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**From:** Patrick Marfleet  
**Sent:** 13 June 2022 10:49  
**To:** Planning Planning  
**Subject:** FW: Planning Application No : 2022/2019P - Camden High Line

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Patrick Marfleet  
Senior Planning Officer



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Dear Patrick Marfleet,

**Ref: Planning Application No. 2022/2019P**  
**Camden High Line Land between Kentish Town Road and Royal College Street including Camden Gardens and 223 Royal College Street and Camden Road Railway Station Camden Road London NW1**

I object to this planning application as it currently stands.



I completely support all the concerns or objections raised by Kate Gemmell, TRACT Chair, together with the concerns raised by Mr Alasdair Hawkyard.

Re: Camden HighLine Business Plan - 211215

*Para 2.2 ends - 'if delivered and maintained to a high standard, the Camden Highline can attract a substantial number of visits and be a major attractor.'*

I especially agree with all concerns raised by local residents regarding how security issues or anti-social behaviour problems for this major new project will be actively prevented and policed.

There is already a high level of open drug dealing and drug taking in the immediate area around Camden Station, our local streets and the Regents Canal.

Without a detailed, comprehensive, well funded, security and anti-social behaviour plan, including full time, well trained security stewards, I do not see how the proposed Camden High Line will be a pleasurable, safe experience for local residents, tourists or visitors.

Also, once delivered, to maintain and police all the proposed event spaces, together with the green areas envisaged, to the proposed high standard, will likely be resource heavy and potentially very costly.

Para 2.4 of the Business Plan - Key Assumptions - sub para 2 states:

*'We further assume that none of LB Camden, the Mayor's Office or the LEP are currently minded to provide a material amount of ongoing revenue support.'*

Therefore, I am unable to find any reference or business plan to cover policing the highline, its events, or funding to cover private security or stewards. Simply stating that 'Event Organisers' will bear all costs is surely just passing a critical local operational policing matter, together with responsibility for public safety, onto someone else.

I am unable to find any reference to funding allocation for security or policing within any of the cost allocations listed in the plan.

I am also unable to find any reference to CCTV consideration.

How will CCTV be incorporated along the whole of the HighLine? How will any future proposed system be designed or funded? Consultancy costs alone will be expensive.

Will CCTV cameras be linked to a private security centre or to the police? Will there be help stations along the highline for visitors to directly contact the authorities if there is, for example, an emergency situation, criminal activity is about to happen or has already occurred or a member of the public, or tourist, is concerned they are being followed?

How will security infrastructure be financed, maintained and operationally paid for on an ongoing basis?

The International Case Studies listed within the plan all operate, in the main, for 24 hrs a day. There are therefore many current public safety issues to consider. None are listed.

The HighLine presentation states that *'For much of its length, the Highline will be between 5 and 10m wide,'* yet also envisages very high visitor numbers throughout the plan

This is not very wide. For the numbers of visitors envisaged, how will the line be stewarded, during busy periods, to ensure safety and easy movement along the HighLine?

Letter To Camden New Journal. 26th May 2022, p. 16.

I have personally visited the Highline in Manhattan, NYC, as recently as February this year. I agree with the sections of the letter below.

Letter on the Camden High Line from Joyce Glasser in the Camden New Journal, 26 May 2022, p. 16.

"On the New York City Highline people sit on the benches in their Sunday best, they don't put their dirty feet on them. The Highline there prohibits dogs, bicycles, radios, scooters and smoking. It's a strollers' paradise. **Good luck with that in Camden.** the New York Highline has interesting sights to look out on from the Hudson River to graffiti by (it is reported) by Jean-Michel Basquiat, to sculptures and interesting architecture on both sides, all along the route and things to do at the start and finish making it a destination walk"

"Most significantly there are friendly but watchful stewards who patrol the NYC Highline who are barely visible - unless people are abusing it. Once the Camden Highline is built, decorated with greenery and open to all, will there be the budget to police and maintain it?"

The basic question is why, if the developers are seeking to imitate the NYC model (as they say), they have excluded many of its praiseworthy features from their designs and the submitted application?

Our family have been Camden residents for many, many years. We love Camden. But policing resources are thin on the ground as it is.

The Camden Highline business plan envisages the highline being a resource for local residents, together with tourists and visitors.

I would hope, considering the concerns or significant objections to the planning proposal raised by local residents, there will be a public meeting or ongoing public consultation arranged so the financial and operational viability of the scheme can be proven.

As the planning proposal currently stands, I would also ask the council to fully consider all points raised by concerned residents, together with the minimum conditions Kate, TRACT Chair, suggests to then be brought forward to secure any planning approval.

In summary, how will all the security and social disorder considerations be implemented into the business plan and costed? Will the business plan be updated for viability?

Yours Sincerely,

Paul Cank

