

From:

Subject: Comments on 2022/0528/P have been received by the council.

Date: 30 October 2022 at 22:13:47 GMT

To:

I object to the amendments to the original planning application on two main grounds:

1. The absence from the amendments of any plans for the replacement of the O2 centre itself - the importance of it as an important local community resource, with the biggest supermarket (Sainsbury's) in the area, multi-screen cinema, inexpensive restaurants (most of which have disappeared already because of planning blight), a good bookshop etc. Combined with the proposed demolition of Homebase, a large store catering for everyday household needs and a garden centre, which could be integrated into plans for the proposed new O2 Centre. A large supermarket and Homebase require parking spaces and the plans do not provide this.

2. Camden's consultative process, which does not allow time for the local community to respond, contrary to the Council's Statutory requirement of allowing at least 21 days consultation period.

i. A key document from the developers, the Design and Access Statement, dated 16th September 2022 was not posted on the Council's planning website until 25th October, giving people 5 days to respond to a 108-page document.

ii. No notification of the Amendments has been sent to local residents. I am on a Camden Planning notification list and receive daily updates, including planning applications to streets the other side of the proposed development from where I live (just off Broadhurst Gardens): I have received notifications for applications in Crediton Hill, for example. It seems that Camden have made no effort to inform the local community about a major development that will affect the quality of their lives.

iii. There has been a flurry of responses in favour of the proposed development in the past week. But on reading these responses, it is clear that this is the result of Landsec gathering petitions outside the O2 Centre (as reported by several local community dwellers, who said that Landsec were standing at the

entrance to the O2 Centre last week offering a 'petition' form with QR code which delivered a standard wording in support of the application).

For instance, there were 57 responses last Friday on the Camden Planning site supporting Landsec: many only give their first name (is a surname not required by Camden?) and come from people living nowhere near our area - Uxbridge, Barking, Peckham, Clapham, Soho, Mayfair... 19 of them use identical wording, others start with that wording and go on to give a reason, however brief! One person even left the 'Landsec' response format uncompleted - "I support the proposals because..." (which gives Landsec's game away!) What is the validity of these responses for Camden, as Camden posted them?

In addition, other local community dwellers noted advertisements from Landsec on Facebook inviting (favourable) responses to their plans.

In short, the process of Camden's consultation on this major planning application is seriously flawed. It undermines the result of any 'consultation' and the validity of the whole planning process - an essential of any democratically elected Council.

Please note that I am submitting this response giving my full name as a Camden resident living 200 metres away from the proposed development - unlike most of the recent consultation responses.

Comments made by David Wilson of 22A West Hampstead Mews, London, NW6 3BB

From: Ralitsa Kindalova

Sent: 07 November 2022 18:54

To: West Hampstead; Planning

Subject: Re: News and Updates from West Hampstead Liberal Democrats

Hello,

I am sorry I missed the 30th of October. This being half - term means a lot of families have overlooked the importance of this conversation.

I am referring to the updated plans for O2 centre.

When will the authorities understand that the community does not want another important hub taken away from us! The cinema, restaurants, Waterstones, cafes.... I have a small child and for years this has been the only place I have been able to entertain him when it is called outside and we have been 'locked' in our home for too long...

The 2 tube stations, i.e. Finchley Road and West Hampstead are too small. They are already over capacity and have no way to expand. Not to mention the new development on West End Lane that will bring thousands of new inhabitants in this already overpopulated area!

What quality of life are we expected to have ? Forced to live on top of each other ? Thousands of people occupying a small space of a few square metres... If I wanted to live in Japan I would move there !!!!!

Something needs to be done and URGENTLY!!!

HANDS OFF OUR O2 CENTRE!!!!

I have been a resident of West Hampstead since 2006... this is not the way I wish to see my area change! STOP offering these re-development plans!!!

