

-1>

Dear Tania Kelli Yaoz,

I am writing to object to the above development of Utopia Village into 53 flats.

The traffic inevitably generated by such a development will have an extremely adverse affect on a quiet street.

In addition it will be a danger to the many school children on their way to Primrose Hill school in Princess Road, and younger children gong to play in Chalcot Square at the other end. There is limited access and restricted view points in and out of the development

There must be concerns about access for emergency vehicles in and out of such a large development with such limited access.

The report on traffic impact is inadequate.

Yours sincerely





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We view with concern the possibility that Utopia Village may be turned into residences.

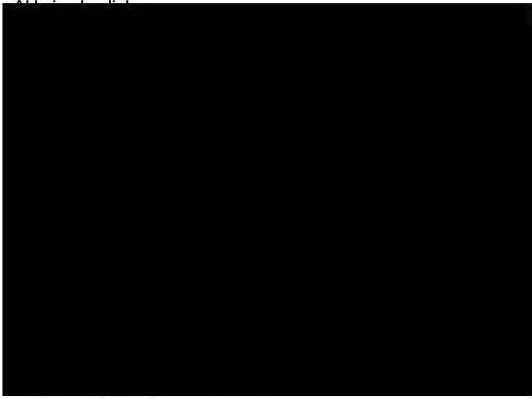
This will seriously impact on the diversity of Primrose Hill. It's work places should be preserved

The transport report submitted by the applicant was insufficient to enable to asses the impact of such a large development on as small and sensitive area.

This could be negative in terms of increased traffic through a very limited access route. It may well jeopardise the safe rout along Chalcott Road to and from Primrose Hill School.

Access by emergency and service vehicles into and around the site could well be problematic.






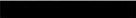
As a local resident I wish to express my strong opposition to the proposal to convert the offices in Utopia Village, Chalcot Road NW1 into residential units. Doing so will significantly affect the balance of business and residential property in the area, which is the basis of its unique character.

It will also have a serious impact on the amount of vehicle traffic in the neighbourhood - placing more pressure on parking places, or adding greatly to the numbers of taxis etc going backwards and forwards to provide transport access for the residents. Much of this will occur at crucial times of day - during the morning rush hour when children are making their to Primrose Hill School nearby or late at night when waiting taxis will disturb other residents. Access for building lorries during any conversion programme will also throw up major problems.

Primrose Hill is a very precious neighbourhood to those of us who have lived here for a long time. Please don't allow its tranquillity to be destroyed by filling its streets with more traffic and congestion.

I very much hope that this planning application will be refused.

Yours sincerely








Subject: Application No. 2013/6589/P - Utopia Village

One of the main features and attractions of Primrose Hill village is its mixed character of residential, shops, and other work units. We are very concerned about proposals which would change the mix substantially by reducing the proportion of work units. Please bring this objection to the Utopia Village proposal to the notice of Members of the Council.



[REDACTED]

Subject: Utopia Village

I live at [REDACTED]

I am very concerned about the change of use application for Utopia Village. Having small businesses in the area is intrinsic to the character of Primrose Hill and also essential to its economy. The high street is already struggling and the loss of a large part of the working population will be significantly detrimental.

It would be nice to think that you were able to take a holistic view on the impact of this proposal on the area. It is difficult to see any benefits accruing to the locality and there are a number of causes for concern beyond the immediate change of use legality.

In addition, the transport impact seems to have been given scant regard. The entrance to Utopia Village is on a quiet residential street which cannot absorb the likely major increase in vehicle access. There is inadequate parking already in the area. The site is also very close to a school and that would need to be taken into account.

[REDACTED]



Dear Ms Skelli-Yaoz

Following my letter to you on 28 August 2013, I would like to further outline my family's objection to the abovenamed Planning Application.

In that letter we outlined the specific concerns about the impact this development will have on both the enjoyment of current and future residents of Primrose Hill, as well as the significant permanent adverse impact it will make on the very nature of our district and community.

Furthermore, we would also like to object on the grounds of the impact the development will have on the local transport situation. This clear overdevelopment of the site will result in a significant increase in vehicle traffic from by the significant number of residents, their visitors and any other cars such as taxis and delivery cars. The site, being an old mews is not designed to cater for such vehicles, let alone in the number which would result from the proposed Planning Application.

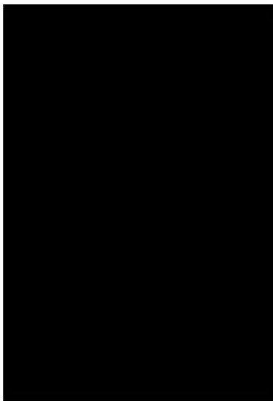
This increase in vehicle traffic will greatly increase the danger faced not only by my children and others living locally, but those attending the nearby Primrose Hill School. The layout of the site also raises concerns about the access for emergency and other service vehicles.

Thus we believe that the transport report presented by the applicant is not sufficient to enable toe Council to assess the transport and travel impact on what is a very large development in a very small and sensitive area.

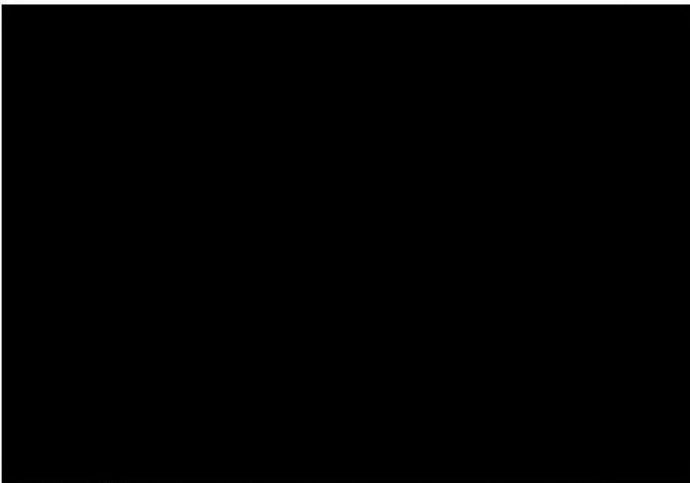
As part of Camden Council, you have the ability to determine whether or not to permanently damage the unique character of Primrose Hill. We respectfully request that you nurture a vibrant community rather than simply side with developers to lose a unique part of London and Camden itself.

I look forward to being informed of the progress of the application and objections to it.

Best regards,



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Subject: Planning Application No. 2013/6589/P (Utopia Village, 7 Chalcot Road, London, NW1 8LF)

Dear Tania,

Please see attached letter and attachment .

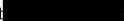
Kindly confirm receipt.

Many thanks





Dear Tania,


My husband and I live at  and we object to the Utopia Village Planning Application for the following reasons:

The huge increase in the amount of vehicle movement by residents, their visitors, taxis and delivery services in and out of the site via very limited access routes. This will mean substantial danger to children and their parents traveling to and from the nearby Primrose Hill school and for children leaving their homes in the surrounding roads walking to other schools, parks, shops etc. The noise increase for local residents will no doubt be substantial.

I also understand that there are concerns about access for emergency and service vehicles into and within the site. The transport report presented by the applicant is not sufficient to assess transport and travel impact of what is a very large development in a small and sensitive area.

I hope the committee will take the above in to consideration and refuse the planning application.

Kindest regards,



Subject: Application No: 2013/6589/P OBJECTION

Tania.Skelli-Yaoc@camden.gov.uk

Supplementary points of objection

Utopia Village, 7 Chalcot Road London NW1 8LF (The site) Application No: 2013/6589/P
Utopia Properties Limited (The Applicant)

As individual objectors and the Gloucester Avenue Residents Group we request that: The Applicant's notification for prior approval for the change of use from business to residential use be rejected as it there is a strong basis to do so. The Applicant's notification and associated documents do not fulfill the criteria under GPDO Class J. J.2 and related legislation/guidelines documented in the National Planning Policy Framework (NPPF).

