

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Zoe BELLAMY	05/02/2021 17:49:22	PETITNSUP P	My family and I, are very concerned and worried about these changes as we live and our 3 children go to school opposite to the future storage. We enjoy our neighbourhood without too much traffic and pollution which is possibly very harmful for kids. We really do not understand why the decision has been take,n to build such a big storage in the inner city. It looks like a total aberration..
2020/5913/P	Kate Golden	05/02/2021 17:48:53	OBJ	I object to the planning application 2020/5913/P. The proposed development will provoke a dramatic increase in vehicle air pollution, traffic and noise that will have an impact not only on the residents, but also on the many young pupils who attend schools in the immediate proximity of the site. This is a highly residential area that already suffers from traffic issues and pollution. A distribution hub would likely aggravate the situation. A project like this would be more suited in an industrial area.
2020/5913/P	David Prince	07/02/2021 22:31:43	OBJ	This is not an industrial area, it is a residential area with schools that happens to have a Veolia depot located nearby, that is not a reason to presume that the sought after much increased level of LGV and HGV movements, 24 hours a day, should be considered acceptable Neither Grafton Road nor Holmes Road - the proposed primary access routes -are suitable for HGVs, including the "medium sized" HGVs envisioned in the proposal. HGVs attempting to use these routes already have real difficulties negotiating the tight turns into Spring Place, and from Kentish Town Road into Holmes Road. Camden should be looking to alleviate rather than exacerbate these existing problems Please refuse this application and encourage a better use for this site

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Paul Seviour	07/02/2021 14:51:47	OBJ	<p>I am writing to object to this planning application for a change of use to a flexible industrial (Class B2)/ storage or distribution (Class B8) depot. I support the use of light industrial Class E.</p> <p>I generally agree with lots of the comments made by others objecting to this application for a distribution depot but I want to make some other comments I don't think have been made elsewhere.</p> <p>1 I don't understand why the Kentish Town Planning Framework is relevant and why it has been quoted to support the application. 3 – 6 Spring Place is outside of the Framework Area. If 3-6 Spring Place had been included in the Framework Area the community would have been able to consider its future use during long and intensive conversations which took place when drafting the Framework. Since that did not happen, I don't see how any of the policies in the Framework area can be directly applied to this planning application.</p> <p>2 The transport strategy does not take into account the current and emerging strategies for the 2 main routes which will be used by heavy goods vehicles.</p> <p>A Grafton Road is on the London Cycle Network, running from Prince of Wales Road all the way to Gospel Oak. It is also included in the future Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019-2041. It seems inconceivable that this road would be suitable for heavy goods vehicles.</p> <p>B Queens Crescent will see some significant improvements, including traffic reduction and other measures (as part of a £1m grant Camden council received from the GLA). A consultation under the heading "Safe and Healthy Streets" is underway [Queen's Crescent Motor Traffic Free Environment Trial - We Are Camden - Citizen Space] and includes a proposal to close part of Queens Crescent to all traffic. Taken with the fact that this road is already closed twice a week for the regular market, it seems inconceivable that this road would be available for access by heavy goods vehicles in the future.</p> <p>C Others have commented, from their local knowledge of the area, of the traffic problems that occur daily on the roads that would be used by vehicles entering and leaving the proposed depot. Holmes Road is a particularly poorly suited route and I agree with other comments made in relation to this road. I am aware that given the 2 schools that are located at either end, there is a hope that this will become a "Healthy School Route". The more general point I want to make is that Camden Council's strategy in terms of vehicle movements is to divert vehicles away from residential neighbourhoods and residential streets. A depot at Spring Place would undermine this policy. All the roads that connect with the roads that emerge at the junction of Spring Place (e.g. Willies Road connects with Holmes Rd) will become fair game.</p> <p>D I want to make one observation about the comparison the applicant has made about the numbers of vehicles used by Addison Lee previously and the proposed use as a depot which I think is misleading. I think the comparison should be from when the building closed. Since it closed (in 2015 I believe), the number of vehicles using the site has been precisely zero. The developer who acquired the site from Addison Lee obtained planning permission for co working space (in September 2016 - 2016/5181/P), which was to be completely vehicle free (aside from normal office type supplies). If that development had come forward, the new building would have had virtually no impact on the roads and the people using the nearby streets. Local people supported that scheme. What we are looking at with this application is that we will be going from a position of zero traffic impact for the last 7 years to the numbers shown in the applicants traffic numbers. This I think is the true comparison when considering the real impact of the depot on the lives of local people.</p>

