

**1. Outside Angell Welding, King Henry's Drive, New Addington –**

Reason for proposal to de designate:

The area around this site has changed significantly since original designation in 2011, with bus terminus stops placed in 2016 in the slip road (which was also made one way at the same time) parallel with the designated area. There has also been an increase in parked cars. The presence of a mobile trader in situ added to a reduction of available, safe parking for those working in the area and for customers visiting the trader. This site was last occupied in 2016.

See map attached at A1A with relevant site marked X.

**2. Outside Martek Engineering, King Henry's Drive, New Addington –**

Reason for proposal to de designate:

This site was originally designated in 2011. This site is some 20 metres from the above site (outside Angell Welding) and the same issues apply. This site has never actually been occupied by a licensed trader.

See map attached at A1B with relevant site marked X.

**3. Outside 15/17 Imperial Way, Waddon –**

Reason for proposal to de designate:

Usage of this site has been infrequent since it was first designated in 2006. It has been unused since 2015. The area has become congested with parked cars due to new businesses and it is considered impractical & unnecessary to keep it as a designated site.

See map attached at A1C with relevant site marked X.

**4. Slip Road, Dingwall Road, near the j/w George Street, outside Amp House and the former Lloyds Bank premises –**

Reason for proposal to de designate:

This site was first designated in 2006 and has previously been occupied by a burger van and then a fish and chips vendor. This site has not been occupied since 2015 though. There is a higher volume of food premises in the area now, which may be a factor. There is also the possibility, in the future of the tram being run along Dingwall Road.

See map attached at A1D with relevant site marked X.

#### **5. Ampere Way, Waddon, near Ampere Way tram stop –**

Reason for proposal to de designate:

This site was last occupied by a mobile food trader 2017 in a part of the highway designated for street trading where commuters also parked. There has previously been a vehicle collision and concerns over parking near the site. The last trader ceased trading and the last licence lapsed in August 2017. It is considered impractical & unnecessary to keep it as a designated site.

See map attached at A1E with relevant site marked X.

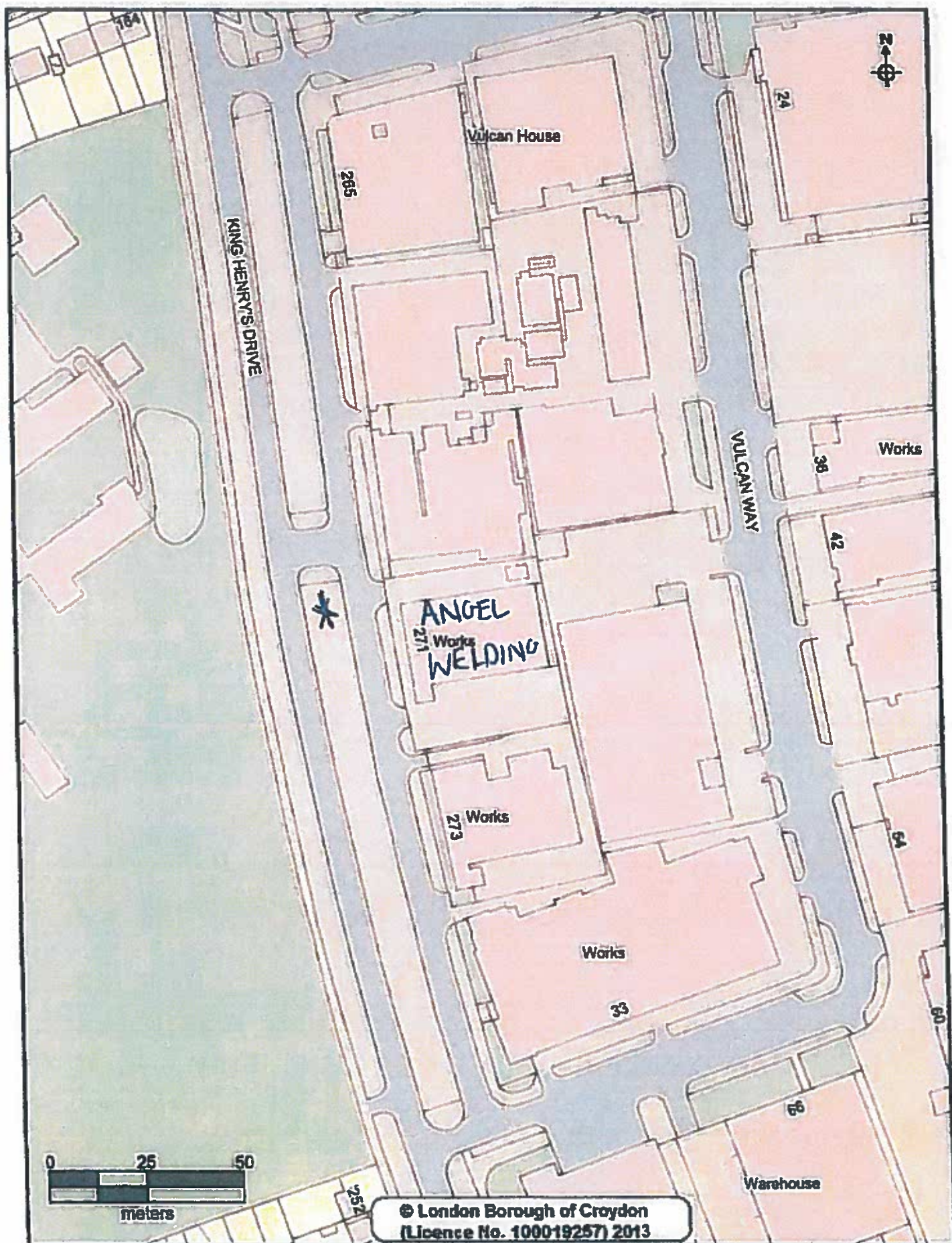
#### **6. Ullswater Crescent, Coulsdon, at the j/w Redlands –**

