

**Application No:** 2013/3487/P  
**Site Address:** 142-150 Arlington Road  
London  
NW1 7HP  
**Case Officer:** Elaine Quigley  
**Consultees Name:** Mr Yat Chung

**Received:** 23/07/2013 19:47:19  
**Comment:** OBJ

**Response:**

I object to the proposed increase in height of the new development as this is inappropriate in this conservation area (especially given the height is greater than any other comparable building on the road) and increases the population density to an inappropriate extent, particularly considering the restricted width of Arlington Road. The existing height of the building should be the maximum development height.

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2013/3487/P	142-150 Arlington Road London NW1 7HP	Elaine Quigley	Mr Yat Chung

<b>Received:</b>	<b>Comment:</b>
23/07/2013 19:43:50	OBJ

**Response:**

The area is already under significant car parking pressure and no new car parking permits should be issued for this development in line with a car free development.

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2013/3487/P	142-150 Arlington Road London NW1 7HP	Elaine Quigley	Mr Yat Chung

<b>Received:</b>	<b>Comment:</b>
23/07/2013 19:42:24	OBJ

**Response:**

The developer should provide more detailed final design proposals on the how the area to the rear of the development will be improved from its current "commercial" status to be of "residential" quality in line with the change of use of Mornington Sports Centre. The present proposal is TOTALLY misleading in that the visualisations of this area do not show the metal fencing and access gates and the skips at the end of this road. The developer must make proposals on how the long term security of access to the road adjacent to the M&S car park will be maintained including:

- detailed proposals on electrifying the rear access gate and providing a key pad code access for commercial drivers and remote key fobs for road users and a process and obligation for funding and maintaining this access gate.
  - detailed proposals on how the road adjacent to the M&S car park will be upgraded such that it becomes of residential quality and remains safe from vagrants and drug users bearing in mind that the current low cost rental units will be aimed at families with children.
  - the developer should address possible adoption requirements of this road with Camden Council as a possible improvement option.
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**Received:** 23/07/2013 19:38:51  
**Comment:** COMMNT

**Response:**

1. Construction work will be extensive, disruptive and noisy over a period of (probably) 2 years - to ensure reasonable living conditions for residents all construction work should be restricted to normal working hours (0900-1700) Monday to Friday and there should specifically be NO construction work on Saturdays and Sundays.

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2013/3487/P	142-150 Arlington Road London NW1 7HP	Elaine Quigley	Mr Yat Chung

<b>Received:</b>	<b>Comment:</b>
23/07/2013 19:40:38	OBJ

**Response:**

A liaison process should be set up between the developer and residents of adjacent properties. 154-160 Arlington Road residents can nominate a contact point for consultation on major works and other area residents should be invited to join. The developer ought to nominate an on site contact (for immediate issue resolution) and a management contact for major and strategic issues. A complaint resolution process should also be put in place with resort to Camden Council planners if issues cannot be resolved.

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2013/3487/P	142-150 Arlington Road London NW1 7HP	Elaine Quigley	Mr Yat Chung	23/07/2013 19:45:02	COMMNT

**Response:**

I object to the proposed location of low cost rental properties in the proposed redevelopment and the proposed access to those properties. The current design segregates the low cost rental properties from the owned properties and the low cost rental properties are also the only properties with access onto the rear of the development (i.e. with access onto the road adjacent to the M&S car park). This road area between the M&S car park and the redevelopment is currently an unsightly and difficult to police area. The low cost properties should have access integrated with the other residents or some owned properties should have access onto the rear of the development creating a shared ownership by all residents of all the space around the new development and removing the current "segregation by design".

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