

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/6418/P	Steven Stokes	53 Gilbeys Yard	15/12/2016 16:43:40	OBJ	<p>I have listed all my concerns and objections to the proposed development below. Please accept my apologies if I raise any issues which are not relevant to this 'Scoping Opinion' process. Sadly, I am not familiar enough with the procedure to know what is or isn't relevant. I have also marked the 'Comment Type' as 'Objection' – I hope this is correct. Thank you.</p> <p>I feel that the design for this development is completely out of keeping with Camden and does not respect the setting at all. Tall tower blocks are not welcome at all. The idea of 17 storey buildings will completely change the nature of the whole of Camden (and beyond) as they will be visible from everywhere. The developers have also spoke of a 10 storey 'Marker' building at the entrance from Oval Road / Galleys Yard. How ridiculous! If you live or work in the new development or shop at Morrisons you will know where it is.</p> <p>With reference to the demand on public amenities and services. In short, how will the developers deal with the massive impact that approximately 2000 new residents will create on local nursery, primary and secondary school places? The same question applies to doctor's surgeries and the many aspects of NHS healthcare. Once again, the same question applies to all aspects of social care that Camden Council themselves provide. Whilst I am sure that the developers have to provide some aspects to accommodate these issues, either by building new schools etc or providing the funds to do so, I find it hard to believe that they will provide enough. Ultimately, the existing residents of Camden will suffer.</p> <p>I have serious concerns that Gilbeys Yard will become a drop-off point for Taxis and motorists using the pedestrian & cycle path to access the new development. Residents of the new development will not want to sit in traffic along Camden High Street and Chalk Farm Road as it will cost them extra time and, in the case of taxis extra fare charges.</p> <p>The increase in motor traffic will also put additional strain on the already damaged Cobbled areas of Gilbeys Yard. It is to fair to anticipate that delivery vehicles will also use the pedestrian & cycle path as an access point where suitable for them – parking up in Gilbeys Yard and taking their deliveries into the new development by foot or by trolley.</p> <p>This increase in motor traffic will also greatly disturb the peaceful haven of Gilbeys Yard which in the evening and especially the night time is very quiet.</p> <p>Currently the existing pedestrian and cycle route has light pedestrian use and even less cycle use. There is however a small problem with motorcycles illegally using the route. This is not only anti-social but also dangerous to pedestrians in particular. It is reasonable to suggest that this situation will only worsen as a result of the new development, quite possibly considerably so.</p> <p>I believe that some or all of Gilbeys Yard is listed in some way. This must be taken into account – the historical nature of the old Gilbeys Gin yard must be kept intact and it's fragile nature treated accordingly. This refers directly to the damage, both short and long-term, that any development may cause to the cobbles of Gilbeys Yard as well as to the Interchange building and the horse tunnels. As an aside, please note that during the construction of the Henson, the developers destroyed some of historic horse tunnels. I believe ignorance of the tunnels existence was given as the reason.</p> <p>In view of all of the above I totally object to the cycle and pedestrian path from Gilbeys yard into Morrisons car park becoming a 'main route' into the new development.</p> <p>As an aside, I believe that Gilbeys Yard may be a private road owned by One Housing Group. I would</p>

Application No: **Consultees Name:** **Consultees Addr:** **Received:**

Comment: **Response:**

assume they would have some objections to the idea of using the pedestrian and cycle route as a 'main route' into proposed development.

I have concerns about the provision for the handling of refuse created by both the residents and businesses of the new development. In Gilbeys Yard we have an on-going issue with the residents of recent new developments at the north end of Oval Road and Gilbeys Yard (such as the Lockhouse and the Henson). The residents of both these developments use the Gilbeys Yard resident's bin store areas as their own. In particular, they dump particularly unsavoury items such as waste food and even pet dog faeces. In fact, Cllr Callaghan of Camden Council is in discussions with the relevant parties about this – this shows the seriousness of the situation. In Gilbeys Yard, we also have a terrible problem with fly-tipping, somewhat due to it's cul-de-sac nature. How do the developers intend to introduce what could be in excess of 2000 new residents and yet protect the residents of Gilbeys Yard from such anti-social and unhygienic practices?