Ralitsa Kindalova

On Wed, Oct 26, 2022 at 4:33 PM West Hampstead wrote:

Dear Ralitsa,

In this email:

- **Help with the Cost-of-Living Crisis**
- **Local Development – Comment on Revised Plans for the O2 Centre by 30th October**
- **Traffic and Transport – Comment on Mill Lane Healthy School Street by 3rd November**
- **Celebrating Black History Month**
- **Listening to your views – complete our residents’ survey**

Help with the Cost-of-Living Crisis

As the weather turns colder, we know more and more residents are concerned about the rising cost of living, especially energy bills. If you, or someone you know, is concerned about the coming winter, both [Camden Council](#) and [the London Assembly](#) have put together information about support and advice available. The leader of the Lib Dem group on Camden Council, Cllr Tom Simon, has been pushing the Council to bring local organisations together to see if services could be more joined-up, but hasn’t had any response.

Meanwhile, if you are able to help others at this difficult time, I’d encourage you to donate to our local Food Hub, based at **Sidings Community Centre off Maygrove Road**, at [this link](#). If you have time to spare, they are always looking for volunteers to help on Fridays or Saturdays – get in touch at whcfoodhub@gmail.com.

Local Development – Comment on Revised Plans for the O2 Centre by 30th October

Last month the owners of the O2 Shopping Centre submitted a revised planning application. It makes minor changes to the design of **new buildings**

along Finchley Road, but very little else has changed since the main planning application submitted in January. The development still falls far short of national standards for green open space, and the Council's standards for affordable housing.

Crucially, there is still no firm commitment from Landsec (the developers), Transport for London, or Camden Council, to do anything to improve access to West Hampstead tube station. With tube numbers increasing again post-pandemic, and the new interchange onto the Elizabeth Line at Bond Street, West Hampstead tube station desperately needs a lift, and a wider entrance.

The deadline for online comments is this Sunday 30th October via [this link](#). If you want to review the new plans, the best document to look at is "O2 Masterplan DAS 16-09022 (Design and Access Statement)". Comments made on the previous application still stand, and if you miss the deadline for new online comments, you can still give your views by emailing planning@camden.gov.uk. It's possible the plans will be considered by Camden's Planning Committee at their December meeting, but it's more likely to be the New Year.

Traffic and Transport – Comment on Mill Lane Healthy School Street by 3rd November

Another consultation that has generated some interest is Camden Council's proposal to introduce a Healthy School Street around West Hampstead Primary School on the corner of Dornfell Street/ Broomsleigh Street. Some residents have welcomed the proposals as a way to reduce traffic and air pollution close to the school, while others have expressed concern that, without steps to reduce the traffic, it will just knock on to neighbouring streets such as **Mill Lane or Sumatra Road**. If you want to have your say, the deadline is Thursday 3rd November and the link is [here](#).

Despite repeated promises from Camden Council, there is still complete silence about a consultation on a Healthy School Street for the **Maygrove Road/Ariel Road** area. Lib Dem councillor Nancy Jirira was told it would start in

September, but there's been no news since then. Residents are badly affected by the school run traffic, and by the development work at Liddell Road, especially when the Council suspended the wrong yellow lines!

Celebrating Black History Month

It was great to see Lib Dem councillor Nancy Jirira featuring in the Camden New Journal's coverage of Black History Month. Her article "Time to Renew the Fight for Justice & Equality" is a really inspiring read, which you can see [here](#). Nancy and I were also privileged to join friends at the Hindu Temple London Shirdi Sai Baba for their [Diwali celebrations](#) this week.

Looking ahead, on 11 November the Community Association for West Hampstead are holding an in-person talk about significant Camden residents of African and Caribbean heritage called "We were here". It's at 7.30 at the Community Centre on Dornfell Street, booking [via Eventbrite is open now](#).

Listening to your views – complete our residents' survey

Finally, I'd be really interested in your views about local issues, to help inform our local campaigning over the coming months. If you have five minutes, please do fill in this [online survey](#) and let us know what you think about rubbish & recycling, crime and community safety, or any other local issue. Or drop me a line at any time on NW6libdems@gmail.com.

Thank you.

Janet Grauberg

West Hampstead Liberal Democrats<http://ldcamden.nationbuilder.com/>

This email was sent to Ralitsa Kindalova

You [can update your preferences here](#), or you can [unsubscribe](#) at **any time**.

Printed (hosted) by [NationBuilder](#). Published and promoted by K. Moffitt on behalf of Camden Liberal Democrats all at 242 Webheath Workshops, Netherwood Street, NW6 2JX.