Reason for proposal to de designate:

This site was partly on private land, partly on the highway in front of a large wall that fell into disrepair. The last trader left the site mainly due to a lack of parking for customers and concerns over the state of the wall. This site is not suitable with an increase in businesses and the lack of parking. It is considered impractical & unnecessary to keep it as a designated site.

See map attached at A1F with relevant site marked X.

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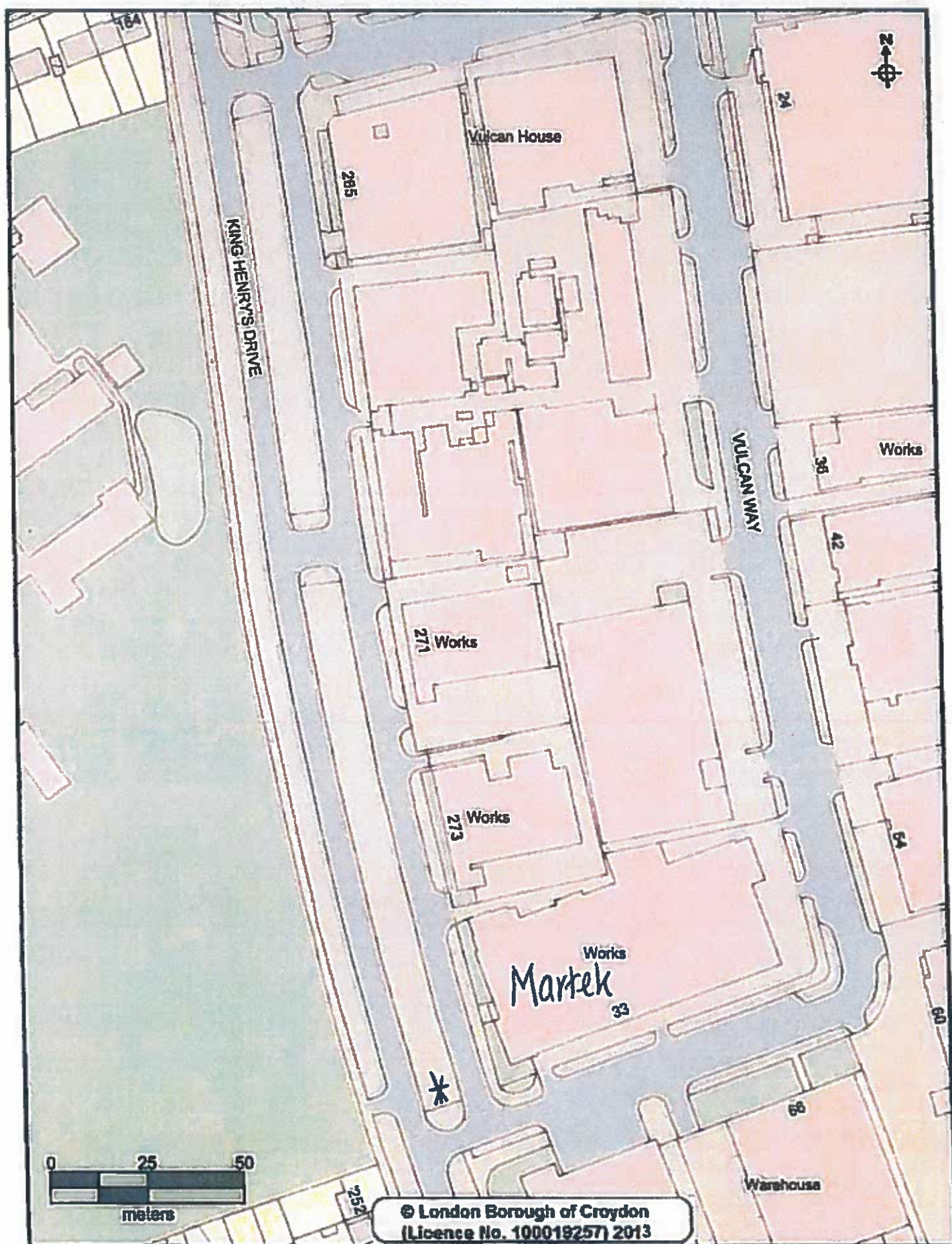
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06-Mar-2019