The grounds for objection have been detailed in our main objections (both 97 Gloucester Avenue and Gloucester Avenue Residents Group objection) and in individual objection submission made by e.g. James Kennedy and Tim Mitchell which provide extensive details that respond to the every technical nature of this type of notification for prior approval.

Summary

The grounds for objection are allowable as they fall within the admissible categories for objection, and that the Applicant has not complied with the Class J requirements. For the development to be allowed and prior approval decision to be taken, the Council need to base their decision as if it were a planning application? (see NPPF para 206) Specifically,

A. Non-Compliance with GPDO Class J requirements

Further technical errors and omissions on the part of the Applicant include

A.1 The need for planning permission in the context of the significant change that will result in a detrimental and irreversible change to a designated conservation area the ?indicative basis? of the drawings is wholly inadequate considering the % increase size of the development in terms of density in relation to the footprint of the site.

A.2 Material errors in the drawings, which are misleading to the viability of the site for residential use, e.g. no. of roof lights/skylights, boundary lines, internal wall bisecting existing window across more than one individual unit.

A.2 There is also the lack of evidence provided for the previous use of the building under Class J.1 specifically in relation to use that was not B1 prior to the application.

A.3 Lack of evidence of a s.106 agreement relating to car capped development (see section B Transport and Highways)

B. Transport and highways

The information provided by the Applicant in the report by Robert West is presented

largely in the form of unsupported assertions and the conclusions are contradictory to the 'poor' accessibility and PTAL rating. The expertise and qualification of the advisor are not specified. More specifically,

B.1 There is insufficient and /or erroneous information contained in the report, e.g. there is little explanation of the underlying data use from the TRAVL Database

B.2 The majority of the survey data is over 10 years old, the alleged comparable sites of different demographic and socio-economic areas.

Any comparable conservation areas are not referred to.

B.3 The implication and impact on existing CPZ and safe routes to school is not address adequately by the applicant.

B.4 In sufficient data and analysis on vehicle movement pathways, phasing and site accessibility capacity

B.5 A car capped development is referred to with no evidence of an agreement with Camden Council. There is confusion with regard to limiting car ownership of future residents. This raises issues of not only loss of amenity but difficulties with future enforcement as has happen with similar recent change of use developments that have already taken place with very close proximity to the Utopia site (see 58-60 Gloucester Avenue/Sunny Mews/Dumpton Place)

C. Contamination risk

C.1 There is insufficient detail provided by the Applicant in order to be able assess risk, specifically in light of the NPPF guidelines. The guidelines require details of the prior use of the site and implications this would have future residents on the site, this includes sensitivity issues. Any report needs to present adequate technical data, i.e. 'site investigation' by a competent person? (see NPPF Para 121) and 'suitable for the use intended?' (see NPPF 362-12, pages 2 and 3) that considers the previous use of the building that may have the potential for contamination related to industrial and light industrial uses involving paints, solvent, heavy metals, chemicals and plastics.

C.2 There is no consideration made to the relationship of this risk with the safeguarding direction (Phase One of HS2, Secretary of State for Transport, 9th July 2013) currently affecting the North of the site where it runs parallel to Gloucester Avenue.

Finally, the Council is reminded that the Applicant needs to satisfy both the requirements of the GPDO Class J, J.2 and National Government Guidelines and legislation related to permitted developments and including those that relate to designated conservation areas. An acceptance would necessitate significant preconditions to be attached to any future development. These would need to include and address issues of:

- i) The need to approve based on prior agreements with the Council with regard to car usage, i.e. car capped development
- ii) Nature of permitted development and detriment to amenities in term of roof lights/skylights/window where there would be significant overlooking, light and noise pollution due to the very close proximity of the proposed residential units, i.e. well within the minimum 18 meter guideline prescribed by Camden's Planning Policy. In addition a restriction would be required in terms of development/use of balconies and other outside flat roof spaces.

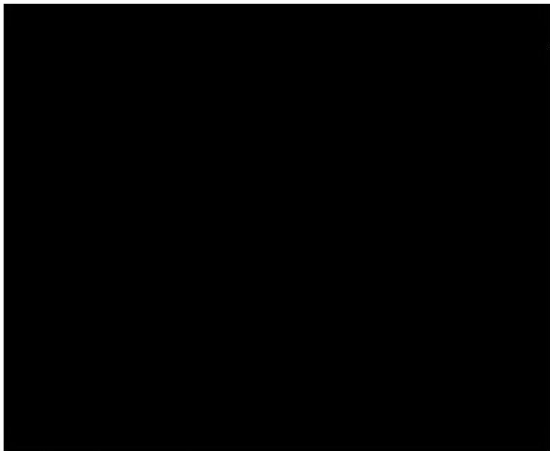
Furthermore we request that the Council takes

- i) the necessary legal advice and action immediately as permitted under Article 4 of the GPDO as it relates to the above serious issues and concerns raised by the local community this includes both residents and local business
- ii) Actively engages immediately in light of the timescale for decision with the local residents groups, specific individuals directly affected, local councilors and the Primrose Hill Conservation Area Advisory Committee.

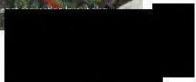
For avoidance of doubt I and other residents reserve our rights in relation to the Application

Please confirm your receipt of this email

Yours sincerely,



Re: Objection against Prior Approval application ref: 2013/6589/P for the change of use from offices (Class B1a) to 53 Residential units (Class C3).
Site: Utopia Village, 7 Chalcot Road, London, NW1 8LB



BY EMAIL and By HAND

Ms Tania Skeli-Yaou
Planning Department
London Borough of Camden
Camden Town Hall Extension
Argyle Street
London
WC1H 8ND

7th November

Dear Ms Skelli-Yaoz

Re: Objection against Prior Approval application ref: 2013/6589/P for the change of use from offices (Class B1a) to 53 Residential units (Class C3).
Site: Utopia Village, 7 Chalcot Road, London, NW1 8LH

I am the leaseholder of [REDACTED] and joint freeholder of the property. I overlook the north side of Utopia Village. I am writing in response to your letter of October 15th about the above application. I am objecting to the propose change of use to residential as, in my view, this change is not permitted development. As such, I argue that prior approval under the GPDO for this development is refused.

My objections to the proposed change are as follows:

1. Transport and traffic Issues

- a. I have serious concerns about the transport and traffic issues of the development. The transport report presented by the applicant altogether fails to adequately assess the transport and travel impact of this significant development in a very contained and sensitive area. There would be a significant increase in vehicle movement by residents, their visitors, taxis and delivery services in and out of the site via extremely limited access / and exit routes
- b. Surely there would be an increased danger for children and adults travelling to and from Primrose Hill School. A friend who has worked in Chalcot Road for many years has spoken of near accidents even with the existing flurry of vehicles at pick up and drop off school times. The risk of accidents would inevitably be substantially greater with the increase in vehicle movement mentioned in Point 1.
- c. There are concerns about access for emergency and service vehicles into and within the site. As it is, fire engines have to operate from outside the site, sending in hoses through the narrow entrance, which is then partially blocked for the other emergency vehicles such as ambulances and the police.
- d. At its narrowest, the current entrance is just 8 feet wide. Room for maneuvering inside the site is also very tight – more so given the proposal to park the cars inside the site at an angle to the buildings. The plan indicates passing room for a car but how will delivery and service vehicles such as Ocado and British Gas be able to move through?

GPDO Class J requirements not met

- a. The drawings have errors: in the boundaries and showing roof lights / skylights that do not exist. It seems these roof lights would be needed to provide light for the proposed flats. If this is so, the proposal is seeking to make external changes to the building and planning permission would be needed for this. e.g. I would maintain that an existing roof light is not shown on the plan – the section behind 115 Gloucester Avenue. It seems to be shown as a roof but it is all glass. Again it is likely that this 'roof light' would need to be changed to make it suitable for domestic use and this would require planning permission.
- b. It would appear that the Applicant has made an agreement (s106) with Camden to cap the number of car parking space in the site. However, I understand there is no evidence of this agreement in the case file and I cannot see it on the website. I have been advised that by introducing this additional condition to make sure the proposed change satisfies conditions in the Amendment[1], then

surely this application for change of use requires prior approval.

