



Objection Letter  
20136589P.pdf...  
2013/6589/P.

Please find attached my OBJECTION to the Utopia Village Application

Thank you,



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

4 November 2013

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.  
LPA REF: 2013/6589/P.

I am the owner and occupier of [REDACTED] and am writing to lodge my OBJECTION to the notification of the proposed change of use to residential. I submit that the proposed change of use is not permitted development and that prior approval is required for the development. My main objections to the proposal are set out below.

#### External Works

The GPDO considers the change of use of the building; it cannot however approve planning permission for external alterations. If one has regard to drawing ref: 638\_GA01 P2 and 638\_GA02 P6, and specifically the roof lights, one will note that the northern buildings shows rooflights on the rear roof slopes. However, if one has regard to the aerial photographs of the site (attached in PDF form of this objection sent by email) it is clear that the rear elevations do not currently benefit from such rooflights. The drawings have shown these rooflights as providing light to living space. These do not exist and therefore this proposal is seeking to make external alterations to the building for which planning permission is required. (See APP1).

#### Transport & Highways Impacts of the Development

Condition J.2(a) requires a consideration of whether transport or highways impact of the development will require the prior approval of the Council.

Under the application a change of use to 53 flats is proposed. I note that paragraph 1.5 and 6.4 of the Transport Statement indicates that "Separately an agreement has been reached with LB Camden to provide a 'car capped scheme' with no more than 20 car parking spaces." However, the Application Cover Letter simply states that application "proposes to provide a car capped development". There is no evidence of any binding agreement with LB Camden in the case file. No agreement was filed with the planning application nor is the supposed agreement available for comment on the planning website. If such an agreement has been made a part of this application by reference in both the Transport Statement and the Application Cover Letter, it should be included in the public file.

Further, the GPDO does not provide for the existence of such an agreement to be an express condition of "permitted development". The imposition of "car capped" restrictions is clearly a fundamental assumption underlying the conclusions of the Transport Statement. It is also expressly referenced in the application. If the imposition of additional conditions is essential to ensuring that a proposed change of use satisfies condition J.2(a), then by definition the change of use must require prior approval in order to make the change of use contingent on the imposition of such restrictions.

Having regard to the Transport Statement, my comments should be read in conjunction with the Transport Assessment.

- Para.2.3: the Author notes that the site circulation space is constrained. I am concerned that the layout as proposed, including the allocation of 11 parking spaces, will make access for emergency vehicles or other large vehicles impossible.

- Para.3.5: the closest Underground station is Chalk Farm and is actually 720m, not 680m from the site..
- Para.3.8 & 3.9: National Rail and Overground are 1.8km and 1.3km, respectively from the site.
- Para.3.14: the PTAL score is 2 and is therefore considered 'poor'.
- Para.3.23: the PTAL score is reflective of the poor accessibility of the site to public transport with Underground and rail services being a substantial walk from the site.
- Para.5.4: if the car parking spaces as shown are occupied a typical refuse vehicle will not be able to drive through the mews.
- Para.5.9: it is necessary to provide a direct comparison as one will be able to consider the likely trip generation associated with the development compared to the existing.
- Para.5.13: I fail to understand how they have reached a view that the number of trips would be only one third of the current employment use as they have failed to provide any indication of how they have reached these figures. These figures are purely speculation and as such cannot be used as a basis for evaluating traffic impact.
- Para.6.5: they have not demonstrated that the site has a good level of accessibility. The PTAL score is 2 and thus poor. The site is 720m from the nearest underground services, 1.3km and 1.8km from Overground and National Rail, respectively.
- Para.6.6: the assessment has not actually considered person or vehicle trips and fails to provide a direct comparison, which is acknowledged at Para.5.9. Further, they have offered no assessment of likely vehicle movements associated with the flats or the pressures that will be exerted on local on-street car parking.
- Para.6.7: the report has failed to justify that there would be 'no traffic and transport reasons to prevent the C3 use' - the report is poor and does not offer a direct comparison between the two uses.

My main concern is that the Transport Statement fails to properly consider the vehicle movements associated with the proposed use and the pressure demands for car parking, together with how that will impact the local highway network. I note the four sites they identify for TRAVL data. However, they have failed to provide an indication of 'car movements' or break the trip generation down. Further, the relative comparability of these sites is questionable; firstly, two of the sites are PTAL scores 3, one has a PTAL of 4 and only the NW3 site has a PTAL of 2 - the higher PTAL scores are likely to place less necessity for a car. The NW3 3NA site (Winchester Mews) is actually the most relevant in terms of location, demographics and accessibility; one will also note that trip generation is greater than the other three comparable examples they have provided.

Further, the SW11, E17, and E1 are not comparable, with the SW11 being an affordable housing scheme and all three locations being differently both socially and economically. One would expect car ownership to be substantially higher for the application site than the three sites identified.

I submit that the 'Transport Statement' prepared by Robert West fails to actually consider the highway and transport implications of the development and is at best poor, and at worst misleading. Based on this assessment, prior approval is required.

#### Car Parking

A CPZ is in operation in surrounding streets between 8:30 and 18:00, which is when there is pressure for car parking as a result of Utopia Village. However, if a change of use to residential proceeds there will be increased pressure for residents parking outside these hours. The Transport Statement fails to even mention this pressure or to consider the current parking stress that is exerted on the car parking spaces locally, or the implications this will have on highway safety. The addition of 57 dwellings, with 35 being capable of providing family occupation, is going to generate significant additional car parking demand and movements; the poor PTAL score for the site reinforces this assertion. The Applicant's agents have failed to even consider this matter let alone assess such. I therefore submit that the change of use would result in significant demand for parking that cannot be accommodated locally as parking pressures are already significant. 11 allocated spaces on site is not sufficient.

The only conclusion that one can reach is that the implications of the increased pressure for on-road car parking would have a substantial impact on highway and transportation matters, which could result in highway safety concerns.

