

TECHNICAL NOTE				VELOCITY4	
Client	Kitewood Estates Ltd.			Page No.	1 of 19
Project	Site A Willow Way, Sydenham			Project No.	22/089
Subject	Technical Note in Support of Planning Appeal			Document No	TN004
Prepared By	PM/AM	Checked and Authorised By	MK	Date	11 May 2023

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning Ltd. (VTP) was appointed by Kitewood Estates Ltd. (the Appellant) to provide transport planning support to a Full Planning Application (Planning Ref: DC/22/129789) for the redevelopment of an existing employment site at Willow Way, SE26 4QP (the Site), within the London Borough of Lewisham (LBL). Following the application's refusal on 23 March 2023, the LBL decision is to be Appealed. The Appellant received the LBL Transport Consultation Comments to the application on 16 March 2023 and there was no opportunity to respond prior to the Decision Notice being issued.

1.1.2 The application proposal was for the following:

“Demolition of existing buildings and redevelopment of the site comprising a block rising to 5/6 storeys accommodating 1,401sqm of employment floorspace (Use Classes E(g)(i)(ii)(iii)) at ground and mezzanine floors and 60 residential units (Use Class C3) above, with associated landscaping, amenity areas, cycle, car parking and refuse/recycling stores at 21- 57 Willow Way, London, SE26.”

1.1.3 The Reasons for Refusal, which are considered to relate to Highways and Transport matters, are identified below for ease of reference:

2. *The lack of detail on the proposed uses across the masterplan site results in a failure to demonstrate that the intensified co-location of uses can function at the proposed capacity of the masterplan site. Furthermore, it results in officers being unable to conclude that the proposal would meet the relevant transport, design, public realm or environmental policy (noise, air quality as well as sustainable urban drainage, energy and biodiversity) requirements. The granting of this application in absence of these details would fetter the development opportunity of the adjoining sites and undermine the objectives of the wider site allocation and masterplan area. The proposal would therefore fail to meet policies D3, D13, E6, E7 and SI 11 in the London Plan (2021), Policy E3 in the Lewisham Core Strategy (2011) as well as emerging policies (Site Allocation 9: Willow Way, EC2, EC3, EC6) in the Lewisham Local Plan Proposed Submission Document- Regulation 19 Stage (January 2023).*

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3. The proposals would result in the closing of existing businesses on site with no justification/ relocation package proposals and there is insufficient detail in the submission on whom future occupants might be and how the space, servicing and fit out requirements will attract a range of businesses within the target market. Combined with the lack of detail to show that the site itself can be adequately serviced or that the wider masterplan area won't be impacted by the proposed servicing arrangements, this could impact the quality and uptake of employment spaces and undermine the continued function of the employment location. The proposal is therefore contrary to policies D3, D13, E2, E3, E6, E7, T7 of the London Plan, Policy 14 in the Core Strategy (2011) as well as emerging policies (Site Allocation 9: Willow Way, EC2, EC3, EC6) in the Lewisham Proposed Submission (Regulation 19 Plan).

1.1.4 This Technical Note has been prepared to support a Statement of Case (SoC) which has been prepared by Carney Sweeney Planning on behalf of the Appellant to support the Appeal. It responds to the comments raised on the application by LBL Highways in the Officer Report, as well as the Transport Comments provided by LBL Highways. It demonstrates why the proposals are acceptable from a transport perspective.

1.2 OFFICER REPORT

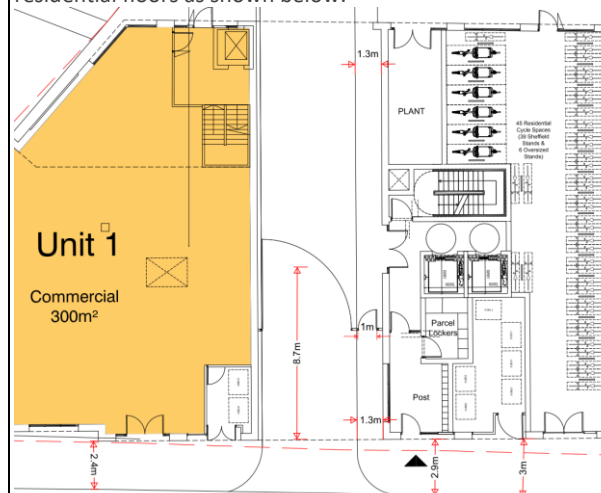
1.2.1 The text from the Officer Report, including paragraph references, has been set out in **Table 1-1** below, with VTP's response on the right of the table.

