

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	BENAIS	26/01/2021 09:39:19	OBJ	It will increase the traffic and make it difficult for schools drop off and pick up plus add some noise and pollution. Having this happening the block next to a school does not sounds like a good idea
2020/5913/P	Lucie	26/01/2021 11:44:01	COMMNT	How can you let more traffic and noise happen so close to 2 schools? And what about all of the residents? London is doing very well with LTN and school streets. This project is simply not compatible with all of the efforts done around the city. Leave our kids studying in peace and safety. Leave the residents to enjoy the quietness of their streets. Thank you for your understanding
2020/5913/P	Arun Menon	26/01/2021 21:46:16	OBJ	The proposed project is inappropriate on a number of important public health grounds. These include increased pollution causing harm to health (recently implicated in the death of a child in Lewisham), increased heavy goods traffic likely to increase risk of serious injury in a residential area with several schools, increased traffic volumes on narrow streets which are already double parked, and increase noise pollution in an otherwise quiet residential area. These projects are important for the logistics of London, but should be better thought through and more appropriately located. This project is not the right solution.
2020/5913/P	Laura Lepeltier	26/01/2021 17:28:20	OBJ	We strongly object to the change of use on this property due to the high increase of pollution near schools and the danger that the vehicles present. The site is on a narrow, largely residential street, already heavily parked with vans and cars and only accessible via a dangerous corner. I think that the council would be remiss in their duty of care to Camden's children to allow this change of use, we are encouraged to walk or cycle our children to school to avoid pollution and congestion and it seems perverse that this dangerous, potentially lethal concept is even being considered.
2020/5913/P	Adila chabri	26/01/2021 11:34:32	OBJ	We object to this application. The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area. Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires. Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area. The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc. This development should not be allowed in such a heavily residential and educational neighbourhood.

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2020/5913/P	Guillaume Pichois	26/01/2021 16:43:48	OBJ	Our two children are going to the CFBL school on Holmes Road around the corner from where this new distribution centre would be located. Heavy HGVs traffic and heavy diesel pollution are two reasons for this approval not to go ahead. Kentish Town is already heavily congested and the streets around the application site are narrow. This would go against all the current policies to reduce drastically pollution and traffic around schools. Thanks
2020/5913/P	Eleonore	26/01/2021 14:57:00	OBJ	<p>I, as parent of children in the near school, and London resident, object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The Healthy School Street is really a key ambition for the Council to follow.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>
2020/5913/P	Marie HAMON-SMITH	26/01/2021 18:18:38	PETITNOBJ E	<p>My daughter attend CFBL SCHOOL - I am worried for her health & safety</p> <ul style="list-style-type: none"> - due to traffic increased with the van - potential accident during entrance/exit of school - higher level of pollution - gridlock in such small road already very busy at school rush hour. <p>Thank you for considering carefully this option. Marie Hamon-Smith</p>

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2020/5913/P	Nathalie Mewes	26/01/2021 11:33:47	OBJ	<p>I have a daughter in CM1 and here is an example of what one of my friend wrote for inspiration All the years are objecting basically</p> <p>We object to this application. The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area. Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires. Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area. The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc. This development should not be allowed in such a heavily residential and educational neighbourhood.</p>
2020/5913/P	Rania Hashim	26/01/2021 11:33:16	OBJ	<p>This is not good for the children at school in that area. It is more Heavy Goods Vehicles and lots of delivery vans adding to traffic in the area. It causes a threat to the children (more passage, increased pollution and noise, more risks at school pick up and drop off, traffic causing delays for those dropping children by car). It will also particularly affect Holmes road, Grafton road and could also spill over into any of the local streets of Kentish Town.</p>
2020/5913/P	Karina	26/01/2021 13:33:08	PETITNOBJ E	<p>We object to this application. The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area. Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires. Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area. The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc. This development should not be allowed in such a heavily residential and educational neighbourhood.</p>

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2020/5913/P	Julie Louvrier	26/01/2021 10:02:43	OBJ	<p>Good morning,</p> <p>As a parent and member of the Board of a nearby school (CFBL) I am extremely concerned by this project which implies more Heavy Goods Vehicles, more traffic, more pollution, more noise, and more accident risks for our children.</p> <p>I object to this application.</p>
2020/5913/P	Ana Lázaro	26/01/2021 15:05:28	OBJ	<p>This is very dangerous in such a place surrounded by schools and kids . We are very concerned with this project and the health of our kids. To not mention the physical danger . Is there anything we can do? Thanks</p>
2020/5913/P	Raya Ghattas	26/01/2021 11:42:03	OBJ	<p>I object to this project. I have 3 children at school on Holmes Place/Willes Rd. The streets around the school are often congested with narrow 2 way streets that cause standstill traffic. Any additional traffic to a storage site of cars and larger load vehicles will not only cause further congestion, but will be highly disruptive in terms of both air pollution and noise pollution around the school, and be a threat to the safety of students walking to and from school. The maps included in the project do not show the two primary schools and one nursery that are in the direct vicinity, and these should be represented for a true evaluation of the impact of such a project on its surroundings. I strongly object to this project.</p>
2020/5913/P	Victor Benavides	26/01/2021 11:41:51	OBJNOT	<p>I strongly object this developements based on the following points:</p> <p>Safety concerns: because of its nature, and the high increase of frequency of vehicles circulating in the area surrounding the development there will be an disproportionate increase in risk of harm to vulnerable people that attend the 2 schools and 1 nurseries in the immediate vicinity of the developement. This increase goes against the Camden's stated ideas for Healthy Streets close to schools.</p> <p>Noise and Pollution: even if the vehicles are electric, the exponential volume increase in traffic will negatively affect the wellbeing of the residents and students of the nearby schools.</p> <p>Congestion to an already congested area.</p>
2020/5913/P	MAGDALENA Troyes	26/01/2021 11:41:41	OBJ	<p>The planned new distribution depot would be right in front of the CFBL school (children 3-15 years old). It's an obvious threat to our children (more traffic , increased pollution and noise, more risks at school pick up and drop off).</p>

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2020/5913/P	Alison Tran	26/01/2021 11:28:44	OBJ	<p>We vehemently object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>
2020/5913/P	Lourdes	26/01/2021 11:24:46	OBJ	<p>I strongly object to this application, not only does it cause a threat to every resident but especially children (more passage, increased pollution and noise, more risks at school pick up and drop off, traffic causing delays) but it also particularly affects Holmes road, Grafton road and could also spill over into any of the local streets of Kentish Town. The centre of London is already one of the most polluted of Europe.</p>
2020/5913/P	Rick Jolley	26/01/2021 12:53:41	OBJ	<p>This is a concerning development right next to a school. Air pollution is a big enough concern in this area without adding to that with increased lorry traffic. The quality of the air our children breathe and their health as a result should take precedence over the convenience of deliveries. Furthermore, the additional dangers of increased traffic make it all the more shocking that such a development would even be considered in such a populous location and so close to a school. Please put a stop to this immediately.</p>
2020/5913/P	Tcheng	26/01/2021 12:40:52	OBJ	<p>Objection.</p> <p>This is just incredibly dangerous with many school around and very bad for the air of our kids.</p>