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				<p>3 In summary, Kentish Town has emerged from an area with a significant industrial stock of buildings and activities, to one where it is overwhelmingly residential. 3-6 Spring Place sits alone in the middle of this residential area. Its isolation means that locating a depot there will only result in an unacceptable increase in heavy goods vehicles and other traffic. It's not just about pollution from diesel and petrol (these hopefully will go away one day with new clean fuel) it's also about congestion, danger to pedestrians and cyclists and noise for residents along the routes and adjacent to the building. The application as a depot is diametrically opposed to Camden Council's policies in getting traffic out of residential areas. And in a world which has moved on, where walking and cycling is given priority over vehicles, a depot in this location would seriously undermine those policies.</p> <p>I would ask you to refuse the application for a distribution depot. I would though happily endorse Class E (with little or no vehicle use just like previous permission under 2016/5181/P).</p>
2020/5913/P	Veronica CalzadaToledo	04/02/2021 23:21:43	OBJ	<p>As Parents having our children learning at CFBL school, we would like to express our concern about the planning application 2020/5913/P and object to it.</p> <p>The proposed warehouse and distribution centre at this site in Spring Place would create a significant risk to the safety of our children who go to the nearby school, CFBL in the immediate vicinity. We do not think that this risk can be sufficiently mitigated by the applicant.</p> <p>The proposed change of use for this site is therefore not acceptable. Other sites in more industrial areas ought to be more appropriate than a site in close proximity to schools.</p>
2020/5913/P	Laurence Biragnet	08/02/2021 15:45:17	OBJ	<p>I strongly object this development because of various reasons:</p> <p>First, undoubtedly there will be an substantial increase in risk of harm to children and young people who attend the two schools and the students accommodations in the immediate vicinity. No doubt, there will be accidents involving the additional vehicles and the young pedestrians who reach the nearby schools and sites on foot, bike, scooter, pram etc. This clearly goes against the Camden's claimed ideas for Healthy Streets close to schools.</p> <p>Secondly, and even though the vehicles coming in and out of the site are supposed to be electric, this will obviously increase the traffic congestion in the streets around, with other vehicles being slowed down and stopped. The resulting exponential increase of the air and noise pollution will negatively affect the wellbeing of the residents and children of the nearby schools. It is estimated that 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. This project will seriously endanger the life of the youngest and most vulnerable of the community.</p> <p>Finally, in the last 10 years, Kentish Town has changed a lot. It has become a more residential and pleasant area. Some nice new shops have opened on the high street. It would be a shame to try to change this area back into an industrialised zone. At a time when the council is investing so much in cycling lanes and making so much effort to give the streets back to the people (rather than vehicles), this would be a disastrous choice and this would go against any promise made during the election campaign. Voters will remember.</p>
2020/5913/P	LAURE MOLINERO	07/02/2021 16:27:20	COMMNT	I am very concerned with this project and think it is hazardous for our children in CFBL.

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Sarah Monk	06/02/2021 20:18:09	COMMNT	<p>I have lived in Willes Road for more than 20 years and am horrified that the new proposed use of 3-6 Spring Place would cause such a huge influx of delivery and distribution vehicles in the heart of our residential area with many families. Those of us who live here should not have our neighbourhood overtaken by the noise, danger and congestion to the detriment of our domestic and working lives. The school in Willes Road is home to a large number of children, and although the traffic it generates is noticeable, and something we have to manage as a community, I have always been happy to accept the level of traffic because of the importance of schools and education. However, a warehouse type distribution operation is not acceptable through these narrow streets where often (in Willes and Grafton for sure) cars often have to stop to give way to oncoming traffic as there is not always space for both cars to pass. If commercial vehicles are also involved this would exacerbate this problem even further. I strongly object to the project</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Inkerman Area Residents Association	08/02/2021 11:17:28	OBJ	<p>INTRODUCTION: Inkerman Area Residents Association</p> <p>We are the Residents Association for the area to the south of, and including, Spring Place. We have been in existence for over 40 years. We are recognised by the Local Authority as a legitimate representative of the area. We consult our members through an email connection of over 300 people. We have a very active WhatsApp group of 80 people and communicate with all local residents by hand-delivered notices. We met and discussed this site with the previous owners at considerable length and supported their application and proposal for the use of the site, which was one that would generate considerable local employment and opportunities for local enterprises.</p> <p>We have met with representatives of Segro and, following that, have consulted our members through our email list, WhatsApp group and letters to institutions and residents of the streets that would be most affected by the proposed B8 use of this building.</p> <p>We now write to let you know that the response has been overwhelming in its opposition to this application. We have heard from a large number of our members and also from local schools and community organisations who are horrified by the idea of a change of use that would allow increased traffic in the area at a time when the majority of people are working towards a safer and cleaner road environment.</p> <p>We note from the comments already posted on the website that the Headteacher at St. Patricks Primary School, Mrs Savva Brown, and Marie Pierre Bouche on behalf of the parents association at CFBL are both expressing serious concern about the risk to the health and safety of their students were this application to be allowed. This is in addition to the literally hundreds of comments from school parents and local residents</p> <p>SITE POTENTIAL USES</p> <p>There is general agreement that while we welcome commercial development on the site, B8 use is not suitable for a number of reasons, below.</p> <p>We also acknowledge that last mile deliveries are needed, but there are many much more suitable sites, for example the nearby Regis Road industrial estate.</p> <p>Segro's plans for the site suggest many other uses for this location, all of which would be allowed within their existing planning permission and any of which would have local support and cooperation. We have made this clear to Segro and are happy to work with them to get the best possible use out of this site.</p> <p>TRAFFIC</p> <p>Any increase in traffic on already overloaded streets in a largely residential area is unacceptable. Whether or not the proposed traffic would be less than that generated by the previous occupants, Addison Lee (which is doubtful), we are reminded by a resident of Grafton Road that the Addison Lee repair centre operated only on weekdays and during normal working hours.</p> <p>In the four years since then, the world has also moved on and there are far greater concerns about pollution and road safety for cyclists and pedestrians.</p>

