

We, the residents of Willoughby Lane, Willoughby Park Road, Willoughby Grove, Brantwood Road and Shelbourne Road, are writing to formally object to Planning Application: HGY/2023/1211 and express our ongoing concerns regarding the activities of Redcorn Ltd on the sites located on Brantwood Road and West Road. The current operations of Redcorn Ltd have had a significant negative impact on our community, and we believe it is crucial to address the following issues:

1. **Highway Infrastructure Damage:** We have observed extensive damage to various elements of the highway furniture and infrastructure, including but not limited to bollards, kerbs, pavement, roundabouts, property, signposts and telephone lines. This deterioration is a direct result of Redcorn Ltd's operations. Furthermore, the presence of illegally parked vehicles associated with Redcorn Ltd's activities further exacerbates the degradation of our area.
2. **Unauthorized Parking in Red Zones:** Large HGVs belonging to Redcorn Ltd are frequently parked in designated red zones, exacerbating traffic congestion and causing disruptions to the flow of vehicles. This is a daily occurrence and their blatant disregard for parking regulations negatively impacts the safety and convenience of residents and other road users.
3. **Traffic Nuisance:** The absence of a suitable exit for vehicles from the Redcorn Ltd site on West Road has resulted in increased traffic congestion and associated nuisances. This situation urgently requires attention to alleviate the burden placed on our already congested streets. The constant circulation of Heavy Goods Vehicles (HGVs) through Leaside Road, Brantwood Road, West Road, Willoughby Park Road and Willoughby Lane has become a persistent issue for our residential parts of Willoughby Park Road, Willoughby Lane, Shelbourne Road, and Lansdowne Road. Due to inadequate space for manoeuvring, these vehicles frequently cause disturbances and inconvenience to our community. Additionally, residents continually complain about vibrations caused by speeding HGVs, which have a detrimental effect on their homes and quality of life. We strongly urge Redcorn Ltd to find alternative routes that do not disrupt our residential areas.
4. **Pedestrian Hazards:** Large HGVs illegally parking on the footpaths on Brantwood Road and Leaside Road create dangerous situations by blocking pedestrian routes, forcing pedestrians onto the highway. This poses a significant risk to the safety of both pedestrians and motorists.
5. **Parking Fines FOI:** According to information obtained through a Freedom of Information request, ref LBH/13888423, it has come to our attention that over 961 Penalty Charge Notices (PCNs) have been issued between 06/07/2022 to 12/04/2023. This alarming evidence suggests that parking regulations in the designated red zones are not an effective deterrent for illegal parking. The blatant disregard for enforcement leads to numerous traffic-related issues, dangerous situations, idle vehicles, and noise pollution within our community.
6. **Parking Displacement:** Redcorn Ltd's staff members consistently occupy a significant portion of available parking spaces in the vicinity, leaving insufficient parking options for residents and visitors. This scarcity of parking spaces causes undue inconvenience and frustration, and it is essential to find a solution that better balances the parking needs of the community.
7. **High Pollution Levels and Increased Litter:** Redcorn Ltd's operations have led to a significant increase in pollution levels and littering in our community. The constant presence of large vehicles has resulted in oil spills on the pavement, creating an unsightly environment and

releasing unpleasant odours. Additionally, the accumulation of litter originating from Redcorn Ltd's activities further diminishes the appearance of our neighbourhood and poses environmental hazards. It is imperative that Redcorn Ltd takes responsibility for mitigating pollution and ensuring proper waste management practices to maintain a clean and healthy environment for our community.

8. **Illegal Tree Removal:** We have strong suspicions that Redcorn Ltd has engaged in the unauthorized cutting down of trees to make way for their development and parking of vehicles. The unauthorized removal of trees and the subsequent impact on the environment is unacceptable. We demand a thorough investigation into these activities to protect our natural surroundings.

