

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Andrew Darwin	19/02/2021 17:57:00	OBJ	<p>This site is not suitable for the type of business and use proposed by the developer and this change of use.</p> <p>The documents refer to traffic through roads that are residential and unsuitable for the types of trucks, roads that are cul-de-sacs (e.g. Kentish Town City Farm) and roads that are already congested in areas with high pedestrian traffic. One of the primary access routes, Holmes Road, recently gained another 400 residents with the opening of The Stay Club. In term time this is mostly university students who come and go at all hours of the day and night, and during school holidays The Stay Club is often host to large groups (approx 50 or more) of schoolchildren from abroad visiting London on school trips. These typically leave and return at hours outside of the 'school' hours mentioned, often returning late in the evening (e.g. 2100-2300hrs). The 'school' hours mentioned only cover short periods that schools typically open and close, however the French school has a staggered start/end between younger and older levels, with students coming and going over an extended period of time. The recent reopening of the St Pancras Hostel has increased the number of residents there also, having been renovated to increase the volume of people it houses. Another commercial site next to the student accommodation has been demolished and turned into high rise residential apartments which will again increase the number of residents living on Holmes Road furthermore. Having increased volumes of small, medium and large trucks coming through this area of high and increasing pedestrian traffic will make it more dangerous for pedestrians traversing the already crowded narrow pavements. It is impossible to make the pavements wider as the road is already incredibly narrow.</p> <p>The traffic on Holmes Road is often at a standstill for significantly longer than the limited school hours the submission notes. Cars are often queueing 2/3 the length of Holmes Road to try and get onto Kentish Town High Street during morning and evening peak hours. No further traffic can be sustained along Holmes Road as it is already at a standstill during peak hours, especially in the evenings when it can be like this for 2 or more hours. I would question the timing of when traffic was measured, as it may have been measured during a period of lockdown when traffic significantly reduced. Almost daily there is road rage caused by the traffic getting stuck in the narrow road, where traffic cannot move forward or backwards to allow other traffic through. We often hear drivers verbally abusing each other from our apartment, with regular use of the horn causing even more noise pollution. It's simply untenable to introduce significantly more traffic to Holmes Road and the wider local area as it will cause significant disruption to congestion and noise for the residents.</p> <p>As a resident on Holmes Road, we have been working collaboratively with the local businesses on Holmes Road to adjust the times their heavy trucks (e.g. garbage collection) arrive and leave to more sociable day time hours to eliminate the noise impact of being woken up by commercial trucks in the late evening/early morning. The businesses have been understanding and willing to work with us to make this a more peaceful place to live, and avoid the disturbance of having trucks coming and going in the middle of the night. The plans seem to indicate large trucks will be using mostly Holmes Road for access, mostly outside of business hours, which will negatively impact our quality of life by introducing noise pollution during unsociable hours. There cannot be commercial vehicles operating out of normal business hours in this residential area as this impacts our right to a quiet, peaceful life. Trucks coming up and down all day and night will keep us awake at all hours and make living here impossible.</p> <p>Holmes Road is a narrow road unsuitable for high volumes of traffic and large trucks coming up and down at all hours. With parking on one side of the road, there is only space for one vehicle to drive up or down the road during parts of the road, making it a challenge to safely navigate. It is also becoming a primarily residential area, with commercial sites having been demolished and replaced with residential properties. Therefore the</p>

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				<p>needs of the local area have changed to geared more towards residential than commercial. The site is adjacent to a heavy commercial area as highlighted in the submission documents, however most of this is part of the Regis Road area accessed via Regis Road. Linking or relating the Spring Place site to Regis Road commercial area is not relevant, as it is not accessed via the same local routes. Spring Place is only accessible through residential streets, whereas Regis Road is entirely commercial and directly accessed from Kentish Town Road.</p> <p>On the basis of noise, health and safety and traffic the proposed changes to the use in this planning permission request cannot be granted. It will expose us to untenable commercial noise in a residential area, make the streets a dangerous place to walk and become entirely congested with vehicle traffic during a time we are supposed to be reducing vehicle traffic.</p>
2020/5913/P	Dan Gershony	12/02/2021 14:14:29	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	Angela Woods	12/02/2021 14:54:20	COMMT	<p>I am objecting to this development. As a local of 23 years we have had a number of similar businesses on that location and all have been unpopular with locals and caused congestion, noise and bad feeling. The fact that this one is propping itself as a 24 hour operation fills me with dread. Dust carts used to operate in the small hours travelling to the depot in Holmes Road down Grafton Road at 5am several times a week. The noise not just of engines but of slammed doors, shouting of drivers, steel shutters being opened loudly, lorries speeding down quiet night roads, clanking over speed bumps and revving off were intolerable. That was stopped after a local campaign which included a Liberal Councillor coming to witness the chaos himself at 5.30am. He was appalled. We already have a mini version of this with UPS vans and that's bad enough. The area is already a cut through in multiple ways and I don't believe we have capacity for commercial vehicles. I believe there have been over 400 objections which should say something. BAD IDEA. There has been a small park and seating area on the junction of Holmes and Spring Place which will be utterly ruined by the perpetual stream of commercial traffic.</p>

