

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Sue Mcneill	18/08/2021 16:31:20	APP	There needs to be a substantial reduction in traffic in this area not an increase in large vans and lorries. Holmes Road has two schools a hostel and lots of residential buildings creating their own traffic. This road is far too small and in disrepair. Redirect this company to Regis Road.
2020/5913/P	Michele Leys	18/08/2021 16:09:04	OBJ	I still strongly object to these plans however they are amended, because I do not think there is any more room for more vehicles on these streets (Holmes rd, Grafton rd, or Willes rd) There is certainly no room for more cars let alone big lorries. These are residential streets, they shouldn't be used by so much traffic. I live in Willes rd, there has been no mention of this road but I'm sure if there are more cars and lorries they will start to use Willes rd too, especially if Holmes rd is calmed. Willes rd already gets used by Veolia all day and by French school parents and children all day, there is no room for more! Also it would be dangerous because the pavement is crowded with children all day who spill over and play in the road. Plus bikes and scooters.
2020/5913/P	Julia Fabricius	18/08/2021 11:42:16	COMMNT	I objected originally and maintain my objection. None of my concerns have been addressed by the amendments. Camden aim to reduce traffic on Holmes Road which is in the middle of a residential area and there are two schools. Nearby Regis Road which is purely industrial and had appropriate links to the main road would be a suitable site.
2020/5913/P	Adam Hadidi	18/08/2021 10:34:56	OBJ	These amendments don't address the concerns we have about traffic overload and safety for children pedestrians in the area..
2020/5913/P	Robbie Gibbons	18/08/2021 11:36:56	OBJ	As a closely neighbouring resident I maintain a strong objection to this application on the following grounds: 1. As a 'last mile' delivery depot it will generate significant HGV traffic when stocking and even more significant traffic from smaller outgoing delivery vans in a primarily residential area that is the subject of traffic reduction by Camden council. This will take place 24 hours a day. 2. Due to existing traffic reduction measures all access traffic will be funnelled via two residential roads (Holmes Road and Grafton Road), significantly impacting amenity and quiet enjoyment due to greatly increased traffic on these small roads. 3. The applicants have committed to a very small usage of electric vehicles (an aspiration to achieve 25% of traffic from EVs within 3 years). This is nowhere near high enough, undermining both the London ULEZ and Camden's own stated traffic and pollution reduction targets. In addition, a 75% usage of fossil fuel vehicles in 2024 will be deeply out of date as a significant shift will have taken place in London towards EV usage by then. If the application proceeds, it should do so with a commitment to 100% EV usage only in order to generate no new air pollution impacts. 4. Two local schools (St Patrick's and the CFBL) are situated on the primary access road, (Holmes Road), which will suffer from associated noise, pollution, and congestion impacts. 5. A nearby industrial site on Regis Road (within 100m) with dedicated access and no residential usage at all has space available. This depot - if it must proceed - would be far better located there than in this small residential area.
2020/5913/P	Perla Rembiszewski	18/08/2021 09:28:08	OBJ	I live at 44 grafton road. I am already woken by the sound of HGV vehicles on a regular basis. This is a residential road with many young families. The pollution and noise of the routes your propose is unacceptable. The proposal is smack bang in the middle of a residential area where more houses are being planned so makes no sense for the future planning of the neighborhood.

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2020/5913/P	Marion	18/08/2021 08:22:45	COMMNT	I do not want this application to go forward as it is located near a school. The traffic and pollution can be dangerous to the pupils.
2020/5913/P	Christopher Khouri	18/08/2021 09:47:10	OBJ	<p>To Whom It May Concern:</p> <p>I am a resident of Holmes Road and I am writing to strongly object against the updated application for the Sergo high delivery depot.</p> <p>The application, which the company has strategically updated during school holidays, fails to resolve any of the serious concerns with the original planning permission request. The addition of a high volume of delivery vehicles on a residential street is dangerous and unwanted by residents, schools and community organisations.</p> <p>The 'concessions' for updating delivery times fails to resolve the staggered nature of the school times. The statement that Holmes Road is used by large vehicles at present is simply false - the only delivery company is Gorillas which uses electric bikes.</p> <p>The use of Holmes Road as the main delivery route for high volume local depot quite simply increases the issues of traffic and safety - as the two main schools are located on Holmes Road. If anything, the route should be re-routed north considering recent school closures.</p> <p>The council is already re-arranging traffic routes to reduce the amount of vehicles on Holmes Road (creating a left turn on Prince of Wales Road / Kentish Town Road). Approving this planning request by Sergo would negate all the work there to increase the safety of residents and students.</p> <p>As local residents, we implore the council to listen to the community and not to big business. There is a warehouse site on Regis Road specifically for these types of business. Putting a high delivery depot in the middle of residential street will be detrimental to the neighbourhood - no doubt reducing the appeal of living and having schools in the area.</p> <p>Please do not approve this application.</p> <p>Regards, Christopher Khouri.</p>
2020/5913/P	Martin Plaut	18/08/2021 10:07:49	COMMNT	I am very concerned that this plan for warehousing is entirely suitable to what is primarily a residential area. The impact would be enormous and very polluting - both in terms of vehicle emissions and noise. It would pose a serious danger to the many children who use the schools in our area. Please do not accept it.
2020/5913/P	Sophy Garner	18/08/2021 09:22:20	OBJ	Strongly object. This proposal will significantly increase HGV traffic near schools and through a residential area

