

Butler, Clare

From: Fred Langinieux [REDACTED]
Sent: 23 July 2013 00:04
To: Planning
Subject: Planning Consultation ref 2013/3487/P
Follow Up Flag: Follow up
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TO: Elaine Quigley

Ref: Planning Application 2013/3487/P

As a resident of the flats directly adjoining the Mornington Sports Centre redevelopment (i.e. the development at 154-160 Arlington Road) I have the following objections and request that the points below be addressed in a revised planning submission OR be incorporated as conditions that the developer has to adhere to in any planning approval given:

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.
2. 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 areas 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.
3. The developer must put in place a Construction All Risks insurance policy to indemnify 154-160 Arlington Road flat owners and residents for any damage (direct or consequential) to their adjacent properties during construction. This is important because there is a party wall between 154-160 Arlington Road and the Mornington Sports Centre.
4. High quality noise proofing insulation should be incorporated into the construction of wall adjoining 154-160 Arlington Road to suppress noise from residents in the new development and also to suppress noise during construction.
5. Vehicle access must be maintained at all times to the road at the rear of 154-160 Arlington Rd (adjacent to the M&S car park) leading to the 154-160 Arlington Road Car Park and to the businesses at the end of the road. The security of that road should also be maintained by locking and unlocking of the access gate at the end of that road – there is a danger that workmen will leave this access gate unlocked and therefore allow drug users etc into the road at night – this must be avoided.
6. 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.

7. I also 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".

8. 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.

9. 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.

Regards,

NAME: Frederic LANGINIEUX

Zamri ARIF

ADDRESS



POST CODE NW1 7HP

Fred Langinieux

+44 20 3565 2912 home | +44 77 9406 8987 mobile | fred.langinieux@gmail.com

Flat 9, 156 Arlington Road | NW1 7HP | London | UK