



## WELCOMES & UPLANDS ROAD ASSOCIATION

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Development Management  
Planning and Strategic Transport  
Place Department, 6th Floor, Zone A  
Bernard Weatherill House  
8 Mint Walk  
Croydon  
CRO 1EA

1<sup>st</sup> April 2020

Ref 20/00981/FUL

Dear Sir or Madam

**Re: Proposed development at 8 Kearton Close Kenley CR8 5EN : demolition of existing 2 bedroom bungalow and replacement with four dwellings, car parking, landscaping**

WURA are writing yet again to object to another example of over-development in an area where the infrastructure simply cannot cope with the increase.

The application blatantly ignores the advice offered in the pre-application consultation with regards parking, as referenced in the Transport Assessment: *“Due to the site’s low PTAL rating and family-sized character of the dwellings, 1.5 – 2 parking spaces may be acceptable, subject to further justification”*. The plan includes a 5-bed detached and a 4-bed detached property, as well as the 2 semi-detached houses, yet only provides 6 parking spaces – the minimum requested by the consultation. Absolutely no justification is provided for this : on the contrary, the Transport Assessment does not even acknowledge that the route to Godstone Road via Abbots Lane and Hayes Lane South includes one of the highest risk sections of road in the area. There are no pavements on either Welcomes Road or much of Hayes Lane, so any access to the station or bus stops and even schools requires walking on roads with insufficient space for larger vehicles to pass a pushchair or mobility scooter. Indeed, all the amenities listed in the Assessment can only be accessed using high-risk roads with no pavements.

This specific application references the route via Hayes Lane South to Godstone Road. The Council’s own Transport Survey recognises this route has problems with stretches of road where two vehicles cannot pass – the image on the right comes from their document, showing the typical problem which already exists without further increase to traffic volumes. There is extremely poor visibility not only for pedestrians but also the vehicle drivers themselves.



The Transport Plan proposes that this section becomes one-way, completely negating the analysis done in the application’s Transport Assessment and invalidating the proposed route for construction traffic. This inevitably means greater traffic volumes along Welcomes Road which is not only a designated footpath but also does not have the substructure to support significant volumes of traffic. Gas mains have previously been ruptured and construction traffic is regularly damaging kerbing, walls, posts and grass verges.

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Chairman	Colin Brown	Willow Cottage	161 Welcomes Road	Kenley	CR8 5HB	Tel 020 8668 2101
Secretary	Richard Russell		12 Zig Zag Road	Kenley	CR8 5HA	Tel 020 8668 7293
Treasurer	Janice Scully		36 Church Road	Kenley	CR8 5DU	Tel 07872 604583



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Cycling is referenced as a 'healthy and active lifestyle', no doubt to be encouraged, and maps helpfully provided to show distances but with contour lines very obviously missing. Anyone cycling on the steep roads in this area would not be in a 'polite state' to enter a workplace without a shower first. The cycle journey times seem to assume a rate of about 1km in 3 minutes, but this is presumably some typical figure which does not account for the gradient of the roads actually being used.

The low PTAL rating is acknowledged; the lack of safe pedestrian access to other transport links means that the residents of these properties will have more than 1.5 vehicles for each dwelling. There is no accounting for visitors or trade vehicles. Not only does this mean there is insufficient capacity on site, it also means further impact on the surroundings with increased traffic volumes on already high-risk thoroughfares.

The importance of local road safety needs to be fully understood. The laudable intention of the Council is to get residents out of their cars, but the roads must be safe spaces for those pedestrians and cyclists. Pedestrians already feel unsafe using the local roads without pavements as they are typically narrow and speed bumps make little impact on typical traffic speed. The new developments will increase the number of local users as well as the flow of delivery vehicles and construction lorries. Worse still when these new dwellings are occupied and delivery vehicles and service vehicles vie for forecourt space probably necessitating reversing into the road.

Croydon Council must acknowledge the cumulative impact of so many multiple dwelling applications on a small area of Kenley. We are now looking at a total of 68 new dwellings already approved on Welcomes Road alone with 6 more pending on Uplands Road. Many more are in place within the immediate area of this current application. The local health care provision is already overwhelmed before the new properties are even occupied.

**WURA request that the application be REFUSED and again request that a moratorium on multiple dwelling applications is imposed for a defined period while the cumulative impact of the current large developments on the local area can be properly assessed.**

**We would also like to propose that the Council take the opportunity to have a meaningful dialogue with WURA regarding setting parameters for on site parking capacity for new developments and how potential developers could be involved in improving the infrastructure of the road rather than causing further damage.**

Yours faithfully,

Richard Russell  
Secretary

Colin Brown  
Chairman

Cc (by email): - Pete Smith, Head of Development Management  
Steve O'Connell – Councillor  
Jan Buttinger – Councillor  
Chris Philp – MP

KENDRA

P2

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