

From:

Sent: 24 February 2022 16:07

To: David Fowler

Subject: 2022/0528/P

Dear Mr Fowler

Application: 2022/0528/P (O2 masterplan)

Thanks for speaking to me just now. I fully understand that the Council needs to balance the needs for additional housing against the impacts of this development, but would like to suggest respectfully that the proposed application is significantly too large in terms of massing, height, and housing density.

In particular (as I am sure you are aware):

1. The tallest building is described as being some 55m above ground level (DAS part 1 page 118). This appears to be very significantly above all other buildings in the area (twice the height of JW3).
2. Although the applicants have of course made the most of drawings showing greenery including roof greenery, the proposed buildings (as per DAS p114) are actually a monolithic series of some 18 tower blocks (it is hard to distinguish which blocks are separate from each other) which utterly dominate the site. The minimal spaces between some of these blocks could well be dark wind tunnels, especially during the winter months.
3. I understand the proposed housing density is far and above the recommended level. Despite a pressing need for housing, I hope Camden is not considering abandoning this principle which is in place for a very good reason.
4. Despite the fine words in the application, the development in no way reflects the vernacular of the housing to the south, north or east as can again be seen on DAS page 114.

In summary therefore, I wish to object to this development. I am not averse to housing on this site, but the developers have given far too much emphasis to

maximizing their financial return at the expense of both those who would live in the proposed development and all those who live in the neighbourhood. Whilst not being a planning expert, my lay opinion is that this development should be reduced in scope and density by at least 50%. In other words, some cosmetic tinkering which the applicants have no doubt already anticipated, will be in no way sufficient.

Please let me know if this objection will be registered or whether I need to use the portal in addition.

Yours sincerely

Michael Orwel
31 Frogna
London NW3 6YD

From: John Stratton
Sent: 26 February 2022 11:55
To: Planning
Subject: O2 centre ref. 2022/0528/P

I have seen both the initial proposals and subsequent amendments to the O2 Centre redevelopment at Finchley Road NW3. The Amendments are minimal and in no way answer the criticisms.

1. I object strongly to the excessive height of the Tower blocks (up to 15 storeys), the cramming in of far too many potential residents, and most of all the very minimum of real social housing, i.e. the lower rental range, not the so-called "intermediate" pricing. The desperate need for affordable housing locally should be a priority which is not answered by the developers proposals. Furthermore despite the developers claims, the tower blocks will overshadow the site and the theoretical total population will overwhelm all the local facilities - supermarkets and public transport, if the development is supposedly car-free.
2. It is essential that the Sainsbury's Supermarket be retained, NOT a "smaller version" as has been proposed. The present Store is a lifeline for local people with a huge daily patronage as can be seen from the full car park. Provision must also be made for the latter car parking facility as many families and indeed others need cars for a major weekly shop which is impracticable by public transport with many bags to carry.
3. The VUE cinema is also a much used affordable local facility with 12 screens and is the only reasonably priced one in the area. This should also be retained. Other facilities within the present building are duplicated by premises along and around the Finchley Road area and are not so critical. Items 2 and 3 however are indispensable for the local community and indeed for the inhabitants of the new housing proposed, many of whom will be in the lower income bracket particularly if the needed social housing is provided.
4. The greening of the area and the new entrance from the West Hampstead side of the site are ideal provided that it is not overwhelmed by an excessive number of inhabitants in tower blocks which would nullify the whole object claimed by the developers of trying to create a

pleasant environment for them.

In summary: Reduce Tower block heights, provide much more genuine social housing, retain Sainsburys with car park and Vue Cinema.

Has any thought been given to the bus terminal arrangements for Roue 187 and 268 which convey passengers directly to the Supermarket? It appears from the plans that there is no provision for the buses to layover or turn. Has TfL been consulted?

John Stratton
First Floor Flat
5 Thurlow Road
London NW3 5PJ

From:

Sent: 19 February 2022 20:39

To: Planning

Subject: New feedback for planning application 2022/0528/P

New feedback for planning application 2022/0528/P

Feeling

Concerned

Feedback

Feel it will be a missed opportunity to redevelop Lithos Road, Billy Fury way, and uniting the area properly building links over the train tracks. Wish it was a bit more ambitious.

