaviour	37	61	17	28	7	11



3.2 The three most important issues identified by respondents were community safety and anti-social behaviour (61%), quality of the public realm (57%), and the impacts of cars and vehicles (53%) on the surrounding area.

*Question 1(b) – Are there any other issues or constraints in this area you would like to make us aware of?*

3.3 Of the 62 consultation responses, 23 respondents (15%) submitted answers to this question. A very broad spectrum of topics were received. The most notable were:

	Number	% of total survey responses
<b>Total responses to this question</b>	23	37%
Theme	Number	% of respondents to this question
Current levels of anti-social behaviour	8	35
If development is allowed, the Council must give residents more opportunity to extend their homes	3	13
Improve pedestrian and cycle routes	3	13
Quality of public realm	3	13

3.4 Of the 23 responses received to this question, 35% considered that current levels of anti-social behaviour are a concern. Other issues and challenges that respondents raised included giving residents further scope to extend their existing homes, the necessity to improve pedestrian and cycle routes and the quality of the public realm. Each of these response represented 13% of the responses submitted.

### Written responses

3.5 Written responses received from organisations and local groups included a range of comments:

- Extensive comments were received in relation to heritage and character, including the need for a more detailed character area analysis, and setting analysis. Heights context was raised by a number of respondents.
- Analysis is largely focused on physical constraints; it should include analysis of the social issues such as anti-social behaviour, which causes issues for current residents.
- One respondent suggest including more information about the extensive constraints posed by the presence of the sewer.  
A small number of respondents raised points of detail.

### Consultation events

3.6 Some notable issues and challenges raised at the consultation events include:

- Some residents from Juniper Crescent and Gilbey's yard raised concern over what would happen to their homes as a result of the development.

- Concern that bringing more people in and through the area will impact the community safety around Gilbey's Yard;
- Already congestion in the area, particularly on Jamestown road. Concerns that this would get worse with extra residents in the Camden Goods Yard area;
- Concerned about the potential loss of the petrol station and supermarket;
- Concerned about the disruption (noise and dust) caused by construction and the affect this will have on physical and mental health.

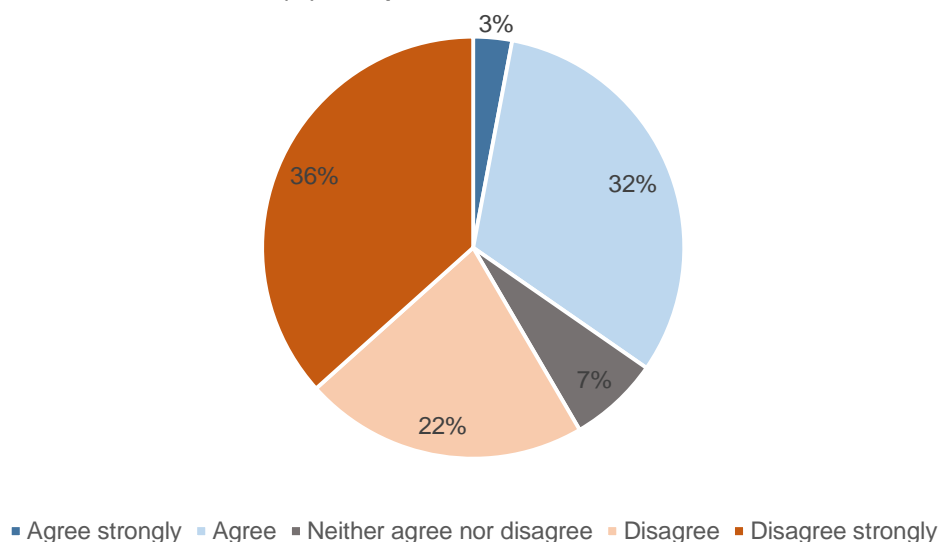
## Vision

### Questionnaire responses

Question 2(a) – The draft vision for the future of the area is set out on page 18 of the framework. Please select the answer below that best reflects your opinion about the draft vision.

Options	No.	%
Agree strongly	2	3
Agree	19	32
Neither agree nor disagree	4	7
Disagree	13	22
Disagree strongly	22	37

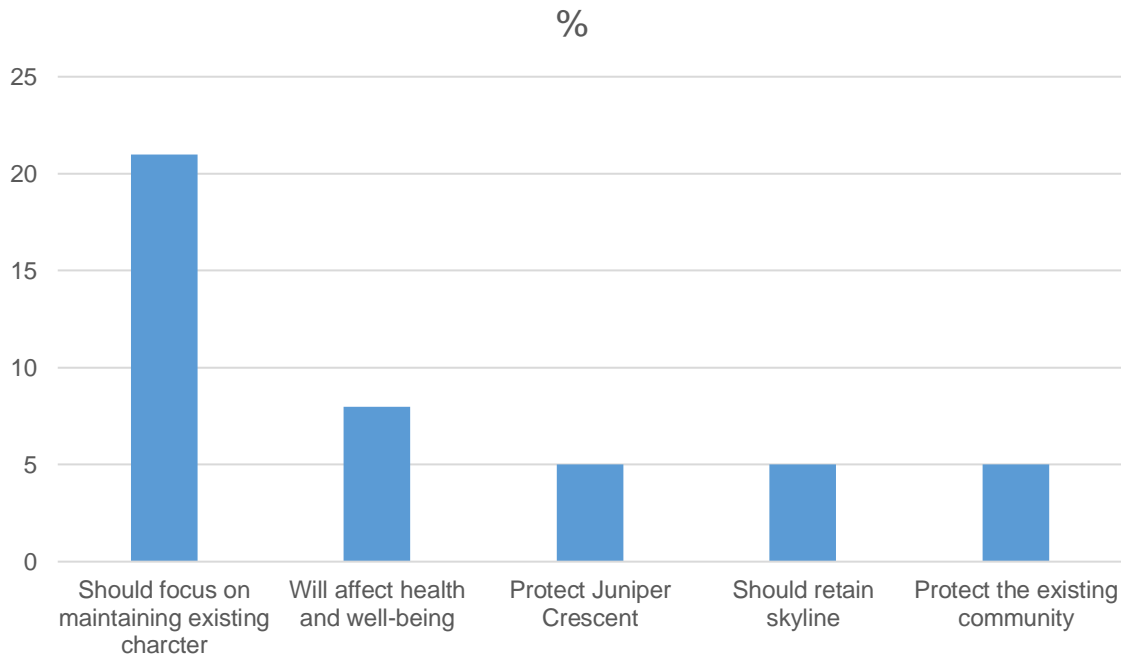
Question 2(a) - Opinion about the draft vision



