

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/3930/P	CRASH - Lucy Findlay	45 Compayne Gardens NW6 3DB NW6 3DB	16/09/2016 14:48:51	COMNOT	<p>Thank you for the opportunity to comment on this application. I am writing on behalf of CRASH (Combined Residents of South Hampstead) residents group; this proposed development falls within the area represented by our membership. While there have been a number of improvements to the plans shown to the public and our members three years ago and some previous comments have been taken on board, we continue to have a number of concerns with the proposals.</p> <p>I understand that at the October 2013 public exhibition undertakings were given to reconult with interested parties, present the amended scheme to a development management forum, provide a review followed by a briefing before the scheme was finalised and an application submitted. None of these communication/ liaison steps have been taken with CRASH members.</p> <p>The height of the development is still not in keeping with the established roofline of this section of Broadhurst Gardens as at some points it is 5 storeys through the use of mansard/set back strategy. The building height will overshadow the properties on the north side at key times of day. By proposing 30 units in this development the plans are too bulky and it is of concern that a full basement across the whole development is required in order to provide sufficient space to accommodate the 30 units and utilities/storage etc. As identified in the basement impact assessment this area is in an area known to be at risk from surface water flooding and we are concerned that this basement work will exacerbate the situation.</p> <p>We are concerned about the density of the units proposed and whether there is adequate space for waste/recycling; whether the units have enough storage space; whether there are safe and large enough emergency exits; whether the development meets all the Council's building control standards; and where delivery vehicles for the residents and commercial units will be able to park (the design statement specifies there is no vehicle access to site) without blocking the road, using residents bays or blocking/causing damage to the cobbled West Hampstead Mews.</p> <p>The amount of glass to the frontage of the retail spaces is still not in keeping with the streetscape and should be reduced.</p> <p>If any of these commercial units are used for eating/drinking establishments we are concerned that there will be further encroachment onto the already overcrowded pavements on this street. The North side suffers from rubbish overspill on a daily basis and the winebars and coffee shop combined with the C11 bus stop mean that it is not possible for people to walk down the north side of the pavement during busy periods. It is noted that Camden has just granted permission for the Wired coffee shop to have further seating, heaters etc which will further crowd out pedestrians. We are concerned that the same will happen on the south side.</p> <p>There do not appear to be any affordable units; this does not seem to be in keeping with Camden's strategies or the new Mayor's vision.</p> <p>The proposal for storing refuse in the lower ground (basement) area seems impractical with the use of a hoist to raise to ground level. Where will the refuse be put on rubbish collection days when it is brought</p>

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to ground level/ Who will be responsible for doing it?

We are concerned about the impact of the demolition and construction phases on local residents, traffic on a narrow one way street; and the C11 bus route. There is no comprehensive traffic and construction plan or measures to alleviate a significant potential for noise and nuisance to residents across a wide area included in the application. For example where will the lorry holding area be located? The Ballymore development on West End Lane has been using Blackburn Mews as a turning and holding area which is far from ideal but where will this development use to queue up any deliveries, loading etc during construction without affecting the C11 bus service and how will the safety of pedestrians be guaranteed? A detailed construction management plan - drawn up with the input of local residents and ward councillors - will need to set out how this can be achieved. Details will need to be provided as to how the developer will maintain access and a through-route for pedestrians, vehicles and cyclists - as well as satisfying TfL that there will be no disruption to the C11 bus route or residents on West Hampstead Mews or Broadhurst Gardens and neighbouring roads.

We object to the removal of the tree in the rear garden of 159.

There is a serious lack of greenery in this section of the "Gardens" already and the plans do not appear to include any new planting. The opportunity should be taken to include new planting to the front and rear consistent with the South Hampstead Conservation Area.

West Hampstead underground station cannot cope with peak demands in its ticket hall already and has become dangerous at peak times as people queue outside to gain access and internally to leave the building queued up on the stairs. It also suffers from not having any step free access. While the Thameslink station has recently been upgraded and the Overground station redevelopment will commence soon there are no plans to enhance the underground station. This development will put further pressure on the underground station and we actively support the Community Infrastructure Levy applied to this scheme to be spent on expanding the underground station as proposed by the West Hampstead Neighbourhood Development Forum.

We request that the application, as it stands, be refused.
