

## Camden's Core Strategy Issues and Options - Consultation report

### 2. List of Respondents

The following organisation and individuals submitted written responses to the Camden Core Strategy Issues and Options Paper or the consultation leaflet. Three anonymous responses were also received.

A J Crouch	Government Office for London
Andrew Gillman	Great Ormond Street Hospital for Children
Andrew Smith	NHS Trust
Anne Beresford	Greater London Authority
Argent (King's Cross) Limited	Hines UK
Barbara Hughes	Home Builders Federation
Barclays Bank PLC	Hugh McCormick
Barratt Homes Ltd	Indigo Planning
Barton Willmore	Inkerman Area Residents Association
Bill Erickson	Joanne Morgan
Bin Tivy	John Howse
British Land	Julia Samuel
British Library	Kennet Properties
British Waterways London	Legal and General Property Ltd
Camden Environmental Health Team	Leighton Road Neighbourhood Association
Camden Green Group	Liz Heaney
Camden Lock (London) Limited	Lois Dyer
Camden NHS Primary Care Trust	London Camden Congregation of
Camden Parks and Open Spaces	Jehovah's Witnesses
Camden Town Unlimited	London Fire and Emergency Planning
Cancer Research UK	Authority
Carmen Sairally	London School of Hygiene and Tropical
Caroline Cooper	Medicine
Charlotte Street Association	Luca Salice
Councillor Philip Thompson	Mark Pinchin
Craig McWilliam	Martino Cartella
Dartmouth Park CAAC	Mayer Hillman
David Bieda	Medical Research Council
David Kaner	Metropolitan Police Authority
Deirdre Krymer	Metropolitan Police Camden
Derwent London Plc	Michele Potel
Downshire Hill Residents Association	Mobile Operators Association
Dr Joan Maw	Muller Property Holdings Group Ltd
E N Hawkins	Natural England
EJ Madden	Network Rail
Emma Jones	Nigel Walmsley
English Heritage	Patrick Swann
Environment Agency	Peter Ratzer
Fairview New Homes Ltd	Polly Shields
Fordwych Residents Association	Primrose Hill Conservation Area Advisory
Gareth Printaine	Committee
Gianni Franchi	Ralph Scott
Gill Arnold	Royal Veterinary College
Gina Egan	Royal Veterinary College

*Core Strategy Issues and Options consultation report*

Ruth Wreford  
S Montague  
Sainsbury's Supermarkets Ltd  
School of Oriental and African Studies  
Sean Mahaffey  
Simone Coles  
Spaces Properties Limited  
Sussan Rassoulie  
Swiss Cottage Area Forum  
Terence Murtagh  
Tesco Stores Ltd  
Thames Water Utilities Limited  
The Garden History Society

The Institute of Education  
The School of Pharmacy  
Theatres Trust  
University College London  
University College London Hospitals NHS  
Foundation Trust  
University of London  
Wellcome Trust  
West Hampstead Local Consultation Group  
WHAT (West Hampstead Amenity and  
Transport)  
WM Morrison Supermarkets PLC

## 5. Report on Stakeholder Workshops

### **Report on the Local Development Framework Stakeholder Workshops By Lynda Addison - Addison & Associates**

This report summarises the issues discussed and points of view raised by attendees at two stakeholder workshops held on the 7<sup>th</sup> and 8<sup>th</sup> of August 2007. They are not in a priority order below; the priorities are highlighted in the later section. The detailed notes from the events are available in full, on request.

#### **Attendee list:**

Tues, 7.08.07		
First name	Surname	Organisation
Elliot	Kemp	London Borough of Islington
Louisa	Jean-Baptiste	Training Link
Ian	Runeckles	British Waterways London
Claire	O'Brien	Greater London Authority
Thomas	Carpen	Greater London Authority
Alice	Spanton	Notting Hill Housing Trust
Ryan	Victa	Healthy Urban Development Unit
Sarah	Burgess	CABE
Joanna	Copping	PCT Camden - Public Health (HIA)
Nic	Durston	Groundwork North London
Donna	Turnbull	Voluntary Action Camden
Charles	Nwufoh	Springboard UK Ltd
Barry	Kelly	Camden - NHS PCT
Lynda	Addison	Addison Associates (Facilitator)
David	Joyce	London Borough of Camden
Rosita	Aiesha	London Borough of Camden
Celeste	Giusti	London Borough of Camden
Emma	Fenton	London Borough of Camden

