


This needs to be logged in as an objection.

Thanks

Aysegul Olcar-Chamberlin
Planning Officer

Telephone: 020 7974 6374



From Lucy and Alan Beatson (254D Finchley Road owners)

OBJECTIONS TO PLANNING APPLICATION 2013/6268/P

PART ONE. Mayven plan objection emailed separately

Part TWO. Transport problems

This memo has been drawn up in response to the planning application 2010/3751/P and 2013/6268/P to demolish and build a 7 story block of flats at 252 Finchley Road,

As the applications are virtually the same the original objections of 2010 still stand.

Introduction.

This issue was not addressed properly in either 2010 or 2008 because TfL had at that stage agreed to the plan. However we ask the planning officer to bring to the attention of the planning committee our contention that this issue must be readdressed before any consideration is given to passing this application. We base this on 4 grounds:

1. There has been since 2010 a 15% increase in traffic and this has clearly seriously changed any decision made then in relation to traffic flow and volume.
2. Information given to TfL by the developer in previous applications was seriously incorrect over details particularly in relation to distances etc and this has meant that any TfL decision was based on misinformation and must be corrected.
3. In 2008 the present objectors hired a transport consultancy, WSP (report attached), their report uses the word 'dangerous' amongst other negative conclusions in the event of this plan being implemented.

4. The developers themselves in 2008 employed their own transport consultant (Stilwell) to report on the situation. They noted 9 'dangers' associated with the building and did not demonstrate in many of these that the planned work in 2008/2010/2013 would address these problems.
5. In the current plan the developer indicates the work of demolition and building will take approximately 1 calendar year, this was never mentioned previously and would involve serious disruption to much of the traffic entering London from the North for a long period. Furthermore they concede that the road is too busy to work on the site during the day which means night time working which as it involves demolition and major excavation would not only disrupt the neighbourhood to the detriment of peoples health, but will also dislocate further the increased nighttime traffic along the road since 2010.
6. All the points raised in this report have never been addressed by the planning committee or TfL, only the residents.

This will be sent to the chair, vice chair and members of the planning committee because of the failing in the past to present these vital factors to the committee. It is not enough to say that such objections do not fall within the remit of material objections when in fact they involve peoples lives and health. Ultimately this is a political matter which councillors have to be aware of above and beyond the narrow confines of planning procedures. We as local residents who will be seriously affected in relation to road issues by this plan as explained above and below, request that the planning committee postpone consideration of this application while TfL are asked to reconsider the implications of this application in such drastically changed circumstances.

A.THE PLAN.

The developers are aware that access/transport issues are very sensitive on a Red Route and they have modified very slightly their original applications of 2008/1531/P, 2009/2916/P, 2010/3751/P and 2013/6268/P to try to disguise the true extent of the access problem. In the current plan they have retained the original large underground car park apparently at its original size but have reduced car parking spaces from 16 to 7 with an additional 14 bicycle spaces. they have commissioned a new transport report which signally fails to address the serious problems which invalidate the proposal.

Can we point out that they claim there are currently spaces for 4 cars and THIS IS INCORRECT. We have lived next door since 1961 and know the previous owners. Mrs Pinto who lived there from 1966 to 2007, in the 1980s sought permission to increase the standing area in front of the house from 2 to 3 cars but this was Turned down. Please correct this because the developer will try to claim that from 4 to 7 cars is a small increase compared to 2 to 7..

NB. This was pointed out in my observations to 2009/2916/P in August 2009 but no planning officer nor the applicant have bothered to amend this mistake in the transport report appended to the 2010 application..

The type of flats planned are very luxurious and ,while it is worthy, that they plan 14 spaces for cycles, it would only be realistic to accept there will be extreme pressure in the available space to provide one off-street car parking space for each of the 14 flats. IN ASSESSING THIS APPLICATION THE PLANNING COMMITTEE NEEDS TO BE AWARE THAT THE POTENTIAL EXISTS FOR AT LEAST 14 CAR PARKING SPACES AND SHOULD THEREFORE CONSIDER IT AS A REQUEST FOR 14 SPACES. The market value of the 3 flats without parking spaces at this location would be hugely reduced.

The dimensions of the underground garage look to be the same as for 16 cars originally suggested in 2008, reduced to 9 in 2009 and 7 in 2010. The figure has been gradually reduced in an attempt to get planning permission and would suggest that if the cycle spaces disappeared they could probably accommodate 14-16 cars. There are 14 flats and they would be hard to sell, if

they did not at least have one space per flat. One estate agent told us that without off street car parking a flat might be worth up to £100,000 less.