## Summary

To summarise my objection as to why the development is not permitted development and that planning permission should be required are as follows:

- The proposed drawings show the addition of roof lights to the rear roof of one of the mews building, which would be required to provide natural light to the living areas of the flats. These rooflights require planning permission and a PD decision cannot be made.
- The Transport Statement is poor and fails to properly assess the implications of the change of use, specifically omitting any form of direct comparison between the B1 use and proposed C3 use.
- The Transport Statement fails to consider vehicle movements associated with the proposed use nor likely car ownership levels.
- The site drawings shows 11 allocated parking spaces for 53 flats, The use of the building as flats will result in significant pressure on existing parking provision that cannot be accommodated locally and the CPZ would be ineffective when demand would be at its highest.
- The change of use would have an impact on highway and transportation matters, which should be considered via the submission of a full planning application.

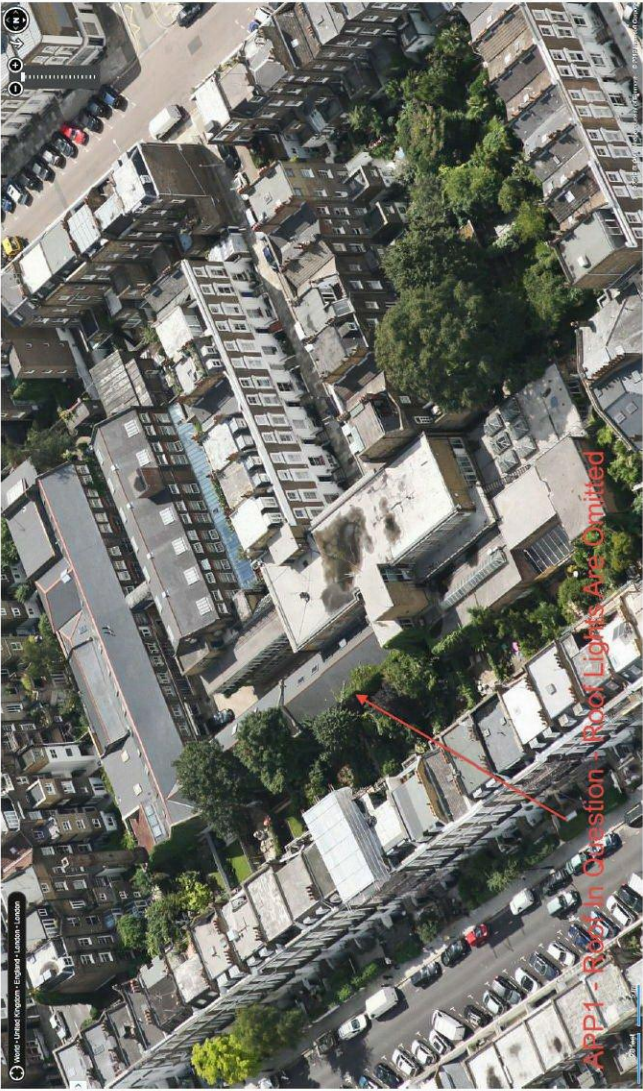
I therefore lodge my objection against this application, as it does not constitute permitted development and the prior approval of the Council is required.

May I request that you keep me updated with progress and I look forward to meeting you on site.

Yours sincerely,



  
Enc.  
Rear elevation aerial photograph.



APP1 - Roof In Question - Roof Lights Are Omitted

[REDACTED]  
[REDACTED]  
[REDACTED] 07

On Thursday, 7 November 2013, 15:01, Chris P <[REDACTED]> wrote:

**re: 2013/6589/P**

I am objecting to the above application on the grounds that the transport issues have not been thought through properly. Egbert Street - which has been a quiet cul-de-sac after hours, will become a thoroughfare to/from the proposed new homes. Volumes of traffic, extra noise and pollution will increase.

As a council tax payer, I had assumed i was paying for the borough to be run efficiently for the benefit of residents. I must have missed the decree that all buildings in the area were to be gutted and rebuilt so that outsiders could make money!!

After a year of building work on the top flat here at number 6 Egbert St, scaffolding has today gone up at number 4. I was unaware of any permission being sought, or notice for this. Has there been any? That is a simple, direct question that requires an answer from you.

The amount of inconvenience and ill-health caused to me has been intolerable this year .I now know the reality of planning permission being given. Proposed work at Utopia Village would be more of the same and I would expect to be compensated if it goes ahead

Yours sincerely  
[REDACTED]



Dear Sir/Madam

I would like to object most strongly to the proposed development of Utopia Village, 7 Chalcot Road, Primrose Hill into 53 apartments.

I am a resident of [redacted] and also used to work at Utopia Village for many years as well as being a long-time patron of Bodydoctor Fitness which operated from Utopian Village for at least 12 years.

Frankly, the developer has got to be kidding!?!

Primrose Hill has a unique character which combines natural beauty, great architectural heritage values, a real sense of community and a rich palette of mixed use including residential, retail, recreational, workshops and office functions. The proposed development puts these aspects of the local character at risk.

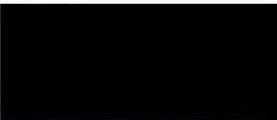
The development substantially alters the balance between residential and other functions. Utopia Village is an environment that has supported many interesting little enterprises and thus supports the local and national economy. Therefore it should be protected for continued business use rather than being converted into apartments. I know that the people employed at Utopia Village bring substantial revenues to local pubs, restaurants and shops and thus some of the life will be leached out of the village if it is converted.

Utopia Village is also interesting architecturally. I am not quite clear if the development includes changing the exteriors of the existing buildings but if they do they run the risk of damaging the character and appearance of the Primrose Hill Conservation Area.

The replacement of 22 offices with 53 apartments will surely increase traffic use and demands for parking. In particular, many children (including my 4 year old son James) make their way to and from Primrose Hill Primary School down Chalcot Road and risks to their safety will surely increase. I assume that each dwelling is entitled to apply for at least one parking place? Where are they all going to go at night and on the weekends?

This quiet and beautiful corner of Primrose Hill will become much more densely-populated, noisier and busier, substantially reducing amenity. This is not development; it is overdevelopment and must be substantially scaled back or stopped.

Yours very truly,



**Chairman & Chief Investment Officer**





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### Supplementary points of objection

Utopia Village, 7 Chalcot Road London NW1 8LF (The site)

Application No: 2013/6589/P

Utopia Properties Limited (The Applicant)

There are strong grounds for rejecting the Applicant's notification for prior approval for the change of use from business to residential. 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,

#### 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 percentage increase in the 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 regarding the viability of the site for residential use, eg number 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, eg there is little explanation of the underlying data used from the TRAVL Database

**B.2** The majority of the **survey data is over 10 years old**; furthermore, the alleged comparable sites are of different demographic and socio-economic areas. No comparable conservation areas are referred to.