Application No: Consultees Name: Received:

Comment: Response:

Holmes Road itself is of particular concern as the junction with Kentish Town Road is already extremely dangerous for cyclists and pedestrians as traffic tries to get onto or off Kentish Town Road. There is no pedestrian crossing, there are parked cars and motorbikes and, frequently, traffic backing up. Additional HGVs and LGVs travelling in both directions along this route will exacerbate an already fraught situation.

We are aware that there are plans to partly pedestrianise Queens Crescent, which Segro propose as a main route for their traffic (the street is, of course, already partly closed for the market two days a week). In addition, there will be further consultations about reducing traffic in Holmes Road, and improving cycle lanes in Grafton Road.

Again, both these roads are identified by Segro as main routes for their vehicles, despite the existing restrictions on traffic in Grafton Road for parts of the day, and the narrow access point by Kiln Place.

Spring Place itself is often full of parked Veolia vehicles and clearly unsuitable for any additional traffic.

We also note with concern the transport statement in the application which suggests a number of new access points.

"As a result of the redevelopment of the area, a number of improved connections are suggested such as the new access points via Gordon House Road, York Mews, Holmes Road, Spring Place, Arctic Street and Kentish Town City Farm. Additional access points in the area will open up the road network and could provide easier connections to and from the site."

If the suggestion is that more roads are opened up to more HGVs and other traffic, this is equally unacceptable. Inclusion of some of these suggestions strongly suggests that no real sensitivity or even full enquiries have been made of the area.

The Camden Local Plan 2017 states that Camden "will resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network." It also states

"Major developments dependent upon large goods vehicles will also be resisted in predominantly residential areas."

CHILDREN AND YOUNG PEOPLE

Spring Place itself is heavily used by schools escorting large groups of children to and from sports activities at the Dome and Hampstead Heath. Similarly, all the local streets are busy with children going to and from schools and nurseries, and school groups going to the Kentish Town Sports Centre. With staggered start and finish times there can be children around at any time, so suggestions by Segro that traffic would be avoided during certain times of the day do not in fact answer this issue.

In addition, every summer the Stay Club student accommodation in Holmes Road hosts young language students who move around in very large (up to 100) groups at various times of the day.

Application No: Consultees Name: Received:

Comment: Response:

Segro's proposed transport routes for HGVs go directly past 3 schools, nurseries (including one on the very sharp corner of Queens Crescent and Gillies Street, just north of the site and on Segro's route), a busy market, a library, sports centres and the West Kentish Town Estate (one of the most deprived areas of Kentish Town). They also pass very close to a GP practice and three community centres.

The scheme for a depot poses a direct threat to the health and safety of children. We note this Government guidance:

Healthy and safe communities - GOV.UK (www.gov.uk)

"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
- evidence indicating high levels of obesity, deprivation, health inequalities and general poor health in specific locations."

Both in terms of road safety and pollution levels near children and young people the scheme would exacerbate an already dangerous situation.