Wed, 08.08.07		
First name	Surname	Organisation
Jill	Aeppli	Disability in Camden - DISC
Andrew	Amoah	London Development Agency
Tom	Clarke	London Wildlife Trust
Dominic	Coath	Natural England
Barbara	Herridge	North London Waste Authority
Andrew	Horne	London Chamber of Commerce
Eshan	Karunatileka	London Borough of Barnet
Liz	Lightbourne	Environment Agency
Mathew	McMillan	Camden Town Unlimited

**Addison & Associates**  
**20.08.07**

Monica	Riveros	Age Concern Camden
Anna	Scott	Environment Agency
Andrew	Shaw	Transport for London - Land Use Planning
Christopher	Sumner	London Historic Parks & Gardens Trust
Allan	Thomson	Transport for London - Tube
Jill	Warren	London Borough of Haringey
Lynda	Addison	Addison Associates (Facilitator)
David	Joyce	London Borough of Camden
Rosita	Aiesha	London Borough of Camden
Celeste	Giusti	London Borough of Camden
Emma	Fenton	London Borough of Camden
Brian	O'Donnell	London Borough of Camden

## Discussion of the issues facing Camden

There was considerable agreement at the workshops on the key issues although the focus at each meeting was different, reflecting the interests of the attendees.

### **Generic issues**

The Council needs to focus on areas of deficiency and needs to apply this approach across the board developing innovative solutions. One way of doing this is through communication with local people and the need for a clear consultation strategy was raised along with concern that for effective community engagement it was important that all groups are reached. Forward Planning and development control need to be supportive and work closely with one another. The appropriate use of planning gain was also seen as an issue. Encouragement of local development and involvement was suggested with devolved budgets and improved local democracy but concern raised about the impact of “geographies of power”. It was felt that the plan needed to be flexible enough for it to adapt to each site.

### **Climate change**

Climate change and green issues were a key concern. The groups agreed that there was a need to create an evidence base for carbon emissions and minimise these from existing and new developments. The use of district heating and Combined Heat and Power systems was also raised. Participants thought that evidence on these issues could be obtained from GLA, GIGL, NHS, Environment Agency, Opportunity mapping, PPS9 and Thames water (sewer capacity and flooding).

### **Economic disparities**

There are borough level disparities between economic development and income. There needs to be discussion between boroughs concerning growth and how to deal with disparities between local boroughs. The growth of Kings Cross is a major development and will help maintain Camden as an economic centre and this needs to be case throughout the borough. There is a need to encourage good business and employment opportunities for local people that are accessible for all. Education and training should help tackle barriers to employment and be focused on local jobs options. New businesses and jobs should be targeted to cater for local

skills levels and the local population informed. There should be a long term interest in development of skills within the local population, especially those who are unemployed, to encourage them back to work. Access to affordable child care was also seen as a key element for employment.

How will enough jobs be created with a growing population, does the Council need greater inward investment? The question was raised regarding whether regeneration and the new jobs will benefit local people as past experience tends to suggest that the growth will not benefit the local people: it is a question of how to break this cycle and sustain the wider benefits. Evidence needs to be gathered on what the underlying causes are of social deprivation as there is a perceived geographical concentration in the south alongside a lot of the growth areas. There seems to be pressure on employment land - to change the use of business premises to housing and other uses but affordable business space is needed with community space for small businesses. Businesses are concerned about transport issues especially the existing transport networks' over-capacity both in terms of tube and road networks.

### ***Transport***

The possibility of Crossrail plus an increase in energy efficiency in cars, along with reducing by 10% the number of cars in town centres, may relieve some of this pressure in the view of some attendees. There are currently competing growth areas, e.g. the Olympics, and growth in the borough needs to be rebalanced with improved linkages across the borough and with other boroughs including canal links to site.

Adjacent boroughs have the same issues with problems of - through traffic, public transport over-capacity, the impact of increased car use and keeping up with increasing transport demands, which is felt to be beyond the boroughs. The Northern Line needs to be improved both in terms of capacity and reliability. An increase in integrated public transport is needed with more walking and cycling networks to be put in place with the expectation that all transport should be accessible and be linked together to form safe routes. There needs to be a reallocation of space for green transport which needs to be promoted as traffic creates barriers and deters pedestrians. Future requirements to meet expected growth need to be thought through to safeguard their feasibility and ensure alternatives available if necessary e.g. cross river tram. The Channel tunnel rail link and associated changes in the area will increase its' attractiveness and there therefore needs to be areas for new business and facilities for smaller businesses put in place. There needs to be thought given to parking availability within the borough.

