

**Dike, Darlene**

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**From:** Ivor [REDACTED]  
**Sent:** 25 June 2015 15:23  
**To:** Planning  
**Subject:** RE: 53 FITZROY PARK N6 - REVISED HGV NUMBERS Application Number:  
2015/0441/P15 Highfields Grove

it would appear that the key issues with regard to the unreasonable use of the road, unacceptable loss of amenity to residents and risk to pedestrians and cyclists ( who bomb down Fitzroy) remains the same. There will be 1059 deliveries to this one site only. Hundreds of would be Heath walkers use Fitzroy park as their approach to the heath. There will be Chaos with other car and domestic deliveries.

Ivor Spiro  
15 Highfields Grove  
Fitzroy Park  
Highgate n6 6hn

Ph Direct: [REDACTED]

Mob: [REDACTED]

**Dike, Darlene**

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**From:** Coline McConville [REDACTED]  
**Sent:** 25 June 2015 19:20  
**To:** Planning  
**Subject:** 2015/04441/P

I live at 8A Fitzroy Park, N6 6HP, with my husband, young children and dogs.

While I will not be as directly affected by this development proposal as my neighbours who live at the ponds end of Fitzroy Park, I strenuously object to the scale of the proposed project on this small site with such enormous access constraints.

1. How can it be that the original estimate of HGV deliveries has suddenly been reduced from 3100 to 1059? On exactly what basis has such a new calculation been prepared?
2. How can it be that the building of a residential private home can require almost as many HGV deliveries as the whole of the Hampstead Heath Ponds project?
3. In the Ponds project the deliveries have been divided up to minimise the impact on any one site. How can it ever be acceptable to allow 1059-3100 HGV deliveries to be made to one small site with extremely limited access?
4. What consideration has been made of the fact that Fitzroy Park will essentially be blocked off at one end for a 2-3 year period.
5. What consideration has been made to the hydrology of this end of Fitzroy Park given its proximity to the ponds, in light of the depth and sheer scale of the proposed development?
6. How will access to and from this narrow part of the road be managed for the large HGV's? Will they be able to enter and block during busy peak hour/school run times of day?

I respectfully ask you to take my concern into account in your review of this application.

Regards,

Coline

**Dike, Darlene**

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**From:** Sue Thomas [REDACTED]  
**Sent:** 25 June 2015 15:30  
**To:** Planning  
**Subject:** 53 Fitzroy Park, London N6 - reference number 2015/0441/P

Dear Sirs,

Having recently received notification from the Camden Planning Department of a revised application being submitted under the above reference number, I would like to register my objections to this latest submission.

I wrote to you on the 8th March 2015 pointing out my reasons for objecting to the original planning application for the re-development of the site at 53 Fitzroy Park. These were as follows:-

\* This will cause long-term disruption of the use of the road by the residents because of the scale of the basement level applied for - both spoil removal and subsequent construction required - with safety issues for both vehicular and pedestrian traffic. The road is narrow and has no pavements.

\* As a private road Fitzroy Park has not been built with the same load-bearing capacity as a local authority- built and maintained highway. The works are very likely to cause damage to both the surface and underlying water, sewerage and gas pipelines of the existing properties.

\* Whilst accepting that residents should be able to develop their homes within planning guidelines, it does not seem unreasonable to expect that these same guidelines should consider the effect such developments may have on the existing amenities of the area. The size of the house being applied for seems incongruously large for the site, and the execution of the building process is likely to have a long-term detrimental effect on the road and safety implications for both the existing residents and daily pedestrian users of the road.

Having read the terms of the revised application, they would seem to have the same disastrous effects upon myself, as a resident; the condition of the road; and all pedestrians using the road for a very considerable time.

Also, when comparing the heavy duty usage anticipated for this project to that for the Heath's current pond project they seem to be remarkably similar. In the case of the pond project, mitigation of this heavy traffic has been created by the use of four sites thus reducing the impact. We do not have that option for one plot in Fitzroy Park.

I would, therefore, like to reiterate my objections to this planning application - both the original and the present revised application - as being inappropriate and unsafe on a residential road with considerable public foot traffic.

Yours faithfully

Sue Thomas

8 Fitzroy Park  
London N6 6HP



KATHY THOMPSON  
KENVIEW FITZROY PARK HIGHGATE LONDON N6 6HX

25 June 2115

Dear Sirs

Application Ref 2015/0441/P  
53 FITZROY PARK N6

I am writing further to my letter dated 4 March 2115 as I understand the above application has seen some revisions .Unfortunately the revisions are not very encouraging so in additions to the comments made in my earlier letter which still stand ( 4/3/15 letter attached for ease of reference) I would like the comments below to be additionally noted .