NOISE AND POLLUTION ISSUES

The application is for 24 hour working, 7 days a week. 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. We have evidence from neighbours of existing commercial premises in the area that the noise of vehicle reversing and turning even in normal working hours is intrusive and distracting. The application states that external loading will not be permitted between the hours of 12 am and 5 am, which means that HGVs can be arriving, departing and unloading from 5 am until midnight. This may well conflict with Camden's framework hours and in any event is unacceptable in terms of noise, particularly given that numerous studies have linked noise pollution and low-level noise nuisance with physical and mental health problems, including depression and cardio-vascular disease.

It may not have been apparent to those planning this development that the next building to the north is in fact a block of flats which includes families. Further up Spring Place on both sides of the road there is dense family residential accommodation.

SITE MANAGEMENT

Segro state that there will be close supervision to ensure that any site occupier complies with all the conditions agreed as part of the letting. Whatever Segro says about how the scheme will operate, in practice they will have no real control over any tenant. The application states:

"On this basis, any future occupier must comply with these requirements. It is likely that these restrictions can then be CLOSELY MONITORED through the ANNUAL surveys as detailed above."

Application No:	Consultees Name:	Received:	Comment:	Response:
				<p>Emphasis is added as we do not accept that annual surveys represent close monitoring.</p> <p>Of perhaps even greater concern is the fact that were the change of use to be granted, and were the site were to be sold on, there would be no guarantee that any future owner would be restricted in their use of the site as a warehouse and distribution centre.</p> <p>There seems to be an unanswerable case against the suitability of 3 - 6 Spring place for warehousing and distribution use.</p> <p>Please refuse this application and inform us of the decision</p> <p>Debby Hyams Chair, IARA</p>
2020/5913/P	Sue Mcneill	05/02/2021 14:48:15	COMMNT	<p>Holmes Road is a combination of commercial and residential as well as two schools and a hostel. The road is not in a good state of repair due to the current excess traffic. The noise over the past few years had become unbearable as there is always a building site under construction with trucks coming and going. This road and the surrounding area cannot take any more heavy duty traffic especially when there are industrial sites nearby which are more than suitable.</p>
2020/5913/P	Year 6 Pupil	05/02/2021 12:05:46	OBJ	<p>Dear Planning Officer,</p> <p>I am a Year 6 student at St. Patrick's School. I am writing to you to inform you about how building a warehouse in 3-6 Spring Place (a narrow street) would be intrinsically wrong.</p> <p>This distribution center will surely need lorries to transport goods across the city. That means lorries will be driving up and down our already congested street. Subsequently, disrupting our lessons and learning. Our windows have to be kept open because of this pandemic to allow ventilation. Spring is also coming soon so our windows will have to be open even wider therefore allowing the noise of the traffic to disturb us. Do you really want to spoil our year even further?</p> <p>Like I said, lorries will cause a huge problem. Another Reason why the lorries aren't good for our community is because they're not safe. They would make Holmes Road and the surrounding areas more congested than they already are. This isn't good because people can't get around easily consequently leading to accidents. Before I conclude, the lorries could also pollute our town. We already have to wear masks. With the toxic air, it'll be twice as hard to breath. It will also make people with breathing difficulties vulnerable.</p> <p>All I want to say is that building the warehouse will be a fundamentally bad idea.</p> <p>Yours Faithfully.</p>
2020/5913/P	Federica Biagiotti	05/02/2021 11:39:12	OBJ	<p>I strongly object to the planning application 2020/5913/P. As a local resident I am very concerned by the dramatic increase in vehicular traffic, air pollution and noise level the proposed warehouse and distribution centre will cause in what is a highly residential area.</p> <p>Particularly concerning is the proximity of schools. The additional traffic not only will cause health issue due to the air pollution but also an increased threat to the safety of the young pedestrians. The footfall is quite heavy when schools are open and the risk of accidents will be high. An area with some many schools, residential housing, student accommodations and narrow roads is not suitable for a project like the proposed one.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Thibault V.	06/02/2021 09:27:26	COMMNT	<p>Hello,</p> <p>We are leaving on Alma street (part of the conservation area) and have our children in the CFBL school on Holmes Road. The above application will have a negative effect on both our day to day live with an increased traffic in this highly residential area (where most of the road works have recently been designed to reduce traffic generally) as well as the life of our children to school and increased traffic, pollution as well as risk of accidents. In addition, we believe the historical character of the Inkerman Conservation Area should be protected.</p> <p>We thus strongly oppose to the application and hope you would revise your judgment.</p> <p>Thank you for your understanding,</p> <p>Reagrds,</p> <p>Thibault</p>
2020/5913/P	Delphine Dietsch	05/02/2021 18:28:40	OBJ	This project will bring lots of nuisances to the surroundings and will be dangerous for children in particular.
2020/5913/P	Mohamed Sohel Aziz	04/02/2021 19:44:07	OBJ	I object to this proposal due to the impact on CFBL surrounding environment and potential dangers for the children.
2020/5913/P	Mark Holloway	04/02/2021 17:15:39	OBJ	I am amazed that the council is considering the application for a change of use to a distribution depot when it is in such close proximity to two schools. One of which my child attends. Councils have a duty of care to schools and their pupils. A number of Local Councils are implementing the ' School Streets' initiative. This initiative tackles air pollution and reduces road danger. I would suggest the council should be thinking about the health and safety of its younger community rather than increasing pollution and endangering the children. A cleaner safer environment leads to better mental and physical health.