There are four major schemes planned: Camden, Kings Cross, Cross rail/ tram and Hampstead and these also need to include major control emissions zones with red routes, cycle parking, pedestrian foot paths and phasing. The Euston Road needs to be made pedestrian friendly. It is important to remove the gyratory. Evidence for this can be gathered from the existing tube capacity, traffic counts, pedestrian flows, air quality, accidents, modelling of waste transport and the projected number of movements from new developments. This can be obtained from statutory bodies including Camden, TfL and the Mayor, developers/ companies and the Environment Agency.

### ***Waste***

There needs to be discussion on how to manage waste as the amount has increased so has its movement as a result of population increase. The Unitary Development Plan and the London

Plans have advanced more sustainable transportation modes including reducing waste and movement; local disposal and disposal at home and puts pressure for waste management on to each borough but there is not enough borough level space provision. 'Dumped rubbish' is a problem both in terms of residential and businesses waste with bulky items being fly-tipped. Thought needs to be given to waste water and the connectivity of systems e.g. SUDS, grey water use, swales and filters. There needs to be a reduction in pollution.

### **Liveability**

The liveability of spaces to meet growth needs to be thought through with the provision of amenities within walking distance; managing pressures from different users; increased funding; where surface run off goes, and the links to open space. The mixed use of space, design of new spaces and use and re-use of existing buildings along with bringing out the best of the benefits from new residents can help to improve liveability. Liveability can also be improved through e.g. the regeneration of old buildings where feasible; an increase in the manufacture of sustainable buildings and products by 10%; the design of new buildings including energy efficiency measures; increased water efficiency through using rainwater; requiring buildings to have green/brown roof etc; considering how we design buildings and areas; and the planning department and profession encouraging innovation in design.

There needs to be a change in priorities and the way money is spent. The creation of streets as places for people to enjoy by, for example, making a cleaner environment by planting more trees to mitigate climate change effects. There needs to be protection of areas with special interest and those with a cultural/ community identity e.g. Camden Town. This can be supported by stopping the homogenisation of the High Street and preventing retail chains through encouraging good business. Camden institutions need protecting through a protection of relevant available land.

There is a lack of access to green space especially in the south east plus a lack of connectivity between the spaces. Green space is needed for physical activity and exercise and to support biodiversity. There is pressure on open and public space, including allotments, for development and there needs to be a focus on the protection and use of the borough's existing green space. It was suggested that an increase in green space on the street would improve connectivity and promote people movements over traffic.

The connectivity and networks of green space need to be re-enforced e.g. the canal is impoverished and if this is improved it can help create a better environment and linkages. The relationship with the canal needs to be improved as there is building right up to the edge of the canal: this should be avoided and leave space on the canal side for walking. The canal boats themselves are underused and could be used more for leisure and wider transport uses. The community needs involvement in developing and promoting green space. There is seen to be a lack of burial space within the area.

### **Housing**

New housing developments need to be accessible (physically), affordable, near employment and have accessible transport provision and designed with the life time implications thought through. There needs to be an increase in the amount of family housing and the issue of 'over crowding' needs to be addressed. The use of existing stock should be encouraged. It was suggested that high rise solutions should be built but it must be ensured that they are designed with safety in mind to stop children falling and are also not a suicide risk. A priority should be for

mixed diverse communities, both in terms of income levels and backgrounds, to break the social housing concentration and to help get rid of the 'them' and 'us'. When designing the development it needs to be clear who the homes are for and the aim should be to create long term communities and homes that can be flexible for the life time of the development with integrated land uses.

A smarter use of space will encourage users and make the areas more welcoming. The new developments need to integrate with the existing community and this needs to be considered at the design stage along with safety by design e.g. lighting. The provision of community facilities and green space was seen as key to the integration of the community and that developers should either provide it within the development or contribute towards off site provision with S106 being ring fenced for open space. The social infrastructure e.g. health services and education also needs to be put in place to increase social activity and integration.

There needs to be consideration of ways to restrict 'buy-to-let' as this will help reduce transient population and make the area more cohesive and build a sense of community. Facilities need to be in place for the transient population to link into and thought given to how to manage the transient population. It is also important to integrate young people or other people who are less involved. The gentrification of areas needs to be carried out with care and aimed towards affordability and key and non-classified workers. Occupancy levels need to be maximised.

