

| Application No: | Consultees Name: | Consultees Addr: | Received: | Comment: | Response: |
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| 2014/6068/P | Peter Wilkins | Flat 4 Coram Mansions 64-68 Millman Street London WC1N3EG | 29/01/2015 22:42:27 | COMMNT | <p>Comments regarding amendments to planning application 2014/6068/P.</p> <p>The proposed CRRDC building sets out to achieve some 105% planning gain in gross floor area. The public realm (Millman Street) appears have been hijacked to achieve this and serve the apparent vanity of a private, internal architectural atrium space. Maximising the CRRDC accommodation schedule appears to take priority over an existing residential street, where a number of compromises are perceived to appear.</p> <p>Goods Bay.</p> <p>The goods bay falls short of maintaining forward access and forward egress in accordance with Camden Council development policy and in any case good practice for development of this magnitude in a central London location. It is suggested that a vehicle turntable should be incorporated but it is understood that the Trust has discounted this proposal because the number of consulting/examination rooms would not be maximised. Also, the apparent sensitivity of adjacent laboratory space needs to exclude any perceived structure-borne vibration created by a turntable. No matter that the laboratories are in any case adjacent to a suspended floor slab within the goods bay where there is the movement of road vehicles and roll cages with steel wheels/casters, as well as a lift shaft. My own professional experience suggests that an effective and discrete structural isolation of the goods bay is feasible, thereby allowing the accommodation of a vehicle turntable within the goods bay.</p> <p>An expressed intention to utilise an electric shuttle vehicle from the Great Ormond Street service yard is welcomed but seems elsewhere inconsistently stated, sometimes as a small van or transit van which is ambiguous about fuel type. A planning condition for the exclusive use of an electric shuttle vehicle may clarify this point.</p> <p>It would appear that the goods bay would not have a clear height capable of accommodating a 7.5t box van, which normally is a height of 3.6m. Therefore it is interesting that of the set of 6no. of so called 'CRRDC service yard' drawings describing various vehicle swept circle paths only one, a 4.5t light van may only be relevant to the goods bay headroom. The others must assume the on street use of Millman Street as an effective CRRDC service yard.</p> <p>In addition to a planning condition regarding an exclusive electric shuttle vehicle it is requested that a planning condition expressly requires the goods bay doors to be fully closed expect for entry and exit of a vehicle. This is to avoid the display the goods handling activities to the public realm, as well as limiting pollution breakout such as noise, light and litter.</p> <p>Traffic movements in the public street.</p> <p>The traffic study, including proposed vehicle manoeuvres with proscribed swept circles appears to ignore parallel vehicle activity within Millman Mews, which already is not inconsiderable. A number of photographs recording the current vehicle activity within Millman Mews or at the junction with Millman Street are available for discussion. The busy nature of this external space at the junction of</p> |

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Millman Mews and Millman Street is evident.

It would appear undesirable or poor road layout design to locate a loading bay/vehicle entrance and exit immediately adjacent to an existing road junction i.e. Millman Mews.

Apart from the complexity of two or more simultaneous vehicle manoeuvres in this area local residents, some of whom are young school children or the elderly, will need to negotiate the roadway and pavement within the blind spots of reversing vehicles. It cannot be guaranteed there would always be a banksman available for all vehicles entering/exiting the goods bay and Millman Mews. It would seem inaccurate to describe, as 10.4.5 of the Transport Assessment, this location as a 'very comfortable pedestrian environment'. It could instead be summarised as a hazardous gauntlet for pedestrians when an increased number of vehicles will be utilising the public street as a service yard environment.

It is suggested that the incorporation of a turning circle at the head of Millman Mews may relieve the present frequent incidence of reversing vehicles into this area.

Together with this suggestion an innovative design amendment proposal may introduce an additional side opening to the goods bay, off Millman Mews, to ensure forward motion of vehicles at all times. A vehicle would exit the goods bay through the front Millman Street doors.

The traffic study, involving off loading vehicles on street in Millman Street appears to ignore the presence of third party vehicles delivering or collecting from premises on the east side of Millman Street and/or Millman Mews. In this situation double parking quickly occurs causing Millman Street to be temporally blocked to both vehicles and cycles, as well causing an obscured and sometimes obstructed access into and out of Millman Mews. This may be observed by means of photographs which chronicle this situation at various times during a typical weekday.

Public realm.

It is suggested the public realm is reinforced alongside the CRRDC building proposal by:

- Immediate/early adoption by Camden Council of the new pavement margin adjacent to the building elevation. Particularly of concern is Millman Street where Camden Council would better maintain this space with regard to litter and enforcement of fly tipping, the parking of cycles or the like.

- A planning condition is requested for a silent, or quiet door mechanism to the goods bay, free of alarms whilst opening or similar. It is items such as this together with vehicle reversing alarms that residents will be constantly reminded of a service yard environment. Any lighting of the goods bay entrance should be shielded to prevent the effect of stray light and be controlled to prevent lighting remaining on. Obviously motion sensors would not be appropriate as a solution in this location.

- Shared access to marked loading bays at the kerb edge so that local businesses and residents on the east side of Millman Street can receive delivery or collections. The current single yellow line markings facilitate this essential community provision.

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Amended roof plantroom enclosure plan form.

It is assumed the earlier report on the impact of the noise emissions from the mechanical plant on surrounding sensitive receptors is presently invalid until the revised configuration has been reappraised and reported by the consultant Hoare Lea Acoustics.

Fenestration to Millman Street.

In addition to a design statement within the planning application regarding motion sensors to control luminaries within offices adjacent to Millman Street it is requested that clarification is provided regarding light pollution during hours of darkness. It is envisaged that the level of illumination will be considerably greater than any existing situation within Millman Street and consequently a planning condition requested, if not presently defined, to provide effective screening of all office fenestration.