3.7 Of the 62 consultation responses, 60 respondents (97%) submitted answers. Overall, 59% of the responses either disagree or disagree strongly with the draft vision whilst 35% either agree or agree strongly.

Question 2(b) – Do you have any further comments about the draft vision for the future of the area?

Theme	No.	%
Should focus on maintaining existing character	8	21
Will affect health and well-being	3	8
Protect Juniper Crescent	2	5
Should retain skyline	2	5
Protect the existing community	2	5



3.8 Of the 62 responses received, 25 respondents submitted answers to this question with 21% of people stating that they would like to see the existing character of the area maintained within the vision. A number of responses received noted that they would like to see the area preserved in a number of ways. Preservation of Juniper Crescent, the existing skyline, and the existing community (5% of responses each). Eight per cent of responses raised the issue that the framework will affect the health and wellbeing of locals.

3.9 It was noted that the majority of the responses to this question came from residents of Gilbeys Yard and Juniper Crescent. As will become apparent in the remainder of the analysis, the residents from these areas did not generally support the framework with a number of particular issues raised throughout. These include the desire to maintain the existing community of the area and to maintain the physical separation from the rest of the Camden town centre.

### Written responses

3.10 Responses were generally supportive of the over-arching framework approach. The responses covered a broad range of topic areas and perspectives. Responses provided further helpful information and a number of suggestions.

### Consultation events

- 3.11 Some notable future aspirations raised at the consultation events include:
- Connection to town centre via Camden Lock would be positive, as would a connection by the side of the Roundhouse (as shown). Interested in the idea of the highline green route;
  - The railway should be made a feature of. The greenery shown on the plans adjacent to the railway on the southwest would obscure this;
  - Thought that an option to make use of the canal for goods/services is a great opportunity and had not been fully explored in the framework.

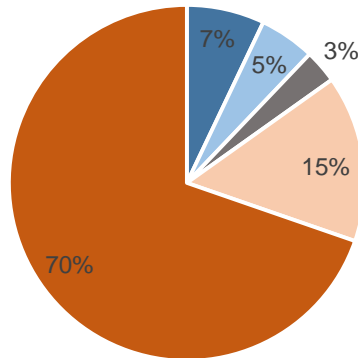
## Urban design and architecture including building heights

### Survey responses

*Question 3(a) – The height and density of buildings will need to be considered for the area to provide much needed new homes, affordable homes and jobs (as set out on pages 24 - 27 of the draft framework). Please let us know your opinion about the approach to building heights.*

Options	No.	%
Agree strongly	4	7
Agree	3	5
Neither agree nor disagree	2	3
Disagree	9	15
Disagree strongly	41	70

Question 3(a) – Please let us know about the approach to building heights



■ Agree strongly ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Disagree strongly

3.12 Of the 62 consultation responses, 59 respondents (95%) submitted answers to this question. Overall, 69% of the responses disagree strongly with the vision’s approach to building heights.

*Question 3(b) – Do you have any further comments about the approach to building heights in the area?*

Theme	No.	%
Too high for site	17	20%
5 storeys would be more appropriate	15	18%
Framework not specific enough about height	12	14%
Tower blocks should move closer to the rail line rather than the roundabout.	11	13%

3.13 Of the 62 responses received, 50 respondents submitted answers to this question with 20% of people stating that they consider the proposals too high for the site. This would however suggest that respondents were referring specifically to the Morrisons scheme as there are no specific heights set out within the framework itself. A range of responses were received, with 18% of respondents specifically stating that 5 storeys is too high whilst 13% of respondents offered that the majority of the scale should be moved to the rear of the site towards the rail line.

**Written responses**

3.14 A number of respondents commented on building heights. Below is a summary of some of the key points made in relation to heights:

- There were a mixture of views relating to heights, some respondents being generally supportive of the approach and some recommending a more conservative approach to respect local distinctiveness.



- The 7-11 storey upper height range was queried. Recommendations were offered that the existing height context should be depicted on a map and that taller buildings be identified.
- A number of respondents highlighted the importance of heritage assets when considering heights.