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2020/5913/P	Marlene Leeb	19/02/2021 14:31:40	COMMNT	<p>As a secondary school student who (like hundreds and hundreds of others) lives on Holmes Road, and who also uses Holmes Road every day to go to school, I object to this planning application.</p> <p>SEGRO says that another 100, or so, vehicles make no difference to us. How dare they! How dare they say that vehicles driving by my bedroom window, day and night (!), weekday and weekend (!) will not interrupt my sleep? Will have no impact on my lungs when I go to school? When I do my homework in our garden? How dare they!</p> <p>I live on an ordinary road with many other residents, children, students, key workers, hard working parents, homeless people, grandparents. I have lived here for most of my life. Over the years Holmes Road has become more and more heavily congested: now, honking drivers interrupt my and our all concentration on a daily basis. Road rage can be witnessed here regularly. How dare SEGRO say we can take more of this?</p> <p>The directors of SEGRO pocketed an extra (!) 15 Mio, payout in 2020 alone. Do they with their children live next to a B8 business with 24/7 use? - They don't? Why not? Haven't they read their own impact assessment? How dare those people with deep pockets come here and create hell for me? How dare they!</p> <p>I would appeal to the council to take this application as a wake-up call and an assault on Kentish Town's hinterlands: reduce traffic on Holmes Road, restrict cars of non-residents altogether, and mitigate in this way the negative impact Veolia and UPS in particular already have on Holmes Road and on our whole area. And stop hereby the SEGROs once and for all.</p>
2020/5913/P	David Turner	14/02/2021 17:26:43	OBJ	<p>As a resident of Willes Road I strongly object to this change of use. This site is completely unsuited to being a depot as the only access is through Holmes Road (narrow, busy, already traffic clogged with a very tight entry/exit onto Kentish Town); or via Willes Road/Grafton Road/Holmes Road (residential streets, single lane traffic, already too busy with council vehicles). There is no way there can be access from the north as the turn at the top of Spring Place is too tight.</p> <p>A stream of lorries, vans every day would be a risk to pedestrians and children trying to access CFBL and St Patricks Schools. It would make the passing of pedestrians at Holmes Road/Kentish Town Road junction even more difficult/dangerous than it is now. Noise pollution would be increased in what is primarily a residential area.</p>
2020/5913/P	Dan Bressler	13/02/2021 21:28:04	OBJ	<p>"</p> <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>

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2020/5913/P	Danielle Moubarak	13/02/2021 21:25:16	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	Andre	15/02/2021 22:34:14	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>

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2020/5913/P	Dee Searle	14/02/2021 12:12:12	OBJ	<p>Dear Camden Council</p> <p>I am lodging my objection to the application to change the use of 3-6 Spring Place, London, NW5 3BA from industrial (Class B2) to storage or distribution (Class B8) on the following grounds.</p> <p>1) Safety</p> <p>The proposed change in use to Class B8 would inevitably increase in HGV and LGV traffic on already overloaded streets in a largely residential area. The primary access and distribution routes chosen by Segro (Grafton Road, Holmes Road and Queen's Crescent) include three schools, a nursery, a GP practice, two popular sports centres, student accommodation and a well-used community centre (which provides numerous services for elderly residents).</p> <p>The hours Segro has indicated for when LGVs will leave and return to the depot coincide with peak drop-off and pick-off for the schools and nursery, which would cause unavoidable danger to children. The streets Segro proposes to use already include residential parking and tight corners, creating poor visibility and substantial risk of accidents.</p> <p>In fact there is no safe time for the LGVs to leave and return because the schools and nursery operate staggered start and finish times, and the only routes to and from the proposed depot are populated throughout the day by crocodiles of children from local schools using Kentish Town Sports Centre on Grafton Road/Willes Road and The Dome on Queen's Crescent. The community centre and GP practice are used throughout the day.</p> <p>In addition, Queen's Crescent is closed to traffic on Thursdays and Saturdays for a street market and LB Camden is proposing a welcome pedestrianisation of the area to improve the street realm and support community regeneration. Therefore one of Segro's three proposed primary routes is impractical and could result in HGVs and LGVs rat-running through even more unsuitable residential streets.</p> <p>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.</p> <p>Numerous concerns have been raised by residents and community groups about the existing heavy traffic and illegally high pollution on Kentish Town Road. The proposed Spring Place depot will certainly add to these health and safety problems.</p> <p>Also, further consultations are proposed for reducing traffic on Holmes Road and installing cycle lanes in Grafton Road, which already operates a successful contra-flow system to restrict on traffic and involves a narrow chicane by Kiln Place and Oak Village.</p> <p>Spring Place itself is often full of parked Veolia vehicles and clearly unsuitable for any additional traffic.</p> <p>2) Health</p> <p>The application is for 24-hour working, seven days a week at a site adjacent to a block of flats which includes families and almost opposite dense family residential accommodation.</p> <p>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.</p> <p>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. Neighbours of existing commercial premises in the area have reported that the</p>

