

## Comments on Merton's new local plan

- [1] The waste processing sites in Weir in the Durnsford Road Industrial Estate are the result of the considerations of the South London Waste Plan 2012. These sites have been allowed to develop in a way that is unchecked and no attempt has been made to quantify the increased HGV traffic and air pollution. In the original application for one of the sites, the planning officer noted that "the proposal has the potential to adversely impact on local air quality due to vehicle numbers", but despite this Merton Council did not require any realistic assessment of the air pollution that would be generated on the surrounding roads. A detailed account of the problems of these sites can be found in the submission of the Wimbledon Park Residents Association to the draft South West Waste Plan 2021-36.
- [2] The Wimbledon Park Residents Association have recently surveyed the number of movements of waste carrying HGV's coming to and from Weir Road. Even during lock down there are about 650 every day that is about one a minute. Only one fifth of these were going north and so four fifth are unnecessarily carrying waste through Wimbledon. The large numbers of such HGV's was already obvious to local residents, or indeed anyone who stood besides the local roads (Plough Lane, Durnsford Road, Haydons Road, Gap Road) for any length of time. The traffic survey is given in the appendix.
- [3] In the new South London West Waste Plan 2021-36 the sites in Weir road were judged favourably for environmental considerations, because they did not lead to air pollution in the nearest Air Quality Focus Area 1.5 km's away in Wimbledon Broadway. No account was taken of the very high levels of air pollution local roads along which the lorries travel. The negative effects of the many waste carrying lorries travelling along local roads are obvious to local residents who disagree strongly with the conclusion in the above plan. For a full discussion of this point is given in the submission of the Wimbledon Residents Association to the draft South West Waste Plan 2021-36.
- [4] We propose that the part of the new local plan that concerns Wimbledon contains measures that address these problems. It would be advantageous to reduce the amount of waste being processed in Weir Road for the following reasons
  - No longer would large quantities of waste being taken unnecessarily through Wimbledon causing substantial air pollution and traffic congestion.
  - The sites vacated could be used for housing which would be a good addition tho those constructed nearby in recent times at the junction of Durnsford Road and Plough Lane. Being along the River Wandle it would be desirable housing.
  - It would also be beneficial to the contractor who could process the waste much closer to where it is generated.
  - The Wandle Valley Regional Park would be considerably enhanced as it would no longer have waste processing with a few meters of it.
  - It has been proposed that there are vacant sites near the A3 which might be a good use for these sites.

[6] Merton Council has already carried out such a scheme for waste reprocessing at Benedict Wharf on the grounds of the large numbers of HGV's, the negative effects on local residents and the open land. These apply equally well to Weir Road which has about 650 waste carrying HGV's compared to the 40+ mentioned in the context of Benedict Wharf, it has new residential housing nearby and it is within meters of the Wandle River which is it is hoped will become in effect a National Park. The great benefits that this park can offer can never be fully realised if these is waste being processed right next to it.

[7] **We propose that the new local plan contain as a future goal the removal of at least part of the waste processing in Weir Road with the active intention of identifying suitable sites closer to where the waste is being created. This will improve the health of local residents by reducing air pollution, enhance an important green space, namely The Wandle Valley Regional Park, and create substantial new residential housing.**

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## Appendix

### Survey of waste carrying HGV's on Weir Road

#### 1. The South entrance to Weir Road

On Friday the 20 November 2020 the following numbers of waste carrying HGV's were recorded at the South junction of Weir Road and Durnsford Road

Hour	7 – 8	8 – 9	9 – 10	10 – 11	11 – 12	12 – 1	1 – 2	2 – 3	3 – 4	4 – 5
In	16	20	26	26	25	17	19	25	22	25
Out	15	20	25	21	25	22	14	25	24	8
Total	31	40	51	47	50	39	43	50	46	33

The total number of waste carrying HGV's coming in and out of this junction between 7am and 5pm on the 20th November 2020 was **430**. Of these only 10 went north.

On Thursday the 19 November 2020 the following numbers of waste carrying HGV's were recorded at the South junction of Weir Road and Durnsford Road

Hour	7 – 8	8 – 9	9 – 10	10 – 11	11 – 12	12 – 1	1 – 2	2 – 3	3 – 4	4 – 5
In	15	28	47	25	17	19	24	32	30	29
Out	14	21	26	26	20	13	17	25	22	13
Total	29	49	56	51	37	32	41	57	52	42

The total number of waste carrying HGV's coming in and out of this junction between 7am and 5pm on the 19th November 2020 was **446**. Of these only 13 went north. We note that this number is similar to the number of the 20th number.

#### 2. The North entrance to Weir Road

On Monday the 30 November 2020 the following waste carrying HGV's were recorded at the North junction of Weir Road with Durnsford Road.

Hour	7 – 8	8 – 9	9 – 10	10 – 11	11 – 12	12 – 1	1 – 2	2 – 3	3 – 4	4 – 5
In	0	5	1	8	3	4	4	14	11	9
Out	15	8	15	14	16	13	7	19	9	12
Total	15	13	16	22	19	17	11	33	20	21

On the 30 November 2020 the north junction had 187 waste carrying HGV's between 7am and 5pm. of these 115 went north.

#### 3. Conclusion

The number of waste carrying HGV's each day is 625. To find this number we took the average of the measurements on the 19th and 20th and added it to the result on the 30th. These numbers were found during lockdown and are likely to be significantly below

the usual numbers. They also do not include HGV's after 5pm and before 7am. The rough number of waste carrying HGV each year due to Weir Road is  $700 \times 300 = 210,000$  or about a quarter of a million. It also works out at more than one a minute.

An important observation is that only 127 of 625 HGV's went north. This is 20% , or one fifth of the HGV's went North. As a result substantial amounts of waste are being transported unnecessarily coming through Wimbledon. From this view point the placing of waste processing sites in Weir Road was not ideal and it would have been better to have at least some of the waste processed much closer to where it is generated.

The traffic movements were recorded by video on the above days and the result analysed. We are happy to make these videos available to Merton Council.