### **Consultation events**

3.15 Some notable comments relating to building heights made at consultation events include:

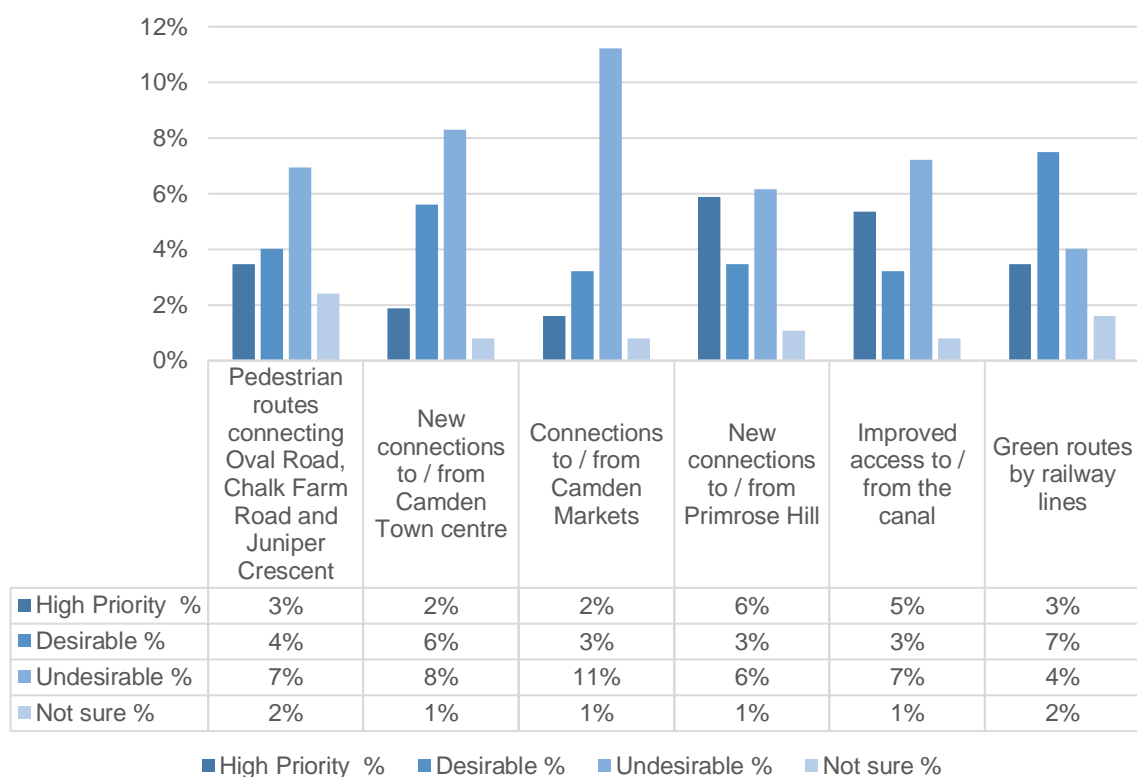
- Concern about the scale of the Morrisons proposals;
- Concerns about height and how this would affect the character of the area and views through to historical buildings;
- The scale of the proposals is absolutely wrong and that the planning framework is promoting 'mega density';
- Taller buildings should be allowed here. This location within the town centre would be the most appropriate location.

### **Well connected and accessible to all**

#### **Survey responses**

*Q4(a) – The area could benefit from new and improved pedestrian and cycle connections (see pages 28-29 of the draft framework). Please tell us which connections you think are the most important by grading each of the following.*

Q4a) The area could benefit from new and improved pedestrian and cycle connections (see pages 28-29 of the draft framework). Please tell us which connections you think are the most important by grading each of the following.



3.16 All of those surveyed responded to this question and gradings for each option were broadly spread out, with no strong indication for priorities. The highest priority (6%) was for new connections to / from Primrose Hill but an equal percentage of respondents also found this new route to be undesirable. Green routes by railway lines (7%) was the most desirable new connection. Connections to and from Camden markets was the most undesirable connection (11%).

*Question 4(b) Are there any other pedestrian and / or cycle connections that you think would be important?*

Connections that would be important	No.	%
Direct access from Chalk Farm Road to Supermarket	1	4%
Cyle/walkway bridge from Gloucester avenue over railway to either side of Edis Stor Fitzroy Rd	2	7%
Network Rail yard through to Primrose Hill station	1	4%
Cycle route from Oval Road to Chalk Farm Road	2	7%
Oval Road to Primrose Hill	6	22%
Cycle routes should follow Euston railway line to by-pass Camden Town	1	4%

More routes should be opened up to pedestrians and cyclists. Some for pedestrians only	1	4%
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<b>Connections that are not important / should not be done</b>	<b>No.</b>	<b>%</b>
Do not open routes to market as there are too many visitors	2	7%
Cycle route to Camden Town via Regent's Park (running parallel to Morrisons) already exist	1	4%
Towpath is too overcrowded and attracts ASB	4	15%
Visitors to the market need to be blocked from residential areas	2	7%
Make it a car free zone	1	4%
Cycle lanes must be safe for pedestrians to cross	1	4%
Pedestrian routes are fine as they are	1	4%
Block access from the canal to residential areas	1	4%

3.17 38% of survey respondents answered this question and many expressed other concerns around connections set out above.

3.18 Of the connections that are considered important, Oval Road to Primrose Hill had the highest number of responses (22%), which is three times higher than the second most popular options. Of the further comments received, 15% mentioned that the Towpath is too overcrowded and attracts anti-social behaviour.

3.19 Of the connections that are not considered important respondents noted that visitors should be blocked from the residential areas. Again highlighting the sense of isolation felt within some of the residential areas within the Goods yard site.

### **Written responses**

3.20 Of the 13 written responses received, all of which were from organisations and local groups, transport and connections attracted a range of comments. Some of the key issues raised were:

- General support for reducing isolation, increasing connectivity and creating further pedestrian / cycle connections to the town centre and Chalk Farm Road. Some responses however, highlighted the more secluded character of the estates as being a positive feature whilst acknowledging the challenges of anti-social behaviour.
- Support for better cycle routes and cycle parking. A safe link connecting Oval Road to Ferdinand Street was highlighted as was a level route along the west coast main line edge.
- The need to include Public Transport Accessibility Level's PTALs.
- The need to include local planned transport improvements.
- Pressure of the Chalk Farm Road junction and the need to future-proof for the capacity of the whole area to provide a safe environment for pedestrians and cyclists.

