

Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Joe Hill	10/06/2022 23:42:24	OBJ	<p>In theory I don't object to the proposal of a green park / highline along the disused section of railway.</p> <p>However, the proposal for an events space is unacceptable as it will create noise that will impact severely on local residents of which I am one. The area is very quiet and peaceful for the most part and this proposal would destroy that and likely bring with it a great deal of anti social behaviour which is already a problem in this area (drinking, drug dealing etc). The event space would only make this worse.</p> <p>The proposal of viewing balconies would give people views directly into residents homes which would be a massive invasion of privacy.</p> <p>In addition, the idea of renting the space out for filming would create a great deal of disturbance in the neighbourhood, causing access and parking issues, not to mention the disturbance caused by light and noise especially if it were to take place at night.</p> <p>Therefore, I must object to your proposal unless you agree to the following conditions:</p> <ul style="list-style-type: none"> <li>No events to be allowed on the highline or Camden Gardens at any time</li> <li>Area for events space to become planting</li> <li>No paths to within 2.5m of the parapet wall to avoid overlooking residential properties</li> <li>Highline to be a controlled drinking zone</li> <li>No TENS licence for events or alcohol to be allowed at any time</li> <li>Filming to be restricted to two separate companies and for a maximum of 6 days per year in total</li> <li>If approved phase 1 works not to commence until all funding for phase 2 &amp; 3 are in place and annual maintenance funding is in place</li> <li>Park to close at dusk and open at dawn</li> <li>Police to confirm they will patrol the park re anti-social behaviour, drug dealing, illegal drinking etc</li> <li>No balcony to overlook Prowse Place as it looks into residential properties</li> <li>Review of access stair design to ensure the Highline is inaccessible when closed.</li> <li>All existing wild planting to be assessed for extraction and replanting when construction is complete to retain existing wildflowers</li> <li>No construction to take place when wildlife might be disturbed or harmed</li> </ul>
2022/2019/P	Andrea Carta	12/06/2022 14:57:07	SUPPRT	I am fully supportive of the Camden Highline as I think it would be beneficial for the neighbourhood. The current state of the disused railway tracks is very poor and a redevelopment with gardens, seating areas and walkways would improve the area overall.
2022/2019/P	Romy	12/06/2022 15:38:55	NOBJ	Fully support this wonderful proposal.
2022/2019/P	Romy	12/06/2022 15:38:58	NOBJ	Fully support this wonderful proposal.
2022/2019/P	Romy	12/06/2022 15:39:01	NOBJ	Fully support this wonderful proposal.

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2022/2019/P	Alkarim Jivani	10/06/2022 17:39:12	OBJ	RE: 2022/2019/P : Camden Highline Land between Kentish Town Road and Royal College Street

I am writing to object to the planning application lodged by Camden High Line for the proposed garden walkway on a section of disused railway between Camden Gardens and Royal College Street.

While I have nothing against the project in principle, I am concerned about the problems which could be created for those Camden residents who live along the route. My property in Ivor Street, along with those of my neighbours, backs on to the proposed development and it is vital that any planning permission safeguards us from 1) overlooking, 2) noise and 3) anti-social behaviour.

Alarminglly, there have been no consultations between Camden Highline and those who will be directly affected by these matters which suggests that this is not a matter to which they have given any thought.

#### Overlooking

The current plan shows pathways which are close to the parapet (the other side being a busy railway line used by both commuter and goods trains). This will, despite proposed planting, potentially allow highline visitors to look straight into people's gardens (and rooms on upper floors) and also allow litter (or worse) to be deposited over the parapet. Any planning permission should be subject to these issues being dealt with.

#### Noise

The main financial stream for the project will be sales of food and beverage and music events. The proposed venues are the arches in Prowse Place (specifically the former Warren Evans warehouse) and in Bonny Street. These are currently occupied (or could be occupied) by local businesses which would face eviction. More importantly, two small residential streets will be badly affected by amplified music and sound that will take place. Any planning permission should be subject to these revenue-generating events taking place elsewhere or for them to at least be subject to some restrictions in terms of the number allowed and the times of the day when they can take place.

#### Anti-social behaviour#

It doesn't appear as if any thought has been given to security or policing of the project to protect the park and its users from anti-social behaviour. Camden already has significant problems with illegal drinking and drug-taking - without regular patrols how on earth is the Camden Highline going to be a safe and pleasant place for its users to enjoy. Furthermore the lighting design suggests opening after dark, which will only exacerbate the problem.

Looking at the proposal from a wider perspective, this is intended as a major tourist destination which will attract many visitors but it is not clear whether local infrastructure can support it. Camden Town tube station is already struggling to cope with the numbers using it at weekends. A significant increase in numbers would be difficult for it to support and could lead to significant safety concerns. I was puzzled to see that the planning application suggests that the tube station will be redeveloped since there are no plans - nor the funding - to do so.

I also have grave concerns about the business plan which relies entirely on events, filming and F&B sales - in

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Camden Town there is intense competition on all those fronts and should these revenue streams not prove sufficient - how will the running costs be met - there doesn't appear to be fallback position.

In short this is a lovely idea in principle but there are huge gaps when it comes to how it would work in principle. Building and planting the thing are the easy bits, the difficulty is in running it successfully and making it viable as a usable amenity and this proposal alarmingly neglects pretty much every aspect of that.

I urge the council to consider this proposal in that light and, if minded to grant permission, to insist on all the necessary safeguards as enumerated above..