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2020/5913/P	G A Hibbs	07/02/2021 15:23:59	OBJ	<p>I object to the requested Change of Use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E) for the following reasons:</p> <ol style="list-style-type: none"> 1. Spring Place is one of the more narrow of Camden's streets. To add the proposed 7.5 t and 18t vehicles to the mix of Veolia refuse vehicles in daily use opposite the proposed site, and to the frequent large deliveries of specialised equipment by 18t vehicles to the next door Spring Studios would make the street virtually impassable for even the applicant's own smaller vans. 2. The building on the corner of Spring Place and Holmes Road is about to welcome approximately 100 LB Camden office staff being relocated from their office in Arlington Road. 3. Upper Willes Road and Cathcart Street are already problematic traffic areas caused by the unregulated arrivals of parents dropping or retrieving pupils from the CFBL school in Holmes Road. 4. Holmes Road is suggested as an access route to Spring Place. The state of repair of Holmes Road is already appalling. There has been heavy building along this road for the last five years, but despite the section 106 agreements supposedly enforced by Camden, no improvements to the surfaces or gutters have been made to repair the damage. To use the eastern end of Holmes Road as an ingress/egress would entail further large van traffic along the already over-burdened Kentish Town High Street. There is no available route out of Holmes Road/Athlone Street which would be able to cater for vans of this size 5. Grafton Road is another of the roads selected in this application for use by the 7.5t and 18t vehicles. Grafton Road has a built-in chicane at the junction with Inkerman Road, making it dangerous for use by such large-sized vehicles. Also, travelling south along Grafton Road leads to a left-turn only junction with Prince of Wales Road. Travelling north along Grafton Road leads to a traffic-calming pinch point, operating during specified hours. In neither direction along Grafton Road could large vehicles be acceptable. 6. Queen's Crescent is also suggested as an access route. This is a Street Market twice weekly, and is the subject of a LB Camden "Safe and Healthy Streets Consultation" currently. It would seem that this consultation already wants the use of Queen's Crescent for a motor traffic-free environment and a restriction of motor traffic on Grafton Road. 7. There is also the possibility that permission (pending an appeal against a refusal of planning application 2020/2406/P) may result in further large-scale building works involving creating a seventh floor of pre-built containers to the existing "student" accommodation building in Holmes Road thus creating even more traffic problems. 8. The proposal will increase drastically the pollution in an areas already subjected to high degrees of unhealthiness by dint of the Veolia trucks and the contents of those trucks. As the area is a residential one, which includes three primary schools and their kindergartens, an increase in pollution would be calamitous.

Application No: **Consultees Name:** **Received:** **Comment:** **Response:**

One of LB Camden's avowed policies is to reduce vehicular traffic inside the borough. To grant this application would make a mockery of this policy and leave the council's decision-makers open to charges of ignominious conduct.

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Laura Eaglesham	05/02/2021 11:52:53	INT	

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 large 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 and the daily 'Older People's Services' provided by Queen's Crescent Community Centre.

4. Hollow promises? There are considerable concerns that, if B8 use is granted, the detailed proposals are unworkable and the conditions unenforceable.

