

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/1828/P	[REDACTED]	22/06/2020 05:14:38	COMMENT	<p>The heath and its surrounding green space is vital for our ecosystem, environment, relaxation & recreation for people, and is an oasis in a big metropolis. Urbanisation on its fringes should not be allowed. Green spaces should not be touched. It is an improper encroachment on greenery that should be preserved in perpetuity for the enjoyment and safety of coming generations.</p> <p>There is no need for a new residential development in this area.</p>
2020/1828/P	[REDACTED]	20/06/2020 15:29:21	OBJ	<p>In a city inhabited by several million people green spaces are of existential importance. The heath is needed as an oasis where hundreds of thousands of people seek recreation and relaxation each year. It is an absolutely unique space. There should be zero tolerance of any further urban encroachment onto the heath. Each new settlement will encourage further urbanisation on its periphery. I oppose this planning application in the strongest possible terms.</p>
2020/1828/P	[REDACTED]	15/06/2020 15:03:57	OBJ	<p>Having had previous applications for the development of individual houses on the already limited car parking area of Jack Straw's Castle, fervently objected to by neighbours and those committed to preserving the integrity of Hampstead Heath, I am amazed that Albany is once again at it.</p> <p>Nothing has changed... there is limited parking for the residents of Jack Straw's Castle; removing the bin area they currently use would require relocation, so again less parking; and the proposed houses on plots truly too small, would be completely out of keeping with the adjacent Listed Building and would obscure the view of the Heath and the evening sun-set.</p> <p>As a direct neighbour, we already suffer the inconvenience of tenants of Jack Straw's parking in the driveway across the pavement owing to the car park being full, which is dangerous, especially for those with impaired vision or with children in push chairs or on bikes having to navigate into the road against on-coming traffic. Again, a ridiculous proposal from a developer without any concern for his tenants or the local environment, just profit!</p>

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2020/1828/P	██████████	20/06/2020 11:27:00	OBJ	Hello,

This comment is purely around climate and carbon impacts.

I understand and appreciate that the application follows the latest guidance and local policy (The London Plan, GLA Energy Assessment Guidance, 2012 Housing SPG, improvement on Part L 2013 etc etc...) and that your proposed design will emit 31.1% less emissions than the 'baseline' design. This addresses operational emissions and to some extent the project (like most of the country) will benefit from the decarbonisation of the UK grid.

I'm more concerned about the bigger picture concerning planning/developers and climate change. A development of this type on its own will never be considered as having a significant impact on climate change (I'm using the term 'significance' as its understood under the planning regs and EIAs). The global atmosphere has an amazing capacity to capture emissions and hence projects of this size will almost never be rejected on environmental issues. The question then is how many small developments of this kind can we have in Camden and across the UK? 1,000? 10,000? At some point cumulatively the climate/carbon impact will be significant. This application (like thousands of others) fail to address additionality and cumulative impacts. The planning system is not set up to deal with carbon and climate, and I understand you can't do anything about it.

One area I think you should be more precise and prescriptive is construction related emissions. It is no longer good enough to address this phase through statements of design principles. This application should have a construction carbon footprint (embodied material, plant emissions, waste and delivery logistics at least). More importantly precise commitments with contractors and suppliers on innovative and low carbon material, low energy plant (perhaps biofuel), early connection to grid to avoid diesel generators etc. If this doesn't happen this very hard to decarbonise sector (the construction sector) will never change.

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