**B.3** The **implication and impact on existing CPZ and safe routes to school** is not addressed 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 happened with similar recent change of use developments that have already taken place within 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 for future residents on the site. This includes sensitivity issues. Any report needs to present adequate technical data, ie '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, and light and noise pollution due to the very close proximity of the proposed residential units, ie 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.

Yours sincerely



Fr



Dear Ms Tania Skelli-Yaoz

On 31 October I wrote listing objections to the granting of Application Ref 2013/6589/P for the Change of use from Offices (Class B1a) to Residential units (Class C3) at Utopia Village, 7 Chalcot Road, London NW1 8LH. See forwarded email below.

I now wish the to raise further points as a basis for objection. They are::

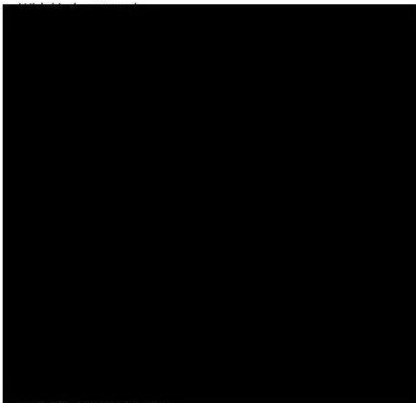
Contamination risks: This still remains an open issue no assessment of risks has been Presented.

External Works under GPDO under Class J.1 (b)

It is thought that there are technical inaccuracies in the drawings of site as it is today that show more roof lights than currently exist. Also it seems unlikely that there will be no external alterations given the need to provide adequate light to living spaces. We argue that these two point mean that planning permission is required for this development.

The council has obligations to the following:

- (a) To ensure that any future change of use and planning applications related to this site is accompanied by adequate consultation due to the technical nature of any requested change of use.
- b) Such change of use or planning application should contain adequate restrictions that anticipate and mitigate against the issues and concerns raised by these grounds of objection.



Dear Ms Tania Skelli-Yaoz

**Application Ref 2013/6589/P for the Change of use from Offices (Class B1a) to Residential units (Class C3) at Utopia Village, 7 Chalcot Road, London NW1 8LH**

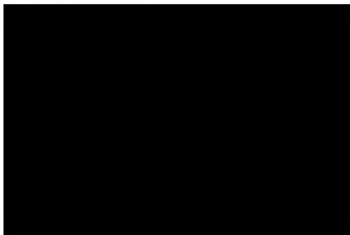
I am strongly opposed to the granting of this application for the reasons set out below.

The intended effect of the planning relaxation order behind this application is to support and increase the supply of housing, encourage the regeneration of offices and bring empty properties into productive use. Surely it is totally against the spirit of the legislation to permit the removal of the perfectly viable and vibrant businesses in Utopia Village with the loss of a large number of jobs and, as a consequence, more or less eradicate the daytime activity on which local shops and eateries rely, leading perhaps to a further loss of businesses and jobs. It is likely that if this application for change of use is granted, a fair proportion of the residential units will be bought as investments by affluent individuals.

The transport implications of the proposal will be extremely dangerous, especially for the young and the elderly.

- 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. The increased traffic entering and leaving a complex of over 50 residential units (presumably with some families having more than one car), when placed in the context of large numbers of children and buggies on their way to Primrose Hill School, would almost certainly invite disaster. (Chalcot Road is a major arterial corridor to the school).
- There are concerns about access for emergency and service vehicles into and within 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.

With kindest regards,



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[Redacted]

[Redacted]

Telephone: 020 7974 6829

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From: Richard Gwynne [mailto:Richard.Gwynne@caac.org.uk]

[Redacted]

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**Subject:** Utopia Village 2013/6589/P: Advice from Primrose Hill CAAC

Dear Bethany and Tania,

I attach out advice. Please contact me if you have any questions about it.

Best wishes,

[Redacted]

## Primrose Hill Conservation Area Advisory Committee

18 October 2013

### Utopia Village, 7 Chalcot Road, NW1 8LH 2013/6589/P

1.0 The Advisory Committee reviewed the revised scheme at its meeting on 16 October 2013. We do not repeat general comments made in our advice on 21 August 2103 on the previous application, 2013/5111/P, although our dismay over the destructive nature of this proposal on the local community is undiminished. We also note that we have not been offered any pre-application discussion by the applicant.

2.0 We strongly urge the Council to agree that prior approval will be required, essentially on the grounds of the transport and highways impact of the proposals. We also strongly advise that prior consent should be refused on transport grounds.

3.0 We are convinced that the transport issues are of sufficient weight to justify the rejection of the scheme. This is based on vehicle movements into and out of the site.

3.1 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. Its conclusion that 'there are no traffic and transport reasons to prevent a C3 residential re-use' (para 8.7 p. 11) is insufficiently substantiated to be rational.

3.2 For example, it assumes that all 'trips' are equal: that is, pedestrian access and car access are treated equally as 'trips'. The key tables aggregate trips, even though each mode, particularly vehicle or foot, is profoundly different in terms of safety, environmental impact, and energy use. This is unrealistic, absurd, and dangerous.

3.3 So, the total number of trips, by all modes, is compared in Table 5.2 (p. 10) and suggests that the proposed development would reduce the total number of trips from 128 to 78 or 142 to 58. But this fails to identify movements by car or other motor vehicle. We note that in the existing use the number of car trips given in Table 4.3 (p. 8) is identified as only 4 and 7. That is, of the 128 morning trips only 4 are by car, of the 142 evening trips only 7 are by car. There is no assessment in these tables of car trips alone in the case of residential use of the site.

3.4 It is not believable that with 53 dwellings the number of car trips will not increase very considerably on the total of 11 car trips identified in the current use.

3.5 While we note that the number of on-site car-parking spaces is reduced from 20 to 11, we would expect car trips not to be limited only to resident's driving in to park.