Whatever Segro says about how the scheme will operate, in practice they will have no real control over any

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2020/5913/P	Dorothee Archambault	08/02/2021 11:23:05	OBJ	<p>tenant they let to. They say: Any future occupier must comply with these requirements. It is likely that these restrictions can then be closely monitored through the annual surveys as detailed above.</p>
2020/5913/P	Dorothee Archambault	08/02/2021 11:23:05	OBJ	<p>As Parents having our children learning at CFBL school, we would like to express our concern about planning application 2020/5913/P and object to it.</p> <p>The proposed warehouse and distribution use at this site in Spring Place would create a significant risk to the safety of our children who go to the nearby school, CFBL in the immediate vicinity. We do not think that this risk can be sufficiently mitigated by the applicant.</p> <p>The proposed change of use for this site is therefore not acceptable.</p> <p>Other sites in more industrial areas ought to be more appropriate than a site in close proximity to schools.</p>
2020/5913/P	Virginie DIDIER	04/02/2021 19:33:00	OBJ	<p>As Parents having our children learning at CFBL school, we would like to express our concern about the planning application 2020/5913/P and object to it.</p> <p>The proposed warehouse and distribution centre at this site in Spring Place would create a significant risk to the safety of our children who go to the nearby school, CFBL in the immediate vicinity. We do not think that this risk can be sufficiently mitigated by the applicant.</p> <p>The proposed change of use for this site is therefore not acceptable. Other sites in more industrial areas ought to be more appropriate than a site in close proximity to schools.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	John Nicholson	07/02/2021 15:07:26	COMMNT	<p>I object to this planning application for a change of use to a flexible industrial (Class B2)/ storage or distribution (Class B8) depot. I support the use of light industrial Class E.</p> <p>In general I agree with lots of the comments made by others objecting to this application for a distribution depot.</p> <p>The main concern I have about the application as it stands, and therefore the basis of my objection, is the impact allowing a round the clock distribution centre will have in a residential area. This would undermine Camden's policy to divert vehicles away from residential neighbourhoods and residential streets.</p> <p>Existing and proposed traffic measures for the roads around Spring Place all support this policy. Grafton Road is part of the London Cycle Network, Queen's Crescent is subject to a current consultation to reduce and restrict traffic, there are proposals for Holmes Road to be a healthy schools route, and planned traffic calming and closing the exit to Kentish Town Road from Anglers Lane is designed to reduce traffic in the Inkerman Area where I live.</p> <p>All of this is in stark contrast to the proposal to create a busy distribution hub with multiple vehicle movements in Spring Place.</p> <p>I would therefore ask you to refuse the application for a distribution depot. I would not object to Class E (with little or no vehicle use just like previous permission under 2016/5181/P).</p>

2020/5913/P	Year 6 Pupil	05/02/2021 12:11:55	OBJ	<p>Dear Planning Officer,</p> <p>I am a year six pupil at St Patricks' school. I am writing to inform you of my concern over the possible distribution center being built on spring place near my school.</p> <p>Allowing this distribution center to get the green light would be a huge mistake. For one, there is already too much congestion on the narrow road outside school. The police regularly use the road to get to nearby emergencies. I believe that the proposed new site would further expand the traffic problem and prevent the police from getting to the problem rapidly, potentially costing lives.</p> <p>As I am sure you are aware, our learning has been severely disturbed for the past eleven months. We don't need any further disturbance which the construction traffic would surely cause. What's more, we have to work with our windows wide open because of covid-19. The additional traffic would cause an extremely harmful work environment with increased noise and pollution.</p> <p>Leaving school at 3:20pm prevents a huge problem. Traffic is very busy at that time and I worry about the safety of children trying to cross the road, especially my classmates many of whom walk home alone. In conclusion, I believe that this wouldn't be a good idea like a already stated in the previous paragraph yours faithfully.</p>
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2020/5913/P	David Jockelson	08/02/2021 13:58:58	OBJ	<p>I write to object to the application by Segro for a change of use for these premises.</p> <p>1. I have lived in this area for many years and was fully conversant with the previous use of the building by Addison Lee. They used it as a maintenance garage for the taxis. These came, were serviced and left. This was a moderate flow of relatively small sized vehicles.</p> <p>They worked within ordinary business hours on only five days a week.</p> <p>There is no comparison with the predictable traffic flow that will inevitably result from a “last mile delivery service“ on a 24 hours a day, seven days a week basis.</p> <p>2. I say “predictable“ because a key issue is the fact that all predictions or promises made by Segro are totally unenforceable and cannot be relied upon since they will not be the occupants and they will have scant control over whoever does take a lease and uses the building.</p> <p>In addition, it is highly possible that the building would be sold on, taking with it the change of use that is sought, so there will be even less control over the actual use and traffic flow.</p> <p>Accordingly we have to work on the basis that the entire purpose of this proposal is a succession of large vehicles arriving at various times including, most likely, early in the morning. They would then unload within earshot of a block of flats close by and rows of residential accommodation either side of the road only a few metres north.</p> <p>The heavy lorries would then depart (although they might also return at any time during the rest of the day) and a fleet of smaller vehicles would then be leaving the building and returning all day long in order to carry out those last mile deliveries.</p> <p>It is absurd to think that each vehicle would only do a few return trips; the reality must be that there would be a continuous flow.</p> <p>If that is not true, then why does the application mention 24-hour day seven day a week working?</p> <p>3. Other people have pointed out the total unsuitability of the roads in question and I adopt their objections in this regard.</p> <p>It can only be assumed that this application was put together on the basis of a quick inspection of a map rather than any actual site visit.</p> <p>Such a visit would have disclosed to anybody the fact that one of the proposed main access route lies down Queens Crescent, a crowded road any time, the location of a street market two days a week and with a plan for partial pedestrianisation.</p> <p>Not only is this an important point in the consideration of their plans but suggests a lack of sensitivity or genuine commitment to community involvement which is otherwise claimed by them.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	julie jeancolas	06/02/2021 14:42:05	PETITNOBJ E	I am against this development which will impact security, health and safety for the CFBL school.