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2020/5913/P	Kalonji	26/01/2021 12:22:48	COMMNT	<p>We object to this application</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>
2020/5913/P	Romain Rousselet	26/01/2021 10:44:49	OBJ	<p>The increasing traffic in the area created by such a change is not justified in the transport statement. The developer of the site is not providing any mitigation in place and there is no easy way that any condition or management process will be respected by the sub-tenant using the developer's site. The developer will take the money and leave, leaving the sub-tenants doing whatever in the area not respecting any management plan if there is no restrictive covenants.</p> <p>This is a disaster in the making: the area is hugely residential with school, and this proposal will increase traffic, pollution and risk to our children. How is the council supportive of such a scheme ?</p> <p>The UPS centre is already an issue in the area with loads of trucks and drivers going fast / parking on double lane / driving on cycle lanes and creating risk to us all. Another local delivery centre will be even more dangerous for cyclists, children.</p>
2020/5913/P	Laura Saltarelli	26/01/2021 11:15:03	AMEND	<p>Dear Sirs and Madams,</p> <p>I'm writing you because I'm very surprised that this project is actually being discussed.</p> <p>To consider building a warehouse just next to a primary and secondary school which has more than 700 pupils is not respectful to our children safety.</p> <p>I already have written many times to the school to tell them that crossing the street near the CFBL school was dangerous because there are no beluga crossing nor clear signs in every street around that there is a school. But if you want to have a warehouse with lorries that clearly will put my children at risk.</p> <p>I thank you very much for taking my comments into consideration as well as the wellbeing of many kids who go to school alone.</p> <p>With kind regards, Laura Saltarelli 07378183803</p>

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2020/5913/P	Guillaume Rasteu	26/01/2021 10:42:45	OBJ	<p>This would be opposite the site of College Français Bilingue de Londres where 700 pupils from age 3 to 15 are studying.</p> <p>We thought Camden Council would be concerned by environmental and health issues.</p> <p>This project puts our kids health at risk and must not be authorised</p> <p>Regards GR</p>
2020/5913/P	Roseline LOUIS-CHARLES CARELS	26/01/2021 10:34:53	COMNOT	<p>Please stop this nonsense about this project and let's focus on health and safety for our children.</p> <p>Furthermore, access to the site from Kentish town goes through two primary schools.</p>
2020/5913/P	Nicolas Scapel	26/01/2021 10:19:31	OBJ	<p>Our 2 children attend CFBL school which is a few years from this proposed site. The vast increase in traffic, with heavy vehicles will have a strong negative impact, making the area unsafe for the majority of kids who walk, or cycle to school, and cause pollution not only to the school but in this calm residential area. The increased traffic will be very detrimental to the area, which is residential and only has narrow streets. The extra traffic will spill over the neighbouring streets.</p> <p>Setting up a high traffic warehouse at the heart of a residential enclave with restricted road access just seems to be the absolute opposite of the type of development we should encourage in this day and age.</p>
2020/5913/P	Davong Chhuon	26/01/2021 11:23:48	OBJ	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>

Application No: 2020/5913/P
Consultees Name: Blandine Decaillet
Received: 26/01/2021 10:16:51
Comment: OBJ

Response:

Please find below the details of my reluctance to set up this planning permission:

1. Traffic

The routes proposed for HGVs coming in and smaller delivery vehicles going out is shown on the application and is mainly Grafton Road and Holmes Road plus (incredibly, given the market) Queens Crescent. You can see the map as an appendix to the Transport Statement – click on the View Application link above, then click on the Documents link near the top).

Any increase in lorry and van traffic on already overloaded streets (Holmes Road in particular) is unacceptable. There is also a dangerous corner at the junction of Gillies Street and Queens Crescent, which is a main part of the route. The developer argues that there would be less traffic than was generated by Addison Lee (there are reasons to doubt the facts behind this and they were mainly just taxis). However the world has moved on and there are far greater concerns about pollution and road safety for cyclists and pedestrians (as evidenced by the extensive work Camden is carrying out on various routes around here and their commitment to Healthy Streets).

2. Noise

Many people now work from home, and this is likely to continue and has implications for the noise likely to be generated by the proposal. The proposal is for the site to be open 24 hours a day, 7 days a week, with the only restriction being no external unloading between midnight and 5 am. It is not clear whether this is even allowed - the Control of Pollution Act 1974 enables local councils "to request sites use best practice and where necessary keep noisy works within certain hours. Normally the hours for noisy works are 8am to 6pm Monday to Friday, 8am to 1pm Saturday and no noisy works on Sundays and Bank Holidays." Segro's plans for 24/7 operations might well contravene these restrictions.

3. Health and safety: Camden's ideas for Healthy Streets near schools are in direct conflict with the proposal.

The scheme for a depot poses a direct threat to the health and safety of children. Gov.uk says:

"Planning policies and proposals may need to have particular regard to the following issues: proximity to locations where children and young people congregate such as schools, community centres and playgrounds"

As well as the two schools on Holmes Road, CFBL ("The French School") and St Patricks, there is also a nursery at the junction of Queens Crescent and Gillies Street and, at the moment, Carlton. The concession to avoid standard arrival and pick-up times at the schools completely ignores the reality of the existing staggered start times and nursery times.

In addition, every summer StayClub in Holmes Road hosts young language students who move around in very large groups (up to 100 people) at various times of the day. CFBL students also go out at various times of the day, again in big groups, to attend sport in The Dome (Queens Crescent) and Hampstead Heath. In normal times, all local schoolchildren use the proposed routes for access to Kentish Town Sports Centre throughout and after the school day.

The depot also poses a threat to wider members of the population using the GP Practice on Queen's Crescent