- Concerns about existing and future transport capacity that can accommodate more people moving into the area.
- Assurance that any bus stand provisions are re-provided and if they are relocated then this is away from any homes/housing where there are 24 hour bus services.
- Concern that an extension of Oval Road would become a rat run if available for vehicles.
- General support for the car free approach (subject to appropriate provision for the disabled). Some respondents considered that the area should have limited vehicles and that no car parking should be provided for the supermarket if it is retained. Others raised that some of the existing homes currently benefit from a car parking space and that there would be an expectation that these could be retained/re-provided.
- Provision for servicing and taxis.

### Consultation events

3.21 Some key comments relating to transport and connections made at the consultation events include:

- Some residents of Gilbey's Yard like that their area is quiet and expressed concern about more people moving and coming through the area.
- Some residents of Gilbey's Yard felt the routes shown on the maps in the framework document have been designed to fit around the Morrisons' scheme.
- A resident thought there was potential for a train station on the site.

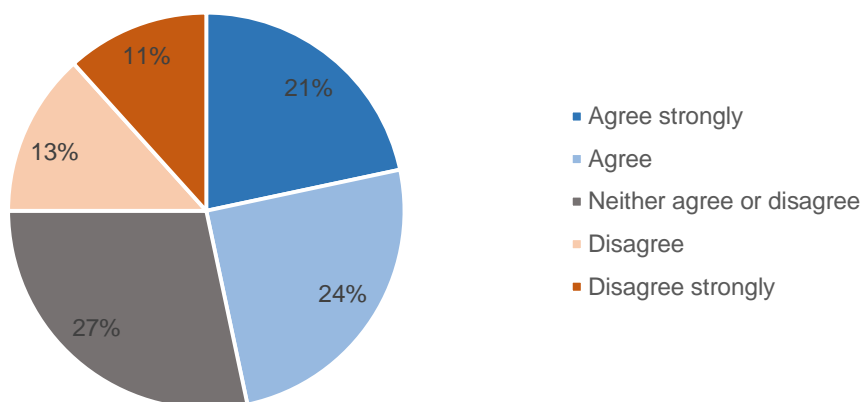
### Conservation and heritage

#### Survey responses

*Q5(a – The draft framework seeks for development to celebrate the areas rich historical and cultural heritage, including the Roundhouse, the Interchange and the Winding Vaults (set out on page 30 of the draft framework). Please select the answer below that best reflects your opinion about the approach to heritage assets.*

Option	No	%
Agree strongly	13	21%
Agree	15	24%
Neither agree or disagree	17	27%
Disagree	8	13%
Disagree strongly	7	11%
Total no of responses	61	98%
Not answered	1	2%

## Celebrating the areas rich historical cultural heritage



- 3.22 98% of respondents responded to this question. 45% of those who responded agree or agree strongly with the framework seeking for development to celebrate the areas rich historical and cultural heritage. This is significantly more than those who disagree or disagree strongly (24%).

*Question 5(b) – Do you have any other comments about historical and cultural heritage?*

Comment	No	%
Tall buildings do not celebrate the areas historical and cultural heritage	4	11%
Plans are not sensitive or reflective to historical heritage of Camden Goods Yard	1	3%
High rises would dominate the areas views and diminish its heritage	2	5%
Site is overcrowded and proposals do not consider impact on existing resources	1	3%
Connections between heritage assets should be fostered	1	3%
Viewing spaces / buildings should be opened to the public	1	3%
There are interesting buildings / areas that could be opened for community use	1	3%
Celebrating should not mean Disnefying	1	3%
The plan is to gentrify the area & push out working class people	1	3%
Modern, attractive and cool buildings fit the character of Camden and should come before heritage	14	38%
Roundhouse, stables etc should be maintained	1	3%
History / character of the area should be preserved and not destroyed	3	8%
Do not swamp the area with intensive development	1	3%

Tube and train stations need to be improved to accommodate an increase in population	1	3%
Views of the Roundhouse & Chalk Farm Road would be improved by removing the Seifert building	1	3%
Proposed developments, connections and public spaces will attract more people and anti social behaviour	1	3%
Do not turn the vaults into amplified exhibition or performance space that would attract anti social behaviour	1	3%
No more alcohol licensing in Camden Town	1	3%

3.23 50% of survey respondents responded to this question. Although the responses were varied, the highest number of comments made about a single issue were that modern and attractive buildings are more fitting with the character of Camden (38%), and that this should be considered before heritage. This highlights respondents' broad alignment with the framework's approach towards Camden's character and heritage in particular. This was followed by the view that tall buildings do not celebrate the areas rich historical cultural heritage (11%).

### Written responses

3.24 Of the written response received, all of which were from organisations and groups, heritage attracted a high number and wide range of comments. These comments were split between those that supported the approach and those that thought further or updated information was required. Below is a summary of some of the key points made:

- More detailed character and setting analysis is required to inform contextual development.
- Collate heritage aspects and their status on to one map.
- More strongly reflect the importance of the historic transport interchange, to ensure that changes do not undermine those qualities and its cultural appeal.
- Seek to ensure the optimum balance between managing change and sustaining positive elements of historic character.
- Identify and list the wider opportunities to enhance the historic environment and local character.
- Set out the archaeological requirements of the site.
- Set out how new development will be informed by local character to seize opportunities to better reveal historic character in line with national policy.
- Preserving the tow path wall.
- Identifying the positive role of the Great Wall in terms of local character and context.

