

WELCOMES AND UPLANDS ROAD ASSOCIATION

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Vision for green grid and conservation status for Welcomes and Uplands Roads

Parking considerations in respect of planning applications for multi occupancy developments in Welcomes Road and Uplands Road, Kenley, London Borough of Croydon

Road status: Welcomes Road CR8 is a public highway maintained at the expense of its frontagers and a designated footpath (No 157) leading to the historic heritage Kenley Airfield and common land set aside for public use by the City of London Corporation. The road is maintained and managed by the Welcomes and Uplands Road Association (WURA) as is Uplands Road which is also used by walkers to access the same amenities and where long term on street parking is discouraged as a long standing policy agreed by all members. There is no separate footpath on Uplands Road. It is unlikely the road would ever be adopted by the Council for reasons of cost and probable widespread opposition from residents.

It is not lawful to park on a designated footpath such as Welcomes Road except briefly. Rule 145 of the Highways Act states that it is not permitted to drive on or over a pavement, footpath or bridleway except to gain lawful access to a property, or in the case of an emergency, **HA 1835 sect 72 & RTA 1988 sect 34**. Similarly, cyclists and horse riders are only allowed to use the road to gain lawful access to a property. In practice the road, being a public highway, is also used by through traffic.

The width of Welcomes Road varies from 4 to 5 metres and has no dedicated passing bays or a dedicated footway. It is thus a shared space used by all kinds of traffic including dog walkers, horses, cats, wild animals (deer, foxes and badgers), wheel chairs, cyclists, mothers with push chairs going to Hayes Lane Primary School via Zig Zag Road and vehicular traffic including HGVs and delivery vans. It is a favoured route to and from Kenley Station for walkers and cyclists as the gradient is more user friendly than Hayes Lane and Kenley Lane. Welcomes Road was originally constructed in the 19th Century for this reason and specifically to help horse drawn traffic.

In heavy rain, as the road has inadequate drainage and is unprotected from the severe run off from the City of London Corporation land at the south end of the road and pedestrians are sometimes forced to walk in the middle of Welcomes Road. See annexure 3.

Note

August 2019: Since this paper was written in late 2018 the Council, having dismissed the arguments as out of step with the over-riding drive for increased housing supply apparently at any cost to the environment and character of the area, have approved more flatted developments in Welcomes Road so we now have the following developments;

32 WR 9 flats approved

36 WR 8 flats (under construction)

42 WR 2 semi houses and 7 flats approved but applicant seems to be walking away

56 WR 9 flats application undecided

57 WR 7 flats under construction

35 WR Threat to build large block of flats in the vicinity

35 Uplands Road application withdrawn and new one being worked on.. up to 9 flats

14 Zig Zag Road 2 houses behind 78 WR. Pre application stage

74/78 WR double plot elderly owner has moved out of Edwardian House. Target for developers

The Council response also insisted that car ownership must be reduced to meet environmental targets and lower pollution even though this conflicts with the policies set out in the London Plan 10.39. It was argued by the Development Management that without 'discouraging' car ownership by limiting on site parking (which incidentally ignores the need for visitor parking) for new developments, the business case for a car club in the area would not materialise.

As current policy set out in the London Plan is to have car clubs/pools surely the Council needs to allocate/acquire land to create such a car pool for the use of our both WURA members and the people living in the Hayes Lane area. The car park would be set up with charging stations on the basis that according climate change emergency driven policy the internal combustion engine has had its day.

Croydon Council could thus do something visionary instead of just wrecking a conservation area by clustering flats along a footpath!

Planning applications for flats in Welcomes Road currently in process or decided subject to fulfilment of reserved matters:

36 Welcomes Road Kenley, CR8 5HD.

(August 2019.. now under construction)

18/04840/FUL Conversion to form 7 flats (2 x 3 bedroom, 2 x 2 bedroom, 2 x 1 bedroom and x 1 studio). Alterations and formation of basement accommodation to include front and side light wells, creation of a lower ground floor entrance, erection of a single storey side and rear extension, installation of roof lights and provision of associated landscaping, refuse and cycle parking.