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2022/2019/P	Edward Sayers	10/06/2022 18:27:27	OBJ	<p>The proposal seems like a great idea if you don't look into it closely....</p> <p>I've sent a formal objection to conditions to the planning officer.</p> <p>The main issues in summary include:</p> <p>Overlooking - People will be able to look back into the houses on the south side of Ivor Street which is not acceptable.</p> <p>Safety - What is to stop someone walking thru the shrubbery to the wall on the highline, climbing it and causing damage to themselves and others?</p> <p>Noise - Unlike the suggestion in the proposal the sound of trains is not a major disturbance at all. They are barely audible. The sounds of voices and events is a totally different matter.</p> <p>Misuse of the space - without proper security and policing plans, it's highly likely the space will be used inappropriately out of hours as are many spaces in Camden for drug misuse, parties with portable speakers and so on.</p> <p>Ecology - We need to preserve wild natural spaces in cities. It's a haven for nature, and the extensive renovations would drive away existing species. A gentrified, replanted space is no replacement for that.</p> <p>Events - there are plenty of event spaces around. This highly residential area is not the place for another one. The financial planning leans hard into event use, and filming hire and the light and sound pollution would be unacceptable.</p> <p>I object to this planning application as it currently stands. We would like the council to consider as a minimum the following conditions of any planning approval:</p> <ol style="list-style-type: none"> <li>1. No events at any time outside the CHL park opening hours</li> <li>2. No events at any time in Camden Gardens</li> <li>3. No licenced areas at any time in the CHL or Camden Gardens, including TENS</li> <li>4. No amplified voice or music at any time (live or recorded) in either location</li> <li>5. No noise to emanate from the premises, so as to cause noise nuisance to local residents</li> <li>6. Redesign the access stair in Camden Gardens to prevent anti-social behaviour and climbing up to the Highline out of hours.</li> <li>7. Maximum of 2 filming slots per year over a maximum period of 6 days</li> <li>8. An overview of how anti-social behaviour will be actively prevented and policed</li> <li>9. No 'woodland balconies' to overlook residential properties</li> <li>10. All pathways to be a minimum of 2m inset from the parapet wall</li> <li>11. Planting to prevent overlooking to residential properties within 18meters of the parapet wall noting that if planting does not address the problem, then a screen maybe required</li> <li>12. No fixed retail in Camden Gardens. A mobile coffee van could be used.</li> <li>13. No seating areas to encourage groups of more than 6 to gather</li> </ol> <p>I would like to see a proper survey - either personally or a photographic study - clearing showing the view of our properties on the south side of Ivor Street from 5-7 foot head heights above the proposed floor height, at different distances from the parapet wall.</p> <p>Thanks.</p>

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2022/2019/P	Susan Davies	10/06/2022 19:21:19	COMMNT	<p>In the main I support the idea of the Camden Highline. Very particularly the relief of having a green walk for residents and visitors above the business of commercial enterprises below. Done thoughtfully this route would visibly enhance Camden's role as a Borough which works hard to raise its environmental program and encourage its residents to enjoy the benefits and to work towards the same ends.. I am less convinced that Camden needs more coffee shops or music venues, There are plenty of these and the Highline could be an alternative, a space which could be designated as peaceful for humans, birds and insects. Probably the odd fox! I write this last paragraph as a Camden resident.</p> <p>Closer to home I am a resident who lives in Royal College Street within the triangle which will be affected by whatever goes on near Camden Road Station.</p> <p><b>NOISE.</b> This triangle between Royal College street and Ivor Street is very peaceful and has a totally different noise ambience to the front on Royal College street. I was not content with the assumption that the noise made by the events would be an equivalent of already existing noise. I don't believe that and there should be a scientific assessment of present noise levels and an agreement not to go above that level in the future. We need to lessen noise and light pollution not increase it. 10 events a year will be concentrated in the Summer when windows of residents apartments will want to be open. A 10.30 end to an event will carry on until 11 or so with audiences leaving and the clearing up needing to happen. I am trying to be accurate rather than a kill joy. There may not be many of us but we are all working, tax paying people, some with young children who are asking for protection for ourselves and the value of our properties.</p> <p><b>OVERLOOKING.</b> There will need to be a watertight agreement that all trees, bushes anything that is a mask between Highline users and residents actually work and are then well maintained so that the dealing with noise and the problems of being overlooked are constant.</p> <p>I read this proposal which highlights the good but is weak on the detail of its whole proposal and in its treatment of those who live in close vicinity to the activities. More detail in all areas would be necessary and appreciated.</p> <p>I have walked the New York Highline and loved it. However it's events stage is placed at a point where there is real distance between the primarily commercial buildings and the Hudson River. The defunct Trainline between Highgate and Finsbury Park is peaceful and beneficial to many. The canal walkways near St Pancras and Camley street are beautiful and give calm.</p> <p>I am genuinely for anything which occurs in London and which supports it's green environment but please not more of the same commercialisation of Camden.</p>

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I imagine Camden Highline needs financial support and I hope these can be found without a concentration of activity taking place as it does in the present plan where it will have an impact on our lives.

The residents and the Borough need to have a clear and fair way of challenging the noise levels and the lack of privacy. So if this plan goes ahead a much more detailed set of parameters will need to have been laid out and agreed on between parties. If an overstepping of those parameters occurs we can then look together at what had been contractually agreed upon and move forward.  
But I am very aware how slippage can occur and arguments arise and that is a sad use of all our time.

I wish the green walk on the Viaduct very well and hope that the rest can be accomplished wisely and with a minimum negative impact on how the locals want to live their own lives.

I am a local re

2022/2019/P    Jennie Bird    12/06/2022 10:20:08    OBJ

I object to the development for the following reasons:

1. The proposed site lies well outside the recognised entertainment spine running from Mornington Crescent to Chalk Farm.
2. The area under consideration is predominantly residential. As a resident of Bonny Street, I have grave concerns about the negative impact of this.
3. There should be no viewing platforms along the High Line permitting people to peer into private homes.
4. An 'events' area was never raised at the preliminary consultations. I am very worried that there will be noise disturbance from open air performances. This is NOT acceptable in this residential area.
5. The events previously allowed in Garden Gardens had a very negative impact on the local area.
6. Access to the proposed High Line requires strict patrolling and regulation. Rather than commercialising the project through revenue from events, would it not be possible to pay to access and the highline using standards TFL payment methods, such as Oyster cards? This would also pay for strict patrolling.

