

[REDACTED]

Sent: 31 October 2013 10:19
To: Planning
Subject: Application ref: 2013/6589/P

Follow Up Flag: Follow up
Flag Status: Orange

I am writing to object to planning application ref: 2013/6589/P UTOPIA VILLAGE, 7 CHALCOT ROAD, NW1 8LF

My comments are below:-

[REDACTED]

1. The change of use will mean the loss of retail and office jobs. We will lose the special mix of use presently enjoyed by residents, workers and shop/restaurant workers (supported over decades by our local representatives in Camden.)
 2. There will be increased use of cars etc, particularly in evenings and weekends, when presently our children can safely play in the street.
 3. Parking out of office hours will greatly increase (when residents permits don't operate)
 4. Of course, we are daunted by the prospect of increased noise in evenings and weekends and being overlooked as well.
 5. We would hope to be further consulted if this ill judged application is accepted, about the actual plans for the houses, particularly as there is no proper insulation between our house and Utopia Village. (the 1950s construction of the chemical factory next door made no proper provision for separating the properties as both were owned by the same developer/business.
- [REDACTED]



Sent: 31 October 2013 17:56
To: Planning
Subject: Application Ref 2013/6589/P
Follow Up Flag: Follow up
Flag Status: Orange

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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31st October 2013

Dear Tania

OBJECTION LETTER TO PLANNING APPLICATION 2013/6589/P AT UTOPIA VILLAGE, 7 CHALCOT ROAD, LONDON

As a neighbouring resident, I write to object to the proposed change of use from B1 office use to C3 residential use at Utopia Village.

I strongly object to the applicants' claim that there is no transport and highways impact of the proposed development. In fact, there is a substantial impact on local transport and highways and the proposed plan does, therefore, require planning permission. I discuss these matters below.

Parking

The application (and Transport Statement) does not address the critical issue of the stress placed on local highways and parking from the private car use associated with 53 new residential units. The Council allows each household to apply for up to 3 resident parking permits and, therefore, demand from the proposed development would be up to 159 new parking permits.

The area between the 2 entrances to the site consists of 1-14 Egbert St. (where there are a total of 18 parking spaces) and 8-13 Chalcot Road (where there are a further 5 spaces). The existing number of households sharing these 23 spaces is 30 and the spaces are often fully taken. The current ratio of households to parking spaces is 30:23 (1.30), already a level where it is often hard to find a space. This ratio will rise to 83:23 (3.61) under the proposed development, which is plainly too high.

Parking in the Utopia Village development is limited to 11 spaces, so the on-site parking would only be sufficient for a modest part of the likely overall parking demand of 53 residential units.

The claims of the Transport Statement regarding nearby public transport are undermined by the site's PTAL rating of 2 (poor). Should the Council allow this change of use, a restriction/condition should be placed on the development which restricts the residents at Utopia Village from applying for a parking permit on the neighbouring streets to ensure the parking position for existing residents is not exacerbated.

Access

As an office complex, the site can only be accessed during office hours. The entrance to Chalcot Road, in particular, is closed all weekend and from approximately 6pm nightly until 6am (or later) the following morning on weekdays. As a residential site, however, access would presumably be 24 hours a day. This is clearly a very different proposition both in terms of the neighbouring houses but also Chalcot Road, Egbert St. and the neighbouring roads, which would see an increase in traffic outside office hours.

Additionally, the entrance between 6 and 8 Chalcot Road is described as an "access road". In fact, the entranceway is a small gap (3.2m) between 2 houses that was built in the 1860s to allow horse-drawn vehicles into the mews behind. It was never intended for use as a "road" and is already overused. It would certainly not be suitable for the heavy construction traffic associated with a building project on this kind of scale. The last major building work undertaken in Utopia Village caused shaking and visible cracking in the basement walls to 8 Chalcot Road.

This narrow, vehicle access point would also be used by the residents and cyclists of the development. With more pedestrians and vehicles accessing the site more frequently from this entrance 24 hours a day, 7 days a week, this access point is not adequate for this purpose and is likely to cause safety issues.

The configuration of the 11 parking spaces allows only limited space through which vehicles can pass within the site. This poses potential safety issues and would limit the ability of emergency service vehicles to move around the site. Specifically, at the north-east corner of the site, there seems insufficient space for a fire engine to pass.

Equally, where, for example, would a removal van park? Would such vehicles be banned from the site, in which case how would residents move in and out of properties? If not, then how would such vehicles park without blocking the access for other vehicles, including emergency service vehicles?

The vehicular access required for a recording studio (including vans of equipment etc...) is not addressed. Outside the studio, residential parking spaces are shown, leaving nowhere for commercial vehicles to park and no space to move equipment into and out of the studio.

No evidence is provided to explain why car use would decline if the site were used for residential purposes. On the contrary, 53 households would require considerably more vehicular access (for householders, visitors and tradespeople) than 22 business tenants (as currently configured). Note that, at present, some of the office space is vacant.

Road Safety

Chalcot Road was recently designated a 20 M.P.H. area in order to improve road safety. This is particularly important in the context of Primrose Hill Primary School, the entrance to which is at the end of Chalcot Road. The access required for large construction vehicles as well as the requirements of 53 households would appear inconsistent with the Council's on-going policy of improving road safety.

Other Matters

I would also like to bring to your attention that allowing this change of use would provide a high density apartment development in an area which is renowned as a high quality, low density residential area. The residential units would not be provided with any private or communal amenity space on site which is not appropriate for family units.


Finally, the inclusion of a recording studio within a residential complex does not seem sensible.

I very much hope the reasons for my objection, as set out in this letter, are considered carefully by the Council and the Council refuses this application.

I would be grateful if you can keep me informed on the progress of this application.

Yours sincerely,





Sent: 04 November 2013 10:33
To: Planning
Subject: Application ref: 2013/6589/P
Follow Up Flag: Follow up
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Dear Sirs

In respect of the above, I strongly recommend that you turn down the application.

Over the years, Utopia Village in its current form of workspace has become part of the fabric of the area – it is not a residential development. Access, utilities, parking – none of these vital elements are geared up to cater for residential living.

Access – via Egbert Street? An extremely narrow cul-de-sac where even now two cars cannot pass each other. Utilities – Thames Water are currently struggling with the water main. Parking – where?

My garden backs on to Utopia Village. Over the years I have created a peaceful, secluded haven. The wall running along the bottom of the garden gives me privacy and security as there are no windows in the Utopia Village building overlooking the gardens. Can you guarantee this will still be the case? No windows overlooking the gardens? It will totally destroy the life I have created if that privacy is invaded.

Also, the workspaces give life to the area. Without the passage of people going into these offices and workspaces, the area will become another silent suburb. We have all worked hard to make this part of Primrose Hill a community – why should that be destroyed for a developer's benefit.

Yours faithfully





Sent: 05 November 2013 17:24
To: Planning
Subject: FW: Application Ref 2013/6589/P
Follow Up Flag: Follow up
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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.

With kindest regards,



Dear Ms Tania Skelli-Yaoz

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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).
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With kindest regards,



----- End of Forwarded Message

06/11/2013