Insufficient consideration about contamination risk

- a. The light industrial use of the site in the past that involved the use of many different kinds of toxic materials such as solvents, heavy metals, chemicals and plastics, surely necessitates a thorough and transparent investigation to ensure there is no contamination risk due to the development of the site that will inevitably involve some disturbance to the ground below, despite the Applicants airy claim that this will not be the case. Again, given that there has been no thorough assessment of the risks of contamination, prior approval should be refused on this basis.

For the above reasons, I believe the application does not constitute permitted development and the Council should refuse prior approval.

While I believe there are strong reasons for refusing prior approval, if Camden is minded not to do so, and strictly in the alternative to my primary position, I feel the Application should not be allowed to proceed without attaching appropriate planning obligations or conditions to the approval. Camden seem to have accepted the application of prior conditions in negotiating or having entered into a planning obligation with the Applicant with regard to car capping. (The s106 Agreement in point 5)

The buildings on the north side of Utopia Village are very close to my house, and the current lax behaviour of the office tenants means that there is considerable light pollution often late into the night. Also people standing around on the flat roof can be clearly heard from my flat. The minimal conditions I propose are

All windows, skylights, and sloping roofs, which currently have opaque glass should be maintained with that type of glazing.

Prohibit the development and or use of balconies and other outside flat roof space. (This would impact me particularly – see photograph of outside areas directly behind my living space.)

Impose appropriate conditions concerning light pollution. This is especially important for me given the long run of large windows directly across from my bedroom. (See same photograph.)

Workable, enforceable and transparent restrictions on residents parking permits for any residential units developed on the site. We have seen a very close example in nearby 58-60 Gloucester Avenue / Sunny Mews where the developer has clearly ignored the condition attached to parking with there now being no enforcement action.

These issues are much more appropriately dealt with as part of a full planning application – which strongly militate in favour of refusing prior approval on the basis of the grounds set out in my points above.

For the avoidance of doubt, I entirely reserve my rights in relation to the Application.

Yours sincerely



1 The Town and Country Planning (General Permitted Development Order) (Amendment) (England) 2013-11-07

Amendments in relation to change of use

6. (1) In Part 3 of Schedule 2 (changes of use), in paragraph B.1 of Class B, for "235" substitute "500".
- (2) In Part 3 of Schedule 2 (changes of use) after Class I insert—

"Class J **Permitted development.** Development consisting of a change of use of a building and any land within its curtilage to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order from a use falling within Class B1(a) (offices) of that Schedule.



Subject: Application No 2013/6589/P - Primrose Hill Development

Dear Tania

I refer to the above matter, and as the owner of a business in this area and a part-time resident, I wish to object in the strongest possible terms to this application for planning permission. The reasons for my objections are as follows:

1. The development will undoubtedly increase the vehicle movement in the area, not only by private cars but also by taxis and delivery services. This has a very significant impact on the whole area and its wellbeing, including health and safety issues.
2. The proposed use will be far too extensive and damaging to the surrounding areas. The question of contaminated land is bound to surface and lead to far more expensive works and construction having to be carried out, to deal with this.
3. The whole mix of the area will be altered very detrimentally. At the moment the community has a sensible mix of residential/business use, and any change to this is bound to have a profoundly damaging affect on the economy of the area.
4. Rather than being a change of use which would involve work and therefore an improvement to the economy, the long term effects on the economy will be extremely damaging. The area will be a lot less attractive to work and live in, and such developments frighten people away.

May I urge you please to do everything possible to stop the change of use.

Yours sincerely,

13/11/2013




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THINK BEFORE YOU PRINT, PLEASE CONSIDER THE ENVIRONMENT

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Subject: Application No: 2013/6589/P

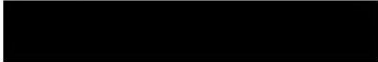
Change of use from Offices (Class B1a) to Residential units (Class C3) at Utopia Village

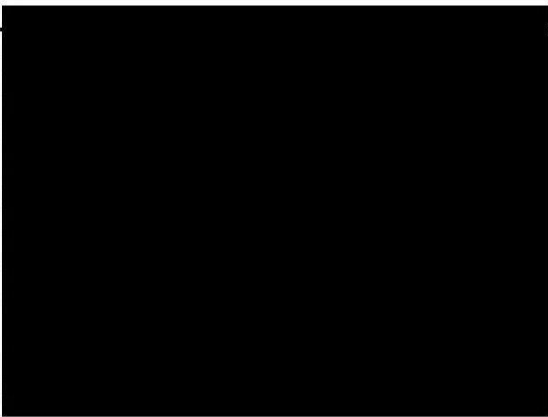
I would like to object to the above application on the following grounds:

I am concerned that there will be a significant increase in vehicle movement by residents, their visitors, taxis and delivery services in and out of the site via extremely limited access routes. I am also concerned about access for emergency vehicles into the site. The transport report presented by the applicant is simply not sufficient to assess the transport and travel impact of what is a large development in a small and sensitive area.

I am also concerned about the danger to children and adults traveling to and from the nearby Primrose Hill school (Chalcot Road is currently a safe route to the school).

Thank you for your help in this matter.





Dear Ms Skelli-Yaoz,

I wish to register my strong objection to the proposed residential development of Utopia Village, Chalcot Road, NW 1.

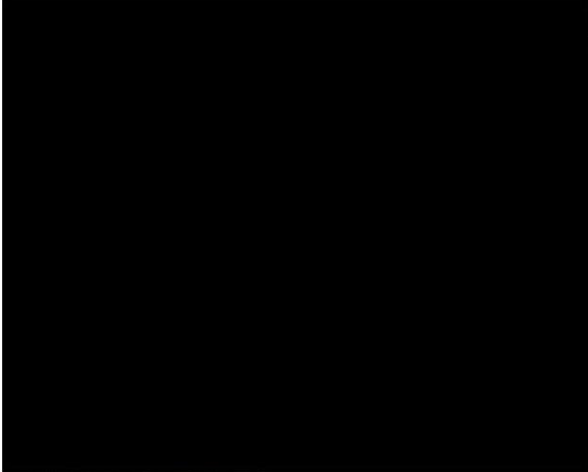
Please put on record my view that this proposed development reverses and undermines Council policy for maintaining a balanced economy in the area and maintaining sources of employment and opportunities for start-up and medium sized businesses.

More specifically, I wish to object on the grounds that

1. the traffic analysis is incomplete and misleading and the impact on the surrounding area has not been properly established. This relates to the safe traffic levels for the street that serves it (in fact only Chalcot Road can be used, as the site exits onto it at both ends via a U shaped internal road. This point concerns to household deliveries to the prosed deliveries as well as , commuting and vehicle ownership.
2. The toxicity and impact of industrial chemical residues in the soil, sub-soil and foundation structures and their toxicity has not been evaluated for residential use (and with regard to family use and growing children).
3. The scheme is ill-defined and confusing from an architectural point of view and cannot be assessed with regard to overlooking, loss of light and noise pollution.
4. The impact on local businesses and loss of trade from daytime workers should be considered (and should also considered in terms of the loss of business rate base for the community).

Yours sincerely





BY EMAIL and BY HAND

8th November 2013

Dear Ms Skelli-Yaoz,

Utopia Village, 7 Chalcot Road London NW1 8LF (The site)
Application No: 2013/6589/P
Utopia Properties Limited (The Applicant)

As residents of Gloucester Avenue, we ask that the Applicant's notification for prior approval for the change of use from business to residential use be **rejected** as there is a strong basis to do so.

The Applicant's notification and associated documents **do not fulfill the criteria** under GPDO Class J. J.2 and related legislation/guidelines documented in the National Planning Policy Framework (NPPF).

