

From: Robert Hughes
Sent: Thu, 1 Mar 2018 11:23:21 +0000
To: Smith, David: TTS-TransHighways: RBKC
Cc: Stallwood, Graham: CP-Plan: RBKC;Planning: PC-PlanSvc: RBKC
Subject: public comment - PP/17/07888 132b Fulham Rd

Dear Mr Smith,

The CTMP report by Caneparo submitted by the applicant has important information omitted and that which is submitted is difficult to reconcile.

The swept path analysis allows for the passing of two 'large cars' at 1.873m

- 1) This was defined in 2006 and is nowadays reflecting the width of a medium size saloon- Audi A7- 1.91m- Ford Mondeo-1.85m
- 2) Swept path analysis does not account for wing mirrors (X4 road facing)
- 3) Swept path analysis does not account for other vehicles categories- Ford Transit-2.1, Mercedes Benz Sprinter (eg- ambulance) 2.55 m. Fire engine, opposite travelling bus (one every 2-3 minutes), lorry etc typically 2.5- 2.55 m

Kerb to kerb width outside 132b Fulham Rd- 11.02 m

Tipper lorry etc. reduces by 2.550 m

opposite parked bus reduces by 2.500 m

Both excluding mirrors

Therefore tipper and bus combined with-

Mercedes A Class and Transit = 1.12 m available road space- 37 cm each side to pass

Honda Accord and Ambulance= 81 cm road space- 27 cm each side to pass

Bus and Transit= 39 cm road space= 13 cm each side to pass

Vehicles will adopt safer, wider overtaking so in reality opposite travelling vehicles will be held up.

This application is estimated by Caneparo to require- 1,187 HGV and 906 LGV to attend 9'30- 4'30 averaging 3.5 hours a day for 20 months.

Three hospitals (including Chelsea Westminster A&E) are within 0.4 miles and Chelsea Fire Station within 0.5 miles.

This is a seriously disruptive project and surely unjustifiable just to knock down and replace one two bedroom dwelling.

Considering this goes for a planning decision next Tuesday 6th March, please could this be raised with the planning committee as soon as possible.

yours sincerely,

Robert Hughes cc Graham Stallwood

