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To: Planning
Subject: Planning Application Number 2017/3847/P Chalk Farm Morrisons Development Plan

Comments from Camden Cycling Campaign to Camden Planning Application Number 2017/3847/P Chalk Farm Morrisons Development Plan

These comments are from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in the borough of Camden. We have discussed the consultation with our members and others on social media and they have agreed with our position.

Our main position

We believe that the application should be rejected.

The number of parking spaces (300) to be provided for shoppers at the Morrisons superstore is inconsistent with Camden and Transport for London policy to reduce the use of private motor vehicles because of the damage they cause to the environment, the health of citizens and the freedom of movement and safety of people not using cars. The location of the site means that the pollution produced by cars driven to the superstore is very likely to damage the health of the large numbers of visitors to Camden Market and reduce their enjoyment by restricting their movement around the area. This makes the site unsuitable for this type of development.

We take this position notwithstanding the current existence on the site of a large superstore with somewhat more parking provision (425 spaces) because since planning permission was given for the current superstore:

- ∞ Camden Market has expanded very substantially, resulting in a correspondingly huge increase in the number of pedestrian visitors.
- ∞ Our understanding of the health and environmental impact of motor vehicles has been transformed since then and Camden policy on highway planning and car use has changed as a result.

Other comments

- ∞ We support the intention to maintain and improve the cycle route linking Gilbey's Yard to Chalk Farm Road, but aspects of the road designs are a cause for serious concern.
- ∞ The drawings do not appear to reflect the claim in the ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY, para 4.23:

Cyclists would access the proposed development on the MS parcel using a segregated cycle path from Chalk Farm Road, following the same route as vehicles along Stephenson Street
- ∞ In that only a very short section of separate cycle track is shown at the junction with Chalk Farm Road and the layout shows that even that section of track involves a major risk of left-hook collisions for cyclists with left-turning vehicles exiting the site.

- ∞ It is essential that the design of the Chalk Farm Road/Stephenson Street/Ferdinand Street junction is fully reviewed and approved for cycling safety by Camden's highway planners in consultation with Camden Cycling Campaign.
- ∞ The pedestrian entry from Chalk Farm Road north of the service station should be a shared-use path, enabling people on bikes to access Stephenson Street, the superstore and Gilbey's Yard from the north without passing through the potentially busy signalised junction.
- ∞ This statement also in para 4.23:
 - ∞ As the centre of the proposed development would be pedestrian only, cyclists would be required to dismount before continuing on the proposed development.

Is very unsatisfactory. It would severely deter the use of bicycles for transport by residents, their visitors and others. It isn't clear to us where the cycle parking for supermarket customers is located but it is essential that access to it should be safe and unencumbered. Note that special cycles and human-powered vehicles are commonly used by people with physical disabilities, parents transporting young children and for delivery purposes. All of the cycling provision should be designed with them in mind.

- ∞ Access to Gilbeys Yard and Oval Road: there is currently a cycle track from the Morrisons car park to Gilbeys Yard and through it to Oval Road. The track is unsatisfactory in several ways and this has a deterrent effect on its use:
 - The access from the Morrisons car park is severely obstructed by bollards designed to prevent the theft of trolleys. It is completely impassable to non-standard cycles and it causes major inconvenience even to those on conventional bicycles.
 - The cycle access from Oval Road through Gilbey's Yard is difficult because there are no parking restrictions in place to prevent obstruction of the existing cycle track, which is a frequent occurrence, and because the uneven track is narrow and often completely obstructed by pools of water. We suggest that the applicant be required to upgrade this track under a Section 106 agreement.
- ∞ A11 - Construction Management Plan: CMP states that working hours to be 8-6 M-F and 8-1 Sat with up to 60 vehicles per day, all to come and go via Chalk Farm Road (huge impact on residents). Deliveries to be 'encouraged' to use 10-4. Could this be strengthened to say deliveries 10-4 unless pre-advertised and unavoidable?

CMP states lorries to meet FORS and CLOCS. The FORS level is not specified, it should be Silver or Gold.