Summary

The grounds for objection are allowable as they fall within the admissible categories for objection, and that the Applicant has not complied with the Class J requirements. For the development to be allowed and prior approval decision to be taken, the Council need to base their decision 'as if it were a planning application' (see NPPF para 206)

Specifically,

Non-Compliance with GPDO Class J requirements

Further technical errors and omissions on the part of the Applicant include

A.1 The need for planning permission in the context of the significant change that will result in a detrimental and irreversible change to a designated conservation area the 'indicative basis' of the drawings is wholly inadequate considering the % increase size of the development in terms of density in relation to the footprint of the site.

A.2 Material errors in the drawings, which are misleading to the viability of the site for residential use, e.g. no. of roof lights/skylights, boundary lines, internal wall bisecting existing window across more than one individual unit.

A.2 There is also the lack of evidence provided for the previous use of the building under Class J.1 specifically in relation to use that was not B.1 prior to the application.

A.3 Lack of evidence of a s.106 agreement relating to car capped development (see section B Transport and Highways)

Transport and highways

The information provided by the Applicant in the report by Robert West is presented largely in the form of unsupported assertions and the conclusions are contradictory to the 'poor' accessibility and PTAL rating. The expertise and qualification of the advisor are not specified. More specifically,

B.1 There is **insufficient and /or erroneous** information contained in the report, e.g. there is little explanation of the underlying data use from the TRAVL Database

B.2 The majority of the **survey data is over 10 years old**, the alleged comparable sites of different demographic and socio-economic areas. Any comparable conservation areas are not referred to.

B.3 The **implication and impact on existing CPZ and safe routes to school** is not address adequately by the applicant.

B.4 **Insufficient data** and analysis on vehicle movement pathways, phasing and site accessibility capacity

B.5 A **car capped development** is referred to with no evidence of an agreement with Camden Council. There is confusion with regard to limiting car ownership of future residents. This raises issues of not only loss of amenity but difficulties with future enforcement as has happen with similar recent change of use developments that have already taken place with very close proximity to the Utopia site (see 58-60 Gloucester Avenue/Sunny Mews/Dumpton Place)

Contamination risk

C.1 There is **insufficient detail** provided by the Applicant in order to be able **assess risk**, specifically in light of the NPPF guidelines. The guidelines require details of the prior use of the site and implications this would have on future residents on the site, this includes sensitivity issues. Any report needs to present adequate technical data, i.e. 'site investigation' ... 'by a competent person' (see NPPF Para 121) and 'suitable for the use intended' (see NPPF 362-12, pages 2 and 3) that considers the previous use of the building that may have the potential for contamination related to industrial and light industrial uses involving paints, solvent, heavy metals, chemicals and plastics.

C.2 There is no consideration made to the **relationship of this risk** with the **safeguarding direction** (Phase One of HS2, Secretary of State for Transport, 9th July 2013) currently affecting the North of the site where it runs parallel to Gloucester Avenue.

Finally, the Council is reminded that the Applicant **needs to satisfy both the requirements of the GPDO Class J, J.2 and National Government Guidelines and legislation related to permitted developments and including those that relate to designated conservation areas**. An acceptance would necessitate **significant preconditions to be attached to any future development**. These would need to include and address issues of:

- i) The need to approve based on prior agreements with the Council with regard to car usage, i.e. car capped development
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- ii) **Actively engages immediately in light of the timescale for decision** with the local residents groups, specific individuals directly affected, local councilors and the Primrose Hill Conservation Area Advisory Committee.

For avoidance of doubt we reserve our rights in relation to the Application.

Yours sincerely,





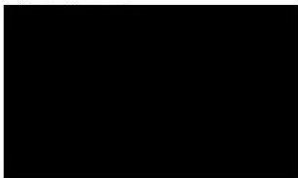
Dear Tania,

I attach an objection, on behalf of the Gloucester Avenue Association, to this application.

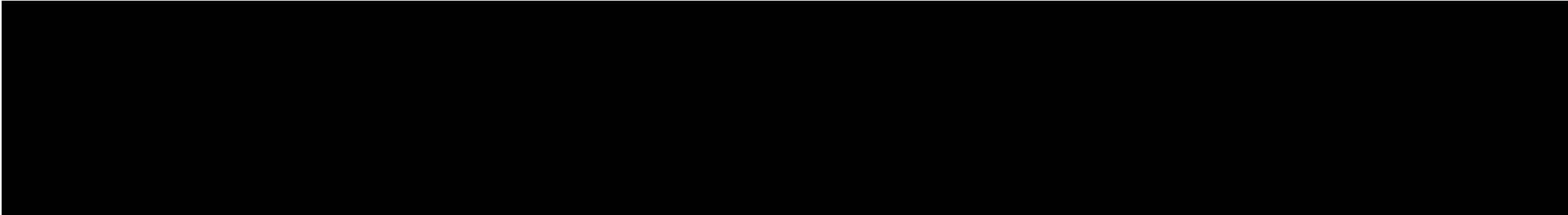
Best wishes,

Martin Sheppard

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Ms Tania Skelli-Yaoz,
Planning Department,
Application Comment,
London Borough of Camden,
Development Management,
London WC1 8ND
Referencing Application No 2013/6589/P

8th November 2013

Dear Ms Skelli-Yaoz,

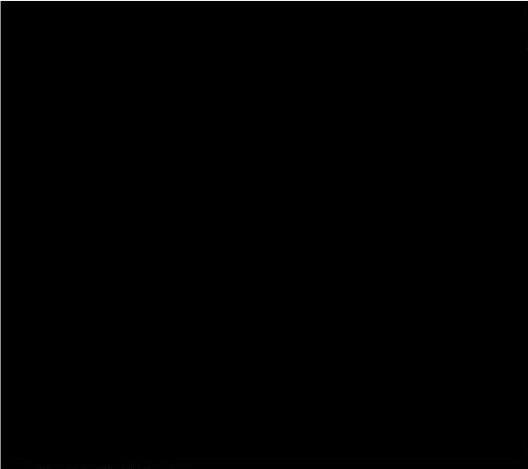
I am writing to you to air my concerns about the proposed Utopia Village development, for the following reasons.

1. It is likely that there will be a significant increase in traffic, and that this will be in and out of the site via very limited access routes and on a route which local parents tell me is an important (quiet) road for children getting to school.
2. Local experts tell me that the transport study by Robert West on behalf of the applicant does not provide a sound assessment of the effect of the change of use on transport, be it by taxi, owned car, delivery or visitors. The conflating of trips by car and foot seems rather strange, they felt.
3. It is hard to believe that with 53 dwellings the number of car trips will not increase very considerably from the car trips identified in the current use.
4. Another concern aired is the fact that, on top of the 11 on-site spaces there would be provision for 20 car-parking spaces under a legal agreement with Camden, thus presumably eating in to existing parking on surrounding streets.

I would urge the Council to agree that prior approval will be required on the grounds of the transport impacts of the proposals,

Yours Sincerely





Dear Ms Skelli-Yaoz

I am writing in connection with the application concerning a potential change of use of the premises at Utopia Village in Chalcot Road to permit the development of 53 residences on the existing site.

I wish to register my objection to such a development being permitted or supported by Camden in light of the following points:

1. Such a change of use involving a still further concentration of residences in the immediate area at the expense of what are presently viable, occupied and valued commercial premises would appear to be wholly detrimental to the "character, function, viability and vibrancy" of Primrose Hill as a local community, the essential qualities which in your Local Development Framework Development Policy and Conservation Area Paper for Primrose Hill, you correctly identify as ones to be taken into account as a priority when considering both planning matters as well as any proposals for change to both existing premises and their uses.

