

**THOMAS AND ELIZABETH MURLEY**  
**3 Lower Terrace**  
**London, NW3 6RG**

Camden Council  
Planning Department  
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c/o Town Hall, Judd Street  
London WC1H 9JE

24 March 2015

**SUBJECT: Camden Planning Applications 2015/4555/L and 2015/4485/P**  
**Grove Lodge Admiral's Walk London NW3 6RS**

We are writing to object to the above planning application with respect to substantial works to Grove Lodge on Admiral's Walk in Hampstead. We previously objected to the prior planning applications on Grove Lodge, Nos. 2015/0886/P and 2015/1032/L

My wife and I reside at 3 Lower Terrace, which is located about 50 metres south of the Grove Lodge garden that fronts on Lower Terrace. We can see Grove Lodge from our first floor bedroom windows. We have lived at 3 Lower Terrace for 10 years and my wife manages her consulting business from home and thus works from home.

We strongly share the concern of many of our neighbours that the scale and nature of this development is not in keeping with the historic nature of this part of Hampstead and that it is inappropriate for this neighbourhood. We also share their concerns that the large basement system may affect underground water flows, the integrity of abutting homes and the listed nature of Grove Lodge itself. We do not reiterate those objections.

We note that this new application is reduced and an improvement over the prior planning application, but it still remains inappropriate to the neighbourhood and involves unreasonable disruption to residents

Our additional objections focus on 3 areas

1. Pending Camden Planning Consultation on Basement Extensions.
2. Disruption and disturbance to the neighbourhood in general, and traffic management and parking suspensions in particular.
3. Cumulative impact with other construction works in the immediate vicinity.

**Camden Basement Planning Consultation**

Camden has an outstanding planning consultation (on which we commented) that would limit basement extensions. Under the proposed rules in the consultation this planning application would fail on two grounds: (1) that Grove Lodge is a listed building and the proposed rules would not allow basements under listed buildings and (2) that the proposed basement is larger than would be permitted under the new rules for non-listed buildings.

Having released a consultation that would result in a denial of this application, citing all of the issues with basement extensions, it would be incredible for Camden to ignore its own thinking and concerns and grant the planning application.

### **Disruption and Disturbance**

We note that vehicle movements have been reduced from the prior application, but this still calls for over 700 vehicle movements, including large skip lorries, excavation lorries, cement trucks. At the peak it will be over above 2.5 times per day average in Phase 2 according to the works plan in the application. This may seem manageable, but this area of Hampstead has narrow and congested streets, even outside of the peak school run periods. Having lived where the lorries will pass for 10 years, we know how narrow these roads are and how quickly they will become congested. This is all simply too much. The attached photos show the narrowness and congestion in the area.

In addition, my wife and others in the neighbourhood work from home. We will be exposed to substantial demolition, excavation and construction noise for the first 50 weeks of the plan. A year of not having any degree of peace and quiet in our home and home office, as the nature of the buildings and the location of the work will project noise directly toward our home. Working from home will be much more difficult.

Further, the plan calls for the suspension of 5 parking bays on Lower Terrace for 40 weeks. As noted below, a further 4 parking bays are to be suspended for permitted works 50 metres away at Capo di Monte. We park our car on the street, as do most of our neighbours. After 10 years we have a very good sense of parking in the neighbourhood. Unscientifically, there are generally 3-4 empty bays in the neighbourhood. Removing 5 a further 5 bays for extended periods will mean effectively no available parking for nearly a year, either for residents, or for workman, painters, home delivery or our guests. This is simply unreasonable.

We note that one of the reasons for denying planning permission similar works at Netley Cottage on 10 Lower Terrace, which is immediately adjacent to the Grove Lodge site entrance was the same; impact of traffic on the neighbourhood. The Council in Planning Application 2013/0480/P turned down a large underground extension next door to Grove Lodge stating:

“Reasons 2

“The proposed development, in the absence of a construction management plan, **would be likely to give rise to conflicts with other road users, and be detrimental to the amenities of the area generally, contrary to DP20 (movement of goods and materials) and DP26 (impact on occupiers and neighbours)** of the London Borough of Camden Local Development Framework Development Policies.”