We have reviewed the documentation submitted by Redcorn Ltd. (the applicant) in support of their application to change the use of the sites at Unit 4, West Mews, & Unit 1-5 Hotspur Industrial Estate and have noted a few concerns:

1. **Swept Path Analysis:** The Swept Path Analysis in the Transport Statements for the units is based on best case scenario rather than the reality of the site and its location; It may work when yard is empty and uncluttered, no other operations ongoing on the site, no parking or traffic along West Road. However, the reality is that parking stress on West Road exceeds 100% between 10:00-14:00 during the week (transport statement figure 2.6) and two vehicle movements every minute on West Road every minute during peak hours (transport statement 2.69). Furthermore, it may be possible to park three OGV class 2 vehicles next to each other on the site, but this seems a highly impractical arrangement for servicing or offloading the vehicles. We are concerned that the increase of HGV trips to transport cars on and off site will interfere with the traffic flow on West Road, lead to more HGV vehicles waiting on the red zone and HGVs leaving the site southwards on West Road through the residential area.
2. **Staff increase:** The applicant proposes to increase staff by 60 persons to a total of 65 staff for both sites. The planning statement only provides 8 car park spaces + 2no disabled car park spaces across both sites. The transport statement confirms that even with an improved rating, the site scores a low PTAL rating of 2 which begs the question whether the proposed staff parking is enough to accommodate this significant increase in staff. The transport statement for unit 1-5 Hotspur Industrial Estate indicates that 41% of the traffic flow to and for site consists of person vehicles. This is explained in the statement as owners picking up cars, but nowhere does the document analyse how many of these trips are actually staff related in order to really assess the parking requirements. We are worried that the impacts of no sufficient parking in the premises will lead to further displacement of parking on Brantwood Rd / West Road and subsequently Willoughby Lane / Northumberland Park / Willoughby Park Road Willoughby Grove. This is something that is already affecting residents.
3. **Planning policies:** We think the proposal falls short on many cited National, London and Local planning policies, particularly on sustainability, environmental, amenity and community guidelines and objectives;
 - We do not feel the proposal addresses the objectives of NPPF 2021 with regards to Highway safety as the residual cumulative impacts on the road network would be severe (para 109); Although the Transport Statements for Unit 4, West Mews, & Unit 1-5 Hotspur Industrial Estate suggest there will be a reduction in vehicle movements on West Road (note that vehicle movements of the former bakery used

in the statement are an estimate), it does not address the impact of an increase in 12m long rigid Street Lifters, Loader Cranes, Low Loaders entering and exiting West Road, a road which is according to their own assessment suffering from high parking stress along the middle and north sections and long term residential parking to the south. Safety here is of concern as well because visibility is poor due to the width of the street and the sites are located close to a residential neighbourhood.

- We also feel that the applicant does not meet the Haringey Local Plan objectives to minimise congestion and addressing environmental impacts of travel; the Transport statements for the sites do not include suggestions to reduce vehicle movements, stop vehicles from driving through the residential area south of West Road nor solves the current issues with waiting Redcorn vehicles along the redzones of West Road and Brantwood Road.
- We would like to challenge that the site would “make adequate provision of space for on-site servicing and waiting goods vehicles” (Haringey Development Management Plan 2017 Policy DM 37) as the swept path analysis merely points out three vehicles could be parked alongside each other on paper, however does not indicate how vehicles will practically be serviced here or how long they would be able to wait there.
- Haringey Development Management DPD, Policy DM31 say regarding car parking for B8 use “Car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution): “employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments”. Current traffic flow from Unit 1-5 Hotspur Industrial Estate indicates that 41% of the traffic consists of personal vehicles, suggesting that the site is used for parking (Sui Generis) rather than storing (B8). Although the statement contributes this to owners picking up their vehicles from the site which will not be allowed going forward as this would constitute parking, the Transport Statements are unable to guarantee that the number of trips to and fro site will be reduced to 12 trips from unit 1-5 and 8 trips from unit 4, which equates with the amount of staff parking available. Also there is no clear explanation for the high traffic flow of LGV vehicles (vans) (28% at Unit 1-5 and 66% at Unit 4) and how this relates to the storage of vehicles; Again it seems to suggest the site is used for parking rather than storage.
- Finally, the proposals make no suggestions to reduce environmental impacts on the community from emission and noise pollution with improvements such as noise isolation, electric vehicle charging points, electrification of the fleet or any impetus to meeting London’s Net Zero Target of 2030.

We want to express our disappointment in the lack of consultation within the neighbourhood regarding Redcorn Ltd's operations and planning application. Many of the residents complained that they did not receive the consultation and those that did received them very late. Given the contentious nature of Redcorn's operations and their significant impact on our quality of life, it is disheartening to see a lack of engagement and consideration for the concerns and well-being of the residents.

In conclusion, we firmly believe that Redcorn Ltd is not acting in good faith, as evidenced by their unlawful use of the premises at Unit 4, West Mews previously. We strongly urge the council not to

grant Redcorn any further planning permissions unless they address the issues that already affect us as residents.