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				and the daily 'Older People's Services' provided by Queen's Crescent Community Centre. Kind regards, Blandine Decaillet
2020/5913/P	Conti	26/01/2021 10:48:18	OBJ	This will bring lorries and heavy traffic on a small Road not intensed for this and in front of a school with 700 childrens as well as several Other scholls on Holmes road less than 3 min walk from the premises. Sidewalks are narrow so kids tend to use the street
2020/5913/P	Antoine ADAM	27/01/2021 08:18:13	PETITNOBJ E	This is a non sense to add such logistic facilities in such school areas ! You would be placing at risk the safety of our children an be responsible for any accident this will inevitably cause.
2020/5913/P	Carels	26/01/2021 10:08:50	COMMNT	My kids go to the cfbl ans st-patricks school. The access from kentish town to that new site is only through narrow streets. Trucks will have to pass 2 primary schools. The part of Holmes road nearby st patrick's is regularly congested during peak times ! The footpaths are so narrow that children do sometimes walk on the road itself! I cannot beleive extra trucks will have to take Holmes Road. This will create additional noise as well for both schools. Kentish town is already congested during peak times. We stopped coming by bicycle as they narrowed down the kentish town road due to covid as well which adds another level if risk from children coming through Kentish town for the 3 primary schools. Efforts should be done to reduce traffic and not to increase it ! We are totally againtsnt the permission!
2020/5913/P	Pierre PETIT-NIVARD	26/01/2021 15:35:50	PETITNOBJ E	I object to this planning permission. It will create additional congestion on Grafton and Holmes roads with 92 HGV per day. These roads are already very busy. Also, there are two schools nearby and this would endanger the kids going to school. I would support on the contrary a proposal to move the storage unit to another location or to create another entry to the North Side from Regis road.
2020/5913/P	Jeff Baynes	26/01/2021 14:07:23	OBJ	As a resident of Willes road we already have a fair amount of traffic on this residential street, what with school busses dropping off children to the swimming baths and children being dropped off to the French school. Several road cleaning vehicles are stationed at the council premises in Holmes Road, which also have access to the yard in Spring Place and cause congestion in front of 3-6 Spring Place as well as increasing traffic in the area. Further industrial vehicles will cause noise and danger to the French School and local residents.
2020/5913/P	Guyon	26/01/2021 15:27:28	OBJ	I am against the project as my children are going to the next in this area and it will represent a danger for them to walk to school with all those trucks.
2020/5913/P	Anne Gravier	26/01/2021 18:40:58	OBJ	I strongly object to this application given the proximity of 2 large schools and the impact on children (and parents) from fuel and noise pollution. This is also a very residential area which would suffer from the traffic, noise and air pollution generated by this potential new distribution centre

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2020/5913/P	Kevin Clark	27/01/2021 08:33:52	OBJ	<p>Hi,</p> <p>We object to the development of this warehouse / distribution center, on the basis that it will create significant disturbance and health risks for the students in the schools nearby (CFBL). The presence of more Heavy Goods Vehicles will pose a threat to the children of the school due to the pollution caused, the increased traffic meaning higher risks of accidents, and more noise disturbance. Furthermore, these disturbances and the additional traffic will spill over into the nearby roads in Kentish Town (Holmes Road, Grafton Road, etc). On that basis, the construction should not go ahead.</p>
2020/5913/P	Simone G Newton	26/01/2021 17:19:54	OBJ	<p>I object to this on safety and environmental grounds. As a parent of the local school with two kids, this will make the area very congested, unsafe, and polluted. This is a residential area where kids are dropped off at all times of the day and the proposal goes against the nature of the area and what it's current use is.</p>
2020/5913/P	Marion van Vliet	26/01/2021 13:27:20	OBJ	<p>No to this application. Risk of higher level pollution, especially where there is a school with 700 pupils next to this depot location. My 2 sons go to that school. The school is the CfBL, College francais bilingue de Londres.</p>
2020/5913/P	Barnett Ophzlie	26/01/2021 08:45:21	OBJ	<p>I believe this is extremely dangerous to have such a project near 2 schools. Kids are biking, walking, running... going sometimes to school on their own. Having trucks all day would endanger the kids safety.</p>

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2020/5913/P	Eberhardt Mike & Anabelle	26/01/2021 22:42:10	OBJ	<p>We object to this application.</p> <p>We have our children at the French Bilingual school and every morning when school is in session, we witness painful traffic congestion on Holmes road, Grafton road, and Willes road. The creation of a hub within the residential area and with close proximity to two schools, will only exacerbate this and drive the levels of pollution up in an area already identified as suffering from some of the highest levels of pollution in London (refer to the Kentish town framework 2019).</p> <p>CFBL, a 700 student pre-school, primary and secondary school, is one of the schools in very close proximity to the Hub was already designated as being Sensitive Use within Camden KR planning 2019 for the purpose of movement and transportation planning. Introducing a hub and the associated traffic and related emissions would only serve to worsen the air quality of an area already recognised as facing high levels of pollution.</p> <p>The applicant justifies the implementation of a hub stating the area is mixed-use within the transport statement. yet the site and the routes are located within the residential neighbourhood. This is in contradiction with the 2019 Kentish Town framework. The whole purpose of the 2019 Kentish Town framework is to stitch the different use areas by purposefully isolating and have No vehicular connection between the residential neighbourhood and the Regis Road and Murphy's Yard industrial /commercial areas. As a result, previous access points such as Arctic street have been closed off resulting in no through routes across both Murphy's Yard and Regis road area, severing areas to the East and West. The only point of access to Regis road is Regis road.</p> <p>The location of Spring place for a vehicular hub is, therefore, a complete transgression and contradiction with the Kentish Town planning framework. As a parent with children attending the school directly opposite to this planned hub, we respectfully object to this planning application.</p>
2020/5913/P	UHRING	26/01/2021 11:31:08	PETITNOBJ E	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood</p>
2020/5913/P	Cybele Cortina	26/01/2021 10:22:04	OBJ	<p>I think this project is not suitable given that the site is right across a school. The increase of large lorries on those small roads will only endanger the children. Please put a stop to it.</p> <p>Thank you</p>

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2020/5913/P	Emilie Le Bon	26/01/2021 10:15:47	OBJ	My daughter is 4 and goes to the CFBL school. I am extremely concerned about the increased noise, pollution and traffic levels that will jeopardise her safety and well-being. This would be extremely dangerous for young children, and an added difficulty for parents and carers on the school runs. Please reconsider this application!!!
2020/5913/P	Julie bond	26/01/2021 14:19:40	OBJ	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>
2020/5913/P	Sophie Bat	26/01/2021 13:57:27	OBJ	<p>I object to this application for safety reasons. There are several schools and nurseries within short distance of the Adresse and restrictions on traffic must be imposed in particular during school hours. Large vehicles should be prohibited in the area which in additional is a set of narrow streets not suitable for those types of vehicles.</p> <p>I am very concerned by the safety of the children should such an application go through.</p>
2020/5913/P	BOURGEAT C	26/01/2021 15:38:39	OBJ	<p>Full objection.</p> <p>Next to school (94 yd).</p> <ul style="list-style-type: none"> . CFBL - 500 kids from 3 to 14 years old. . Spring street uses by min 250 kids each day (round trip : 500 journeys).

