

From: A Malik of 1d Parsifal Road, London; and J San of 1a and 1b Parsifal Road, London.
To: Planning Committee (Camden Council), Camden Town Hall, Judd Street, London
Reference: Planning application 2019/5709/P

Dear Sir/Madam,

We are the owner-occupiers of 1d, 1a and 1b Parsifal Road who are affected by this planning application. We object to the prospective development in the planning application 2019/5709/P for the following reasons.

Note: for reference, paragraphs 1A, 2B and 2E below represent the assessment of both J. San and A. Malik and the remaining paragraphs state the views of A. Malik.

1. Prospective Damage to surrounding buildings

- A. **Subsidence** – The Basement Impact Assessment (BIA) report, Aug. 2020 for this development by Chelmer Global Ltd on behalf of Gary Sugarman (pg. 20, Section 7.3 Q7) indicates that there is currently no evidence of subsidence in the local area. The Basement Impact Assessment (BIA) report, Sept. 2020 for this development by Campbell Reith Hill LLP on behalf of the Borough of Camden (pg. 12, Section 5.7) forecasts that damage to surrounding buildings will be no worse than Burland Category 1. However actual past developments (particularly **excavations** for basements) at neighbouring properties may have impacted the underlying substrata, resulting in subsidence on properties 1a and 1d Parsifal Road, as pinpointed in the photos below. Neither of the two BIA reports mention this although these homes are approximately 10 to 15 meters from the proposed construction and potential Subsidence evidence are clearly visible from far.



Figure 1.1 - Front of 1a Parsifal Road



Figure 1.2 - Back of 1a Parsifal Road

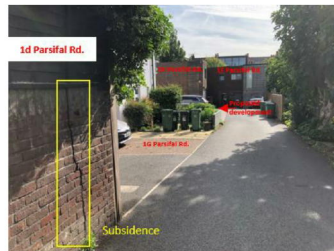


Figure 1.3 - Outside boundary wall of 1d Parsifal Road

The above appeared after completion of works close to this area enabled via past planning applications approved by Camden Council. It's conceivable that more development and excavations in proximity to these addresses as in the proposed planning application may:

- i. cause further structural damage to these properties; and/or
- ii. affect the structural stability of neighbouring properties.

This conflicts with the Camden Local Plan 2017, Policy A5 (pg 217, sections n,p).

- B. **Boundary wall and driveway affected by vehicles reversing into access road** - Section 4.9, 4.10 of the Transport Statement June 2020 by Pulsar Transport Ltd. on behalf of the developer states that vehicles shall reverse into the shared private access road from Parsifal Road. During construction of past developments in this area, the boundary wall of 1d Parsifal Road was damaged by heavy vehicles reversing into the private access road.



Figure 1.4 - Instance of large vehicle determining how to reverse into shared private road



Figure 1.5 - Damage to boundary wall of 1d Parsifal Rd. by previous reversing vehicles

The photos above illustrate this matter. As the private access road is steep and narrow (approx. 3.2 meters wide only) and sharply turns into the adjoining main Parsifal road (a two way road but wide enough for only 1 vehicle to freely drive at a time) large vehicles (typically 3 meters wide) find it difficult to reverse and navigate. They usually drive over the driveway of 1d Parsifal Rd. to reverse into the private access road. It's possible that during or after the proposed development, the boundary wall of 1d Parsifal Rd. may again be damaged by heavy reversing vehicles. Also, there are 2 cars parked on 1d's driveway at times, and other vehicles reversing into the private access road have resulted in impacts.

2. Overdevelopment

- A. **Access blocked to driveway** – enabled by previous planning applications, the additional property development behind 1a to 1d Parsifal Road over time has increased the frequency of vehicles delivering goods & services to the properties 1g, 1f, 1e which constantly block the driveway of my property at 1d Parsifal Rd. This is in part due to very limited on-street

parking available on Parsifal Road. This has regularly prevented me to drive in/out of my driveway resulting in e.g. to reach late to work; and take elderly residents to the hospital.

The addition of further properties proposed in this planning application will increase congestion and is contrary to the Camden Local Plan 2017 (pg. 186, section 6.9) which states "...developments dependent upon large goods vehicle deliveries will also be resisted in predominantly residential areas.." and it also conflicts with the Camden Local Plan 2017, Policy A1 (pg 184, sections c). "The Council will seek to protect the quality of life of occupiers and neighbours.." and that "...We will resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours.."