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Ralitsa Kindalova

From: Bahl, Manoj
Sent: 22 November 2022 10:25
To: Planning
Cc: Bahl, Manoj
Subject: O2 Centre Plans - 2022/0528/P

Sirs,

I object to this proposal in the strongest of senses.

This revised application, remains wholly inappropriate and is not wanted by us, the local residents and tax payers. The development still falls far short of national standards for green open space, and the Council's standards for affordable housing. In addition the loss of amenity (during the construction phase and beyond) is unacceptable. The mooted public spaces do not benefit the community and, as we have seen from the other developments in the area, they are not used (even by residents) and remain soulless spaces. It is folly to describe them as parks or public squares.

Crucially, there is still no firm commitment from the developers) Transport for London, or Camden Council, to do anything to improve access to West Hampstead tube station. With tube numbers increasing again post-pandemic, and the new interchange onto the Elizabeth Line at Bond Street, West Hampstead tube station desperately needs a lift, and a wider entrance.

Camden Council must listen to the residents and we do not want this scheme. We are happy with the O2 centre and it is a well-used and vital part of our community. In addition the car park is something that we all need and use regularly and it is absurd to remove this in a space where there is already extremely limited parking options for those who need to use a car.

Please do the right thing and throw this scheme out. The Council is here to reflect the residents and we do not want this monstrosity on our doorstep. We will do all we can, at every level, to block this scheme.

Regards,

Manoj

Manoj Bahl

Senior Managing Director

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From:

Sent: 29 November 2022 22:35

To: Planning

Subject: Objection to Planning Application no 2022/0528/P - The O2
Masterplan Site Finchley Road London NW3 6LU

The proposed development will destroy the character of the area, place excessive strain on local public services, which are already under severe pressure, would amount to massive over development of the site, does not take into account the interests of existing residents in the area and the likely impact on their amenity this development presents. The loss of a multiplex cinema, two supermarkets, shopping parking and other businesses will have a negative impact on the area. The increased population will potentially overwhelm both Finchley Road and West Hampstead underground stations, which struggle to cope with existing user levels, which are yet to return to full usage post the pandemic. It would not surprise me, if a number of the studies and/or assumptions being put forward are also flawed and/or out of date due to the effects of the pandemic.

Ivan Keane

19 Belsize Road

London NW6 4RX



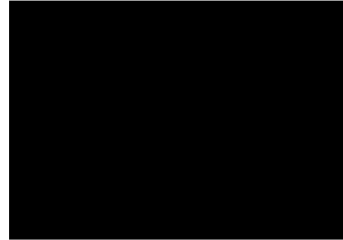
25 November 2022

Norton Rose Fulbright LLP
3 More London Riverside
London SE1 2AQ
United Kingdom

By email

London Borough of Camden
5 Pancras Square
London
N1C 4AG

Attention: David.Fowler@camden.gov.uk



Your reference

Our reference

PECO/1001139651

Dear Sirs

Further representation on O2 Masterplan Application (ref 2022/0528/P) on behalf of Hampstead Asset Management Ltd and Builder Depot Ltd

We write on behalf of our clients Hampstead Asset Management Limited ("HAM") and Builder Depot Limited ("BD"). HAM are the freehold owner of 14 Blackburn Road London, NW6 1RZ, and BD are the leaseholder and operators of Builder Depot – West Hampstead, which is situated at 14 Blackburn Road.

You will recall that our clients previously provided comments under a letter dated 14 April 2022 (the "First Representation") on an application made by Land Securities (the "Applicant") for redevelopment of the O2 site on Finchley Road under reference 2022/0528/P (the "Application"). Our clients note that the Applicant has now provided updated and additional documents for the Application, amending certain elements of it. We attach our clients' detailed comments on these documents.

As you will recall, 14 Blackburn Road falls within the red line boundary of the Application. In summary, our clients maintain their strong objection to the Application. The key themes from our clients' comments on the changes to the Application are as follows:

1. Despite the numerous and serious flaws that our clients observed in the Application and stated in the First Representation, and despite the Applicant considering consultation feedback, there has been a complete lack of consideration by the Applicant for our clients' comments and appropriate amendments to resolve these issues. The Applicant has failed to even acknowledge these comments let alone make any attempt to address them;
2. An example of an unrectified error is that there is still a complete absence of recognition in the Application of the extant planning permission which benefits 14 Blackburn Road for redevelopment, to include two Class B8 and eight Class B1 units with associated service yard, together with a four storey plus basement block comprising eight dwelling houses and six self-contained flats (the "14BR Permission"); the application is inconsistent with this planning permission and foregoes the benefits which it delivers, not least the retention of important commercial floorspace.