Pedestrian and vehicle access

Link up Billy Fury way properly to this development. Land bridges etc over the railway lines would be amazing. Make the whole area safer and better.

Postcode

NW36BF

From: Ian Centis
Sent: 09 March 2022 01:01
To: David Fowler
Cc: Steve Adams (Cllr)
Subject: 2022/05/28/P

Dear Mr Fowler,

Once more I'd like to register my firm objection to the plans that have been submitted for the redevelopment of the O2 Centre.

The height and volume of the proposed blocks are totally excessive and completely out of keeping with the neighbourhood. The effect on the surrounding area will be oppressive, especially considering how miserly the green spaces are going to be.

I also note that there appears to be no plan to provide additional public transport or services for the hundreds that will move into the area, thereby lowering the quality of life for both new and existing residents.

Yours sincerely,

Ian Centis
NW3 5TP

From: dani singer
Sent: 09 March 2022 15:48
To: David Fowler
Subject: O2 Development plan

I object to the proposed development on the following grounds and as measured against the principles outlined in the various plans which already exist namely:

The London Plan, the Camden Local Plan, the Fortune Green & West Hampstead Neighbourhood Plan and Camden's own 2013 site allocations and its 2019 (!) draft Site Allocations:

Tall Buildings

London Plan policy D9, paragraph B states, "Tall buildings should only be developed in locations that are identified as suitable in Development Plans." As Camden has not designated anywhere in the borough as suitable for tall buildings, it would be reasonable to assume that were it to, it would designate this area as unsuitable. This is based on the factors specified in paragraph C: Where harm is done to heritage assets, there must be a "clear and convincing justification". It does do significant harm to the surrounding conservation areas without such a justification.

Furthermore, it must be demonstrated that the capacity of the transport network nearby is "capable of accommodating the quantum of development". It clearly would overburden the local Underground stations, which are already stretched to capacity and limited in access.

The area is not suited to high-rise buildings with 10 storeys an absolute maximum height for the area, in-keeping with the tallest buildings already in the area, eg:

The 11-storey Lessing building is the tallest in West Hampstead & the 12-storey Ellerton tower is the tallest in the Fortune Green & West Hampstead Neighbourhood Plan Area.

The proposed development contains several buildings that are taller than either of the above. It is thus extraordinarily tall compared to the surrounding area.

As a result, while Camden has been derelict in not designating areas as suitable or not, the factors specified in the London Plan would lead an objective

observer to conclude that the area is not suitable to tall buildings and that a 'tall building' is defined as anything taller than 10 storeys. As a result, the development should be limited to 10 storeys – preferably less - under London Plan policy D9. But as it is not, it should be resisted.

Conservation

The development is sandwiched tightly between the Fitzjohns & Netherhall, Belsize, South Hampstead, and West End Green Conservation Areas. These conservation areas are defined by similar characters and development typologies namely:

These are low- and medium-rise, the most typical building being three (3) storeys above ground with a lower ground level. They are primarily red- or yellow-brick terraces and mansion blocks. Unrendered brick is the absolutely dominate material in the conservation area, and both palette and materials are traditional in nature.

Furthermore, while it is not located within a Conservation Area, is it located in the Fortune Green & West Hampstead Neighbourhood Plan Area. This contains 'Conservation Area-like' protections in Policy 2, namely development that:

“Is human in scale”

“Has regard to the form, function, structure, and heritage of its context, including the scale, mass”

“Is sensitive to the height of existing buildings”, including that tall buildings should “avoid any negative impact” (emphasis ours) on the West End Green or South Hampstead conservation areas.

“Has regard to the impact on local views” as identified in A11 of the Neighbourhood Plan. This designates views southwards, out of the Neighbourhood Plan Area across South Hampstead: views that would be obliterated by the development.

Given the above requirements, more careful consideration should be given to the impact on conservation. Instead, the developer has acted as though it being located a few metres outside these conservation areas means that it does not have to have regard to conservation. So, another of many reasons that it should therefore be resisted.

Car parking and continuing amenities

This application fundamentally misunderstands Camden’s policy of car-free development, and in doing so, cannot provide for the amenities that it states.

Camden's policy of 'car-free development' is defined for redevelopments at paragraph 10.20 of the Local Plan. This paragraph states that:

The council will consider retaining or re-providing existing car parking where it can be demonstrated that the existing occupiers intend to return to the development after it is redeveloped.

