

**Henry, Genna**

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**From:** Karen Friebe [REDACTED]  
**Sent:** 02 July 2015 18:58  
**To:** Planning  
**Subject:** RE: 53 FITZROY PARK N6 - REVISED HGV NUMBERS ;Planning Application No: 2015/0441/P

Dear Madam

I write with reference to the above application.

I live at 1, Fitzroy Park, N6 6HS.

Following the numerous objections that were sent to the Council in March 2015, I note that the Applicant has filed a number of revised documents including an updated Construction Traffic Management Plan which are published on Camden's planning portal.

Having reviewed these documents, it appears that the key issues with regard to the unreasonable use of the road, unacceptable loss of amenity to residents and risk to pedestrians remain the same. I must therefore re-state my objections to this application for the following reasons;

- The total number of HGV deliveries has been reduced from 3100 to 1059 but it still equates to 2118 journeys to and from Merton Lane over a 2-year period. Alan Baxter Associates have checked these figures on behalf of the Fitzroy park residents' Association (FPRA) and they consider them to be realistic.
- 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, I understand 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. 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 increase in height, 1st floor footprint, and almost a 30% increase in total floor area remain the same. This quantum is the crux of the issue. The proposal is far too large for the site and severely limited access constraints.
- 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. I am firmly of the opinion that in practice HGVs will continue to obstruct the road, blocking the access by residents and other road users, including pedestrians and cyclists, 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. Every time reverse gear is engaged over a 2-year period, a high pitched beeping will utterly destroy the tranquillity of Fitzroy Park.
- The main contractor has suggested that a maximum of only FIVE vehicles per day will be needed during fit out but this hardly seems realistic. It's a matter of common sense to deduce 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 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.
- Saturday working has not been ruled out "to take place if required between 8.00 to 13.00."

I believe that this CTMP represents a most serious threat to Fitzroy park and its residents.

Regards.

Karen Stephens

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