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25 November 2022

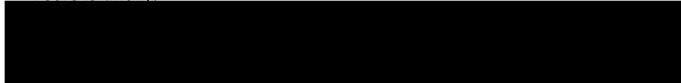
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3. Given the failure to acknowledge the 14BR Permission, the Applicant fails to set out any clear benefits that the Application can provide over and above those provided by the 14BR Permission, which can be delivered more quickly and with more certainty than the development under the Application;
4. It is still apparent from numerous aspects of the Application that excluding 14 Blackburn Road from the Application would not prejudice any potential regeneration benefits the Applicant sets out in the further documentation, as it only forms a small part of the overall scheme, in an isolated location on the edge of the site.

In light of the above, HAM and BD consider that the comments in the First Representation still stand, and therefore consider that the Council should refuse the Application.

We trust the Council will consider these comments. Our clients would welcome the opportunity to discuss any questions you may have on this further representation.

Yours faithfully,



Norton Rose Fulbright LLP

Comments on Further Documents Produced for Planning Application for O2 Centre Application (2022/0528/P) on behalf of Hampstead Asset Management Ltd (HAM) and Builder Depot Ltd (BD)

Document Paragraph	Comment / Response
EIA Letter of Conformity	
General	<p>The Applicant shows no regard for the comments set out by HAM and BD in its First Representation. Despite HAM and BD making 15 comments on the previous draft environmental statement, the Applicant has elected not to take the opportunity during this amendment of its documents to take any into account.</p> <p>HAM and BD can therefore only repeat the comments they previously made and request the Council take these into account during determination of the Application.</p>
Conclusion	<p>The Applicant concludes this document by stating that "<i>we consider the previous environmental assessment undertaken remains valid</i>". As noted above, HAM and BD strongly disagree with this assessment, as their valid and substantial concerns as set out in the First Representation have not been addressed and the assessment remains inadequate and flawed.</p>
Design and Access Statement	
2	<p>The Applicant sets out in this paragraph, at a high level, concerns raised during consultation regarding the design of the Scheme. This appears to be the only point in the updated documents that consultation responses are considered, and this is not complete, as the Applicant does not take the time to consider or to address the multiple concerns raised by HAM and BD in the First Representation. In fact, not only is there no response given, the Applicant makes no acknowledgment of these having been raised, or evidence that any concerns were taken into account by the Applicant. The Council should consider this a major flaw in the Application and decide it accordingly.</p>

3.2	<p>This paragraph specifically covers the elements of the Application which are in outline form, including S8.</p> <p>The Applicant plays lip service to having reviewed properly and considered consultation responses, stating that it had received consultation responses from the Council and GLA, "...as well as comments from the general public". In making this comment, the Applicant shows the extent of its disregard for the consultation responses received, as it fails to even allude to significant and meaningful representations not only from HAM and BD, but also Volkswagen and Audi as operators of car showrooms on the Scheme's proposed site.</p> <p>The Applicant goes on to consider feedback from the Council and the GLA, but it does not consider any comments raised by any other consultees. This is a major oversight and the Council should bear in mind the numerous uncorrected deficiencies in the Application as highlighted in the First Representation.</p>
3.4	<p>The massing diagrams set out in this section serve to reinforce once again how remote from the rest of the Scheme S8 is. It can be seen to sit outside the scope of the main elements of the Scheme, and when viewing this, it is very surprising that the Applicant doggedly continues to ignore the 14BR Permission and include the 14BR site in the Scheme, despite the ease with which it could be removed with no knock on impacts to the delivery of the remaining Scheme, nor the regenerative benefits it claims to deliver. S8 offers very little to the Scheme, a key example being that despite it siting immediately next to the access to West Hampstead station, no part of S8 is relied upon for any public realm improvements in this area, which instead will sit to the immediate east of this area.</p>
3.4	<p>The plan in this section is misleading as via yellow colouring it implies a site to the north of 14BR is part of the Scheme, which it is not. If the Applicant is suggesting that it can rely on the outlook of a different building, outside its control and which it is not developing, as part of the overall massing strategy, HAM and BD would suggest that the same can be done for 14BR as developed under the 14BR Permission.</p>
3.5	<p>It is clear from this section that the eastern part of the Scheme will be a "Town Square". This area is on the opposite side of the Scheme to 14BR, and once again this remoteness demonstrates how peripheral 14BR is to the whole Scheme.</p>
3.8, 3.11	<p>In the First Representation HAM and BD noted:</p> <p><i>The DAS sets out various aspects of the design of the Scheme in order to show the benefits of it, including the provision of community gardens, a green neighbourhood and a biodiversity net gain.</i></p>