Planned: 8 units plus studio flat and 7 parking spaces. 12 Bedrooms. No delivery, visitor space nor disabled bay.

Acceptable parking ratio say $1.5 \times 8 = 12$ plus $1 \times$ visitor = 13 plus disabled space. A parking space for disabled people is mandated by Mayor's comments on the London Plan.

57 Welcomes Road Kenley CR8 5HA

Approved on appeal subject to complying with reserved conditions

Ref. No: 17/06240/RSM | Received: Mon 18 Dec 2017 | Validated: Thu 04 Jan 2018

7 flats and 7 parking spaces. 14 Bedrooms. No delivery or visitor space.

Acceptable parking ratio 7 x 1.5 = 10 plus 1 x visitor = 11 plus 1 x disabled space to permit full access.

A transport and construction logistics plan has been submitted. A copy of the construction plan is annexed to this document (Annexure 3).

The planning approval granted for 57 Welcomes Road conflicts with The London Plan paragraphs 10.39, 10.42 and 10.43. It was unfortunate that this application went for appeal which was upheld by the Inspector in spite of the planning breaches. The Local Authority Ombudsman appears to be unable to challenge decisions made by planning inspectors.

10.39 'If a reduced amount of car parking is provided then a corresponding proportionate increase in car club or pool car spaces will need to be provided to compensate for the reduction in private car parking. This will need to be at a rate of one car club or pool car space for every twenty private car parking spaces that have not been provided. This is to ensure that reduced overall levels of car parking do not result in increased pressure on street parking, particularly in those areas without Controlled Parking Zones'.

This is unlikely to be achievable in Welcomes Road where a controlled parking zone is not legally possible and cannot be enforced by the Council due to its private status. There is very limited space for on road parking anyway. The road is also a designated footpath.

10.42 'Car parking in new development can be visually intrusive and reduce the amount of land available for outdoor private amenity space within developments'.

This paragraph particularly applies to 57 Welcomes Road where the loss of amenity and the visual impact of parked cars filling the entire front garden is out of keeping with the character of the area. The sloping car park will worsen the view from the road and the house opposite. The expectation was that a Construction Method Statement would show the extent of excavation required on the site and how the foul drainage currently crossing the plot will be re routed but this aspect is not touched upon in any detail. The garden space to the rear of the house is very steep and of limited use. There is no report from Veolia on refuse storing and collection.

10.43 'Car parking, when integrated into new development, can enhance the street scene. However, car parking can also be a barrier to pedestrians, cycles and emergency services as well as detracting from the character of an area. Therefore, it is important that car parking provision is considered at the outset of a development and fully integrated in the design'.

The parking plan for 57 Welcomes Road conflicts with all this advice. There are genuine concerns about the lack of space for emergency vehicles to park or to access the building.

DM (Development Management) 30 in the Croydon Plan 2018 says:-

b. Ensure that the movement of pedestrians, cycles, public transport and emergency services is not impeded by the provision of car parking;

A parking ratio of at least 1.5 per unit is considered necessary to ensure DM30 is respected. The lack of on site parking on both developments (36 WR and 57WR), particularly the latter, will almost certainly lead to parking stress on Welcomes Road and nearby roads such as Zig Zag Road (Private) if the plans as they stand are implemented.

Car ownership in Surrey in 2011 was about 1.5 per household. Car ownership in Welcomes Road is more typical of Surrey than inner London where car ownership is about .82 per household. Many WURA households have 2 or more cars. In 2011 about 12% of households in Surrey had no car. Surrey CC is encouraging car clubs to cut ownership but no assistance from Government to help set up the infrastructure (designated parking zones with charge points) appears to be available at the moment and anyway it would be hard to find space to park Car Club cars in Welcomes Road.