Table 1-1: LBL Officer Report Comments on the Application and VTP Response

PARAGRAPH	PLANNING OFFICER / LBL HIGHWAYS COMMENT	VTP RESPONSE
41	<p>Requests amendments to allow for a wider footway given the existing narrow pathway and number of additional users/trips.</p> <p>Concern that one single loading bay at proposed size not sufficient, survey requested.</p> <p>Parking survey and detailed refuse strategy requested.</p> <p>Suggested conditions included.</p> <p>Please see 'Highways' section of report for further discussion.</p>	Responses are provided below for each comment in turn.
180-181	<p>Inclusive Design:</p> <p>LPP D5 'Inclusive design' seeks to ensure that new development achieves the highest standards of accessible and inclusive design, that any development should ensure that it can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides</p>	As noted in LBL comments 182 and 183, all units will be designed to be accessible and adaptable dwellings in compliance with M4(2), and that 10% will be M4(3) (accessible) units.



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	<p>independent access without additional undue effort, separation or special treatment.</p> <p>Accessible House: LPP Policy D7 'Accessible housing' requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Wheelchair accessible homes should be distributed across tenure types and sizes to give disabled and older people similar choices to non-disabled.</p>	<p>Appropriate disabled parking provision for the residential units has been provided in accordance with London Plan Policy T6 (3% active provision and 7% potential future provision of disabled bays), as agreed by LBL in comment 324. See APPENDIX F.</p>
288	<p>Footway Widths: Willow Way is subject to narrow footways on both sides of the carriageway. As part of this application the proposed ground floor plan shows a general footway width of 2.5 to 2.8m along the site frontage. However with the mounted kerbside parking this width would be reduced. The applicant will need to provide an assessment of how much effective footway width there will be for pedestrians with parked cars. The introduction of 60 residential units at a car free site indicates that there will be a high percentage of occupants travelling by foot, cycles and via public transport. The TA at paragraph 5.3.12 indicates that there will be a peak of 58 people trips in the AM period as a result of the proposed development. The existing footways along the front of the site would benefit from widening to accommodate the new development.</p> <p>It is noted that the LBL Highways consultation response also states that the "The width of the access is considered acceptable however the 1.2m footpath should be a minimum of 1.5m to allow for a pedestrian and a wheelchair user or pedestrian with a buggy to pass each other in accordance with TfL's Streetscape Guidance and in accordance with DfT's inclusive mobility guidance."</p>	<p>On-site Footway The proposed footway alongside the vehicular access to the rear parking court measures 1.3m in width which is considered to be suitable due to the nature of the footpath (in a quiet, low traffic location), the footfall expected, and the length of footway required to be traversed for most journeys, which is 8.7m from the site boundary to the double door entrance leading to the access core for the Unit 2 residential floors as shown below:</p> 



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		<p>This footway could be provided flush to the carriageway (with a footway delineated using paint or blockwork) to significantly increase the effective width. Aside from this, TfL's Streetscape Guidance notes that footway clear zones such as the footpath in question have an acceptable minimum of 1.5m, or an absolute minimum of 1.0m (page 210). It is noted that the guidance also states that the maximum length of the restricted width footway should be 6.0m which is slightly exceeded in this instance. Given that this is a section of footway largely falling within a private development, which will be subject to low pedestrian flows, this is considered to be an acceptable arrangement.</p> <p>Importantly, page 210 also states that <i>"the width of the clear zone provided should relate directly to the character and use of the street, and in particular the volume of pedestrians. The footway clear zone should be designed to comfortably accommodate peak pedestrian demand and satisfy acceptable levels of service"</i>. As this footpath serves one unit only, which includes an entrance from the Willow Way frontage, the volume of pedestrians using the footpath is likely to be very low (circa 20-30 movements in the AM peak hour) and congestion is unlikely to occur.</p> <p>Figure 6.8 of Manual for Streets (page 68) also suggests a footway width of 1.2m is sufficient for an adult and child to walk two abreast, and 1.5m would allow two adults to walk together, as well as an adult and pram/wheelchair user. Given the nature of this footpath which is a route between a building entrance and the public highway, it is unlikely that pedestrians will be materially impacted by not being able to walk two abreast, and it is unlikely that a vehicle will use the access at the same time as they access/egress the site given the low number of disabled parking bays provided on-site.</p> <p>Pedestrians are therefore considered unlikely to be adversely impacted by this footway being 0.2m narrower than what is considered by LBL to be the acceptable minimum. See APPENDIX A</p> <p><u>Willow Way Footway</u></p> <p>With regards to the Planning Officer's comment regarding the footway width along the site frontage on Willow Way, it is important to note that the application includes a proposal to provide double yellow lines on both sides of the carriageway. This will prohibit parking on-street and parking half-on the footway (as is currently observed by drivers). This will prevent the effective width of the footway from being reduced by</p>