The applicant has said that it intends to retain a commercial involvement and management of the site, so it is a redevelopment.

This is particularly the case where the car park supports the functioning of a town centre. In this case, the O2 Centre is within the Finchley Road & Swiss Cottage town centre. The existing (2013) site allocation states that the redevelopment of the car park is permitted 'provided it does not result in a detrimental impact on the surrounding area and the functioning of the Town Centre'.

As a long time local resident, the O2 Centre fulfils an essential function for shoppers at both the O2 Centre and Homebase. Furthermore, Transport for London has recently designated the red route along Finchley Road as applying at all times permanently, rather than just within controlled hours, as was the case before 2020. This has put greater importance on the car park for shoppers at commercial premises other than the redevelopment site.

Viability of amenities

The loss of a large car park will have a particularly harmful effect on the sustainability and viability of amenities. The large supermarket currently provided by Sainsbury's is an important destination for shoppers across north-west Camden, being the largest supermarket in the area. In the absence of being able to park at the site, Sainsbury's have been clear that they do not intend to take on a large store.

This makes the commitment to provide a supermarket meaningless, as there is both a quantitative and qualitative difference between large and small supermarkets. For example, smaller branded supermarkets are permitted under agreement with the Competition & Markets Authority to charge higher prices than larger supermarkets of the same brand. Furthermore, the failure to provide a large supermarket or DIY merchant on site would lead necessarily to trips being made by Camden residents to Brent Cross or similar locations: increasing, rather than reducing, traffic and climate change impact.

The loss of parking therefore will lead necessarily to harm to the town centre, make the amenities provided for in the outline permission unviable, and harm mitigation and prevention of climate change, and thus again is another reason it should be resisted.

Affordable housing

The 35% of housing provided on site that is affordable is significantly below the policy target of 50% specified in Local Plan policy H4. This requirement specifically strengthened by Policy 1(i) of the Fortune Green & West Hampstead Neighbourhood Plan.

Even though Camden has admitted that few developments within the borough hit this target, it is still the policy target, and divergence should only be justified by compensatory factors. Such exceptions with little justification make a mockery of all these plans, and the London Planning Authority should not accept being short-changed.

However, the related factors are all, at best, the minimum that is required under Camden's policies:

Policy H4 specifies a balance within the affordable housing component of 60-40 between social-affordable and intermediate, which this barely scrapes, being exactly 60% social affordable by both habitable rooms and floor areas.

Policy H4 specifies that London Affordable Rent is a 'social-affordable' rent levels. However, it is clearly the least preferred of social-affordable (being on average 30%-55% higher than social rent and being available only to households that are eligible for those – lower – social rents). All social-affordable units proposed are London Affordable Rent: thus meaning the offer is the least preferred under the Local Plan.

The development falls far short of the affordable housing target, and – furthermore – provides the bare minimum in both mix of affordable housing and affordability of that housing in a way that might compensate or mitigate that. It should therefore be resisted.

In short, there are numerous minuses and barely a single plus for this development as currently proposed

I hope this is not just a box ticking exercise and that the above objections will halt this development as currently constituted in its tracks.

Thank you

Dani Singer
NW3 7SX

From: John Zangwill
Sent: 10 March 2022 13:33
To: David Fowler
Subject: 2022/0528/P

Dear Mr Fowler,

I would like to register my objection to the proposed O2 masterplan. My family of five live in Frognaal and we make heavy use of the existing facilities:

- 1) Homebase and its garden centre and car park. We would be forced to drive further afield if these were removed.
- 2) The VW garage. I take my car there for repairs and service. It is walking distance so I can leave my car there without having to take transport or taxis elsewhere.
- 3) Sainsburys with its car park. This is very convenient for doing a large weekly shop, and the prices are reasonable. The plan says that the supermarket will be replaced, but it is not very convincing: there is no suitable location on the plan. Without a car park the weekly family shop is impossible. Removing the large supermarket will force families to drive to Brent Cross, and may also make the existing small Waitrose car park impossible to find places.
- 4) The cinema. We use this regularly.

The O2 centre provides a pleasant sheltered indoor area where people can meet and find restaurants and entertainment. I can't see any suitable replacement on the submitted plans. As far as my family are concerned, demolishing the O2 centre would be a tragedy and an act of vandalism. If the only reason is to make more money for the council and the landowners by building a dense mass of hideous high-rises, then the plan should not be approved.

