

09 March 2022, 6.30pm-7.30pm

Community Working Group, Highgate Newtown Regeneration

Present

Community representatives

Catharine Wells - Chester Balmore leaseholders association
Ellen Gates – Dartmouth Park neighbourhood forum.
Linda Lefevre - Highgate Library (friends of Highgate Library)
Philip Whale - trustee of Highgate Newtown Community Partners
Thanos Morphitis - local resident, Bertram Street

Highgate ward councillors:

Oliver Lewis
Sian Berry

Camden officers

Kate Cornwall-Jones (chairing)
Luke Joyce (team leader)
Arthur Tizard (project manager)
Jagdish Tak (engagement)

Contractors: Farrans

Suzanne Lutton (business manager)
Ruairi McCormick (site manager)

RCKA

Alan Beveridge (architect/design champion)

1. Actions from the previous meeting

Stakeholder consultation update

Residents will continue to be consulted on the following:

- parking management plan,
- community facility management plan and
- travel plan (prior to the occupation of the scheme).

These are 'dynamic' documents which continue to be worked on while the development is on site. Comments and feedback from residents are welcomed. We need to finalise the plans before the buildings are occupied. This is a planning condition.

Farrans and Wood that Works

One action from the last CWG was that a further meeting be held with Ricky/Wood that Works. That's happened and we've agreed a way forward to provide support for some future activities with the group.

2. Discussion with residents – key issues. [Click here for presentation](#)

a. Allocating postcodes to the new buildings/residential units.

The development sits between existing NW5 and N19 postcodes. This could cause confusion for deliveries and services (especially emergency services) if the allocated postcode leads people to try to arrive by the wrong entrance to the site.

Thanos M Please do not pre-empt the consultation with residents. Don't make a decision on postcodes until we've really looked in detail at travel plan, parking and all the rest of it.

Arthur T: We've consulted with Highways about the postcodes from Bertram St down to Croftdown Road and they support allocating N19 postcodes.

Reasons:

- Bertram St (N19) has always been and will always be the main entrance into Highgate Newtown.
- Changing the postcodes of the new homes to match Croftdown Rd (NW5) could be misleading for both the public, deliveries/post and services; including emergency services.
- The distance to the two new blocks of housing will be greater from Croftdown Rd than Bertram St, so it's more logical to allocate N19 postcodes.
- Larger vehicles, for example, refuse, have the ability to drop the bollards which form a barrier into the new courtyard from Bertram St, come into the site itself, and turn around if required to leave back out again. The same for the fire service and police.

We also have to consider the utilities (gas, electric, water and waste)

- The utilities for the site are supplied down Bertram Street. From their perspective an N19 postcode is appropriate.
- In order to make the applications for utilities we need a quick decision on postcodes. So we cannot really change it from the existing allocation.

Luke J : As part of this management plan process, we will continue to work with the Community centre around their needs in terms of deliveries and access, for example people dropping off children at the community centre. This is part of the planning application.

- Only specific vehicles will coming onto the site.
- There are potential issues around servicing and deliveries
- Mitigation through signage and wayfinding, providing information for Google maps
- It's a work in process and we will update residents as part of this travel plan process.

Thanos: My suggestion wasn't for the bulk site of the site to become the Croftdown Rd postcode, just block A.

Prior to the current development people would drive into the car park to drop the younger children off. It's for any children's activities with people are coming by car. They will be very reluctant to drop off the end of Bertram St, particularly as a route through to Croftdown Rd. So the whole travel plan for the centre is important for that.

I still think that the travel plan is going to be very difficult in terms of mitigating the impact on Bertram St as it's a dead end. The points have already been raised about people having to go up and reversing up and down the road.

Luke J: Planning and Highways will be monitoring that travel plan.

What we find is quite often there's a sort of a bedding in period. We'll be reviewing after completion as well.

Thanos: I can't accept some of the points being raised. You can put up a sign to make it easy for drivers/deliveries. I think there's just some spurious arguments being raised here to try and justify the decision.