With regard to the new information I make the following comments :

- On a positive note the total number of HGV deliveries has been reduced from 3100 to 1059 but it still equates to a mammoth 2118 journeys to and from Merton Lane over a 2-year period.
- As with the City of London Ponds Project, we have been told that the Applicant will be using the smaller 10t 2 axle HGVs (slightly shorter and less impact on the road) rather than the more usual 20t 4 axle HGVs.
- However, to put these figures into some sort of context, I have been told that the total number of 10t HGVs deliveries required to complete the City's Ponds Project, a huge public safety infrastructure project on 12 ponds/reservoirs, also over a 2-year period, is 1260 - a figure almost identical to this Applicant's plans to build a single dwelling for private use.
- To mitigate the impact on any one location (and with the full support of Camden) the City has spread its 1260 deliveries over four sites so that the impact on each location will be limited to 300 deliveries only. Again, to put the CTMP for 53 FP into context, Fitzroy Park will suffer x4 the impact as an equivalent site for the Ponds Project, as all 1059 deliveries will be to one site only.
- The Applicant's contractor has proposed building a construction platform to accommodate HGV turning space, lifting equipment, excavation equipment, storage, site office etc. None of this detail is included in the swept path analyses (theoretical diagrams showing how HGVs will manoeuvre) so it remains unclear how HGVs are to sit off the road when loading/unloading given these constraints. We remain firmly of the opinion

KATHY THOMPSON  
KENVIEW FITZROY PARK HIGHGATE LONDON N6 6HX

25 June 2115

that in practice HGVs will continue to obstruct the road, blocking our access for up to 40 minutes per delivery.

- These swept path analyses show HGVs needing minimum 5-point manoeuvres to reverse into site and then leave in forward gear towards Merton Lane. As we know, every time reverse gear is engaged over a 2-year period, a high pitched beeping will destroy the tranquility of Fitzroy Park.
- The main contractor has suggested that a maximum of only FIVE vehicles per day will be needed during fit out! Anyone who has done any sort of building project knows that the actual number of trades needed is enormous. So, it remains unclear how the plumbers, electricians, plasterers, decorators, window fitters, roofers, kitchen fitters, tilers, AV, pool contractors etc etc will all get access to the site (with their tools and supplies) during this phase and where exactly all these contractors will park between 10-12 each day when the parking restrictions in Merton Lane are operational.

To summarise I am of the view that this CMP represents a serious threat to Fitzroy Park which is a direct result of this proposal being simple too large for the site and severely limited access . Please fully consider my objection

Yours faithfully,

Kathy Thompson

KATHY THOMPSON  
KENVIEW FITZROY PARK HIGHGATE LONDON N6 6HX



Wednesday 4 March 2015

For the attention of Mr Gideon Whittingham  
Development control planning services  
London Borough of Camden  
Town Hall  
Judd street  
London WC1 8 ND

Dear Mr Whittingham

APPLICATION REF: 2015/0441/P  
53 FITZROY PARK N6 6 JA

I write to register my serious concerns about the above application .  
I have written before about some earlier applications for this site but for the avoidance  
of any doubt thought I should write again with specify regard to this application .  
My concerns can be summarised as follows :

A TRIPLING OF THE SIZE OF THE BUILDING FROM WHAT IS THERE NOW  
TO 10,000 SQUARE FEET. FURTHERMORE THE PHOTOS INCLUDED IN THE  
APPLICATION SUGGEST THAT IT WILL NOT BE VISIBLE FROM THE ROAD -  
WHICH IS LUDICROUS. AND THE PROPOSED HOUSE WILL BE HIGHER THAN  
THE EXISTING BUILDING. THE IMPACT OF THIS BUILDING WOULD  
BE SERIOUSLY DETRIMENTAL TO FITZROY PARK.

DIGGING A MASSIVE BASEMENT SOME 27 FEET DEEP COULD ACCORDING  
TO HYDROLOGY REPORTS NOT ONLY LEAD TO THE ROAD SUBSIDING OR  
COLLAPSING BUT DISRUPT LOCAL HYDROLOGY .

ENVISAGES MASSIVE VEHICLES TURNING IN THE ROAD, EVEN THOUGH  
THERE IS NO ROOM FOR THEM TO DO SO.

REMOVING YET MORE TREES FROM THE SITE - WHICH HAS ALREADY SEEN  
MANY TREES REMOVED.

Yours faithfully,

KATHY THOMPSON  
KENVIEW FITZROY PARK HIGHGATE LONDON N6 6HX

