

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/5913/P	Dr Rosemary Weinstein	20/08/2021 13:15:32	COMMNT	<p>The revised application still does not meet local requirements.</p> <p>Yours sincerely</p> <p>Rosemary Weinstein (Dr)</p> <p>21 Willes Rd</p> <p>NW5 3DT</p>
2020/5913/P	Alexandra Connac	20/08/2021 13:43:19	OBJ	<p>Project absolutely incompatible with children going to school around (CFBL). Children of all ages will be endangered by the traffic. It will also increase pollution which is completely unacceptable when the city decides to extend the ULEZ zone. A lot of people will leave the neighborhood which will impact the community and the economy, including stores around. Totally against this project.</p>
2020/5913/P	Romain Rousselet	20/08/2021 10:58:38	OBJ	<p>The proposal to increase the traffic and the noise into a residential and school area is absolutely ludicrous ! It should not be allowed. In the light of climate change is this what the council has in mind for us living in Camden ? More traffic in dense populated areas with kids and schools around ? We should reduce car/truck traffic by all means not promote it.</p> <p>This proposal is for a 24/7 logistic centre, this is an incredibility bad idea next to a very large school (College Francais Bilingue de Londres) and other local schools. This is not Regis Road, this is a highly residential road which is used daily by pedestrian and kids, because of the location with schools around, kids are often with bikes and scooter (promoting a healthy lifestyle) and the increase in traffic by rushed drivers (yes, to get the most out of their job drivers have to drive fast to deliver more), this will create an increase in accident, a fear amongst families and children to not take the bike anymore and to use the cars to get to school. Is this what the Council really wants ?</p> <p>There are already issues with UPS and other delivery companies on the high street of Kentish Town, a lot of traffic, drivers that are in the rush to get things delivered, people on bikes risking their lives because of that. We should not promote this kind of facilities in the local area.</p> <p>There are lots of incoherence in the reports done by the applicants : for example the acoustic report (amended) highlighting that there wont be any on-street loading where the application says otherwise. Which is correct ?</p> <p>The time of deliveries and increase traffic can start from 5am up to midnight ! This is ludicrous, the reports are only investigating the traffic in the local area but what about the surroundings where the trucks will go between 5am to 8am waking up people and from 8pm to midnight preventing a good healthy sleep to the local residents ? Trucks that go backwards are making high noises which again will be an issue and is not picked up in any of the reports.</p> <p>Finally if the council was supportive of this, how would they ensure that any of the conditions or even any commitments made by the applicants will be respected (for example a 3-year acoustic survey?) ? As highlighted in the reports the deliveries companies will mostly be independants who won't care about rules in place or local management plan. Why would they ?</p>

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2020/5913/P	John Emery	20/08/2021 16:12:21	OBJ	<p>I wish to formally object to Segro's planning application for change of use at 3-6 Spring Place. The revised application still does not deal with the increased congestion caused by HGV's in already overcrowded Grafton and Holmes Roads. Furthermore the noise generated by the level of traffic envisaged is thoroughly unacceptable in a predominantly residential area. Additionally, there is no guarantee that final mile delivery vehicles will be electrically powered as Segro are merely the landlords in this project and their proposals for ensuring compliance with the usage standards (an annual compliance inspection) are totally inadequate. Moreover the plans are in direct conflict with Camden's proposals for healthy streets near schools. There are two schools on Holmes Road and a nursery at the junction of Queens Crescent and Gillies Street. The plans will be detrimental to the overall environment in the area. A more suitable site for a last mile delivery centre would be in the Regis Road Industrial Estate.</p>