X = DESIGNATED SITE O/S ANGEL



A1 B



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Scale 1:1250

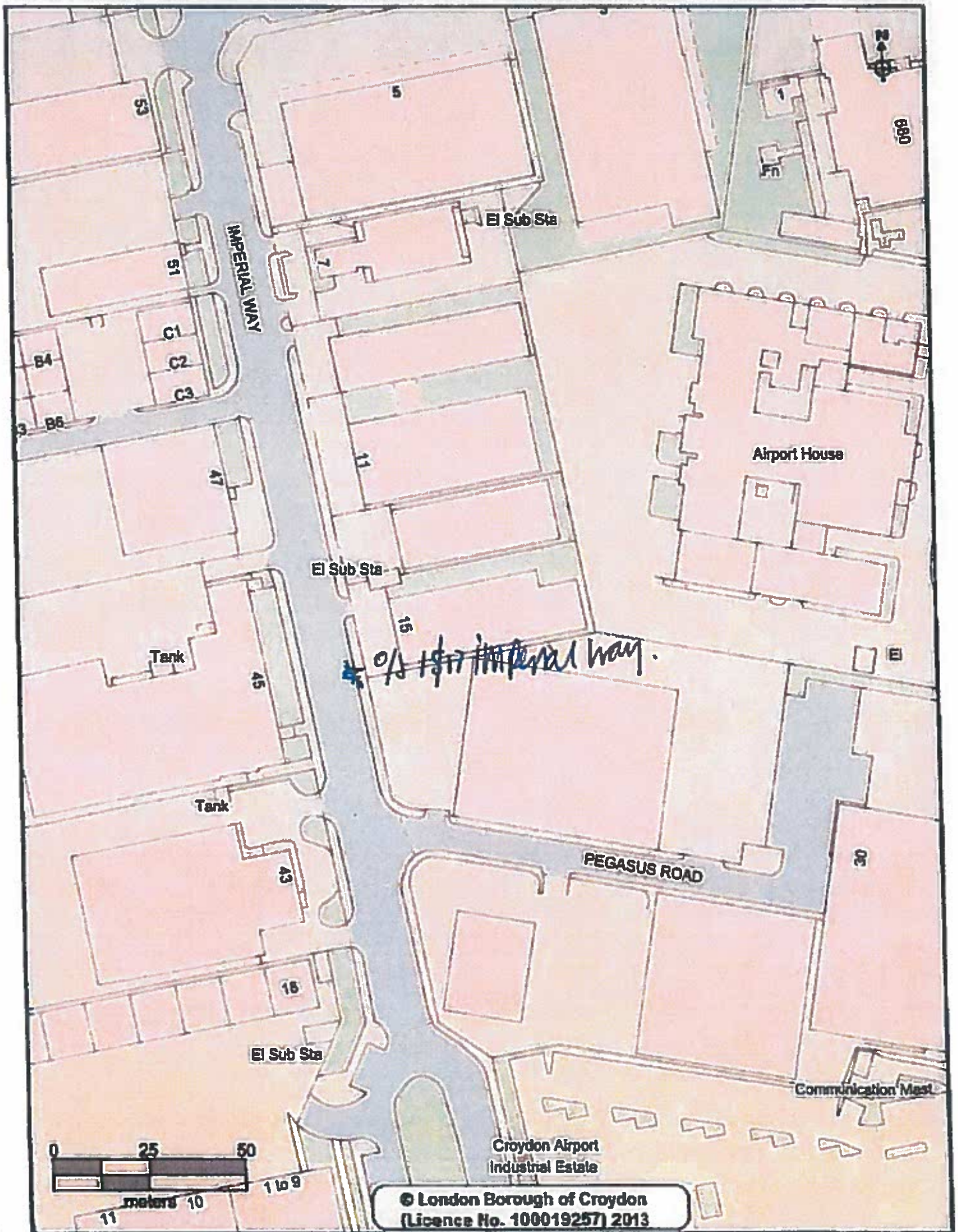
06-Mar-2019