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2022/2019/P	Farrah Rainfly	08/06/2022 11:11:31	OBJ	<p>I am writing to object to the proposed Camden Highline over concerns of safety, equal access and increased gentrification. Simon Pitkeathley was recently on BBC radio London discussing the project and failed to mention the events that will take place to keep this project viable. And refused to divulge the name of their main fundraising donor. PR around the Highline is not transparent. I have lived for 15 years in the (formerly named: Canteloves ward) Camden Square ward. We are used to seeing drug users and dealers using the walkways around the railway line and the open community gardens near Camley Street during the day and night. The Highline will provide no way of safeguarding against the use of drugs. I also do not want to see another privatised venture like King's Cross with paid security staff choosing who is worthy of walking the Camden Highline. The events that will take place to finance this private venture will create noise nuisance and unnecessary waste. I have walked the New York Highline. As other commentators have said, this proposed passage will not provide the same social value. The architecture around the Camden Highline; namely the houses of my neighbours are not built to absorb the noise and increased traffic that this project will bring. The New York highline "is managed by the non-profit organization Friends of the High Line under the jurisdiction of the New York City Department of Parks &amp; Recreation". For this project to be viable for the benefit of Camden residents it should be operated and managed by Camden Council. But at time when Camden cannot afford to even keep the streets clean this project is not viable. I understand they have spent a lot of money and time getting the project this far. However it is the residents of Camden that will pay the price. Including speculation that will lead to even more increased house prices. What will our area look like in another 15 years from now? The idea of the project is inspirational but the truth and reality of this project will be one that will cause local residents to compromise on their privacy and mental health. I would also like to state that in our area we received just the 1 leaflet to highlight the project. This project is not widely known about in the local area unless you are, say a CNJ reader. The truth is not many people engage with local news in the same way. The Highline has to truly consult all local residents especially those who live on the Estates surrounding the railway lines and in an appropriate way with those where many have English is an additional language. And the team has to be transparent on who their funders are and the true ongoing maintenance costs of running this project including the ongoing clean-up that increased footfall to the area will bring in the residential areas.</p>
2022/2019/P	Lucy	10/06/2022 08:58:23	OBJ	Completely overlook my kitchen and bedroom windows.
2022/2019/P	Margaret Shapiro	10/06/2022 15:03:21	SUPPRT	The Camden Highline will be a very special green, nature loving addition to the thriving urban environment that is Camden. The plans are terrific, very carefully thought out to provide a lovely environment for all who want to walk/sit/enjoy it. I really hope it goes ahead.
2022/2019/P	Ruth Mottram	10/06/2022 14:05:26	SUPPRT	I fully support this development and believe it will be a wonderful addition to this area, integrating nature and calmer spaces with the vibrancy of the culture already present here.

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Alarminglly, there have been no consultations between Camden Highline and those who will be directly affected by these matters which suggests that this is not a matter to which they have given any thought.

#### Overlooking

The current plan shows pathways which are close to the parapet (the other side being a busy railway line used by both commuter and goods trains). This will, despite proposed planting, potentially allow highline visitors to look straight into people's gardens (and rooms on upper floors) and also allow litter (or worse) to be deposited over the parapet. Any planning permission should be subject to these issues being dealt with.

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It doesn't appear as if any thought has been given to security or policing of the project to protect the park and its users from anti-social behaviour. Camden already has significant problems with illegal drinking and drug-taking - without regular patrols how on earth is the Camden Highline going to be a safe and pleasant place for its users to enjoy. Furthermore the lighting design suggests opening after dark, which will only exacerbate the problem.

Looking at the proposal from a wider perspective, this is intended as a major tourist destination which will attract many visitors but it is not clear whether local infrastructure can support it. Camden Town tube station is already struggling to cope with the numbers using it at weekends. A significant increase in numbers would be difficult for it to support and could lead to significant safety concerns. I was puzzled to see that the planning application suggests that the tube station will be redeveloped since there are no plans - nor the funding - to do so.

I also have grave concerns about the business plan which relies entirely on events, filming and F&B sales - in



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				<p>Camden Town there is intense competition on all those fronts and should these revenue streams not prove sufficient - how will the running costs be met - there doesn't appear to be fallback position.</p> <p>In short this is a lovely idea in principle but there are huge gaps when it comes to how it would work in principle. Building and planting the thing are the easy bits, the difficulty is in running it successfully and making it viable as a usable amenity and this proposal alarmingly neglects pretty much every aspect of that.</p> <p>I urge the council to consider this proposal in that light and, if minded to grant permission, to insist on all the necessary safeguards as enumerated above..</p>
2022/2019/P	Lauren Waterman	11/06/2022 00:40:52	SUPC	<p>I happily support this initiative and believe it could bring significant benefits to the Camden area, where I will soon be relocating to.</p> <p>I understand from the proposal that the ethos of this project is rooted in the local community, and hope this ethos is upheld in the plans to bring the Highline to line. Specifically:</p> <ul style="list-style-type: none"> <li>¿ Ensuring businesses uprooted by the plans (e.g. Hidden coffee) are looked after - perhaps having first refusal of Royal College Street units</li> <li>¿ Consideration of noise to local residents ¿ specifically re. events space</li> <li>¿ Safety of Highline and ensuring this is a policed appropriately to avoid attracting anti-social behaviour</li> <li>¿ Maintenance of Highline, ensuring this remains an area that positively affects the community in the long term</li> </ul>
2022/2019/P	Neil Roth	11/06/2022 21:53:18	OBJ	<p>As Hon. Sec. of Future Transport London, I have emailed to <a href="mailto:planning@camden.gov.uk">planning@camden.gov.uk</a> our detailed objection to this planning submission.</p> <p><a href="http://www.futuretransportlondon.org">www.futuretransportlondon.org</a></p>