The potential exits as it was in 2008 for 14/16 cars; that is an increase in car spaces from 2 to 14/16 compared to the current situation. If planning permission was to be given, a condition must be made that at no future time will it be allowed to increase this above 7 by removing the cycle spaces.

B.STAGE 1 STILWELL TRANSPORT AUDIT

On August 1st 2008 a transport audit was carried out for the developer and the report has been submitted as part of the supporting literature for the application in 2009. Although it is not part of this application, I am using its information, intended to support in effect the same application, to show how this consultant working for the developer admits to serious problems of access to the site..

Since 2008 until 2014 there has been a large increase in traffic and these problems have only been exacerbated.

1)THE REPORT ITSELF, PAID FOR BY THE DEVELOPER, HIGHLIGHTS THE LARGE NUMBER OF MAJOR PROBLEMS, AND, ALTHOUGH EACH HAS AN ASSOCIATED RECOMMENDATION TO DEAL WITH THE PROBLEM, MY TRANSPORT CONSULTANTS INFORMED ME THAT MANY OF THESE WOULD NOT BE SOLVED BY THE SUGGESTED ACTION.

In the words of the developers' own consultants below are the NINE MAJOR PROBLEMS which condemn the very plan itself.

a)Car Park Entrance Gates May Cause Problems.

"It is unclear from our interpretation of the drawing provided, if the car park has a gated entrance which may be too close to the road. This may cause queuing onto the carriageway....."

Potential Nightmare.

b)Gradient to the Underground Car Park not Shewn

This has many safety and other implications.

c)Entry to Site Access.

"Queuing traffic (from NE) three lanes has on the approach to the traffic signals and would block the access. This would add to the delay for right turning vehicles which in turn would create delay and potential shunt-type accidents for NE bound traffic"

Potential Nightmare.

d)Right Turning Vehicles into Site.

"At present <in the plans> there are no facilities for right turning vehicles to wait and turn into the site. This in turn may force vehicles to queue back through the signals and queue into the box junction. It may even cause shunt-type accidents or sudden swerving of traffic to avoid cars stopped on the road.

Potential Double Nightmare.

e)Right Turning Traffic into/out of Site.

"Any right turning traffic may pull out onto oncoming vehicles. Right turning traffic to/from the site has to cross three lanes , potentially increasing the risk of an accident"

Potential Nightmare with Serious Safety Implications.

f)No Sightlines on Plan.

Visibility is VERY RESTRICTED. Beautiful trees exist which must be preserved and not destroyed to facilitate a totally unacceptable plan without wholly solving access/egress problems to the site.

g)Parking.

"It is unclear that if all users of the proposed parking areas are able to enter and exit in forward gear. Vehicles having to reverse onto the main road may, due to reduced visibility, cause vehicles and pedestrian conflict"

Very Serious.

h)Note.

"There are a number of right turning manoeuvres associated with the existing site.From the information provided there appears to be 16 parking spaces yet a Planning Requirement for only 3 plus 1 disabled."

Suggests confusion and uncertainty on part of the developers.

i)No Pedestrian Factors Shown.

In the view of the objector, this is a serious problem with very limited opportunities for pedestrians to cross this lethal road if the pavement outside 252 is in any way restricted or crossed by unsighted cars, and vehicles. It is typical of these developers with their incomplete and imperfect plans to forget about neighbouring pedestrians including many bus users.

2).The Stilwell Recommendations as to how to solve these problems can be solved in many cases fail lamentably to solve many of the problems isolated because the problems are insoluble because of the location on this Red Route at this point. As a party to the development they have been paid to try their best.

They have not even touched upon many other access problems which WSP, leading UK Transport Consultants (See appended letter in Part 3 attached), and others have mentioned.

C.THE POSITION OF 252 FINCHLEY ROAD

It is hard to think of a more dangerous and difficult place for a major development of a large block of flats:

1)It is on a RED ROUTE and as such parking and stopping are severely restricted. The priority for such a route is to keep it clear at all times for through traffic and to avoid anything which might interrupt the flow of traffic. Where houses exist stringent restrictions apply to restrict severely their use by residents along the road. Any additional interruption caused by new developments for a block of 14 flats for over 30 people would defeat the whole point of the Red Route. During demolition, excavation and building a massive potential bottleneck would be created over many months.

