

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2015/6455/P	Janet Crawford	32A Kylemore Road NW6 2PT	04/07/2016 20:21:49	OBJ	<p>I wish to register my objection to this application on the grounds of PEDESTRIAN CONGESTION and the CUMULATIVE EFFECTS OF DEVELOPMENT.</p> <p>A2Dominion's REVISED TRANSPORT ASSESSMENT (June 2016) includes a 'Pedestrian Comfort Level Assessment' in which pedestrian flows are measured outside the proposed development site and the figures projected to the stretch of pavement between the site and the corner of Iverson Road. However, the assessment makes no reference to the levels of pedestrian traffic between Iverson Road and the two stations further south of the site, even though it predicts that the development will generate three times as many trips to the underground station as to the other two stations combined. These stretches of pavement, on both sides of West End Lane, are dangerously overcrowded at peak times and the proposed development will simply add to a situation which is already causing great concern to both local residents and to travellers changing trains.</p> <p>Like the 2015 Transport Assessment, this assessment also fails to take into account any projected effects of the other large developments underway in the area, including the Ballymore, Iverson Road and Liddell Road developments, and other smaller ones, all of which are likely to substantially increase footfall at the station interchange. Added to this, the new annex of Kingsgate School, to be built on Liddell Road, will result in more children and parents (some with push chairs) walking between Sherriff Road and Iverson Road during peak times as they move between school buildings. Furthermore, all three of the railway companies served by the interchange are confidently predicting a substantial increase in passenger numbers over the next few years, which will lead to yet more footfall between the stations, including more wheelchair users if / when the underground station ever acquires a lift. This growth in the number of people using the pavements and crossing the road will increase the likelihood of accidents, slow down traffic and add to air pollution, and this proposed development will only make things worse.</p> <p>At this stage, the actual effects of ongoing residential developments and projected passenger numbers on pedestrian congestion are unknown and there are no firm plans for improving the interchange. The 2015 LONDON PLAN (Policy 6.3) states:-</p> <p>'Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account'.</p> <p>Until the effects of the ongoing new developments are known, or until Camden and TfL have at least produced a properly evidenced plan to deal with pedestrian overcrowding at the interchange, I believe this development should not go ahead.</p>

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2015/6455/P	kate Shaughnessy	Lower Flat 20 Kylemore Road London NW6 2PT	04/07/2016 14:23:00	OBJEMAIL	<p>The "revised" plan submitted here is not very different from the first save a few very minor design details.</p> <p>The second building behind the one on West End Lane is still 3 storeys too high. Overshadowing of Lymington Road and the open space where children can play (one of the few) is unacceptable and we certainly have not been given detailed, informative photos and explanations of this overshadowing. In the documents provided some houses start out with 12 windows and later lose 3. The sunlight daylight study is not provided for all day and year round and does not reflect the true situation.</p> <p>Over and above the problems with height and overshadowing and not forgetting the paltry infrastructure support and neighbourhood destruction we have the issue of the access road. It is well known by the Council, the developers, the populace, the police, the firemen, TFL and anyone else who lives or works here that West End Lane is much too congested and overburdened now with the commuting public, TESCO deliveries, the transport overstress and the day to day usage of this main thoroughfare by the residents. To have a single access and egress from another large site and situated where it is on a curve, with no motorist visibility is dangerous in the extreme. I think the clue to this is in the name "West End LANE".</p> <p>I strongly oppose this development for these reasons and the many others which I know have been outlined by many members of this community which is now unfairly beset with developments that are in the process of destroying the gainful employment, environment and residential enjoyment of West Hampstead.</p>

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