

## Lodge Lane Car Park Development Proposals March 2024 – LLN12RA Issues

We feel it is valuable to set down our main issues with the proposals for the Lodge Lane Car Park as presented 19<sup>th</sup> to 23<sup>rd</sup> March at Northside and discussed with Steve Harrington and Greg Lyons of Regal London on the 25<sup>th</sup> March. While we do have concerns with the Masterplan aspects of the proposals (e.g. the lack of evaluation of the benefits of siting the bowling/ cinema facilities in the more visible and accessible location of the Tally Ho Triangle), we concentrate on the proposals for the Car Park.

### **Building Height of Apartment Block**

We feel that a 6 storey building is just too high. It is completely out of keeping with the character of the Lane and, irrespective of the YVA 4 storey building at the easternmost end of the Lane, will destroy the suburban character typified by the locally listed houses and cottages opposite and westward from the proposed building. No side road off High Road N12 currently has any building higher than 3 or 4 storeys, and even these are only in wider roads.

As presented, the building is too close to the houses opposite (less than 21 metres) and will seriously impact on the available light and outlook from them.

### **Security**

The presence of a looming block of flats right next to the pavement will make passers-by feel unsafe, particularly in the area around the recessed car park entrance after its closure, where it will feel as if anything could be present. ‘Hidden corridors’ would need to be regularly policed at all times of the day and night – this is not an appropriate role for the local community, irrespective of any security provided by overlooking.

Similarly on the proposed path from Percy Road to Lodge Lane, ‘Percy Lane’, the overhang from the bowling alley and the trees will create an intimidating alleyway where the current practice of drug dealers stashing items in the hedges will only be more likely. The children of Northside Primary need protecting, and the school already has issues with drugs being hidden in the foliage.

### **Disruption to the Lane**

Extra traffic from borough-wide attendees at the cinema and bowling will only increase the already impossible situation on the Lane, and foot traffic from the tube station will greatly increase the comings and goings along the quiet part of the road, causing disturbance to residents as screenings start/ finish and bowlers arrive at and leave the bowling alley. This will be most noticeable at night, up to maybe 1am depending on the hours of the facilities. Unlike the adjacent Woodside Park Road, where houses are well set back from the pavement, our frontages are within a few feet of the pavement. We would like to see a traffic survey to show how the construction traffic and then the occupants of the site (residential and commercial) will affect the current residents. This should also cover the width of pavements, since the Lane will be the main route from the tube station to the High Road, the school and to and from the residential/commercial development.

Reducing the car park size (and closing it in the evening, which we have been told is likely) to 84 spaces from the current 232 will force traffic to circulate up and down the Lane while awaiting spaces in the car park. When the CPZ is not in force (after 5pm, and all day Sunday) more cars will compete (aggressively, as happens now) for spaces with residents when the car park is full or closed. The hoped-for increase in active travel will not compensate for the massive loss of parking envisaged – it is unrealistic to expect enough visitors from further afield (including outside the borough) where public transport links are inadequate to leave their cars at home and spend much longer travelling than it would take by car.

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In addition, servicing of the cinema/ bowling will inevitably increase the amount of heavy traffic using the Lane and shaking the buildings, many of which have no foundations so are susceptible to vibration movement.

### **Greening measures**

We need more information on the greening measures for the area/road – these were inadequately shown in the visuals (green walls, heat pumps, solar panels...) of the presentation.

### **Future Heritage**

The design and finish of the buildings must create architecture the community can be proud of, that will last, and will enhance what is there already. The development needs to add value to the area. The presentation boards did not give enough information on this.

### **Other Issues**

We would like to understand the rationale behind the apportioning of the flats (who are the intended purchasers?), considerations of daylight with regards to their orientation (especially for the single aspect units), and balconies overlooking social spaces, which do not guarantee policing of the 'square'.