

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2014/6068/P	Nigel Talamo	flat 7 14 Guilford Street WC1N 1DX	04/11/2014 14:55:35	COMMNT	<p>I write this as a personal view and do not represent anyone else. I live and work at 14-16 Guilford Street, which is directly opposite the proposed development. Good new buildings should have a positive effect on the local environment and it is important that I pay attention to the proposals so that I can be assured that three years of construction and associated disruption will deliver something good for the neighbourhood. Previous projects associated with the hospital (Botnar, Mittal in particular) have been run smoothly. I hope that they apply the same management protocols for this Research Centre.</p> <p>In principle, I have no objection to the proposal to build a new Research Centre on Guilford Street. I very much like the clear frontage and the way the building will overhang the pavement. It is hard to comment in detail as few details were presented at the consultation. However from the presentation and after speaking to a couple of designers, there are a couple of issues which do concern me.</p> <p>Firstly I am concerned about the traffic management proposals. I do not think that Milman Street is suitable as a site for a loading bay. Milman Street is narrow and quiet. The main traffic is kids going to the primary school. Trucks will have difficulty turning around forcing them to drive around the block which will create unnecessary traffic and pollution in Milman Street, Rugby Street, Great Ormond Street and Lambs Conduit Street. It will also deprive the residents of even more resident parking spots. By filling in the light-well on Guilford Street, your designers have cleverly created extra width to the Guilford Street pavement. This extra width and the cunning re-modelling of Guilford Place offers 2 opportunities for sympathetic loading bay locations. Guilford Street, with its added pavement width has plenty of space for a loading area. Alternatively a loading bay could be incorporated at the Western end on Guilford Place. Here, the pavement is wide and trucks, after unloading, could drive around the toilets back onto Guilford Street. No parking spots will be lost, less pollution is caused and local traffic will not be held up.</p> <p>My second concern is the size of the glazed roof extension. I see that it will be set back on the Guilford Street and Guilford Place sides. This is a clever way to make a big box less overbearing and therefore aesthetically acceptable from Guilford Street and Guilford Place. However, your proposals show that it will not be set back on the Milman street end. Unlike Guilford Street, Milman Street is entirely residential. A box extending 5 metres above the main volume of the building, severely deprives the residents of this end of Milman Street much needed light. In my particular case, the box as it is proposed, will add around 18 degrees to my angle to the sky. If the box was set back on the Milman Street side, as it will be on Guilford Street and Guilford Place, then the proposal will be much more acceptable. Milman Street is only 15 metres wide building to building. I would hate to see it become canyon like.</p>