The Croydon Plan promotes the concept of a Green Grid. WURA would like to explore with the Council the possibility of Welcomes and Uplands Roads being granted **green grid** status. They are private roads (footpaths) and cannot as such form part of a controlled parking zone even if there was room to create dedicated parking spaces. The roads are essentially shared spaces for walkers, cyclists and vehicular traffic. **Parked cars compromise the safety of cyclists and walkers as well as impeding refuse lorries and emergency vehicles.**

Green grid status would/could assist in keeping the routes unobstructed whilst prioritising non motorised traffic and ensure that future development in the area does not lead to parking stress.

Transport (Croydon Plan 2018)

11.127 With its topography of steep hillsides the existing transport arteries are likely to remain, with local bus services, connections and levels of access maintained. Access will be improved where possible to an expanded Green Grid network with improved walking and cycling links to Kenley railway station and linkage to Whyteleafe railway station in the adjoining Tandridge District. The community will enjoy better quality, more frequent and reliable bus services connecting to Croydon Metropolitan Centre. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

11.127 re-enforces the argument for according **Green Grid** status to WR and UR as they are already widely used by commuters walking to and from Kenley Station and for children and parents walking to and from Hayes Lane School. The roads also serve as important links to the Common Land surrounding Kenley Airfield and the Airfield itself.

<https://www.cityoflondon.gov.uk/things-to-do/green-spaces/city-commons/kenley-common/Pages/default.aspx> and <https://www.cityoflondon.gov.uk/things-to-do/green-spaces/city-commons/kenley-common/Documents/kenley-common-local-plan-v1.pdf>

As Green Grid routes then it follows that parking on them (Welcomes and Uplands Roads) in any permanent manner should not be permitted and that multi occupancy buildings must always have ample on site parking in the plans or the planning permissions granted require some leases to contain covenants restricting or banning car ownership. Following from this the number of household units per plot will be limited by the parking ratio and the space available for on site for parking, refuse and cycle stores whilst leaving adequate garden amenity for residents. The question is can the Council enforce parking controls on Green Grid routes and can private roads be accorded such status and under what conditions?

Zig Zag Road which is privately maintained might also be considered as part of the **Green Grid**. It links Welcomes Road with the public highway system and is a shared space having no footpath. Since the residents paid for its rehabilitation in 2017 at a cost of £24,000 it is now regularly used by families walking to Hayes Lane Primary School as well as all other types of pedestrian traffic. It is also serving as a route for traffic of all kinds (inc HGVs) to and from Welcomes Road.

Summary:

There is a natural conflict between the commercial aspirations of the developers, the need to increase housing supply and the limited capacity of the roads maintained by this Road Association, particularly Welcomes Road, to absorb on road parking from over developed multi occupancy sites with unacceptably poor parking ratios. There is also the need to keep roads like Welcomes Road as a transitional zone between the suburbs and greenbelt and thus free from overdevelopment.

We therefore urge the Council:-

to consider classifying Welcomes, Uplands and Zig Zag Roads as part of the Green Grid with no long term parking allowed on these roads and a presumption that walkers have priority

to remove the lower section of Welcomes Road from the Focused Intensification Zone around Kenley Railway Station on the basis it will become part of the green grid (Refused by Council in their response)

to restrict the construction of multi occupancy buildings unless there is clear evidence that there is sufficient space on site (some sites are quite large) to allow a parking ratio of not less than 1.50 plus a parking bay for disabled people with space for refuse and cycle stores

Our vision for the WURA zone, once described by the relevant Secretary of State as an 'area of special circumstance', then is for Welcomes, Uplands and Zig Zag Roads to form part of the Green Grid and to contribute to an increase in housing supply through the construction of well designed family homes built on available in fills, and other suitable 'windfall' sites where there may be existing sub standard housing or inefficient use of the land.

All new developments without exception to have sufficient on site parking with access for emergency vehicles, and concealed refuse and cycle storage facilities whilst retaining adequate garden space amenity and as many trees as possible.

Where some tree felling is unavoidable to plant new trees in a properly landscaped garden with well designed and integrated parking areas.