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2020/5913/P	Anabelle Rodrigues	26/01/2021 21:30:19	OBJ	<p>We have a property in Willes Road and have our children in CFBL, the French bilingual school.</p> <p>1 - The location of Spring place for a vehicular hub is incomplete transgression and contradiction with the Kentish Town planning framework.</p> <p>It is outrageous that the applicant justifies the creation of a transport hub by stating in Section 2.13 of its transport statement (Transport Statement by Vectos for Segro 18/12/20) that "Given that the industrial nature of the area is noted within the framework, it is considered that the creation of industrial uses in this location is acceptable."</p> <p>This is misleading and not correct. Spring place and the routes the Hub intend to use are located in the neighborhood section of the framework or clearly residential area with 2 schools, including the 700 pupils CFBL (French Bilingual School) in very close proximity. All of the roads surrounding Spring place are residential (and/or School).</p> <p>The Hub will have a dramatic effect on air quality specifically on the 2 schools which have already been identified as sensitive uses buildings, given the fact that this area has had some of the highest levels of air pollution in London due to the high vehicle usage and congestion (please refer to Kentish town framework July 19).</p> <p>We believe the applicant is mistaken and might be referring to the Regis Road and Murphy's Yard which is mostly commercial, whose infrastructures are purposefully isolated from the neighbourhood. Those industrial/ Commercial areas already isolated from the neighborhood as a result of the rail infrastructure, have been further severed by Camden: Previous access points such as Arctic street have been closed off resulting in no through routes across both Murphy's Yard and Regis road area, severing areas to the East and West. Also, The only point of access to the Regis road area is Regis road !</p> <p>Therefore none of these industrial /commercial areas is connected to Spring place or the neighborhood road. The location of Spring place for a vehicular hub is therefore in complete transgression and contradiction with the Kentish Town planning framework.</p> <p>This is not a simple change of use, it does have a dramatic impact on traffic within a residential / school area which is already problematic for both pedestrians and vehicles in normal times.</p> <p>Sticking to Planning strategy The applicant also states that the site has been granted permission for offices/ cafe but that it was not built because it was not economically attractive, and therefore an industrial use is acceptable. We believe that Camden planning strategy shall not be altered on the basis of temporary economic fluctuations but should follow the visions that the planners had established alongside the residents.</p> <p>In contradiction with Camden strategy and investment</p> <p>Also, it seems that the applicant is misinterpreting or misleading the reader(in 2.11 of transport statement -</p>

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				<p>see below extract) into believing that the Kentish Town planning framework aims to prioritize and extend the industrial areas when actually the framework intends to redevelop these areas to manage traffic by isolating them from the neighbourhood.</p> <p>This implementation of a hub in Spring Place would spoil the framework efforts by creating new industrial/ Commercial activity traffic within the residential area</p> <p>Transport statement: 2.11 "It is noted that the site is in an area of changing character as identified through the Kentish Town Planning Framework (July 2020). Within the framework area, there are two principle development areas that are expected to come forward for comprehensive redevelopment: the Regis Road Growth Area and Murphy's Yard. "</p>

2020/5913/P Dorian Raimond 26/01/2021 20:55:11 OBJ

We object to this application.

The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.

Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.

Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.

The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.

This development should not be allowed in such a heavily residential and educational neighbourhood.

In fact the proposal is in direct contradiction of Camden's own Healthy Street scheme: The Healthy School Streets project aims to:

- make the streets outside schools safer at the start and end of the school day
- improve air quality in the vicinity of the school
- cut down on traffic outside the school

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2020/5913/P	Zak Jones	26/01/2021 13:22:01	OBJ	<p>Hello,</p> <p>I'm a concerned Kentish Town resident, home owner, and citizen as it concerns 2020/5913/P. As I understand, the purpose of this application is for Ocado to establish a distribution center on Spring Place (ie the northern extension of Willes Road, at the corner of Holmes Road, diagonally opposite the George IV pub).</p> <p>This location also happens to be literally right next to a large school, CFBL - where 700 students attend. The ages of these students range btw 4 years old or so to about 15 years of age. I have two children there myself that attend this school. My son is 5 years old. My daughter is 10.</p> <p>As it currently stands -- even without this major distribution hub -- Holmes Rd is a well trafficked street. And considering how small of a street it is ... practically an alleyway off of Kentishtown Rd, this move to establish a major hub like this there -- will be absolutely devastating for the school community there (my family included). It will pose huge dangers for the children that walk and run along the sidewalks there. That skateboard. That bicycle. That take strollers back and forth. I am absolutely shocked that zoning laws don't prohibit this sort of thing near a large school.</p> <p>This will be devastating not just for the school, but the real estate market in the surrounding area -- since people (such as myself) will see the school as far less attractive. We'll be forced to flee the area and look elsewhere. This is no small thing, because CFBL is a French bi-lingual school. It's not as simple as finding another primary school within the immediate area. The community that supports this school would be gravely affected, many of which would likely be forced to look elsewhere for a more family friendly community.</p> <p>What is the logic in developing a distribution hub like this so close to a school that so many people are supported by? How can this be beneficial to Kentishtown Rd - that will be majorly affected by the traffic disorder this will cause? During non-covid lockdown times, the traffic along Kentishtown Rd is manic and slow enough as it is.</p> <p>There is also a police precinct on Holmes Rd. How would the added traffic affect the efficiency of that station as well?</p> <p>Please stop the madness of this distribution hub and this application.</p> <p>WE DON'T WANT OCADO RIGHT ACROSS FROM OUR SCHOOL.</p> <p>Best,</p> <p>Zak Jones (53 Chetwynd Rd; 07477845516)</p>

2020/5913/P	Anne Marie chanthana	27/01/2021 08:53:46	OBJ	<p>This project is in the middle of a residential area and a school where hundreds of young children are around all days.</p> <p>This can be very dangerous for the kids if there is lots of trucks and vans going in and out all day.</p> <p>DANGER!!!</p>
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Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Anne Marie chanthana	27/01/2021 08:53:31	OBJ	This project is in the middle of a residential area and a school where hundreds of young children are around all days. This can be very dangerous for the kids if there is lots of trucks and vans going in and out all day. DANGER!!!
2020/5913/P	Anne Marie chanthana	27/01/2021 08:53:19	OBJ	This project is in the middle of a residential area and a school where hundreds of young children are around all days. This can be very dangerous for the kids if there is lots of trucks and vans going in and out all day. DANGER!!!
2020/5913/P	Debbagh	27/01/2021 05:50:56	OBJ	This development will cause serious threat to us as residents and mainly to our children who attend nearby school. This development means: <ul style="list-style-type: none"> ¿ A dramatic increase of pollution ¿ Increase the risk of accidents involving the additional vehicles and the kids who attend the nearby schools on foot, scooter, pram¿ ¿ Increase of noise <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>
2020/5913/P	Akanchsha Singh	26/01/2021 22:02:36	PETITNOBJ E	I am a resident of the council and strongly object to the plan of making a depot in front of a school with kids as young as 3yrs old - it is not safe for our children and I strongly appeal to the council to reject the application
2020/5913/P	Akanchsha Singh	26/01/2021 22:02:22	PETITNOBJ E	I am a resident of the council and strongly object to the plan of making a depot in front of a school with kids as young as 3yrs old - it is not safe for our children and I strongly appeal to the council to reject the application
2020/5913/P	Chalhoub	26/01/2021 15:11:33	OBJ	I would like to object to this request as our children go to the school in the street adjacent and we are worried about increasing traffic, noise, pollution and danger this activity represents.
2020/5913/P	Badin	26/01/2021 14:12:55	PETITNOBJ E	This project jeopardises the CFBL school surroundings. It puts in danger our children with loads of trucks and traffic. This area is a not meant to be such close to a parcel depot. Moreover, more trucks means more pollution for our kids.

