

[REDACTED]

From: Planning
Sent: 04 February 2021 11:04
To: Planning
Subject: RE: Planning Permission 3-6 Spring Place, NW5 3BA - Application withdrawn May 2019

[REDACTED]



The majority of Council staff are continuing to work at home through remote, secure access to our systems. Where possible please communicate with us by telephone or email.

From: Martensson Ulf - [REDACTED]
Sent: 25 January 2021 17:56
To: Planning <Planning@camden.gov.uk>
Subject: Planning Permission 3-6 Spring Place, NW5 3BA - Application withdrawn May 2019

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Dear Camden Council,

**Planning Permission 3-6 Spring Place, NW5 3BA
Permission number 2018/2592P**

We live [REDACTED] very near the proposed development site.
This is a quiet residential area with a number of schools and some garden spaces.
There is very little through traffic and the residents enjoy the peacefulness of the neighbourhood.
There is a local newsletter, a lively street market, an annual street fair, a street closed once a month to allow children to play out and a great deal of community activity.

It is completely inappropriate to site a storage and distribution depot in this location.
The streets are narrow and the traffic such a development would generate would be disastrous to the harmony of the area. A commercial venture on this scale would completely overwhelm the neighbourhood.

We strongly object to the Spring Place site being used for this purpose and ask that the Council understand how this development will destroy the fabric of our neighbourhood.

Sincerely,

Alf Martensson
Wendy Martensson



The applicant's risk mitigation strategy is completely insufficient. In particular, the proposal to have a very time limited restriction on certain routes during peak school times, i.e. 0830-0900 and 1500-1530 hours, does not reflect our times (e.g. arrival of children from 0800, end time at 1200 on Wednesdays, walks to local sports centre, etc.) It also ignores the reality of the existing staggered start times and nursery times.

Traffic

Holmes Road is already overloaded and Grafton Road is generally busy for a residential street. Adding HGVs and van traffic on these roads is particularly unwelcome.

Enforcement

Even assuming that Segro would have stricter times to comply with, we are extremely worried about how any condition would be enforced by Segro and ultimately by the Council.

Conclusion

In summary, we would like to strongly object to this planning application.

We trust that the Council will give enough weight to the health and safety risk that this application would introduce.

Denis Bittmann
Headteacher





Camden Council
5 Pancras Square
London N1C 4AG



Denis Bittmann
CFBL | Collège Français Bilingue de Londres
87 Holmes Road
London, NW5 3AX
+44 (0)20 7993 7400

To whom it may concern

Objection to planning application 2020/5913/P

We are writing this letter to express our concern about the planning application below and object to it.

6 Spring Place London NW5 3BA (Application number: 2020/5913/P)

Change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building including replacement roof, installation of PV panels; installation of wood cladding to parts of Grafton Road and Spring Place elevation; and installation of living wall and alteration to entrance on Grafton Road elevation.

College Francais Bilingue de Londres (CFBL) is a primary and secondary school with nearly 700 pupils from 3 to 14 years old. As a large number of pupils come on foot or via public transport, we are extremely concerned about this planning application. In particular, we think that B8 use (storage and distribution) is not suitable for this site due to the close proximity to our school, and to St Patrick's School further up Homes Road.

We would therefore like to object to the planning application for the following reasons:

Safety of our children

The scheme for a depot poses a direct threat to the health and safety of children. Government guidance states that '*planning policies and proposals may need to have particular regard to [...] proximity to locations where children and young people congregate such as schools, community centres and playgrounds*'. Other sites ought to be more appropriate for the use of the site proposed by the applicant. The Regis Road industrial site just a few hundred meters away seems a much better and less risky option which would not endanger children's lives.

Etablissement homologué par le Ministère français de l'Éducation nationale
87 Holmes Road, London NW5 3AX | +44 (0)20 7993 7400 | www.cfbl.org.uk | info@cfbl.org.uk
Registered in England 2804123 | Registered Charity 1027932



From: Inkerman Area Residents Association <inkermanara@hotmail.com>
Sent: 08 February 2021 11:03
To: Planning
Cc: Gould, Georgia (Councillor); Apak, Meric (Councillor); Headlam-Wells, Jenny (Councillor)
Subject: 3 - 6 Spring Place NW5 3BA Application number: 2020/5913/P

[EXTERNAL EMAIL] Beware – This email originated outside Camden Council and may be malicious Please take extra care with any links, attachments, requests to take action or for you to verify your password etc. Please note there have been reports of emails purporting to be about Covid 19 being used as cover for scams so extra vigilance is required.

Dear Planning Officer

We are emailing this objection to the above planning application, and will also post it in the comments section on the website.

Introduction

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.

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.

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.

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

Site potential uses

There is general agreement that while we welcome commercial development on the site, B8 use is not suitable for a number of reasons, below.

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.

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.

Traffic

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.

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.

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.

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.* Emphasis is added as we do not accept that annual surveys represent close monitoring.

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.

There seems to be an unanswerable case against the suitability of 3 - 6 Spring place for warehousing and distribution use.

Please refuse this application and inform us of the decision

Yours sincerely

Debby Hyams
Chair

Inkerman Area Residents Association Limited
Registered in England No. 10075818 Registered Office: 31 Alma Street, London, NW5 3DH
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KENTISH TOWN ROAD ACTION (KTRA)

07. 02. 21

To: David Peres Da Costa
Planning Services
London Borough of Camden
5 Pancras Square
London N1C 4AG

re: Application 2020/5913/P 3-6 Spring Place NW5 3BA

Dear David Peres Da Costa

I am writing on behalf of Kentish Town Road Action. KTRA objects to the section of this Planning application that is concerned with change of use from Industrial (Class B2) to flexible industrial (Class B8)/storage or distribution.

We are extremely concerned about the effect this proposal would have upon the already traffic-choked Kentish Town Road. The exit / entry at the junction of Holmes Road and Kentish Town Road is frequently jammed at the present time with traffic entering or leaving Holmes Road. One can only imagine how bad the situation will get should this application be approved. There will be queues of vehicles waiting to get to the proposed distribution centre via the narrow Holmes Road, and queues waiting to get out. Long lines of vehicles on Kentish Town Road will hold up traffic. In addition car-free Queen's Crescent will force more traffic into Holmes Road. It's a disaster waiting to happen.

We are asking you to refuse this application as it stands.

Please acknowledge receipt of this letter, publish it online, and keep me informed about the progress of this application.

Yours Sincerely

Caroline Hill
Chair Kentish Town Road Action

