

Planning Application Ref: 2015/4774/P
Camden Lock Market. Chalk Farm Road.

Kathryn Moran
Camden Planning Dept.

Hi Kathryn,

We live across the road from this site and would like our comments to be taken into account when deciding on this application.

At present the Market and Bars on this site create a lot of disturbance to us as residents. I believe this will only get worse unless serious measures are in place.

With this in mind, I request all buildings and food outlets which have doors/exits leading to the outside all have double lobby, soundproofed sufficiently, time restrictions of 9pm on outside use and no music, DJ's or entertainment outside at all. Hopefully this will help limit the disturbance.

I understand with new planning regulations all new builds have to be sufficiently soundproofed.

I'm concerned about the use of the tow-path entrance/exit for cycle storage, as the tow-path is popular with users to enjoy. Having the doors opening onto the tow-path may well create a bottleneck here. It is a great idea to have a cycle storage facility, but it should be accessible from within the site. There also is a congregation of drug dealers at this spot which is another matter.

There should be a permanent barrier or wall to separate the Market and tow-path to prevent over spillage from market users, especially at the weekends. The club/bar/cafe on upper ground floor must have double lobby to prevent noise breakout when clientele enter/egress.

The walkway bridge linking East Yard to West must be kept clear at all times for people visiting the site to use freely, not to be used for trading, eating/drinking areas at any times.

With the sheer number of people that visit this site, the terrace in West Yard should be kept clear, again not to be used for drinking, eating or trading. No DJ/music to prevent bottle necking at the top of the stairs, and also to prevent noise issues.

Barriers on this terrace should be sufficiently high enough to stop things being thrown onto the tow-path and canal.

The pavilion in West Yard should be soundproofed and not used for DJ's or any entertainment – to prevent noise issues which we get now.

There needs to be more seating provided on the open space within the site for visitors to eat- at present this is not the case. People getting food from the street food outlets end up on the tow path, which gets congested making it difficult to walk through, especially if one has a pram. I hate to think what its like for wheelchair users! And lots of rubbish ends up in the canal, which cannot be good for the wildlife in it. All take-out establishments should have their names on the disposable containers etc. for identification, to help deal with rubbish collection when it is littered on the streets and canal side.

Lack of toilets are also an issue, which is evident as our doorways, streets and tow-path are used as public conveniences.

With the increase of food and drinks outlets planned and the sheer number of foreign tourists that visit the site, there needs to be a significant increase in the of number of toilets here, which are open freely for the public to use at all times, including night without having to request a key.

Collection and deliveries for the site should be done during daytime via Camden Lock Place, not Chalk Farm Road or Camden High Street, to prevent disturbance to residents here.

I commend the applicants for bringing the dog basin into the public realm, but I do believe it is a missed opportunity not to have the dog basin back in use, what it was originally meant for, only to

be seen by restaurant users. It is a real shame.

If all the above is in place hopefully it will help to limit the impact this plan is going to have to us and other residents in the area as a whole.

Thank you

Sincerely

Kalpna Gohil

From Councillor Sian Berry, Highgate Ward

**Objection to Planning Application: 2015/4774/P
Buildings at Camden Lock, specifically ancillary
works and alterations to the canal basin.**



Although I have no strong objection to the majority of these proposals, although I would like to see more attention paid to creative industries and wider range of uses than food and entertainment, I am writing to object very strongly to the proposed changes to the 'Dead Dog' canal basin in this application. These are described within the application as part of 'Ancillary works and alterations to existing structures and surfaces and other public realm improvements.'

I fully support the objections the Council has received from the Regent's Network and Friends of Regent's Canal about the proposed restaurant extension and overhang into the basin.

In brief, I believe the proposals contravene a number of Camden planning policies, and that they should be rejected for these reasons:

- **Not being in keeping with the industrial character of the basin in terms of design, and causing harm to a heritage asset of the area:** DP 24 – securing high quality design, CS14 - promoting high quality places and conserving our heritage
- **Removing the potential for the basin to be used again for interchange with canal-based transport:** London Plan policy 7.24, CS11 – promoting sustainable and efficient travel

The basin is Grade II listed and described by the Regent's Network as "one of the most unusual and useful canal docks in the country" and could again be used for its original purpose, particularly with the increase in water freight envisaged by other policies. The overhanging extension into the basin that is proposed would not only destroy it in terms of design and heritage, but also permanently encroach upon the space in the basin and reduce its utility in terms of its potential use for unloading and loading freight.

If its overall shape was instead left intact, and space allowed in the plans for loading and unloading, then there may in future be opportunities to integrate it again with the rest of the market and use it for deliveries to nearby businesses (e.g. pubs) or even integrate freight transport with the rail network again.

Camden's Core Strategy policy CS11 states that Camden will seek to "encourage the movement of goods by canal" and the London Plan defines all parts of the Regent's canal as part of London's Blue Ribbon Network and policy 7.24 states that "The Blue Ribbon Network is a strategically important series of linked spaces It should contribute to the overall quality and sustainability of London by prioritising uses of the waterspac and land alongside it safely for water related purposes, in particular for passenger and freight transport." Water freight transport causes 80% lower emissions and pollution than lorry transport.

These opportunities would be lost forever if permission is granted for putting a large part of the basin out of use with the proposed extension structure.

I urge the Council to reject this part of the plans as they would breach these policies and cause harm to an important asset. Simple changes to the application to preserve the basin and providing loading and unloading facilities within the vaults of the building could provide the amenity of the proposed development without this damage, and these should be made a condition of approving the overall application.

October 2015