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2020/5913/P	Leslie FOURNIER	26/01/2021 11:08:06	OBJ	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact, the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally, air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood. There are plenty of schools and nurseries in the areas. Our daughter is going to CFBL.</p>
2020/5913/P	Florence Law	26/01/2021 20:38:16	OBJ	<p>We object to this project because of the following reasons:</p> <ul style="list-style-type: none"> - additional road traffic leading to danger (large lorries parked on the curb, lack of visibility) to our children (they walk or cycle to their school opposite the proposed site); - more pollution; - more noise; - more heavy vehicles on narrow and residential roads; - damage of streets; - against the Mayor of London's school air quality program.
2020/5913/P	Anne-Valéry Reignier	26/01/2021 13:24:10	OBJ	<p>I personally don't understand how the idea of building such a place could even exist, while the school CFBL is literally just located there. Trucks and pupils?? Vans and pupils?? Air pollution and pupils?? Noise and schooling?? The youngest ones are 3 years old! My son is 13, he comes back home with his friends by himself, I won't be able to allow that any longer. What solution then?</p> <p>Regards. Anne-Valéry Reignier, mum of 3.</p>
2020/5913/P	Julien DELEUZE	26/01/2021 12:56:44	OBJ	<p>This cannot be approved as it is too close to a large school with hundreds of young pupils. There are obvious health issues for pupils and adults working at the school and people working and living in the area: air pollution from fuel, tires, brakes (even with electric vehicles) due to additional traffic and congestion.</p> <p>There are also obvious safety issues: risk of accidents and injuries or worse with hundreds of kids and adults walking, biking, using prams and scooters.</p> <p>This must not be allowed.</p> <p>Thank you very much.</p>
2020/5913/P	ariella amar	26/01/2021 08:51:33	OBJ	<p>this would put the kids at the schools including my own child nearby in danger! shocking!</p>

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2020/5913/P	ariella amar	26/01/2021 08:51:31	OBJ	this would put the kids at the schools including my own child nearby in danger! shocking!
2020/5913/P	Severine Hiver	26/01/2021 12:03:46	PETITNOBJ E	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>

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2020/5913/P	Djalila Boumezbekur	26/01/2021 18:58:33	OBJ	Dear Sirs,

I object to this application as the parent of two children attending a school (the CFBL, exactly 80.43m/263.87 ft away from this site) for the development of this site as storage or distribution (Class B8)/ light industrial (Class E). The CFBL is an Outstanding Ofsted rated school which includes a nursery, a primary school and a secondary school and hosts more than 700 pupils aged between 2 and 14 years old.

The plan probably also affects the nearby St Patrick Catholic Primary School, as well as access and exit from the Kentish Town Police Station (both also in Holmes Road). I believe the granting of the application would present a serious health, safety and environmental risk to the local community, but would like to highlight the reasons for my objection based on its specific impact to children, staff and teachers of the CFBL. However, the arguments detailed below also apply to many residents or children of the affected area as well.

To summarise, the construction work would cause horrible pollution, noise and traffic which could endanger the health of children in the school. It is obvious that once converted, the site operation would induce even more pollution, noise and vibrations. It would also negatively impact a conservation area, endanger a Grade 2 listed building and create a serious safety road risks for all residents as well as all children schooled in the area.

1. Noise, vibrations and nuisance:

Noise is a recognised nuisance which can affect children and residents in the area. Vibration is also a problem, especially where heavy vehicles and high levels of traffic are expected to circulate. Both would be very high, as admitted in the planning application's health assessment – which notably remains silent on the school and fails to consider the impact of the planned works and outcome on children in the area (including the CFBL), and could degrade the quality of the air, noise and environment immediately opposite from our children's school. The proposed application implies that the site could be used as a 24 hour warehouse/distribution centre which would mean constant noise and vibration with devastating effects for locals and children.

2. Road Safety Issues:

The planning application proposes the use of Holmes Road – which is the main access and address of the CFBL (at No 87) – as primary road for access by “smaller HGVs (7.5f)”. The planning shows that the secondary road could be used instead “during school morning and afternoon peaks” which shows that the applicants are aware of potential impact or risk to children of the CFBL and St Patrick schools, both using Holmes Road as main entrance. In spite of this, the application does not detail any measure or assessment of the safety (or environmental impact – we'll get to it later) on these children. The transport statement appended to the application itself relies on the prospect of potential change of the character of the area and potential redevelopments of access points, obviously because current access points and the current residential nature of the area are not currently suitable for the application. It is therefore not reliant on currently existing conditions but on inducing such a potential change.

In any event, Holmes Road should not be a primary access road (or even a secondary or access at all) for this application. Holmes Road is a narrow road with small pavements and heavy foot traffic – mainly by children attending the schools on that road or students living in students' accommodations also on Holmes Road. A visit to the street on a normal school day (without COVID lockdown) would show that the road is already risky to children with high traffic jamming the road, pavements full of children and families waiting to get into their

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schools and limited crossing areas. The CFBL is the only bilingual school in this area of London so parents and children often commute from long or less long distances and bicycles, scooters, school buses and cars often clog Holmes Road and the nearby streets. Even outside schools pick up or drop off hours, traffic is high on Holmes Road as a key access point to Kentish Town Road. It is unavoidable that all trucks and cars used for the construction and later for the distribution centre would use this road, and therefore cause increased traffic and accidents risks. Parents who drop off their children, school buses used by the school (for instance for sports as the school does not have its own sites) would also find it impossible to access the school. Above all, risks of road accidents which could kill children would increase tremendously.

To clarify why, it is important to understand that reversing or turning on Holmes Road, which is rather narrow, will probably be near possible to HGVs – which are too big for Holmes Road and nearby roads and have notorious blank spots. Cars or HGVs blocked/slowed down in such a configuration could have to reverse or turn on or near the schools' entrance itself (or the pavement leading to it). In the morning and the afternoon, more than 700 children arrive on Holmes Street, Cathcart Street and Willes Road and the pavement on Holmes Road as so full that they often 'spill' on the corresponding roads themselves. With social distancing required since the start of the COVID 19 crisis, more 'road space' by children and parents waiting to get in or out of the school, although this has only made worsened a pre-existing situation. Older children may not always be supervised either. Such large number of children at the same time in the morning and afternoon means that Holmes Road and its nearby roads should in fact totally be closed to traffic, not open to more traffic and especially not to HGVs traffic. The application's proposal to have Holmes Road as a main street is simply unacceptable as it creates very high risk to the schools' children safety.

Contrary to what the application suggests, limited cars use the Veolia access point on Holmes Road. When they do, this creates traffic jams and immediate road blockages. The granting of the application would make render things substantially worse and unsustainable.

In addition to the above, the application would increase road traffic in general, in a context where the Camden Local Plan (2017) itself proposes to "require all new developments to be car free". (Policy T2). This application therefore shall not be allowed for this reason as well. It is clear that Camden Council should seek to dissuade rather than encourage further use of Holmes Road for access to the proposed site.