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noise of vehicle reversing and turning even in normal working hours in intrusive and distracting. As mentioned under 'Safety', the primary HGV and LGV routes run directly past three schools and a nursery. There is now well-established evidence of the damage caused by air pollution from road traffic to children's health and development, including the ruling in December 2020 by Southwark Coroner's Court that air pollution made a 'material contribution' to the death of a nine-year-old girl in South London. Even low-emission and electric vehicles create dangerous particulate matter from their movements, so there is no healthy option for operating a goods distribution depot from Spring Place.

3) 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 and are only proposing an annual review of compliance.

Any enforcement is likely to fall on the already over-stretched LB Camden Environmental Health and Planning Departments.

Segro's plans for the site suggest many other uses for this location, all of which would be allowed within the site's existing use class and would provide far less danger, health hazard and nuisance to the local community.

4) Contravening council policies

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."

In summary, this is a poorly researched application which fails to recognise local and borough-wide policies, implications and requirements.

Please refuse this change of use.

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	George Coulouris	13/02/2021 10:40:24	OBJ	<p>This objection to the proposal is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).</p> <p>We object strongly to this scheme for the following reasons.</p> <p>The proposed use as a distribution centre (B8) is in direct conflict with Camden's and TfL's plans to enable safe cycling and walking on the adjacent roads, as expressed in their respective Transport Strategies.</p> <p>Specifically:</p> <ol style="list-style-type: none"> 1. Camden is currently consulting on a TfL funded scheme for west Kentish Town that will eliminate through traffic in Queens Crescent and on Grafton Road. The plans would pedestrianise a section of Queens Crescent and improve Queen's Crescent as a market and a public space. The scheme is very likely to go ahead in some form. 2. Camden are also working with TfL funding to complete an extension of the C6 Cycleway to Hampstead Heath via Grafton Road which will then offer a safe cycling route between Blackfriars Bridge and Hampstead Heath and many points between. 3. Given the above-mentioned plans for restrictions on two of the adjacent roads mentioned in the application as access routes, Holmes Road would be the only remaining option for access. But any significant increase in traffic on Holmes Road is unconscionable. It is the only east-west vehicle route through the area and it is already plagued with motor traffic, deterring cyclists and pedestrians who are nevertheless forced to use it. It is also very narrow in places. 4. We find the passing reference in the application to the use of cargo bikes for last-mile delivery very unconvincing. No estimate is given of the planned daily number of deliveries by bike whereas around 10 HGV movements and 100 car/LGV movements per day are expected. 5. Whatever commitments on the vehicle movements are made by the applicant, it is hard to envisage any arrangements for monitoring and compliance enforcement that could be effective. 6. The only type of parcel depot that is compatible with the above aims to preserve and improve the residential character of the area would be one that achieved 100% of its last-mile deliveries by cargo bike with no motor vehicles apart from a very small number of HGV movements at night. <p>We consider it illogical that planning applications often appear to be considered and recommendations made with little or no consideration of Camden's transport and active travel plans and requirements. We sincerely hope that this application will not be another instance of that.</p>
2020/5913/P	Ann Jones	12/02/2021 10:27:14	OBJ	<p>I object to this application on the following grounds</p> <ol style="list-style-type: none"> 1) It would generate increased traffic in an area where Camden is trying to calm & limit traffic. 2) The increased traffic would <ol style="list-style-type: none"> a) create additional noise and air pollution in a largely residential area. b) Hazardous to the students attending the two schools along Holmes Road. c) Cause increased congestion on Kentish Town Road which would adversely affect public transport. <p>I therefore ask that you reject this application.</p>