	<p><i>It is striking then on the "illustrative roof plan" under paragraph 1.2 and the plan under paragraph 1.6 that few, if any, of these benefits are delivered in the 14BR site, which appears to only house a small number of trees. In other words, the Applicant will have difficulty in showing the contribution of the 14BR site to the overall stated benefit of the Scheme, particularly in light of the forthcoming redevelopment of 14BR.</i></p> <p>It is clear that the Applicant has ignored HAM and BD's feedback, as there is no additional provision of green space set out in this section in plots S8A and S8B.</p>
3.8, 3.11	<p>In the First Representation, HAM and BD noted:</p> <p><i>When reviewing the Masterplan Proposal it is abundantly clear how little the 14BR site would contribute to the overall Scheme in terms of allocation of public open space, green landscape and overall character. It is noticeable also that the existing Clockwork Factory Apartments, and any future development under a potential future permission are "designed around", but the inclusion of trees and other features (for example on the Character Areas Diagram in section 6.3, and the One Shared Landscape diagram on section 6.4). This demonstrates that it is not essential that the Applicant redevelops the buildings in this location in order to achieve their overall character aims.</i></p> <p>It is clear from a review of the updated DAS, including the sketch attached to section 3.8, and the amended Illustrative Masterplan in section 3.11 that nothing appears to have changed in relation to plot S8 from the First Application. Therefore the above comment stands.</p>
Design Code	
2.1.2 2.1.12	<p>– This section contains plans that provide an overview of parameters for the Scheme.</p> <p>These plans serve once more to highlight how limited the role of 14BR is in the overall proposals. As set out in the First Representation, removal of this element of the scheme would not materially impact the suggested benefits of the Scheme as a whole.</p> <p>The plans also demonstrate that plot S8 will deliver residential and commercial uses as part of the Scheme. Whilst the Scheme proposes to deliver more residential floor space and less commercial floor space, the 14BR Permission will deliver more commercial floor space and less residential floor space. The uses, however, are similar; the Scheme therefore proposes minimal benefits over the 14BR Permission as a baseline.</p>
2.3.1	<p>This plan shows the character areas of the Scheme. We note again that S8 has minimal value to the Scheme – as can be seen here, although it is included within the "Community Green" character area, due to the nature, size and shape of S8, which is proposed to deliver two buildings, S8A and S8B with a gap between the buildings containing a feature tree and some benches in an otherwise landscaped break between buildings.</p>

	and the surrounding context, which also includes public highways and footways, the amount that S8 contributes to the "Community Green" and the immediate area is very limited.
2.3.3	This plan shows the public realm elements of the Scheme. Similar points emerge here for public realm as for the Community Green at 2.3.1 referred to above. The area earmarked in the immediate environs of S8 as "public realm" is already a highway and will continue to be, and therefore the contribution of S8 will be limited within the overall development.
2.3.7, 2.3.8 and 2.3.9	These plans demonstrate that plot S8 does not contribute to access and connections across the site, and equally these will not be affected by the 14BR Permission.
2.3.10	This plan shows that the Application provides less parking than the 14BR Permission, which provides 14 new parking spaces.
2.3.14	The soft landscape plan set out here is of note because, once again, it is clear that S8 provides almost no soft landscape in its environs.
5.2	This paragraph sets the context for the western end of the Scheme, including S8. The characterisation states that the land is " <i>underutilised</i> ", and used for " <i>quasi-industrial</i> " purposes. This is misleading, as it once more fails to make any mention of the extant 14BR Permission, which will deliver redevelopment and regeneration of this area. This is a serious oversight and the Council should not use this incorrect baseline when considering the Application. The reference to " <i>quasi-industrial</i> " is also misleading, 14BR provides commercial floor space with a thriving business that supports and employs local people, a business, and jobs that will be retained with the 14BR Permission.
5.3.1	This section provides an overview of the street hierarchy under the Scheme. This provides further evidence of the lack of importance of the environs around 14BR to the Scheme, as Blackburn Road is described as only a "Secondary Street". Further, given its status as a public highway, which would not change under the 14BR Permission, none of the proposed uses in this section would be affected should this area not fall within the Scheme, proving that both schemes could co-exist.
5.3.2	This section gives an overview of the proposed pedestrian and cycle access routes under the Scheme. The plan notes that the proposed structured cycle route will pass along Blackburn Road. As noted above, this would not be affected by the completion of development under the 14BR Permission, and no land within the 14BR site would assist or contribute to the provision of the cycle route. 14BR is therefore irrelevant to this provision.