3. Lack of assessment or measures to prevent fire hazard and risks to locals and the CFBL: HGVs typically produce more pollution than any other smaller vehicles, use highly polluting fuel such as diesel fuel. A distribution centre would probably have to have its own fuel tanks for the fleet of cars, vans of HGVs in intends to host. Such tanks would also create serious health and fire hazard in such a small street/neighbourhood. The application also includes the creation of "electric vehicle charging points and/or hydrogen refuelling facilities", but no risk assessments of such facilities at such a close proximity from a school. We have not seen anything to protect the children or local inhabitants in case of accident or explosion on the site, which is a serious oversight and shows the lack of care taken in preparing the application. Huge fires caused by charging units are a real risk to consider, as evidenced by the fire which destroyed an Ocado Warehouse and distribution center in April 2019 (as reported here: <https://www.bbc.co.uk/news/uk-england-hampshire-48094801>); in this case a 500m exclusion zone was set up but the warehouse was not close to inhabitations or schools. This case illustrates the real risks of having such a site near housings or schools, and should be another reason to refuse such a use on the site.

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4. Pollution Risks to children between 2 and 14 years old:

The CFBL operates a nursery, primary school and secondary school 80 meters away from the site; it currently hosts more than 700 pupils. The application contains no acknowledgement of this situation and no impact assessment on the children and school staff, despite recognising the existence of schools in its maps. This is unacceptable but probably a sign that any such assessment would have to confess to causing serious pollution and health risks to children studying or playing mere meters from what the application proposed as its primary road for HGVs.

Publicly available data regarding pollution in the area shows that pollution levels in the area of Prince of Wales Road and Grafton Road is c. 54µgm³ with a range of 50-59, by contrast for the same date pollution in Willes Road (next to our school) was 37µgm³ with a range of less than 30. This difference suggests how much more pollution could be caused by the new site (although it is clear that the site would cause more pollution than are currently noticed at the corner of Prince of Wales Road and Grafton Road considering that HGVs are very are at the moment in this area). Such levels of pollution are already well above WHO recommended levels. Camden Council and the Mayor of London have recently written to the Government to push it to adopt levels recommended by the WHO and both promised more efforts to protect children and schools from pollution in recent public policy declarations. These positions should weight in favour of rejecting the application, as otherwise the Council would be supporting a project at odds with its own schools and environmental policies.

Overall, the increased pollution and air quality would stunt the growth of our children's lungs, worsen chronic illness, such as asthma, lung and heart disease, which already affect some of my children's friends. Increased pollution is also known to increase the risk of mental health issues, something we would wish to avoid to children already unfairly mentally affected by school closures and COVID-19. Trucks driving mere meters from two schools and their playground, noise pollution and constant vibration which could affect lessons and endanger children's health or cause increased stress and anxiety. Camden council should prioritise the interests of vulnerable children.

The CFBL is already too close to Kentish Town Road, which has some of the highest pollution levels in Camden (and in the UK). Adding the pollution caused by the proposed distribution site (where HGVs and vans will emit high levels of Nitrogen Oxides and PM emissions) would mean our children's schools will be put at very high risk of high pollution levels.

5. Negative impact on a Grade 2 listed building:

The site the CFBL is a Grade II listed building. The creation of the distribution centre may affect its quality and, for instance due to HGV produced vibrations, could imperil its foundations or structure.

6. Negative effect on a Conservation Area:

The area bounded to the south by Prince of Wales Road and Anglers Lane, to the north by Holmes Road, to the east by Raglan Street and to the west by the railway viaduct forms a Conservation Area known as the Inkerman Conservation area. The Inkerman Road Conservation Area forms a dense and homogenous environment in the heart of Kentish Town, mainly residential. Although the proposed site for the application is currently used as a taxi park, the proposed change of use to [] would allow a new use very different from this residential area. This could create a dangerous precedent, but in itself would create serious adverse effects on the character and appearance of the Conservation Area, by making it more polluted, less quiet and threatening its architectural style and integrity. The Inkerman Conservation Area is not a commercial area, but

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				<p>a residential area where families and students live. The property affected by the plan was originally planned to be developed for residential buildings development, which attests that the owners also saw the area as a good residential area which they initially wished to develop. A distribution or industrial site would destroy the character of this neighbourhood.</p> <p>7. Timing of the application/unfair consultation process: It is shocking for this planning permission and deadline for opposition to be so short considering the schools affected (2 other schools are in the area) are all currently closed. This is because parents who do not live in very near proximity of the site might not have heard of the application, when this type of news would have at least circulated at pick up/collection times. Whether intentional or not, this short deadline is unfair. I hope that the readers of this objection understand that should the objection deadlines be extended to a later time, after schools have reopened and parents have had the time to be made aware of the application, this would create a fairer opportunity for all relevant stakeholders to properly present their objections to what is a truly shocking application. I therefore hope this consultation will be extended accordingly.</p> <p>Thank you for taking the time to consider this objection.</p> <p>Sincerely,</p> <p>Djalila Boumezbeur</p>

2020/5913/P	F. Haffner	26/01/2021 11:47:44	OBJ	<p>It is really surprising have a storage and distribution business at this corner of Holmes road and Grafton road when this area is already very difficult to circulate in: two schools are and a police station are already on Holmes road making traffic at certain times of the day extremely busy. It is a two way road were cars can hardly cross. The access to Holmes road from Kentish Town road is blocked consistently because of motorbikes parked there, delivery vans circulating and cars trying to cross each others in a narrow road. Adding traffic with additional lorries will make the road even more dangerous especially for the children of St Patrick's and CFBL who already hardly have any space on the pavement to circulate safely. I cannot imagine how this area can cope with such a project without seeing all the obvious detrimental effects. This area was already a cause of concern for the families circulating there daily, wheter walking, cycling or by car, this is consistently difficult and unsafe. This project would only worsen the situation.</p>
2020/5913/P	Aurçlie DELEUZE	26/01/2021 22:55:45	OBJ	<p>I object to this as it represents a threat to the health and safety of pupils, adults and parents at local schools, and of people living nearby. I would create additional trafic pollution and additional risk of road accidents, which is not acceptable.</p>

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2020/5913/P	Dorothe dembiermont	26/01/2021 10:00:20	OBJ	<p>The scheme for a depot poses a direct threat to the health and safety of children. As well as the two schools on Holmes Road, CFBL (The French School) and St Patricks, there is also a nursery at the junction of Queens Crescent and Gillies Street and, at the moment, Carlton. The concession to avoid standard arrival and pick-up times at the schools completely ignores the reality of the existing staggered start times and nursery times.</p> <p>The schools welcomes children as young as 3 years old and the majority of them are used to walk as well as their scooters to come to the school.</p> <p>We have many road accidents involving pedestrian and heavy goods vehicles.</p> <p>Having this trucks circulating around the schools is putting directly the children's life in danger.</p> <p>In addition, every summer StayClub in Holmes Road hosts young language students who move around in very large groups (up to 100 people) at various times of the day. CFBL students also go out at various times of the day, again in big groups, to attend sport in The Dome (Queens Crescent) and Hampstead Heath. In normal times, all local schoolchildren use the proposed routes for access to Kentish Town Sports Centre throughout and after the school day.</p> <p>There is also a great concern about the increase of the pollution which again would threaten the life of the local residents as well as children from the school.</p> <p>We are struggling to understand why Camden would allow this planning to go through when we know that Camden's policy is to reduce traffic road and pollution.</p> <p>Finally, the noise. Many people now work from home, and this is likely to continue and has implications for the noise likely to be generated by the proposal. The proposal is for the site to be open 24 hours a day, 7 days a week, with the only restriction being no external unloading between midnight and 5 am</p>
2020/5913/P	Caroline Stuart	26/01/2021 21:11:34	OBJ	<p>I object to this application on the grounds it is totally unsuitable in a residential area of narrow streets and nearby schools. Congestion and pollution will be a consequence and will have a massive impact on residents and school children. This is not a suitable location for HGVs powering in and out 24/7.</p>
2020/5913/P	Senda Zaiane	26/01/2021 11:40:08	OBJ	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Stefano Liotta	26/01/2021 09:57:45	OBJ	<p>We object to this application.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>This development should not be allowed in such a heavily residential and educational neighbourhood.</p>