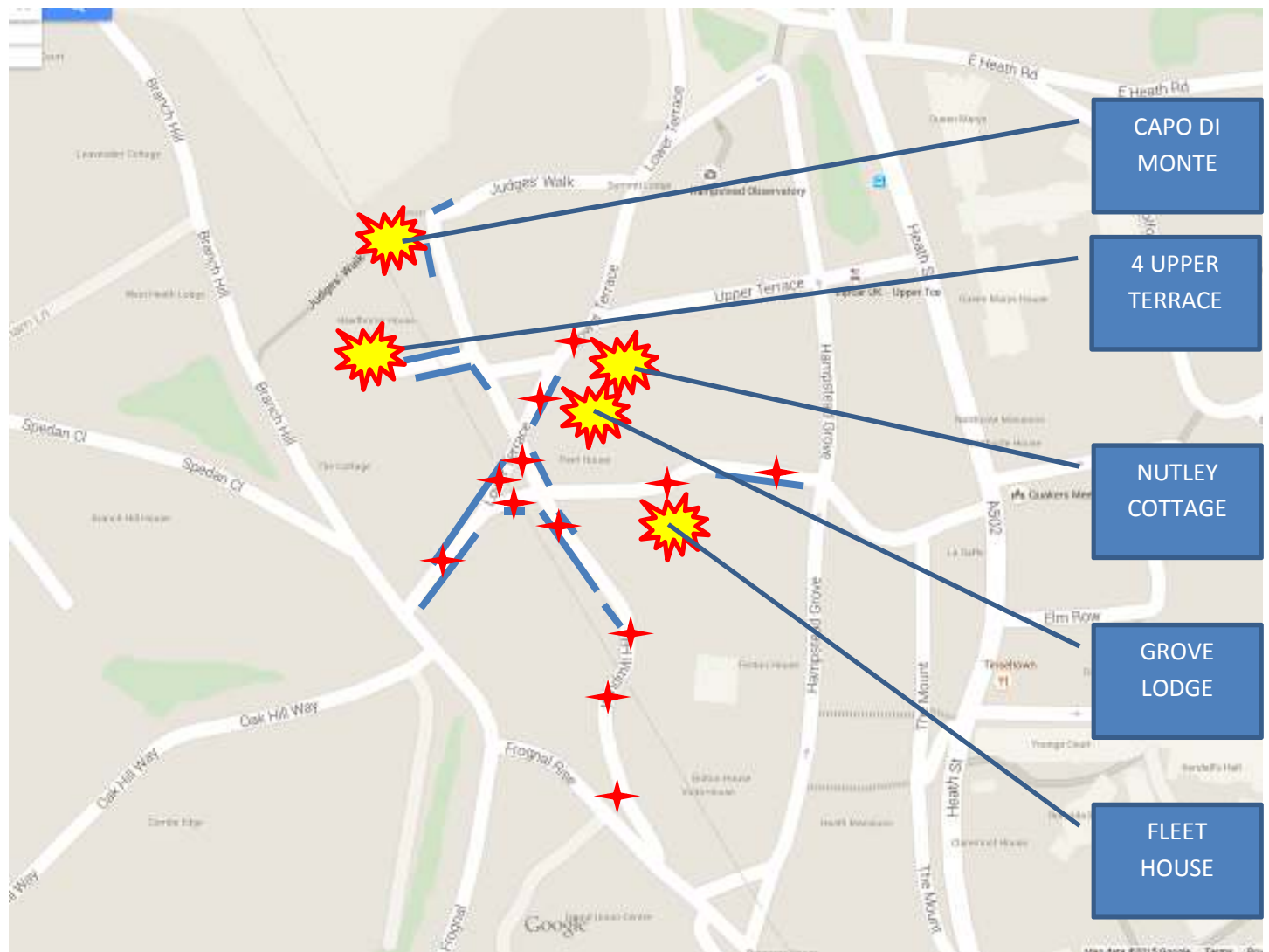
### **Cumulative Impact**

General and Camden specific planning guidance shows that planners should consider cumulative impact of works in assessing planning applications, noting that although individual planning decisions may be acceptable, the cumulative impact can change the neighbourhood and amenity and is a reason for denying planning applications. This is what we face in our neighbourhood currently.

Specifically:

- Fleet House on Admirals Walk, immediately across the street from Grove Lodge, is scheduled to start an 18 month demolition and reconstruction of nearly equal scale to Grove Lodge. This will involve closing Admirals Walk for 18 months and hundreds of Lorry Movements and noise, and the likely loss of some parking.
- Capo di Monte on Upper Terrace has secured planning consent for a basement and complete renovation. This will involve the suspension of at least 4 parking bays and more noise and traffic movements.
- 4 Upper Terrace has had substantial construction works for over 1 year (but at least is nearly complete
- If the Grove Lodge planning application is approved we can expect that Nutley Cottage immediately adjacent to Grove Lodge will seek again to secure planning for its basement extension, which would add another project.

