



WELCOMES & UPLANDS ROAD ASSOCIATION

Mr Pete Smith,
Development Management
6th floor, Zone A/B,
Bernard Weatherill House,
8 Mint Walk
Croydon CR0 1EA

4th May 2018

Re: Welcomes and Uplands Road Association and 57 Welcomes Road Planning Application 17/06240/RSM

Dear Mr Smith,

I refer to your delegated business meeting report dated 26th April 2018 when it was decided that full planning permission be granted for the construction of 7 flats on this site; this in spite of the weight of valid objections from residents to the development.

We wrote to Ms Betts on 17th January 2018 and a copy of this letter is attached. On the last page of this letter we drew her attention to a number of local environmental factors which give cause for concern such as the narrowness of the road (also a footpath) particularly along the frontage of the site and problems that can flow from this in terms of keeping the road open to other users. This concern arises because the plan of the completed building submitted to you has insufficient parking on site and lack of space for delivery vehicles to enter and leave the site in a forward gear. The latest design drawings of the car park show an enlarged space for disabled parking so there is no longer a reserved (allocated) space for each flat.

It is the Road Association's intention to request that HGV traffic to and from this particular site use the Valley Road/Kenley Lane end of Welcomes Road to enter and exit. It seems from the site set up report submitted by the applicants, HGVs will pull on to the site for loading and unloading but it is not clear how practical it is for them to reverse out and head north back to the Kenley Station end of the road. Or indeed reverse out to head south to Uplands Road to exit the area via Abbots Lane.

The family living in the bungalow opposite 57 WR will almost certainly suffer disproportionately from the constant construction noise and their verge very likely damaged from traffic trying to enter and exit the site from a road only 4.2-4.6 metres wide at the site access point.

The issue of parking for site operatives during the construction phase is not properly dealt with. There is nowhere to park unless they go up to Simone Drive as parking on Zig Zag Road will obstruct traffic using it. Experience shows that site operatives prefer to park illegally near their particular building site.

We also mentioned in our letter of 17th January 2018 the parlous state of the cast iron gas pipes under Welcomes Road and the distinct possibility of fractures because Welcomes Road has no proper base structure, having been evolved over time on an informal basis, and it flexes randomly as HGV traffic passes along it.



WELCOMES & UPLANDS ROAD ASSOCIATION

The applicants have sent us a projection for HGV movements showing about 164 journeys but this estimate is unsupported by any evidence from a quantity surveyor. We are unable to understand from the drawings the amount of excavation needed to create the foundations of the building and the car park in particular. We note that pile driving will be necessary for the main structure. It is likely that the traffic loadings on Welcomes Road will be considerable and without help from the Council control of illegal parking on the road/footpath during the construction phase almost impossible.

The plans and front elevation view of the site from the road do not convey clearly how the car park will appear as on the face it will be on a considerable slope and the tilted massing of cars will greatly detract from the street scene we were entitled to expect you to help preserve. The SUDs plan suggests the slope will be retained. Moreover the drawings do not show the existing foul drainage crossing the site from neighbouring properties. There are covenants to observe in respect of these sewers as well as restrictions on the use of the plot which your planning permission breaches.

During the construction phase given the strictures placed on the builders we expect an extra level of supervision from the Council and proper support from you if your conditions as set out at the end of this letter are breached.

Furthermore we do not expect waste bins to be left at the front of the site once the flats are occupied rather your refuse contractors' operatives must haul them back and forth from the bin shelter sited at the upper side of the car park. Vehicles must not be left parked on the communal area to avoid obstructing the movement of the bins.

We are greatly saddened by the decision to impose the construction of a building of this nature along Welcomes Road. Why 7 flats when 4 quality apartments would probably be just as profitable and might have maintained some of the desirability of the area as a unique place to live? There is now nothing to stop the building of flats on all the other large plots along the road. May we plead with you now that any future replacement builds will be restricted to fewer higher end flats with plenty of off road parking in order to avoid the potential for overcrowding as is the case with No 57? Communities must be able to live together in harmony whatever the need for more housing. Welcomes Road should not be allowed to be swamped with traffic if people are to live together peaceably and to enjoy the amenity of what is a designated footpath leading to the airfield heritage site. What is the point of wrecking this part of Kenley just to meet some housing supply targets? After all there are still plenty of existing urban sites crying out for development.

We should be delighted if you could spare some time to come over to see us for a coffee one day soon to talk over these issues. If this is not possible some members of our Road Committee are always happy to come over to your offices for a meeting to discuss the future of development of an outline plan for Welcomes and Uplands Roads which takes into consideration the constraints mentioned above.

Yours sincerely,

Richard Russell
Secretary

Colin Brown
Chairman



WELCOMES & UPLANDS ROAD ASSOCIATION

Reserved Matters- response from applicants

Site Management

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.



WELCOMES & UPLANDS ROAD ASSOCIATION

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.

PARKING FOR SITE OPERATIVES

Car parking for site personnel is restricted to the parking area at the rear of the site, as shown on the Site Construction Plan, or as directed by authorized site staff. The parking area 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 manoeuvring 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.



WELCOMES & UPLANDS ROAD ASSOCIATION

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.

Quiet deliveries will take a place before 8.00 a.m to help with construction progress on site.

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.



WELCOMES & UPLANDS ROAD ASSOCIATION

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. Dusty pollution will be minimised during demolition by the complete screening.

Wheel wash facilities will be provided close to the acces 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 enviromental 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.