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2020/5913/P	David Abecassis	26/01/2021 11:54:40	OBJ	<p>I am writing as a parent of children in schools impacted by the proposed development, and a daily pedestrian and cycling user of Grafton Road, Holmes Road and Spring Place.</p> <p>I object strongly to this application, on grounds of air pollution, risks linked to increased vehicle traffic in residential and school areas without suitable increase in road capacity and protection, and improper health impact assessments.</p> <p>The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.</p> <p>Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.</p> <p>Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.</p> <p>The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.</p> <p>In addition, the health impact assessment attached to the application fails to recognise the two schools that are directly adjacent to the site and /or the proposed HGV (Carlton Primary School and CFBL). HGV traffic on Grafton Road (where Carlton is located and which is already a very congested access road), Spring Place and Holmes Place (where CFBL is located, and where there is already barely enough space on the road to accommodate normal vehicles) will worsen traffic, air and noise pollution, and the safety situation for schools. There is no mention in the application of the impact of sub-7.5t HGV during school peak times for example.</p> <p>There does not appear to be any commitment to ensure all vehicles using the site during the day are fully electric, nor that HGVs will only use the site outside of school hours.</p> <p>I note there is already a Camden Council platform right opposite CFBL on Holmes Road. The impact of the proposed development on this platform is not clear.</p> <p>In summary, it is my view that this development should not be allowed in such a heavily residential and educational neighbourhood, on roads that are barely sufficient to accommodate light residential car and cycling traffic.</p>

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2020/5913/P	Andrew Eland	26/01/2021 21:47:31	OBJ	<p>As a parent of children who attend the CFBL school, I am seriously concerned about the risk of injury to children that will be an inevitable consequence of increasing the number of goods vehicles using Holmes Road. Likewise, the public health implications of the associated deterioration of air quality cannot be ignored. I appreciate the need to introduce infrastructure for last mile deliveries, but it cannot compromise Camden's current transport strategy, centred around healthy streets, travel and lives. Given the significant amount of pedestrian traffic along Holmes Road at all hours, driven by both the schools and high-density student accommodation, I would welcome a broader approach that mitigated excess traffic around the schools by closing them to vehicular traffic, rebalancing public space away from motor vehicles towards the current majority users of the space - pedestrians. As it currently stands, this application could not be further from Camden's stated policy objectives.</p>

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2020/5913/P	Djalila Boumezbekur	26/01/2021 19:00:00	OBJ	Dear Sirs,

I object to this application as the parent of two children attending a school (the CFBL, exactly 80.43m/263.87 ft away from this site) for the development of this site as storage or distribution (Class B8)/ light industrial (Class E). The CFBL is an Outstanding Ofsted rated school which includes a nursery, a primary school and a secondary school and hosts more than 700 pupils aged between 2 and 14 years old.

The plan probably also affects the nearby St Patrick Catholic Primary School, as well as access and exit from the Kentish Town Police Station (both also in Holmes Road). I believe the granting of the application would present a serious health, safety and environmental risk to the local community, but would like to highlight the reasons for my objection based on its specific impact to children, staff and teachers of the CFBL. However, the arguments detailed below also apply to many residents or children of the affected area as well.

To summarise, the construction work would cause horrible pollution, noise and traffic which could endanger the health of children in the school. It is obvious that once converted, the site operation would induce even more pollution, noise and vibrations. It would also negatively impact a conservation area, endanger a Grade 2 listed building and create a serious safety road risks for all residents as well as all children schooled in the area.

1. Noise, vibrations and nuisance:

Noise is a recognised nuisance which can affect children and residents in the area. Vibration is also a problem, especially where heavy vehicles and high levels of traffic are expected to circulate. Both would be very high, as admitted in the planning application's health assessment – which notably remains silent on the school and fails to consider the impact of the planned works and outcome on children in the area (including the CFBL), and could degrade the quality of the air, noise and environment immediately opposite from our children's school. The proposed application implies that the site could be used as a 24 hour warehouse/distribution centre which would mean constant noise and vibration with devastating effects for locals and children.

2. Road Safety Issues:

The planning application proposes the use of Holmes Road – which is the main access and address of the CFBL (at No 87) – as primary road for access by “smaller HGVs (7.5f)”. The planning shows that the secondary road could be used instead “during school morning and afternoon peaks” which shows that the applicants are aware of potential impact or risk to children of the CFBL and St Patrick schools, both using Holmes Road as main entrance. In spite of this, the application does not detail any measure or assessment of the safety (or environmental impact – we'll get to it later) on these children. The transport statement appended to the application itself relies on the prospect of potential change of the character of the area and potential redevelopments of access points, obviously because current access points and the current residential nature of the area are not currently suitable for the application. It is therefore not reliant on currently existing conditions but on inducing such a potential change.

In any event, Holmes Road should not be a primary access road (or even a secondary or access at all) for this application. Holmes Road is a narrow road with small pavements and heavy foot traffic – mainly by children attending the schools on that road or students living in students' accommodations also on Holmes Road. A visit to the street on a normal school day (without COVID lockdown) would show that the road is already risky to children with high traffic jamming the road, pavements full of children and families waiting to get into their

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schools and limited crossing areas. The CFBL is the only bilingual school in this area of London so parents and children often commute from long or less long distances and bicycles, scooters, school buses and cars often clog Holmes Road and the nearby streets. Even outside schools pick up or drop off hours, traffic is high on Holmes Road as a key access point to Kentish Town Road. It is unavoidable that all trucks and cars used for the construction and later for the distribution centre would use this road, and therefore cause increased traffic and accidents risks. Parents who drop off their children, school buses used by the school (for instance for sports as the school does not have its own sites) would also find it impossible to access the school. Above all, risks of road accidents which could kill children would increase tremendously.

