

Appendix 1 – Residents’ objections and officer’s response

Objections
<p>1. The removal of shared parking bays in Alscot Road has not gone through consultation. These are heavily used by residents and their visitors but are also heavily used for visitors to the podologist (mainly used by elderly people who get dropped off by relatives), the dentist and the GP practice on Grange Road. I have not seen an argument for the removal and therefore don't understand how the council thinks this will benefit the residents, their visitors and many NHS visitors. I cannot help but feel that this has been done in order to make way for the commercial residence that is constructed on Alscot Road.</p>
<p>2. I object to the removal of shared use parking bays. There is insufficient space here already, and it is used by both medical centres for visitors (there is no provision) and also by residents and carers / visitors. This will also severely restrict supply of close accessible parking spaces for the existing residential flats and medical services. We were given insufficient advance warning and the council has failed to demonstrate the benefits of such removal, other than to make room for the frontage of the newly built commercial accommodation.</p>
<p>3. I do object to the removal of shared use car parking spaces. The area already suffers from very limited parking spaces for residents given that other non-residents commercial entities use these limited spaces. Insufficient notice was given and this action is detrimental to current residents.</p>
<p>4. I live on Alscot Road. There has been insufficient publicity, consultation and notice of this decision to remove a long sweep of parking bays and make them double yellows. The first I knew of it was last weekend 16/17 July when the lines were painted. There is insufficient parking already on this little street. The few parking spaces are used by residents and by mobility impaired visitors to the medical centre. These double yellows have severely removed the limited parking available. They have been painted as part of the new building that is going up on the opposite side of the street. We have been given no notice except for a small A4 notice I found on tree, dated 7 July. This is not adequate publicity nor timeframe. Seeing as we are so local we could have been leafleted given the removal affects those in the closest vicinity. I notice that the new build has an extended pavement. It seems as if the parking spaces have been removed to accommodate this. The double yellows must have been agreed months if not years ago when planning permission was granted. I emphatically object to this removal of shared use parking bays. The Council has failed to demonstrate any benefit from their removal except to ease the street for the new build. It simply looks as if permission has been granted to benefit the private building firm and the Council, and not for individual private residents and Southwark citizens. I await a response.</p>
Response
<p>On 15 October 2020, planning permission was granted for the redevelopment of the site on 77-89 Alscot Road to student accommodation. Statutory consultations were carried out during the planning application process where both the Council’s Highways and Transport Planning officers supported the provisions for raised pedestrian crossings on Alscot Road and removal of parking spaces to facilitate these as a prerequisite for granting approval to the planning application.</p> <p>Neighbour and local groups were consulted as part of the planning application process and a supporting plan showing the proposed highway improvements was included in the Transport Statement document.</p> <p>In accordance with legislation the Council advertised its intention to make traffic orders in respect of the above proposals. The Council has followed all the statutory consultation requirements. The statutory consultation process does not require the Council to consult with individual households in order to make a traffic management order.</p> <p>The raised pedestrian crossings will provide safer and additional crossing points linking Alscot Road to Bermondsey Spa Gardens and will cater for the expected increase in pedestrian footfall due to the Development.</p> <p>The provision of raised pedestrian crossings are in line with Southwark Streetscape Design Manual (SSDM), Southwark Plan 2022 policies and the Mayor of London’s London Plan 2021.</p>

The loss of parking spaces are necessary to accommodate the pedestrian links and more importantly the inter-visibilitys.

The raised pedestrian crossing will replace the existing road humps thus maintaining the traffic calming measures already in place on Alscot Road. These provide equal or greater traffic calming effect.

Fifty eight (58) shared use parking spaces will remain within the vicinity of the Development after the loss of six (6) parking spaces. These are thirty (30) parking spaces on Alscot Road north-east of Grange Road, six (6) on Alscot Road south-west of Grange Road, nineteen (19) on Spa Road and three (3) on Henley Drive. Drop off and pick up can occur on double yellow lines for a maximum of twenty (20) minutes.