X = DESIGNATED SITE O/C MARTEK





A1C



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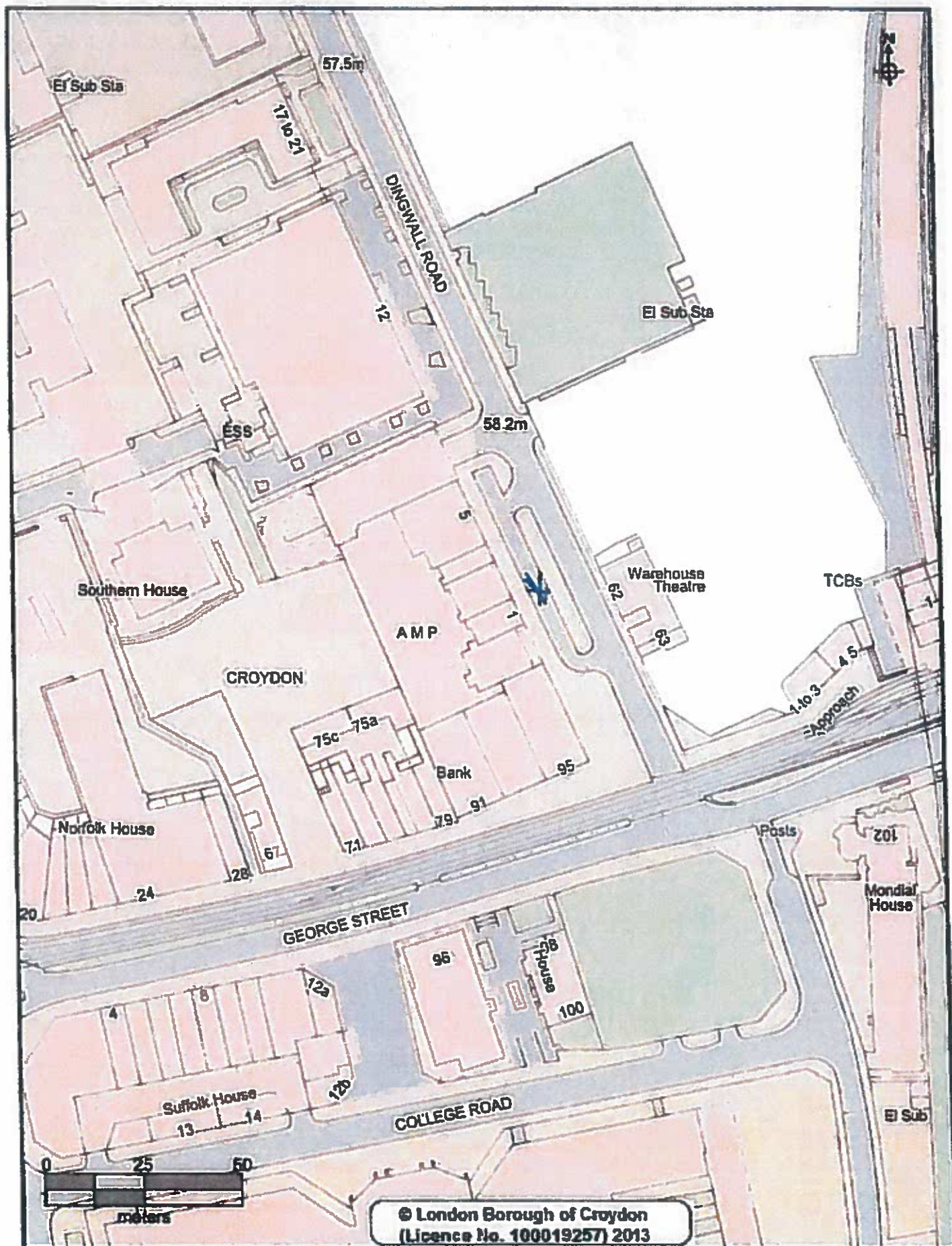
Scale 1:1250