5.3.3	<p>In describing public transport provision, the Applicant has amended its stance on safeguarding space for a new access for West Hampstead Underground Station, instead of stating that it "should" be provided, stating that it "must" be provided. No detail is provided in relation to the precise location of the land that is required to be safeguarded for a step free access, nor the width of the route. It is unclear how any safeguarded land might interface with the parameter plans for plot S8, including the maximum and minimum building footprints.</p> <p>No further detail is given on this proposal, nor how it is intended to be provided, only that it is "subject to TIL agreement".</p>
5.3.4	<p>This section covers proposed vehicular movements under the Scheme. HAM and BD note that this paragraph confirms that "<i>Vehicular access must be concentrated to the north and west of the character area</i>". There is no requirement therefore for the section of Blackburn Road adjacent to 14BR, which appears in the Scheme to only act for access to that site.</p>
5.4.1 – 5.4.3, 5.4.5, 5.4.6, 5.4.11	<p>This section provides an overview of the public space and nature provision of the Scheme. As noted above, the 14BR site provides little to the overall Scheme in relation to public realm, defensible spaces and soft landscape, nor play space, biodiverse habitats or biodiverse networks.</p>
5.5	<p>This section discusses the Public Realm conditions under the Scheme. Again, the information here demonstrates how peripheral the 14BR site is within the context of the Scheme, and the minimal contribution, if any it would make to the public realm. Although the plans at 5.5.2 are unclear (and appear mislabelled, as they refer to cross section N, over plot S8, not N7 as in the title) it appears that the main contribution would be a single tree. In terms of a public realm contribution, this is clearly inadequate to weigh in favour of diverting from the scheme approved under the 14BR Permission.</p>
O2 Masterplan Development Specification	
Table 5	<p>This table sets out the proposed floor space per plot number. It appears there is no change for the outline plots, including S8. This serves to highlight the substantial loss of commercial floor space in plot S8 should the Application be approved, a point mentioned at numerous points in the First Representation.</p> <p>For the sake of clarity, the 14BR Permission authorises a net gain from 1,643 square metres of commercial floor space to 7,413 square metres, whilst the Application, even after being revised, could only provide 1,050 square metres. This represents a loss of 6,363 square metres of commercial floor space as well as the jobs that will be supported by that floor space.</p>

