

Gentet, Matthias

From: [REDACTED]
Sent: 14 June 2016 13:33
To: Planning
Cc: Phillips, Kate
Subject: Planning Application No 2016/1479

Dear Sirs

Further to my email as attached I would also like to fully endorse the comments as made by my neighbours and fellow residents at 3b Chester Gate as pasted below.

I would in particular invite you to consider point 7 and the apparent lack of transparency in this planning application. The burden should surely be on the applicant to show how the proposed changes can in any way benefit the local community in a way that overrides these many serious objections from local residents.

Yours faithfully

Kevin McKenzie

Dear Ms Phillips

We strongly oppose this application on the grounds that it is misleading and factually incorrect on several important points.

1. The covering letter (bottom of page 3) states that there will be “no loss of permit holder space” for resident parking. This is not true. The application document states there will be a reduction from 12 spaces to 7 spaces on Chester Gate, but the transport statement states that the existing 12 parking spaces on Chester Gate will be reduced to 4 or 5 (which is consistent with the proposed site plan). Any decision to allow Chester Gate residents permits to park on adjacent streets would be determined by the Crown Estate Paving Commission and Max Jack of the CEPC has confirmed to us that there is no plan to reallocate the lost spaces. Therefore, the parking provision for Chester Gate residents will be reduced from 12 parking spaces to 4 or 5 if planning consent is granted, which is a loss of 7 or 8 permit holder spaces to existing residents.

The covering letter (page 4) goes on to state that the planning application complies with Policy DP18 of the Development Policies but omits to consider Policy DP19 on “Managing the impact on parking”, which requires that the removal of parking spaces should not “cause difficulties for existing users, [including] nearby residents”. The loss of permit holder space evidently will cause difficulty for existing residents of Chester Gate. If the CEPC does decide to reallocate spaces then this is an issue that affects all our neighbours.

2. The transport statement relies on parking data compiled while the construction hoardings have been in place for the redevelopment of 6-10 Cambridge Terrace, which has reduced the available parking spaces on Chester Gate and so the data relating to “unoccupied spaces” is misleading and irrelevant.

More specifically, like some other residents, we were not resident on the dates cited in the transport statement and so the assessment of parking spaces needed does not reflect ongoing needs for resident parking spaces.

3. The transport statement does not address safety concerns for cyclists and pedestrians arising from the narrowing of Chester Gate to a single lane, which will bring them into much closer proximity to moving and parked vehicles. Certainly the proposal does not meet Camden's aim for its road hierarchy in DP21 "to improve conditions for pedestrians and cyclists".

Narrowing Chester Gate will make turning out from Chester Terrace and Cambridge Mews much more difficult and hazardous and the application drawings show that this will be very tight indeed (see transport statement swept path analysis – 9m refuse vehicle). Large vehicles will also have difficulty exiting a narrower Chester Gate with resulting hazards to cyclists turning into or indeed already on the Outer Circle. These drawings also take no account of cars parked on Chester Gate and surrounding streets, which will further restrict access and turning space.

4. The situation for cyclists also needs to be addressed in conjunction with Transport for London's proposal for Cycle Superhighway 11, as indeed does the overall issue of traffic and congestion. The proposal to keep Chester Gate as one of only four of the eight Gates open to traffic in Regents Park would inevitably bring more traffic through Chester Gate, increasing congestion, pollution and hazards for cyclists if the road width were to be restricted to a single lane.

5. The transport statement states that HS2 is not a material consideration for this application, but there is no detail to support this sweeping assumption. Currently, it would seem difficult to predict the impact of HS2 works, but the disruption to neighbouring Albany Street is likely to be significant and no doubt Chester Gate will be impacted, with more traffic routing through to avoid Albany Street. Any narrowing of Chester Gate at such a time will only add to pollution and congestion, which is contrary to Camden Council's stated objective to "protect the lives and livelihoods of residents during the HS2 construction".

6. The creation of traffic gridlock by the narrowing of Chester Gate will substantially increase air pollution levels to the detriment of cyclists, pedestrians and residents in Chester Gate and Chester Terrace. This effect would contravene Camden's Policy DP22 relating to "Promoting sustainable design and construction by reducing air pollution" and also the Mayor of London's Air Quality Strategy.

7. The application has been represented as the "reinstatement of a historic garden", but there is no evidence that any such garden has ever existed in Chester Gate, which is a longstanding right of way. Moreover, there is no precedent for a large private garden in the vicinity of Regents Park, which is a beautiful and public environment. This proposal is actually for the redevelopment of Chester Gate for purely private benefit, a fact that is not transparent from the proposal documentation and which is material to the consultation process. The proposal presents no public benefit and instead reduces what has always been a public right way of way, causing inconvenience to residents' parking and access and to a much wider public, who cycle, walk or drive through Chester Gate, Albany Street and the Outer Circle.

Yours sincerely

Niall Curran and Susan Reid

3b Chester Gate

----- Forwarded message -----
 [uk>](#)

Re Planning Application No 2016/1479

My objections:

Dear Sirs

I am the registered leaseholder of 83B Albany Street, London NW1 4BT, which is my home.