Best regards,
John Zangwill

From:

Sent: 14 March 2022 11:01

To: David Fowler

Subject: West Hampstead Housing Development on the former O2 site

I cannot believe such an extreme overcrowded development has got off the drawing board

Hideous to live on top of your neighbours with little access to light

Dangerous overcrowding

No provision – because no space left, for social amenities

Destroys the ambience of West Hampstead

I do not object to some development – just not this SOVIET STYLE overcrowding

WHO IS FUNDING THIS – ARE YOU SURE IT IS NOT MONEY BEING LAUNDERED – BY RUSSIAN OLIGARCHS?

Our Ref VW Finchley Road
Your Ref 2022/0528/P

50 George Street
London
W1U 7GA

EMAIL holly.gillingham@colliers.com

18 March 2022

David Fowler
Development Management
London Borough of Camden
Town Hall
Judd Street
London
WC1H 8ND

VOLKSWAGEN
GROUP UNITED KINGDOM LTD

Dear Mr Fowler

Planning Application 2022/0528/P - 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. 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 refer to the above planning application which includes the redevelopment of a site currently occupied and operated as a successful business by Volkswagen and Audi at 277 and 279 Finchley Road. Volkswagen and Audi would like to object to the proposals for the redevelopment of the site.

Background to objectors

The Volkswagen car dealership at 277 Finchley Road has been operating successfully since 1999 with several members of the team working at this location from day one. The car showroom currently employs 70 people on site, the majority of which are local. The company is invested in the training of local young people and currently employ 4 apprentices at the site and have 2 more apprentices starting this year. There is strong customer support for the retention of the dealership in the area and there is a desire for the dealership to remain at this site. Volkswagen have expressed a strong interest to continue trading and invest in this site in the future.

Similarly, Audi employs 50 local people at the dealership at 279 Finchley Road and the showroom has been operating successfully from this location for over 25 years. Currently the unit employs 3 apprentices with more to join the dealership later in the year.

As well as typical car dealership operations, the businesses also play an important role in providing a servicing function for vehicles within the local area including private hire, blue light, car sharing and subscription clubs. This includes a contract with Zip Car and Addison Lee, who are both running electric vehicles. Repairs are

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[Business](#)

carried out at the site to Police and Ambulance vehicles on a regular basis. This local service requires a physical location and space to continue, the closure would have a knock-on detrimental impact on these other local businesses and services who rely on this facility.

Overall, across the two dealerships at this location, the proposed development poses a risk to 120 local jobs and at least 10 apprentices.

Proposals

The red line boundary of the submitted planning application (reference: 2022/0528/P includes the unit currently occupied by Volkswagen (Alan Day Volkswagen) and Audi (Finchley Road Audi). The application proposes the demolition of these units and the redevelopment of the site for a mix of uses (the car dealerships sit within the N6 and N7 plots which sit in phase 2 of the planned masterplan). Car showroom use is not listed within the proposed description of development, so the proposals do not allow for the continued operation of this successful businesses as it stands, or as part of, this proposed development.

The submitted planning statement provides the following justification for the removal of the car showroom use from the site:

“Located in the west of the Site are car showrooms and a Builders Merchant. As set out in the land use assessment within this Statement, these uses represent an inefficient use land. They are not compatible with a high-quality residential development and also constrain the ability of the Site to deliver the range of public benefits sought by the Local Planning Authority.”

No justification or evidence is provided to back up this statement.

Site and Planning Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

Volkswagen and Audi believe that the proposals as they stand are contrary to local planning policy (Camden Local Plan 2017) for the following reasons:

1. Policy A1- Managing the impact of development states the following: *the council will seek to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities.* The proposed development proposes to demolish and remove all traces of the existing characteristics of the local area and community, including the demolition of two successful car dealerships which employ and train over 120 local people. The proposed development does not therefore seek to balance the needs of the development with the needs of the existing local area, it seeks to replace the existing uses, and therefore the proposed development is contrary to this policy.
2. If phase 1 (the detailed element of the proposed plan for the redevelopment of the car park) is permitted and goes ahead while plans are being finalised for the remaining phases, Volkswagen and Audi have concerns regarding noise, vibration, odour, fumes and dust during the construction phase and the impact this could have on the employees, customers and business operation of the car dealerships. Volkswagen and Audi have concerns about the impact on the sunlight and daylight received by the employees of the car dealerships due to the height of the blocks proposed (protected in England and Wales under common law, adverse possession or by the Prescription Act 1832) and

have concerns regarding the transport impacts of the development including potential intensification of Blackburn Road for servicing and delivery access to the western blocks of housing. This could interrupt and disrupt the successful business operation of the car dealerships which require clear access from Blackburn Road. For these reasons, the proposed development is contrary to Policy A1.

