

Application No:	Consultees Name:	Received:	Comment:	Response:
2022/1549/P	Sharon Reardon	07/06/2022 16:27:20	OBJNOT	<p>This latest application to redevelop 155 Drummond Street is a considerable improvement on the previous applications. I remain concerned at the continued persistence in seeking to redevelop this site in a manner that exceeds the height of other buildings in Drummond Street. The Euston Area Plan calls for "Maintaining and respecting prevailing building heights and scale", including specifically calling for the three to four storey limit to be respected. The new proposal is for a five storey building that would set a precedent for broader redevelopment in the street above the four storey limit.</p> <p>Further specific grounds for objection are:</p> <p>1: PROPOSED USE OF THE EXISTING HIGHWAY (PARKING BAYS AND FOOTWAY) OUTSIDE 141-153 DRUMMOND STREET FOR CONSTRUCTION AND DELIVERY VEHICLES.</p> <p>The Framework Construction Plan indicates that the applicant proposes to use the "existing highway (parking bays and footway)" outside 141-153 Drummond Street for construction and delivery vehicle loading/unloading during the estimated 18 month construction period. Specifically, section 3.17 states that the applicant is considering the feasibility of temporarily cordoning off this area for the 18 month duration. This request is problematic for two reasons:</p> <p>a. It will obstruct access to the front of 141-153 Drummond Street for an extended period. Residents and businesses at 141-153 require access for a variety of reasons e.g. window cleaning, maintenance/repair of the building's facade, access to the ground floor businesses and their external facilities (e.g. ATM). It is unreasonable for this access to be denied for 18 months or more.</p> <p>b. It will obstruct the flow of traffic along this section of Drummond Street. Since HS2 closed off Cardington Street, there has been increase in traffic on Drummond Street between Hampstead Road and North Gower Street. At times, this area effectively becomes a "parking lot" with cars banked up. Cordoning off the road for construction loading/unloading will exacerbate this issue.</p> <p>Consideration could be given to the alternative of using the area in Foundry Mews to the rear of the property for construction loading/unloading. During the Tolmers Square development, part of Foundry Mews was cordoned off as a works area. Though, this would need to be balanced against the impact on residents/businesses adjoining Foundry Mews.</p> <p>2: PROPOSED REFUSE ARRANGEMENTS.</p> <p>The redevelopment will increase the residential capacity at the site from 5 bedrooms (1 x 2-bedroom + 1 x 3-bedroom) to 8 bedrooms (3 x 2-bedroom + 2 x 1-bedroom). Page 45 in the Design Statement proposes that residents at 155 will individually place their rubbish at curbside for collection. The curbside in front of the building is not very wide. There is a real possibility that residents' rubbish will "overflow" to the curb outside neighbouring buildings, most notably 141-153. There are already issues with flytipping in the street; increasing the curbside collection load at 155 has the potential to encourage further flytipping.</p> <p>Redevelopment of 141-153 was conditional upon permanent retention of an internal communal refuse store. A similar condition should be placed on 155 to avoid residents' refuse obstructing the footway of 155 and neighbouring buildings. If plans for the redevelopment of 155 cannot accommodate a communal bin store,</p>

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				one can't help but wonder whether it is appropriate to be increasing the residential capacity at this site to such an extent.
2022/1549/P	Christopher Roberts	07/06/2022 13:12:07	OBJ	I object to this on the basis that it will cause noise and disruption to an otherwise quiet square. We have already dealt with enough of this over the past few years..... HS2 which is ongoing, and Stevenson house construction which has only just finished!