Hard landscaping along front boundaries should be discouraged so that local character is retained.

Richard Russell
Secretary

Colin Brown
Chairman

For Welcomes and Uplands Road Association

20/11/2018

Annexure 1: Extracts from London Plan

Annexure 2: Status Welcomes Road from Senior Engineer Highways Croydon Council

Annexure 3: Construction Method Statement for 57 Welcomes Road

Annexure 4: Photos of Welcomes Road

ANNEXURE 1

Extracts from Croydon Plan 2018

Kenley and Old Coulsdon

Vision, opportunities, constraints and change up to 2036

Vision

11.121 *Kenley and Old Coulsdon, linked by Kenley Common will continue to be wooded hillside residential settlements retaining their suburban character. Connectivity between Kenley Aerodrome, Kenley railway station, Bradmore Green and the numerous green spaces will be improved where possible by enhanced Green Grid links for walking and cycling. (why not include at least Welcomes Road)*

Homes

11.122 *An area of sustainable growth of the suburbs, with some opportunity for windfall sites will see growth mainly by infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness.*

Green Grid and Open Space

11.126 *Links to existing green spaces and the extensive Green Grid network of paths from the residential areas will be improved and added to where possible, to provide more opportunities for cycling and walking. The Local Historic Parks and Gardens in the area will be retained and new links provided where feasible to incorporate them into the Green Grid network.*

Transport

11.127 *With its topography of steep hillsides the existing transport arteries are likely to remain, with local bus services, connections and levels of access maintained. Access will be improved where possible to an expanded Green Grid network with improved walking and*

cycling links to Kenley railway station and linkage to Whyteleafe railway station in the adjoining Tandridge District. The community will enjoy better quality, more frequent and reliable bus services connecting to Croydon Metropolitan Centre. Travel plans will look to ease congestion at peak times by encouraging walking, cycling or public transport especially for school journeys.

Policy DM30: Car and cycle parking in new development DM = Development Management
To promote sustainable growth in Croydon and reduce the impact of car parking new development must:

- a. Reduce the impact of car parking in any development located in areas of good public transport accessibility
or areas of existing on-street parking stress;
- b. Ensure that the movement of pedestrians, cycles, public transport and emergency services is not impeded by the provision of car parking;
- c. Ensure that highway safety is not compromised by the provision of car parking including off street parking where it requires a new dropped kerb on the strategic road network and other key roads identified on the Policies Map;
- d. If the development would result in the loss of existing car parking spaces, demonstrate that there is no need for these car parking spaces by reference to occupancy rates at peak times;
- e. Provide car and cycle parking spaces as set out in Table 10.1;
- f. Ensure that cycle parking is designed so that it is secure and can also be used for parking for mobility scooters and motor cycles; and
- g. Provide car parking for affordable homes at an average rate not less than 2/3 that of other tenures.

How the policy works

10.39 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In many schemes in areas such as Croydon Opportunity Area and District Centres where there is a minimum Public Transport Accessibility Level rating of 5, the Council will consider developments with a reduced amount of parking. If a reduced amount of car parking is provided then a corresponding proportionate increase in car club or pool car spaces will need to be provided to compensate for the reduction in private car parking.

This will need to be at a rate of one car club or pool car space for every twenty private car parking spaces that have not been provided. This is to ensure that reduced overall levels of car parking do not result in increased pressure on street parking, particularly in those areas without Controlled Parking Zones.

10.42 Car parking in new development can be visually intrusive and reduce the amount of land available for outdoor private amenity space within developments. In areas of good public transport accessibility new developments must reduce the visual impact of car parking. This may include use of underground car parking, reduced provision of car parking spaces within the development or active promotion of alternatives to private car use including car clubs, encouraging use of public transport by residents and enhanced provision of covered and secure cycle parking.