The two schools that are on Holmes Road have been mentioned by many objectors. Again actual observation of the schools would indicate that children arrive on foot, often on scooters on the road and/or or delivered by parents in cars and there is a large amount of pedestrian and car traffic in the area around both schools for extended periods at the beginning and the end of the school day.

As has been pointed out by others, the traffic generated by this proposal would also conflict with the use by schoolchildren of the obvious route to Hampstead Heath up Spring Place as well as access to the swimming baths and to a local sports centre.

The level of concern is clear from the many objections that have been registered by parents, especially at CFBL who have been given a pro forma letter but we assume these will be treated with all seriousness since they are sincere and people have made that effort. Furthermore, many parents have added additional comments which reinforces the sincerity and seriousness of their concerns.

The final point about the route planning is that the main exit route from the area is said to be Holmes Road.

The junction of Holmes Road with our High Street is narrow, it is not traffic light controlled, it crosses a busy pedestrian thoroughfare, it is next to McDonald's on one side and a pub on the other side. It is already a focus of major traffic problems and danger to pedestrians. To increase traffic here is to increase the risk of serious accidents.

As a final point about route planning, the application mentions Arctic Street. This is a street almost directly opposite the premises. This is possibly another example of very ignorant planning since it is currently a narrow, entirely residential street ending in a dead-end.

A more radical interpretation would be that Segro are in discussions with the owners of Regis Road and plan an opening under the railway arch into Regis Road for their use.

If that were to happen, the consequences for increased traffic and a disruption in all current traffic planning would be enormous.

Any assurance that this access point would be restricted to some or all of the traffic generated by this depot would again be unenforceable and could not be relied upon. Accordingly it would become a shortcut effectively from the High Street into precisely the narrow residential streets that we are discussing.

We all appreciate the need for home deliveries, particularly at this time and in particular to support people who are not able to go to shops for reasons of health or age. It is simply that this site is wholly unsuitable.

We also appreciate the need to get this building back into use and then accordingly welcomed previous proposals, and would welcome the opportunity to discuss with Segro or any future owners a more appropriate use of the building.

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2020/5913/P	Raquel Fernandes Sampers	08/02/2021 08:42:05	COMMNT	The deposit in front of the school can cause accidents for the children, can complicate the access to the school and facilitate the access for people hose doesn't have to be around.
2020/5913/P	Camilla Hall	07/02/2021 13:35:41	OBJ	<p>My main concerns around this application would be increased traffic and noise within a very residential area. Although there is provision for a dedicated route to the site, there is no guarantee an individual driver would follow this route, likely resulting in increased traffic in the surrounding residential area. This would especially be of great concern during nighttime - veolia vehicles already contribute significant noise in the area - and during schooltime given the proximity of CFBL.</p> <p>As a local parent of a young child I would be especially concerned about more traffic in the area. Additionally the routes to site don't seem to be well thought through for larger vehicles- Holmes road onto Kentish Town road for example is frequently a bottleneck given the parking allowed on one side of the road.</p>
2020/5913/P	Lucia Guerrero	08/02/2021 19:18:29	OBJ	The project will have an enormous impact on security, health and safety for all the students from the CFBL (Collège Français Bilingue de Londres), so I object.
2020/5913/P	Brigitte Bakas	08/02/2021 01:44:20	OBJ	<p>To whom it may concern,</p> <p>My child attend school at CFBL. I am totally against the application for a proposed warehouse and distribution centre as travelling to the school every day in that area is a nightmare for many reasons: it is congested, the air quality, the traffic, safety...</p> <p>We fall into argument with heavy vehicle every morning. They want all the roads to themselves. I get frustrated and so does my child and other road users.</p> <p>To have my child starting her school day with such frustration everyday is not very healthy. She feels that it is her fault that we have to go through this hardship to take her to school. She witness road rage at that specific area due to large vehicles blocking the way thus delaying other road users. I believe it is the same for the schools in the surrounding area. The children are scrambled on those narrow pavements with traffics coming at them in both directions. Any more delivery vehicle on that road will exacerbate the situation.</p> <p>Why should our children go through all this frustration to get to school?</p> <p>When UPS vans comes out of their warehouse it blocks the traffic making it impossible to get to school on time,</p> <p>Similarly, the proposed warehouse will be detrimental to all the school children in the area; their safety, as well as their well-being.</p> <p>I will urge you to consider our plea against this application carefully to save and preserve the life of our children.</p> <p>Thank you for your cooperation.</p> <p>Yours Sincerely,</p> <p>Brigitte Bakas</p>
2020/5913/P	Nicolas Lanel	05/02/2021 23:25:02	COMMNT	please protect our children's environment!