In addition, by making the route from the Morrisons' petrol station through to Gilbeys Yard much more of a thoroughfare to visitors and tourists you will only compound the problem we have with general littering in Gilbeys Yard; especially if you are allowed to create the 'potential connections' into Camden Market and the Regent's Canal.

As a result of the inconsiderate practice of the developers of the afore-mentioned Lockhouse and Henson buildings the drainage within Gilbeys Yard is very poor (both street drainage and from properties). The substantial amount of plant machinery repeated driven over the cobbles has resulted in many large areas becoming depressed which has resulted in collapsed gullies within the drainage system. As an illustration of the developer's disregard, and mentioned earlier, during the construction of the Henson the historic and listed horse tunnels below the building were destroyed. As such the various drain and sewerage systems to service any new development should be completely independent of those of Gilbeys Yard.

Following on from this point, there must be very strict controls on the sediment etc caused by the development. The drainage in Gilbeys Yard is very ineffective during periods of even moderate rainfall

Following on from the above, it goes without saying that all vehicles associated with the new development (be they demolition, construction, delivery or other) cannot use Gilbeys Yard for access in any way.

On the point of demolition and construction: a development of this size will require huge amounts of road haulage particularly when considering that the development requires the removal of a manmade hill. This timescale of this project will most likely overlap partially or entirely with that of HS2 plus, undoubtedly, several other developments within central Camden at that time. The resulting dust and air pollution will be immense. It would require great restrictions of vehicle numbers and movement to keep such pollution at an acceptable level which would greatly lengthen the development period. In fact, considering the scale of just this development and HS2 running concurrently, I would be amazed they could abide the various health regulations concerning dust and air pollution.

Furthermore, the plan for this development is to build a large temporary store on the site of the Morrisons petrol station which will be many storeys tall. Only once that is operational will the work on

Application No: **Consultees Name:** **Consultees Addr:** **Received:**

Comment: **Response:**

the main site commence. This will extend the overall timescale of this development by some considerable period of time, months or maybe even a year. A huge amount of dust and air pollution that is completely avoidable – why not simply close down Morrisons until the development is complete? The people of Camden will not starve; there are plenty of other grocery stores in the area. Noise and vibration is also of great concern, particularly as my property directly neighbours the development. How do the developers intend to control these aspects and what provision for redress do they propose if the neighbouring properties are damaged as a result.

It is also worth noting that the roads of Camden are already at bursting point. For instance, Jamestown Road becomes grid-locked most every day with queueing traffic which runs back into Oval Road – sometimes the length of Oval Road. Surely there comes a point when this has to be considered – no matter how much the Council etc may be in favour of a development that provides new social housing. It must also be the Council's responsibility to ensure that traffic flows as reasonably as possible – for public transport, business vehicles and individual car owners / commuters.

From the provisional plans available it would appear that both Gilgamesh and Shaka Zulu will lose their delivery and refuse disposal vehicle route via Morrisons car park. Considering the above it goes without saying that they cannot move such traffic to Gilbeys Yard considering both the vulnerable state of the cobbles and the anti-social hours that such vehicles operate, especially those that collect refuse.

With reference to social housing. How will the developers be made to ensure they provide the correct amount of such properties? It is my understanding that it is common for developers to adjust their plans during the process so that the quoted amount of social housing is provided off site, making more private properties for sale. This must be resisted at all costs; Camden has a fine history of providing social housing especially in mixed environments. The development must not be allowed to break from this.

During the developers original open days it stated on their promotional material that the new development would become 'a quiet residential neighbourhood with new public spaces in the evening'. It therefore follows that to achieve a quiet neighbourhood there can be no bars and restaurants etc in the new development. Such licensed premises offer the opposite of a quiet neighbourhood especially those that are open into the evening and night time.