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2022/2019/P	Anthony Meynell	09/06/2022 21:13:56	OBJ	<p>I am writing as a local resident and as the owner of a house close to the proposed performance space.</p> <p>I object to the plans that creates a destination park without being a neighbourhood amenity.</p> <p>I concur with all the points raised in the TRACT (Tenants Residents Associations, Camden Town) letter of objection, summarised here:</p> <p>No events to be allowed on the High Line or Camden Gardens at any time  Area for events space to become planting  Pre-existing greenery on viaduct north face behind Ivor Street to be reinstated  No paths to within 2.5m of the parapet wall to avoid casual voyeurism and looking down onto residential bedroom windows  High Line to be a controlled drinking zone  No TENS licence for events or alcohol to be allowed at any time  Filming to be restricted to two separate companies and for a maximum of 6 days per year in total  If approved phase 1 works not to commence until all funding for phase 2 &amp; 3 are in place and annual maintenance funding is in place  Park to close at dusk and open at dawn  Police to confirm they will patrol the park re anti-social behaviour, drug dealing, illegal drinking etc  No balcony to overlook Prowse Place as it looks into residential properties  Review of access stair design to ensure the Highline is inaccessible when closed.  All existing wild planting to be assessed for extraction and replanting when construction is complete to retain existing wildflowers  No construction to take place when wildlife might be disturbed or harmed</p> <p>The overarching impression appears to be an attempt to connect Camden Market to the new quarter of Kings Cross and Coal Drops Yard, via the novelty of a 'High Line', instead of using the existing canal walk.</p> <p>The influence and footprint of Camden Market has already reached east to Kentish Town Road. There is a danger in extending the commercial boundary of the market even further into residential streets by stealth. This plan has neither consulted, nor considered the immediate neighbourhood of different age groups and user groups, including wildlife. It does not relate to, or serve the residential streets below.</p> <p>Since 2017, the visible consequence of the High Line proposals have become more evident; from branding on Camden Road railway bridge to mirror Camden Lock style bridge, to developing Camden Gardens from a tranquil green space enjoyed by dog walkers, into a garish melange of brightly coloured corrugated metal theme park style installations.</p> <p>This year, the much loved and historic Ivor Street green natural 'living wall' space on the north face of the viaduct used by hundreds of nesting birds, has been removed and replaced by four unused bird boxes, creating an urban blight that developers can now argue needs 'improving'.</p> <p>These steps are indicative of the lack of regard the proposals have for local residents. Ivor Street is not an ugly street that needs reclaiming but a historic part of the Jeffreys Street Conservation area, and a rare quiet residential corner of Camden that should be protected.</p>

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2022/2019/P	Anthony Meynell	09/06/2022 21:14:02	OBJ	<p>I am writing as a local resident and as the owner of a house close to the proposed performance space.</p> <p>I object to the plans that creates a destination park without being a neighbourhood amenity.</p> <p>I concur with all the points raised in the TRACT (Tenants Residents Associations, Camden Town) letter of objection, summarised here:</p> <p>No events to be allowed on the High Line or Camden Gardens at any time  Area for events space to become planting  Pre-existing greenery on viaduct north face behind Ivor Street to be reinstated  No paths to within 2.5m of the parapet wall to avoid casual voyeurism and looking down onto residential bedroom windows  High Line to be a controlled drinking zone  No TENS licence for events or alcohol to be allowed at any time  Filming to be restricted to two separate companies and for a maximum of 6 days per year in total  If approved phase 1 works not to commence until all funding for phase 2 &amp; 3 are in place and annual maintenance funding is in place  Park to close at dusk and open at dawn  Police to confirm they will patrol the park re anti-social behaviour, drug dealing, illegal drinking etc  No balcony to overlook Prowse Place as it looks into residential properties  Review of access stair design to ensure the Highline is inaccessible when closed.  All existing wild planting to be assessed for extraction and replanting when construction is complete to retain existing wildflowers  No construction to take place when wildlife might be disturbed or harmed</p> <p>The overarching impression appears to be an attempt to connect Camden Market to the new quarter of Kings Cross and Coal Drops Yard, via the novelty of a 'High Line', instead of using the existing canal walk.</p> <p>The influence and footprint of Camden Market has already reached east to Kentish Town Road. There is a danger in extending the commercial boundary of the market even further into residential streets by stealth. This plan has neither consulted, nor considered the immediate neighbourhood of different age groups and user groups, including wildlife. It does not relate to, or serve the residential streets below.</p> <p>Since 2017, the visible consequence of the High Line proposals have become more evident; from branding on Camden Road railway bridge to mirror Camden Lock style bridge, to developing Camden Gardens from a tranquil green space enjoyed by dog walkers, into a garish melange of brightly coloured corrugated metal theme park style installations.</p> <p>This year, the much loved and historic Ivor Street green natural 'living wall' space on the north face of the viaduct used by hundreds of nesting birds, has been removed and replaced by four unused bird boxes, creating an urban blight that developers can now argue needs 'improving'.</p> <p>These steps are indicative of the lack of regard the proposals have for local residents. Ivor Street is not an ugly street that needs reclaiming but a historic part of the Jeffreys Street Conservation area, and a rare quiet residential corner of Camden that should be protected.</p>

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2022/2019/P	James Stewart	10/06/2022 16:57:20	SUPPRT	I've walked the proposed route at ground level and I think this project is an excellent addition to the attractions that Camden has to offer. The New York equivalent is a huge success.
2022/2019/P	Kate McMonnies	10/06/2022 18:39:16	OBJ	<p data-bbox="878 252 2040 336">As a family with a young child, we support the concept of green space and a public walkway. We, however, do not support the introduction of an events space and large seating area on the Highline next to Camden Road overground station.</p> <p data-bbox="878 373 2018 458">The Camden Highline Business Plan, submitted as part of the planning submission, suggests that the space would be expected to be hired out privately at least 15 times a year to provide revenue. At times the Highline will be closed to the public and the event space could hold up to 210 people.</p> <p data-bbox="878 494 2040 884">The Camden Highline Benefits Analysis (section 9.9) suggests that 'The noise levels associated with pedestrian activity on the Highline could impact upon properties in close proximity; however, again, the analytical techniques to assess this impact are not available.' This impact analysis has not considered the significantly increased noise levels that would be associated with a private event space of up to 200 people, with the possibility of live music, construction of event stages and anti-social behaviour. We completely disagree with the assumption made that the Highline would not generate noise above the current baseline. The triangle of outdoor space between Royal College Street and Ivor Street is remarkably quiet considering its location. We would urge the Highline team and Camden Council to ensure that an appropriate noise assessment is carried out based on noise associated with an event space rather than pedestrian activity only. The Noise and Residential Amenity Statement states that up to 10 events per year will take place after hours up until 10:30pm. There would also be a constant level of increased noise from the large seating area which will be used daily. As a family with a child under 1 year old, whose bedroom is at the back of the house and will directly face the events space, this would be a regular nuisance in our home.</p> <p data-bbox="878 920 2033 1069">The Residential Overlooking Assessment seems to suggest that only houses up to 235 Royal College Street would be affected. From the proposed plans, it is clear that our only outdoor space, and many other households' outdoor space, is directly overlooked by the events space. We would expect that the sympathetic planting of plants to act as a screen will continue throughout the whole of the wall of the area next to Camden Road Overground.</p> <p data-bbox="878 1106 2033 1251">In conclusion, we hope that the application for a public green space is successful however the inclusion of a private events space and seating area would be a significant detriment to a number of households in this area and should be removed from the plans. As Camden residents, we are fortunate to have a number of live music venues and outdoor eating spaces in very close proximity; more of these should not be the priority for Camden Council.</p>

