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1F, Crogsland Road, London, NW1 8AY



Mr
Charles Thuairé
2nd Floor
5, Pancras Square
c/o Town Hall
Judd Street
London WC1H 9JE

Dear Mr Thuairé

Vacant site (adjacent to no 11) Crogsland Road London NW1 8HF 2015/0921/P

I am of the opinion that this planning application should be rejected for the following reasons (figures in brackets refer to the 'planning statement submitted as part of the planning application):

(1.3 & 5.3) **The proposals are misleading.** The facilities provided at the new location are not comparable to the existing facilities in terms of size, variety and quality. The design team claims that the new building would re-provide the existing Charlie Ratchford Centre facilities. This is incorrect as regards the accommodation provision in terms of area and location. There is no space in the proposed accommodation for pottery, ballroom dancing, and art classes currently enjoyed by the over 60s in the area. Most importantly the limited facilities provided will be perceived as belonging to the residence of the building and not available to all in the neighborhood. This is their building the present **Charlie Ratchford Centre belongs to all of us.**

(1.6) The proposals **do not comply with the Councils core strategy**
Camden Core Strategy policies CS6 'Providing Quality Homes' and CS10 'Supporting Community facilities' Camden Development Management Policies DP7 'Sheltered Housing and Care Homes for Older People'

(1.7) The **proposed development is of inappropriate scale and design** and it would not contribute positively to the street scene. The potential impact of the scheme on the residential amenity of surrounding properties has been totally ignored and the scheme designed disregards the residents in order to maximize the accommodation provided.

Recent developments along Chalk Farm Road were limited in height to 4 storeys over ground floor shops. The width of Chalk farm Road is more than twice the width of Crogsland road. To allow 6 stories or more for the following on developments is perverse.

32 housing units have been the optimum number in the provision of this type of accommodation for years. The proposed scheme is for 38 units. Reducing the proposed building to 5 stories (31-32 apartments) will be an improvement not only architecturally terms but also will provide better care to the residents for a set number of staff.

The design team claims that the proposed building has been designed to the highest standards of **sustainable design** and incorporates energy efficiency measures in accordance with planning policy. They conveniently ignore the destruction of the embodied energy at the original Charlie Ratchford House, or the energy for demolishing a recently refurbished building and the energy of transporting and disposing off the rubble of the demolition.

The design of the building is a competent piece of architecture. It is unfortunate it was designed before the Denton Estate was refurbished from dark brick building to a white modern Mediterranean villas on grass! Perhaps the architects should be given an opportunity to revisit the brick specification, even the stone cladding. **The major issue** is the bulk and height of the proposed scheme, which together with the lack of a master plan for the area and the proposed development to the other two sites opposite the site in question and the extension of the hotel will turn Crogsland Road into a sunless wind swept canyon.

The South block (3) of the proposed development is not appropriate to the scale of the road. It assigns 'civic' status to what is in the end a modest housing development. Is amenity of open space adequate for an inner London area?

9.2 The pre-application exhibition was a **polished PR exercise**, but I think **consultation** is a misnomer. All suggestion and criticisms were ignored, for example the bulk and height of the building was criticized by several participants. The lack of certain facilities that are available at the present Charlie Ratchford building are not on offer in the new building. Transport safety and congestion concerns were ignored. Daylight and sunlight is a major issue in my opinion and not as presented by the applicants.

I cannot see any substantial revisions of the exhibited scheme to that submitted for planning approval.

The development would give rise to further transport congestion. The majority of the shopping will be over the Internet with a great number of delivery vehicles arriving at all times. Minibuses, taxis, and delivery vehicles will be used to service the needs of the new buildings. Probably executing a 3-point turn due to the fact that Crogsland Road is not an entry road from Chalk Farm Road. The applicants transport statement fails to state this in the transport statement. (2.4.4 Crogsland Road is a two-way road)

Congestion of Pedestrians;

The junction of Crogsland Road to Chalk Farm Road is already very congested most of the time and, irrespective of weather, due to the Enterprise Pub's popularity, the indoor smoking restrictions and the convenience of tables and benches placed on the pavement. It is safe to assume that tables and chairs will be placed on the pavement by the operators of the new restaurant restricting movement along the pavement forcing pedestrians on the road as per Enterprise Pub.

The additional visitors to the new restaurants, cafes and cinemas will make the walk from the Tube station to the homes at Crogsland and Prince of Wales Road an adventure.

Crogsland Cul-de-sac

The solution to the congestion at the junction of Crogsland Road to Chalk Farm Road is the stopping of access to Chalk Farm Road from Crogsland Road for vehicles and cycles. Paving the area from the Chalk Farm Road to the entrance of the Camden Lock Hotel will create a safe 'over-spill' area for visitors to the corner café, hotel, pub new flats and pupils to the School. The 'school rear entrance' is used extensively by the school children in the mornings and afternoons. Crogsland

Road is crowded and unsafe in the mornings due to the 'school run'. A non-through Crogsland road will lessen these problems.