06-Mar-2019

X = DESIGNATION CITA 0/15 16/17 IMPERIAL WAY



A1D



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Scale 1:1250

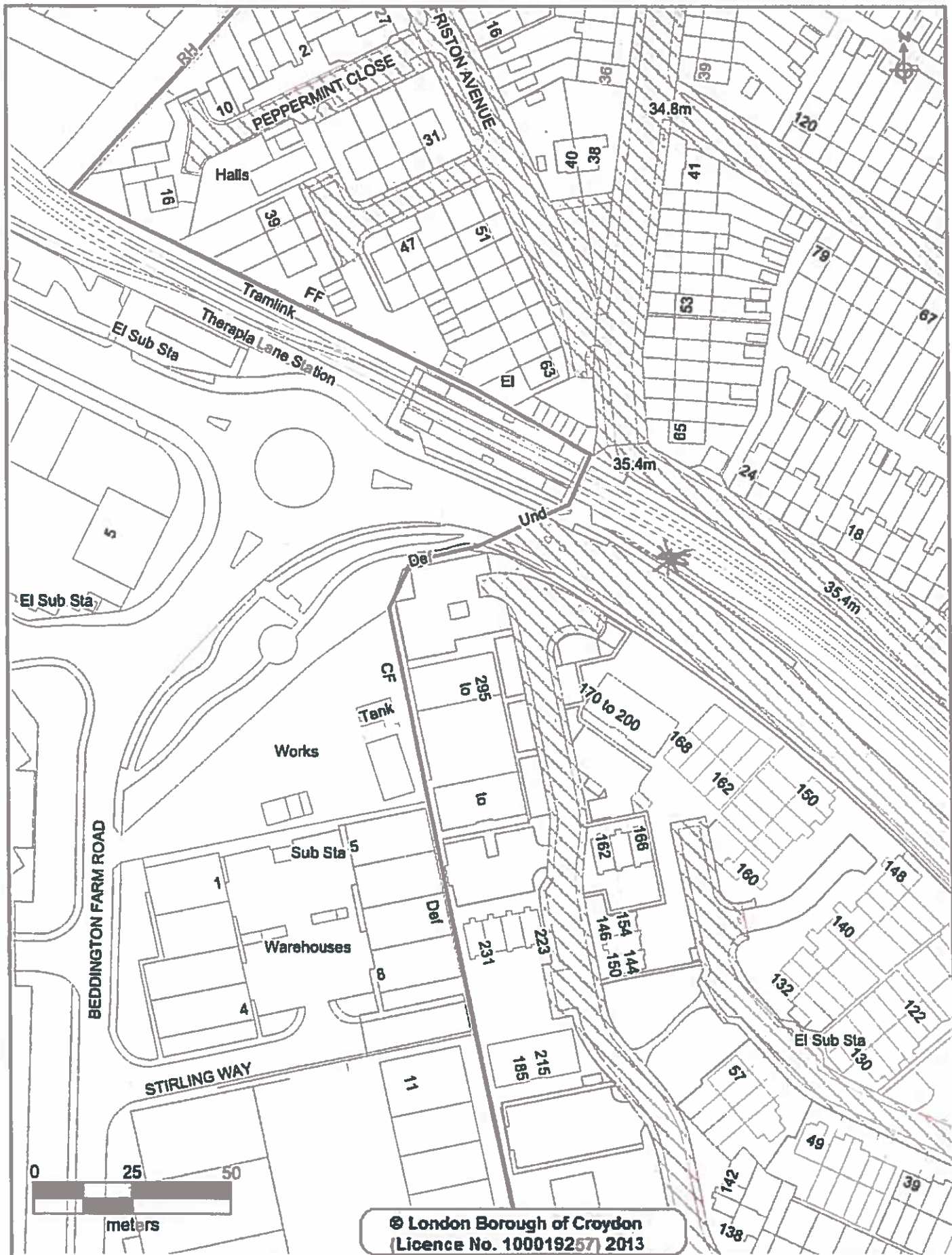
06-Mar-2019

X = DESIGNATED SITE FOR OWN DEVELOPMENT





ME



