

This additional Exit has the support of Cllr Mike Fisher Leader of Croydon and Cllr Tony Newman Leader of Croydon Opposition and Steve O’Connell GLA Member for Croydon and Sutton, as well as all the Residents and Businesses of Coulsdon. We have put our case to TfL officials Alex Williams and Danny Calvot who advised the final decision is with you.

**Coulsdon West RA**  
Richard Thurbon

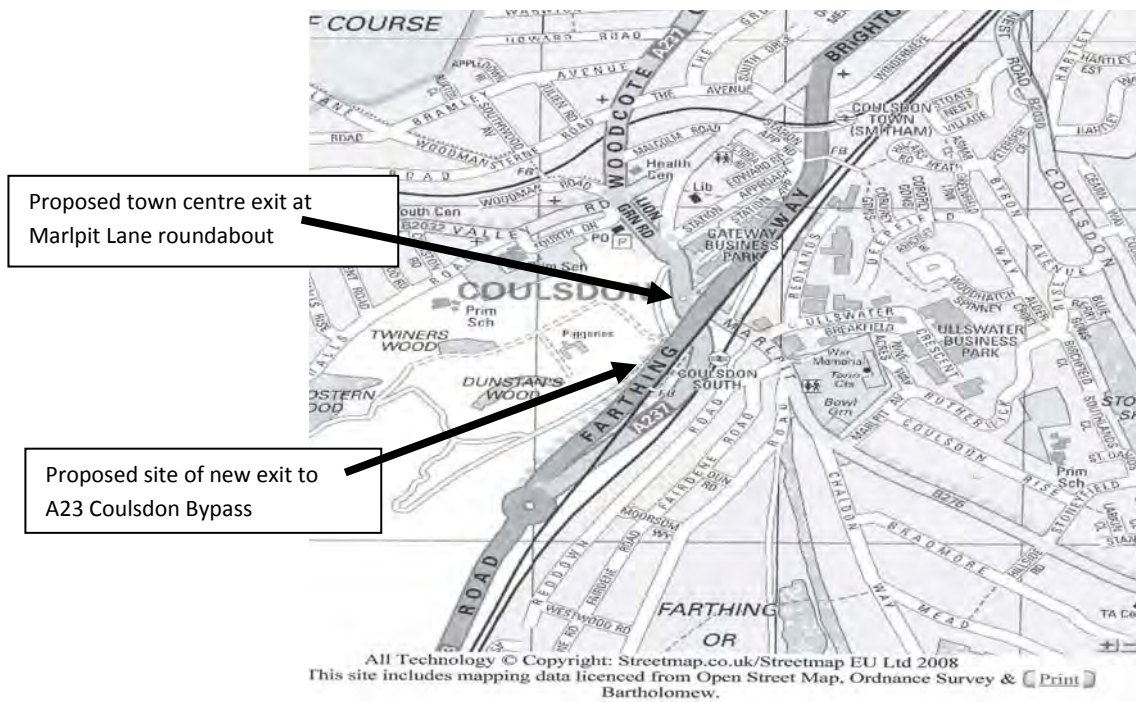
**East Coulsdon RA**  
Charles King

**Coulsdon Chamber of Commerce**  
Elizabeth Radcliffe

**Hartley and District RA**  
Diane Hearne

**Old Coulsdon RA**  
Brian Udell

**Appendix : Cane Hill Site Coulsdon**



London Mayor, Boris Johnson  
City Hall London SE1 2AA

9<sup>th</sup> April 2014

Dear Mayor Johnson

**Objection to Croydon Planning Application 13/02527/P Cane Hill and Lack of Access to A23 Coulsdon Bypass by Coulsdon Chamber of Commerce and Residents' Associations**

We are seeking an urgent meeting with you to discuss our concerns over the hybrid planning application submitted by Barratt Homes for 675 homes on Cane Hill site in Coulsdon now owned by HCA London. This was passed at Croydon's Strategic Planning Committee on 3<sup>rd</sup> April 2014 with an informative on an access to the bypass. We now understand that this application passes to you for final approval and you could support the Bypass Informative.

Our Residents' Associations welcome this development in principle, but we have one major objection to the present plan. This objection is the need for an exit direct onto the A23 Coulsdon Bypass which the present plan does not have. The Mayer Brown's transport reports for Barratt Homes conclude that the site only requires a town centre exit and a secondary exit into residential roads. However, we would point out that in their report, 74% of the peak hour traffic from the new Cane Hill site does not want to access Coulsdon Town centre and 60% of the traffic wants access direct to the A23 both north and south bound.

In the plan approved by Croydon, there will be between 250 and 400 vehicles in the morning and evening peak accessing the A23 via the town centre. The previous Mayor and TfL constructed the A23 Coulsdon Bypass in 2006 to alleviate the town centre of through traffic to make the town centre more attractive, safer for pedestrians and reduce pollution. Yet the plan now agreed will have the opposite effect and result in the town centre again becoming congested and often gridlocked.

We believe that the proposed town centre exit at Marlpit Lane roundabout has been modelled incorrectly and has not taken into consideration other traffic from other new developments. We strongly believe that without an additional exit on the bypass, the Marlpit Lane roundabout will suffer major congestion. This will not only affect local residents and the town centre, but will cause major delays to 5 London Bus routes, the A237 and the A23 itself.

All we are asking is that you, as Mayor with responsibility for the A23, while approving the plan give permission to have an additional exit on to the A23 Coulsdon Bypass in line with the informative near to footpath 744 (known as option B) where the Bypass and Cane Hill drive are level and within 20 feet of each other (see appendix). This junction has been modelled by Mayer Brown and does work. It does not increase the traffic on the A23, but just changes where they join, while it removes it from the town centre. This exit would also make running a new bus service to the site more attractive, it would also improve the safety of pedestrians crossing the A23 Coulsdon Bypass on footpath 744 to access Coulsdon South Station.