

HEYTHROP COLLEGE SITE DEVELOPMENT APPLICATION: PP/18/05313 & LB/18/05314

Objection by XX, 10 Kensington Court Mews, London, W8 5DR

As Treasurer of the Kensington Court Residents Association (KCRA) I fully support The KCRA Objection to the Heythrop College Site Development as presently proposed (the Proposal). The KCRA Objection has been submitted by the KCRA Chairman XX. The purpose of this document is express objections that I consider emphasising.

1. The Proposal does not seem to comply with the RBKC Council's own Planning guidelines including Policy CK1. It does not preserve low value social and community uses and provides no social/affordable housing. I cannot see what benefit there are at all in the Proposal for local residents apart from promised restricted access to the small gardens.
2. In previous versions of the Proposal and conversations at the Developers' presentations it was said that this development would contribute to RBKC's Social Care capabilities. This seemed at the time a cynical claim playing on the serious problem the UK has at the moment in funding Social Care. I see no way that this Development will contribute anything to RBKC's Social Care given the very high purchase prices and extremely high service charges. This Development would not attract many current RBKC residents who already own a property and use our NHS services. Therefore I must conclude the target market is what the Developer's call the "Ultra High Net Worth" buyers of luxury housing. Previous experience in our area is that such luxury properties lie empty for long periods and they and the owners contribute very little to the local community and the local economy.
3. The downside for the local community during development is enormous in terms of disruption. It is estimated that for 5 years there will be heavy lorry traffic accessing the site via Victoria Road, St Albans Grove and South End. With peaks of 60 heavy lorries per day this will be intolerable and even unworkable. Residents Parking along the whole route will have to be suspended and the ventilation pipe in the middle of the road at South End will probably have to be removed to let lorries in at all. Why not open up Derry Street to Kensington Square and use the West side of the Square access via a temporarily removed building.

I am told that the smaller Young Street development traffic was well managed but I doubt they could have managed five times the traffic this Development will demand. Another development which caused much local disruption over a long period was that in de Vere Gardens resulting in an architecturally out of place building which seems to be empty. The Young Street and de Vere Gardens developments were easily accessed from Kensington Road/High Street but were probably five times smaller than the Heythrop Development but still caused much disruption. The Heythrop Development by comparison is nearly inaccessible along the route proposed.

The Developers claim the lorry traffic will use high tech methods to minimise disruption. Will this require an army of marshalls in high viz clothing posted along the route dictating to the local traffic? Where will the lorries park whilst waiting to be marshalled along the long access route? In Kensington Road and thus increasing congestion and pollution?

4. The late addition of the decking over the District and Circle Line increasing the site area by 25% is incomprehensible. Surely this needs separate planning consideration. This will increase the lorry disruption - will it also mean more disruption to TfL services - High Street Kensington is often shut at weekends to allow improvements - but this is a major construction project.

XX

24 October 2018