



Hi,

I would like to make comments on the above planning application, but your portal/website is down.

I would like to make these comments on behalf of the **Juniper Crescent and Gilbey's Yard Residents Steering Group (RSG)**.

- The pedestrian route down from the Juniper Crescent roundabout (west side) does not appear to have been considered in the traffic plan. St George is proposing to close the pedestrian footpath to the east of the petrol station and prevent pedestrians from being able to walk north through to Chalk Farm Road on the west side of Juniper Crescent. There is no crossing at the bottom of the hill, which means that pedestrians walking down the west side of Juniper Crescent will be forced to cross without a crossing under the railway bridge. Please be aware that this is a dangerous blind spot for vehicles, cyclists and pedestrians. Vehicles are often travelling at high speeds in this location. St George should consider installing a crossing towards the bottom of the hill; man-manged pedestrian crossing under the bridge; or closing the entire footpath down from the existing Juniper Crescent pedestrian crossing. The RSG's preference would be a man-managed pedestrian crossing at the foot of the hill as it will minimise disruption to residents.

- The proposed junction between Juniper Crescent and Chalk Farm Road is a very complex vehicle junction that will experience a large number of vehicle movements (including many buses, resident vehicles, Morrison's customer vehicles, HS2/NR vehicles/HGVs and St George vehicles/HGVs). The current traffic flow is divided across two different junctions on either side of the petrol filling station with some space for vehicle queuing in between. The RSG is not convinced that the proposed arrangement can accommodate existing or future traffic flows without causing distribution to the wider Camden/Chalk Farm area. This was evident during a recent junction closure due to roadworks on Chalk Farm Road (opposite the Morrison's Filling station) which caused extensive disruption across Chalk Farm. We are keen to see St George's traffic flow assumptions and the output from any traffic flow models. To date, we have only seen vehicle swept path assessments, and seem to recall that a more detailed traffic study was a condition of the original planning consent? The Ardent Transport Assessment Addendum focusses on the internal layout of the temporary store and does not address the wider impact the junction reconfiguration will have on the wider area. The Transport Assessment of the proposed junction must accommodate for all future development in the area and also the construction works that will be occurring due to the OHG regeneration, the St George Development, and also NR/HS2 works.

- The latest traffic/road plans shared with the RSG suggest a layout that fails to accommodate a right turn from Juniper Crescent to Chalk Farm road (this is due to the layout of the traffic island and the tight radius which does not appear to accommodate busses). This would not be acceptable as it will add 5-10 minutes to every road journey into Camden Town from Juniper Crescent (including the journey time of the 27 bus service). Please confirm that the junction has been designed to allow a right-hand turn of vehicles (inc. busses) from Juniper Crescent onto Chalk Farm Road, and that TfL has been fully consulted about the impact this may have on bus services?