**10 Bertram Street**

**London N19 5DQ**

David Fowler

Principal Planning Officer

London Borough of Camden

5 Pancras Square

London N1C 4AG

 7th April 2017

Dear Mr Fowler

**Planning Application - 2016/6088/P - Highgate Newtown Community Centre Unit A, B, C, D & E - 25 Bertram Street London N19 5DQ - Planning Objection**

I am writing following the recent publication of two consultant reports on the planning portal i.e. the Parking Demand Analysis and the Car Park Management Plan.

The Parking Demand Analysis was undertaken on two weekdays - Thursday 19th and Friday 20th January. The report analyses the use of the car park only and takes no account of the impact of centre visitors on Bertram Street and the surrounding streets, particularly when the car park is full. For example, I am attaching three photographs taken on Sunday 26th March at 12.15 p.m. which show two cars driving out of Bertram Street due to the full car park, a third car attempting a three-point-turn to get out and a fourth car driving into and then having to reverse out of the street. This is a more realistic picture of the pressure on traffic and parking from users visiting the community centre.

The report then sets out a proposed ‘vehicle movement analysis’ when the site is redeveloped. This proposal “assumes no change to the current community centre usage”. However, this is in direct conflict with another council-commissioned report - the HNCC Business Plan - which sets out a proposed 30% increase in centre usage in order for the community centre to remain viable.

The Car Park Management Plan makes a number of sweeping assumptions about the management of deliveries to the site and takes no account of the potential knock-on impact onto Bertram Street and surrounding streets. For example, it states that the residential development will be car-free. It seems to take no account of the fact that the 31 new residential units may not be in full control of delivery times and will also have access to visitor parking permits.

The report also makes the assumption that the car park barrier and surrounding area will be monitored by HNCC staff with them acting as car park ‘wardens’. This report appears to be ignorant of the numerous demands that will be placed on a very small HNCC staff team as set out in the HNCC Business Plan.

I have presented a number of comments regarding traffic and parking in previous submissions and in light of the posting of these most recent consultant reports, I would be grateful if these further points of challenge can be taken into account in the Council’s deliberations.

Yours sincerely

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