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2020/5913/P	K.Plummer	13/02/2021 20:43:58	OBJ	<p>As a resident next to to the proposed development, I object to the planning application 2020/5913/P.</p> <p>It is already extremely difficult to navigate the narrow pavements and socially distance on Spring Place with the rubbish depot and parked Veolia vehicles. This neighbourhood is already populated very densely with schools nearby and few direct routes to Kentish Town Road (Holmes Road is the only through road). The building works, eventual 24/7 warehouse and HGV will make this even more unbearable.</p> <p>I want to feel safe as a pedestrian and cyclist and there are already some very challenging junctions by Willies Rd and Holmes Rd.</p> <p>This is a challenging time for many of us, who are working from home and need our environment to feel safe and pleasant. The area around Spring Place is residential and I fear that the congestion, additional traffic and air pollution will be detrimental to my neighbours and I.</p>

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2020/5913/P	David Gems	19/02/2021 17:34:14	COMMNT	Dear Planning Officer,

I wish to object to the proposed planning application. Many of my concerns have already been raised. I will limit myself to additional arguments.

Traffic

Contrary to SEGRO's claims, B8 last-mile-customer delivery would increase traffic in Camden. There would possibly be less traffic from outer London through Barnet and Haringey. But – according to SEGRO (more of this below) – there would be a ninety, or so, more movements on Kentish Town Rd, Holmes Rd, Spring Place and Grafton Rd. To declare this to have “no impact” on pollution and congestion in our area is bizarre.

Fighting congestion on our roads has been a goal of Camden Council. In fact, all new residential developments have to be car-free. To ask the residents to use their legs and bikes while a new B8 business gets established in their midst that fills the roads with HGVs and LGVs would be a sure way to make Council and SEGRO very unpopular, and possibly a matter for the courts.

Kentish Town already has a huge B8 business in Regis Rd (UPS). Veolia is in Spring Place. Kentish Town and the Holmes Road area in particular already shoulder a huge burden for Camden residents. This spills over into Kentish Town, and impacts the wider KT community. If it is in everybody's interest that this area remains a popular, attractive area, there needs to be a stop to businesses that are based on vehicle movements.

The assumption that you can pile an additional ninety, or so, vehicles into a road with “no impact” defies all physical reality. Once the space is taken up by vehicles, this results in tailback traffic.

Location

Maybe there are other areas in Camden or in zone 2 that would welcome a B8-business. The fact that SEGRO refers to the Framework planning as encouraging consolidation centers is a signal that the applicant worries about the suitability of the location – why otherwise would they see a need to refer to the Framework?? In addition, I would argue that SEGRO misunderstands the Framework policy:

The passage that SEGRO quotes reads:

"Less frequent and small/medium servicing vehicles can use the proposed junctions off Holmes Road, Spring Place, Gordon House Road and Greenwood Place, subject to analysis and the submission of a Serving Plan to justify each access."

- 1) I would object to SEGRO assumption that 90 (or up to 270 movements - see below) movements a day count as “less frequent” vehicles – if they do so every day of the year, they need to be classified as “frequent”.
- 2) The passage refers to the Framework area (i.e. Regis Rd site and Murphy site) which is still in (vague) planning phase. The named roads are envisioned as access roads for this future Framework area, and not rat run roads across the Framework area. Nor would it be commercially meaningful to establish a servicing business for this area 10-20 years prior to this area being properly established.

The assessment

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				<p>The assessment by Vectos of how many vehicles would be likely to service Spring Place and how many deliveries these vehicles would carry out, are based on a) just a few B8 sites in central London and b) they use inaccurate numbers. (Others have already commented on the inaccurate Addison Lee numbers given to compare presumed previous use of the site.)</p> <p>1) Problem 1: the numbers of vehicles and movements were given to Vectos by SEGRO who have a strong interest in the outcome of the assessment</p> <p>2) This leads to e.g. a lower number of vehicles given than in reality are being used in at least one site: Vandon St by DPD. The Vectos assessment R02, p.20, calculates with 12 electric vehicles (2 HGVs and 10 LGVs), DPD mentions on social media and in a press release 17 electric vehicles (2 HGVs and 15 LGVs) and another 23 vehicles being on order *.</p> <p>3) VECTOS calculates with each vehicle doing one daily round trip only. This appears to underestimate the amount of round trips in a 24 hour resp. 19 hour business operation. I would calculate that B8 use would result in 2-3times as many vehicle movements (180-270 daily movements).</p> <p>4) Some sites are not in residential areas, such as the Royal Mail site in Poplar close to the City Airport, and the DPD site in Westminster which is in an underground parking on Park Lane – with access to a 6 lane road - this makes comparison difficult – to say the least - and suggests that B8 use is not acceptable in residential areas.</p> <p>*see https://www.dpd.com/group/en/2018/10/17/dpd-opens-the-uks-first-all-electric-parcel-depot-in-central-london/</p> <p>Yours sincerely, David Gems</p>