2)It is very near a HEAVILY USED AND DANGEROUS BLIND 90 degree CORNER ON THE

LEFT ON A STEEP HILL at a gradient of 1 in 5.7, FROGNAL LANE. There is no time to indicate whether a left turn would take you up Frogнал Lane or into the block of flats. Other traffic users could easily collide with traffic turning in to 252 thinking it is going up Frogнал Lane.

For vehicles coming out of 252 it will be even more dangerous and they would be blind to cars in the fast moving outer lanes.

3) Visibility for cars in the outer lanes is made much worse by the fact that there is a very busy BUS LANE which itself stops for a short distance in front of the lights nearly outside 252 to allow traffic to turn up Frogнал Lane. There are potential blind spots behind the many buses drawn up at the lights and, with buses backed up, entry is often impossible to 252 from the road; cars would then have to go on and turn a full circle towards Swiss Cottage of another mile to get back to 252.

For vehicles coming out of 252 it will be even more dangerous for them and other drivers who will find it hard to see them..

4) There is a heavily used BUS STOP outside 254 which is 18.4 metres from the entrance to 252, and buses are stopping, starting, overtaking in front of the lights. These lights are only 16.5 metres from 252. Another 14 metres beyond the lights is the blind 1 in 5.7 turning up Frogнал Lane. THIS LITTLE STRETCH OF ROAD FROM THE BUS STOP TO THE TURNING WILL BE A POTENTIAL FREE-FOR-ALL FOR COMPETING BUSES, CARS ETC GOING LEFT INTO 252, COMING OUT AND GOING LEFT AGAIN UP FROGNAL LANE. Meanwhile cars are blinded, by buses AND VICE VERSA .The bus lane stops outside 252 and no segregation exists in the battleground outside 252.

This bus stop was placed outside 254 to cater for the many elderly people in the area, particularly in Osprey Court, who cannot walk back to the previous stop or forward to the next. Their mobility is very limited and this is the only means they can travel outside by public transport. If the bus stop was removed, because of the danger posed by the new entrance to 252, many residents would in practice be imprisoned.

Accidents already happen here a lot but henceforth they must be far more numerous, if this goes ahead.

5) The stretch of Finchley Road in front of 252 is often a "RACING TRACK" in the two outer lanes for cars accelerating along a straight stretch of road to get through the lights next to 252. Cars accelerate to get through the lights on amber but often have to brake rapidly when the lights turn at JUST THE VERY POINT WHERE VEHICLES WILL BE TURNING FROM THE OUTER LANES INTO 252 AND FROGNAL LANE AND OTHERS COMING OUT OF 252. Since we have lived there since 1961 there have been many accidents on that stretch of road usually involving speeding, shunts etc. It is a bit of an ACCIDENT BLACKSPOT.

6) PEDESTRIANS have great difficulty crossing Finchley Road itself near to 252. The lights at that point DO NOT FORM A PEDESTRIAN CROSSING but many people use them, although not synchronised, to avoid a lengthy diversion across Frogнал Lane, back across Finchley Road near West End Lane and then across West End Lane itself to arrive opposite 252 taking up to 5 minutes longer and amounts to a walk of 305 metres to simply cross the road to the shops opposite. The further complication of a lot of traffic turning into and out of 252 just in front of the lights will be dangerous to everyone crossing at the lights.

The pavement outside 252 is busy with pedestrians BUT HOW WILL VEHICLES COMING OUT OF 252 AVOID ENDANGERING PEDESTRIANS ON THE PAVEMENT THEY HAVE TO CROSS WITH THEIR CARS IN THEIR ATTEMPT TO GET ON TO FINCHLEY ROAD IN FRONT OF THE LIGHTS AND ALONGSIDE THREE LANES OF TRAFFIC STOPPING AND STARTING

WITH A BIG ADMIXTURE OF BUSES COMING FROM A BUS STOP AND WAITING AT LIGHTS. Many pedestrians run to catch approaching buses and do not look at the entrance to 252, from which vehicles might be coming and going, in their haste. The entrance is not and will not be obvious to pedestrians.

D.ACCESS PROBLEMS DURING DEMOLITION AND BUILDING.

The whole process will involve DEMOLITION of the existing house and taking away 100s of lorry loads of rubble, EXCAVATION into the hill with a possible removal of up to half a million tonnes of soil in 1000s of heavy lorry movements and then the CONSTRUCTION of a massive block of 5 storey flats to house 14 households serviced by a vast traffic of heavy vehicles bringing in everything from huge pieces of equipment to the smallest screw, which must number 10,000s of movements, to and from the site through this tiny bottleneck. This might take up to nine months of major disruption to the Red Route.