### Consultation events

3.25 There were a few comments about historical and cultural heritage at the consultation events but there was a lot of discussion in relation to building heights.

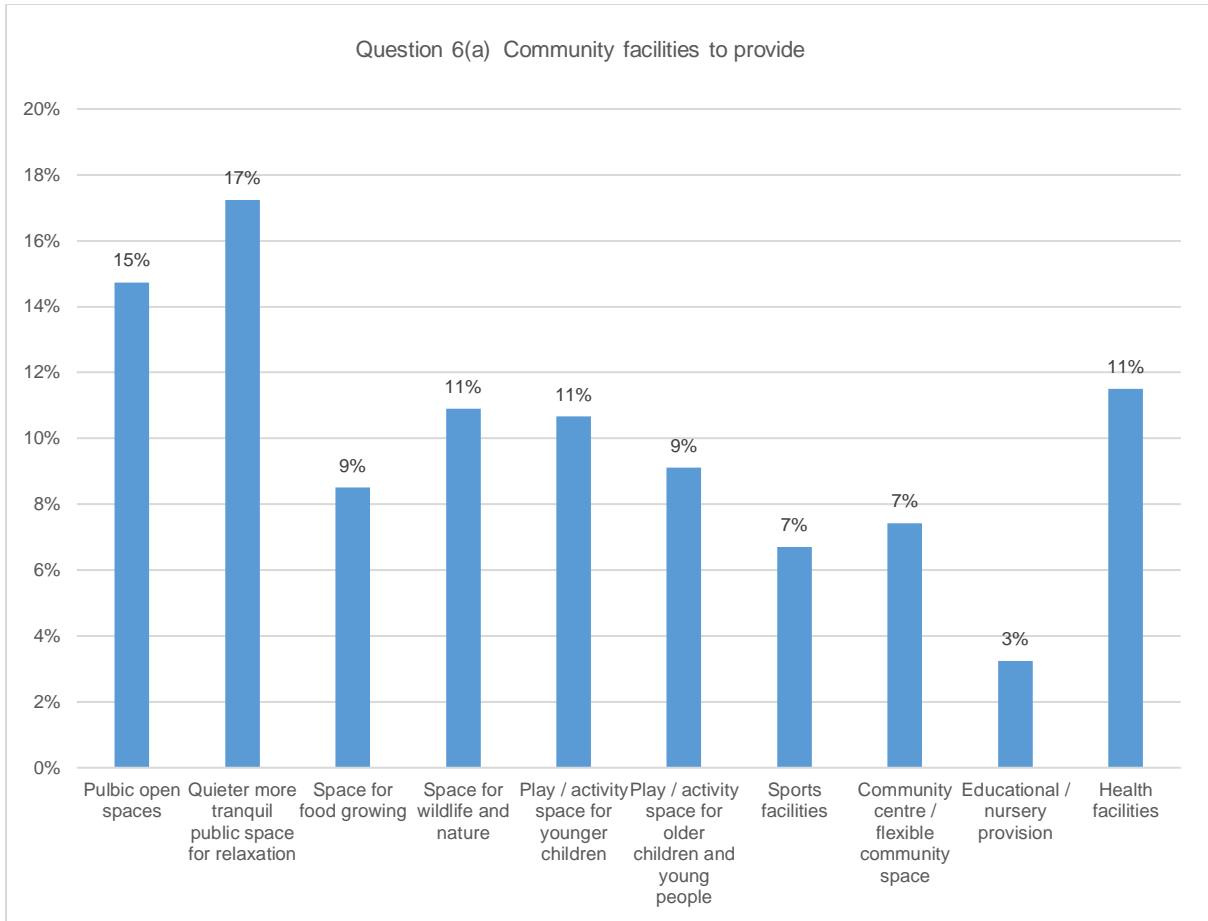
- 3.26 Many concerns did come through around building heights and in particular the scale of the draft Morrisons proposals and the view that it is not fitting with the character of the area. A local resident expressed concerns that tall buildings would result in a large amount of open space around them and that lower more dense and closed in development would feel more urban and characteristic of Camden Town. Another concern was the feeling that the framework is promoting 'mega density'. It is noted that this is not directly related to the heritage of the Camden Goods Yard area. It is clear though that residents feel that the single biggest threat to the heritage of the area is the height of future development.
- 3.27 Further to this, a small number of residents noted the potential for high density development to adversely impact the heritage and character of the area. A number of residents from Edis Street felt the Council was treating developers more favourably than local residents in that they have been refused planning for small scale improvements yet the framework appears to encourage maximum development.

## Health and wellbeing and environmental sustainability

### Survey responses

*Q6(a) – The draft framework recommends that a range of community facilities be provided in this area. Please tell us what you think are the most important community facilities by ranking your top 5 from the list below.*

Option	No	%
Public open spaces	123	15%
Quieter more tranquil public space for relaxation	144	17%
Space for food growing	71	9%
Space for wildlife and nature	91	11%
Play / activity space for younger children	89	11%
Play / activity space for older children and young people	76	9%
Sports facilities	56	7%
Community centre / flexible community space	62	7%
Educational / nursery provision	27	3%
Health facilities	96	11%
Total no of people who responded	62	100%
Total score ranking	835	



3.28 All of those surveyed responded to this question. The highest number of responses (17%) prioritised having quieter more tranquil open space for relaxation. The second most important priority (15%) was for public open spaces. This was followed by 11% prioritising space for food growing, 11% prioritising play activity space for younger children and 11% prioritising health facilities.

Q6(b) – Are there any other community facilities that you think should be considered?