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Year 6 pupil	05/02/2021 11:59:54	OBJ	<p>Dear Planning Officer,</p> <p>I am a Year 6 student attending St Patrick's Primary School. I am writing to explain that the proposed warehouse on 3-6 Spring Place will cause a damnable impact on the residents and school pupils.</p> <p>There are many side effects that will occur. Without a doubt, innumerable accidents would be inevitable due to the narrow street. For this reason, allowing a distribution Centre to be built on this site would surely lead to serious, possibly fatal accidents involving school children like myself.</p> <p>Moreover, traffic and congestion would lead to busy, polluted, warmer streets which would certainly affect our environment and those suffering with asthma. Even though residents will benefit from prompt deliveries this will come at a cost. The constant sound of lorries would cause widespread distribution. Do you want our learning to be put off after eleven months of lockdown?</p> <p>Along with the constant sound of lorries how would the police cope? If you go ahead and allow a warehouse to be built you will prevent police from attending emergencies. This would lead to a range of different problems.</p> <p>Although the warehouse is a good idea there are multiple side effects that would certainly cause a commotion. Please consider my point of view. Thank you for taking the time to read my letter.</p> <p>Yours Faithfully</p>
2020/5913/P	Vivienne Mcnaughton	06/02/2021 21:59:48	PETITNOBJE	<p>Having lived in this area for thirty years I am all too familiar with the bottlenecks in surrounding streets. The idea that large lorries should be regularly accessing spring place is ludicrous. Queens crescent is closed twice a week. The north end of gillies street has a narrow right hand bend . Holmes road access to kentish town road is narrow and often blocked. The enviromental and physical risks to this residential area with its narrow streets must not be allowed</p>
2020/5913/P	Sophie Carter	09/02/2021 06:55:00	OBJ	<p>As a local resident I would like to object to this scheme. Holmes Road is already a highly congested route - narrow, often double-parked, used as a cut-through from Kentish Town High Street and frequently backed up - and the idea of increasing traffic and introducing more large-scale vehicles to this route, with inevitable overspill into surrounding residential streets, is a terrible idea. In addition, there are two schools on Holmes Road; subjecting the children and adults using these sites to increased pollution is indefensible. This scheme will have a highly detrimental impact on the area and will turn the network of residential streets around Spring Place into a particularly hostile environment for pedestrians and cyclists, whether residents or people travelling through the area: given Camden Council's commitment to improving air quality and introducing traffic management systems to make our streets cleaner, greener and safer I cannot see how it can possibly grant permission to this scheme.</p>
2020/5913/P	Eileen	07/02/2021 14:46:29	APP	<p>How on earth can this go ahead with the school on Holmes road being even more Fumigated from more vehicle fumes from lorry's and vans being frequent in the Holmes road to get to Spring Place. I think it will be a disgrace for the kids and beyond unhealthy my children Breve in these in when playing outside in the playground it's already disgusting the amount of fumes that the school is experiencing from that road of the road on Holmes Road should actually be closed off</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Marie-Pierre FLOCH	05/02/2021 17:49:54	OBJ	<p>As Parents having our children learning at CFBL school, we would like to express our concern about the planning application 2020/5913/P and object to it.</p> <p>The proposed warehouse and distribution centre at this site in Spring Place would create a significant risk to the safety of our children who go to the nearby school, CFBL in the immediate vicinity. We do not think that this risk can be sufficiently mitigated by the applicant.</p> <p>The proposed change of use for this site is therefore not acceptable. Other sites in more industrial areas ought to be more appropriate than a site in close proximity to schools.</p>
