

From: Sandra Wheen (on behalf of Gordon Mansions Residents Association and Chenies Mews Working Group), 56 Gordon Mansions, Torrington Place, London WC1E 7HG 020 [REDACTED]

To: Laura Dorbeck, Planning Officer, London Borough of Camden

4 April 2022

Dear Laura Dorbeck

**Objection to Planning Application 2022/0898/P Rockefeller Building, 21 University Street WC1E 6DE**

I am writing on behalf of (1) Gordon Mansions Residents Association and (2) Chenies Mews Working Group of residents, to object to this application on the grounds that the proposal is likely to undermine residential amenity, and to ask that our concerns will be explicitly addressed in any planning permission granted. Our concerns relate to traffic congestion and noise, both during the works and once the scheme is in operation. Points 1 & 2 below are for your information; points 3-5 express our concerns in more detail:

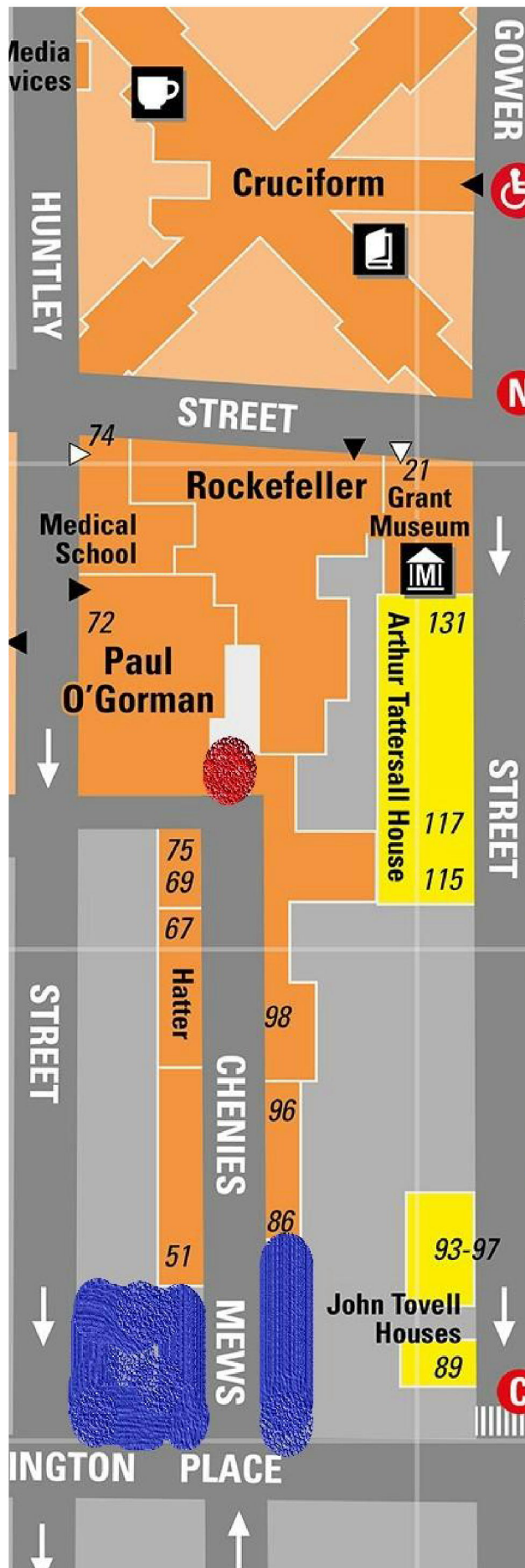
- 1.0 **Putting residents on the map.** The map in e-mail Attachment 2 shows, coloured blue, the 30+, largely occupied homes which look out onto Chenies Mews. On the East side of the Mews are houses and low-rise flats (No.84) whose only access is via the archway from Huntley Street. On the West side are the flats of Gordon Mansions, a Victorian red brick, seven-storey mansion block. Only two of the Gordon Mansions flats are accessed via the Mews, but many more overlook this small street. About a third of the 30+ homes are in close proximity to the loading bay but nearly all are affected by noise in this canyon-like street, particularly when it comes from the enclosed Northern end of the street.
- 2.0 **The Servicing Plan in the Section 106 Agreement.** E-mail Attachment 3 contains a copy of the Servicing Plan in Schedule 1 of the Section 106 Agreement dated 13.08.03 relating to Planning Permission PSX0205442. We trust that Camden Planning will ensure that all the provisions of the Servicing Plan will be observed for the proposed new use of the loading bay including: permitted hours of use, and the provision that "The loading and unloading of service vehicles will only take place within the service bay area".
- 3.0 **Concern that this permission, if granted, could lead to a reduction in the size and functionality of the loading bay such that more loading/unloading would have to take place in the street.** The roadway outside the loading bay is very susceptible to traffic jams which frequently block entry to Chenies Mews through the archway from Huntley Street. As the archway is currently the only vehicular access to Chenies Mews this can cause real anxiety and difficulty for residents. These are our specific questions about size and functionality of the loading bay:
  - 3.1 Will the beam restrict the height of the loading bay in such a way as to exclude some vehicles from entering it, forcing them to load/unload in the street?
  - 3.2 Will the machinery to operate the beam or hatch reduce floor space or manoeuvrability inside the loading bay, forcing more vehicles to load/unload in the street?
  - 3.3 Will the hatch take the weight of all vehicles entitled under the Servicing Plan (see 2.0 above) to use the loading bay or will heavier vehicles be forced to remain in the street.