There needs to be encouragement for people to stay in Camden so it is important to be especially sensitive to the needs of first time buyers possibly by ring fencing housing for local residents. Gardens or allotments need to be provided. The evidence for this whole aspect can be gained from the LA waiting list (10,000 in Camden), data from RSL, the Local Plan, the Electoral roll: re movement, from developers, Census, school roles, Empty Homes agencies and the authority on accessibility and people in inappropriate housing.

The impact of construction sites both during and post construction on the surrounding area should be added into the decision making process.

### ***Health***

Health inequalities within Camden were raised as a concern alongside the implications for the service requirements needs for the growing and aging population. An age profile of Camden is needed to quantify the future service provisions. The population has grown to more than 25,000 and this has an impact on health services with UCH increasing devolved community facilities and the suggestion of the use of 'polyclinics which can be hospital or locally based. There is also a growing accident rate due to the increase in population. A 'poor' environment is linked with mental health issues and those with mental health problems need well designed housing in place for them. There also needs to be a promotion of healthier methods of transport.

### ***Safety***

The perception of safety and its reality are often different and this needs to be resolved. Anti-social behaviour has a significant impact on people's lives and can lead to other crimes which in turn have further effects people's lives and their sense of safety. There needs to be a designing out of problems e.g. drug issues, safe and secure environment through CCTV and issues on the canal. The use of open space needs to be looked into and attacks to be dealt with to improve safety. Tackling social exclusion may also relieve some of these issues. There needs to be drug

action strategies, plans for night time economies, and the local and transient population. Sensible drinking through control and choice needs to be encouraged.

### **Other issues**

There needs to be provision for a quality and balance of entertainment with accessible and affordable leisure facilities. The first impression and visibility of attractions is the key and needs to be kept in mind. There was a suggestion that funding should be given to the voluntary and community sector.

### **Feedback on top five issues**

#### Group A

1. Climate change – reducing CO2
2. Promoting health and well being/ community safety (rate of accidents)
3. Areas of deprivation – sustainable mixed communities
4. Community cohesion
5. Employment policies – skill: jobs match
6. Social infrastructure – where and when.... Perceived and reality of safety

#### Group A

1. Sustainability
2. Cross cutting
3. Transport – energy efficiency networks
4. Housing stock/ design/ affordability
5. Environment – public realm/ open space access
6. Community and identity
7. Business development – global/ related to local environment

#### Group B

1. Addressing health inequalities
2. Integrating existing communities with new communities
3. Promoting canal – social/ environmental/ economic benefits
4. Housing – affordability and mix
5. Public green space – quality and type – whole network of public spaces, linking and improving visibility

#### Group B

1. Sustainability
2. Employment
  - a. Access to training
  - b. Childcare
  - c. Local jobs/ local people
3. Transport
  - a. Accessibility/ safety/ green
4. Housing
  - a. Affordability
  - b. Mix/ gentrification
5. Facilities/ infrastructure
  - a. Response to population change
6. Identity of neighbourhoods; KX/Camden Town/Hampstead etc

### **Discussion of how the issues might be addressed**

#### ***Climate change***

All aspects of the environment need to be taken into consideration from climate change to streetscape and drainage issues. Corporate and social responsibility needs to be taken for climate change and it will involve cultural and behavioural change across the board. It was suggested that the Council should fund local groups that do work in this field. The use of carbon off-setting should be investigated. New developments should be

carbon neutral with S106 money being used to achieve the cultural change but also adapting existing homes. An evidence base needs to be created with a mapping of current emissions, including an infra-red map of heat loss and each agency needs to be encouraged to take part.

### ***Health***

Health, well-being and safety need to be addressed and a number of ways of achieving this were suggested. For health and well-being suggestions included - the creation of additional open space with an open space strategy; the provision of health information and healthy eating, including 5 a day; encouraging walking and other transport modes; and the use of local shops through maps of local shops including food shops and access to good food at reasonable cost. Evidence for this could be found through a Camden 'Health Survey' and a PCT obesity study. The inequalities within health also need to be addressed with a focus on specific areas and improving options through housing, education and employment opportunities. Evidence can be gathered from health agencies, the annual public health report for Camden 2006, voluntary groups and all stakeholders. For safety the actual and perceived dangers are relevant and a reduction in the number of accidents was seen to be key issue to be addressed.