3.6 In this context it appears from the application that there will be 11 on-site spaces, but provision for 20 car-parking spaces under a legal agreement with Camden. Where will these further spaces be? Will they use the parking provision on surrounding streets, already under serious stress? And why should those residents parking off-site not drive into the site to deliver or collect, adding to the trips accessing the site?

3.7 What estimate would be reasonable for trips by taxi? In a high-cost development, with limited car-parking, taxi use might be expected to be high.

3.8 No measurement has been made of delivery vehicles, although many local residents have deliveries by Ocado and other shopping delivery companies. These

deliveries are made to each front door. Why will Utopia Village residents not use such services?

3.9 We also note again, that Chalcot Road is a predominantly residential street, and an important pedestrian route, including a safe route to our local school.

3.10 Robert West's statement (para 5.9 at p. 10) that they have 'felt it unnecessary to undertake a detailed direct comparison between the "proposed" and "existing" generation of the site' is informative of their approach. Their claim that this is because the 'proposed 53 unit residential scheme has a much smaller footprint than the same floorspace as B(1) office space' is hard to understand as the building envelope is not to be changed.

4.0 We advise that the transport issues are so harmful, and potentially dangerous, that the Council should agree that prior approval would be required in this case, and that prior approval should be refused.

[REDACTED]

[REDACTED]

Chair

[REDACTED]

[REDACTED]

[REDACTED]

=-1>

Hi Tania,

I note that a amended application has been submitted. Would the information you asked for below still be of use as i am still concerned that the on site parking will not be sufficient for the amount of properties and will result in pressure on permit parking on nearby streets.

Also they have not included the recording studio within the application. but talking to the owner he would not be able to continue the business ( which after all the recording of sound ) within a building site

Kind Regards

[REDACTED]

On 25 Sep 2013, at 14:03, Skelli-Yaoz, Tania wrote:

[REDACTED]

Thank you for your email.

I have noted your comments on the above. A decision will be made shortly on this case. You mentioned that there are only 10 parking spaces on site; what do you base this comment on? Are the parking spaces marked or allocated in any way on site or to units? This information would be very useful. Any photos of markings also welcome.

Kind regards,

Tania Skelli-Yaoz



Planning Officer (Mon-Thur 09:15-14:15)

T



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Dear Tania,

Good to talk to you yesterday. I just wanted to put in writing my reasons for objecting to the change of use of Utopia Village to residential.

Not only am I lease holder and employer at Utopia , I am a resident in Chalcot Square. Primrose Hill has a rich sense of community. It is the social, cultural and build usage mix that is integral to the character this will be lost forever if Utopia and other similar employment areas are changed to residential. Pubs, restaurants. coffee shops and services depend on the employees in the area. The live and soul will disappear and change to a dormitory . Does the developer provide for alternative employment space within the village ?

Regards parking, it is quite clear that the proposals for some 57 apartments do not have sufficient parking. Presently there are only 10 parking spaces in Utopia Village as the vast majority of employees arrive by public transport, on foot or by bike.

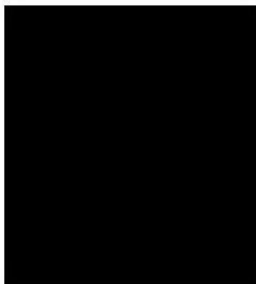
I would assume that these views have been sounded before but please will you take mine into consideration

Kind Regards



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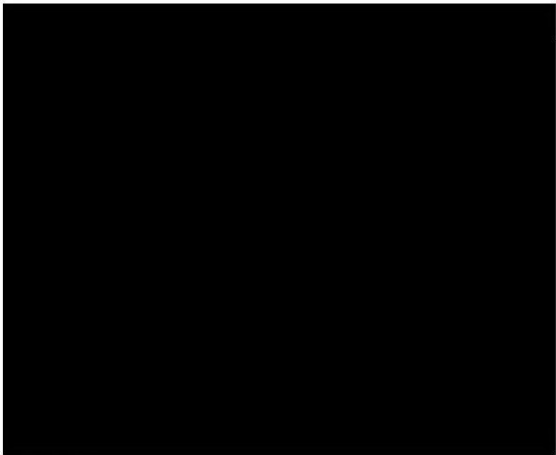
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Dear Tania,

Like many of my fellow governors of Primrose Hill School I am worried about the probability of additional traffic in Chalcot Road if the development of Utopia Village is approved. In the morning between 8.30 and 9.15 and in the afternoon between 15.00 and 16.00 there is considerable delivery and collection of children by car at the lower end of Chalcot Road. This has already been the cause of concern and largely resolved by careful negotiation between school, parents and neighbours. As both a local resident and a governor you will understand my anxiety.

Yours sincerely,





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Tania Skelli-Yaoz

Planning Officer (Mon-Thur 09:15-14:15)

Telephone: 020 7974 6829

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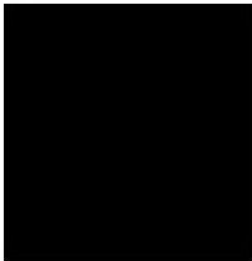
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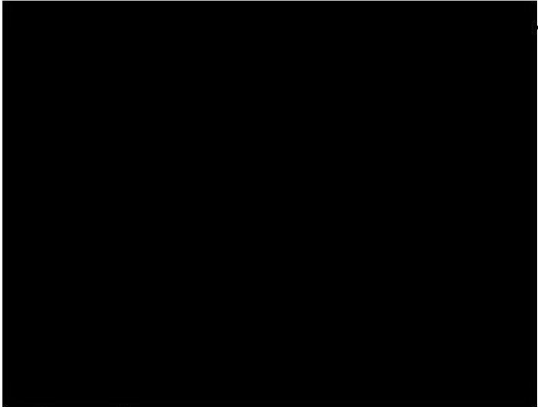
Kind Regards