KCJ: I think that's unfair

We've had to manage the program for the contractors and to make a decision about the postcode and we've been trying to be transparent about that.

b. Pressure on parking spaces around the site / travel plan issues

Catharine W: Already a significant amount of existing disabled parking need in this area. We should consider the amount of disabled parking needed for those buying flats within this new development as there is a lack of available space in the immediate neighbourhood. This is leading to a lot of people parking on double yellow lines which is a safety issue.

Luke J: There will be further assessment of the need and the provision in the parking management plan, looking at the actual demand as part of this new development. The focus will be on the disabled parking provision given that it's a car free scheme.

KCJ: Provision of disabled parking spaces will have been considered in the original planning application but it will be an ongoing discussion with the group.

Catharine W: First off, we know there's delay on everything for a lot of very understandable reasons. So that should give a little bit more time for some of these issues that Luke and others have raised.

Secondly, I'm a bit disappointed not to have heard any response to the email I sent.

I have experience of what happened in Chester Balmore with the rather confusing numbering and how delivery people couldn't get into the site. It's caused a great many problems: delivery people double parking, parking on pavements, blocking access, doing all sorts of things because basically there are too many people inside a community which is not really accessible.

I particularly requested consideration of a change of name for the development, to indicate to people from outside the area that this is not a through road.

There is also a problem of people reversing out into a main road. Terrible problems are caused by the vehicles doing the works with Farrans vehicles, three big cement lorries all coming at once, and a bus and ambulance.

So how do you stop the reversing? And at least put in a delivery site for all the many Uber eats and so on.

Cllr Sian Berry

Changing the postcode or changing the address is one way of possibly mitigating some of these issues. That's the point that Thanos is making.

But there are a lot of things that are going to need to be sorted out in the travel plan for the HNCC particularly I think because we could end up with complete chaos at the bottom of that story if there's a football match on or a big class and there's lots of young children being dropped off and people are being guided by Google to drop their children off there.

Bigger delivery trucks and things probably are not going to be able to turn around very easily if they can't move those bollards at the bottom of the street.

Looking at the view that's on the top of the slide deal at the top left of the slide, there it looks to me like the blocked entrance to the site on Bertram Street is further down than I was expecting.

You're expecting all the vehicles that drive down there thinking that's the right way, to reach the bottom, and then do that reversing and turning in that space?

KCJ

I see what you're saying. Maybe Alan might be the one to step in here. I think in terms of the position of the bollard, the original design was to accommodate refuse trucks so they wouldn't have to come into the site. They could come up to that point and it's within a reasonable distance to actually move the refuse across.

Alan B

There was a minimum distance for the refuse vehicles to get to from the bin store and discussions about how this could be adapted.

There were discussions with the refuse collectors about the best strategy for them.

And at the time we had options where they could turn around in the courtyard, but their preference was to keep the status quo of reversing.

My point is that this isn't just about refuse trucks. This is about where all the deliveries will naturally be drawn and therefore something needs to be done to sort out.

KCJ: We started talking about postcodes, but actually we need to really think about the overall parking strategy. For the Community centre, we need to work out when we're going to bring the delivery strategy to this group because valid points are being raised. Drop off strategy and parking strategy for users of the Community centre needs to be thought through

Luke J: A change of name [for the development/residential blocks] is unlikely to influence the drop off for deliveries.

Catharine W

Those of us who live in the area and know the area and have had the kind of experience that you won't have. The proposed plans could mean a significant quantity of traffic backs out into a main route, which is all one way, with parking on either side. This seems irresponsible and unsafe.

Is it a question of Camden wanting the right post code for selling the flats rather than for the safety and security of the local community? I'm disappointed that you are dismissing the idea of a name change because you don't have proof that that wouldn't work and it's not that costly. I really think the business of backing out needs looking at.

KCJ It's a condition of the planning consent that these strategies are developed and submitted to the planners. The planning authority will consult all parties within the local authority, including highways, before approval.

- Approval is needed to before the units and the homes in the Community centre can be occupied.
- The safety of pedestrians and cyclists is of paramount consideration. This requirement is set out in the Highway Code.
- We need to bring the strategy to this group as soon as possible for a further discussion. Then it will have to be subject to approval by the planning authority.

c. Review how section 106 resource can be stretched as far as possible.

