

Subject: Planning Application 20114/7966/P/Comments/Objections

Dear Jenna Litherland,

We were told the application and the deadline for comments/objections only during the most recent of the consultation meetings held at West Hampstead Library and West Hampstead Synagogue. Therefore our first objection is that as some of the nearest residents, we have received no proper notification of the application either by letter, e-mail or notices in the street. We asked that local residents are individually informed as is the normal and fair practice and that the consultation period is extended until they have the proper time in which to respond.

We submit the following comments and objections to the application:

1. The proposed station building is completely out of character with the local architecture. It has a flat roof supported by thin poles above an additional floor. It looks like a cheap garage roof. The height is unnecessary and there is over large lettering which is more suitable to an advertising poster. This is not compatible with a residential area.

The developers claim this is to allow people to find the building i.e. they are trying to make it as prominent as possible. There have been numerous objections by residents to this inconsiderate imposition upon them.

There is what appears to be a redundant floor level beneath this roof. We are told this is to let in light. There are other ways of doing this by lower and better looking roofs and we suspect that there may be future applications to utilise this level for extra retail/office facilities. This would result in the reality of a higher building altogether. Should the proposal be accepted it should be accompanied by a future permanent restriction to prevent such a thing.

2. There is no 'drop-off' point for taxis or disabled people. It has been suggested that such a facility could be incorporated within the entrance to the Ballymore estate.

3. If the level of the number of passengers expected is as predicted. It seems that only one exit/entrance would result in a dangerously high level of congestion at that point. The site of the existing station building could be used as a further exit/entrance.

The Residents of Tower Mansions
134-136 West End Lane

West Hampstead Local Consultation Group.

Comments on the TfL Plans for West Hampstead Overground.

When the Office of the Rail Regulator safeguarded the land between the existing station and the Ballymore site, it was to allow for the expansion of the station on West End Lane. This plan actually reduces the frontage onto West End Lane and puts a retail unit into the existing space at the expense of passenger circulation.

Circulation space outside the station is critical and the new square on the Ballymore site is being touted as a circulation space but in fact every Ballymore picture of the square shows outdoor café seats and chairs in this area.

The circulation space within the station is worse than the current facilities. At the moment the east and west bound traffic is split immediately but under this proposed design all traffic is funnelled down a tapering corridor the width of which at the end is the same width as the combined existing stairwells.

We suggest that the new emergency stairwells should be widened and slightly repositioned westwards and brought into every day use with a secondary small line of gates to take the pressure off the step free facilities.

The new ticket office should probably be relocated to the south so that this line of gates can be supervised by the same person that deals with the new line of gates in the plan.

The discussion is about moving proposed infrastructure around not adding cost by asking for additional facilities. This will additionally benefit the interchange with the north/ Thameslink passenger flow and take pressure off the pavement space by the pedestrian crossing over West End Lane.

None of the visuals show the location of the pedestrian crossing that has to stay in situ for traffic safety reasons. With the entrance being moved directly in line with the crossing this will be extremely dangerous due to the crush of people at this point.

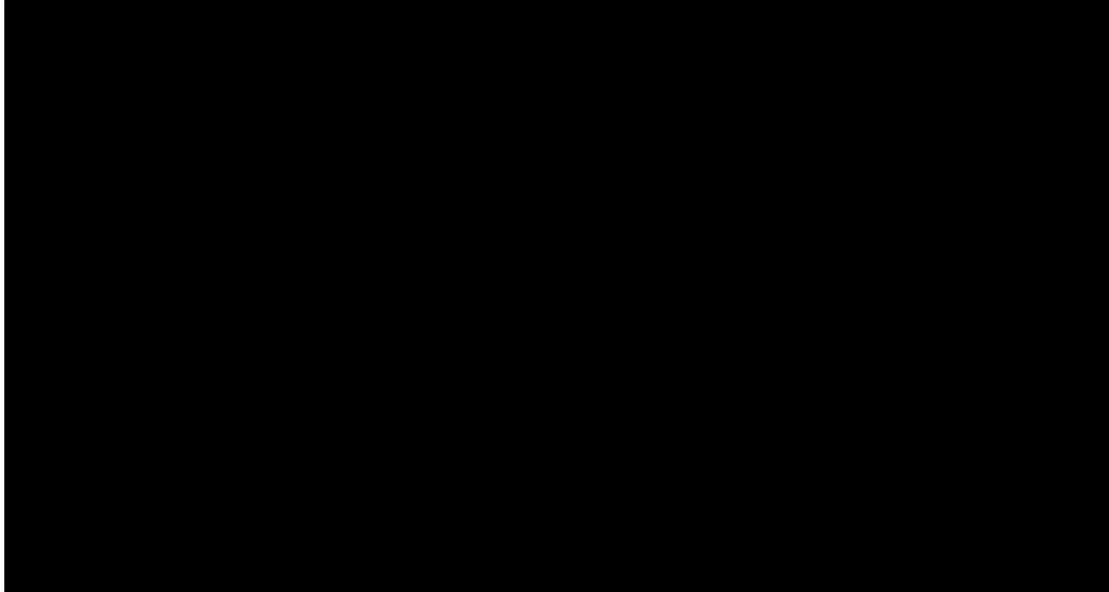
The visuals of the entrance are confusing in dealing with the levels between the station and the pavement. A number of steps are shown which will be trip hazards for pedestrians and constrain step free access.

