

City of Westminster
Kimberley Davies
Pending Applications
Development Planning
PO Box 732
Redhill
RH1 9F

Our Ref: **2016/2009/P**
Your Ref:
Please ask for: **Elaine Quigley**
Telephone: 020 7974 **5101**

11 April 2016

Dear Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Request for Observations to Adjoining Borough - Objection

Address:
**Development Site At Land Bounded By Drury Lane
Dryden Street
Arne Street And
Shelton Street
London**

Proposal:
Request for observations from the City of Westminster for demolition and redevelopment of site in buildings ranging from 5 storeys to 7 storeys (excluding roof top plant enclosures), including facade retention of 30-35 Drury Lane, 2 Dryden Street, 4-10 Dryden Street and 12 Dryden Street, in buildings to provide retail and restaurant/cafe uses at ground and basement level (Class A1/A3), 68 residential units (Class C3), cycle parking, basement car parking, associated landscaping works.
Drawing Nos: Letter from City of Westminster dated 1st March 2016 reference number 15/07560/FULL.

The Council, as a neighbouring planning authority, has considered your request for observations on the application referred to above and hereby raises objection for the following reasons:

Reasons for Objection



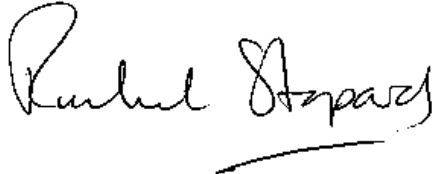
- 1 The loss of the north-western block, facing Drury Lane and Shelton Street, that is considered to make a positive contribution to the streetscape and to the setting of the Seven Dials (Covent Garden) Conservation Area, would have an adverse impact on the setting of the Seven Dials (Covent Garden) Conservation Area, harming its character and appearance contrary to policy CS14 (Promoting high quality places and conserving our heritage) of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 (securing high quality design) and DP25 (Conserving Camden's heritage) of the London Borough of Camden Local Development Framework Development Policies and policy 7.8 of the London Plan March 2015, consolidated with alterations since 2011, and paragraphs 14, 17 and 126-141 of the National Planning Policy Framework.
- 2 The proposal, in the absence of car-free residential and commercial development would lead to increased vehicle movements in the surrounding streets and would fail to capitalise on the well connected location by promoting sustainable transport measures, to the detriment of the amenity of local residents, businesses and the local highway network, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of a development), DP17 (Walking, cycling and public transport), DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies and policies 6.11, 6.12 and 6.13 of the London Plan 2015, consolidated with alterations since 2011.
- 3 The proposal would fail to provide adequate number of short stay retail and residential cycle parking spaces for visitors and would fail to capitalise on the well connected location by promoting sustainable transport measures, to the detriment of the amenity of local residents, businesses and the local highway network, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of a development), DP17 (Walking, cycling and public transport), DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies.

Informatives:

- 1 It is recommended that the City of Westminster secure financial contributions as part of the section 106 agreement for the following measures if permission is granted:
 - Car capped development (to prevent residents from obtaining on-street parking permits)
 - Parking management plan (car parking, motor cycle parking and cycle parking)
 - Basement construction plan
 - Construction management plan (to include demolition and basement excavation works)

- Financial contribution for highway remedial and public realm improvement works directly adjacent to the site (including implementation of PERS audit recommendations)
- Travel plan
- Servicing management plan
- Approval in principle (relates to basement excavations directly adjacent to the public highway)

Yours faithfully

A handwritten signature in black ink, appearing to read 'Rachel Stopard', with a horizontal line underneath.

Rachel Stopard
Director of Culture & Environment