15B Wilmot Place Camden London NW1 9JP

10 January 2014

Conor McDonagh, Esq Regeneration and Planning Development Management London Borough of Camden Town Hall Judd Street

Judd Street London WC1H 8ND

Dear Mr McDonagh



Re: Planning Application 2013/7646/P

I refer to the above planning application.

I have recently been looking at the website and note that my email of the $20^{\rm th}$ December does not appear in the list of objections.

I wonder whether this has gone astray and I attach a copy.

Kind regards

Peter Everest

carnigen Regeneration and Planning

Re: Planning Application 2013-7646-P

With regard to the above I live on the corner of Wilmot Place and Rochester Place, 15B.Wilmot Place.

I have obviously seen the planning application and indeed went to the original presentation. My overall view is that this is an over development of the site particularly to the rear where a single storey building is being replaced by one of six storeys. Whilst this has been slightly stepped back it will take light from my bedroom / garden and manages to make Rochester Place look like a canyon..

Of greater significance are access and transportation issues. There is within the waste management analysis a swept path showing how refuse lorries access the site and drive away onto Camden Road. I note however that the swept path analysis does <u>NOT</u> show the turn of the refuse lorries into Rochester Place.

Rochester Place has a full carriageway width of some 4.3 metres and at its narrowest is only a clear 2.6m to the car parking spaces. Obviously the majority of cars park slightly over the spaces and therefore normally the width of Rochester Place is no more than 2.5 meters! To add to this the footpath is only some 850 wide and you will note the front door of 15A accesses directly onto the road at this very narrow point.

Larger vehicles using Rochester Place generally mount the kerb to manage the turn and as you can see from site they have worn away the shoulders of the pavement. Clear evidence I would suggest that this junction cannot take the size of vehicles suggested.

I would therefore like to ask why the swept path analysis did not include the junction of Wilmot / Rochester – is this because the road cannot take it and a proper analysis would fail

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