How can such a level of vehicular movement ever be contemplated at such a dangerous place on a Red Route and with all the problems mentioned above? Only a much smaller scheme would ever be feasible with this level of access problems.

Some additional points:

1)Finchley Road outside 252 is only one way and all the heavy traffic for demolition, excavation and building FROM ALL DIRECTIONS WILL HAVE TO BE FUNNELLED INTO A VERY NARROW ENTRANCE AND OUT AGAIN ONTO FINCHLEY ROAD GOING IN ONE DIRECTION INTO CENTRAL LONDON. It will create a massive bottleneck.

2)Finchley Road is always busy on a 24 hour cycle. It is less busy-but busy!-at night but builders cannot be allowed to make an estimated 10,000s of vehicular movements at night with all the attendant noise, dust, light pollution etc over a 9 month period or so. That would destroy the lives and health of many people. It is normal practice for developers to work on sites between 8 am and 5pm in residential areas like this. Local residents would insist on this and would look to their councillors and MP to support them on this.

3)Vehicles servicing the site cannot park anywhere near enough to allow any alternate form of access and every item and every visit brought in to 252 has to come from the one way towards London from Finchley Road, even if it is coming in the opposite direction from Central London. That explains why the level of traffic in and out of the site will be huge on a roads already congested for most of the day.

4)We have had experience of the type of massive equipment required for this type of development. Even assuming it can be got on the site from Finchley Road, there will be CONSIDERABLE DAMAGE TO THE ROAD SURFACE. Mud and grit will also be spread on the road affecting braking distances and causing further danger to road and pavement users.

E.DELIVERY OF GOODS AND SERVICES TO THE FLATS AFTER BUILDING.

Red Routes have very strict rules over parking particularly near lights, blind corners, bus stops and bus lanes. The long time owners of 252 found it virtually impossible to have deliveries to the house. The current house is divided into two flats and has never had in recent years more than 4 or 5 people living there. The new block of flats will comprise 14 flats and some will have four bedrooms. This will create a population of over 30 residents. There will be 100s of delivery movements in and out each week to service these flats and all will be during the day when the road is at nits busiest. How will deliveries take place? How will delivery vehicles coming both in and out manage to cope with the road safely at this point without risking the lives of pedestrians

and car users? What happens when a delivery van turns off the road while another leaving the house turns onto the road? How will vehicles turning into Finchley Road from 252 get across the bus lane in front of the lights when other vehicles will be turning from the outer lanes across their path to go up Frogmal Lane? How will vehicles leaving 252 cope with the lines of buses often stacked up behind the traffic lights in the bus lane and how will they see through the buses to ascertain if they can move into the outer lanes safely? How, as drivers move in and out with full attention on a dangerous road, will they ever see pedestrians on the pavement they have to cross? How will bus drivers and other drivers ever see vehicles turning onto the road just in front of lights, just pass a bus stop and just in front of a complex junction? These are vital questions which only those living their lives, in some cases for nearly 50 years, can pose. It looks dangerous on a map but the reality on the spot is much worse. Visibility will be very limited to everyone in the vicinity. There will be a greatly increased risk of accidents. The changed entrance and exit arrangements in the 2010 application will slightly improve the situation, but not later the intrinsic danger

F.Red Route Policy.

THROUGH TRAFFIC is the priority for a Red Route and it goes against this policy to generate increased traffic at intermediate points on a Red Route. Finchley Road is already heavily congested with vehicles and this is predicted to get worse in future. To generate additional traffic, which is not through traffic, defeats the whole concept and will only add to the congestion.

PLEASE ALSO SEE LETTER FROM MR BOND OF WSP, A LEADING UK FIRM OF TRANSPORT CONSULTANTS, INCLUDED AT THE END OF PART TWO. They have their own serious concerns about this development and added to the admissions of Stilwells, the developers' transport consultants in 2009, that they are many problems and potential accidents, 2010 they have hired TPP to produce another report which is comment upon below.

G.Planning Transport Practice.

1)Inaccurate and Misleading Information.

Dressed in planning jargon, this report is fundamentally flawed and misleading. For example it notes that in 2.1 the site is approximately 40 metres North of the junction. In fact the measured distance is 30.5 metres which is very important if one considers breaking distances in front of lights, a blind 1/5.7 junction and an end of a bus lane. It also states that the bus stop is approximately 30 metres from 252 whereas in fact it is 18.4 metres. Their incorrect figures give the impression that 252 is not so very near the bus stop and junction as it is; the nearer they are the greater the danger.