3. Policy E1- Economic Development states that the council will support businesses of all sizes, maintain a stock of premises that are suitable for a variety of business, support local enterprise development, employment and training schemes for Camden residents, will safeguard the existing employment premises in the borough that meet the needs of industry and other employers and will recognise the importance of employment generating uses including retail. As outlined in the above section, the existing car dealerships at this location are successful, meet the needs of the industry and employs and trains local residents of Camden. The removal of this use from this site is therefore contrary to Policy E1 as the jobs, investment and training opportunities provided as part of this existing use will be lost. The aim of this policy is to retain, not remove or redevelop active and successful businesses.
4. Policy E2- Employment Sites and Premises states that the council will protect premises or sites that provide employment for Camden residents and those that support the functioning of the local economy. The council will resist development of sites unless it can be demonstrated that the site or building is no longer suitable for its existing business use and that the possibility of retaining, re-using or redeveloping the site or building for similar or alternative type and size of business use has been fully explored over an appropriate period of time. The policy states that the council will consider higher intensity redevelopment of premises or sites that are suitable for continued business provided that the redevelopment retains existing businesses on the site as far as possible. The current car dealership buildings are suitable for this existing employment use and the applicant has not taken any steps to retain the use as part of the redevelopment scheme (or has even included car dealerships as part of the mix of uses proposed in the description within the outline proposals). The proposed scheme is therefore contrary to this policy and the council should not support the loss of the car dealerships as part of this redevelopment.
5. Volkswagen and Audi appreciate that the car dealerships are located within the West Hampstead Interchange area where improving the public transport provision and movement around the area is a key objective. The council expects developments in the area to contribute towards a mix of uses, new housing and improved accessibility and street environment. The policy does not state that this should be to the detriment of existing successful employers in the area.
6. The adopted Camden Site Allocations Document (2013) allocates only the O2 Centre car park area (1.35ha) for mixed use housing development. Consultation on the draft site allocations local plan took place in March 2020. This document included a wider area (4.5ha) including the O2 Centre, the car park, the Homebase store and the car showrooms for mixed use redevelopment. This is not adopted policy and therefore currently only the car park area of the site benefits from a mixed-use allocation. Any further development, including the compulsory purchase, demolition and replacement of existing successful businesses in this area is therefore contrary to adopted allocation policy.
7. The site is located within the Finchley Road/ Swiss Cottage Town Centre. Policy TC1 states that the council will promote retail and other town centre uses within these areas. Policy TC2 states that the council will provide for and maintain a range of shops and other suitable uses to provide variety, vibrancy and choice within Town Centres. A housing dominated scheme is therefore unsuitable in an allocated Town Centre and not in compliance with this policy.
8. Primary and Secondary Retail Frontages are located within the O2 Centre Building and along Finchley Road. Policy TC2 states that primary frontages will be protected for retail use in order to maintain the

retail function of the centre and secondary frontages will be protected as locations for shops together with a broader range of other town centre uses to support the viability and vitality of the centre. The policy states that residential uses may be supported above retained ground floor retail frontages. Although the proposals include an element of commercial space at ground floor levels of the building, this is limited, and residential units are still included at ground floor level throughout the development. These proposals are therefore contrary to Policy TC2.

9. The proposals are contrary to Policy CC1- Climate change mitigation as the submitted Energy Statement fails to fully rationalise the proposed demolition of the car dealerships. The applicant fails to justify why it is not possible to retain and improve the existing buildings. The proposals include a substantial demolition of well-functioning buildings across the site, and Volkswagen and Audi believe this has not been fully justified. This is contrary to Policy CC1 which states that *"all proposals for substantial demolition and reconstruction should be fully justified in terms of the optimisation of resources and energy use"*.