Basement Impact Assessment	
Non-Technical Summary, 4.1, 7, 8.4.2	This document is littered with errors including text <i>"Error! Reference source not found"</i> in place of cross referencing on at least six occasions. This demonstrates the Applicant's lack of care and attention for the exercise undertaken as part of this report, which the Council should bear in mind in its assessment of this document.
3.3.2, 10	The assessment states that railway lines are only 7 metres away from outline plot S8. Despite this close proximity, the Applicant tries to downplay this, deferring consideration of the potentially large impacts. This should not be accepted by the Council, who are being asked now to decide upon the principle of the proposed basement development. In order not to fall foul of the principles established in <i>Cornwall County Council ex parte Hardy</i> the Council should be requiring the impacts of the proposed basement to be properly assessed at application stage, rather than this assessment being left over to reserved matters stage. A failure to do so amounts to a legal error in the assessment process.
8.3	<p>The Applicant states that movements from excavations at plot S8 would be <i>"unlikely to have any significant impact on the railway"</i> without any substantiation for that claim. This is surprising given that this paragraph also states <i>"The proposed design for the rest of the plots within the outline application has not been developed in enough detail to determine the full extent of any new proposed basements"</i>.</p> <p>The Applicant goes on to state that each plot will be subject to further assessment. The Council should consider whether this plot, so close to the railway line, without any evidence of lack of impact, should be permitted. At the very least, as stated above, it should be the subject of further assessment.</p>
Covering Letter Scheme Amendments	
Page 1	The Applicant states that it has reviewed and considered consultation responses received, and accordingly made changes to the Scheme. This exercise was demonstrably lacking in scope and effectiveness, as none of the comments made in the First Representation were commented on, let alone considered and implemented. The Council should note the limited scope of this exercise when considering the Applicant's updated materials.
Open Space and Landscape Explanatory Note	

General	As noted elsewhere in this representation, it is clear from browsing the various plans presented that the 14BR site would provide very little contribution towards the overall scheme under the Application, even post amendment, in open spaces and landscaping terms. As set out in the First Representation, removing the 14BR site from the Application would have no material impact on open space and landscaping, and given its relatively remote location, opposite other previously developed properties, would not detract from the overall cohesiveness of the Scheme.
Urban Greening Factor Explanatory Note	
1, 2 and 3	<p>Sections 1 and 3 each provide an existing and proposed site plan, while section 2 sets out only a proposed scheme.</p> <p>The existing site plans are highly misleading, in that these completely neglect to provide details of 14BR, and also fail to acknowledge the 14BR Permission and that this is the proper baseline against which the Scheme should be judged.</p> <p>Additionally, as noted elsewhere, it is clear from both of the proposed plans in these sections that the 14BR site would provide only a limited benefit in relation to green spaces to the Scheme as an overall proposition.</p>
3	A small slither of "podium gardens" are set out to the south of 14BR on the plan in this section. Given its location outside of the main pedestrian thoroughfare, it is clear that this area is simply to serve that plot, and as stated above, does not provide any particular overall benefit to the Scheme.
4	The plan provided in this section is contradictory to that in the trees paragraph prior. The plan here seems to show provision of trees around the 14BR site, however, this is not reflected in the tree plan. This shows the lack of consistency reflective of a lack of proper consideration the Applicant has given this area of the Scheme, and the Council should take this into account in its decision making.
Waste Management Plan	
3	This section of the Waste Management Plan describes proposals for dealing with commercial waste. Whilst the detailed consent plots are described, there is no information at all on the outline plots. The Council should consider this lack of detail when evaluating the Application.

Term	Meaning
14BR	The land and buildings at 14 Blackburn Road, London NW6 1RZ owned by HAM and leased to BD
14BR Permission	Means the planning permission granted in relation to the Builder Depot by the Council referenced PWX0202103, dated 6 January 2004 for: <i>"Redevelopment of whole site by the erection of a 4 storey eastern block comprising two Class B8 and eight Class B1 units with associated service yard, together with a 4 storey plus basement western block comprising 8 dwellinghouses and 6 self-contained flats with associated underground car parking; as shown on drawing numbers- BLK-X-101,102; BLK-P-100, 101B, 102B, 103B, 104B, 105B, 106B, 107, 108A; letter dated 20.11.02 and email message dated 3.2.03 from Montagu Evans."</i>
Applicant	LS (Finchley Road) Limited
Application	An application made by the Applicant to the Council for planning permission for: <i>"Part full and part outline planning permission comprising the following: Detailed planning permission for Development Plots N3-E, N4, and N5 including demolition of existing above ground structures and associated works, and for residential development (Class C3) and commercial, business and service (Class E) uses in Development Plot N3- E, residential development (Class C3) and local community (Class F2) and commercial, business and service (Class E) uses in Development Plot N4, and residential development (Use Class C3) and commercial, business and service uses (Class E) uses in Development Plot N5 together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots."</i> <i>"Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8 including the demolition of all existing structures and redevelopment to include residential development (Class C3) commercial, business and service uses (Class E), sui generis leisure uses (including cinema and drinking establishments) together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots"</i>
Builder Depot	The business operated by BD at 14BR
Council	London Borough of Camden Council
First Representation	Comments by HAM and BD on the Application dated 14 April 2022 (http://camdocs.camden.gov.uk/HPRMWebDrawer/Record/9554571/file/document?inline)
Scheme	The redevelopment of the O2 Centre, 255 Finchley Rd, London NW3 6LU, in accordance with the Application

