

Sunday 23rd August 2020

Ms Kristina Smith
London Borough of Camden
Development Management
London
WC1H 8ND

Re: Comments objecting to Planning Application - 2020/3116/P

Site Address: Camden Goods Yard Morrisons Superstore and Petrol Filling Station Chalk Farm Road London NW1 8EH

As a TRACT member, I stand by and wish to include the TRACT objection submitted for this application by our Chair, Kathryn Gemmell and colleague Peter Clapp's detailed submitted objections.

As an individual resident living in neighbouring Gilbeys Yard facing the site, I would add that the two buildings getting the most height increase with 2 additional storeys in the application are next to west and east sides of Gilbeys Yard and increase how much this overdevelopment looms and dominates this environment. Block C adding 4.650 metres of height on the east side of the site next to Camden Market North Yard and The Interchange Building in Gilbeys Yard, this proposed additional height undoes the attempt by the 2017 applicant, Barratt for Morrisons, to taper the heights near its outer boundaries and to give visual space to the heritage Interchange Building so as not to detract from it. 4.650 metres is about 3 x the height difference between the canal level and the upper Camden Goods Yard level, a significant increase in height, on an already excessively overdeveloped project.

This is substantial harm to this Grade II listed historic building and contrary to the aims in the 2017 application process

This application for variation clearly states that these proposed changes "**would result in some instances of localised adverse impact.**" "**The increased height of Block C would increase the level of less than substantial harm from that assessed from the May 2020 consented scheme**"

The impact was already significant in the May 2020 consented scheme.

As Chair of the Camden Town with Primrose Hill Safer Neighbourhood Panel and area Neighbourhood Watch Coordinator, I must express my dismay at the lack of safety

measures planned for this new neighbourhood of so many additional homes, all of which have just one person overseeing the whole neighbourhood, whilst juggling many deliveries and enquiries, **the one concierge allocated to the whole project**. When this redevelopment project started in late 2016, my main concern was for additional security in proportion to the increase in population on the site, like the new Kings Cross development with its red uniformed security team and I was assured in the beginning that safety would be increased. 4 years later and there is no security planned, just **a single "super" concierge** maintaining security for hundreds of new homes, no plans for further security, other than "by design" and "opening up access" jargon that side step the responsibility for keeping the peace and maintaining a healthy environment, next to the 4th busiest tourist area in the UK that has a drink and drugs problem. Opening up access and relying on one concierge person to maintain security is asking for trouble.

The one other thing I emphasised in 2016 through 2017 with the original planning application was the significant need for additional public toilets, which has been whittled down now to a single pop up unisex urinal that may cater for 3 people at a time when it is up, again a tiny gesture for so many new homes and offices. To add insult to injury, it has just been announced by St George that the new temporary Morrisons store on the petrol station site will not have any toilet facilities. Which means much less public toilet facilities at the 4th busiest tourist area in the UK for the next 7 years whilst the main site is being built.

In summary, many more homes and offices, no additional security provided and less public toilet facilities for 7 years, then a 3 person urilift pop up toilet being the grand total increase in public toilet facilities in an area drenched in over licensing and the rivers of urine that come with so much alcohol consumption.

This project is an environmental health and safety concern, that is only increased with this additional intensification that is being applied for now.

As a member of the Gilbeys Yard Community it was made very clear in 2017 that our residential yard needed protecting from the blight of nuisance vehicle traffic, especially the many lost large delivery vehicles that have destroyed the historic cobbled surface of Gilbeys Yard, and I strongly requested Section 106 / CIL funding for a sophisticated vehicle barrier at the road boundary of Oval Road and Gilbeys Yard, which I have heard nothing of since, this protection would be most important during the construction of this Morrisons / St George site. Another example of how little benefit and how great an impact this severe overdevelopment will clearly have on the existing community.

2017 was a milestone for this community. For the first time, residents and business came together, many meeting each other for the first time, despite some being neighbours for

decades. We all came together and invested so much energy and hope into trying to welcome the redevelopment of this uninspiring site. The experience ended up being so demoralising for us, and left the community stunned and angry at the lack of democracy or value for our community. To now be faced with this opportunistic application, during a worldwide health emergency, for more height, by new owners that weren't witness to the efforts made in 2017 adds insult to injury, and we really need protecting from it please.

We would really appreciate it if our council would respect our request to dismiss this unjustifiable application and not allow further damage to the goodwill between the council and its people.

Thank you for your careful consideration and support

Mark Neal

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