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		<p>kerbside vehicles, increasing it from around 1.5/1.6m of available width to a minimum of 2.2m of achievable width as shown in the plans in Appendix A. The typical footpath width along the site frontage will be around 3m which is a significant improvement on the existing situation.</p> <p>1.5m is also considered to be the minimum acceptable width for a footway clear zone as stated in TfL's Streetscape guidance, allowing for a wheelchair user and person walking to pass one another. Therefore, in the rare event that a vehicle driver fails to observe the proposed double yellow line restrictions, the footway width would remain of a width that is considered to be acceptable.</p> <p>It is therefore considered that the proposal will improve the effective footway width along Willow Way by addressing the issue of vehicles mounting the kerb, with a minimum width of 2.2m and a maximum of 3.5m along the site frontage. The proposed width will also be sufficient for the peak hour pedestrian demand associated with the proposed development. See APPENDIX A</p>
289-290	<p>Masterplan:</p> <p>The applicant has submitted an emerging Masterplan document that shows significant changes to the public realm including a setback of the buildings on the opposite side of the road to create a 20m street width to allow for active travel, parking and servicing. The masterplan also shows a one-way vehicle restriction accompanied with a cycle contraflow lane. All of this is welcomed and would address the issues raised above.</p> <p>However no improvements specifically with regards to widening of the Willow Way highway footway have been proposed within the boundary of the current application. This is something that will need to be addressed in order for the application to be considered acceptable to Transport. Options like setting the building back to improve the existing footway for this application will need to be considered.</p> <p>Officer comment: for the application proposal to be acceptable, a wider footway would be required for usability and to avoid conflict of uses with increased residential trips, increased trips associated with the employment use, a new servicing bay as well as navigating the road as existing, congested</p>	<p>Consideration has been given to the adjacent plots and wider Masterplan during the design of the proposals for Site A. As noted above, the application includes a proposal to provide double yellow line restrictions on both sides of Willow Way which effectively widens the footway along the site frontage by preventing vehicles mounting the kerb and parking on-street. It is therefore considered that further alterations to the widths of the footways are not necessary. The public realm and environment for pedestrians will naturally be improved through the removal of on-street parking along Willow Way in accordance with Healthy Streets principals. See APPENDIX A</p>



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	with parked cars. As outlined above, this road widening would also facilitate or enhance public realm and design.	
295	<p>Trip Generation:</p> <p>The Highways officer notes that: The selected TRICS sites are considered acceptable, and the expected overall net additional trips associated with the proposals have been assessed and are generally acceptable. The adjustments made to accommodate a car free site should not be adjusted but be accounted for as potential overspill parking and therefore the TA will need to be updated.</p>	<p>Given that the London Plan parking requirements for a scheme in this location, would generally be car-free, with on-site parking limited to blue badge holders only and the existing on-street parking along Willow Way becoming restricted through the introduction of double yellow lines, it is reasonable to assume that for future occupiers of this site, owning a car would be inconvenient and therefore the vast majority of future residents will not own cars.</p> <p>A sensitivity test has nevertheless been provided later in this document (under paragraphs 323) of the potential overspill parking that could take place if residents owned and parked cars in the vicinity of the site in line with Census data. It must be noted that due to the pandemic (2020 – 2022), the 2011 Census Data has been referenced, which did not account for the current parking requirements for new developments in London.</p> <p>Furthermore, should a controlled parking zone come forward in the local area in future, a clause in the contract of the proposed development’s residential units could prevent residents from being eligible to obtain parking permits in the future. See APPENDIX E.</p>
296-298	<p>Servicing Demand:</p> <p>The potential number of Light Goods and Other Goods vehicles appears to be low despite the appropriate choice of sites in TRICS. There are concerns that the proposed loading bay will not be sufficient to accommodate all the delivery and servicing associated with the commercial and residential elements of the site.</p> <p>Lewisham Highways request an on-site survey be undertaken of the existing number of delivery and serving vehicles that are entering and exiting the site during a weekday between 7am to 7pm. This survey will ascertain the total number of vehicles and therefore determine if the proposed loading bay is sufficient or if a new strategy will be needed.</p> <p>Officer comment: The above comments are supported, and it is recognised that the site needs to respond to its own trip generation and impacts on the transport network. However, there is again a need to understand how this</p>	<p>The on-street loading bay is expected to be suitable for the servicing demand for Site A as forecast in the Transport Assessment, which was 5 LGVs and 1 HGV in the AM peak hour and 1-2 LGVs and zero HGVs in the PM peak hour. Assuming each LGV takes approx 2 minutes to undertake deliveries, and each HGV takes approx 10 minutes, the forecast AM peak servicing demand would mean the loading bay was occupied for only 20 minutes out of the hour, and only around 4-5 minutes in the PM peak hour. The loading bay is therefore considered to be sufficient for the servicing demand of Site A.</p> <p>Video surveys undertaken in October 2022 have been analysed to understand the current servicing demand of the site. This found that there were 22 service vehicles that were observed as being associated with the units on both sides of Willow Way across the period of a single day, and no vehicles were present during the AM and PM peak hours. The results of the surveys are included in APPENDIX B of this Technical Note. 10 of the 22 vehicles were identified as relating to the various existing uses at</p>