260 and 262 are used as a point of comparison of trip generation.a) This is irrelevant because these houses are a further 40/50 metres North of 252 away from the severe dangers at the junction beside 252. The real point is not so much the amount of traffic but the serious danger it poses to life and limb of other road users and pedestrians at the point where 252 is.b) see no evidence that the socioeconomic profile of the residents of 260.262 are likely to be in any way similar to 252. These will be luxury flats well over £1m per flat whereas 260 and 262 are subdivided Victorian villas worth no more than half the cost of 252. The wealthier the residents the greater the traffic generated including delivery vehicles, traffic for staff etc

False Claim that new development will improve on current conditions.

2)Claim that the new development will ease the traffic problem at 252. compared to the present time is false. The present building is a villa with two large and one small flat and not as described "a residential block".The floor area is over 20 times that of the present building with 14 flats on five storeys. I have talked, and can get a sworn statement, from Mrs Joyce Pinto who owned the

house from the 1970s until it was bought by the current developers..She tells me that for the 30 years she lived there there were normally only ever two cars parked, and only rarely three. It was impossible to get four cars parked there. This means that the potential increase in parked vehicles is from 2/3 to 14 and not 7. I want it understood that the 14 cycle spaces are in the view of local residents

a fig leaf and at a future time they will replace the parking spaces by car parking spaces.

Properties of this type have to have off street parking. If the plan is passed, it is essential for the safety of road and pavement users that a condition is put in that no more than 7 cars can ever be parked there and the cycle spaces must be retained.

Claim that accidents will not increase is not sustainable.

3)2.14 is an outrageous statement backed without any substance. "In summary, a review of the accident data does not indicate any specific common causes in accidents that would be worsened by the proposed development".No retrospective data can prove what future consequences will flow from a changed environment. The reader is reminded of the bus lane, bus stop, blind junction up a 1/5.7 hill, traffic turning across the road to go up Froggnal Lane become confused by traffic turning into 252 etc. All this within 30 metres on a three lane red route.....and what about pedestrians who will not be seen by traffic turning in to 252.

In 2.13 they admit that evidence shows that "accidents were mainly clustered around junctions" and this junction with increased movement across traffic into and out of 252 next to a blind junction would see a large increase in accidents if the development went ahead.

Increased danger for pedestrians.

4)2.15 highlights a hidden threat to walkers. It mentions the shops and local facilities which can only be accessed by walking South from Heath Drive past 252 to cross the road. During building the pavement will have to be closed and will have restricted use for a long time. This will limit the elderly people from 256 in getting to the shop. Once built traffic will have to cross the pavement. The present arrangement at 252 is very safe for pedestrians because a car has to reverse very slowly and is very visible. In the new scenario they will not have to stop but cross the pavement in a continuous movement.

5)No mention of problems of demolition,excavation and building leading to massive disruption of traffic on Finchley Road and increased danger to all road and pavement users.

6)No mention of greatly increased parking pressure on already congested Froggnal Lane, Bracknell Gardens, and Heath Drive. With supposedly only 7 parking spaces in 252 residents and visitors will have to park in roads already totally full.. This exceeds accepted limits in Camden and counted as the Number One Rejection in 2009; in 2010 the supply of only 7 parking spaces rather than the 9 of 2009 will make pressure on surrounding roads for parking even worse than in 2009.

7)7.4 admits that "right turn manoeuvres in and out of the site.....difficult".

This is an understatement. Such manoeuvres would be highly dangerous on a stretch of road notorious for speeding.

A.Beatson 4th February 254D Finchley Road

NB.Please find enclosed the report from WSP made in 2008. The changes in 2009, 2010 and 2014 are relatively minor and consultation with WSP led to their advice that their observations are still valid.

PS. Ms Olcar-Chamberlin, Please can you confirm that you have received this email, the WSP report and maps. Many thanks.

31 July 2008

Mr A Beatson
92 Restalrig Road
Edinburgh
EH6 8BH

Dear Mr Beatson

Planning Application Nos.: 2008/1531/P and 2008/2695/P

Site Address; 252, Finchley Road, London NW3 7AA

Proposal; erection of 14 x self contained flats (7 x 1 bedroom, 5 x 2 bedroom and 2 x 3 bedroom flats)

I refer to your request for highways advice relating to both planning applications for the redevelopment of the site at 252, Finchley Road, London.

