

Dike, Darlene

From: [REDACTED]
Sent: 27 October 2013 17:20
To: Planning
Subject: Utopia Village Application no: 2013/6589/P Officer: Tania Skelli-Yaoz
Follow Up Flag: Follow up
Flag Status: Orange

I am writing to object to this application on transport grounds.

One entrance to the site is just one vehicle wide with poor sight lines and inevitable traffic problems will ensue if it is used for residential use with frequent vehicle ingress. The other entrance is in a densely parked residential street. Emergency vehicle access is severely compromised if the site were to have residential use with cars parked inside the site. This application has a destructive impact on the local community.

The idea that the site is car-capped is insufficient, it should at the very least be car free. But this then poses the question about taxis, delivery vehicles, cars entering the site, later to be parked off-site on pay and display bays, all visiting the site by use of this very narrow entrance.

The application has 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?

Chalcot Road is a predominantly residential street, and an important pedestrian route, including a safe route to our local school.

Under this application, local employment will be lost, as many current workers at the site shop and eat on the local high street. If the restaurants, cafes and shops are not being used by people working at this site, they will have to close, making substantial changes to the nature of the area. If residential use is approved then Primrose Hill could well become a dormitory suburb rather than the vibrant inner-London village type area it currently is. The loss of the present 17 businesses on the site, with about 200-250 people in employment, is a bad prospect for the survival of the mixed uses of the area, which is a significant element in the character and appearance of the CA.

Many of the people presently working on this site arrive and depart by public transport and vehicle use of the site is minimal, with minimal impact on the heavily parked residential local streets.

The CPZ in Primrose Hill was a carefully designated one and suits the area admirably. To put more pressure on the parking situation by having 53 residential units with cars able to access overnight parking un-governed by permits or daytime parking in the pay and display/shared use bays would be intolerable.

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.

PJ White

[REDACTED]

London Borough of Camden

Town Hall

Judd St

London

WC1H 8ND

Application Ref: 2013/6589/P

Monday 28th October 2013

Dear Tania,

I write with reference to planning application 2013/6589/P concerning the planned redevelopment works at Utopia Village, 7 Chalcot Road NW1 8LH.

The intended effect of the planning relaxation order behind this application is sound: To support an increase in housing supply, encourage regeneration of offices and bring empty properties into productive use. However, this laudable objective is not a reality in practice.

Therefore, I am totally opposed to the plans and object for the following reasons:

- 1, Perfectly viable and vibrant businesses will simply be turfed out by the landlord.
- 2, The plans threaten the all-important community 'mix' and will eradicate local employment and obliterate the daytime activity on which many other local businesses rely.
- 3, The transport effects of the change of use will be seriously harmful and dangerous. The transport study by Robert West is not sound and doesn't fully consider the true implications of the change of use.

- There will be a significant increase in vehicle movements via an extremely limited access route. These two points combined present a very clear danger to the children/adults travelling to and from the nearby Primrose Hill School (Chalcot Road is a major arterial corridor to the school).
- There will be an increase in taxi movements, not to mention deliveries such as Ocado/Tesco etc.
- There will be immense pressure placed on the local parking provision in the area, which is already at breaking point.

In its current form, the planning initiative behind the application is likely to have a devastating effect not just on this community but on communities across the country. Perceived high value sites will become sterile residential hubs and businesses will be pushed to the margins of our towns and cities.

As far as I can see, this planning relaxation order really only serves to line the pockets of opportunistic landlords.

Is this really the intended premise of this order?

The great irony of course is that the unintended fall out of this order could quite easily have been avoided if straightforward common sense had prevailed:

Attach an amendment to the order which only applies to office spaces which have been actively marketed yet have remained vacant for 6 months and exclude those premises which are sited within a conservation area. Simple.

We have just experienced the worst economic downturn in over 80 years. The Government's commitment to the stimulation of growth via the proactive support of the SME has been rife. Yet here we are, enjoying the first tentative fruits of recovery and the Government has unwittingly sanctioned plans which will drive yet another nail in the coffin of a multitude of businesses across the country.

Kind Regards,



Dike, Darlene

From: [REDACTED]
Sent: 28 October 2013 10:35
To: Planning
Subject: Application Ref: 2013/6589P - Utopia village, 7 Chalcot Road, London NW1 8LF
Follow Up Flag: Follow up
Flag Status: Orange

Dear Sirs,

Utopia Village, 7 Chalcot Road London NW1 8LF
Change of Use from offices (Class B1a) to 53 x residential units (Class C3)

I am writing in relation to the proposed planning application/change of use to Utopia Village.

I am TOTALLY AGAINST THE CHANGE OF USE Primrose Hill village has a good balance of residential property and local businesses, Utopia Village provides employment and encourages smaller business to flourish which is positive in a recession.

This re-development will put a bigger strain on the local schools, local government, social services, environment (garbage and recycling), dentists & doctors surgeries as well as hospitals all of which are already overcrowded. There is also the question of parking, how will our small streets accommodate 53+ vehicles? More environmental damage.

Utopia Village backs onto the rear of my property and I will be subjected to years of unacceptable disruption and noise = drilling, hammering, dust, vehicles in and out of Utopia Village and no privacy. We have suffered 4 years of on-going refurbishment to my neighbours houses which are necessary, this project isn't necessary.

Dike, Darlene

From: [REDACTED]
Sent: 28 October 2013 12:54
To: Planning
Subject: reference: 2013/6589/P
Importance: High
Follow Up Flag: Follow up
Flag Status: Orange

Dear Sir

I write in respect of the above referenced application to change the use of Utopia Village from offices to residential.

It is my belief that this application is inappropriate because the local services and facilities are insufficient to allow such an increased density of occupation. In particular:

- There is insufficient parking for 100 or more additional residents and visitors.
- The electrical, communication (including internet), gas, water, sewage will need substantial upgrading to be able to handle such intensive use on a 24/7 basis - compared with c. 8/5 today.

Kind regards



Dike, Darlene

From: [REDACTED]
Sent: 29 October 2013 10:00
To: Planning
Subject: 2013/6589/P (associated reference 2013/511/P)
Follow Up Flag: Follow up
Flag Status: Orange

I object to the planning application for Utopia Village on the following grounds

1. Insufficient information on the transport and highways impact. No evidence that residents and visitors will be able to access the site by means other than private car. Buyers who can afford the market rate for these homes will have cars. Traffic generation and lack of parking will be a major problem. Addressing the transport and highways impact of 57 new dwellings without dealing with the car ownership, parking impacts on the site and the surrounding community is a clear missing in the Transport Report
2. Insufficient/erroneous information on the contamination risks of the site. Previous businesses and workshops have used paint, solvents, heavy metals, chemicals and plastics over the last 50 years plus.
3. Lack of any details in any plans regarding windows, doors balconies, external materials, design and layout
4. Such an intensive development, backing on to scores of existing back gardens will create privacy issues and noise and light pollution
5. Loss of particular type of land use, Primrose Hill is a community that depends on a mix of small business and residential
6. Building work on going for so long close to so many dwellings: noise, dust, heavy plant and kit movement, builder activity during construction
7. What is the meaning of a conservation area if this work goes ahead? Why not turn the Lansdowne pub into a casino?. Maybe we could sell our house and turn it into a multi-story car park?

Kind Regards

