

22 February 2022

Jonathan McClue
Planning Case Officer
Development Management
Regeneration and Planning
Camden Town Hall
5 Pancras Square
London N1C 4AG

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Dear Jonathan McClue

Murphy's Yard - 2021/3225/P
Outline Planning Application, phased 18 development plots
demolition and development etc

[REDACTED] I have been unable to gain access to the detailed documents within the available timescale. However, having attended public consultation pre-application events, and being fully familiar with the site, setting and context I wish to register my **strongest objection to this outline application.**

1. **Height of the blocks** are most **visually damaging** to the long views from the Heath, the delightful open aspect from Kentish Town toward Hampstead/Hampstead Heath and for the shadow lines that the buildings would inflict on the Kentish Town City Farm and surrounding areas.
2. The **tall buildings** will likely cause **wind funnelling** at ground level, set as they are along the open railway lines.
3. The principle of individual development plots will do nothing to contribute to the **established architectural idiom** of development over the several centuries in this part of Camden, which provided high density accommodation in a low-rise setting, on the principle of streets. See practices such as eg Peter Barber, a different client brief and masterplan for the whole site for achieving quality residential human scale high density accommodation. Residential development must **not contain gated estates.**
4. **Carker's Lane name** should be preserved and not renamed as suggested. This public Lane has been encroached upon in recent time by owners of the industrial buildings on Highgate Road.
5. **Vehicular access:** This is a near impossible site to service for the development size proposed. Both during construction and once complete. The B518 (Gordon House Road and Highgate Road south of Chetwynd Road) is not suitable to take additional traffic with both narrowness, bridge height restrictions and a blind tight corner at 157 Highgate Road. **Blanket 7.5 tonne restriction** applies to all roads north, and east of the Highgate Road/Gordon House Junction covering Dartmouth Park, Highgate Village and into abutting Haringey and Islington further north and east.
6. **Pedestrian/cycle lane link** from Kentish Town to Gospel Oak should be at ground level.
7. On road maps provided by the applicant, Chetwynd Road was mistakenly marked as a main traffic artery. **Chetwynd Road is a Local Road.** This status must be corrected on the application and the road excluded from any access traffic flow calculations.
8. If **roads** on this site are not **adopted**, but stayed private, 'car capped' development is unenforceable, as proved the case with the industrial developments on the private Regis Road.

Planning


9. **Retail:** The submitted drawings fail to indicate the neighbourhood shopping parade on Highgate Road south of Gordon House Road. It is important to recognize this facility (Fortess and Kentish Town Roads are marked), and should be fully used in preference to new retailing on the development land. Any new retailing should be located near Gospel Oak Station.

10. **Public Landscaped Area/Water feature:** A tributary of the River Fleet crosses underground at the southern part of the site. It should be encouraged to part uncover this in the landscaping of the site.

11. Can an **integral recycling facility** be suggested such as in the current Barking large development site?

12. At this late stage a **trade-off** could still be achieved with the developers of the carwash site on Kentish Town Road for one of the Murphy's plots in order to **open up a wider entry into the site from Kentish Town.**

Kind regards


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