1 Site conditions

I have visited the site to determine general conditions and to view the application site. In summary, the following is evident:

- Finchley Road is a Red Route which prevents stopping at anytime except at designated bays
- There is a bus stop approximately 27 metres to the north of the site which is in very frequent use
- Access to the garages within the site is up a fairly steep single width driveway within the site and there is reportedly space on-site for four cars
- A southbound bus lane ends just short of the access to the site
- There is a red light violation camera almost immediately adjacent to the site access
- The mid point of the existing access is approximately 16m from the stop line for the traffic signals at the Finchley Road/Frogna Lane/West End lane junction
- Traffic was light to moderate at the time of the visit

2 Proposal

The proposed redevelopment will comprise 14 flats of 1, 2 and 3 beds with 16 car parking spaces. It is understood that it is intended to provide basement parking through the removal of the bank, creating a level access at street level. Although no visibility splays are shown on the drawings, as the footways are wide (approximately 3m), and good forward visibility is evident along Finchley Road, satisfactory visibility of at least 2.4m x 120m can be achieved.

The existing access will be widened to approximately 6m to allow two vehicles to pass and the new mid point will be approximately 1.5m further north, making it approximately 17.5 m from the stop line.

3 Evaluation

This section of Finchley Road is classified as the A41 and forms part of TfL's London Road Network (TLRN) and is also a Red Route. Before a development can proceed, TfL must give consent if a TLRN road is affected by a proposal.

Finchley Road is therefore a very important road and the issues relating to road safety and the efficient movement of traffic are paramount. It is also a major bus route and this is a very important consideration.

I consider that there is a potentially serious highway safety hazards associated with the way vehicles would enter and leave the property. The road is not physically divided, therefore vehicles can turn right into and right out of the site. Such manoeuvres involve crossing multiple traffic lanes which will inevitably produce major conflicts.

The close proximity of the signals is also a consideration as any vehicle waiting within the narrow central hatching to turn right into the site will partially block traffic in the outer lane heading north away from the signals. This traffic will also be accelerating away from the traffic signals. The end of the bus lane will also complicate matters as motorists will be moving into the inside lane at the point where motorists are trying to enter/leave the site.

The location of the access and the traffic conditions will mean that it will be difficult to turn out of the site. Whilst a car is waiting to emerge it will block the footway making conditions for pedestrians difficult.

The Applicant is proposing an over provision of car parking by two spaces, as the London Borough of Camden's Maximum Parking Standards stipulate one car parking space per unit.

The Applicant does not make clear how the site demolition and clearance will be managed and how surplus materials will be removed from the site. The construction phase of any development can have serious impacts upon the transport network, particularly a route of this status, sometimes for significant periods. An assessment of the construction phase should be undertaken, detailing the levels of construction traffic generated, together with the routing for that traffic and any significant traffic management that may be necessary. The Applicant would also need to be mindful of working hours and is something that would normally be subject to a condition by the Local Planning Authority.

As this is a Red Route the Applicant needs to provide more details as to how it intends residents to deal with deliveries/removals to and from the development.

4 Conclusions

At present four cars can park on-site, therefore the proposed 16 spaces represents a four fold increase in vehicular activity associated with the site.

At the site there are five traffic lanes and the right turn movements to and from the site will inevitably be difficult and hazardous. The very close proximity of the traffic signals and bus lane only serve to compound these hazards.

On a road of this high status and importance it is not appropriate to permit proposals that will undermine road safety as highlighted above.

In addition, there is no construction management plan nor any indication of how deliveries, etc., will be accommodated for residents after occupation.

Yours sincerely

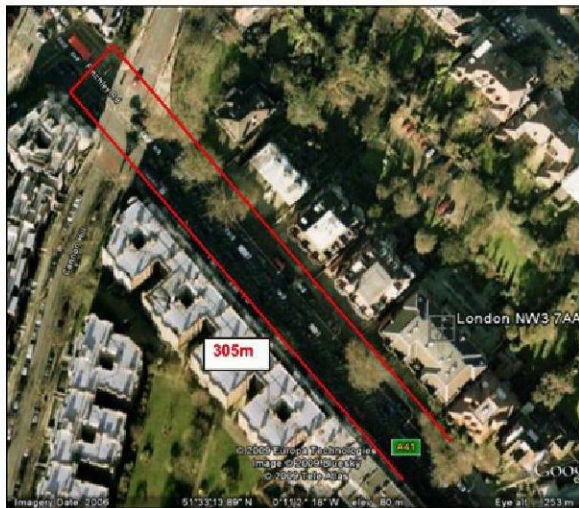
David Bond
Associate

Key to map 4 and explanatory notes as part of Alan and Lucy Beatson's objections to 2013/6268/P