2020/5913/P	Cheryl Gaunt	14/02/2021 20:41:10	OBJ	<p>I would like to oppose this planning application . We already have the street cleaning depo on Spring Place so it is already subject to the coming and going of large vehicles . Further the studios on Spring Place attract a lot of traffic, with large vehicles off loading equipment . Already the road has double parking and as a cyclist creates hazards . The proposed site change of use will attract further large lorries vehicles on an already crowded residential street . This is a quiet residential street in Central London and not suitable for the purpose proposed . This will lead to increased levels of noise and pollution that we could do without . Pollution levels are already above safe levels and to have increased traffic will increase pollution levels beyond the legal limit . I oppose the application and ask Camden council to carry out a proper consultation with all residents about these proposals . Also we have a French school at the end of the road on willies street and a nursery on gillies street so heavy traffic from Lorries presents a risk to the childrens safety</p>
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2020/5913/P	Thomas Lefevre	14/02/2021 22:30:48	COMMNT	<p>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 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.</p> <p>Government guidance states that planning policies and proposals may need to have particular regard to [i] 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.</p> <p>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 times of arrival of children at CFBL (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. 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.</p> <p>Finally, 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.</p> <p>In summary, we would like to strongly object to this planning application.</p>

2020/5913/P	Rafe Bertram	14/02/2021 22:31:58	OBJ	<p>I object to this planning application as it will undermine much needed footfall and take much needed retail focus and footfall away kentish town high-street.</p> <p>It is critical that the Highstreet remains the key distinction for the neighbourhood and creating a distribution hub here will undermine the retail offer on the highstreet and the footfall going to it.</p> <p>It will also add traffic to local roads in the neighbourhood, take away employment space, take the site away from use potentially used for affordable housing.</p> <p>Furthermore:</p> <ul style="list-style-type: none"> - there is very little clear benefit in terms of the S106 statement - I would have thought that site could capture more renewable energy than shown. - There seems to be no commitment to electric vehicles, although they say that the infrastructure will be added to enable charging.
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2020/5913/P	Huchet	14/02/2021 19:28:46	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	Laurent Faucher	13/02/2021 19:43:41	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	Kate Mogford	12/02/2021 18:30:11	COMMNT	<p>We live directly opposite & 2 of our bedrooms are on the ground floor face onto the street - 24 hour heavy traffic will be a nightmare & make it impossible to sleep/sell our property.</p> <p>The bridge amplifies noise in the locale & this will be intolerable 24-7.</p> <p>We often work from home and this will affect our ability to do so.</p> <p>Additional pollution on the small streets will also pose a health risk.</p> <p>For the good of the community & local schools this can only be detrimental to health & safety & disruptive to the residential area surrounding this hub.</p>

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2020/5913/P	Ariel Gems	14/02/2021 21:26:41	OBJ	<p>Welcome to our wonderful new world. With Covid we are shopping more and more online. Out go the shops on the high street, in come our new neighbours: the 24/7 warehouse operators, literally next door, like giant warehouse landlord SEGRO's planning application for a last-mile depot running 24/7 in the residential hinterlands of Kentish Town. How wonderful for us last-mile end customers! By all standards, this is an eccentric plan: a) to install a 24 hour 7 days a week operation of a delivery warehouse in a predominantly residential area; b) to claim that its future tenant who will pay good money for the permission to operate around the clock would only do one delivery journey per vehicle a day (and letting those vehicles sit empty for the rest of that day which SEGRO claims in its supporting documents); and c) to further claim that this delivery company with a minimum of 92 daily two-way trips, remember: according to the application, each will only do one (!) delivery journey although with permission to operate 24/7 - all fired up most likely with diesel, would have no impact on air pollution and traffic on the wider Kentish Town area! Kid us not: This eccentric planning application has not been made by a small or failing business but by the UK's biggest and one of Europe's largest warehouse landlords. They know what they are doing. They are trying to muscle into Central London, and the inhabitants of Kentish Town are their test case, or in plain speech: their guinea pigs. Either we buy as many shares of SEGRO as we can afford, and move out of KT, or we have to speak out and object to this application. Otherwise: Welcome to our brave new world!</p>
2020/5913/P	Carmen Turner	14/02/2021 17:30:32	OBJ	<p>I strongly object to this scheme to create a depot in the middle of a residential area with no safe access for lorries. It also passes 2 very busy schools. Depots should be located in established light industrial areas with good road access e.g. Regis Road or St Pancras Way/Royal College Street.</p>