Community facility	No.	%
Schools	1	4%
Affordable workspaces for start-ups	1	4%
Community workshop	1	4%
Parking for those who need it for work	1	4%
Sports facilities	10	37%
Children's play area	1	4%
Wildlife	1	4%
Food growing	1	4%
More recycling dumpsters	1	4%
Organic produce	1	4%
Covered picnic spots	1	4%
24/7 Security team	1	4%



24/7 high resolution directional CCTV	2	7%
24/7 public toilets	1	4%
Protective barriers of residential areas from tourists and NTE areas	1	4%
Performance space open for general community use.	1	4%
Already have these facilities, development can be done without tall buildings	1	4%

3.29 44% of those surveyed provided a response to this question. Sports facilities had the highest number of comments (37%) with most mentioning a gym, swimming pool and sports grounds. This is followed by having 24 hour high resolution CCTV (7%). There seems to be some contradiction in the responses here as sports facilities were not considered a priority in part (a) but then is the most mentioned topic in part (b) when respondents were provided with an open ended question.

### Written responses

3.30 Only a limited number of comments were received relating to open space, community facilities and health and wellbeing. A few of the main responses included:

- General support for approach to open space and biodiversity.
- Green space on Juniper Crescent should be preserved.
- Increase in density should be supported by appropriate community provision including school places, GPs and other services/amenities.

### Safe and welcoming place

#### Written responses

3.31 Comments about anti-social behaviour and safety included:

- Anti-social behaviour arising from the night time economy and overspill into residential areas.
- Commercial and residential uses should be separated to avoid conflict.
- Concern about opening up the residential areas and encouraging footfall which could bring more anti-social behaviour.

### Placed-based guidance

*Question 7 – The final section of the draft framework focuses on specific areas (set out on pages 37-51 of the draft Framework). If you would like to make comments about one or more of the areas please provide them below.*

#### Chalk Farm Road

#### Questionnaire responses

3.41 Ten respondents submitted answers to this question. A broad spectrum of responses was received with some respondents citing some very specific concerns. A breakdown of the responses received are set out below.

Theme	No.	%
Make Chalk Farm Road an active frontage	1	7
Retain petrol station	1	7
More pedestrian routes to supermarket and Primrose Hill	1	7
More footfall would increase noise pollution from clubs and shoppers	1	7
Keep commercial activities	1	7
Wall near Roundhouse needs to be handled sensitively	1	7
Remove visual impact of petrol station	1	7
One Housing Group and Morrison's application should come forward together	1	7
Height should be same as adjacent buildings	1	7
Development should consider increase in deliveries	1	7
Development should protect heritage	1	7
Development should reduce anti-social behaviour	2	15
Retain existing character	1	7
Remove the blue Seifert Building	1	7

3.42 A range of opinions were put forward for the Chalk Farm Road area with no single issue being raised multiple times other than the issue of anti-social behaviour which has been raised consistently throughout the consultation.

### Written responses

3.43 A number of responses, specific to Chalk Farm Road, were received by stakeholders and local groups. The Camden Cycling Campaign, Historic England, Morrison's, the Primrose Hill CAAC, and the Juniper Crescent TRA all submitted comments on the Chalk Farm Road area. The issues raised include:

- Pedestrian and cycle improvements required for the Chalk Farm Road area;
- Any proposals would need to assess the significance of the existing heritage features;
- Development should not reflect the scale of development on the opposite side of Chalk Farm Road;
- Proposals should respond to the distinctive character of Chalk Farm Road as well as the local community needs and heritage issues;
- The limited access to Chalk Farm Road currently protects the community from the problems that are faced by more accessible communities.

### Morrisons

### Questionnaire responses

3.44 Thirteen respondents submitted answers to this question. The most notable responses received are set out below.

Theme	No.	%
Replace supermarket like-for-like	2	10
Petrol station should be retained	2	10
14 storeys is too high	2	10
Proposal is too high	2	10
Too isolated	2	10

3.45 Respondents have identified that they would like to see both the supermarket and petrol station retained as part of proposals for the Morrison's site. A number of responses note that proposals are considered too high and that, more specifically, 14 storeys is too high for the site. Two respondents noted that the proposal is too high but this appears to be in response to the Morrisons proposal rather than the framework.

### Written responses and consultation drop-ins

3.46 Historic England, Morrison's, One Housing Group and the Juniper Crescent TRA all submitted representations on this topic. The following comments were made:

- There is an opportunity for the development to reflect the robust and characterful industrial heritage of Camden Town;
- The current site is low density and sub-optimal;
- Development should minimise the impact on adjacent residential areas;
- Development should respect the existing character and streetscape of the One housing Group Estate.
- Drop in event commetents included- Concern about the scale of the Morrisons proposals;
- Thinks the height guidance is giving Morrisons free reign for tall buildings and is encouraging Morrison's to go even higher;
- Does not want the character of the area to change and feels the Morrisons proposals threaten this.

### Interchange and the market edge

#### Questionnaire responses

3.47 Ten respondents submitted answers to this question. A broad spectrum of responses werereceived with some respondents citing some very specific concerns. A breakdown of the responses received are set out below.

Theme	No.	%
New access routes	2	13
Keep the uniqueness of the market	1	7
Seems an extension to the Camden Market	1	7
Remove connection between Morrisons and Horse Tunnel Market	1	7
Create route via Interchange steps	1	7
Development should consider taxis and deliveries	1	7
Cobbles should be protected as a heritage asset	1	7
Development should reduce anti-social behaviour	1	7
Residential areas should be protected from noise associated with the market	1	7
The link between Gilbey's Yard and Camden Lock Place should remain closed	1	7
Sightlines from blocks C & D should be protected.	1	7
No pubs or restaurants should be allowed	1	7
Site should remain an island	1	7
Interchange building should be integrated into the scheme	1	7

3.48 A range of opinions were put forward for the Interchange Square and Market Edge site with no single issue being raised multiple times other than the desire for new access routes. Some responses received with specific reference to the Morrisons scheme rather than the framework itself.