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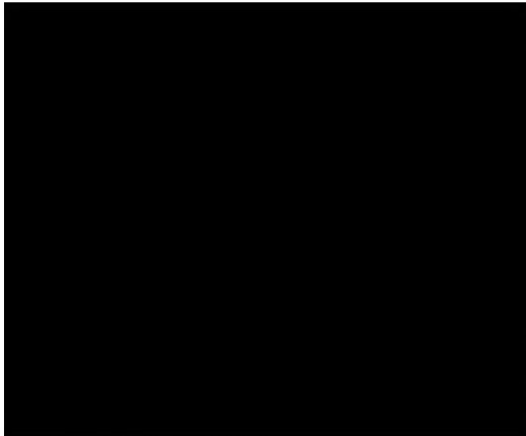
I am writing to express my concern about the proposed change of use application for Utopia Village. There will be a significant increase in vehicle movement by residents, their visitors, taxis and delivery services in and out of the site via extremely limited access routes Point 1 presents a very clear danger to children/ adults travelling to and from the nearby Primrose Hill school (Chalcot Road is currently a safe route to the school) There are concerns about access for emergency and service vehicles into and within 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.

yours truly


Sociology

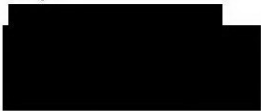
Please access the attached hyperlink for an important electronic communications disclaimer: <http://lse.ac.uk/emailDisclaimer>




Dear Tania,

I would like to oppose planning permission for the building of residential units on the Utopia Village site. My main objection is to increased traffic and parking in the area, especially near Primrose Hill School. The proposal is for a large development which implies a significant increase in vehicle movement and parking in an area where many residents already have one or more cars.


Sally K









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Subject: appli- cation number 2013/6589/P



I objec t !..... keep work oportunities in NW1, keep it a mix , not a ghetto

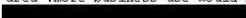


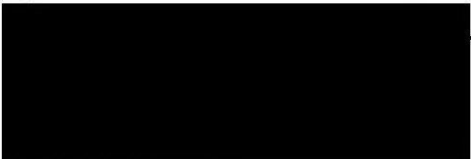
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Subject: application number 2013/6589/P

We object to this application in Primrose Hill , , the character of Primrose Hill is of a very mixed nature , of course one might suggest that it is rather white and middle class , however nevertheless it is a mix of all sorts of activity and use ... please keep the business use , it is an essential piece of the vibrant mixed use of the area .more business use would be very much more desirable .Prof.David ~Greene ...





done so.

-----Original Message-----

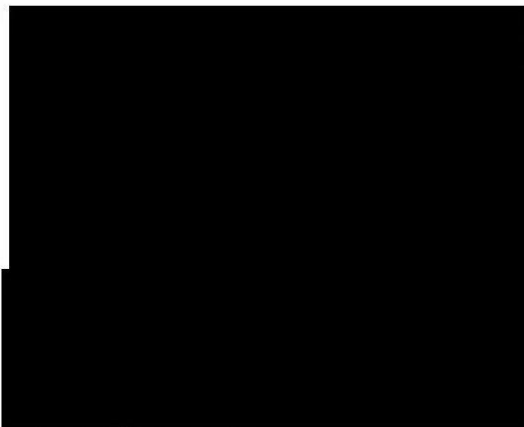
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Subject: Application No 2013/6589/P

We strongly oppose application No 2013/6589/P for the following reasons:

- \*) the site in question is within Primrose Hill Conservation Area and should actually be a listed building.
- \*) There will be many more cars in a very limited space and routes and this will be very dangerous for children and adults using the nearby Primrose Hill school but also dangerous for the local people.  
It will destroy a safe environment
- \*) An increased travel and transport movement will have a huge negative impact in the area
- \*) Such a large development on such a delicate site and small and sensitive area will destroy the community
- \*) The change of use and the change of building will destroy the community living in the area and the character of Primrose Hill.
- \*) All the units are suitable for continued business and should be protected.  
This businesses bring employment, creativity and money to Camden and Primrose Hill and loosing them would have a devastating effect on the area.





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**Subject:** Planning App 2013/6589/P

I have run Clare's Kitchen for 26 years in Chalcot Road and with my desk in the window have therefore watched the traffic flow and seen the ups and downs of the street.

Firstly, when there has been a fire or accident the ambulances and fire engines often get confused by the one way systems and the islands in the middle of the roads and this delays their approach to any event.

Secondly, the street gets very chaotic in the school drop and collect times and I have seen many a near accidents again due to the one way systems etc.  
Outside Primrose Hill School there are cars everywhere at those times. It is a quiet backwater and should remain thus.

It would be very dangerous indeed with heavy lorries etc, which would inevitably happen, if this planning was allowed to go through.



[www.clareskitchen.co.uk](http://www.clareskitchen.co.uk)

For recipes Google CNJ RECIPES and you will find plate fuls!

How about renting my cottage near the Helford River?? See website.



**Subject:** Utopia Village

Dear Ms Tania, App No2013/6589

I would like to express my objection to the above proposal, which asks for planning permission to convert offices at Utopia Village into 53 units of accommodation.

This is a really absurd attempt by developers to exploit recent governmental relaxation of planning rules by jamming as much accommodation as they can get away with into a small and almost inaccessible plot of land. It would create a wildly over crowded environment involving enormous problems of access and parking both for those using such accommodation and for the existing residents of the area.

Furthermore this intensification of traffic in the immediate area would pose a considerable threat to the safety of the children attending the nearby primary school, as well as to the children already living in the area. I very much hope that you and your colleagues share my reservations about this proposal, which is a preposterous try-on, and will totally reject it.

Yours sincerely,

[Redacted signature]



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For Skelli Yaoz, Fania

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

Dear Ms Skelli-Yaoz

The change of use at Utopia Village to 53 residential units is a drastic one in the very heart of Primrose Hill. One of the most significant impacts will be the transport impacts on what has hitherto been a relatively calm area. These effects are far from adequately assessed in the transport report that accompanies the application. We need to have a much clearer and more detailed analysis of vehicle and other movements, for accessing and servicing the needs of the 53 households and how these will impact local residents and businesses that have competing needs.

Sincerely





**From:** DONNA KING [mailto: [REDACTED]]  
**Sent:** 04 November 2013 17:07  
**To:** Skelli-Yaoz, Tania  
**Subject:** 2013/6589/P. stop Utopia from becoming residential

Dear Tania Skelli-Yaoz,

I would like to object to Utopia Studios switching from business to residential because I think it will cause too much disruption to our neighborhood.

Tucked behind in such a small area, there will be a congestion of cars and vehicles, leaving little room for service vehicles, emergency vehicles, and parking of cars.