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2020/5913/P	Ilana & Florent Vallespir	13/02/2021 23:07:09	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 strongly 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. The pavements of Holmes Road and Spring Place are very narrow in places which makes it difficult for families especially with prams to fit in. The roads in question are also very narrow which pushes the cars to drive very closely to the pavements. We witnessed a number of times when during busy times cars created traffic jams with no possibility of unblocking them using just the road. To resolve these situations, they were driving on the pavement creating dangerous environment for everyone especially for families with children.</p> <p>These roads are already very busy with the local traffic. The creation of the warehouse and distribution centre will bring more traffic with larger vehicles and more pollution. The level of pollution in London, including Camden, is already at a highly dangerous level and far from meeting WHO recommended limits. Poor air quality stunts the growth of children's lungs and worsens chronic illness, such as asthma, lung and heart disease. The only effective way to decrease the pollution is to cut the amount of traffic as much as possible. The schools (there are two in Holmes Road – CFBL and St Patrick Catholic School) and the children of the area need to be protected. The council should restrict the Holmes Road usage for cars, as was done for a part of Grafton Road, and include Holmes Road into the programme of Healthy School Streets in line with the “Safer Travel in Camden” project.</p> <p>The application suggests in the Transport Statement of 18/12/2020 (section 4.8) that “vehicles associated with this use are likely to come forward as a fully electric fleet”. This is a weak statement, and there is no commitment to have the ultimate user of the facility (tenant of applicant Segro) to maintain a full electric fleet. Even if this was the case, it is impossible to monitor the compliance with such a statement. One typical issue is for them to claim to have such a fleet, but in reality, have hybrid electric vehicles (with both electric powertrain and internal combustion engine), allowing drivers to switch back to the petrol or diesel engine. There is no possible way for the developer of this project to come forward with a credible case for mitigating the increased pollution in the area.</p> <p>The site in Spring Place should be turned into accommodation in line with the London policies to increase number of dwellings. This location is well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.</p> <p>The proposed change of use for the site in Spring Place 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	Julie Faucher	13/02/2021 15:16:10	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	Mike Price	19/02/2021 18:52:37	OBJ	<p>I object to the description of the development. An innovative use of the site, as a cargo bike distribution "spoke", is more likely to be achieved by changing the description to "change of use from B2 to B8 cargo bike spoke".</p> <p>I note from the applicant's Design & Access statement (1.3.1) that the site has been vacant since 2016/17. This suggests no demand for B2 uses. The applicant's Transport Statement (2.9) indicates that a B1 office permission has not been implemented due to low demand.</p> <p>My message to the planning authority is therefore, move away from B1/B2 uses, focus on what might be viable (B8), re-phrase the description of the development, and use planning conditions in a creative way, to achieve something which some might call "green" transport.</p> <p>Here are some reasons for a cargo bike "spoke":</p> <ol style="list-style-type: none"> 1.the applicants call it a "last mile" distribution hub. No need for vans to deliver, then. The last mile can easily be done by cargo bike. See the executive summary (page i) of this freely-available article: http://usir.salford.ac.uk/id/eprint/59007/1/2020%20Blazejewski%20Delivering%20the%20Last%20Mile%20Web.pdf In particular "E-cargo bikes are an emerging technology with a low carbon footprint and lower running costs when compared with vans. They demonstrate increased potential to avoid contributing to, and being delayed by, traffic congestion. In comparison to conventional bikes, the combination of an electric-assist motor and larger frame offers the capacity to carry bulkier and heavier objects over longer distances." 2.the applicant's Transport Statement (2.17) mentions local cycling routes, including Cycleway 6 nearby, and Grafton Road. Camden Council is also committed to improving local cycle route connections and a cargo bike spoke would be consistent with this policy. 3.Covid-19: as mentioned in the applicant's Design & Access statement (9.1.2): "there is an increased need for local robust supply chains". No one would disagree with that. It just requires the planning authority, as befits an inner London borough, with a history of innovation and creativity, to move away from van culture, to encouraging a cargo bike culture, and to show some resolve when dealing with planning applications. <p>It also requires the applicants to change their mindset, change their business model and change the application to a cargo bike distribution spoke. Until then, I object to the current application.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Kentish Town City Farm	12/02/2021 14:43:40	OBJ	I am objecting to the proposed scheme on behalf of Kentish Town City Farm. I am a Trustee there and Chair of the Board of Trustees. The farm was the UK's very first city farm established in 1972 and served three generations of locals. We have 32,000 visitors to the farm every year and most of those are local families. We anticipate that number increasing significantly as the farm focuses its services on addressing the coming post co-vid mental health crisis. We want to encourage all our visitors to use sustainable forms of transport to reach us so we are deeply concerned that a 24 hour operation of truck traffic will make the roads close to the farm unsafe for children on bicycles and on foot when crossing the road especially at the junctions of Holmes/Spring, Holmes/Grafton Road and Gilles/Grafton Road are already hazardous. As a local I still have a vivid memory of a child on a bike being hit and badly injured by a van under the railway bridge on Grafton Road. Courier vans from the closeby depot for UPS already cause great problems at these particular junctions as do all the Council Depot vehicles that regularly block Spring Place directly by the proposed entrance to this development. You mention our farm in your application. There is no suggested access route from/to the farm from Spring Place so that is inaccurate information. It seems to have been stated as 'fact' here.