The bedroom of my property directly overlooks Chester Gate. I am particularly concerned about the issue of traffic noise and traffic pollution which would be involved by the significant narrowing of the road which Chester Gate comprises which would necessarily be entailed by this planning application.

I wish also to second the wider objections to the above planning application as made by Professor Sir Colin Blakemore (extract as pasted below) and the Chester Terrace Residents Association.

I can see no possible amenity or advantage to the local residents which this proposed planning application would provide. It appears to be motivated purely by the desire to increase the value of the small number of private properties which will be able to use this intended private garden. I see no reason why this garden should not be designed in a manner whereby the existing roadway is not impacted at all - in other words whereby the garden does not encroach on the existing roadway.

I should be grateful if you would please note my strong objection to this proposed application in your records accordingly.

I should also be most grateful also if you would please acknowledge safe receipt of this email.

Many thanks.

Yours faithfully

Kevin McKenzie

I'm forwarding (below) a message to Chester Terrace residents from Francesca Cordeiro, Chair of the Chester Terrace Residents Association. This concerns the application to Camden Council for construction of a private garden, with the loss of a large portion of the public right of way through Chester Gate. The application is largely based on the (false) claim that the development would "restore a private garden built by John Nash". Francesca's email to residents describes a number of objections to the proposals and she attached a review of the Transport Statement (part of the application) and a report on the historical background by Dr Geoffrey Tyack, a historian from Oxford. I have attached these two documents, as well.

You might remember from earlier correspondence, some months ago, that I did some homework on this application and went to the consultation meetings. On the basis of an extensive search I came to the same conclusions as Dr Tyack – in particular that John Nash

did not design a garden for the north end of Cambridge Terrace, that no such garden was constructed when the Terrace was completed (1825), and no garden was present until the late 1860s. A garden did exist for a few years, from the late 1860s, but 1) it was not designed by Nash; 2) it was significantly smaller than the proposed new garden, leaving enough width for two lanes at the junction with Outer Circle; 3) it was removed before 1894 (perhaps because it was found to restrict movement through Chester Gate); and 4) for the following 120 years, until now, the arrangement was much the same as before the building work started, with a narrow strip of land behind railings.

The proposed “historic” garden would reduce the width of Chester Gate to little more than 3 metres (considerably narrower than the entrance at Albany Street; narrower even than Cambridge Terrace Mews). The number of parking spaces would be reduced from 12 to 4 or 5, and the placement of the remaining parking spaces would make the route through Chester Gate extremely tortuous. The junction at Outer Circle would be a single lane, effectively little more than 3 metres wide.

--

Kevin McKenzie
McKenzie, Solicitors

The contents of this electronic mail are confidential to the intended recipient at the electronic address to which it has been addressed. It may not be disclosed to or used by anyone other than this addressee; nor may it be copied in any way. If received in error, please contact McKenzie, a UK law firm, on [+44 \(0\) 207 430 0880](tel:+442074300880), or reply via electronic mail quoting the name of the sender and addressee and then delete it from your system. Please note that neither McKenzie nor the sender accepts any responsibility to scan the electronic mail and attachments (if any).

Kevin McKenzie is the sole principal of McKenzie, which is authorised and regulated by the Solicitors Regulation Authority. SRA Number 304045.

If the content of this email is personal or unconnected with our business, we accept no liability or responsibility for it. Please also note that solicitor-client confidentiality does not apply if you are not a client of this firm.

Please note that email or text message is not always a 100% secure medium of communication. If you have any concerns about the confidentiality of such communications regarding your matter, it is your duty to notify us in advance so that we can make alternative arrangements to communicate with you.

31 Southampton Row
London
WC1B 5HJ

Tel [+ 44 \(0\) 207 430 0880](tel:+442074300880)
Fax [+ 44 \(0\) 203 008 6011](tel:+442030086011)
www.kmckenzie.co.uk

--

Kevin McKenzie
McKenzie, Solicitors

The contents of this electronic mail are confidential to the intended recipient at the electronic address to which it has been addressed. It may not be disclosed to or used by anyone other than this addressee; nor may it be copied in any way. If received in error, please contact McKenzie, a UK law firm, on +44 (0) 207 430 0880, or reply via electronic mail quoting the name of the sender and addressee and then delete it from your system. Please note that neither McKenzie nor the sender accepts any responsibility to scan the electronic mail and attachments (if any).

Kevin McKenzie is the sole principal of McKenzie, which is authorised and regulated by the Solicitors Regulation Authority. SRA Number 304045.

If the content of this email is personal or unconnected with our business, we accept no liability or responsibility for it. Please also note that solicitor-client confidentiality does not apply if you are not a client of this firm.

Please note that email or text message is not always a 100% secure medium of communication. If you have any concerns about the confidentiality of such communications regarding your matter, it is your duty to notify us in advance so that we can make alternative arrangements to communicate with you.

31 Southampton Row
London
WC1B 5HJ

Tel + 44 (0) 207 430 0880
Fax + 44 (0) 203 008 6011
www.kmckenzie.co.uk