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2020/5913/P	O Fortin	20/08/2021 09:19:49	OBJ	<p>Hello,</p> <p>I would like to strenuously object to the continued planning application. I find the arguments advanced by Segro to be misleading, if not completely dishonest. It must be the first time that a logistics centre (described as last mile distribution centre in the application) is described to generate no traffic on the roads surrounding it - unless the centre is envisaged reception and distribution of goods through drones exclusively I cannot see how this could be possible. Indeed the application seem to try and minimise the traffic implications by focusing on the 9 HGV "trips" allowed under the application which by the way are really 18 trips since Segro conveniently chooses to report and two "to/from" trips as one "trip". However the application summary fails to mention the dozens (hundreds ?) of smaller vehicle trips PER DAY that will be generated by the last mile distribution of the goods arriving /departing through the 18 HGV trips.</p> <p>The application also seems to emphasise that Segro is being considerate by amending the routes and choosing to avoid Queens Crescent going forward. Again this is sheer dishonesty. This is not a choice of Segro. Queens Crescent has been designated a pedestrian area so I fail to see how Segro could have kept its traffic going through Queens Crescent !</p> <p>Lastly I would like to repeat my objection to the creation of a logistics centre so near, not one but two schools on holmes road. The pollution, noise and general traffic risk increases for the hundreds of pedestrians using holmes road is completely ignored by the applicant. I believe Camden council suggested that the Regis Road area would be a more suitable location. If that is the case I must command the officers making that suggestion. Regis road would indeed be the perfect location for such a logistics centre as it has virtually no pedestrian traffic and HGV would benefit from a wide road (currently used by large vehicles) unlike Holmes road where single car traffic barely runs through in the police station/McDonalds area.</p> <p>I implore camden council officers/counsellors to "stick to their guns" and push Segro to find an alternative location that does not increase the risks to hundreds of children on a daily basis. How will people feel when a child is maimed by a segro-linked truck or dies of an asthma attack due to road pollution ?</p>
2020/5913/P	Yasmina Rousselet	21/08/2021 17:09:41	OBJ	Too close to school, it will increase pollution and risk for children
2020/5913/P	Marie Thomas	21/08/2021 08:34:12	OBJ	This plan must not go ahead. It is irresponsible. Do not put the lives of children at risk. There is a school nearby which will be meaningfully impacted by this application. At a time the government is talking about CO2 monitors for schools this is a huge step backwards.
2020/5913/P	Marie Thomas	21/08/2021 08:34:10	OBJ	This plan must not go ahead. It is irresponsible. Do not put the lives of children at risk. There is a school nearby which will be meaningfully impacted by this application. At a time the government is talking about CO2 monitors for schools this is a huge step backwards.
2020/5913/P	Hannah Philip	20/08/2021 13:58:12	PETITNOBJ E	As a parent and teacher at CFBL I am deeply opposed to a distribution centre going in which will increase the traffic massively going along the roads directly in front of the school. The playgrounds are necessarily on the street sides and anything that makes the air that the children and staff are breathing worse is a bad thing. As someone with asthma - which the fine particulates from transport pollution makes worse - I feel sorry for the children who might have or develop respiratory issues while playing outside at school for the 12 years they attend CFBL (3-15 years old).

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Yours sincerely

Rosemary Weinstein (Dr)

21 Willes Rd

NW5 3DT

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2020/5913/P	Laurent Carels	20/08/2021 09:10:47	PETITNOBJ E	<p>These amendments don't address the concerns we have about traffic overload and safety for children. There is more and more traffic on Kentish Town Road , and big trucks and vans are using Holmes road to avoid that traffic.</p> <p>I regularly see van drivers shouting at each other as the passages on Holmes Road are too small and they are argueing at who has to right to be first or not to pass the single passage.</p> <p>At the entrance of St-Patrick's school on Holmes Road the footpath is only 50cm wide and kids are regularly walking on the road as they have no option to do so when there is a person coming from the opposite direction with a buggy. This</p> <p>The Camden council is trying to promote children to come with bicycles to school. The Council does definitely want accidents to happen in Kentish Town by approving this permit as there is NO infrastructure to protect children walking/coming by bicycle to the 3 schools in the area, especially for CFBL and St-Patricks. We stopped coming by bicycle as it has become death-threatening to cross at the junction Holmes/Kentish Town Road.</p> <p>Adding more traffic is looking for accidents in the already over-polluted, unsafe, too small with speeding vans that are fighting to push themselves through Holmes Road.</p> <p>People making these decisions are certainly not having children going to one of these three schools.</p>