2020/5913/P	Justin Howat	21/02/2021 16:36:57	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	Sarah Panzetta	13/02/2021 11:23:04	OBJ	<p>Please think again. We already have more than enough traffic clogging our back streets, mainly thanks to the Veolia depot.</p> <p>I know we need more distribution points but these should not be in residential areas with narrow streets. Regis Road is an obvious alternative and I'm sure there's others.</p> <p>Thanks</p>
2020/5913/P	Leon	13/02/2021 17:50:42	OBJ	<p>Recently Camden have pedestrianised a lot of local streets around this area and are considering a partial pedestrianisation of Queen Crescent. I can not see how they could even consider this proposal as the volume of traffic would be significantly increased, the opposite effect of what they are trying to achieve in the area. The large vehicles would inevitably be driving through quiet residential areas which also have schools in so safety would be a big concern for residents and schoolchildren</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Alexander Appelbe	14/02/2021 11:45:19	OBJ	<p>I object to the proposed change of use to class B8 usage. The forecasted increase particularly in LGV (and also HGV) traffic in the area and along the proposed routes will be unsafe and have unacceptable environmental impact in both noise and air quality. There are numerous schools along the proposed routes with vulnerable pedestrians and ever increasing bicycle traffic. Those of us who live in the area already have to deal with blocked traffic and vans dangerously mounting the pavements to pass one another on Holmes road and queens crescent. These routes are already overburdened with commercial LGV and HGV traffic. Note that the premises has not been used by Addison lee for the past 4 years or so, so any comparison against Add Lee traffic usage is now grossly out of date. Furthermore pedestrian and bicycle traffic has increased along the access routes during this time (Stay club and increase in bicycle routes for example). 24/7 access is also unacceptable as there are a large number of residential properties in close proximity. The proposed 12-5am reductions are not sufficient in this mixed residential zone.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Karine Boccara	14/02/2021 23:00:13	OBJ	<p>Comments on planning application 2020/5913/P Spring place</p> <p>I reject the request for change of use presented in the application listed above. My arguments are set out in the points below.</p> <ol style="list-style-type: none"> 1. Routes and road width – inappropriate for vehicle size All of the streets highlighted are fairly narrow and not appropriate for additional lorry traffic. The only larger road shown is Prince of Wales Road. The corner of Gillies Street and Queen’s Crescent is particularly tight for large vehicles to turn on this bend. Those large vehicles regularly get stuck at the corner, blocking traffic in both directions as they manoeuvre their way round. A tree near the corner was damaged by oncoming traffic and a new tree has recently been replanted by the Council (outside number 18). Further along, on Gillies Street, a turning vehicle bent a pedestrian-protecting pole installed by Camden Council and damaged and shifted out a large planter that was behind it. The pole has been removed and the planter still bears the damage done. Queen’s Crescent has a regular market in place during the week and is closed to traffic on those days throughout the day, hence the blue route indicated down Queen’s Crescent would often not be accessible, what would be the alternative route proposed? Holmes Road is also a very tight road, which despite being opened to traffic in both directions, is, in practice not at all suited to traffic from large vehicles. This is particularly a bad issue at the junction with Kentish Town Road. 2. Danger to pedestrians The junction of Holmes Road, Willes Road, Spring Place is currently already a dangerous crossing for pedestrians with no clear space to cross. This would only get worse under the proposed plans due to increased vehicle traffic. 3. Negative impact on schools and school children unacceptable There are multiple schools in the area, including three on the routes highlighted: <ul style="list-style-type: none"> • St Patrick’s Primary School – Holmes Road • CFBL Primary & Secondary School – Holmes Road/Willes Road • Carlton Primary School – Grafton Road • The route is also taken by children and parents/carers going: <ul style="list-style-type: none"> o Via Grafton Road to Gospel Oak Primary School, Parliament Hill School, William Ellis School and La Sainte Union School o Via Grafton Road or Queens Crescent to Rhyl Primary School and Haverstock School • There is also university student accommodation along Holmes Road <p>- There are also multiple nurseries in the area, including one at the corner of Gillies Street and Queen’s Crescent on the proposed traffic route.</p> 4. Residential area not suitable for increased traffic This is a residential area and as such is not suitable for constant use as a depot with traffic 24/7. 5. No benefit to local economy Camden should be promoting the use of local shops and market rather than encouraging delivery services. 6. Negative environmental impact It is also a concern as it conflicts with Camden’s commitment to reduce carbon emissions as the proposed development would significantly increase traffic from large polluting vehicles for years to come. This could increase carbon emissions in the area by many orders of magnitude which is totally unacceptable in an area which hosts many schools, as noted above.