Map		
1, 2, 3, 4, 8, 9	1.	From bus stop to junction. The bus stop is 18.4m away from 252 and the bus lane stops outside 252. These are very busy routes. Buses are always either passing the stop, or stopping at it and then pulling away and often stopping at the lights only 45m from the bus stop. BUSES WILL BE ENDANGERED AND MANY OTHER ROAD USERS by the interrupted flow of traffic in/out of 252. In addition, traffic coming out of 252 WILL NOT BE EASILY VISIBLE TO THE ONCOMING TRAFFIC particularly as obscured by buses, bus lane and stopping/starting/stopping buses at stop and junction.
2	2.	End of bus lane. Drivers needing to turn left up Froggnal Lane, quickly nip into the correct lane as the bus lane ends. The bus lane ends outside 252 and so there is a danger of collision during these manoeuvres especially in light of trees.
	3.	Dangers to drivers on Finchley Road.
3	a)	The stretch of road from Heath Drive to Froggnal Lane is a racing track; it is straight, drivers accelerate to get through the lights beside 252. Vehicles in the two outer lanes approach fast and will not see traffic coming out of 252 into the second lane past the bus lane which often obscures views with buses. The traffic in lanes two and three will be at risk as well as the vehicles coming out of 252.
1, 2, 6, 8, 9, 10, 11	b)	Confusion will exist in the minds of all drivers approaching the junction near to 252 TURNING LEFT. Cars, delivery vehicles etc wanting to enter 252 will have to approach along the two outer lanes and then turn across the bus lane in front of bus stop just before lights AND THEN CROSS THE PAVEMENT INTO 252. But other road users will NOT BE ABLE TO TELL BY THEIR INDICATING WHETHER THEY ARE GOING UP FROGNAL LANE (a blind turning on a 1 in 5.7 gradient), which is most likely, or TURNING SHARPLY INTO 252. THIS IS HIGHLY DANGEROUS.
3, 9	c)	The traffic outside 252 is often backed up as far as Heath Drive when the lights are red in particular, IT WILL BE IMPOSSIBLE FROM THE OUTER LANES FOR VEHICLES ATTEMPTING TO ENTER 252 TO CUT ACROSS THE STREAM OF TRAFFIC. They might try to stop to turn and cause either an accident or a blockage. Buses make it worse.
	d)	ALL THESE PROBLEMS HUGELY MAGNIFIED DURING PROLONGED PERIOD OF DEMOLITION, EXCAVATION AND BUILDING WITH VAST QUANTITIES OF SPOIL, MATERIALS ETC IN HEAVY LORRIES COMING ON AND OFF SITE. THE RED ROUTE WILL BE SEVERELY DISRUPTED.
	4.	Dangers to Pedestrians.
8	a)	Walking southward towards central London along pavement past 252. Traffic turning in and out of 252 will not have good visibility of people on pavement.
See maps 2 and 3	b)	Crossing Finchley Road from 252 side to West End Lane side. No properly designated crossing, lights not synchronised on road just beside 252 and for traffic coming out of 252 faced with three lanes of traffic, end of bus lane, steep blind hill on left, close proximity of bus stop with buses starting and stopping, in front of traffic lights and confused junction with no right turn IT WILL BE HARD FOR CARS FROM 252 TO SEE PEDESTRIANS CROSSING.
1, 8, 12	c)	Many people, particularly in the morning, run past 252 to catch buses at the very close bus stop will be at risk. Such people will not notice vehicles coming out of 252 and these drivers will have limited visibility.
	d)	THESE DANGERS WILL BE MULTIPLIED MANY TIMES FOR MANY MONTHS DURING DEMOLITION, EXCAVATION AND BUILDING. It is even possible that the pavement will be blocked by heavy traffic on site/off site forcing them to make a detour of 305 or 585m, depending on direction, just to cross the road.
5	5.	Osprey Court. Osprey Court at 256-258 is a home for elderly and often disabled residents who are frail, with bad sight and hearing. They often pass 252. All this confusion will put them at particular risk as pedestrians. The noise pollution during construction may also affect this vulnerable group particularly badly.
6	6.	Afternoon/evening sun and trees. There is one particular tree (see map 6), in line with the bus stop when turning out of 252, which will cause obstruction. In addition, drivers will have the afternoon/evening sun, from the south west, to contend with, which can be a problem in the Winter.
3, 8, 9, 11, 12	7.	The current parking situation and concealed entrance to 252. Since at least 1961 ONLY TWO CARS HAVE EVER PARKED HERE AND IT IS IMPRACTICAL TO PARK FOUR CARS, AS INDICATED BY PLANNERS, IN ANY WAY ALLOWING EGRESS AND INGRESS. Current plans seem misleadingly for 14 flats, suggest ONLY 9 PARKING SPACES AND 14 CYCLE SPACES. IN REALITY THIS MEANS THE POTENTIAL, AND ACTUALITY, FOR 14 CAR PARKING SPACES. It should be borne in mind that 14 flats suggests 14 households of 30 plus people with an estimated rate of 20 deliveries a day (it is the only way anything can be delivered). This means at least 40 entries and exits by delivery vehicles; some of which will be very large. Increase in potential cars from 2 to 14; a sevenfold increase on a Red Route at a dangerous junction. The entrance is concealed and therefore dangerous.