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2022/2019/P	Melanie Hill	10/06/2022 23:32:19	OBJ	<p>I am writing as a (very) local resident in regard to this proposal.</p> <p>In theory, I have no objection to the idea of a green space/park along the unused section of the railway line. However, I was appalled to note the intention to build events spaces and a stage as part of the proposal. I live in Ivor Street and love how quiet it is. We already have a certain amount of noise that drifts over from music played at the new development in Hawley Wharf which is bearable but to have an events/music area literally metres across the road would be another matter entirely. We already have to contend with noisy antisocial behaviour from people drinking under the railway arch. Your proposal to include an events area in the highline park would only add to this. Even limiting after-hours events to 10 per year would create nearly one per month, not to mention unlimited events taking place during park hours. It is unacceptable to inflict this on people living only metres away.</p> <p>In addition, I note that there are no toilet facilities and if you are holding events, with alcohol especially, people will not walk all the way over to Hawley Wharf to use the toilets which means people will most likely relieve themselves over the side into residents gardens. Again this is totally unacceptable.</p> <p>What are the provisions for security? And how will this be funded? There seems to be a shortfall in the business model so I don't understand how costs will be covered nor the project taken beyond stage 1, in which case the rest of the project won't be completed and we risk just having crowds congregating in our neighbourhood and causing a disturbance for local residents.</p> <p>One of your revenue proposal is to hire the location for filming but this is extremely disruptive and plans to use this to fund the highline would have a hugely negative impact on the local area in terms of access and parking. Furthermore, if there is any intention to film at night the lighting alone that is required would be extremely disruptive for residents in terms of light and noise from generators.</p> <p>You also propose viewing areas but these would give people a direct view into residents houses which is unacceptable.</p> <p>I know that part of the aim is to generate a green area, but please be aware that there is currently a substantial amount of greenery and wildlife already there. Creating the park will surely remove these unnecessarily.</p> <p>Therefore, I must object to your proposal unless you agree to the following conditions:</p> <ul style="list-style-type: none"> <li>No events to be allowed on the highline or Camden Gardens at any time</li> <li>Area for events space to become planting</li> <li>No paths to within 2.5m of the parapet wall to avoid overlooking residential properties</li> <li>Highline to be a controlled drinking zone</li> <li>No TENS licence for events or alcohol to be allowed at any time</li> <li>Filming to be restricted to two separate companies and for a maximum of 6 days per year in total</li> <li>If approved phase 1 works not to commence until all funding for phase 2 &amp; 3 are in place and annual maintenance funding is in place</li> <li>Park to close at dusk and open at dawn</li> <li>Police to confirm they will patrol the park re anti-social behaviour, drug dealing, illegal drinking etc</li> <li>No balcony to overlook Prowse Place as it looks into residential properties</li> <li>Review of access stair design to ensure the Highline is inaccessible when closed.</li> </ul>

Application No:	Consultees Name:	Received:	Comment:	Response:
				All existing wild planting to be assessed for extraction and replanting when construction is complete to retain existing wildflowers No construction to take place when wildlife might be disturbed or harmed