There's a variety of contributions that we that we are making through the 'shadow' section 106. It's called the shadow section 106 because we can't enter into a formal section 106 agreement with ourselves, but it's essentially the same thing.

We can discuss with the highways where there may be an element of resident engagement about how this is spent.

There are some that are very specific sums that need to come out of the s106. For example:

- There's a 'zero Carbon' offset contribution.
- We've already made some contributions through construction, apprentices, CMP. And the permission for that is already done.
- The affordable housing contribution is to do with the overall viability of the scheme.
- The highways contribution covers the reparations to the highway particularly at Bertram Street post construction.

- There's a pedestrian cycling in public realm contribution, which is to look at improvements to the wider area. That may be something that that could have some resident input.
- There's also this travel management plan contribution which I mentioned earlier, which will go to the monitoring of of the and implementation of the travel plan once the developments open.

Catharine W

The development of Chester Balmore contributed something in the region of £500,000 to section 106. So nearly half a million pounds has been paid over in about 2013-5. Is it gone or is it transferred as part of the overall budget to pay for the new facilities?

It was used to refurbish the whole fresh youth place in 2015.

If it's now goodbye to nearly half a million pounds and somehow the money is gone, I think it's only fair to the community that that is made clear.

Luke Joyce

I think this was discussed a number of years ago. A great deal that was within the Fresh Youth Academy was moved off site and will be coming back into the new build. Obviously we can't they can't reuse everything, but we are providing a brand new facility for both HNCC and Fresh Youth Academy.

Cllr Sian Berry

I think because there is nothing about Youth Services in the shadow section 106, the assumption within planning is that all of the benefits we had before plus some extra will be represented in what we eventually get in terms of youth provision.

In the new centre, HNCP are making plans to provide an upgraded offer at the site.

I think the reason it's not represented in the Section 106 is because it's supposed to be represented in the main development.

Cllr Oliver Lewis

There's a little bit of confusion I think in what was said. There's a difference between CIL money and Section 106 money.

The councillors have put quite a bit of CIL money into helping Highgate Newtown Community Centre with their refurbishment scheme, so that might go some way to answer the question.

KCJ: Thank you. We've got 10 minutes left of this meeting and I know Farrans are keen to give you their update on progress.

Construction update from Farrans

[The slide pack is available on this link](#)

Issues arising:

Wheel washing of vehicles and street cleaning

Wheel washing needs to move to the vehicle exit points, and workers need to clean their boots before leaving site as they can transfer dirt onto the pavements.

Farrans asked not to wait for it to get dirty but clean it regularly. Build this into the regular processes.

Contractor and subcontractor parking

Vehicles parking illegally – or occupying designated residents' parking – continuing to make the streets difficult to pass and creates nuisance and annoyance to residents.

Farrans is urged to stress to its subcontractors at 'toolbox talks' that there is NO PARKING at the site or on the surrounding streets. The subcontractors must also instruct anyone they have subcontracted that there is no street-based parking available.

Cllr Berry: Some may be able to make paid-for private arrangements to park off-site eg at builders' yards or similar, but there should be no 'informal arrangements' with traffic wardens. It's illegal.

- Camden's Parking enforcement have been engaged to help tackle illegal parking in the streets around the site.

Social value

Farrans had a target of creating jobs for five local people and actually have 10 local people working on site. Congratulations to Farrans for exceeding their target.

Latest programme timeline

We may achieve practical completion at the end of November or beginning of December.

Snagging is likely to carry on into January 2023

Any other business

Catherine W: Can the slides be shared publicly, for example put into the Chester Rd library?

KCJ: Luke has agreed to take over chairing these community working group. I'll be continuing to chair the Chester Rd CWG. We encourage contractors on both sites to work together to minimize the cumulative impact of the projects being on site together.

Date of next meeting

Suggested for 8 June 2022 6.30-7.30pm

KCJ Thanks everyone for their time and contribution.