



Dear Sirs,

Further to the revised application for planning permission 2020/5913/P, I fail to see where the revisions have in any way resolved the problems to my neighbourhood which I found in the original application, and which are detailed below.

This site, the proposed traffic routes, and the proposed 24/7 operational hours are still totally unsuitable for the proposed change of use. Even the London Borough of Camden restricts its own property opposite the site to daylight-hours for its essential collection and disposal of waste.

There is also another problem. Segro (the applicant) are the owners, not the users of the site. The user could be a company running its own fleet, or have drivers using their own vehicles. Whatever is agreed in a Delivery and Servicing Management Plan (DSMP) may turn out to be something the user disregards, and, as the LB Camden has an already over-stretched civil enforcement team, currently unable to cope with parking problems at the nearby schools or with the unsupervised traffic at the Dalby Street entrance to the Talacre Community Sports Centre, its ability to enforce a DSMP must be questionable (and therefore dangerous to the community) to say the least.

Let me repeat: one of LB Camden's avowed policies is to reduce vehicular traffic inside the borough. To grant this application would make a mockery of this policy and leave the council's decision-makers open to charges of ignominious conduct. Camden has already drafted a recent proposal for traffic calming measures for the area and in the documents the Planning Officer is quoted as saying there will be *"consultation on measures to restrict through traffic on Holmes Road with the aim of significantly reducing traffic volumes on Holmes Road making the journey to and from school safer and reducing the turning movements at the junction with Kentish Town Road to reduce the potential for future KSIs."* and *"Grafton Road is a very residential road but one which hosts high volumes of traffic"*. I cannot see how the Planning Officer can allow this application in view of its statements italicised above.

G A Hibbs,
46 Willes Road,
Kentish Town
London NW5 3DL

[REDACTED]

I object to the requested Change of Use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E) for the following reasons:

1. Spring Place is one of the more narrow of Camden's streets. To add the proposed 7.5 t and 18t vehicles to the mix of Veolia refuse vehicles in daily use opposite the proposed site, and to the frequent large deliveries of specialised equipment by 18t vehicles to the next door Spring Studios would make the street virtually impassable for even the applicant's own smaller vans.
2. The building on the corner of Spring Place and Holmes Road is about to welcome approximately 100 LB Camden office staff being relocated from their office in Arlington Road.
3. Upper Willes Road and Cathcart Street are already problematic traffic areas caused by the unregulated arrivals of parents dropping or retrieving pupils from the CFBL school in Holmes Road.
4. Holmes Road is suggested as an access route to Spring Place. The state of repair of Holmes Road is already appalling. There has been heavy building along this road for the last five years, but despite the section 106 agreements supposedly enforced by Camden, no improvements to the surfaces or gutters have been made to repair the damage. To use the eastern end of Holmes Road as an ingress/egress would entail further large van traffic along the already over-burdened Kentish Town High Street. There is no available route out of Holmes Road/Athlone Street which would be able to cater for vans of this size
5. Grafton Road is another of the roads selected in this application for use by the 7.5t and 18t vehicles. Grafton Road has a built-in chicane at the junction with Inkerman Road, making it dangerous for use by such large-sized vehicles. Also, travelling south along Grafton Road leads to a left-turn only junction with Prince of Wales Road. Travelling north along Grafton Road leads to a traffic-calming pinch point, operating during specified hours. In neither direction along Grafton Road could large vehicles be acceptable.
6. Queen's Crescent is also suggested as an access route. This is a Street Market twice weekly, and is the subject of a LB Camden "Safe and Healthy Streets Consultation" currently. It would seem that this consultation already wants the use of Queen's Crescent for a motor traffic-free environment and a restriction of motor traffic on Grafton Road.
7. There is also the possibility that permission (pending an appeal against a refusal of planning application 2020/2406/P) may result in further large-scale building works involving creating a seventh floor of pre-built containers to the existing "student" accommodation building in Holmes Road thus creating even more traffic problems.
8. The proposal will increase drastically the pollution in an areas already subjected to high degrees of unhealthiness by dint of the Veolia trucks and the contents of those trucks. As the area is a residential one, which includes three primary schools and their kindergartens, an increase in pollution would be calamitous.

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Comments made by G A Hibbs of 46 Willes Road, Kentish Town, NW5 3DL, NW5 3DL
Phone [REDACTED]
EMail [REDACTED]
Preferred Method of Contact is Email

Comment Type is Objection