A master Plan for Crogsland Road

The redevelopment that has taken place to date and it is proposed in the near future will change the lives of the existing residence and the appearance and use of Crogsland Road beyond recognition. Camden Planning Department has produced detail plans for areas that are subject to less development than Crogsland Road.

Newly build or under construction development in the immediate area:

158 Prince of Wales Road
176 Zabudowicz Collection
159-167 Prince of Wales Road
Haverstock School
Round House
210-202 Regents Park Road
Stockholm Apartments and shops
The Chalk House and Shops
Belmond Street Redevelopment

Proposed new Development or Under Construction

62 Haverstock Hill
Marine Ices site
Charlie Ratchford Extra Care Scheme
Charlie Ratchford Resource Centre site
Fish processing factory site
Camden Lock Hotel
Round House
100 Chalk Farm Road 100 Chalk Farm Road and probably a few more in the pipeline.

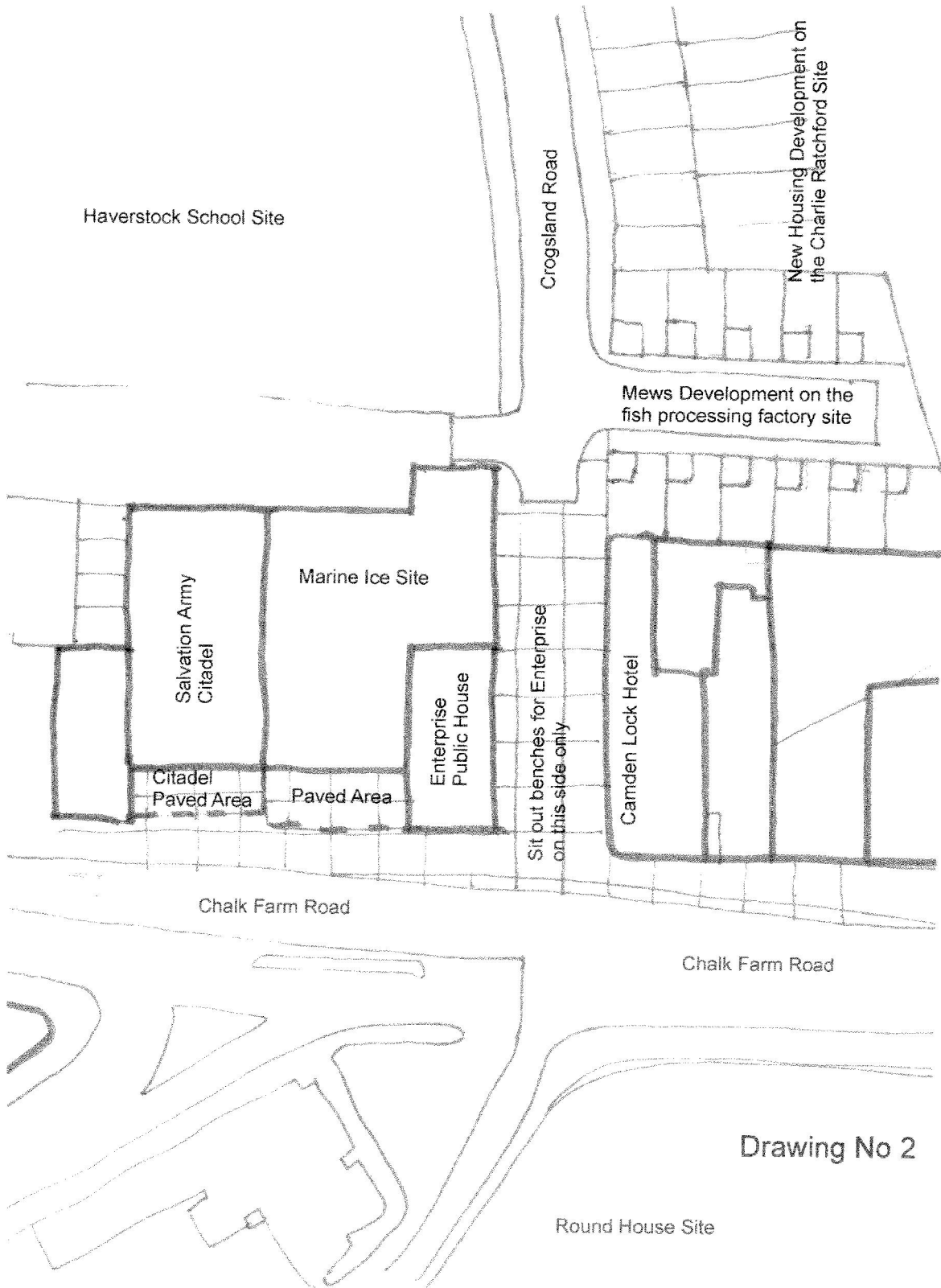
What is required is a master plan for the area to establish the character of the area and the adequacy of the services for the population explosion due to the new development. Is there capacity in the local primary care facilities? Can Haverstock School expand to accommodate the new pupil numbers? Are the existing transport facilities adequate? Can the road capacity cope with the additional number of delivery vehicles? Will there be compensation to the existing residence for living in a building sit the next 5-7 years?