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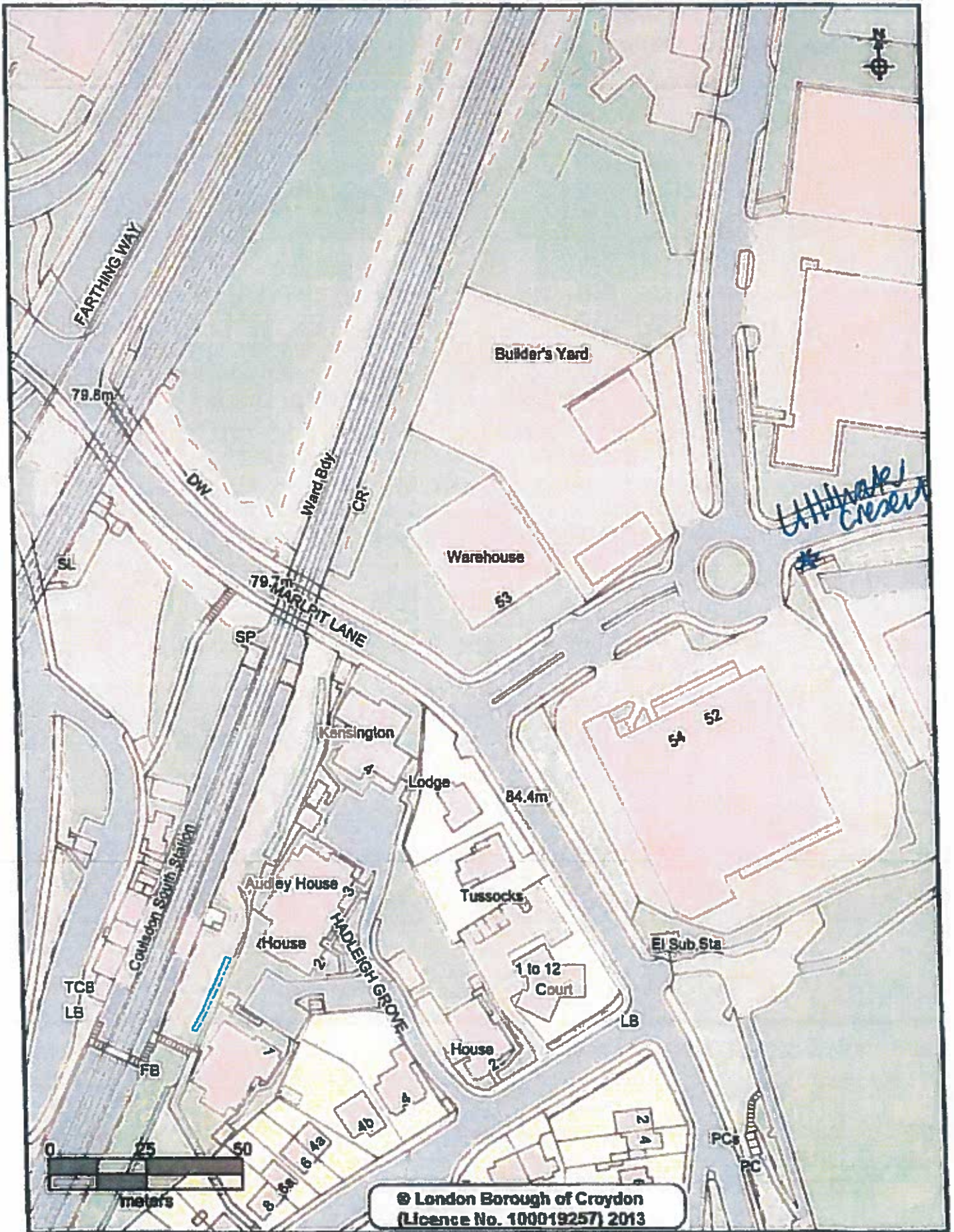
11-Mar-2019



X = DESIGNATED CITY AMPLIFY WAY



AIF



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Scale 1:1250

06-Mar-2019

X = DESIGNATED SITE ULLSWATER CREEK