2022/2019/P	Archie Gemmell	11/06/2022 08:26:24	OBJ	<p>I object to the proposals as they are currently set out. The Highline park is not a problem in principle but the proposed events space should not be allowed and over looking is an issue for Ivor Street and Royal College Street residents.</p> <p>My bedroom is at the top of my house with direct sight to the station. I will undoubtedly hear noise from any event on the proposed Highline. This is not acceptable.</p> <p>The pathways are too close to the viaduct wall and will allow overlooking into residents bedrooms and gardens.</p> <p>How will anti-social behaviour be controlled?</p>
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2022/2019/P	David Oppedisano	11/06/2022 00:07:25	COMMNT	<p>10 June 2022</p> <p>Dear Patrick Marfleet,</p> <p>I live diagonally opposite Camden Gardens, well within earshot. I oppose the current proposal because I don't feel that the Camden Highline will offer sufficient benefits, either aesthetically √ the proposed route is framed by unexceptional architecture and a railway in use √ or practically, especially as the local towpath efficiently takes one directly to Kings Cross (which the Highline does not).</p> <p>I am especially unhappy about plans for Camden Gardens. The railway arches are beautiful as they are, with both historical and aesthetic value, and these would be reduced to kitsch were the arches to be bastardised by the installation of staircases. Worse, the planned commercialization would cheapen and 'lobotomise' the space while engendering a loud overuse that would deny the garden of its tranquillity and loveliness, not to mention induce noise nuisance for local residents. The gardens would be in 'on' mode √ surely contrary to the inspired vision that steered the gardens all those years ago. I believe in allowing this conservation area to be conserved, as is. I am waiting for the day when the cheap- and tacky-looking metal planters and North/East/etc. frames are removed. I remain pro-tax and pro-public spending, but surely the current 'decorative' infrastructure inside the gardens constitutes a shameful and inexcusable waste of resources and budget. But I digress.</p> <p>Local residents have not been consulted, and for this reason alone the project should not be given the green light willy-nilly.</p> <p>Yours sincerely,</p> <p>David Oppedisano</p>
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Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Robert Adamson	11/06/2022 23:09:46	OBJ	<p>Especially in the light of the climate emergency, I am opposed to the temporary Highline because of the negative effect it may have on capacity for freight and/or passenger trains.</p> <p>Also deciduous trees so close to live tracks are likely to cause wheel slip which can delay services and be hazardous by limiting braking effectiveness. A video mentions the hope that bats will roost. As they are protected, that may hinder return of the route to transport use.</p> <p>If you decide to give planning permission I believe you must include conditions related to these two issues - trees and bats - and also about ensuring adequate funding for return of the route to Network Rail so that Camden ratepayers are not burdened at the end of the lease.</p> <p>I am sceptical of the benefits for local people but I recognise that is a financial issue for Camden rather than a planning issue, except that if the temporary Highline is not well used there will be issues of whether adequate funding would continue to be available for security and caretaking. I have found only limited details of the project's finances. As Camden's logo is on the Camden Highline website, Camden needs to ensure greater transparency. The risk to ratepayers should be quantified and set out clearly.</p>
2022/2019/P	CM McClelland	10/06/2022 11:52:32	COMMNT	<p>I went on a tour of the proposed site and I'm really excited about it going ahead. I support the planning application.</p> <p>I will use this to get exercise and travel to King's Cross from Kentish Town.</p>
2022/2019/P	Louis Berk	11/06/2022 08:45:43	OBJNOT	<p>London Squares and Enclosures (Preservation) Act of 1906 forbade any future development of Camden Gardens. How could Camden Highline possibly be allowed to turn it commercial? The loss of open space is dismissed as it will be put back at high level but that's not the same. I do not want to see the damage the Camden Highline will do to the environment.</p> <p>Camden has been cleared of so much green, especially with Hawley Wharf and canal developments (eg on Camley Street). The railway line is a green corridor already, a safe haven for wildflowers and wildlife but clearing and destroying that only to put back the developer's choice in controlled planting is expensive and unnecessary and will cause damage to the environment.</p> <p>I dread hearing terms such as revenue projections for this relatively small bit of space? With a target of over 2.5 million visitors? Where are they going to go? Camden Town station is already heaving and has to close for entering passengers at the weekend. Totally unrealistic.</p> <p>I visited Seoulio 7017 and the Cheonggyecheon Stream in Seoul, South Korea. They are given in the documents as examples of successful similar developments but they are totally uncommercialised, unlike the false claims made in the documents. There's a lot of hype in the documents which is questionable.</p>



Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Ralph Smyth	13/06/2022 10:48:47	OBJ	<p>I am objecting to this development because it would preclude significant modal shift to rail, which is required not just to address the climate targets but also those proposed by the Environment Act 2021. While I only work part-time in the area, by precluding greater modal shift of people and freight to rail, this planning application would have London wide impacts, affecting me and others getting around the city.</p> <p>Policy &amp; evidential context</p> <p>1) THE LONDON RAIL FREIGHT STRATEGY   Summary Report (Network Rail, 2021)  <a href="https://www.networkrail.co.uk/wp-content/uploads/2021/05/London-Rail-Freight-Strategy-Summary-Report.pdf">https://www.networkrail.co.uk/wp-content/uploads/2021/05/London-Rail-Freight-Strategy-Summary-Report.pdf</a></p> <p>Page 14 highlights the need for a third platform at Camden Road to increase capacity for freight and passengers for the part of London's rail network that is expected to see "some of the strongest long-term growth". By requiring space from the widest part of the proposed high line, this would make it unviable.</p> <p>2) Revision to Mayoral Transport Strategy for ULEZ and smart charging (TfL, May 2022)  <a href="https://haveyoursay.tfl.gov.uk/15619/widgets/44946/documents/27070">https://haveyoursay.tfl.gov.uk/15619/widgets/44946/documents/27070</a></p> <p>In order to meet climate and air quality targets, the Mayor is consulting on amending extending the ULEZ and then rolling out road pricing. This is because new evidence shows driving in London needs to be reduced by over a quarter by 2030 to meet these targets. Pricing or alternative demand management policies would clearly radically increase demand for rail, far beyond Network Rail's 2021 forecasts.</p> <p>3) Emerging impact of net zero  The DfT Transport Decarbonisation Plan published in July 2021 proposed a rail freight growth target, though this still has not been set a year later. According to the House of Commons Transport Committee's supply chain report: "In March 2022, Andrew Haines OBE, Transition Team Lead for Great British Railways, told that use of rail freight would probably have to more than double over the next thirty years to help to decarbonise the road network. He said this would require "additional capacity" and an "end-to-end strategy". Paragraph 77 in <a href="https://publications.parliament.uk/pa/cm5803/cmselect/cmtrans/161/report.html">https://publications.parliament.uk/pa/cm5803/cmselect/cmtrans/161/report.html</a></p> <p>4) NPPF policies  The National Planning Policy Framework requires:  "106 ...(c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice"  and  "110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:  (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
				<p>Submissions</p> <p>a) Robust evidence                      There is clearly robust evidence that this site will be needed again for rail, so in accordance with the NPPF it needs to be protected. The high line's proposed location is critical for rail, as it is where four tracks on either side converge into two. There is strong evidence demonstrating once current commitments have worked through the system, this land will be required for rail again.</p> <p>Although there are already freight and passenger trains passing this location, without action, the tracks and trains are set to become so crowded that rail won't be able to be an option for more people and goods.</p> <p>b) Sustainability                      Addressing the climate and ecological emergencies requires demonstrable environmental gains not "Instagram environmentalism". While the planning application makes great weight of sustainability credentials, they are minimal and highly localised, whereas reusing the site for rail would have London wide benefits.</p> <p>The scheme is not likely to lead to modal shift, rather simply generate new trips to the site, whether by public transport or private hire vehicle. The appropriate opportunity here, given its location and the very limited sites in London for rail expansion, is for promote rail. While it is proposed to be carbon neutral, the reality of building the scheme then needing to remove it to enable rail expansion in a few years would be environmentally wasteful.</p> <p>A few new pockets of biodiversity are proposed but, alternative of reusing rail to deliver substantial modal shift would free up far more space for green infrastructure, while reducing the severe impacts on the environmental from road traffic: 40% of plastic pollution in water courses are now estimated to come from tyre wear, for example.</p> <p>c) Viability                      With domestic and international bodies forecasting an economic slump for the UK, the business case for the proposals and the likelihood of securing donations are less viable than ever. There is a real likelihood this would end up as a zombie scheme going nowhere but making it harder to push ahead with Network Rail's aspirations for modal shift.</p>