It is a runaway home for the children of our local Primrose Primary School, which will make it more dangerous for the children walking home from school.

Also I'm concerned about our lovely cafes, and restaurants, namely Absinthe, which have done such a wonderful job sustaining our local, idiosyncratic feeling.

We don't want Primrose High Street small business owners to be pushed out, due to lack of local people who come to work daily in the area, creating business for the small shop owners.

We do not want franchises here.

Thank you for your kindness and consideration in advance,



[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** 2013,6589/P

Dear Tania,

As a Primrose Hill resident, I would like to ask you to consider thoroughly the application of the **Change of use from Offices (Class B1a) to Residential units (Class C3) at Utopia Village.**

In my view this is going to have a negative impact on local business. I am owner of a small company myself and I find it extremely difficult to find offices near our house. I have two small children and I need to be near for the pick up and drop offs to the local school. And I know about a few people who have been looking for offices for a long time and stay on waiting list.

Primrose Hill is historically an artistic and creative area and if it becomes purely residential with no business, it will loose its flair.

Also by "cancelling" business here in Primrose Hill, the area will become just full of people who work but also buy their food etc. outside the area or get deliveries from Ocado etc. There will not be sufficient interest in local shops as locals can only buy here during the weekend. I am sure you know this has been an issue for all local stores.

Also, we have moved to our flat on Chalcot Road Chalcot Square side 2 years ago and I notices a significant increase of vehicles parked on our street and unlike 1 year ago, I struggle to find a parking space on our street. With further residential properties this problem is going to increase.

Moreover the traffic in general is increasing, taxis, emergency vehicles etc. and it is becoming less safe for all of us.

Please take all above into consideration.

Thank you for your kind attention.

Kind regards

[REDACTED]





For Skelli-Yaaz, Paris

**Subject:** application no: 2013/6589/P

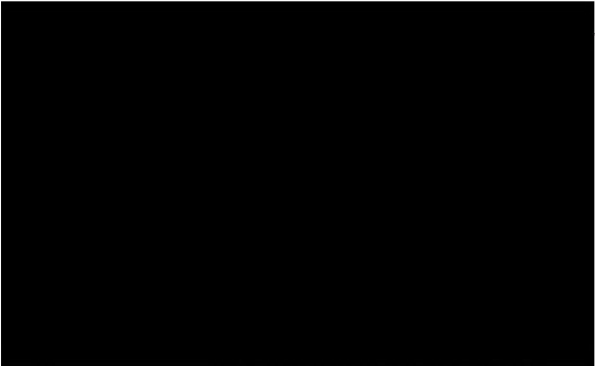
Dear Ms Skelli-Yaaz,  
I object to the above application on the following grounds:

1. The change of use will create a considerable increase in traffic, both private and services ( delivery, removals, etc.) in what is now a relatively quiet area and which includes in the vicinity a primary school and several nurseries. This alone should be a determining factor in quashing the application.
2. The area in question is currently a balance of residences, small businesses, restaurants and vital local services( library, community centre, playgroups,etc ) and any increase in the first of these would result in the loss of daytime business with consequent loss of jobs.

Such a large development in such a small area would, in my view, be extremely detrimental to the life of Primrose Hill village with its current eclectic mix and I therefore offer you my very strong objection.

Yours sincerely,





**To:** Skelli-Yaaz, Tania  
**Subject:** 2013/6589/P

Dear Tania,

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

There will no doubt be a 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 travelling to and from the nearby Primrose Hill school.

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 into consideration and refuse the planning application.

Kindest regards,



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com]

to: Skellin 1802, Tanna

Subject: Fw: Objection to planning application for Utopia Village

Subject: Objection to planning application for Utopia Village

As a resident of Camden [REDACTED] and a regular visitor to Primrose Hill and a loyal customer of Triyoga, I thoroughly object to the Utopia Village Planning Application for the following reasons:

There will no doubt be a 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 travelling to and from the nearby Primrose Hill school.

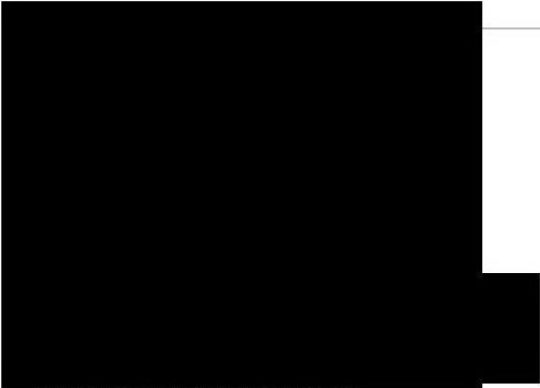
I also understand that there are concerns about access for emergency and service vehicles into and within the site. The transport report presented by the applicant is not sufficient to assess transport and travel impact of what is a very large development in a small and sensitive area.

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

I look forward to your response,

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**Subject:** Utopia Village Planning Application: 2013/6589/P

Dear Ms. Skelli-Yaoz,

I am writing to object to the planning application for Utopia Village for the following reasons:

- 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
- Point 1 presents a very clear danger to children/ adults travelling to and from the nearby Primrose Hill school (Chalcot Road is currently a safe route to the school)
- There are concerns about access for emergency and service vehicles into and within 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 conservation area.


The council has obligations to the following:

- a) To ensure that any future change of use and planning applications related to this site is accompanied by adequate consultation due to the technical nature of any requested change of use.
- b) Such change of use or planning application should contain adequate restrictions that anticipate and mitigate against the issues and concerns raised by these grounds of objection.

Please do not allow this application to go through as it will lead to the decline, decay and eventual death of Primrose Hill.