To clarify why, it is important to understand that reversing or turning on Holmes Road, which is rather narrow, will probably be near possible to HGVs – which are too big for Holmes Road and nearby roads and have notorious blank spots. Cars or HGVs blocked/slowed down in such a configuration could have to reverse or turn on or near the schools' entrance itself (or the pavement leading to it). In the morning and the afternoon, more than 700 children arrive on Holmes Street, Cathcart Street and Willes Road and the pavement on Holmes Road as so full that they often 'spill' on the corresponding roads themselves. With social distancing required since the start of the COVID 19 crisis, more 'road space' by children and parents waiting to get in or out of the school, although this has only made worsened a pre-existing situation. Older children may not always be supervised either. Such large number of children at the same time in the morning and afternoon means that Holmes Road and its nearby roads should in fact totally be closed to traffic, not open to more traffic and especially not to HGVs traffic. The application's proposal to have Holmes Road as a main street is simply unacceptable as it creates very high risk to the schools' children safety.

Contrary to what the application suggests, limited cars use the Veolia access point on Holmes Road. When they do, this creates traffic jams and immediate road blockages. The granting of the application would make render things substantially worse and unsustainable.

In addition to the above, the application would increase road traffic in general, in a context where the Camden Local Plan (2017) itself proposes to "require all new developments to be car free". (Policy T2). This application therefore shall not be allowed for this reason as well. It is clear that Camden Council should seek to dissuade rather than encourage further use of Holmes Road for access to the proposed site.

3. Lack of assessment or measures to prevent fire hazard and risks to locals and the CFBL: HGVs typically produce more pollution than any other smaller vehicles, use highly polluting fuel such as diesel fuel. A distribution centre would probably have to have its own fuel tanks for the fleet of cars, vans of HGVs in intends to host. Such tanks would also create serious health and fire hazard in such a small street/neighbourhood. The application also includes the creation of "electric vehicle charging points and/or hydrogen refuelling facilities", but no risk assessments of such facilities at such a close proximity from a school. We have not seen anything to protect the children or local inhabitants in case of accident or explosion on the site, which is a serious oversight and shows the lack of care taken in preparing the application. Huge fires caused by charging units are a real risk to consider, as evidenced by the fire which destroyed an Ocado Warehouse and distribution center in April 2019 (as reported here: <https://www.bbc.co.uk/news/uk-england-hampshire-48094801>); in this case a 500m exclusion zone was set up but the warehouse was not close to inhabitations or schools. This case illustrates the real risks of having such a site near housings or schools, and should be another reason to refuse such a use on the site.

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4. Pollution Risks to children between 2 and 14 years old:

The CFBL operates a nursery, primary school and secondary school 80 meters away from the site; it currently hosts more than 700 pupils. The application contains no acknowledgement of this situation and no impact assessment on the children and school staff, despite recognising the existence of schools in its maps. This is unacceptable but probably a sign that any such assessment would have to confess to causing serious pollution and health risks to children studying or playing mere meters from what the application proposed as its primary road for HGVs.

Publicly available data regarding pollution in the area shows that pollution levels in the area of Prince of Wales Road and Grafton Road is c. 54 μ gm³ with a range of 50-59, by contrast for the same date pollution in Willes Road (next to our school) was 37 μ gm³ with a range of less than 30. This difference suggests how much more pollution could be caused by the new site (although it is clear that the site would cause more pollution than are currently noticed at the corner of Prince of Wales Road and Grafton Road considering that HGVs are very are at the moment in this area). Such levels of pollution are already well above WHO recommended levels. Camden Council and the Mayor of London have recently written to the Government to push it to adopt levels recommended by the WHO and both promised more efforts to protect children and schools from pollution in recent public policy declarations. These positions should weight in favour of rejecting the application, as otherwise the Council would be supporting a project at odds with its own schools and environmental policies.

Overall, the increased pollution and air quality would stunt the growth of our children's lungs, worsen chronic illness, such as asthma, lung and heart disease, which already affect some of my children's friends. Increased pollution is also known to increase the risk of mental health issues, something we would wish to avoid to children already unfairly mentally affected by school closures and COVID-19. Trucks driving mere meters from two schools and their playground, noise pollution and constant vibration which could affect lessons and endanger children's health or cause increased stress and anxiety. Camden council should prioritise the interests of vulnerable children.

The CFBL is already too close to Kentish Town Road, which has some of the highest pollution levels in Camden (and in the UK). Adding the pollution caused by the proposed distribution site (where HGVs and vans will emit high levels of Nitrogen Oxides and PM emissions) would mean our children's schools will be put at very high risk of high pollution levels.

5. Negative impact on a Grade 2 listed building:

The site the CFBL is a Grade II listed building. The creation of the distribution centre may affect its quality and, for instance due to HGV produced vibrations, could imperil its foundations or structure.

6. Negative effect on a Conservation Area:

The area bounded to the south by Prince of Wales Road and Anglers Lane, to the north by Holmes Road, to the east by Raglan Street and to the west by the railway viaduct forms a Conservation Area known as the Inkerman Conservation area. The Inkerman Road Conservation Area forms a dense and homogenous environment in the heart of Kentish Town, mainly residential. Although the proposed site for the application is currently used as a taxi park, the proposed change of use to [] would allow a new use very different from this residential area. This could create a dangerous precedent, but in itself would create serious adverse effects on the character and appearance of the Conservation Area, by making it more polluted, less quiet and threatening its architectural style and integrity. The Inkerman Conservation Area is not a commercial area, but

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a residential area where families and students live. The property affected by the plan was originally planned to be developed for residential buildings development, which attests that the owners also saw the area as a good residential area which they initially wished to develop. A distribution or industrial site would destroy the character of this neighbourhood.

7. Timing of the application/unfair consultation process:

It is shocking for this planning permission and deadline for opposition to be so short considering the schools affected (2 other schools are in the area) are all currently closed. This is because parents who do not live in very near proximity of the site might not have heard of the application, when this type of news would have at least circulated at pick up/collection times. Whether intentional or not, this short deadline is unfair. I hope that the readers of this objection understand that should the objection deadlines be extended to a later time, after schools have reopened and parents have had the time to be made aware of the application, this would create a fairer opportunity for all relevant stakeholders to properly present their objections to what is a truly shocking application.

I therefore hope this consultation will be extended accordingly.

Thank you for taking the time to consider this objection.

Sincerely,

Djalila Boumezbeur

2020/5913/P Amelie Bossard 26/01/2021 11:39:40 OBJ

We object to this application.

The proposed development will provoke a dramatic increase in vehicle air pollution not just for residents, but most importantly for the many young pupils who attend schools in the immediate proximity of the site. The additional air pollution from fuel will not only be as a consequence of the direct increase in vehicles in the area. In fact the unavoidable increase in traffic congestion will force the existing transiting vehicles to also spend more time in the area.

Vehicle air pollution comes from fuel, brakes and tires - even the adoption of electric-only vehicles would not negate the very serious air pollution from brakes and tires.

Many studies have demonstrated a proportionate link between increasing levels of air pollution and children's cases of asthma, reduced lung capacity, reduced immunity and reduced learning abilities. Additionally air pollution is linked to overall mortality in the general population with an estimated 5,000-10,000 early deaths/year in the London area.

The proposed development will also increase the risk of accidents involving the additional vehicles and the young pedestrians who reach the nearby schools on foot, scooter, pram etc.

This development should not be allowed in such a heavily residential and educational neighbourhood.