The following map shows the very close proximity of these works.



**Blue Bars are Parking Areas, Red Stars are Traffic Choke Points. Red and Yellow current, proposed or soon to be proposed building site**

Fundamentally, the level and duration of construction already approved and is having a negative effect on the neighbourhood. The cumulative impacts by allowing Grove Lodge to proceed – further loss of parking, more traffic congestion, potentially further road closures will mean that from 4 Upper Terrace until Grove Lodge is completed in 2018, the neighbourhood will be the subject of continuous major construction projects for 5 years. This is simply unacceptable.

Whilst we remain opposed to granting the planning application for Grove Lodge, should the Council approve this despite all the good reasons for denying it, the Council should insist on very strict conditions regarding construction, traffic management and parking suspension. This is borne out of recent experience with Fleet House, in which the original planning application indicated no road closures, but a light system on Admirals Walk to control traffic. Following planning approval, and without notice to or consultation with the neighbourhood, Camden approved the 18 month road closure referenced above, including allowing the owner of Fleet House to erect a construction office and delivery area in the public road, while closing off a public footpath. The construction manager for Fleet House later stated that the original light based traffic system was never viable, which calls into question the veracity of the planning application. Further, in granting the road closure, in addition to no consultation, we understand that Camden's approval was made without visiting the site to see the constraints and the convenience and reduced cost to the owner from alternative construction methods was the driving choice.

In essence, Camden followed no rational or reasonable process in granting this permit.

Should Camden grant this permit, it should be on strict conditions that Grove Lodge adheres to the plans presented and that any later variations or changes be subject to council approval and neighbourhood consultation? We have been the subject of one bait and switch planning application. We should not be subject to another. Any such conditions should include the following:

1. All works will be done without permanent road closures
2. That Grove Lodge will not support any extension of Fleet House Road closure or otherwise make use of it.
3. That Grove Lodge will delay the start of its works until the Fleet Road closure is lifted so as carry out the plan submitted and not move all construction traffic to Lower Terrace
4. Any change to construction management, traffic management, or parking suspension during his construction need to be subject to council approval following local consultation.
5. That Grove Lodge provide that its construction managers will operate a CCTV system capable of recording lorry movements and any damage to parked cars or property on Admirals Walk and Lower Terrace, as most certainly will happen

## **CONCLUSION**

It does not take much to see that this proposal is inappropriate to this part of Hampstead and if approved would place an unreasonable burden on the local residents.

We encourage you to refuse the planning application

Thomas Murley

## **APPENDIX – TRAFFIC ISSUES PHOTOGRAPHED**

The below photographs illustrate the traffic and delivery problems that attach to the Grove Lodge Planning Application. These photos were taken at 0815 am on 17 March 2015, a normal day. This level and style of traffic continues most of the day.

Photo 1 – This is the wall that will have to be demolished to be the main construction access. This clearly shows the parking bays that will be lost for the duration of the construction. According to the planning application trucks will pull up the hill to just beyond the silver van that is parked in the photo and then reverse into the site. This area is about 40-50 meters from the front door of our house on Lower Terrace



Photo 2: This shows the narrow choke point just above the proposed site entrance, through which large lorries cannot move and through which two passenger cars cannot pass. This requires accessing the site from the Branch Hill / Frognal end of Lower Terrace.



Photo 3: This shows how narrow the street is at the proposed site entrance. Clearly the parking bays will have to be suspended and the road will be substantially blocked at times trucks are entering and exiting the site.

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Photo 4: This shows Lower Terrace south of the site entrance where trucks will enter Lower Terrace from Branch Hill / Frognaal. This photo shows one car heading south and the other entering as works trucks would to reach the site. The passing cars are about 80 meters south of the proposed site entrance. The narrowness of the entry and the parking situation are clearly visible.





Photo 5 shows how cars have to queue about 50 meters below the proposed site entrance because of one lane access.



Photo 7 shows the single lane area about 25-30 meters below the proposed site entrance, showing another single lane choke point through which the trucks need to pass to access the site. Our residence, 3 Lower Terrace is on the right of the photo and is the brick house next to the parked Range Rover.



These photos clearly show that the volume of vehicle traffic to the site is entirely inappropriate given road and traffic constraints and will require parking suspensions.