Application No:	Consultees Name:	Received:	Comment:	Response:
				<p>7. Misleading statement on local area description in the planning application The comment below from the Applicant is very misleading (source: 231120_SEGRO_Health Impact Assessment Screening Report from the Planning Application 2020/5913/P):</p> <p>The misleading statement concerns “together with industrial, distribution and warehousing units to the north”. The reason the statement is misleading is that it implies that there are already similar units in the vicinity. However, it fails to mention that none of industrial, distribution and warehousing units have access to the residential area where the proposed planning application is being made; indeed, all of these units are only accessible through Regis Road at the very north of Kentish Town Road. Therefore, the statement is false as the area is residential and not a mixture of residential and industrial, distribution and warehousing units.</p> <p>8. Misleading photos used in Appendix E of planning application The on-street loading photos presented by the Applicant are misleading (source: Appendix E - Example of On-Street Loading in Urban Locations from the Planning Application 2020/5913/P) All the photographic examples shown are for streets twice as large as Spring Place and all of the streets highlighted in the routes proposed by the Applicant are also narrower than the photos. Moreover, all of the photos show no traffic and wide pavements with little travelling pedestrians. Spring Place and all the areas of the routes highlighted by the applicants have residential street parking on both sides of the street, unlike the photographic examples presented. All of this is totally at odds with the area near the proposed planning application, where there is already car, moped and bike traffic, and is bustling with pedestrians, including many children going to the many schools in the area. Pedestrian are using both sides of the street, including the side where the proposed distribution site is located. Once again, the proposals are totally inappropriate for the area.</p> <p>9. Reality of traffic impact on the area shown in Appendix C The reality of the proposed impact of on-street loading is, instead of Appendix E, best represented in Appendix C – Swept Paths. Is it quite clear that due to the width of the street, combined with the fact that there is parking on both sides of the street, the space left for traffic is reduced and the proposed vehicle fleet from the Applicant would completely block traffic in both directions for any other vehicle. Note that the figure in Appendix C clearly shows that this continues along the proposed route towards Gillies Street. Knowledge of the area would demonstrate that once a vehicle of this size is on the road, it would block other traffic in the opposite direction throughout the routes proposed. This is without taking into account the sharp (90oC) bends at the end of Gillies Street and Grafton Road onto Queens’ Crescent, which would cause further difficulties. It should be noted that the illustration shown in Appendix C is for the smaller type of vehicle proposed, rather than the larger 7.5 t vehicle, which would also be used at the proposed location. It is without question that the proposed new traffic engendered would be totally out of place in this residential area, creating a very significant risk of traffic jams.</p>
2020/5913/P	Gillian Capper Joe Nava Hannah Boulter	12/02/2021 15:31:34	INT	<p>I have owned 20 Holmes Road since the early 1980’s. I no longer live there full time but my son, Joe Nava, and his partner, Hannah Boulter, do and I am writing on behalf of us all. We have all noticed the traffic in Holmes road getting busier and busier. This affects us badly in terms of the noise and pollution and general sense of busyness but also because we are coming and going from our own off road parking place all day long and often find it almost impossible to pull in and out of the parking space (which we also sometimes rent out on JustPark). If this planning application is granted we feel that the traffic volume would be unupportable. We strongly oppose the planning application as it stands.</p>

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Sylvie MATHELIN	14/02/2021 10:30:02	OBJ	<p>Our children go to school at CFBL and St Patricks and 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 (more traffic, air pollution, noise...). 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 would be more appropriate than a site in close proximity to primary schools.</p> <p>"</p>
2020/5913/P	Dinah Gallop	15/02/2021 08:39:52	OBJNOT	<p>This is a completely unsuitable site for a distribution depot. It is isolated with no routes to the East except along Holmes Road past two schools to a narrow congested junction with Kentish Town Road. The route north has a width restriction and a timed closure. The route west is along Queens Crescent which is currently closed 7am to 7pm on Thursdays and Saturdays for the Street Market and will be made narrower by the the planned installation of large tree planters.</p> <p>Camden is currently consulting on closing this route altogether by making Queens Crescent traffic free, thus blocking completely the only route west. The route to the south is through a residential area.</p> <p>Just yards away in the Murphy's lands is a very suitable site about to be developed. Allowing a distribution depot to be sited in Spring Place would make a mockery of Camden's healthy streets policies.</p>