

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
-----------------	------------------	------------------	-----------	----------	-----------

2016/4109/P	James Beggs	10 Little Green Street London NW5 1BL	21/09/2016 14:52:54	COMMNT	
-------------	-------------	--	---------------------	--------	--

CONCLUSION  
RE-SUBMIT or REJECT.

Details

Design Planning and access statement

Application. After reading these notes, Item 26 Declaration might need to be revisited as the information submitted is outside the normal description of being "accurate"

KEY ISSUE - Access

Constantly and inadequately described as being "via Little Green Street". There are another two parcels of land between Little Green Street and the site entrance, namely College Lane and The Access Road. Croydon Land registry confirm LGS is a cul-de-sac terminating against College Lane. The 106 Agreement defines the Access road as the land lying to the East of College Lane and the site entrance.

The older pedestrian route of College Lane continues over the head of Little Green Street - crossing by vehicles has been incorrectly claimed to have been established during site occupancy by the Former British Rail Staff Club - which ceased to function over 16 years ago, and operated under a different land use.

Land use of site is now residential with anticipated vehicular traffic being more numerous and more frequent - 24 hr shopping deliveries etc. At this point in time, vehicular access cannot be assumed beyond the end of Little Green Street. LBC to resolve with Applicant and advise

Land divisions adjacent to boundary require to be clarified and reflected in streetscape prior to any occupation, to improve safety of residents and transit pedestrians, many of whom are children who take this "safe" route along the shared surface of Little Green Street to and from school.

Traffic management plan has not yet been submitted to demonstrate compliance with requirements of 106 Agreement, including "there shall be no reversing in either direction from within Little Green Street". Without this, this application cannot be resolved nor can that of the host site be implemented - (APP/X5210/A/02/1097183). Residents have been told by LBC Highways that there will be no Post Demolition and Construction Traffic Management Plan, and that a 20MPH limit will be applied as elsewhere in the Borough. Totally unacceptable.

2.00 Site and Context - "No intervisibility from scheme to conservation area". Incorrect - College Lane is direct line of sight, opposite opposite, however, no "overlooking" privacy issues to College Lane properties to contend with.

4.2 "planning issues limited to....." advice noted, but agent advised to concentrate on quality of

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
					<p>information being presented.</p> <p>unable to determine what future occupants will consider as being "acceptable" - irrelevant - what was brief?</p> <p>external appearance mimics adjoining development and neither adds nor detracts, however adjacent site routes are frequently book-ended at terraces with an additional floor level eg Little Green Street No's 1&amp;2, 8 and 9</p> <p>5.10 Not a brown field site - it's an existing car park?</p> <p>5.23 2 of 5 flats represents 40% exactly, not "over 40%" - misleading or simply lazy.</p> <p>Drawings - Omissions (create difficulty in referring to part of a drawing), include-</p> <p>No floor levels</p> <p>No levels on surrounding open ground - existing and proposed levels are unclear.</p> <p>No grids</p> <p>No floor references on Sections</p> <p>No floor references on Elevations (except North east)</p> <p>Outline of previously approved scheme shown in sections only, not on plans</p> <p>No details of cladding junctions with existing</p> <p>No detailed roof plan showing drainage falls, access etc</p> <p>Drawings - Errors (compound difficulty in interpretation of intent and may indicate failure in checking procedure), include -</p> <p>Section CC - Door from stair shown incorrectly (Ground floor opens into WC)</p> <p>Section CC - Entrance wall to stair shown as solid construction, plan shows fully glazed</p> <p>Section CC and AA - Window at landing not shown on plan ( or elevation?)</p> <p>Section CC - Entrance to stair shown from "ground" at Lower Ground Level. and from thin air at Ground Level</p> <p>Ground floor Flat No 1 Rooflight to terrace shown on plan only</p> <p>South West elevation - Lower ground missing</p> <p>South West elevation - Window in staircase not shown on elevation</p> <p>Drawings - Layout Issues (mainly subjective)</p> <p>Daylight appears to be extremely challenged at lower ground level accommodation</p> <p>Lower Ground Floor plan - door clashes with sink in kitchen area</p> <p>Internal stairs to flats - no daylight - not a sustainable aspect of planning</p> <p>Vents from internal kitchen areas? will show on elevations/ roof plan?</p> <p>Roof plan - no relevant information such as falls, outlets, levels of each area, access to, etc etc</p> <p>Drawings - Clarity</p> <p>CGI of "adjacent scheme" would be more informative if location was shown. i.e are stairs from ground floor flat 3 terrace as shown in illustration?</p> <p>CONCLUSION</p> <p>Neither the circumstances nor the physical description of proposals have been adequately resolved - RE-SUBMIT or REJECT.</p>

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/4109/P	Belinda Wakefield	15 Evangelist road NW5 1UA	21/09/2016 18:47:56	OBJ	<p>I am writing on behalf of a local residents' association to object to the plans to build further homes on an already very dense site.</p> <p>The proposed addition is far too close to Hambrook on the ingestre estate and will damage their amenity. The current development is already too large for the land it is built on and has seriously damaged the amenity of those in College Lane and the Ingestre estate.</p> <p>Apart from the time it will take and the further disruption to neighbours it will cause more pressure on parking and traffic, including deliveries, in an already congested area once the development is finished. Under no circumstances should this application be approved as it will only benefit the developer's bank balance to the detriment of present residents and future residents of the current ongoing development.</p>