Your faithfully,





**Subject:** Application number 2013/6589/P

Dear Tania,

I wish to object strongly to the proposed change of use of office space at Utopia Village in Chalcot Road. The reasons that I have for objecting to this change are as follows:

1. Road Safety would decrease due to an increase in cars, taxis and delivery vans in a very quiet street where many small children walk to school. I use this road at least 5 times per week with my son and would be very concerned by the traffic impact and reduced road safety.
2. Access to the Utopia Village site is constrained and would be detrimentally impacted by the additional cars that would be seeking access and or parking in the street.
3. The mixed economy of Primrose Hill is a unique and attractive aspect of this neighbourhood – the move towards more residential and less business space would be detrimental to the character and mix of shops, businesses and cafes in the area.
4. Since it is a conservation area, I am surprised that such a large residential development would be permitted owing to the far-reaching impact that this would have within the conservation area and its businesses and services.
5. The national government introduced this policy of allowing changes of business use into residential use in order to improve the supply of affordable housing in places where commercial space was being under-utilised or sitting empty. We do not need additional residential housing of the expensive variety that would be developed. I understand that the property developer has been predicted a £10 million profit from this change of use, and so clearly must be planning very expensive homes indeed.
6. The site does not suffer from empty, derelict or under-utilised space and so this is not an example of what the policy was intended to achieve. Camden Council appear to be facilitating the profit-making motives of the property developer in this case rather than improving either the supply of affordable housing or the better use of empty space.

Thank you for considering my objections ahead of the deadline of November 8<sup>th</sup> – as a trustee of the Primrose Hill Community Association and local resident of many years, I have a deep connection to the

neighbourhood, while enjoying positive change and progress when it is justified.

Best regards, Eleanor



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This message is provided for informational purposes only.



**Subject:** 2013/6589/P

I am writing in objection to the planning permission for Utopia Village. A national suspension of the usual planning process for change of use of premises from business to residential\* means we have lost our right to object to a development on the grounds that it will wreck our local economy and the historic character of our neighbourhood.

This is exactly what is happening in hitherto vibrant mixed areas like Primrose Hill. 1. The site is currently suitable for business use and should be protected under policy DP13

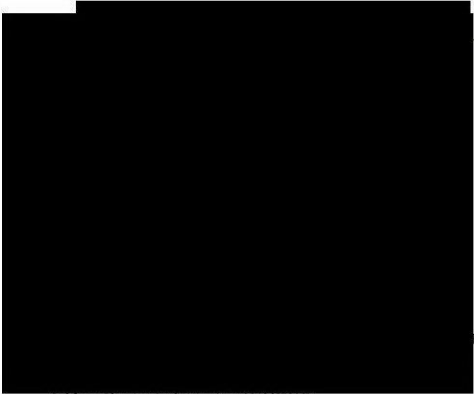
2. The site is within a conservation area but these proposals are totally out of keeping with the character and appearance of the area.

3. The application does not take a holistic approach to all buildings on the site or the detrimental effects to the surrounding area.

Please take the above into consideration.

Regards,





ex=-1>

**Subject:** Planning Application No : 2013/6589/P

**Utopia Village, 7 Chalcot Road NW1**

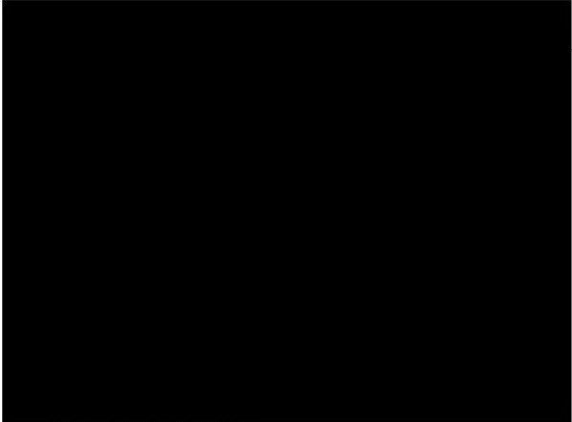
I would like to object to the proposed change of use from business units to residential flats the following grounds:-

- The continuous work traffic is going have a huge impact on Primrose Hill's narrow Victorian streets. It will create massive vehicle noise, dust and pollution 6 days a week.
- Utopia Village is so close to Primrose Hill school & the con-going heavy transport; skips, machinery and lorries will be dangerous and pose a threat to young children
- There isn't sufficient space or access for vehicles to the proposed 58 properties (assuming all 58 properties own 1 vehicle each).
- There isn't enough room or access for emergency vehicles

Yvonne Kemp







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**Sent:** 07 November 2013 11:57

**To:** Skelli-Yaoz, Tania

**Cc:** Ang Carr

**Subject:** CAMDEN: Utopia Village Planning Application: 2013/6589/P

Dear Tania

We attach a further objection to this application. Our new understanding is that planning permission is required for this development.

Yours sincerely



13/11/2013

[REDACTED]

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

7 November 2013

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.**  
**LPA REF: 2013/6589/P.**

We are the owners of [REDACTED] and are writing to lodge our **OBJECTION** to the notification of the proposed change of use to residential. **We have already objected to this proposal. However, we have more recently been made aware of some problems with the proposal which mean that it should require full planning permission. We now** submit that the proposed change of use is not permitted development and that prior approval is required for the development. Our new objections to the proposal are set out below.

#### External Works

The GPDO considers the change of use of the building; it cannot however approve planning permission for external alterations. If one has regard to drawing ref: 638\_GA01 P6 and 638\_GA02 P2, and specifically the roof lights, one will note that the northern buildings shows rooflights on the rear roof slopes. However, if one has regard to the aerial photographs of the site it is clear that the rear elevations do not currently benefit from such rooflights. The drawings have shown these rooflights as providing light to living space. These do not currently exist and therefore this proposal is seeking to make external alterations to the building for which planning permission is required.

#### Transport & Highways Impacts of the Development

Condition J.2(a) requires a consideration of whether transport or highways impact of the development will require the prior approval of the Council.

Under the application a change of use to 53 flats is proposed. I note that paragraph 1.5 and 6.4 of the Transport Statement indicate that "Separately an agreement has been reached with LB Camden to provide a 'car capped scheme' with no more than 20 car parking spaces." However, the Application Cover Letter simply states that application "proposes to provide a car capped development". There is no evidence of any binding agreement with LB Camden in the case file. No agreement was filed with the planning application nor is the supposed agreement available for comment on the planning website. If such an agreement has been made a part of this application by reference in both the Transport Statement and the Application Cover Letter, it should be included in the public file.

