

Application No:	Consultees Name:	Consultees Addr:	Received:	Comment:	Response:
2017/3847/P	Dr Gordon Coutts	27 Church Gate Street Bury St Edmunds IP33 1RG	11/08/2017 08:12:16	OBJEMPER	<p>I am writing to object and own apartment 7 in the Henson building which is adjacent to the proposed development on the south side near the Interchange Building.</p> <p>There are a number of concerns with the proposals:</p> <p>Building Height</p> <p>The heights of the proposed buildings are not contiguous with the local context and character of the area. The Henson is 6 stories high, which is typical of the maximum height of buildings in the area. The proposals are for a number of buildings which significantly exceed this: A (14 floors), C (10 floors), E1 (11 floors), F (9 floors).</p> <p>I am in agreement with the Design Review Panel of 02/12/2016, as shown on Page 40 of the Camden Goods Yard Planning Statement submitted with the planning application:</p> <p>"Panel suggest a shoulder height of 5 to 7 storeys, rising to 9 stories in one of two key locations would be more appropriate in this location."</p> <p>Applying this to the proposed development, we submit that the heights of the buildings should be amended as follows:</p> <p>E1: 11 to 6 floors. This building is in close proximity to the Henson which is 6 floors, and also the Interchange building.</p> <p>C: 10 to 6/7 floors. 10 floors towers above the Interchange building.</p> <p>F: 9 to 8 floors. As this is more central in the new village and is set back, a higher building may be possible without detriment to the surrounding area.</p> <p>A: 14 to 9 floors. As this is the most set back building, this could accommodate the highest building as recommended by the Design Review Panel of 9 floors. This is also the maximum height of building in the new Hawley Wharf development.</p> <p>Impact of Building Works</p> <p>As this is a major project, the building works will take an extended number of years which will adversely affect the local community. Hence the utmost effort should be made to reduce the impact on local residents in terms of noise, pollution, and traffic. For example:</p> <ul style="list-style-type: none"> - staging the building works: the plan envisions the petrol station being converted in the first stage to a temporary supermarket. Hence it makes sense to stage the works so that building commences in the north side of the development, and gradually works its way down so that the time during which major works are conducted adjacent to the buildings on the south side are limited; - erection of large hoardings to limit the impact of noise and pollution. There are many people who work from home, and also disabled people in the building, so solely limiting building works to the working day will not suffice in this instance, and hence extra measures are needed; - guarantee that Oval Road/Gilbey's Yard will not be used for site access during development. <p>Post development traffic</p> <p>The traffic impact on Oval Road/Gilbey's Yard is a concern. Since the site is essentially a car</p>

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					<p>free zone, the impacts of concern are from taxi's, and van and motorbike deliveries.</p> <ul style="list-style-type: none">- Taxis: even though the plan contains taxi pick up points on Stephenson Street on the north side of the development, in practice residents and office workers in the southern buildings will prefer to be picked up from the Gilbey's Yard access point as it is a shorter walk for them. This will cause congestion in this small area. Measures to stop this being the case should be stipulated in the plan. Reducing the building height of E1 to 6 floors as described in the building heights section, which is nearest Gilbey's Yard entrance, will help in this regard.- Van deliveries: since the concierge desk is located near the Gilbey's Yard entrance, drivers may be tempted to temporary park there, and walk the short distance to the concierge deal in building E1, rather than drive all the way round and enter via Stephenson Street. Moving the concierge from E1 to, for example, building A, seems sensible and will reduce this considerably.- Motorbike deliveries: motorbikes will no doubt try to enter through the Gilbey's Yard entrance, especially as the concierge is located in building E1 which is near the Gilbey's Yard entrance. Again, moving the concierge to building A, will reduce this considerably. Further measures to dissuade motorbikes from entering through this pedestrian/cycle zone should be stipulated, which could turn into an accident hotspot.

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2017/3847/P	Henrietta Goodden and David Thomas	Flat 6 47 Regent's Park Road London NW1 7SY	10/08/2017 17:56:30	COMMNT	<p>We strongly object for the following reasons</p> <ol style="list-style-type: none"> 1. The design approach is completely inappropriate, out of keeping and alien. The surrounding area comprises mainly terraced houses up to four storeys high with gardens and the occasional taller building. The submitted proposal is for terraces five storeys and upwards high, very few with gardens, with several towers, one eleven storeys high and another fourteen! There are far too many homes. The proposal gives every indication of aiming to maximise the value of the site for financial gain instead of creating a stimulating place to live, work and shop. 2. It is well known that tall buildings create uncomfortable winds around their bases. 3. The proposal ignores the fact that this was an important Victorian heritage railway site. The presence of the Round House and the Interchange Building should be celebrated, instead they are virtually ignored and largely hidden from view. 4. The buildings are too close together and to their neighbours. Daylight and sunlight would be less than adequate. 5. The design of the petrol filling station block on Chalk Farm Road is out of keeping. That side of the street has a prominent Victorian wall beside the railway viaduct, the proposed tall screen is inept and useless. 6. Views down Haverstock Hill, up Chalk Farm Road, from Camden Lock, from Oval Road and from the Primrose Hill Conservation Area would be damaged. 7. The guidelines in the recently adopted Camden Goods Yard Framework should be adhered to. Affordable housing should be genuine social housing with no excuses that the sums don't add up. 8. A considerable strain would be put on existing schools, health facilities and shops. The developers should be asked how they intend to remedy this. 9. Chalk Farm Road can be quite rowdy at times and the developers would have to ensure that this doesn't cause problems to the residents and visitors. But the development should not become gated. 10. Car free housing as required by Camden is laudable but, with such an excessive number of homes, it would put considerable pressure on parking in the surrounding streets which are already up to capacity. It is not clear how visitors, disabled users, emergency vehicles and deliveries would gain access to all parts of the scheme. 11. With only one vehicular entrance to the site the extra traffic generated, when added to the

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					<p>existing traffic from Juniper Crescent, would cause excessive congestion and pollution in Chalk Farm Road.</p> <p>12. Cyclists and pedestrians would find it difficult to use the entrance from Chalk Farm Road. Another entrance from Camden Market should be incorporated and the Oval Road entrance kept only for cyclists and pedestrians.</p> <p>13. Enormous quantities of spoil from the digging out of the underground car park and the lowering of the ground for the supermarket would need to be taken off site, and at the same time as the HS2 lorries will be passing the site entrance!</p>
2017/3847/P	L Reed	Oval Road	10/08/2017 18:40:29	COMMNT	<p>Given the serious impact HS2 is already predicted to have on air quality in the area, plus the large building site at Camden Lock, plus the potential cycle lane work in Delancey Street and development in Centric Close I am concerned that an additional large building project and the heavy plant vehicles involved are even further going to compromise air quality in Camden and its environs</p>