

**From:** Lester May <[REDACTED]>  
**Sent:** 24 May 2014 16:57  
**To:** Planning  
**Cc:** Jones, Phil (Councillor); Braithwaite, Paul (Councillor); Mason, Angela (Councillor); Robinson, Roger (Councillor)  
**Subject:** Camden Council - Planning Application 2014/2866/P (Bruges Place) - comments  
**Categories:** Orange Category

Dear Sir,

In the light of uncontrolled immigration, significantly increasing metropolitan population and an acknowledged shortage of 'affordable' housing, I do not wish formally to object to this proposal (2014/2866/P) to convert offices in Bruges Place to housing. Homes need to be built and brown field sites should not be vacant unnecessarily.

However, I have some concerns and would wish to object to this application if my concerns are not satisfied.

I am confused by the planning application documentation and do not understand why architects Parsons + Whitley's plans for a development in Northwold, Norfolk, are part of this application.

The applicant intends to provide no additional vehicle parking for 27 homes - housing some fifty more people all told, perhaps - a "car-free development" they claim. This is naïve at best. Even if none of the residents ever needs a parking space, they might have visitors with cars and they will have, from time to time, deliveries by vehicle and/or contractors with vehicles. There are just four parking spaces in Baynes Street available to all comers, so pressure on local parking spaces will be even greater. The claim that "no transport or highway impacts are anticipated" is nonsense.

Baynes Street is one-way but narrows to one lane as it approaches Royal College Street. It is a bus route and, in the last week, to my knowledge alone, the bus has been blocked, in different places, by parked vehicles on three occasions; the bus then blocks vehicles following it, sometimes back into St Pancras Way.

Furthermore, the current off-road parking in Bruges Place, in part at least, is presumably for residents of the current flats and maisonettes on the second and third floors of the development. Lack of residents' parking and visitor parking provision in the new application means there will inevitably be misuse of parking spaces by those in the new 'car free development' who turn out, indeed, to have vehicles or need a space for a visitor's vehicle.

It is essential that some off-road vehicle parking is provided for the new homes, even if it's at the expense of fewer than 27 new homes.

It is important, too, to make proper, sensible, provision for off-road bicycle parking on the ground floor. Keeping a bicycle in a small flat takes up a lot of space. Furthermore, the action of moving a bike into a small flat can cause damage, from pedals and handlebars, to paintwork and walls along the route from the street. I am concerned that, with no bicycle parking provision, some bicycles will be secured to the railings of Reachview Close, across Baynes Street from Bruges Place; this will damage our railings and block the pavement.

The other concern is refuse disposal. The design of Bruges Place, by leading architects Jestico + Whites, is poor in terms of waste disposal. Currently, the bin(s) are in locked spaces facing Baynes Street - there may be some facing Randolph Street. Over the years, lazy residents in Bruges Place, and/or those in a hurry have, from time to time, not bothered with unlocking doors to their bin sheds and have dumped their waste in Baynes Street; the street suffers, as it is, from litter being thrown out of vehicles queuing to turn right into Royal College Street and from being cleaned only once a week. Better provision for waste disposal, more bin space indeed, must be made part of any approval for this planning application.

The leases for the new homes must contain clear rules about

- vehicle parking for leaseholders
- vehicle parking for visitors
- bicycle parking
- waste disposal and recycling.

It is to be hoped that, unlike with the shocking flats 12A and 12B Reachview Close, that the building of any new flats will receive proper supervision from Camden Council.

Yours faithfully,

Lester May

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