

Comment on a planning application

Application Details

Application: 23/3208/FUL

Address: St Catherines School Cross Deep Twickenham TW1 4QJ

Proposal: The proposed development is a new Music and Art Building, to improve the facilities at St Catherine's School. The existing single storey music building and 20th century extension to the Lodge are to be demolished, to make space for the new two storey building. The external areas will be improved, with new paving, planting and trees.

Comments Made By

Name: Dr. H Cote

Address: 42 Cross Deep Twickenham TW1 4RA

Comments

Type of comment: Object to the proposal

Comment: According to the St Catherine's proposal, CMP, Contractor must use an excavator, which typically generates more than 135 decibels of noise. The acceptable noise levels are within 50-80 decibels, depending on the proximity of nearby residents, and with ear protectors during these hours. Will they provide earplugs for the neighbours, and how will they keep the excavator within acceptable limits? This is not technically possible, so how will they control the noise? This is a false statement from St Catherine to provide insufficient and incorrect statements to Council and the public regarding the concrete demolition.

4- Traffic Issues: The proposed development fails to ensure that safe and suitable access to the site can be achieved for all people having resort to a single vehicular and pedestrian access point which would be at risk of flood events and fail to ensure reasonable access or evacuation at times of flood. The construction plan disregards the Disability Discrimination Act. The construction area is within a close distance from Radnor House, and the church, community facilities. There was not any traffic study provided in the proposal where they would model the flow of construction vehicles and the turn circles necessary for the vehicles from Cross Deep to Grotto Road, less than 1 meters away from my house. St Catherine must provide a full traffic study as well as a circle manoeuvring plan that proves there will be no damage to the public road, neighbouring properties, or the structure. In Section 4.2, page 16; it is stated that only students and St Catherine employees would have access to Grotto Road; does this imply that residents will not have access to the road for the next 12 months? There is no indication of the occupants having access to Grotto Road anywhere in the plan. They are not guaranteeing that we will have road access. The heavy trucks movements are not aligned with the Grotto Road defined capacity. Grotto road is not designed and suitable for this scale, high risk, high impact, long term construction traffic usage. Neither an impact assessment nor a control measure has been performed for my property or neighbours. The plan doesn't include the installation of vehicle impact barriers to avoid any accidental impact on the buildings nearby, which is a common practice. There is still a high risk of collision with the building, and provision of Kerb will not be sufficient to prevent accidental vehicular impact. St Catherine states to encourage the use of public transport to the employees under Section 5.41, Implementing Staff Travel Plan, page 25. St Catherine will detail the legal evidence and present it as part of their explanation of how they will incorporate local public transportation choices for construction workers.

5- Harm to the my and neighbouring buildings: Another concern is the 45degree. The Contractor's truck's wheels, and the load zone of influences to my property at 45 degrees is clear from their plan. The loading due to 5ton, 7.5 and 10 ton vehicles impact on my building and foundation is within 45 degree angle which is a clear sign of the certain damage and possible collapse in my occupied residential building. Please note that St Catherine did not carry any foundation impact assessment with me and other residential buildings facing Grotto road. This requires surveys and installation of monitoring devices with monthly reports to landlords. Although this, the collision impact will be unavoidable due to width of the road, lack of impact barrier installation and within 45 degree rule. The construction plan, and the construction traffic is proposed within heavily dense residential area with adverse impact to residents' day-to-day lives.