2. The value to the local community of the premises as presently utilised extends beyond the benefit derived directly by the many businesses which occupy and use the site. They bring valuable income and employment to other vital shops and other services in the area to help protect the viability of small independent shops and businesses at a time when a number of those local businesses have demonstrated difficulty in surviving against commercial pressures. In view of the priority also correctly attributed by Camden for such small businesses generally, with widespread and manifest local support, it would appear invidious were Camden to cause an apparent source of business to so many other - presently surviving or flourishing - local businesses to be denied to them. I note with particular interest the concerns expressed by the owner of the local L/Absinthe restaurant and shop regarding the likely impact upon his own business. Having seen in my time in the area how many businesses on his premises have previously failed to make a viable success I believe it would be particularly detrimental for the area to witness such a welcome and successful business as his being prejudiced by allowing a change to be made to the use of a site as large as that occupied by Utopia Village without justifiable good cause.

3. Such a change of use would further be detrimental to the essential character of the area which continues to depend upon a characterful mix and juxtaposition of residential, commercial, shop and other business premises, historically used for discrete purposes and being allowed to co-exist to afford the neighbourhood a distinctive quality which may dramatically be lost were there to be a disturbance on this scale which appears unmerited. No case is being made, of which I am aware, for priority to be given to meet any short-term need for more "affordable" dwellings being built in the neighbourhood to justify the loss of an amenity and income and employment source presently enjoyed by a much greater number across a range of social and economic classes.

4. My understanding of the stated purpose of the Localism Act was that it was to afford *more* influence to people in any local community over the content and implementation of any local development plan and over proposals for change which individual property owners or developers may wish to pursue for their own ends, but which are perceived by a large number to be detrimental to the interests of the community as a whole. I trust that those sentiments will be respected in this instance.

5. Finally, an issue of further specific concern is that of the transport, travel and access implications of a confined site of this nature being altered to accommodate as many as 53 dwellings. I have not been able to identify what specific feasibility studies have been undertaken to measure the levels of disturbance or danger potentially to be suffered by those in immediately neighbouring properties and roads, but I believe that any major changes to the appearance of the existing site as are likely to be necessary to relieve added risks or dangers in this regard must be very likely to disturb and imperil the very features of the area which the Conservation Area protections are designed to preserve.

Yours sincerely





Bordass Utopia
Planning Letter...

Hi,



Subject: UTOPIA VILLAGE, PLANNING APPLICATION A2013/6589/P

Dear Ms Skelli-Yaoz

I attach our objection to this development. We had tried to submit it on your website, but seem to have hit the word limit in the Comments box.

I hope you will find our comments relevant. Please could you let us know the committee date.

Yours sincerely



8 November 2013

Ms T Skelli-Yaoz
Camden Council – Development Management
6th floor, Town Hall Extension
Argyle Street
London WC1H 8EQ
by email to Tania.Skelli-Yaoz@camden.gov.uk

Dear Ms Skelli-Yaoz

UTOPIA VILLAGE, PLANNING APPLICATION A2013/6589/P

We have lived in the area since 1975. In spite of many changes, its character has been retained owing to planning policies which have upheld its mixed use of residential and commercial activities. Over the years, this mix has become increasingly prized. Indeed, government planning policy is now *"to ... transfer power so people can make more decisions locally and solve their own problems to create strong, attractive and thriving neighbourhoods"*, something of which Primrose Hill is an exemplar.

We therefore object to the proposed plans for change of use at Utopia Village.

However, we understand that applications for change of use from office to residential no longer require consultation on planning grounds, but solely on technical grounds. We think this is entirely inappropriate for Primrose Hill - and indeed for much of Camden - and that the Borough should apply for an Article 4 Direction.

Turning now to the technical grounds, we think the proposals are deficient in a number of aspects, which would also form grounds for rejection.

1. BUILDING TYPE

Not all the premises in Utopia Village are offices, so cannot automatically change their use.

2. DRAWINGS SUBMITTED

We understand the drawings submitted do not accurately represent the buildings on site, for example in the disposition of openings such as roof lights.

If converted, the existing and phantom windows are also likely to create overlooking and light pollution issues for adjacent residential properties, which will be much more obtrusive than for commercial properties used in working hours.

3. TRANSPORT

The current commercial use of Utopia Village might have been expected to create a lot of traffic, but it doesn't; as most of the occupiers arrive by other modes including foot, cycle and public transport. Goods movements are also modest. It is likely that residential development would create more trips. The transport report submitted with the application is unconvincing.

4. CARS

The application proposes that no residents will be permitted to apply for a parking permit. There does not seem to be any firm agreement on this. Even if there was, we fear that enforcement is unlikely in practice. Certainly other recent developments in the area seem to have found ways of spiriting in more cars, both on and off-site.

5. ROAD AND PEDESTRIAN SAFETY


The likely extra vehicle movements may well cause risks for road safety, particularly as Chalcot Road is also a protected route to Primrose Hill Primary School.

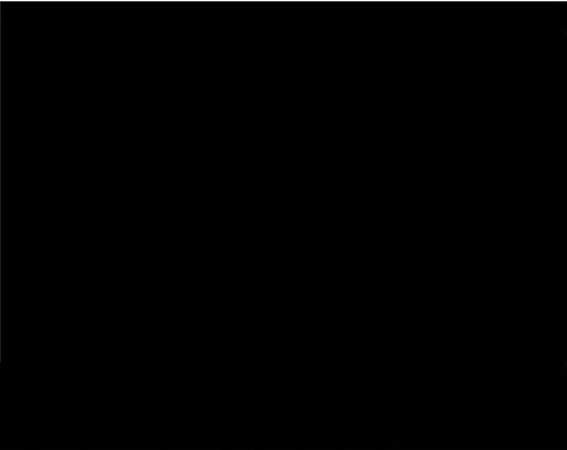
6. HEALTH AND SAFETY

The previous industrial use of the site may have left contamination behind, which could be released by building works or be inappropriate for long-term residential exposure. No evidence appears to have been submitted on this.

Please could you let us know the date of the Committee.

Yours sincerely





Subject: Re: Utopia Village Objection, Application 2013/6589/P

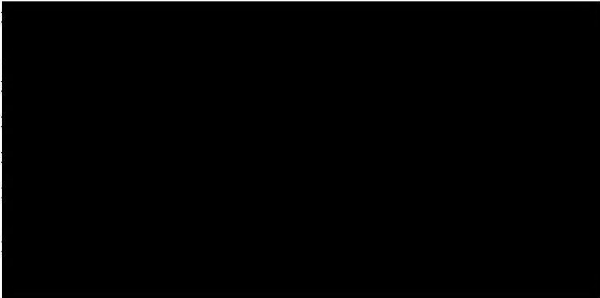
Dear Tania,

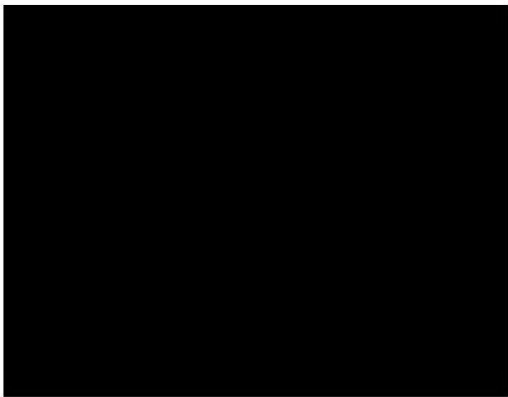
Utopia Village Objection, Application 2013/6589/P

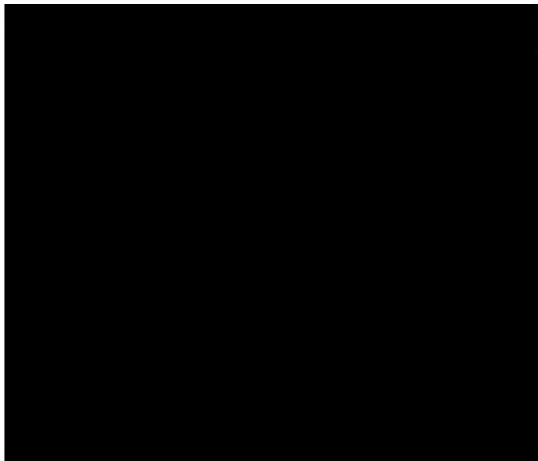
I am writing in a personal capacity to draw your attention to the serious shortcomings of this application. The application is clearly defective in dealing with the traffic and contamination issues. It also fails to safeguard the interests of nearby inhabitants.

