

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/2943/P	Andrew Hamel-Smith	27/07/2020 12:04:17	COMMNT	<p>There are various factors against constructing the telecom mast in the proposed location:</p> <ol style="list-style-type: none"> <li>1. This stretch of pavement near Kilburn High Road is already very crowded. The 'plan' drawing does not, for example, show the storage container and fruit stall that is located there, which is a good local amenity. Similarly, the 'elevation' drawing does not show the storage container, fruit stall, or the three BT cabinets. In that sense, the drawings are misleading as regards the impact of adding a mast and three further cabinets at the same location. Apart from the impact on the appearance of a residential street, this additional infrastructure will exacerbate other issues described below.</li> <li>2. The BT cabinets already attract certain anti-social behaviour because of the 'cover' they provide i.e. there is fly-tipping where bin bags, fridges etc are left alongside the cabinets; and people urinate on the pavement next to the cabinets. The additional cabinets will likely increase these behaviours.</li> <li>3. The location of the mast and cabinets will be alongside the only 'pay and display' parking bay on the road (for around three cars) and it is not clear from the drawings how the mast and cabinets will affect the use of that bay. However, it seems they will be on the road side of the pavement along most of the bay, and would restrict people in opening passenger car doors, getting safely to the passenger side of their vehicles etc. This will be particularly restrictive for people with babies, for the elderly, or disabled, who would need to be able to fully open their car doors. Again, the drawings are somewhat misleading in not showing the interaction between the large cabinet infrastructure and the cars that are always parked there.</li> <li>4. The council has sheltered accommodation for very elderly people at the other end of Birchington Road, in Bransdale Close. Many of them are regular users of nearby shops like Iceland and Sainsburys, which require them to walk along this stretch of pavement. Existing infrastructure and fly tipping already make that stretch an obstacle course sometimes, and the new infrastructure can only make that worse rather than better. Users of wheelchairs and mobility scooter would also be impacted. And social distancing will become impossible there.</li> <li>5. The proposal requires a tree to be relocated (removed from the street altogether?). In this day and age, the requirement to remove a tree should be seen as a significant downside of the application. If this application were to be approved, this cost to the community and the environment should be compensated by the commercial applicant being required to replace if with, say, 3 trees ideally on Birchington Road itself.</li> <li>6. On the topic of the environment, this small stretch of pavement would better be reserved for other (and smaller) important infrastructure, namely, a charging point for electric vehicles, which will necessarily need to be rolled out more widely across the capital in coming years, particularly on residential streets like Birchington Road.</li> <li>7. Birchington Road is primarily a residential street (the only commercial properties fronting on to this road being 1 restaurant and 1 pet shop) and the telecom mast and additional cabinets will not be in keeping with good development and the overall street scene.</li> <li>8. The applicant appears to have consulted St. Mary's CofE school but not St. Eugene de Mazenod RC school which is just as close to the location.</li> <li>9. The application shows that the applicant's next preferred location would be opposite Sainsbury's on Kilburn</li> </ol>

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High Road. This would be a MUCH more sensible location as it would be on a main road rather than residential street, would be on the very widest part of the pavement on the Kilburn High Road (many times wider than the pavement on Birchington Road) and so will not materially impact pedestrians, will not have any impact on 'pay and display' parking bays, will not be on a 'side street' where people will have 'cover' to engage in fly-tipping and other antisocial behaviour, and apparently and crucially will not slow the progress of technology because that next preferred location is only a very short distance away from the applicant's proposed location so will not stop the functioning and the development of the 5G network.

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