Desired Outcome

Volkswagen and Audi would like to continue operating from this successful location. This will ensure the retention of the current employment and training opportunities at the successful dealerships. Volkswagen and Audi do not have alternative locations within the vicinity to relocate the branches to so if the current use does not remain, then local jobs, training opportunities and successful businesses which contribute towards the local economy and meet an established local need will be lost.

Volkswagen and Audi have concerns about the impact of the proposed development on the success of their businesses so would encourage Camden Council to refuse this application, and the entire site is left as it is.

Volkswagen and Audi however understand that the car park site has already been allocated for mixed use development and is therefore likely to come forward for development soon. Volkswagen and Audi would like to ensure that appropriate mitigation is put in place to limit any disruption to their business during any construction work associated with this and appropriate transport assessment is carried out to ensure that this will not result in any impact or conflict on the access road to the car dealerships. Volkswagen and Audi believe that if this neighbouring site does come forward, there is the potential for this to complement and work alongside existing uses such as the car dealerships. Volkswagen and Audi would be keen to understand why the applicant believes the car dealership use is not considered compatible with residential development, numerous other examples are provided across London where these uses operate successfully as neighbours. Volkswagen and Audi have the strong view that the development of the site allocated within the adopted Local Plan can come forward successfully (as indicated in Phase 1 of the proposed masterplan (which is proposed to come forward independently) covered by the detailed element of the planning application) without the requirement for the compulsory purchase or use of the land currently occupied by Volkswagen and Audi car dealerships.

The outline planning permission element of the proposals for the remainder of the site within the red line boundary include a range of uses for the site, but this does not include car dealerships as part of the list of potential sui generis uses. Planning policy seeks to retain existing successful businesses and employment as part of the intensification of sites. Justification has not been provided within the submitted documentation for the absence of the existing car dealerships within the description of proposed commercial uses. If this planning application is viewed favourably, Volkswagen and Audi strongly encourage the applicant and council to amend the list of uses proposed to include the retention of the existing car dealerships as part of the emerging plans for the wider site.

The car showroom units are not included within the detailed plans submitted, nor within the demolition plan, so it is clear from the planning documents that development is not intended immediately, and these plots will be subject to further detailed planning applications for demolition and redevelopment. Currently no justification has been provided for the exclusion of this use within the outline proposals. Volkswagen and Audi would welcome the opportunity to engage with the applicant and council to discuss how the existing car dealerships can be incorporated either at their existing location or at an alternative ground floor location as part of the wider redevelopment. An example of where this has worked well elsewhere is at Lookers Volkswagen Battersea, 98 York Road. Images shown below demonstrate how an existing car dealership was incorporated as a ground and first floor use within a larger residential development. If the redevelopment proposals are supported by the council, Volkswagen and Audi would like to engage in discussions regarding how a similar scheme may be achieved for both dealerships at Finchley Road as part of proposed ground floor commercial uses.

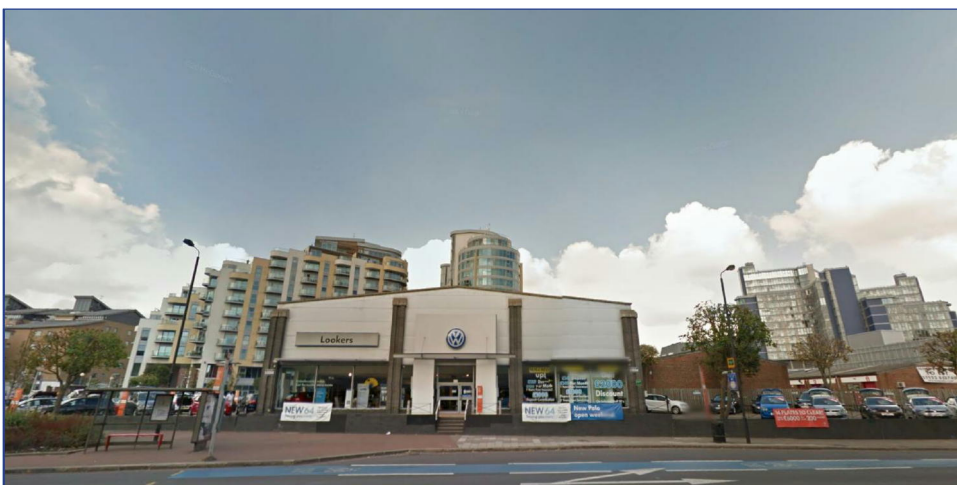


Figure 1: Lookers Volkswagen Battersea before being incorporated into residential development

