

## FLASK WALK NEIGHBOURHOOD ASSOCIATION NW3

09 September 2022

### **Draft/COMMENTS ON CMP FOR 6 STREATLEY PLACE**

The Flask Walk Neighbourhood Association (FWNA) represents the interests of residents of Back Lane, Boades Mews, Flask Walk, Gardnor Road, Lakis Close, Lutton Terrace, Mansfield Place, Murray Terrace, New Court and Streatley Place.

The following are the observations of the FWNA on the CMP submitted by the developer of 6 Streatley Place, London NW3 1HP (2018/2859/P):

#### Generally

Although the developer appears to recognise the problematic nature of the site – the tightness of the site, the proximity of the school and the almost constant usage of the loading bay in Back Lane – it is suggested that the developer has failed satisfactorily to address such problems.

Moreover, it is simply unacceptable to include the words “TBC” in a CMP, particularly one relating to this difficult site. We are entitled to see, and indeed must see, all relevant information now. Of course, the same applies to Camden’s consideration of the CMP.

#### Back Lane.

Back Lane is a narrow one-way highway running from Flask Walk to Heath Street. There is a left only turn from Back Lane into Heath Street. Back Lane is well used particularly during morning and evening rush hours. An obstruction on Back Lane would inevitably cause unacceptable traffic congestion and tailbacks onto Flask Walk, which, although two way, is narrow with a width restriction of 6 feet (1.84m).

The loading bays on Back Lane (close to the junction with Heath Street) are very heavily used, not only by deliveries to all local businesses, but also by the residents of (pedestrian only) Streatley Place and Mansfield Place for their deliveries and as a drop-off point.

It is said that “most site deliveries will be done using van-sized 3.5t vehicle offloading or collecting refuse at the loading bay at Back Lane. The use of the loading bay at Back Lane must be coordinated with the other businesses using this space.” The plan seems to be that the banksman would call for deliveries if the loading bay space was empty and that otherwise the van would drive around until there was a vacancy. It would appear that the proposal is for 5 deliveries/removals per day. Those arrangements are utterly unacceptable:

- (1) The use of the word “most” suggests that it is envisaged that there could be other deliveries not using a van-sized 3.5t vehicle.
- (2) In any event, the width of a typical 3.5t van is 2200mm = 7feet 2.6 inches, which exceeds the Flask Walk width restriction.
- (3) Vaguely suggesting that there should be liaison with “other businesses” is unsatisfactory. There should be a limited time slot when the developer’s vehicles can have use of the loading bay. That time slot could be clearly advertised. We suggest that it should be secured by means of a section 106 undertaking.
- (4) By the time that the delivery vehicle arrived at the loading bay, having been summonsed by the banksman, the loading bay may well again be occupied. The bankman would have no right to prevent other vehicles from using the bay in the interim.
- (5) It cannot be a sensible solution to suggest that vans should circulate until a loading bay becomes free. We note that the CMP for the development at 5A Back Lane specifically prohibits trucks from circulating locally until a vacancy occurs.
- (6) The proposed start date is particularly relevant as work on 5A Back Lane and 7 Lakis Close is not scheduled to be completed until the end of 2022, although there is likely to be slippage. If there were to be work ongoing on all three sites, there would be considerable competition for the loading bay with unacceptable consequences.
- (7) Finally, no indication is given as to how materials/spoil would be moved to and from Streatley Place and Back End. Would it be by wheelbarrow or would some kind of motorised vehicle be used? If the latter, we would need details.
- (8) An application for works at No.1 Back Lane has been lodged, 2021/5621/P, for ‘upgrade of existing bin storage on rear terrace of property to create a utility room/pantry area to be accessed directly from the kitchen.’ No.1 is on the corner of Back Lane and Streatley Place with frontages to both. Work is expected to commence in

November 2021, and the builder will almost certainly wish to use the loading bay on Back Lane which is opposite the property, for delivery of materials and collection of spoil. This will place extra pressure on the use of the loading bay and require further management of the space.

#### Item 8

FWNA has had a great deal of experience of development in Flask Walk and the neighbouring streets. We are extremely sceptical of the theoretical timescale suggested by the developer. We invite Camden, when considering this CMP to assume that the proposed work will last considerably longer than 2 years.

#### Page 11

We believe that Camden requires the week-day working hours to end at 5.30.

#### Page 12:

para 4: The “off-site compound” should be identified.

We assume that the limited times for delivery and spoil removal relate to the use of the loading bay on Back Lane, although it is not entirely clear. Slippage of those times due to the unavailability of the loading bay, particularly in the afternoon, could well result in conflict with the children leaving school. We reiterate that there must be a set limited time for the use of the Back Lane loading bay.

Penultimate para: There is a suggestion that the northern end of Streatley Place could be used for the delivery of large plant. This is not mentioned anywhere else, except equally vaguely at item 16. How a banksman can ensure that there are no deliveries during school term time and school hours is not clear.

#### Community Liaison

This has been somewhat ineffectual. There have been two meetings, one at the Community Centre and one via Zoom. The latter was very unproductive. As to the former, there was no prior notification by leafleting residents. At the conclusion of the second meeting (2<sup>nd</sup> January 2022) we were informed that the next meeting would be held only after the commencement

of construction, would be monthly for the first three months and thereafter every two months. There was no meeting to discuss the draft CMP.

#### Item 14

There is no mention of 5A Back Lane – major adjacent redevelopment – or 7 Lakis Close. The contractors for No.5A use the Back Lane loading bay several times a day, sometimes for prolonged periods.

#### Item 18

No information is given as to the arrangements between the developer and the 45 Flask Walk contractors: nor is any indication given as to what is proposed if HGV deliveries need to be made after 45 Flask Walk construction is completed.

#### Item 19

- (a) Any twin axle 18t HGV would be wider than the Flask Walk width restriction.
- (b) There are a number of other significant construction sites in the area, as the developer recognizes earlier in the CMP.

#### Piling

No information is given as to the proposed method of piling.

#### Noise

This is a residential area. Noise predictions and noise limitations must be provided now. It is particularly important since a resident who lives at Flat 21 New Court is a professional writer and works from home. Being a ground floor flat she will be severely affected by noise from the works. The developer must erect a sound insulated barrier between the site and the New Court flats.

#### Conclusion

For all these compelling reasons, the CMP as presently drafted is not acceptable to local residents and requires revision.

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