I strongly endorse the many valid points made by James Kennedy in his submission to you on this application.

Yours sincerely,







Dear Tania

Utopia Village Application 2013/6589/P

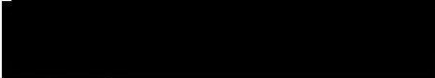
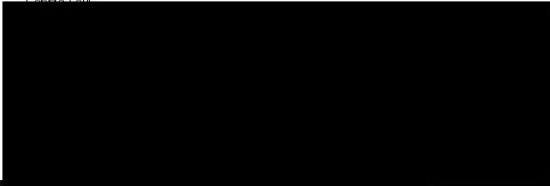
I strongly object to this application.

Yours sincerely





Copyright



Please find attached my objection to application number 2013/6589/P Utopia Village, 7 Chalcot Road, NW1

Tania Skelli-Yaoz
West Area Team
Camden Council – Development Management
6th Floor
Camden Town Hall Extension
Argyle Street
London
WC1H 8EQ



By Hand and by Email

7th November 2013

Dear Ms Skelli-Yaoz

Re: Utopia Village, 7 Chalcot Road, London, NW1 8LF
Planning Application 2013/6589/P
By Utopia Properties Limited.

I am writing to object to the above planning application under the GPDO.

I have lived in Primrose Hill for over 20 years.
I am a trustee of the Primrose Hill Community Association and was on the board which set up Primrose Hill Community Library.

I believe that Camden should determine that prior approval is required and that the application for prior approval under the GPDO is refused.

The Application contains technical errors such as the vagueness of the number of dwellings to be made and showing rooflights/skylights where there are none.

Transport: An extra agreement seems to have been made with Camden, relating to car-capping (S.106). However this document has not been included in the application. I argue that without it, there is not sufficient material in the application regarding car ownership and parking.

Part of the building are in fact not B1(a), and therefore since you cannot separate these parts from the other parts, the development of the building should and can not be dealt with under a Class J application.

Again regarding the transport and highways impact of the development, the Transport Report by Robert West is not only insufficient but also misrepresents the facts. The Public Transport Accessibility Level index rating of the site is considered

'poor'. In his report he writes that residents and visitors can "readily access the site by means other than private car" which is a distortion of the PTAL conclusion.

Also, the report uses data from seven surveys not as stated in 'similar sized residential sites (paragraph 5.10). There is no information about three of the sites, and two of the others have less than half the number of flats than of the Utopia proposal.

Also the data used in Appendix A of the Transport Report is insufficiently explained, very old, in a different demographic, transport etc and not clearly applicable to the Utopia site.

So there are no real grounds for Robert West's conclusion that there will be fewer person trips compared to now.

In addition, with relation to the car-capping 'agreement', there is not enough information provided in the application and we also know from the recent development at 58-60 Gloucester Avenue/Sunny Mews NW1, which proceeded with a similar proviso, but it is clear that the agreement is flouted and that there is no enforcement action taken. 'Car Free Developments' exist only on paper – and in reality, there is an increase in cars in the neighbourhood due to the development.

There will be substantial harmful transport and highways impact from the creation of around 53 new homes. In terms both of parking pressures on the surrounding streets, and of the movement of service, delivery vehicles and taxi's to these dwelling. Many of these vehicles will park on the roads outside – no doubt double parking and causing congestion on a well used road and cycle route.

Vehicles exiting the development have no view of approaching pedestrians, pram pushing parents and children running or on scooters.

Like-wise the pedestrians have no view of vehicles about to exit.

Parents push their prams in front of them – their prams being in the exit road before the parents can see if a vehicle is coming.

Children, especially in groups, tend to run or scoot straight across exits as they can't see the danger. The access points are frequently crossed by pedestrians often with young children on their way to Primrose Hill School, or the many other nurseries and play groups in the immediate vicinity – such as Auden Place nursery, Ready Steady Go and drop-in at the Community Centre, St. Mark's Nursery, or Rhyme times for example at the library – or simply to go to the swings in Chalcot Square. Not to mention visits to the cup-cake shop Primrose Bakery on Gloucester Avenue.

Another major concern is the contamination issue.

Although the applicant claims the ground will not be disturbed and therefore no contamination investigation is necessary, that is clearly unlikely to be the case during a major refurbishment and subsequently.

It is frequently seen in this area, that people want to maximize their living space or to create parking as pressure on parking in the area increases – by digging down to create an underground extra room or parking space.

It is evident that there must be considerable risks of damaging effects to workmen and future residents in the buildings from contaminants in the ground from the hazardous – often toxic materials used on the premises in the last 75 years.

The site has formerly included chemical engineering works, pharmaceutical laboratories, a piano and a gramophone factory, medical and electrical instrument making industries.

Harmful pollutants such as paints, solvents, chemicals, plastics, metals – possibly even mustard gas could be present. It is very worrying that there has not been a thorough investigation of risk from contaminants.

It certainly would not seem to be a safe and suitable place for people to live, some with children.

There are too many factors against this development going through under a Class J application.

These historic workplaces should continue to be workplaces.

I also believe that it is undemocratic not to allow residents to oppose developments which will harm their area and livelihoods.

I also strongly oppose the conversion because it will damage the local economy – taking employment opportunities from the area and custom from other businesses making them less viable.

The GPDO will make finding premises for small or start up businesses less affordable and harder to find near where you live. It will have knock on effects for the national economy, it will further congest the roads, and will mean people will have less time with their families and higher stress levels as they will have to travel further and further to their place of work. Part- time work will be less viable.

In our area businesses such as those in Utopia Village where approximately 250 people are working, are valued by the community and contribute to the community for example in donations to the library and community centre both of which depend heavily on donations after losing council funding. Again these local institutions

which support the most needy in the area, will become less viable if these businesses are removed. This along with the loss of business rates, makes it a mistake for Camden to allow the mass conversions from business to residential which the GDPO is creating.

I very much hope that Camden will recognize the current serious threat that these Class J applications are to the local economy and historic character of mixed-use which make it so popular to businesses, residents and visitors.

The council have an obligation to protect people and their neighbourhoods. I ask the council to give an Article 4 direction to Primrose Hill with immediate effect in order to do this.

For the avoidance of doubt, I entirely reserve my rights in relation to the Application.

Yours sincerely,





Dear Ms Skelli-Yaoz,

UTOPIA VILLAGE: PLANNING APPLICATION No. 2013/6589/P
I am writing to OBJECT to this proposal for the following reasons:

LOSS OF JOBS AND CHANGE OF CHARACTER OF THE AREA

1. Not only would the change of use to 55+ residential units lead to the loss of jobs within the office site itself, but this would have a knock-on effect on all the local cafes, sandwich shops, pubs etc. that service the workers on a daily basis. It is highly likely that many of these would face financial difficulties and may be forced to close if the jobs go.

2. There are other similar proposals in the pipeline in Primrose Hill and together they would irreversibly change the character of the area. This has always been a mixed residential-office-artisan-commercial neighbourhood which is vibrant and lively both day and night. This proposal would start a trend to turn it into a quiet dormitory. It would kill the essential character that draws so many people to the neighbourhood in the first place.

TRANSPORT AND PARKING ISSUES

3. Change of use to residential would put extra pressure on parking even with the revised car-capped scheme.

4. Car-capped schemes are difficult to enforce and on-street parking would be put under pressure. There is local evidence of a car-capped scheme that has been abused at 58-60 Gloucester Avenue and where no enforcement action has been taken by the Council. This does not bode well for the current application.

5. There is no s. 106 notice attached to the application for prior approval even though the

lication's transport report suggests it exists. This is confusing and is grounds for rejecting the application for prior approval.