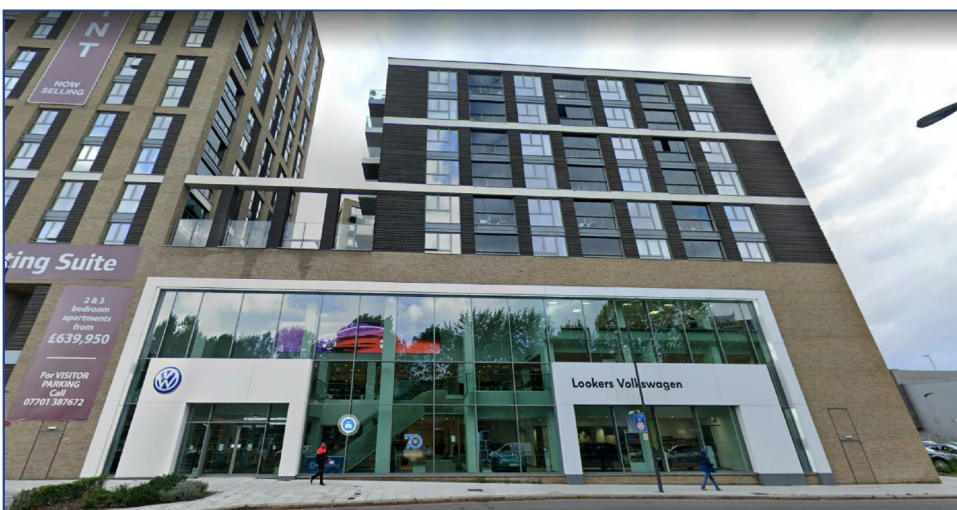


Figure 2: Lookers Volkswagen Battersea now operating successfully as part of a new residential led mixed-use development

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Volkswagen and Audi welcome further discussion regarding the issues raised in this objection so please do not hesitate to contact me if you have any queries in relation to the above.

Yours sincerely



Holly Gillingham MRTPI
Senior Planner

From: Marilyn Creegor
Sent: 18 March 2022 13:02
To: David Fowler
Subject: Planning application 2022/0528/P

re the O2 planning application from Landsec. I must raise several objections. Apart from the fact the proposed development will create an over-populated concrete jungle which will put a huge burden on local facilities, I particularly worry about the additional strain on the water supply.

We are told that water is a precious resource which is under constant threat. The extremely large increase in the local population, should this unpopular development be approved, will cause the potential for severe water shortages in the future and possible hosepipe bans every summer.

Also, with the demise of Homebase and the threatened closure of B&Q Cricklewood, where are the locals dependent on public transport supposed to go for domestic and garden products?

I hope you will consider the above observations before granting planning permission. Many thanks, Marilyn Creegor



Virus-free. www.avast.com

Rafi Miah

From: [REDACTED]
Sent: 17 February 2022 06:06
To: Planning Planning
Subject: Application No: 2022/0528/P

[REDACTED]

I would like to formally raise my objections to this proposal.

I live in West Hampstead and the design, size and height of new buildings proposed is in my opinion too big for the area. I also object to the loss of parking, shopping and social amenities from the O2 centre and Homebase.

We do not have the capacity to cope with this number of new residences. The travel and transport links cannot cope with existing capacity, there is already another huge development where the old Travis Perkins was and there is no way the roads, tubes and buses can cope. There is not enough parking facilities to cope with the loss of the car parks that are on the site today.

The loss of the O2 centre, cinema, Sainsburys and Homebase and community spaces like the hall in the O2 centre is a huge loss to the area particularly for elderly people who do not want to shop online and who want to engage with and feel part of a community.

The area does not have enough doctors, schools and other services to cope with this scale of new development and there is not sufficient concern for the need for green spaces and the environment in the plans. The air is already polluted enough without adding this additional high density housing and associated environmental aspects to the area. The plans do not address this in any meaningful way.

Kind regards,

Deirdre