Notes from Mayor's London Plan: All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit
Adequate parking spaces for disabled people must be provided preferably on-site^[1]

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision,

10.43 *Car parking, when integrated into new development, can enhance the street scene. However, car parking can also be a barrier to pedestrians, cycles and emergency services as well as detracting from the character of an area. Therefore, it is important that car parking provision is considered at the outset of a development and fully integrated in the design.*

Note Parking anywhere on a public footpath is prohibited. See Road Traffic Act 1988 sect 34 (HA 1835 sect 72)Vehicles may drop off people or pick up OR to deliver or collect goods and NO right is given to leave vehicles UNATTENDED at any time. By precedent the courts have made residents liable for visitors who park on the public footpath

ANNEXURE 2

From: "Crossby, Barry" <Barry.Crossby@croydon.gov.uk>

Subject: Welcomes Road, Kenley

Date: 27 March 2018 at 08:30:19 BST

Dear Sir,

I refer to your email dated 20th March 2018 concerning the status of Welcomes Road, Kenley

I confirm that Welcomes Road is a private road along which there is a public footpath.

By way of history a review of the Definitive map and statement of Public Rights of Way in the early 1990's resulted in a claim being made by local residents of the Kenley area that a right of way existed between Welcomes Road and Kenley Common. Discussion at that time were held with the then Members of the Road Committee who had no objection to the road being shown on the Definitive Map and Statement as a public footpath.

The relevant date of the modification to the definitive map showing Welcomes Road to be a public footpath was 5thDecember 1995.

Whilst it is a criminal offence to drive a motor vehicle over a public footpath the Council accepts that those properties who had an express right or a long term history of access to Welcomes Road prior to the relevant date would continue to have lawful authority to drive over the public footpath.

Kind Regards

Barry Crossby – Senior Engineer

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Place Department
Highway Improvements
Bernard Weatherill House (6C)

8 Mint Walk Croydon CR0 1EA
02087266000 extension 64980

Examples of the kind of emails we get fairly regularly

Martyn Last (martyn_last@hotmail.com) To: you [Details](#)

Dear Richard

The road is completely blocked due to a huge delivery vehicle who is too lazy to drive onto 23 Welcomes Road preventing anyone passing. The operatives have no intention of moving the vehicle and I have been here 23 minutes already
I thought I should let you know
Martyn Last November 2018

From: Ann Jones <ann19712009@hotmail.co.uk>

To: Richard Russell Secretary weluplandsroads@aol.com <weluplandsroads@aol.com>

Sent: Mon, 26 Nov 2018 13:15

Subject: Re: Obstructing Welcomes Road

Hi Richard, We had a new dishwasher delivered at 8.47 Friday morning. One lady sat outside with her hand on the hooter while the delivery was made. All other cars overtook the van with no problem. I am sure we must all realise we live in a narrow road and from time to time will have deliveries made, not unreasonably I think. Perhaps the newcomers to the Road should do as we do in these circumstances, and turn round and take another route. Thank goodness we don't all message you each time we are held up by a builders delivery lorry or refuse cart. Regards David Jones

ANNEXURE 3

Construction Method Statement

Extract from the planning permission granted

Conditions in relation to 57 Welcomes Road and the construction of 7 flats.

Notwithstanding anything contained in Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any amendment or replacement thereof), prior to the commencement of any building or engineering operations, a Construction Logistics Plan shall be submitted to the Local Planning Authority for approval.

The Statement shall include amongst other things the following information for all phases of the development, which shall only be implemented as approved:-

- (1) hours of deliveries,*
- (2) parking of vehicles associated with deliveries, site personnel, operatives and visitors,*
- (3) facilities for the loading and unloading of plant and materials,*
- (4) details of the precautions to guard against the deposit of mud and substances on the public highway, to include washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances prior to entering the highway.*
- (5) Access arrangement to the site during the demolition and construction periods.*
- (6) For major developments details of the routes commercial vehicles would use within the borough to gain access to the site.*

Reason: In order to ensure that the development does not prejudice the safety or free flow of pedestrian and vehicular traffic on the highway or cause undue inconvenience to other users, or adversely impact on the amenities of the occupiers of nearby properties as required by Policies UD8, UD12, UD13, T2 and EP1 of the Croydon Replacement Unitary Development Plan (The Croydon Plan) 2006 Saved Policies.