### Written responses and consultation drop-ins

3.49 Historic England, GLAAS and Market Tech all submitted representations for this site. The following comments were received:

- Any proposal should be driven by a thorough understanding of the historic significance of the site and identify opportunities to reveal this;
- The site lies in an Archaeological Protection Area. The framework should protect the industrial heritage of the site both above and below ground;
- Great opportunity to expand the commercial offer from the adjacent market areas.
- Comment at the consultation events- Camden Markets should not spill into this site.

### The Canal and Gilbey's Yard

#### Questionnaire responses

3.50 Thirty-five respondents submitted answers to this question which is the highest response to the place-based sections of the framework. As the majority of respondents are residents from Gilbey's Yard, it is not surprising to receive the largest amount of responses on a site that affects the place where most

respondents live. A broad spectrum of responses was received with some respondents citing some very specific concerns. The most notable responses received are set out below.

<b>Theme</b>	<b>No.</b>	<b>%</b>
Morrisons and OHG application should be considered together	13	19
Development should prevent noise disruption from overcrowding	9	13
Development should consider taxis and deliveries	8	11
Protect cobbled street heritage	8	11
Development should reduce anti-social behaviour	8	11
Remain unchanged	7	10

- 3.51 Almost 20% of respondents considered that the Morrisons and One Housing Group applications should be considered together. Respondents also felt that development should prevent overcrowding, anti-social behaviour, remain unchanged altogether and consider the level of taxis and deliveries that would be required as a result of the development.

### **Written responses and consultation drop-ins**

- 3.52 The Camden Cycling Campaign and Historic England submitted representations on this topic. The following comments were received:

- Chalk Farm Road needs a cycle crossing from Ferdinand Street with two-way cycling on the road up to the superstore from opposite Ferdinand Street. There would then be a decent track to Gilbey's Yard linking to the road over the canal bridge;
- There are potential opportunities to better reveal an understanding of the relationship between the subterranean connections, tunnels, canal and major infrastructure which should be encouraged.
- Consultation drop-in comments included- Like that the area is more quiet at the moment, but many more people will be living there and coming through;
- Concerned about what will happen to the buildings on Gilbey's Yard if Oval Road is made wider;
- Concern about what would happen to their homes and being moved out.

### **Juniper Crescent**

#### **Questionnaire responses**

- 3.53 Eleven respondents submitted answers to this question. A broad spectrum of responses was received with some respondents citing some very specific concerns. The most notable responses received are set out below.

Theme	No.	%
Juniper Crescent should remain a gated community	1	7
Residents like being separated from the market	1	7
Welcome the connection with Gilbey's Yard	2	14
Keep development low rise	1	7
Poor quality development	1	7
Welcome increased pedestrian access	1	7
Remain consistent with current developments	1	7
Preserve the layout and community of Juniper Crescent	2	14
Do not support any development	1	7
Focus on social housing	1	7
Create a pedestrian route along the railway edge all the way to Primrose Hill Tunnel east portals	1	7
Count of Remove the connection from Morrison's car park to Horse Tunnel Market	1	7

- 3.54 Two respondents welcomed the connection with Gilbey's Yard while another respondent considered that Juniper Crescent should remain unconnected to the surrounding area. Further to this, two respondents considered that the Juniper Crescent layout should be preserved. A range of other comments were raised with respondents not focussing on one single issue as displayed above.

### Written responses

- 3.55 Historic England, the Goods Yard Working Group, and the Juniper Crescent TRA all submitted representations to this issue. The following comments were received:

- The statement "maximise views" in respect of the Roundhouse implies that maximum visibility is desirable. The focus, scale and opportunity to improve views should be informed by an analysis of context we would therefore recommend this is changed to "improve".
- Unfair depiction of Juniper as 'isolated' and in need of redevelopment.
- Opening up the Juniper Crescent estate will not be beneficial for any residential area, and will instead detract from the safe, secure, secluded and successful residential feel of the site.
- The 'isolated' site has allowed the estate to develop into a strong residential community, instead of a thoroughfare for people attempting to access Morrisons and the local nightlife.
- Any proposed redevelopment should result in an increase of much needed social and affordable housing.
- The value of green space should be acknowledged in the framework, and it should be written in a way to ensure that this is preserved or re-provided.

## Consultation events

3.56 The following comments were raised concerning Juniper Crescent:

- Residents like the fact that it is a quiet area. Camden Town is so busy with so many visitors, prefer that this area is quiet;
- Concern about what would happen to their homes and being moved out;
- Residents were concerned by the routes that would be passing through Juniper Crescent.

## Railway edge

### Questionnaire response

3.57 Six respondents submitted answers to this question. A breakdown of the responses received are set out below.

Theme	No.	%
Welcome open space	1	17
Welcome connection between railway edge and Primrose Hill Station	1	17
Biodiversity is important	2	33
A connection for pedestrians and cyclists would be excellent	1	17
Connecting Oval road and Chalk Farm bridge is a good idea	1	17
Concerns with noise and anti-social behaviour	1	17
Do not want to see a street with buildings on both sides	1	17
Create a pedestrian route along the railway edge all the way to Primrose Hill Tunnel east portals	1	17
Remove the connection from Morrison's car park to Horse Tunnel Market	1	17

3.58 This is the first time throughout the consultation that the issue of biodiversity has been raised. A number of different concerns were raised including the aspiration for open space, new connections for pedestrians and cyclists. Whilst very specific individual cases were raised, it is apparent that new connections are a priority in this area.

