

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2014/6068/P	Peter Wilkins	WC1N 3EG	12/11/2014 07:25:42	COMMNT	<p>The proposed design for the CRRDC building is welcomed with some reservations/concerns:</p> <p>Comment 1. Goods servicing of CRRDC building a) The proposed gross building accommodation has more than doubled in size the existing accommodation yet the provision for goods servicing is not fully incorporated within the curtilage of the site. It would appear to be an overdevelopment of the site if this cannot be achieved.</p> <p>Is it not a requirement of Camden"s development policy for a proposed development of this magnitude to provide servicing within the site boundary , incorporating forward vehicle access, forward vehicle egress and probably a provision of dock levellers?</p> <p>It would be assumed that the proposed building will have a design life exceeding 25-30 years yet the design statement rather unrealistically states the total servicing provision to be delivery/collection by small vans/motorcycles. Would it not be realistic to provide for the transport of even small items collectively on pallets, employing three axle vehicles, if not articulated vehicles? Without a loading bay pallet deliveries will be on to the highway and across the pedestrian pavement. It will also be case with the use of small vans that a trolley across the pedestrian pavement is employed, conflicting with residents, other pedestrians and in particular a primary route to and from the local school in Millman Street. b) It is understood that liquid nitrogen will be frequently delivered to the CRRDC building. This activity it would appear will be conducted in the street or on the pavement. There appears to be no cognisance of the HSE communication (offshore information sheet 4/2008) which addresses the risks posed by exposure to inerting gases in open and apparently well ventilated spaces. Risks identified with this activity offshore must be even more relevant within a London residential street, particularly in the proximity of a school. The planning application under section 24 makes no reference to liquid nitrogen as a hazardous substance. Would it not be precaution against any such risks to contain the delivery operation within the curtilage of the site where conditions may be carefully regulated?</p> <p>Comment 2. Proposed provision of comparable alternative residents car parking spaces is unclear. Will the proposed designated vehicle loading/unloading space be exclusively for the use of the CRRDC, or will there be shared use with other businesses within Millman Street as well as occasional deliveries to private properties in Millman Street. As proposed a section of Millman Street with a single yellow line will be lost which currently facilitates the requirement for deliveries/collections to properties other than the proposed CRRDC.</p> <p>Comment 3. CRRDC"s goods entrance and the anticipated waiting by taxis/private cars attending the CRRDC is likely to create increased/disruptive traffic movements in Millman Street.</p> <p>Construction method statement. a) A further limitation is requested of the contractor"s working hours to 8am-6pm Monday-Friday, without Saturday working. Purpose: Opportunity for sustained health and well-being for local residents throughout demolition and construction programme, by means of a respite for whole weekend. b) Dust and noise monitoring on a frequent, as well as regular basis. The statement does not confirm frequency but it is suggested that this may be at least weekly and perhaps daily during key operations. Purpose: Health and well-being of residents, particularly within immediate vicinity of the site.</p>