Figure 1.6 – Delivery vehicle blocking access



Figure 1.7 – Before & After pictures of weekly Waste collection. Properties 1e, 1f, 1g refuse bins left in-front of 1d after collection

The photos above illustrate daily circumstances. Vehicles at 1d Parsifal Road driveway are illegally blocked by delivery & service vehicles. They also often block the shared private access road at the same time. This planning application will ultimately facilitate a higher frequency of such events which are illegal under the Highways Act Section 137.

Section 4.10 of the Transport Statement June 2020 by Pulsar Transport Ltd. on behalf of the developer, state that waste vehicles will reverse into the shared private access road from Parsifal Road. This is incorrect. In practice, they refuse to reverse drive into the narrow lane due to their own constraints. They park on the pavement in front of my property to make way for traffic as a result damaging it, and leave the bins of 1e, 1f, 1g on my driveway, blocking my entry/exit. The new development proposed in this planning application will intensify this practice. This conflicts with the Camden Local Plan 2017, Section 6.3 on protecting amenities.

- B. **Limited parking spaces** – Currently it is very difficult for existing residents of Parsifal Road to find parking spaces on the road. Most houses on the road have been converted to multiple occupancy dwellings, thus increasing the residents' demand for on-street parking.

The proposed development will unnecessarily place a more severe demand to these limited resources because:

- i. It reduces 12 vehicle spaces to 5 without clearly accounting for where the remaining 7 vehicles, currently potentially using the garages, will find parking.

- ii. Visitors/Guests of residents of the new development will either be unable to find available on-street parking, or will take away on-street parking spaces used by current residents of Parsifal road.
- iii. Due to new parking restrictions on Finchley road by the Transport of London from 13/09/2020 to 12/03/2022, more vehicles are now parking on Parsifal Road.

This is contrary to Camden Local Plan 2017 (pg 186, section 6.9) which states that developments are expected to “...avoid creating a shortfall to existing on-street parking conditions or amendments to Controlled Parking Zones.”

- C. **Damage to public property** – At the entrance of the private access road is a pedestrian pavement. Vehicles using it go over the pavement. It has been damaged regularly by heavy vehicles during construction and later servicing at the rear of Parsifal House enabled by previous planning applications as well as by heavy vehicles making a U-turn on this junction road as there is limited space on Parsifal Road. See pictures below.



Figure 1.8 - Damage to pavement entrance to shared private road

D. **Risk to Public safety**

- i. The damaged pavement at the start of the private access road endangers pedestrians, particularly children and elderly by forcing them to step on to Parsifal road which is hazardous.
- ii. The private access road is steep and narrow. It is shared by cars, bikes and pedestrians, particularly school children. As a result of the proposed development vehicles going into the road will be unable to make a U turns and the congestion will endanger pedestrians. The photos below illustrate the issue.

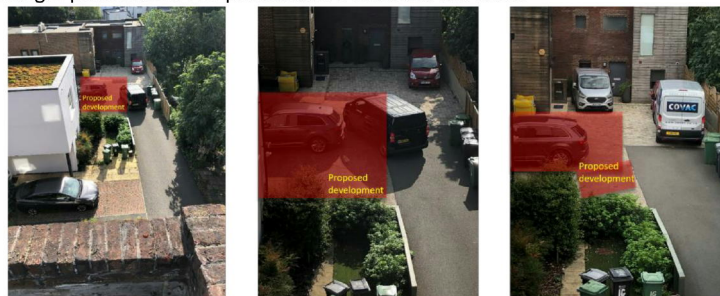


Figure 1.9 – Limited space to manoeuvre at end of private access road

Note that the illustrations provided by the developers in this planning application don't clearly take into account the placement of existing waste bins in practice. It will further limit the space for vehicles to navigate which is a hazard to the public.

E. Impact on wastewater infrastructure

The planning application 2006/5903/P led to the erection of a 5 storey building at No.523 Finchley Road with car parking accessed via Parsifal Road. Since its construction, wastewater smells have been identified at 1a Parsifal Road and 1d Parsifal Road. Each year we witness a large waste water removal vehicle driving into the private access road from Parsifal road to pump out waste from the area, after which the wastewater smells reduce. This evidence suggests that a new development via planning application 2019/5709/P could worsen this by putting pressure on the existing water infrastructure. In line with Camden Local Plan 2017, Policy A1, we suggest that the council consider this factor when considering this planning application.

Sincerely,
Atif Malik, 1d Parsifal Rd. London
Joceline San, 1a & 1b Parsifal Rd. London

Figure 2.0 – Map at Land Registry of 1d Parsifal Road.

