

Westminster City Council
Pending Applications
Development Planning
City of Westminster
PO Box 732
Redhill, RH1 9FL

Our Ref: **2017/3260/P**
Your Ref:
Please ask for: **John Diver**
Telephone: 020 7974 **6368**

14 June 2017

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Request for Observations to Adjoining Borough - Objection

Address:
**London Zoo
Outer Circle
Regents Park
London
NW1 4RY**

Proposal:
Alterations (including part demolition of Zoo building, alterations to pedestrian and vehicular highway, new wall, gates and railings) to create a 54m long vehicular layby to facilitate the provision of a Golden Tours hop on/hop off tourist bus stop on Prince Albert Road (Request from Westminster Borough)

Drawing Nos:

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 reason(s):

Reason(s) for Objection

Informative(s):



- 1 Following a review by the Council's Highways department, objection is raised in relation to the potential impact upon traffic flows and pedestrian/traffic safety as a result of the proposed development. Although the requirement due to HS2 works is acknowledged, the particular siting proposed is considered unsuitable due to its proximity to the junction with St Mark's Square as well as the entrance gate into the park and a bus stop on Prince Albert road. Without the submission of swept path analysis / a transport assessment to demonstrate otherwise, officers are also of the view that coaches pulling in and out of the bay could lead to safety issues as well as congestion. The rerouting of the footway would result in a loss of pedestrian comfort and desire line and could lead to hazards for the partially sighted. Furthermore, without adequate space for the congregation of coach users adjacent to the park / a proposed management plan, pedestrian routes and the nearby bus stop are likely to become congested by users waiting for coaches. Camden officers are of the view that alternative sites should be explored, possibly within the adjacent Outer Circle where traffic conditions are less sensitive to disruption and could accommodate the congregation of large groups without creating a hazard.

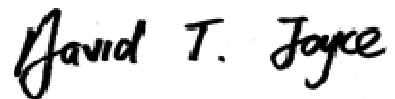
In terms of conservation and design, at present the development site is not of particular aesthetic value but does form the backdrop to a number of listed buildings or structures in the local area. This range of listed buildings and structures within the local area include the GII listed North Entrance Gate, Keepers Office and Canopy (ref. 1066051); GI Regents Park (ref. 1000246); GII dwellings along Prince Albert Road (Nos.17-22 Consecutive GII: ref.1329907 & 16 Prince Albert Road GII: ref.1329906); and the GII K2 Telephone Kiosk at junction with Prince Albert road (ref. 1246987). The site is also adjacent to the Regents Park and Primrose Hill conservation areas.

Given the extent of proposed works and the temporary nature of the parked coaches (for drop-off /pick up only), the development is not considered to adversely affect the setting of listed buildings within the Camden borough. Concern is raised though with regard to the impact upon the listed structures within the adjacent Borough. Should the Council be mindful to approve works, any approval should include conditions for the submission of full details (i.e. drawings @1:10 or samples) of all proposed boundary treatments in order to ensure that these elements do not erode the setting of any listed building or otherwise create visual disruption. In order to ensure that the verdant character of the area is not disrupted, it is also requested that a full Landscaping Plan is secured by condition in order to ensure that the setting of the GI listed park and conservation area is preserved or enhanced. Subject to the securing of appropriate detailed design drawings, the development is not considered to negatively impact the character and appearance of the adjacent protected open spaces, conservation areas or local area generally.

Given the scale of the proposed works and their distance from the closest residential property, it is considered that the operational development would not have a material negative impact upon adjoining neighbours by virtue of outlook, natural light or privacy. Notwithstanding this, without the securing of a comprehensive management strategy outlining factors such as the number, frequency and timings of coach drop offs, the resulting noise and disturbance upon local resident could be severe and as such objection is also raised in this regard.

On the basis of the submitted information, the development is therefore considered objectionable. It is requested that the application is refused unless the above concerns can be adequately addressed.

Yours faithfully

A handwritten signature in black ink that reads "David T. Joyce". The signature is written in a cursive style with a large initial 'D' and 'J'.

David Joyce
Director of Regeneration and Planning