CONSTRUCTION METHOD STATEMENT AS SUBMITTED BY APPLICANTS

LOADING AND UNLOADING OF PLANT AND MATERIALS

All construction vehicles and deliveries will access and leave the site via the permitted access off 57 Welcomes Road. All vehicle movements will be carried out under the instruction and guidance of authorised site staff.

Care should be taken when leaving and entering the site, particularly given the neighbouring residential properties and the footpath that crosses the site entrance.

On arrival to site, delivery vehicles should try and pull onto the site rather than wait on the highway and no deliveries should block the right of way of any other drives or entrances.

All deliveries will be unloaded within the site boundary and all materials will be tidily stacked within the designated materials storage area or within the specific dwelling plot they are intended for should materials be needed immediately.

All stored materials will be properly protected and secured at all times.

Care will be taken to ensure that materials are called off and delivered to coincide with the relevant stage of construction.

Offloading and loading of materials will be undertaken within the permitted working hours, unless otherwise agreed with the Local Authority.

Deliveries to site will be by prior agreement with the site manager who will schedule deliveries to avoid disturbance to neighbouring residents, avoid the rush hour and avoid the school run. Deliveries will be restricted to the following times 0930 - 1500.

Local suppliers will be used to reduce travel distances and improve delivery performance times.

A designated area within the site will be identified in order for the vehicles to safely access from 57 Welcomes Road entrance and allow safe and easy egress without disrupting the flow of traffic on this road.

Times and deliveries will be restricted to be outside of the times of pick up and drop off for the school and at peak times. The delivery times should not be between 8.30 and 9.30 am, and 3 to 4 pm.

PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

All operatives, delivery drivers and visitors must report to the site office prior to entering the site for full induction prior to commencing works or making deliveries. Car parking for site personnel is restricted to the parking area at the rear of the site, and is located adjacent to the welfare facilities and away from existing residential properties in order to reduce the risk of disturbance. There will be limited numbers of parking due to the scale of the development and the areas required for construction.

VISITORS PARKING

Access to the construction site by visitors will be strictly controlled, and overseen by the Project Manager.

There will not be any on site parking for site personnel and they will be encouraged to park away from the site as far as is practically possible.

Visitors will use 57 Welcomes Road for short durations, in order to avoid conflicting movements with on-site construction activities.

All site personnel will be instructed regarding access and specified restrictions and any visitors shall be asked to report to the Project Manager upon arrival.

A notice board will be erected at the site entrance and will include details for the appointed site / project manager.

CONSTRUCTION TRAFFIC ROUTING

Construction traffic will be able to access the site from the 57 Welcomes Road. The route is slightly restricted due to its size and the residential parking in front of the houses

Only one vehicle will be permitted to be on site at any time. Size and frequency of delivery will be programmed according to requirements and local policy. Due to lack of space for manouvering on site, turning back from site will take a place with use of banksman.

The same way traffic and pedestrians will be controlled when process will take a place.

Parking on the Welcomes Road will be prohibited to allow emergency service vehicle to access the site.

SITE ACCESS

Delivery vehicles will be travelling to site using Welcomes Road. Timing of additional deliveries will be agreed with Local Authorities.

Deliveries will be arranged in such a way to minimise associated congestion in the surrounding area. Locations of site access points, unloading points, any storage areas will be provided.

Collection of and delivery will take a place away from main road.

INTRODUCTION TO SITE WORKS

Working Hours

Monday - Friday 8.00 a.m - 6.00 p.m

Saturday - 8.00 a.m - 1.00 p.m

Sunday and Bank Holidays: no noisy activities on site

Exceptional Items:

Crane delivery and erection can be accommodated outside these hours after approval by local authority.

Site deliveries will be arranged before and after peak hours to avoid exacerbating existing congestion.

