

Planning Application Details

Title Mr.
Your First Name Robin
Initial C
Last Name Hamilton
Organisation
Comment Type
Postcode NW17TX
Address line 1 Flat 10
Address line 2 The Iceworks
Address line 3 36 Jamestown Road
Postcode NW17BY



Your comments on the planning application

While I totally understand that there is a need for housing in the borough, I feel that that the proposed development is not in keeping with the existing buildings in the area.
While most existing buildings in the vicinity are five to seven storeys high, the proposed development has buildings up to fourteen storeys high which will dominate and change the character of the area.
Buildings over seven storeys high will also adversely affect the views and light of neighbouring buildings.

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Type Comments on a current Planning Application

Planning Application Details

Title Mrs.
Your First Name Simone
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Organisation
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Postcode NW3 2DW
Address line 1 Flat 21Eton HallEton College Road
Address line 2 LONDON
Address line 3
Postcode NW3 2DW

Your comments on the planning application I am extremely concerned by the proposed developments in particular with regards to:

1. The design, size and height of new buildings or extensions:
redevelopment of the main supermarket site to include the erection of seven buildings (Blocks A, B, C, D, E1, E2, F) of up to 14 STOREYS...this will be visible from Primrose Hill including the conservation area - undoubtedly an absolute eye-sore.
The impact of new uses of buildings or of land
loss of light and the privacy of neighbours: the detrimental loss of light from the 14 storey building
The impact of noise from plant equipment - the area is already congested and affected by heavy traffic, as well as the HS2 proposal this is going to cause gridlocks, significant noise and air pollution.

About this form

Received on 02/08/2017
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Planning Application Details

Title Mr.
Your First Name steve
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Postcode n19 4rn



Your comments on the planning application

I believe that the application should be rejected.
The number of parking spaces (300) to be provided for shoppers at the Morrisons superstore is inconsistent with Camden and Transport for London policy to reduce the use of private motor vehicles because of the damage they cause to the environment, the health of citizens and the freedom of movement and safety of people not using cars. The location of the site means that the pollution produced by cars driven to the superstore is very likely to damage the health of the large numbers of visitors to Camden Market and reduce their enjoyment by restricting their movement around the area. This makes the site unsuitable for this type of development.
I have regularly cycled, and walked in the area, since the 1970s , the area has got worse over the years, now with far to many #HGV and traffic movements making the whole area unpleasant

i support the intention to maintain and improve the cycle route linking Gilbeyâ€™s Yard to Chalk Farm Road, since this route is presently sub standard and does not encourage less experianced cyclists to use the route.

I do not think the plans provide an improvement.

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Type Comments on a current Planning Application

Planning Application Details

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<i>Contact number</i>	07831353096

Your comments on the planning application We OBJECT to this application for the following three reasons, which we have tried to keep brief and to the point.

1 Density of dwellings. We consider that cramming over 500 dwellings onto this site will result in severe overcrowding. This area of uncovered car park provides a welcome breathing space in the densely built up environment of Camden Town, and whilst we support the provision of additional housing in the borough, and we understand the need to repurpose this space, we would prefer to see a plan for low rise housing with wider streets and common area, much in the style of GilbeysYard and Juniper Crescent.

2 Poverty of provision for social housing. We would prefer to see an extension of a housing ownership scheme onto the car park area, with no private ownership. Camden is in dire need of low cost rented housing for our support workers and key workers, such as teachers, police and ambulance. They are being priced out of the market and this development does nothing to curtail the constant erosion of affordable housing in the Borough.

3. We cannot see any plans for the provision of additional services, such as GP surgery, library, pharmacy, school and community centre etc. Our essential services are already stretched, with closures not helping the situation, and this proposal does nothing to help redress the balance.

And finally, we should like to ask the Planning Committee to consider the impact of three major developments happening concurrently in this very small area. There should be a strict timetable for works, should any part of this proposal be approved. We who live in this part of Camden are facing years of disruption to our lives due to the impending redevelopment of .Camden Town station running alongside the works for Hs2. Any works on the Morrison's site must either be completed before the other two projects are started or starting the Morrison's redevelopment must wait until Hs2 and TfL have finished their works.

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Planning Application Details

<i>Title</i>	Mr.
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<i>Postcode</i>	nw18hb
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<i>Contact number</i>	02074825100
<i>Your comments on the planning application</i>	<p>The privacy of Gilbeys Yard residents will be taken away by the proximity of the new buildings to their bedrooms; in many places the distance will be less than the 18 meters guideline.</p> <p>Buildings height is not in line with other buildings in the area, especially the 11 floors one very close and imposing over Gilbeys Yard.</p> <p>Bins for block D and E1 are too close to Gilbeys Yard, Developers greatly underestimate the number of people that will be passing through Gilbeys Yard from the proposed new development. Developers admit key traffic routes will be congested to capacity, leaving no room to other developments within the framework.</p> <p>The design of the petrol station and the variety of materials used in the construction of the complex will clash enormously with the historic buildings that surround it, many of which are Grade 2 listed.</p>
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<i>Contact method</i>	Self service
<i>Type</i>	Comments on a current Planning Application

Planning Application Details

<i>Title</i>	Ms.
<i>Your First Name</i>	Lynn
<i>Initial</i>	L
<i>Last Name</i>	Caufield
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<i>Postcode</i>	NW1 8HB

GILBEY'S YARD

1. The privacy to habitable rooms at the rear of Gilbeys Yard, which are mainly bedrooms, to the proposed development is less than the 18m guideline in several places:
Block E1 Levels 1-4 living room windows and corner terraces range within 10-14m with Level 5 upwards bedroom windows being within 11m. Block E2 rear living rooms are within 15m. Block E2 rear landing windows are within 15m and are not shown as frosted.
2. The general height of the development is too tall, dominating all that surrounds it. Of particular concern is the very tall Block E1 at 11 storeys high. It is very close to and overlooks a great deal of Gilbeys Yard.
3. The single storey building at the south-west end of Block D should not be a retail unit as it will cause great disturbance especially for those whose properties directly neighbour the alleyway through to Oval Road. These properties have north facing bedrooms that would directly face and/or overlook this large retail unit.
4. The communal bin stores for Blocks D and E1 have been placed at the point where they are as close to Gilbeys Yard as is possible. This is unfair and disrespectful to the residents of Gilbeys Yard.
5. The number accessing the site via the Gilbeys Yard alleyway will be far greater than the developer suggests. Leaving the 'car-free' site by this route offers many advantages over leaving via the Chalk Farm Road route by the petrol filling station:
 - 5a. It is the quickest route to Camden Town station. Camden Town offer more options than Chalk Farm station and is more accessible escalator based rather than elevator based.
 - 5b. The choice of bus routes from Camden Town is far greater than those available from Chalk Farm Road and Chalk Farm station. Virtually all Camden bus routes stop at Camden Tube.
 - 5c. Cycles will logically favour this entrance over the dangerous junction at Chalk Farm Road as it will take them on to the relative safety of

<i>Received on</i>	10/09/2017
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<i>Type</i>	Comments on a current Planning Application

Planning Application Details

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Your comments on the planning application

THE single storey building at the south-west end of Block D should not be a retail unit as it will cause great disturbance especially for those whose property directly neighbour the alley way through to Oval Road . These properties have north facing bedrooms that would directly face and or overlook this large retail unit. concerned about antisocial aspect of the nighttime economy affecting residential areas, over development .

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