### ***Housing and communities***

Sustainable mixed communities need to be created with mixed housing types and uses that integrate with what is already in place. Housing issues which need to be addressed include the flexibility of planning; aesthetics of developments e.g. welcoming image with mixed tenure of areas; affordability and provision; good quality design; densities; energy efficiency; diversity; community services and facilities; and identity. The provision of an appropriate mix of uses in new developments is key to the development's success. By place making with individual town centres and redressing the traffic priorities to pedestrians the quality of space can be greatly improved.

A partnership approach with the RSL's and the possible use of PFI's etc to support housing was suggested as an approach. Decent homes are needed: some money has not been accessed in Camden as a result of an ALMO not being formed. The complexity of raising standards in old stock was recognised but it ought to be dealt with. An evidence base of resident's surveys and tenure mix data needs to be established. Community cohesion within new and existing developments needs to be created to address polarisation and employment issues and this can be promoted through the provision of open space with quality buildings, management and tenure.

Creating and maintaining cultural identity within areas and cultural quarters was highlighted. The liveability of areas was seen as a key issue with mixed uses and integrated work, youth facilities and encouraging set up routes for new businesses. Facilities should be responsive to change and use public knowledge and community participation to help keep up with demand. Open space should be provided for children to play in and these areas should not be built over. The canal needs enhancing and promoting to provide a functional asset with added social and environmental benefits and this should be integrated into canal side design. The LDF policies should emphasise this as being a key DC issue with Water Space Strategies and maintenance agreements based on evidence obtained from the GLS, British Waterways and customer surveys. The canal needs to be added to the strategic cycle network. There needs to be a visible

'Green Grid' of public open/ green space with better use of the existing space and an increase in the quantity, with biodiversity and nature conservation being an integral part of the strategy.

The physical and social infrastructure needs of the community need to be addressed through: education and schools; medical services and health centres; water; transport and reduction in traffic; promotion of local shops; shortage of open space in the south of the borough and linking S106 to use. Evidence for these needs can be gained from advance studies and the NHS.

### ***Transport***

There is a growing strain on the transport infrastructure currently in place and how the borough changes to face the future needs to be researched. There are a number of major transport schemes either under way or proposed that will affect Camden and these need to improve and relate to greener transport across the borough. The transport system needs to be accessible to all with integration of services both intra-borough and internationally. Development needs to be concentrated around transport provision. A poor transport system hinders business development. There needs to be a reduction in car travel with upgraded pedestrian and rail facilities. Evidence can be gained for these options through traffic modelling, air quality tests and accident statistics.

### ***Economy***

Business needs to look at Camden as an international destination and it is important to encourage local opportunities and entrepreneurship. With increased support for local business and engagement with local partnerships such as BIDS Camden can support commercial activity. The barriers to employment need to be removed with local jobs for local people, appropriate training and affordable child care. The promotion of more SME space and, through S106, making sure local people are employment and trained during construction and development. The Council needs to be proactive and not favour large commercial schemes.

### **The way forward for discussions**

The attendees felt that further thought was needed on the whole consultation strategy for the LDF process and the dissemination on what the LFD is for. A suggestion was the creation of a new steering group on the LDF with key partners who would add support to the process. The Council should undertake focus groups not public meetings and use specialist/ expert discussions which can then be brought back in and feed into the whole process as these all will help provide the required evidence. The use of umbrella groups was also suggested allowing the Council to start its consultations widely and narrow down as the issues and options develop and become clearer.

The Council's role needs to be proactive tapping into the voluntary sector and with regular meetings with stakeholders with common interests plus cross cutting meetings held as necessary. More meetings need to be held with adjacent boroughs allowing a sharing of information and experience. However, within the voluntary sector there is concern about consultation overload and therefore a new consultation approach is needed, not just new and further consultations. This may be helped by the development of a database on the voluntary sector so the Council can focus its approach. The Council

needs to bring together the CS/ UDP and the LDF, and one suggested way to achieve this is through using the Community Empowerment Network.

The Council needs to work with the PCT to formulate policies at an early stage with one to one sessions and brainstorming events. More detailed work with the PCT is also needed to incorporate evidence into the LDF and how to improve their input into the planning group. It was suggested that the Council also holds discussions with CABE to discover their position on the LDF proposals and with Groundwork who will give their expertise to the process. More use should be made of the LS