6. Access to the site is limited and would cause real problems for the emergency services.

7. Overall, the application's transport report is inadequate and based on unproven assertions. For example, the conclusion that the change of use to residential would lead to a decrease in trips in and out of the site; there is no research cited to back this up and no indication of the origin for this statement which is nevertheless presented as fact.

8. Similarly, no account has been taken in the inadequate transport report of the likely levels of car ownership and use or of site accessibility.

9. All of the transport and parking issues in paragraphs 3-8 are grounds for rejecting the prior approval application.

JSE CLASSIFICATION ISSUES

10. The application asserts that the scheme is for a building that is wholly in current Class B1(a) use. This is only because the applicants have chosen to omit from the application 3 units that do not have this use classification. This is a misuse of the prior approval guidelines that constitutes grounds for rejecting the scheme.

SITE CONTAMINATION ISSUES

11. There has been no proper assessment of potential site contamination issues by a suitably qualified person. Instead the application contains another bare assertion that there are no contamination considerations to be taken into account. This would appear to be a deliberate obfuscation, designed to get round a proper assessment, as the site is fully recorded as having been used within the last 75 years for various industrial processes that have involved the use of solvents, paints, heavy metals, plastics and other chemicals.

12. Prior approval could therefore be refused because of the lack of a proper site contamination analysis

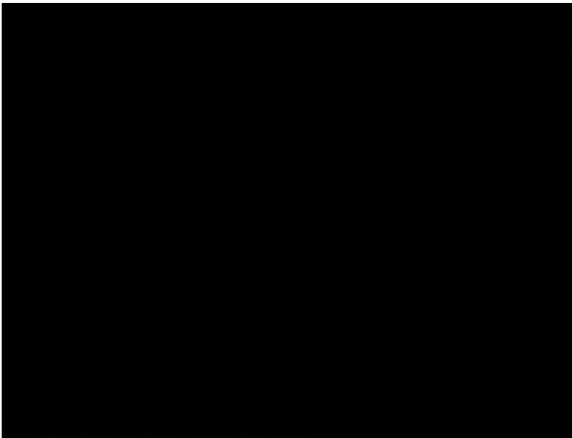
POSSIBILITY OF AN ARTICLE 4 DIRECTIVE WITHDRAWING GPDO RIGHTS

13. Camden has strong grounds to withdraw GPDO rights for this site under **an Article 4 Direction**. Many other local authorities, including neighbouring Islington, are considering doing this or have already done it on the grounds big developments such as the current one would lead to large scale amenity issues in a conservation area. All of the issues described above are relevant in this respect.

14. I fully support local resident James Kennedy, who has warned in his submission that the long-term potential impact of this case is significant as there have been instances where parts of designated conservation areas have lost their status as a result of permitted development under the GPDO which has caused loss of "special architectural or historic interest". I share his fear that this development may result in this type of irreversible loss and I shall support whatever actions the Primrose Hill Conservation Area Advisory Committee and interested individuals take to warn Camden of this danger and to urge them to take urgent action.

15. Camden should take this issue very seriously and act accordingly to prevent wholesale undesirable changes to its conservation areas.





Subject: application number 2013/6589/P

Utopia Village - a thriving office complex.

I have already logged an objection to this application online, and wish to add a few points:

Loss of offices will cause disastrous lessening of trade for our local shops and eateries, which are already struggling.

The entrance to the site is dangerously narrow and will restrict entry of emergency vehicles, especially fire engines

The Transport Report is very vague and contradicts itself on the accessibility of public transport

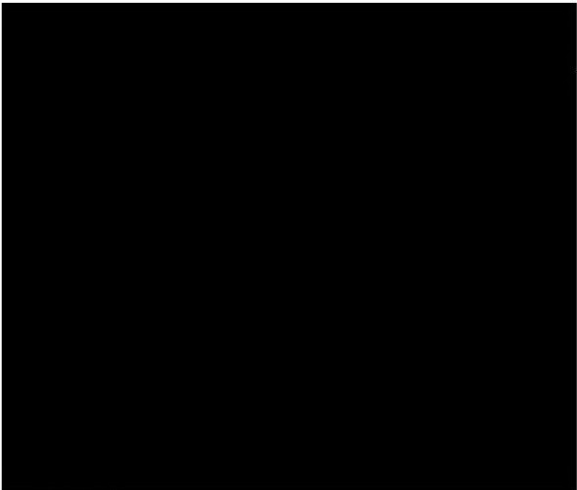
The statements about car parking are insufficiently detailed.

Skylights which do not exist are shown as if they do

Certain buildings which are inconvenient to the Application have been artificially hived off

I urge Camden to reject this application.





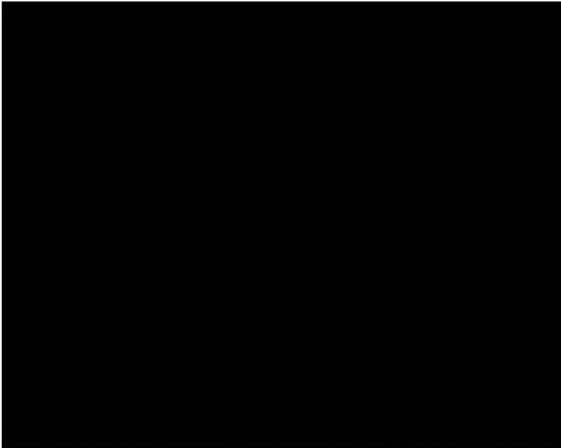
Dear Tania,

I would like to object to the above application.

1. The legislation under which this is occurring was not intended for this type of change of use.
2. Any loss of business use will be severely detrimental to the area.
3. The increase in on street car parking will overload the area and may clog up the shared use pay and display bays which are essential for the retailers.

Yours sincerely,





Dear Tania, Would you very kindly include the following in the list of objections? Thank you in advance.

The proposal to change the use of Utopia Village into 50+ residential units is a very dangerous idea. The Council will know that the north side of Chalcot Road going east towards Primrose Hill School needs to be a safe space for mothers and children taking their school age children to Primrose Hill School. The pavement is routinely full of families, young children, and buggies - in the morning and afternoon.


At the same time there are parents who drop their children off to school in cars - and this results - *every* morning and *every* afternoon in cars double parked, stopping, starting, turning round. It is dangerous as it is.

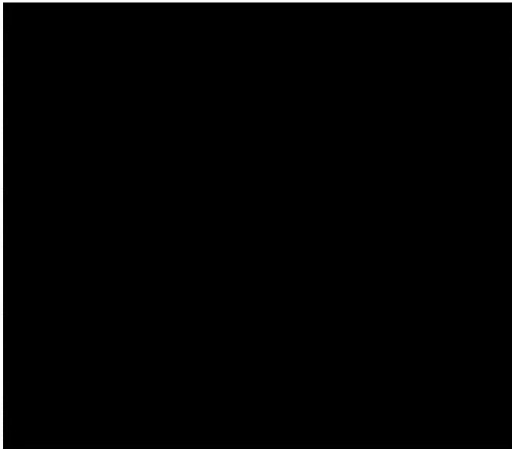
To enable an additional fleet of cars, motorbikes, scooters, vans, and other vehicles to enter/exit from one or both entrances/exits of Utopian village is *bound* to make an already dangerous site into one that will give rise to a serious accident - probably to a child. Indeed, the issue is not *if* - but *when* - such a serious accident will happen.

And when a serious accident does happen the blame will lie with the Council.

Bearing this in mind we look to our Council and its officers decisively to reject this application.

Yours sincerely





Dear Tania,

I have submitted my objection to this application online but wanted to add a more comprehensive e-mail.

I have serious objections to this proposal, not only will the developed site lead to significant increased traffic endangering children at the nearby school but the access is inadequate for emergency vehicles. The traffic assessment report submitted by the applicant is inadequate for purpose.

Chalcot Road is mainly residential and many children transit on foot to Primrose Hill school, Auden Place nursery, St Mark's nursery and Ready steady go nursery. The entrance does not have good visibility and is very narrow.