NOISE AND VIBRATION

Noisy plant or equipment will be situated as far as it is possible from adjoining buildings.

Noise from site will be reduced by acoustic sheds. Vehicles and mechanical plant which will be used for the purpose of the works will be fitted with effective exhaust silencer. Compressor will be fitted with properly lined and sealed acoustic cover.

Pneumatic percussive will be fitted with mufflers.

Plant will be use be maintained in good working order so noise from mechanical vibrations will be reduced to minimum.

Unloading or loading vehicles and dismantling of scaffolding will be protected against creation of noise.

PILING

Piling method will be chosen to reduce noise. Sheet piling will carried out using hydraulically operated hammers.

DUST AND AIR POLLUTION

Burning of materials on site shall not take a place. Emphasis will be placed on using method that will not cause unnecessary emissions of dusty smoke. Dust pollution will be minimised during demolition by the complete screening.

Wheel wash facilities will be provided close to the access to site.

Stockpiles of earth will be suitably treated to prevent the emission of dust from the site.

Area around the site will be regularly swept to prevent any accumulation of dust and dirt.

Removal vehicles will be sheeted when leaving site. Watering of rubble chutes will be undertaken where necessary to prevent dust emission.

MEANS TO PREVENT DEPOSITION OF MUD ON THE HIGHWAY

Provision for wheel cleaning in the form of a hose will be provided and all vehicles leaving the site will have their wheels checked and cleaned if this is found to be necessary.

Fixed wheel washing facilities are not felt to be necessary in this instance.

MONITORING

Any plant used for the crushing of materials should be issued with an environmental permit by local authority.

STORAGE OF PLANT AND MATERIAL

The storage of plant and materials will be within easy access of the point of unloading to minimize movement through the site for vehicles and plant. It should be close to the contractor's compound but located to be free of obstruction.

The area for the storage of materials shall be as shown on drawing AX13-S3-103).

DRAINAGE

During demolition process on the site the disused drains must be sealed off at the junction with sewer under the public road.

PROGRAMME OF WORKS, TRAFFIC MANAGEMENT MEASURES

An overall programme of work will be included, although this is subject to detailed scrutiny by the subcontractors appointed at a later date.

The sub-contractors programme will have a detailed breakdown of all site activities and will be subject to the approval of the project manager/contract administrator.

Note; The Construction Method Statement illustrates very well the problems of trying to build a block of 7 flats on the plot at 57 Welcomes Road and the short and long term parking problems faced by the builders and ultimately the occupants of the flats. The lack of space for parking, refuse and cycle shed could well lead to conflict and stress amongst the owners/occupiers. The applicants in fact have no solution to the parking issue for the workforce save to tell them to park well away from the site.

ANNEXURE 4



From top left the flow of water from Youngs Ave/Royal Lane, Welcomes Rd mid way down, the flow of water from footpath on City of London land, the road nearing 57. The road at the Station end meant to be part of the Focused Intensification Zone (FIZ) (2 pictures). 57 WR House now demolished and footings of new flats in place August 2019.



From top left the area for the car park at 57 WR and on right the existing house on 57 WR. Middle left tradesmen illegal parking during build at 40WR. HGV approaching 57WR and below passing in road outside frontage of 57WR.

Stark examples of why on road parking endangers walkers and why plenty of off road parking is needed in all cases of new builds in the WURA zone. A fire engine and the refuse lorry are actually larger than the small HGV in the picture bottom left



Refuse lorries are enormous and take up most of Zig Zag Road at its widest point

Kenley Common

description

<http://www.cityoflondon.gov.uk/kenleycommon>

Kenley Common is a 56 hectare (139 acre) public open space located in the London Borough of Croydon. It forms part of a larger area of open countryside, within the London Green belt, that links London with the wider countryside of Surrey.

The Common surrounds Kenley Airfield - owned by the Ministry of Defence - and holds seven World War II fighter pens which together are a Scheduled Monument; however, it is the completeness of the airfield, the history of which is closely bound up with Kenley Common, that makes this a site of national historical significance.