The entrance pillars holding the roof structure to the station by the square has not been agreed with Ballymore. This is a fundamental design issue and is potentially hazardous with a white low level wall which people simply won't see at busy times.

There is a blank wall between the retail unit and the estate agent on West End Lane. Currently this is a poster site and there is nothing in the plans to say this won't re-appear. This area should be developed to put some additional 'green' elements into the design as so many trees have been lost in the plans.

The station replaces an Edwardian structure but there is no recognition of this period in the design. The canopy is extremely intrusive and the signage is blocked from the tube by the Ballymore building.

There is no drop off facility for disabled passengers although Ballymore have tentatively offered space within their car park for this.



Dear Ms Litherland,

Planning application 2014/7966/P - West Hampstead Overground station

I'm following up on James Earl's submission to Camden on behalf of the NDF commenting on the modernisation of the London Overground station at West Hampstead. I concur with James on many points but particularly the limited consultation and the subsequent lack of any changes - it's the usual 'consult and ignore' approach. I also agree that there is very limited thought given to the ecological impact (and the removal of trees). This an issue that upsets many people. We have already lost a number of trees due to the adjacent Ballymore development - indeed to add insult to injury one of the ones that was saved is now to be cut down because of this development. I urge you to work with Cameron Brown and the tree department to consider the long term plan for trees, it desperately needs a long term overview of where to plant trees in order to maintain the green corridors and ecology of thisin and around this part of West Hampstead.

Water Fountain

However, the second reason for my email is to suggest that the station includes a water fountain/point to fill up water bottles. People do not drink enough water! At earlier Thameslink discussions this was suggested at one of the consultations and was a popular suggestion, but was never actioned. So can you please ask TFL to install one in the Overground station?

Yours sincerely,

Mark Stonebanks

Camden Council Customer feedback and enquiries
Comments on a current Planning Application - Ref. 9929533

Planning Application Details

Year	2014
Number	7966
Letter	P
Planning application address	West Hampstead Overground Station
Title	Mr.
Your First Name	Lewis
Initial	
Last Name	Sullivan
Organisation	
Comment Type	
Postcode	nw61jx
Address line 1	Flat 38Lyncroft MansionsLyncroft Gardens
Address line 2	LONDON
Address line 3	
Postcode	NW6 1JX

Your comments on the planning application

I disagree with the planning application as it goes against the new neighbourhood plan. Its design is not in keeping with the area in form nor materials (. It doesn't include provision for cycling. Though it has a BREEAM pre-assessment certification it barely passes it with less than 50% which is not the high levels of sustainability the area needs nor agreed upon in the neighbourhood plan - that it will not achieve 'stakeholder consultation' is astounding considering it is a public project; the lack of credits in the 'energy' section makes a complete mockery of any council promises on climate change and carbon; there is also no

Camden Council Customer feedback and enquiries Comments on a current Planning Application - Ref. 9929533

Planning Application Details

consideration for ecology, with no green roof or planters and the removal of trees, which also go against the neighbourhood development plan. Also, even with no thermal modelling (Hea 04) I can tell the forecourt is going to be cold and wet in the winter.

Its also too high, which wouldn't be so much of a problem if it wasn't also ugly.

If you wish to upload a file containing your comments then use the link below

No files attached

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