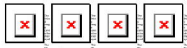


[Redacted]

From: Sexton, Gavin
Sent: 12 October 2017 15:01
To: Young, Tony
Subject: FW: Planning application for Morrison's Camden Goods Yard

[Redacted]



From: [Redacted]
Sent: 12 September 2017 18:32
To: Sexton, Gavin [Redacted]
Subject: Planning application for Morrison's Camden Goods Yard

Dear Mr. Sexton,

Camden Goods Yard Planning Framework "It aims to shape development, to enhance the area for existing communities, and to guide the provision of new homes, affordable homes, jobs, open space and facilities, to create an integrated and attractive place to live, work, and visit"

The proposed Barrett's scheme for the redevelopment of this site, does not address the requirements of above. It is an over development of the site, fails to address issues of linkages and transport to, and around the site, and will adversely affect the heritage assets in the surrounding area.

The proposed primary route through the site seems to be as an afterthought, and provides no link between Oval Road and the Roundhouse. Matters such as how the increased population arriving and leaving the site have not been adequately looked at.

There is insufficient affordable office and workspace which LB Camden has identified as needed in their Employment Land Study 2014.

Local Planning Policy CS14 states that developments should be of the highest quality and design. The height, bulk, and siting of the proposed buildings fails on all counts. The Grade 11 Roundhouse, Horse Hospital, Grade 11 Interchange Building, The Regents Canal CA, and Primrose Hill CA will all be adversely affected.

In the proposed scheme there are a large number of units facing north with inadequate sunlight. Many of these would fail the BRE standard for daylight. Many of the properties fail the 18m guideline for privacy. Many outside spaces within this development would be overshadowed and have little or no sunlight.

Many of the properties in Juniper Crescent will be impacted by a loss of sunlight/daylight. Several of the windows in the development are less than the required 18m guidelines.

Cars and buses are brought to the upper level of the site when they could be kept at the lower level. No provision seems to have been made for Taxi pick up/drop off. Very little or no provision has been made for cyclists/pedestrians.

I strongly object to this development as it stands for the reasons stated above, and urge you to refuse this application.

Yours sincerely,

Bee Thompson
83 Clarence Way
NW1 8DG