- 3.4 How often and for how long, once installed, will the hatch and beam be in use rendering the loading bay unusable and forcing vehicles to load and unload in the street. And how does UCL plan to manage these periods when the loading bay is out of action?
- 4.0 **Concern that the completed development could bring long term noise issues for residents.** As already described in point 1.0 above any noise coming from the loading bay and Northern end of the street affects the homes of many of us. We are asking therefore:
- 4.1 That no noise would escape into the street from the new equipment in the basement (substations etc). I would like to point out that a generator or similar piece of machinery recently sited in the loading bay created an unacceptable level of noise for some residents for several months.
- 4.2 That moving parts such as the louvre doors, beam and hatch would all be quiet in operation and not operated during our quieter times, ie evenings after 6pm and weekends.
- 4.3 That the hatch cover would be designed and maintained to prevent it creating noise when vehicles go over it (which would likely be happening many times a day). Aspects to consider would be: will it be level with the floor or will vehicles bump over a raised area; will it (and the space beneath it) amplify the rumbling of wheels going over it; will it rock and clunk underneath vehicles as they move over it.
- 5.0 **Concern about noise and traffic congestion in Chenies Mews while the works are in progress.** From unfortunate past experiences we ask for consideration for residents to be built into any permission for these works, including:
- 5.1 Notice to residents of how long the works are expected to take and advance warning of any particularly disruptive or noisy operations, such as excavation and road closures.
- 5.3 Traffic Management during the works, to prevent traffic jams at the Northern end of Chenies Mews. This would mean management of both contractor vehicles, and routine service vehicles while the loading bay is out of action. During previous works to the Rockefeller Building the congestion in Chenies Mews and blocking of the only access to Chenies Mews through the archway from Huntley Street became intolerable until vehicles were re-routed to the Rockefeller Building's University Street entrance.

Many thanks for reading our letter. We hope that Chenies Mews can continue to be a comfortable place to live and that UCL can be good neighbours.

Yours sincerely

Sandra Wheen  
Secretary, Gordon Mansions Residents Association  
Member, Chenies Mews Working Group (of residents)



## **FIRST SCHEDULE**

### **THE SERVICING PLAN**

#### **General**

This servicing plan shall apply to the servicing of the Institute for Cancer Studies pursuant to the Planning Permission

The objective of the plan will be to manage deliveries to the Chenies Mews servicing bays to ensure satisfactory operation of the bay. Factors that will be addressed will include the following:

#### **Service Bay**

The service bay will be accessed from Huntly Street and exit will be gained along Chenies Mews.

The loading and unloading of service vehicles will only take place within the service bay area.

Goods will not be stored in the service bay area.

The access gate to the service area will be kept closed except when deliveries are being made. A communication system will be provided to ensure that delivery vehicles can gain access to the delivery area on arrival.

#### **Service Vehicles**

The maximum permitted vehicle length will be 8m, to ensure satisfactory access via Huntly Street.

#### **Delivery Times / Scheduling**

Loading/unloading of goods shall not take place outside the hours of 08.00 to 19.00 Monday to Fridays, 09.00 to 19.00 on Saturdays and 10.00 to 16.00 on Sundays (with the exception of hearses to the Anatomy building in respect of which there shall be no restrictions due to the sensitive nature of the deliveries.)

Deliveries will be timed to ensure that the service bay has adequate capacity to cater for all of the deliveries being made at any particular time. UCL will put a system in place to ensure that this happens.

#### **Trolleys**

Any trolleys used in the service area will be located to the rear of the security gate.

#### **Review of the plan**

The plan should also include provisions securing its regular review and monitoring