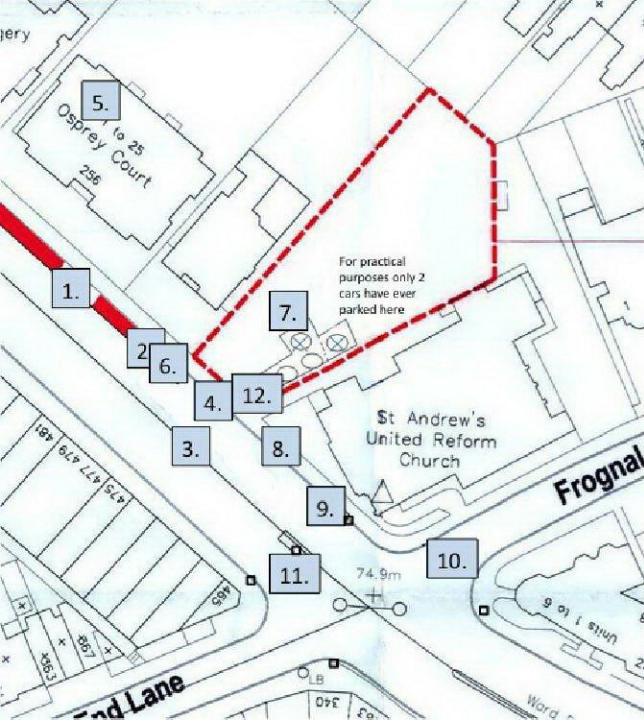


Map 2. Showing potential detour for pedestrians (north) if pavement is obstructed during construction.



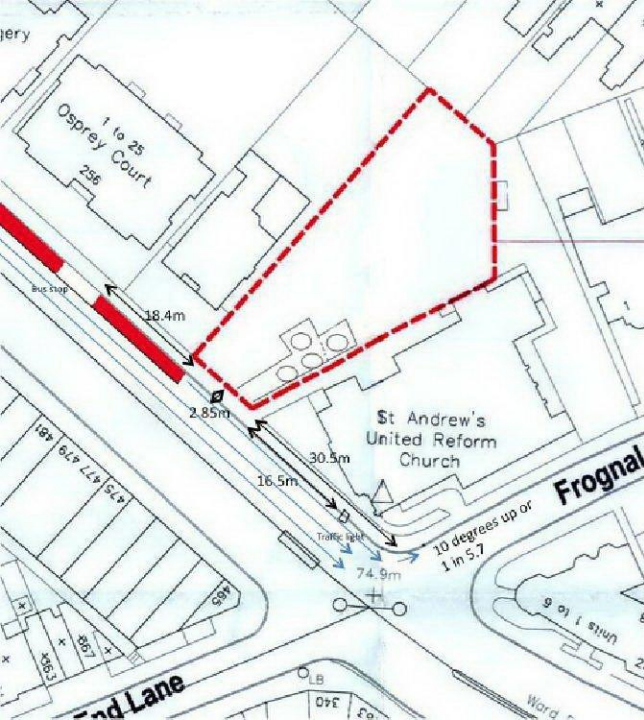
Map 3. Showing potential detour for pedestrians (south) if pavement is obstructed during construction.





Map 4: Danger Points and Problems

1. Bus stop.
2. End of bus lane.
3. Fast moving traffic in two lanes.
4. Dangerous pavement.
5. 'Osprey Court' retirement home.
6. Trees.
7. Current parking.
8. Pavement 2.85m wide.
9. Traffic lights.
10. Steep hill at 1:5.7 and blind corner.
11. Unofficial busy pedestrian crossing.
12. Concealed entrance to 252.



Map 5: Showing plot and key measurements

Measurements accurate to nearest metre, made to nearest point of 252 plot.



Map 6: Showing current road usage, trees and keep clear boxes.