On the application it states that there will be 11 on site parking spaces but provision for 20 parking spaces under an agreement with Camden.

Where will food delivery vans park whilst serving all these new residential units?

I think the estimates made in assessing future vehicle trips are misleading, surely with 53 units the volume of traffic will increase considerably beyond the 11 car trips identified in current use.

In light of such serious concerns about increased traffic I urge the council to make prior approval a requirement.

There are queries about whether contamination affects remain from previous industrial use with no assessment report submitted. Additionally it appears that the drawings of the site put forward are inadequate. I would like to see the council to fulfil its obligations.

The government has said it is-

"...supporting people who care about their communitiesit believes that people understand the needs of their area best...."

so lets hear local voices having an impact on Camden planners decision for Primrose Hill.

I urge Camden to approve an article 4 direction to withdraw the new development right from the borough.

Islington has approved it and Brighton and Hove are considering doing so-

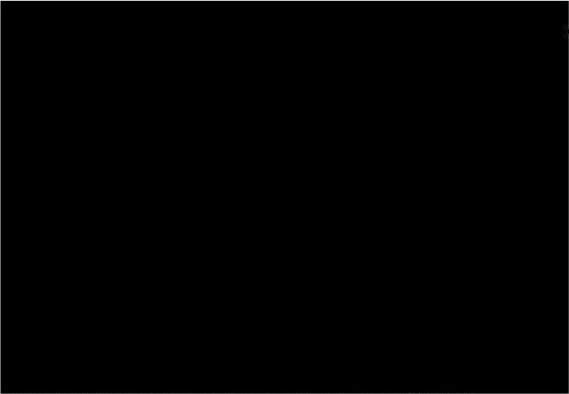
"... councillors in Brighton are to consider issuing an Article 4 direction from the Department for Communities and Local Government (DCLG) so that some areas of the city are exempt from the policy. The council then has to notify the secretary of state, who has the power to amend or cancel the direction.

Please take our objections seriously and help us preserve our unique and thriving community. Out of 150 local people I spoke to on the street about this issue along with 2013/6326/P only one person was in favour of the development.

What happened to the democracy?

Regards,





Subject: Utopia Village Objection, Application 2013/6589/P

Dear Tania

You'll recall I expressed my views on this application in my email to you regarding the previous application, as received and acknowledged by you on 11 Sept 2013.

My objections to this application stand as expressed then, and I would ask to resubmit this specific previous email of objection.


To recap, my concerns are in general:

- 1) The impact on the mixed nature of the local community, which many residents, employers, staff value hugely as part of Primrose Hill's special character;
- 2) The consequences for local retail and service businesses, which will lose business as a result of the loss of Utopia, which will exacerbate the adverse impact in 1) above
- 3) The implications on local transport, where the loss of local employment will mean greater need to travel to work, whether by car or public transport, which will exacerbate the natural 'peaks and troughs' of travel in and out of Primrose Hill (commuting, the school run, etc).

And in particular, the concerns about additional impact on the highway immediately nearby, especially on Chalcoot Road and Princess Road, where increased residential car use is likely to coincide with the daily school run to Primrose Hill Primary School. Even though on-site car parking may be restricted, there is no possible restriction on use of taxis or minicabs, and so the local impact is likely to be significantly more than that of just the additional residents cars alone.

I urge the council to oppose this application.


Kind regards



#930-1000am 2nd Sat each month
Primrose Hill Community Assocn, Fitzroy Rd #515-545pm 4th Wed each month Community
Library, Sharpleshall St (if possible please email/phone before attending to confirm)

(If you are contacting me on an LGiU matter please email chris.naylor@lgiu.org.uk)

This email is from a Blackberry - please excuse brevity/limited format.



Subject: 2013/6589/P

Ref: Planning App 2013/6589/P Utopia Village

Dear Ms. Skelli-Yaoz,

I am writing to register my strong objection to the proposed change of use from offices to 57 residential units at Utopia Village.

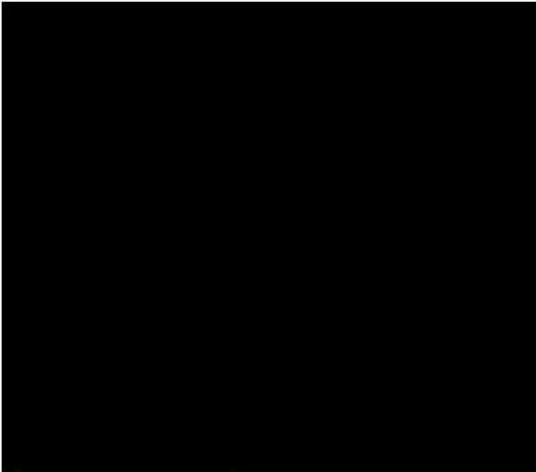
With reference to schedule N (3) of The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013: the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site.

- a) The gates to Utopia village are currently locked between 9pm and c.7am. Residential use would mean 24 hour access, 7 days a week. This constitutes a material change in the character of traffic.
- b) Robert West's analysis in "TRAVL Outputs" Appendix A is deeply flawed. The three locations used (in addition to Camden) are Lambeth, Tower Hamlet and Waltham Forest. These are three of the very poorest London boroughs where car ownership can be expected to be significantly lower than that of the prospective residents of Utopia Village, located as it is in an area where property values are some of the highest in London.
- c) No reference to the school, located within 200m of the site, already causing huge congestion in term-time before one considers the impact of the proposed 53 new residences and their accompanying vehicles. Utopia Village only has parking for 20cars max – the spill-over will greatly add to this congestion and pose a risk to schoolchildren in the newly imposed 20mph zone.
- d) Robert West's assertion that the proposed 53 unit residential scheme has a much smaller footprint is plainly wrong. Basic common sense is that turning 20 offices where the vast majority of employees arrive via public transport / on foot during normal working hours on 5 days a week to 53 high value flats accessible 24 hours a day, 7 days a week where each resident is likely to own at least one car is likely to result in a much HIGHER footprint.

I therefore hope that you reject this application for prior approval.

Regards,






Thank you for letting me know, that application is being dealt with by my colleague Tania Skelli-Yaoz whoc I've copied into this email for her information. She should be able to update you on the application.

Regards,




Subject: Re: Application 2013/6689/P




Thank you for your e-mail. You are quite right, I made a typing error and the number of the application to which I am objecting is no: **2013/6589/P**. This is the application to change the use of Utopia Village from work units into flats. I would be most grateful if you would forward it to your colleague.

Although it is now 11th November, when I originally sent it it should have been received before the closing date of 8th November. I trust, therefore, that this objection will still be considered.


Yours sincerely,



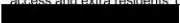


My colleague Tania Skemf-Paoz forwarded on your email below as I am dealing with application Reference No.2013/6689/P. However that application is for the erection of an extension to a flat at 94 Fortune Green Road which isn't in the Primrose Hill area. I think you may have put the wrong application reference in the subject line of the email. If you have the address I can probably find the reference number and the correct case officer.

Regards



I would like to appeal against this entirely unsuitable development. There is no possibility that 52 dwellings can be safely accessed and serviced through the restricted small existing entrance. Vehicle usage is already at saturation point and using the small alley for constant ingress and egress would add to the problem of pedestrian safety, being on a main route to Primrose Hill School. The impact of much increased vehicular access and extra residents' cars in the area will overload an area that is already full to capacity.



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Subject: 2013/6589/P

I wish to oppose the granting of planning permission for the Utopia Village development. I am concerned at the impact of so many more residential properties on local traffic. Camden Council is responsible for ensuring traffic management, and needs to make a judgement on how our local roads will cope with the increased traffic and parking. That a local property owner wants to make a large profit out of selling on Utopia Village with planning permission for residential use is no reason for Camden Council to subject those of us who live in nearby streets to increased danger to pedestrians and difficulty with parking. Please reject the application.