## Written responses and consultation drop-ins

3.59 Historic England, Morrison's and the Goods Yard Working Group submitted representations. The following comments were received:

- Consideration could be given to planning obligations for condition surveys, repairs and access;

- Reconsider two sided street along railway edge;
- Consider that there should be three main routes through the site, low level mixed use route nearest town centre; central pedestrian street linking Oval Road (and taking service vehicles); green pedestrian/cycle route along the railway edge.
- The railway should be made a feature of. The greenery shown on the plans adjacent to the railway on the southwest would obscure this.

## Network Rail site and Primrose Hill Station

### Questionnaire responses

3.60 Six respondents submitted answers to this question. A breakdown of the responses received are set out below.

Theme	No.	%
Access between Primrose Hill Station to railway edge	1	25
Pedestrian routes to Adelaide Road nature reserve	1	25
Re-open the station	1	25
Improve pedestrian routes	1	25

3.61 Access and connections are prevalent here. Respondents raise a number of areas where improvements to access could be made including improved access to Primrose Hill station, the Adelaide Road nature reserve, and pedestrian routes in general.

### Written responses and consultation drop-ins

3.62 The Camden Railway Heritage Trust, One Housing Group and the Primrose Hill CAAC submitted representations. The following comments were raised:

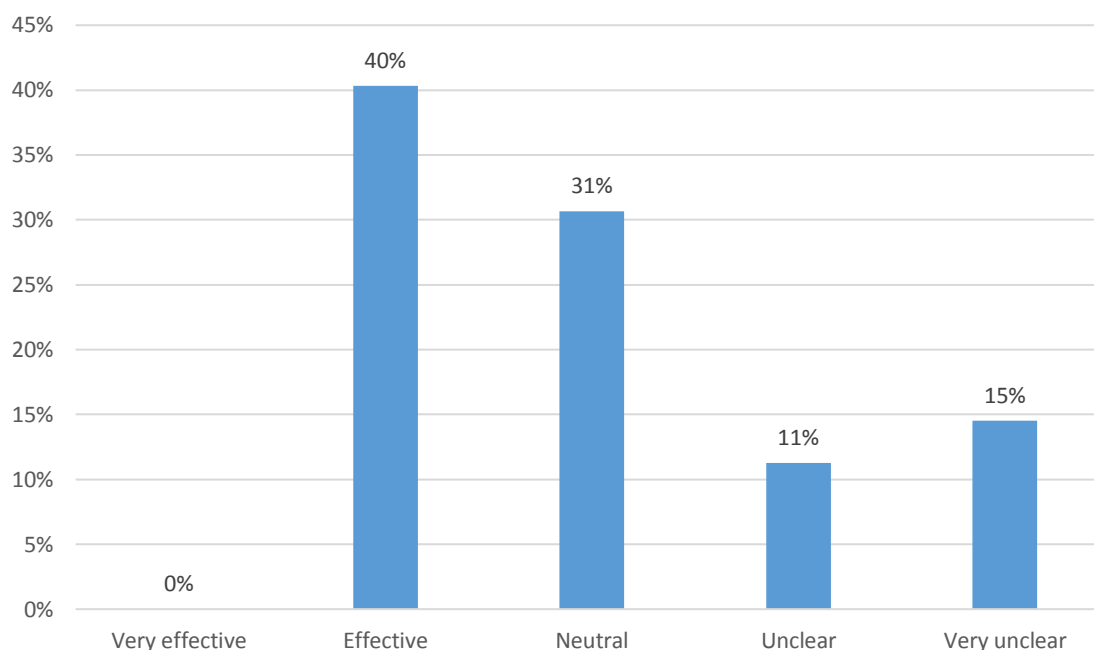
- Consider a piazza that provides a view of Primrose Hill Tunnel east portals (either off Adelaide Road or on the opposite side) connecting this Grade II\* listed structure with the Roundhouse and Winding Vaults via a pedestrian walkway;
- The suggestions for access improvements should consider that it is subject to an agreement being reached between third parties.
- Respondents welcomed the views regarding the Primrose Hill station.
- Residents were pleased to see that the Primrose Hill Station would be futureproofed.

### Other comments

*Question 8 – How effective are the images and maps in the draft framework at communicating information? Tick the one which best reflects your opinion.*



Q8. How effective are the images and maps in the draft framework at communicating information? Tick the one which best reflects your opinion



3.63 98% of respondents provided a response to this question. 40% found the images and maps in the framework to be effective at communicating information compared to 26% finding them to be unclear or very unclear. 31% provided a neutral response.

*Question 9 – Do you have any other comments?*

3.64 Of the 62 responses received, 22 respondents submitted answers to this question. The most notable themes to be raised were as follows:

Theme	No.	%
Do not make development too large scale	4	10
Drawings are confusing	3	8
Prevent noise pollution	3	8
This is a great opportunity	2	5
Visual impact too high	2	5
Maintain existing character	2	5
Money making scheme	2	5
Protect heritage of area	2	5
Remove ant-social behaviour	2	5
Proposal will lower value of my property	2	5

3.65 A range of topics was raised by respondents. Respondents were most concerned that the proposed development of Morrisons would be too large a scale. Others noted that this was a great opportunity but were mindful of the implications of

development including noise pollution, visual impact, impact on heritage and the impact on the existing character of the area.

### **Written responses and consultation drop-ins**

- Support the idea of the wider highline connection;
- Considered that the maps are quite difficult to understand;
- Keen to include affordable workspace;
- Concerns about the length of time construction will take and to the disturbance to the area.

## APPENDIX 2: DROP-IN SESSIONS SUGGESTIONS BOARD

# Suggestions- Grouped by theme

