

[REDACTED]

From: Nick Jackson <[REDACTED]>
Sent: 09 June 2017 15:52
To: Enirayetan, Oluwaseyi
Subject: RE: 237-239 West End Lane (2017/1829/P)
Attachments: 237-239 WEL.docx

Categories: Yellow Category

Dear Oluwaseyi, Thanks for raising this. I was not aware that the terrace was on what is defined as Public Highway and the Transport Dept Objection seems entirely valid and thus I have a couple of comments.

1. Our local plan is very strong on the value and importance of good and better pavements. This application clearly does not help that objective. The main paragraphs in the plan setting out our views are on my attachment.

2. You mention Policy 4; West Hampstead Growth Area. This application is not actually in the growth area, but it is in the Conservation area which has similar issues with pavements. Para A22, attached.

3. Policy 9, Recommendation H and 05 Delivery plan (all attached) also emphasise the importance of good pavements, especially near transport facilities, and there is a bus stop close to the application.

4. The only thing in favour of the timber enclosure is that it will prevent drift of tables and chairs further onto the pavement. I see that there is permission for the tables and chairs in Planning application [2017/1829/P](#)

These are comments, not objections, and I would need to check with the NDF Committee before I could make an objection. I see the official consultancy is closed, but I will ask the committee by Monday in any case. Perhaps you could let me know if these comments are all you need .

Thanks and regards
Nick Jackson.

From: Enirayetan, Oluwaseyi [mailto:[REDACTED]]
Sent: 07 June 2017 17:00
To: [REDACTED]
Subject: 237-239 West End Lane (2017/1829/P)

Dear Nick,

Hope you're still having a good holiday. Sorry to bring this cases on while having fun.

I have another application for the installation of a timber decking with enclosure (retrospective). We will be refusing this application and will include to my reasons for refusal that the proposal is contrary to Policy 4: West Hampstead Growth Area – VI. Increase space for pedestrians and provide an improved street environment in the area and B4 (Pedestrians & cyclists) - development shall also provide a high quality public realm with wide, open spaces for pedestrians - as well as space for cyclists (see Policies 8 & 9).

If you have any comments regarding this application, can you please email me.

Kind regards,

Oluwaseyi Enirayetan
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The Fortune Green and West Hampstead Neighbourhood Development Plan includes a number of comments on the importance of good pavements, their width and being kept clear.

Some of these most relevant to this proposal are noted below.

04 Policies: (page 23)

A22. **The West End Green Conservation Area** covers a large part of West Hampstead. The West End Green Conservation Area Appraisal and Management Strategy (February 2011) recognises that the Conservation Area (CA) has a special character and seeks to outline the “the key issues and pressures that are affecting the area”. The Appraisal and Management Strategy (AMS) describes the CA as “London village” with a “village character”, which it describes as “a very homogeneous piece of Victorian and Edwardian domestic architecture and planning”. The CA was designated in 1993 and expanded in 2011. Despite the success of the CA in protecting the character and heritage of the area, the AMS highlights a number of problems and issues that need to be addressed to prevent a deterioration in the CA.

In terms of West End Lane, the AMS finds that “... signage is large and disorderly and the street and pavements are overlaid with clutter” and “...some recent ad hoc extensions from the restaurants are of poor design and quality” and that “the Lane has become cluttered with signs, barriers and advertisements”. It adds that “the proliferation of advertisements and decline of the shop fronts is detrimental to the area”. It suggests the declaration of an Area of Special Control of Advertisements to control and restrict the use of outdoor signage, which can degrade the streetscape.

POLICY 9 (page 46): Pavements & Pedestrians

Pedestrian access in the Area - particularly in and around the West Hampstead Growth Area - shall be improved by development that takes into account the following:

- i. Provides safe and wide pavements, giving the maximum possible space to pedestrians.
- ii. Is set well back from the pavement, where appropriate, with the aim of giving additional pavement space.
- iii. Improves accessibility for disabled people and those with push chairs.
- iv. Contributes to improved and safer pedestrian crossings - particularly on the roads listed in D14. *
- v. Increases the amount of space for pedestrians around public transport facilities.
- vi. Improves the existing network of paths in the Area.
- vii. Contributes to the provision of new paths and, where viable, new crossings over the railway lines.

(*These are West End Lane • Mill Lane • Fortune Green Road • Finchley Road • Shoot-up-Hill, see below)

D14. (page 46) Pavements & Pedestrians: The London Plan (Policy 6.10) says “the Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasising the quality of the pedestrian and street environment, including the use of shared space principles – promoting simplified streetscape, decluttering and access for all”. The CCS notes (p.9) that walking accounts for nearly half the journeys taken by Camden residents and says (14.20) “the Council will seek improvements for all pedestrians to ensure good quality access and circulation arrangements, including improvement to existing routes and footways”.

There is strong support for additional space(s) for pedestrians in the Area (Objective 3). In many parts of the Area, pedestrians are forced onto narrow, uneven and poorly maintained pavements. A popular example of where additional space has recently been made for pedestrians is the entrance to the Thameslink station on Iverson Road. Other similarly creative schemes should be brought forward for other parts of the Area.

A particular problem is the pavements between the three stations on West End Lane. At busy times, especially during the rush hour, the pavements become congested and pedestrians regularly spill onto the road. During the course of its work, the NDF looked into the possibility of a survey of pedestrian movements and flows in the area to shape the design of future improvements and policies. The cost was beyond the financial resources of the NDF, but the Plan calls on Camden Council to implement such a study. This could be funded from S106 or CIL money. (see Transport Table)

There is scope to improve the safety of the pedestrian crossings to give more space for pedestrians, including wheelchair users and those with pushchairs on the following roads in the area:

- West End Lane • Mill Lane • Fortune Green Road • Finchley Road • Shoot-up-Hill

RECOMMENDATION H (page 47): in support of Policy 9 the following actions are recommended.

- i. The removal of clutter and obstructions from pavements and paths in the Area.
- ii.

05 DELIVERY PLAN (page 67)

Paragraph 5.3

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- Improvements to the West End Lane retail area and the Mill Lane & Fortune Green neighbourhood centres, including street furniture, signs and pavements.
- Contributions to schemes providing more space for pedestrians and improving pavements to a high standard.

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