The developers have stated the 'five conservation areas surrounding the site... will be sensitively considered'. I strongly feel that the size of the development is incompatible with the developer's statement. This is particularly true for the residents of Gilbeys Yard who are the only true direct neighbour to the development and who will suffer greatly, not only the massive scale of the development but also by the developers desire to use Gilbeys Yard as one of the two main routes into the site, something that Gilbeys Yard can simply not accommodate.

Once again, please accept my apologies for any points raised that are not relevant to the Scoping Opinion process. I hope that at least some my points are relevant and of help.
Thank you,

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/6418/P	Karl Lewkowicz	41 Gilbeys Yard Oval Rd NW18HB NW18HB	15/12/2016 15:45:59	WREP	<p>Steven Stokes,</p> <p>What provision will be made for car parking for the additional 1500 – 2000 new residents and businesses.</p> <p>Is there an assessment of the impact on public transport and cars in the area which is already heavily congested?</p> <p>What is the likely impact on local nursery/primary and secondary school places?</p> <p>What is the likely impact on local doctors surgeries and health care?</p> <p>What proportion of the flats will be allocated as social housing and how many will be for families of 4 or more?</p> <p>Will the affordable housing be truly affordable for local people? What allocation of the houses will be made for the disabled?</p> <p>What provision will be made for rodent management? This should be added to the list of environmental controls</p>

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/6418/P	Richard Simpson for Primrose Hill CAAC	12A Manley Street NW1 8LT NW1 8LT	14/12/2016 16:19:50	OBJ	<p>ADVICE from Primrose Hill Conservation Area Advisory Committee 12A Manley Street, London NW1 8LT</p> <p>7 December 2016</p> <p>Morrisons Supermarket & Petrol Station, Chalk Farm Road, NW1 8AA 2016/6418/P</p> <p>The Advisory Committee has been involved in active pre-application consultation with the applicant. The Committee is very concerned indeed that a full assessment be undertaken to include:</p> <p>Heritage assets in and surrounding the application site, including Listed Buildings and their settings, other neighbouring positive contributors in adjacent conservation areas, significant views of and from adjacent conservation areas, locally listed buildings, and other relevant heritage assets, with full regard to the NPPF on the protection of heritage assets and the preservation and enhancement of conservation areas. Our current advice on the scheme currently under discussion is that it is seriously harmful to a range of heritage assets.</p> <p>Archaeological survivals from the nineteenth-century industrial development of the area are of special significance in the area. We are not convinced that the applicant's reports present an adequate survey of possible survivals or assessment of their significance. We do not agree that they are not of importance: that should be for a full investigation through the EIA process to establish.</p> <p>Traffic: we are concerned at the scale of car-parking proposed on the site and the conflict with the requirements of the Paris accords. We are also concerned about the impact on air-pollution and the health of residents and their families.</p> <p>We are concerned about the safety and security of users and residents. We note the observations of the Met Police on the need for 2.4m high fencing to secure areas of the site and seek a full EIA on personal safety of users and residents.</p> <p>Richard Simpson FSA Chair</p>

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2016/6418/P	Olga Ahmed	18 Gilbeys yard Oval road London NW1 8HB	11/12/2016 13:56:17	OBJLETTE R	<p>My family have lived in Gilbeys Yard for the last nine years. I think the new redevelopment will significantly affect quality of our life. We are already going to be affected by the HS2 development with a lot of noise and disruption to our lives. The new development on the site of Morrison's parking grounds will bring additional years of noise and disruption. It will reduce the amount of light, add to the noise, pollution in the area and restrict access to Chalk Farm Road for pedestrians and cyclists. We do not want several new tall buildings built right next to our doorstep, it will reduce privacy and amount of daylight that is already minimal on the north western side of our houses. If developers will still get the planning permission we want to see something done for the local residents to compensate significant disruption to our lives. We want the number of houses planned reduced and height of buildings restricted to no more than three storey houses that would not reduce amount of daylight we are getting now. We would like to see well-lit public green spaces and safe children play areas for different ages in the new development that would be accessible by any Camden resident.</p>
