

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

Barbara Mitchell
2 Chalcot Road
London
NW1 8LH

4 September 2013

Dear Ms Skelli-Yaoz,

**RE: OBJECTION AGAINST PRIOR APPROVAL APPLICATION REF: 2013/5111/P FOR THE
CHANGE OF USE FROM OFFICES (CLASS B1A) TO 57 RESIDENTIAL UNITS (CLASS C3).
SITE: UTOPIA VILLAGE, 7 CHALCOT ROAD, LONDON, NW1 8LH.
LPA REF: 2013/5111/P.**

I am the owner and occupier of 2 Chalcot Road ("No.2") 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 planning permission 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 P1 and 638_GA02 P1, 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).

Not Permitted Development

Class J.1(b) is clear in providing that development is not permitted if *'the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order immediately before 30th May 2013 or, if the building was not in use immediately before that date, when it was last in use'*. Therefore, if the building falls within a use outside of B1(a) then the development would not be permitted development.

Your attention is called to planning permission ref: 2006/0633/P. This approved the change of use of Unit 8 from B1 (office) to D2 (fitness training facility). Planning permission ref: 2006/2623/P varied a condition of the extant consent to allow an increase in customer numbers. If one then has regard to the 'Utopia Village' website, you will see that Unit 8 is listed as 'One to One Fitness Trainer' (floorspace 2150sqft). (See APP2).

Unit 8 is currently listed on the Utopia Village building directory as "Body Doctor Fitness". If the use of this unit did not revert to B1(a) prior to 30 May 2013, planning permission would be required as the Applicant is seeking the change of use of the entire building as one planning unit to C3 residential. Based on the information before me, the lawful use of the building is in fact in a mixed use of B1(a) and D2. As such planning permission would be required as the change of use would not be permitted development.

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 57 flats is proposed. Of these 35 are capable of providing family accommodation (two-bedroom and above flats). The Applicant indicates that there are 20 car

parking spaces on site, however, these are informally laid out and there is no indication that the spaces will be allocated.

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.
- 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 20 car parking spaces as shown are occupied a typical refuse vehicle will not be able to drive through the mews.
- Para.5.6: no details are included or shown of any cycle parking.
- 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 half of the current employment use as they have failed to provide any indication of how they have reached these figures.
- Para.6.4: 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.6.5: 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.6.6: 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. Upto 20 poorly laid out informal 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.

Contamination Risks

Although the Applicant states the use of the building is offices, there is no discussion regarding the former use of the site. These uses have included piano-making, electrical engineering and pharmaceuticals manufacture; accordingly, there is a risk of contamination that should be considered.

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.
- If Unit 8 was still occupied by the One to One Fitness or other fitness business immediately prior to 20 May 2013, then that would fall within Use Class D2 and therefore the entire building would not be in Use Class B1(a).
- 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 20 poorly laid out informal parking spaces for 57 flats, including 35 family sized units. 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.
- The Applicant has failed to assess contamination risks.

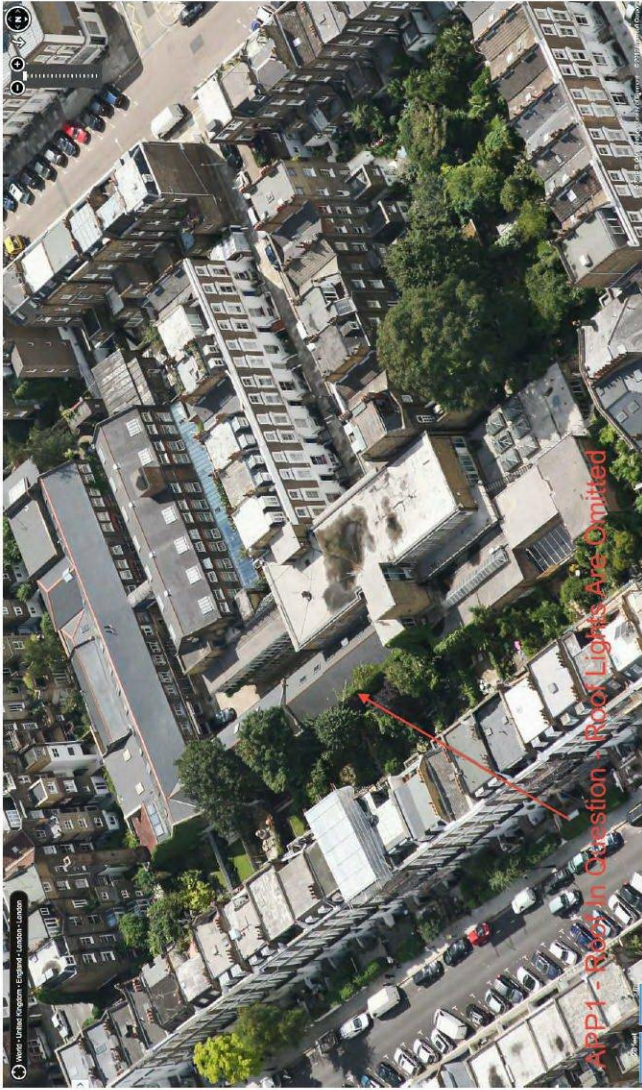
I therefore lodge my objection against this application, as it does not constitute permitted development and the prior approval of the Council is required.

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

Yours sincerely,


Barbara Mitchell

Enc.
Rear elevation aerial photograph.
Excerpt from Utopia Village website.



APP1 - Roof In Question - Roof Lights Are Omitted

UTOPIA VILLAGE

Studio and Office Complex 7 Chalcot Road NW1 Tel: 020 7586 3434

the village

around the
village

units to let

location
& amenities

local pubs
& restaurants

other
utopia sites

Ground Floor

Unit 8

Current tenant:
One to One Fitness Trainer

Total Floorspace: 2150 sq ft



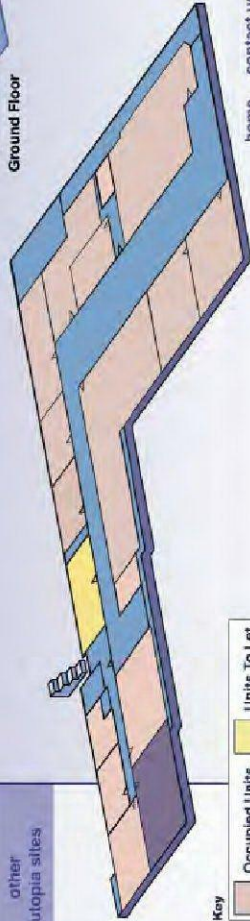
Second Floor



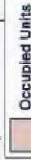
First Floor



Ground Floor



Key



Occupied Units



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