

Planning application number..... 2013/S111/P

Planning application address..... 7 Chalcot Road

I support the application (please state reasons below)

I object to the application (please state reasons below)

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Your comments

LB Camden
FINANCE

29 AUG 2013

CENTRAL MAILROOM
Registry Support Office - 02

Please see attached.

Please continue on extra sheets if you wish

12 August 2013

Dear Tania

OBJECTION LETTER TO PLANNING APPLICATION 2013/5111/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 57 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 171 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 97:23 (4.22) under the proposed development, which is plainly too high.

Parking in the Utopia Village development is described in the application as "a small number of parking spaces". The exact number is not provided, but, at present, it is rare to see more than 10 cars parked on the site, so the on-site parking would only be sufficient for a modest part of the likely overall parking demand of 57 residential units.

As the site has a low PTAL rating of 2, 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.

No evidence is provided to explain why car use would decline if the site were used for residential purposes. On the contrary, 57 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 57 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.

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.