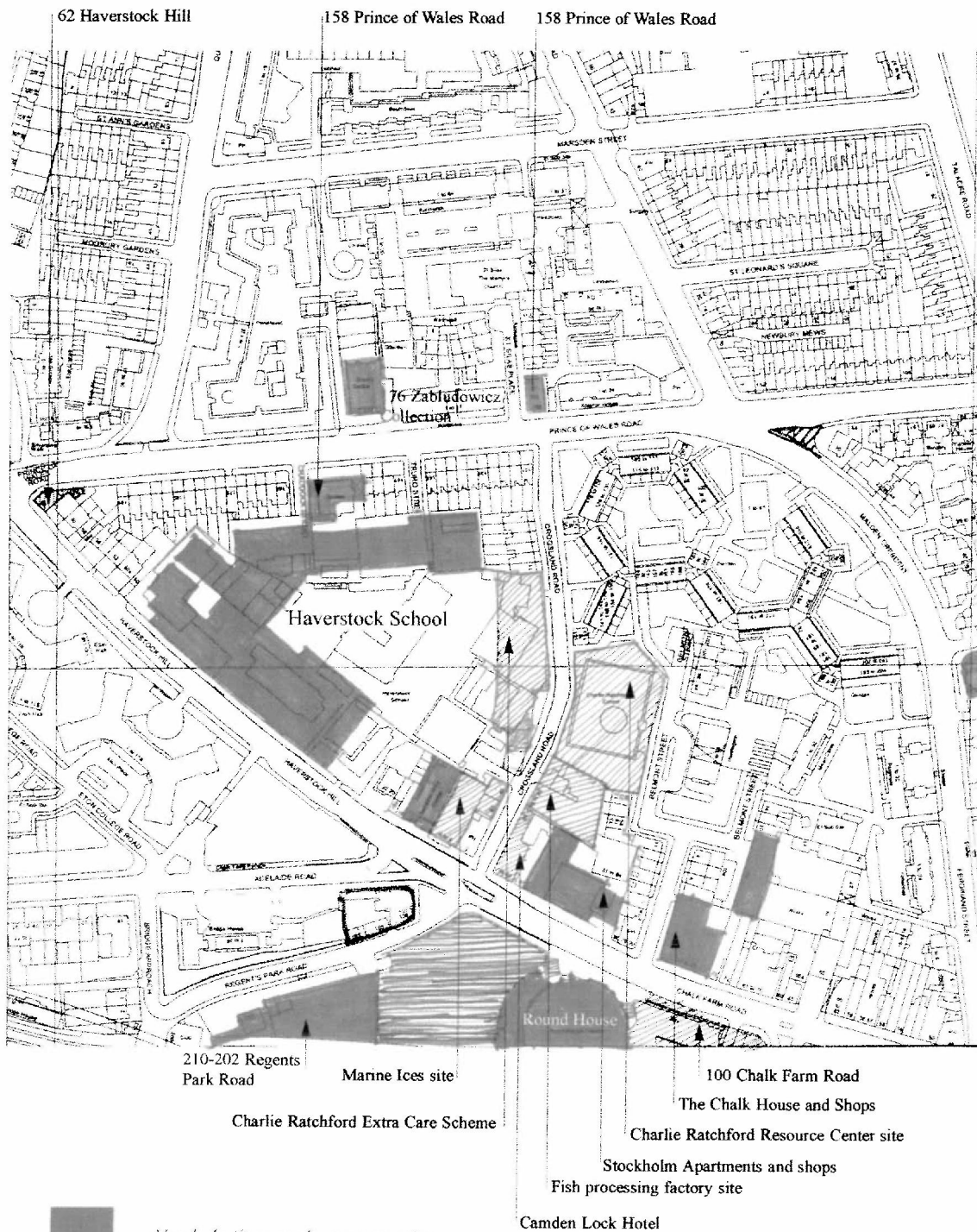
Development control planners are limited by their terms of reference. They can only consider the particular application against the 'generalist' Council Planning policies as opposed to the specific requirements that would be established by the master plan of the area/road.

I attach as well two sketches that illustrate the extend of future development along Grogsland Road and the issue of congestion/safety of pedestrians at the cross roads of Crogsland and Chalk Farm Road, which you may find helpful.

Yours sincerely,

S. Voutsadakis





Drawing No 1