Further, the GPDO does not provide for the existence of such an agreement to be an express condition of "permitted development". The imposition of "car capped" restrictions is clearly a fundamental assumption underlying the conclusions of the Transport Statement. It is also expressly referenced in the application. If the imposition of additional conditions is essential to ensuring that a proposed change of use satisfies condition J.2(a), then by definition the change of use must require prior approval in order to make the change of use contingent on the imposition of such restrictions.

Having regard to the Transport Statement, our comments should be read in conjunction with the Transport Assessment.

- Para.2.3: the Author notes that the site circulation space is constrained. I am concerned that the layout as proposed, including the allocation of 11 parking spaces, will make access for emergency vehicles or other large vehicles difficult or impossible.
- Para.3.5: the closest Underground station is Chalk Farm and is actually 720m, not 680m from the site.
- Para.3.8 & 3.9: National Rail and Overground are 1.8km and 1.3km, respectively from the site.
- Para.3.14: the PTAL score is 2 and is therefore considered 'poor'.
- Para.3.23: the PTAL score is reflective of the poor accessibility of the site to public transport with Underground and rail services being a substantial walk from the site.
- Para.5.4: if the car parking spaces as shown are occupied a typical refuse vehicle will not be able to drive through the mews.
- Para.5.9: it is necessary to provide a direct comparison as one will be able to consider the likely trip generation associated with the development compared to the existing.
- Para.5.13: I fail to understand how they have reached a view that the number of trips would be only one third of the current employment use as they have failed to provide any indication of how they have reached these figures. These figures are purely speculation and as such cannot be used as a basis for evaluating traffic impact.
- Para.6.5: they have not demonstrated that the site has a good level of accessibility. The PTAL score is 2 and thus poor. The site is 720m from the nearest underground services, 1.3km and 1.8km from Overground and National Rail, respectively.
- Para.6.6: the assessment has not actually considered person or vehicle trips and fails to provide a direct comparison, which is acknowledged at Para.5.9. Further, they have offered no assessment of likely vehicle movements associated with the flats or the pressures that will be exerted on local on-street car parking.
- Para.6.7: the report has failed to justify that there would be 'no traffic and transport reasons to prevent the C3 use' - the report is poor and does not offer a direct comparison between the two uses.

Our main concern is that the Transport Statement fails to properly consider the vehicle movements associated with the proposed use and the pressure demands for car parking, together with how that will impact the local highway network. We note the four sites they identify for TRAVL data. However, they have failed to provide an indication of 'car movements' or break the trip generation down. Further, the relative comparability of these sites is questionable; firstly, two of the sites are PTAL scores 3, one has a PTAL of 4 and only the NW3 site has a PTAL of 2 - the higher PTAL scores are likely to place less necessity for a car. The NW3 3NA site (Winchester Mews) is actually the most relevant in terms of location, demographics and accessibility; one will also note that trip generation is greater than the other three comparable examples they have provided.

Further, the SW11, E17, and E1 are not comparable, with the SW11 being an affordable housing scheme and all three locations being differently both socially and economically. One would expect car ownership to be substantially higher for the application site than the three sites identified.

We submit that the 'Transport Statement' prepared by Robert West fails to actually consider the highway and transport implications of the development and is at best poor, and at worst misleading. Based on this assessment, prior approval is required.

#### Car Parking

A CPZ is in operation in surrounding streets between 8:30 and 18:00, which is when there is pressure for car parking as a result of Utopia Village. However, if a change of use to residential proceeds there will be increased pressure for residents parking outside these hours. The Transport Statement fails to even mention this pressure or to consider the current parking stress that is exerted on the car parking spaces locally, or the implications this will have on highway safety. The addition of 53 dwellings is going to generate significant additional car parking demand and movements; the poor PTAL score for the site reinforces this assertion. The Applicant's agents have failed to even consider this matter let alone assess the impact. We therefore submit that the change of use would result in significant

demand for parking that cannot be accommodated locally as parking pressures are already significant. 11 allocated spaces on site is not sufficient.

The only conclusion that one can reach is that the implications of the increased pressure for on-road car parking would have a substantial impact on highway and transportation matters, which could result in highway safety concerns.

#### Summary

To summarise our objection as to why the development is not permitted development and that planning permission should be required are as follows:

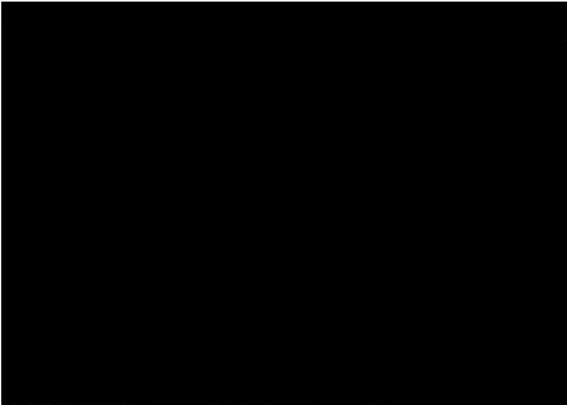
- The proposed drawings show the addition of roof lights to the rear roof of one of the mews building, which would be required to provide natural light to the living areas of the flats. These rooflights require planning permission and a PD decision cannot be made.
- The Transport Statement is poor and fails to properly assess the implications of the change of use, specifically omitting any form of direct comparison between the B1 use and proposed C3 use.
- The Transport Statement fails to consider vehicle movements associated with the proposed use nor likely car ownership levels.
- The site drawings shows 11 allocated parking spaces for 53 flats, The use of the building as flats will result in significant pressure on existing parking provision that cannot be accommodated locally and the CPZ would be ineffective when demand would be at its highest.
- The change of use would have an impact on highway and transportation matters, which should be considered via the submission of a full planning application.

We therefore lodge our objection against this application, as it does not constitute permitted development and the prior approval of the Council is required.

Please keep us updated with progress.

Yours sincerely,





**Subject:** Planning application number 2013/6589/P Utopia Village

Dear Ms Skelli-Yaciz

I wish to object to this application on the following grounds

1. There will be a significant increase in vehicle movement generated by the residents, their visitors, taxis and delivery services in and out of the site via limited access routes
2. This will present a danger to children and adults travelling to and from Primrose Hill School
3. Access for emergency and service vehicles into and within the site may be unsatisfactory
4. The report presented by the applicant is not sufficient to assess the transport and travel impact of this large development.

Many thanks

