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**From:** John Chamberlain [REDACTED]  
**Sent:** 21 March 2024 18:23  
**To:** Planning  
**Cc:** Maxim Lyne  
**Subject:** Planning Application 2024/0479/P 100 Chalk Farm Road

[REDACTED]

I am responding to this planning application on behalf of Camden Cycling Campaign. We are the local borough group of the London Cycling Campaign and represent the interests of cyclists living or working in or travelling through Camden.

First I would like to formally complain about the number of documents in the planning application.

I count 230 documents excluding responses. Many of these are un-indexed and many have generic filenames. Some documents are extremely fragmented - the Design and Access Statement for example is in 17 sections. Unless officers have better versions this must make it very difficult for them and it is especially difficult for the public to find and comment on the relevant sections. Please could future applications not be validated until they are presented in a coherent form and, if documents have to be split up, an index to the different sections should be provided.

I now have comments about the Transport Assessment and the CMP/DMP. We have not reviewed other parts of the application.

#### **Transport Assessment**

- Sections 4.3, 4.20 - We are pleased to see the provision of cycle storage at ground level and have no issues with the proposed access or amount of storage.
- Section 5 - We are also pleased to see the extensive coverage of pedestrian and cycle routes in the Healthy Street and Active Travel Zone Assessment.

#### **CMP/DMP**

##### **Pit Lane/Loading Bay**

The CMP states (section 3.6) that during the demolition stage lorries will be loaded on site but during some of the construction phase they would propose to use a loading bay on Chalk Farm Road for some operations. This is shown in figure 4.4 where a gantry is shown "over footpath". There is a segregated cycle track between the footway and parking. Will the gantry extend over the cycle track as well as the footway and, if so, what is the expected impact on cycle lane width and safety?

##### **Routing**

Section 4.5 states "So that vehicles do not have to make a turning manoeuvre in Chalk Farm Road delivery vehicles will have to head past the site (heading south east) and follow the loop around: Castlehaven Road – Hawley Road – Kentish Town Road – Hawley Crescent – Camden High Street then back to Chalk Farm Road." This loop is shown in Figure 4.2.

We are very concerned about this proposed routing:

1. Large numbers of pedestrians, including visitors to Camden Lock, use this area, especially at the Castlehaven Road junction and on Camden High Street. The impact of construction traffic would be severe and potentially dangerous, especially as many are from overseas and unfamiliar with London's roads.
2. Kentish Town Road and Hawley Crescent are narrow with significant numbers of pedestrians and cyclists and are not suitable as construction routes.
3. HGVs will be turning left into the site.

We believe that these plans should be re-examined. It may be better to turn into the site directly from Chalk Farm Road, with suitable marshalling. We also note that right turns are inherently safer than left turns due to better sight-lines.

Please would you acknowledge receipt of these comments.

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