S8	The part of the Scheme that the 14BR site would fall within under the Scheme
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From: Miss H Gibson

Sent: 29 November 2022 09:35

To: David Fowler

Subject: Planning reference 2022/0528/P - Supporting the O2 Centre
Masterplan proposals

Miss H Gibson
Iverson Road
First Floor Flat, 6
Kilburn
NW6 2HE

Hi David,

I am writing to support the O2 Centre proposals for the planning reference number 2022/0528/P.

Kind regards,

Miss H Gibson

From: Margaux Haas

Sent: 29 November 2022 09:35

To: David Fowler

Subject: Planning reference 2022/0528/P - Submission of support for O2 Centre Masterplan

Margaux Haas
24 Messina Avenue
London
NW6 4LD

Hi David,

I am writing to support the O2 Centre proposals for the planning reference number 2022/0528/P.

This master plan would be an excellent idea as it would regenerate this part of the neighborhood that feels like a wasteland. This whole section from West End Lane to Finchley Road feels extremely unsafe for women, as it is poorly lit, there many small passages and corners and not a lot of people. The whole neighborhood could benefit from more housing, more green space and more shops and restaurants.

Kind regards,

Margaux Haas

Kind regards,

Margaux Haas

From: Adam Hillier

Sent: 26 November 2022 20:26

To: David Fowler

Subject: Planning reference 2022/0528/P - I support the O2 Centre Masterplan proposals

Adam Hillier
Flat 74 Beaufort Court
65 Maygrove Road
London
NW6 2DA

Hi David,

I am writing to support the O2 Centre proposals for the planning reference number 2022/0528/P.

I strongly support providing new, high quality housing for people in our local area. There is a drastic shortage of housing which leads to exorbitant house prices and unaffordable rents. This particularly hurts young people and those not on the housing ladder.

I struggle to see the value in using this prime piece of land between multiple stations as (predominantly) a car park. Instead, we can have homes for local families, alongside new community facilities and green space.

I also value promoting walkable public spaces and the use of public transport, from a climate and air pollution perspective.

Kind regards,

Adam Hillier

From: James Johnson

Sent: 24 November 2022 10:54

To: David Fowler

Subject: Planning reference 2022/0528/P - I support the O2 Centre Masterplan proposals

James Johnson

Flat 2

56 Rosslyn Hill

Hampstead

NW3 1ND

Hi David,

I am writing to support the O2 Centre proposals for the planning reference number 2022/0528/P.

I think the area would benefit greatly from some new development and the plans look fantastic. I think that residents are too ready to object to developments, which causes real problems for the community.

Kind regards,

James Johnson

From: Eilis Tobin

Sent: 04 November 2022 06:58

To: Planning

Subject: redevelopment of the O2 car park, Homebase & Shopping Centre.

Dear Camden

As a resident in West Hampstead for 25 years I am very concerned by the developments taking place and those proposed specifically:

Disruption of works

- daily traffic jams on West End Lane
- zero regard for access from side roads to West End Lane trucks park anywhere
- this is in addition to the Sainsburys/Tesco trucks!
- pavements too narrow at works entrance people forced onto road
- deeply unpleasant environment to live in while this constant building takes place
- this can only get worse

Pedestrians crossing

- tube access is at crisis point
- the numbers crossing the roads at random points is growing and is dangerous
- see point re footpaths above
- this will be made worse by intersection of Elizabeth

Green spaces

- development proposed does not allow sufficient for the numbers coming to live here

Affordable housing

- is insufficient, NW6 has always thrived because we have a diverse and vibrant community

General infrastructure

- what replaces the giant Sainsburys/Homebase
- where will the additional doctors/ school places etc come from

- what about Thames Water - 3 major leaks in Fortune Green alone last week.
Infrastructure is old and at breaking point

West Hampstead is creaking please reconsider this excessive development.

Yours sincerely

Eilis Tobin