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2022/2019/P	Piers Herron	13/06/2022 15:46:00	SUPPRT	<p>I think this is fantastic project that will bring investment and an amazing pleasurable experience in some really run down areas. The New York highline is a fabulous public space that engages the local community and provides areas of natural beauty that engage all ages and provide people with spaces for connection and contemplation. Imagine that in Camden, freaking awesome!! I think the project has been really cleverly put together and the thought and passion that is shown in the design just shows how much love there is for this project.</p> <p>As a local business owner and resident I feel that all this will do is bring joy and pride to all involved and create a magical space in some real urban decay.</p>
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<b>Application No:</b>	<b>Consultees Name:</b>	<b>Received:</b>	<b>Comment:</b>	<b>Response:</b>
2022/2019/P	Sally Hodgkinson	14/06/2022 12:55:10	NOBJ	<p>I have seen the full pitch proposal for the Highline Park in Camden and it has my full support. I live very close to one stretch of the proposed site and it would be a huge improvement and great way to enliven a somewhat 'dead zone' in terms of public spaces between Camden Town Market area and the Kings Cross development. Having seen a presentation by the team behind the project, I have full faith that they have formed a coherent and well thought out plan for the spaces and overall project design. Their interest in engaging with the community and schools to look at design elements is also very welcome and promotes inclusivity. I look forward to walking the length of it many times in the future.</p>

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Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Anna Namiki	09/06/2022 21:17:19	OBJ	<p>I am writing as a local resident and as the owner of a house close to the proposed performance space.</p> <p>I object to the plans that creates a destination park without being a neighbourhood amenity.</p> <p>I concur with all the points raised in the TRACT (Tenants Residents Associations, Camden Town) letter of objection, summarised here:</p> <p>No events to be allowed on the High Line or Camden Gardens at any time  Area for events space to become planting  Pre-existing greenery on viaduct north face behind Ivor Street to be reinstated  No paths to within 2.5m of the parapet wall to avoid casual voyeurism and looking down onto residential bedroom windows  High Line to be a controlled drinking zone  No TENS licence for events or alcohol to be allowed at any time  Filming to be restricted to two separate companies and for a maximum of 6 days per year in total  If approved phase 1 works not to commence until all funding for phase 2 &amp; 3 are in place and annual maintenance funding is in place  Park to close at dusk and open at dawn  Police to confirm they will patrol the park re anti-social behaviour, drug dealing, illegal drinking etc  No balcony to overlook Prowse Place as it looks into residential properties  Review of access stair design to ensure the Highline is inaccessible when closed.  All existing wild planting to be assessed for extraction and replanting when construction is complete to retain existing wildflowers  No construction to take place when wildlife might be disturbed or harmed</p> <p>The overarching impression appears to be an attempt to connect Camden Market to the new quarter of Kings Cross and Coal Drops Yard, via the novelty of a 'High Line', instead of using the existing canal walk.</p> <p>The influence and footprint of Camden Market has already reached east to Kentish Town Road. There is a danger in extending the commercial boundary of the market even further into residential streets by stealth. This plan has neither consulted, nor considered the immediate neighbourhood of different age groups and user groups, including wildlife. It does not relate to, or serve the residential streets below.</p> <p>Since 2017, the visible consequence of the High Line proposals have become more evident; from branding on Camden Road railway bridge to mirror Camden Lock style bridge, to developing Camden Gardens from a tranquil green space enjoyed by dog walkers, into a garish melange of brightly coloured corrugated metal theme park style installations.</p> <p>This year, the much loved and historic Ivor Street green natural 'living wall' space on the north face of the viaduct used by hundreds of nesting birds, has been removed and replaced by four unused bird boxes, creating an urban blight that developers can now argue needs 'improving'.</p> <p>These steps are indicative of the lack of regard the proposals have for local residents. Ivor Street is not an ugly street that needs reclaiming but a historic part of the Jeffreys Street Conservation area, and a rare quiet residential corner of Camden that should be protected.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Genevieve Durrance	09/06/2022 16:01:48	COMMNT	<p>The sounds absolutely wonderful.</p> <p>I support this scheme whole heartedly.</p> <p>Having been on the NYC Highline, it has only enhanced the surrounding urban area and is almost like a raised park.</p> <p>Please go for it. We need some good news.</p>
2022/2019/P	Raymond Cansick	10/06/2022 12:10:31	COMNOT	I fully support the proposed Camden Highline development. It is an important addition to the public realm and will make additional green space available to users. It will encourage walking and will be beneficial to the environment - both air quality and carbon absorption. It will provide a lovely walking route between Kings Cross and Camden Town. Finally it will positively contribute to an improved urban environment.
2022/2019/P	Amanda Delew	09/06/2022 15:55:08	SUPPRT	Delighted to see this going ahead and fully support it!
2022/2019/P	Anna Fulton	09/06/2022 19:07:23	SUPPRT	Great idea for the local community
2022/2019/P	May Hermans	10/06/2022 19:48:49	COMMNT	Good plan!
2022/2019/P	Anna Fulton	09/06/2022 19:07:28	SUPPRT	Great idea for the local community

Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	sarah sayers	09/06/2022 08:26:16	OBJ	<p>I am a resident on Ivor St and have been for over 20 years. This is a very quiet, special road in which my partner and I have brought up 3 children, currently aged 12,15 and 18. The sense of community is fantastic and we have all worked hard to maintain the unique friendly and safe vibe of the street. This proposal to develop a walkway directly above our currently private gardens comes as a great worry to us a family. We are currently not happy with the plans as stand for the following reasons:</p> <ul style="list-style-type: none"> <li>-The plan to have an 'event' space directly above our garden. Clearly this would effect us greatly, as at the moment the back of our gardens which have the railway running behind our gardens are peaceful ( with gentle sound of trains because they are far back on the track) and protected from the onlooking of the public. This plan as it stands would be a direct invasion of our privacy and the noise aspect is of serious concern. Added to this, the risk of drunken people falling into our gardens is very real! As a footnote to this, it should be absolutely forbidden for anyone to consume alcohol somewhere at that height for the safety of everyone involved!</li> <li>- Should this plan go ahead, and be purely as a peaceful walk, it would be essential that the paths should be NOT be within 2.5 m of the parapet wall to avoid overlooking residential properties</li> <li>- there has been a mention of 'filming'...Clearly we all know how much intrusion/upheaval these shoots require. Should this have to happen they should be restricted to two separate companies and for a maximum of 6 days per year in total.</li> <li>- Due to the entrapment of people within a small space, stage one of this plan should NOT be allowed to happen until stage 2 and 3 have received funding. We do not want a congregation of people unable to continue travelling further on 'the walk' which would add to noise, disruption and safety/crime issues.</li> <li>- The park should only be open during hours of daylight to keep residents and public safe.</li> <li>- lets be realistic here - this is camden with alot of social and drug issues.. Police need to be present AT ALL TIMES during opening times, and after dark the area should be patrolled by security throughout the night. on this note, looking at the plans there clearly needs to be a review of the access to the stair design to ensure that the Highline would be inaccessible when closed.</li> <li>- Currently, the overgrown nature of the space means that it has provided a great environment for wildlife species to thrive. Supervision of which plants should stay and which should be introduced via an official ecology expert would be very important.</li> </ul>

Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Simon and Diane Pearson	08/06/2022 21:03:08	OBJ	<p>We object to this application for the following reasons:</p> <ol style="list-style-type: none"> <li>1. It will not be a public right of way so cannot be relied upon as a through route;</li> <li>2. It will be closed for noisy private functions;</li> <li>3. It will be noisy and visually intrusive for local residents; many homes almost touch the viaduct at bedroom level;</li> <li>4. It is alongside a busy railway line, trains every few minutes including diesel freight trains which do not comply with modern emissions standards;</li> <li>5. It will not go through to York Way because the railway becomes 4-track east of Camley Street, so will be of limited use as a through route;</li> <li>6. Network Rail have the right to repossess it if they need it for railway purposes in the future; and the Hi-line proposal if implemented would be a deterrent to improving rail services;</li> <li>7. The wildlife corridor will be put under pressure.</li> <li>8. It will be liable to vandalism, anti-social behaviour and other more serious crimes and drug dealing; and will create a trespass and suicide risk for the railway.</li> </ol>
2022/2019/P	Michael Highland MA (Oxon) MRICS, Head of Estates and Facilities, British Transport Police	10/06/2022 17:31:40	OBJ	<p>There is no provision in the proposals for ensuring public safety and security by way of policing or private security provision, nor for providing for the security of the operational railway alongside the site and the infrastructure for the operational railway underneath, through and alongside the site; this situation is wholly different to the NYC Highline which is on redundant rail infrastructure.</p> <p>British Transport Police (BTP) has jurisdiction over all property owned by Network Rail (although policing of areas not used directly for railway purposes may be shared with or undertaken by the local police force, ie the Metropolitan Police Service - MPS - in this case).</p> <p>No discussions have been held on policing the Highline with BTP or MPS and there is no provision in the financial model for security costs or payment for policing (BTP is, unusually, funded wholly by users of its police services).</p> <p>It will be appreciated that policing of the live railway and the rail infrastructure will inevitably fall to BTP as the specialist police force for UK railways regardless of any arrangement made for policing the Highline and the cost of any additional policing requirement and security advice on protection of the railway and rail infrastructure - and any physical or other provisions - will need to be met (by the Applicant unless Network Rail agree to do so).</p> <p>This is an objection to the grant of Full Planning Permission until and unless all policing and security aspects, including provision for the security of national rail infrastructure, and responsibility for payment of associated costs, are agreed.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2022/2019/P	Mark Murray	10/06/2022 17:54:54	INT	<p>Dear Sir,</p> <p>I would like to register my objections to this scheme in its current form on the following grounds:</p> <ol style="list-style-type: none"> <li>1) Infringement of privacy. The proposed layout will mean that people living in Ivor Street will have their privacy reduced through over-looking.</li> <li>2) Entertainment Space. This was not included in any of the consultations. The site goes through the Jeffries Street conservation area which is residential and is designed to be quiet. The site is next to the Camden Special Licensing Area where no further drinks / entertainment licenses are allowed because of the existing high numbers of drinks and entertainment establishments are already present. Adding additional entertainment spaces goes against the council policy.</li> <li>3) Site route. The proposed route of the Camden Highline starts at Camden but follows the railway line to a site nearby the Tarmac Concrete Factory north of King's Cross. This does not seem to be much of a tourist route, when the Regents Canal takes people directly to Coal Drops Yard and Kings Cross in a picturesque and pleasant way. Would it not be a better use of time to develop this further, rather than create a walkway to an industrial site where people don't really wish to visit?</li> <li>4) Loss of green space. The proposal means that we would lose use of the existing green space at Camden Gardens, with permanent buildings being put in place. Could a temporary coffee truck be the answer?</li> <li>5) I note that the proposed Garden Bridge by Thomas Hetherwick across the Thames was cancelled because of lack of budget to maintain the bridge going forward. How can residents be assured that there is sufficient budget and commitment to maintain this Highline walkway going forward?</li> </ol> <p>Many thanks and best wishes,</p>

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2022/2019/P	Catherine King	10/06/2022 14:18:29	NOBJ	I give my wholehearted support to the proposed project which will benefit locals as well as tourists and will enhance a rundown area with a beautiful green bio diverse space.
2022/2019/P	Luigi Speranza	11/06/2022 18:03:06	COMMNT	It's a great idea and As a resident of Kentish Town I'm strongly supportive
2022/2019/P	Luigi Speranza	11/06/2022 18:03:12	COMMNT	It's a great idea and As a resident of Kentish Town I'm strongly supportive

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