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2020/5913/P	Kris Murray	18/08/2021 09:22:01	OBJ	I do not support that the revised application addresses the concerns that were raised in the previous application. I object to this development based on the impact of increased traffic and pollution in a highly residential area, not to mention the impact on two local schools/ children. This is in opposition to the aim to reduce traffic and pollution for local residents and students. I highly object.
2020/5913/P	Regis Peyraque	18/08/2021 10:26:00	COMMNT	The amendments do not meet the fundamental concerns, and I maintain my opposition to this planning application. Camden is also trying to promote their policies of having healthier and safer streets. This application goes against it.
2020/5913/P	Guillaume Pichois	18/08/2021 09:09:08	OBJ	Since CFBL (School) only 100 meters away from the site, and already in normal times a really congested area with traffic, the proposal shouldn't go ahead. There is another school less than 500 meters away and the new traffic will increase diesel pollution very badly in this zone and will have an impact on residents and children's school's health. Please don't approve this proposal. It will make this area of Camden Town worst of at a time when Camden Council should do everything in their power to reduce pollution and improve residents and school's children quality of life. Thanks
2020/5913/P	Guillaume Pichois	18/08/2021 09:09:03	OBJ	Since CFBL (School) only 100 meters away from the site, and already in normal times a really congested area with traffic, the proposal shouldn't go ahead. There is another school less than 500 meters away and the new traffic will increase diesel pollution very badly in this zone and will have an impact on residents and children's school's health. Please don't approve this proposal. It will make this area of Camden Town worst of at a time when Camden Council should do everything in their power to reduce pollution and improve residents and school's children quality of life. Thanks
2020/5913/P	Robbie Gibbons	18/08/2021 10:21:29	OBJ	As a closely neighbouring resident I maintain a strong objection to this application on the following grounds: 1. As a 'last mile' delivery depot it will generate significant HGV traffic when stocking and even more significant traffic from smaller outgoing delivery vans in a primarily residential area that is the subject of traffic reduction by Camden council. This will take place 24 hours a day. 2. Due to existing traffic reduction measures all access traffic will be funnelled via two residential roads (Holmes Road and Grafton Road), significantly impacting amenity and quiet enjoyment due to greatly increased traffic on these small roads. 3. The applicants have committed to a very small usage of electric vehicles (an aspiration to achieve 25% of traffic from EVs within 3 years). This is nowhere near high enough, undermining both the London ULEZ and Camden's own stated traffic and pollution reduction targets. In addition, a 75% usage of fossil fuel vehicles in 2024 will be deeply out of date as a significant shift will have taken place in London towards EV usage by then. If the application proceeds, it should do so with a commitment to 100% EV usage only in order to generate no new air pollution impacts. 4. Two local schools (St Patrick's and the CFBL) are situated on the primary access road, (Holmes Road), which will suffer from associated noise, pollution, and congestion impacts. 5. A nearby industrial site on Regis Road (within 100m) with dedicated access and no residential usage at all has space available. This depot - if it must proceed - would be far better located there than in this small residential area.

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2020/5913/P	Phil Makinson	18/08/2021 09:17:10	COMMNT	<p>I note that while the plans have been somewhat changed, there is the comment that "The level of traffic as a result of the development will generate negligible amounts of traffic on Holmes Road." It is simply illogical to say that a new usage will be used for distribution and yet there won't be an increase in traffic on Holmes (and Grafton) Road. The site was and remains thoroughly unsuitable and should be moved to Regis Road if at all - the whole process seems to have been approached as a done deal, and yet all parts of the community can see there are material issues that are not being recognised, let alone addressed.</p>
2020/5913/P	Daniel Solomons	18/08/2021 11:20:39	OBJ	<p>This is a ridiculous idea.</p> <p>Grafton Road is now closed to cars, vans and lorries (new LTN measures). As is Queens Crescent. So now all traffic will be directed down the narrow, residential Holmes Road (which is already congested and hard for cars to negotiate, let alone lorries) and the lower end of Grafton Road.</p> <p>And then bikes and vans will inevitably end up cutting through Willes Road, Cathcart St, Inkerman Road and Alma Street: small residential roads with 2 schools on them and part of a conservation area.</p> <p>This location simply is not suitable for this sort of proposed usage. And the minor alterations to this application do not change that at all.</p> <p>It cannot and must not happen.</p> <p>There are far more suitable locations with far better road access (eg. Holloway Road, Camden Road, Regis Road... although that location will cause congestion due to the right hand turn from Highgate Road)</p>