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	<p>might look across the masterplan area if different uses are allocated to different sites and that depending on phasing, smaller sites delivering less may end up contributing more. The impacts and contributions of the site as a whole need to be considered so pooling strategies can be investigated to ensure a viable and deliverable masterplan.</p>	<p>Site A while 12 related to the other sites along Willow Way. All vehicles were LGVs and no HGVs were identified accessing Willow Way.</p> <p>Of the vehicles servicing the Site A uses, the dwell time of the vehicles ranged from 1 minute to 1 hour and 2 minutes, while the average was approx 20 minutes. The average dwell time of the 12 vehicles servicing the other sites along Willow Way was 19 minutes. It is noted that this is a relatively high dwell time compared to typical site servicing behaviour, and it is considered that the type of servicing currently generated by the existing uses along Willow Way may be different to the proposed commercial and residential uses of the proposals for Site A, which would typically be expected to be undertaken in a relatively short time (e.g. Amazon / post deliveries).</p> <p>Whilst the future servicing demand of Site A is expected to change compared to the existing servicing demand due to the change in land uses proposed, the demand forecast in the TA (6 vehicles in the AM peak hour and 1-2 vehicles in the PM peak hour) are of a similar level to that currently observed at the site. Both the existing demand of 10 vehicles per day, and the forecast peak demand of up to 6 vehicles in the AM peak hour, would easily be accommodated in the proposed loading bay. In terms of servicing for the wider masterplan, it is expected that Sites B and C would be serviced directly from the street, as currently occurs, and/or via the Mews (to the rear of Kirkdale, as currently takes place on Site C (Site B is currently vacant), albeit the current arrangement does not allow for easy access to the existing units due to the current parking arrangements. As such, future servicing to Sites B and C would be undertaken via the proposed double yellow lines, which can be used for loading/unloading for a maximum of 40 minutes (as per section 5.18 of Lewisham Borough Council's Parking Policy, March 2023).</p> <p>A sketch provided in APPENDIX C of this Technical Note demonstrates that traffic on Willow Way could continue to operate safely with multiple servicing vehicles stopped within the proposed dedicated loading bays, and as they service the local area from the double yellow lines simultaneously.</p> <p>It is also worth noting that as the introduction of the double yellow lines would be subject to a future Traffic Regulation Order (TRO) process, which is subject to further consultation, as this element is located within the existing adopted highway, and not</p>



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		<p>necessary within the application boundary, there is scope for the future TRO process to consider the provision of further dedicated loading bays along Willow Way.</p> <p>Further analysis, included under our response to paragraph 308 in this Technical Note, demonstrates that the development is able to be serviced appropriately.</p>
302-303	<p>Healthy Streets:</p> <p>Whilst officers are satisfied that the applicant has identified mitigation measures for the key routes identified, it is not considered that Willow Way as proposed within the current application would meet the approach to Healthy Streets.</p> <p>As outlined in the abovementioned sections of the report, there is insufficient information to demonstrate the noise and air quality impacts of the proposed development would be acceptable; the proposals do not propose street lighting or furniture in the public realm and; there is concern the existing parking congested streets would be exacerbated with the intensified uses and servicing and delivery bay, which would all impact the public realm. This conflicts with several principles of the Healthy Streets principles including in particular ‘not too noisy,’ ‘clean air,’ ‘people choose to walk and cycle,’ ‘people feel safe’ and, ‘places to stop and rest.’ The potential for stopped vehicles outside conflicts with point 2 seeking to reduce the dominance of vehicles and the congestion could impact permeability and the quality of this key route.</p>	<p>Given the scheme proposes to provide double yellow lines along both sides of Willow Way along the site frontage, it is considered to be unreasonable to suggest on-street parking demand would increase as a result of the proposals. Whilst on-street servicing may have a minor impact on the perceptions of Healthy Streets along Willow Way, the proposals will significantly reduce dominance of vehicles and congestion by controlling on-street parking and providing a car-free development.</p> <p>Servicing and deliveries are essential parts of developments, and the proposals have sought to minimise the impacts on Willow Way by providing a loading bay and short-stay cycle parking in appropriate positions which will both control servicing and improve perceptions of the environment.</p> <p>Further high-quality design features will be provided as part of the wider masterplan, which will build on the improvements made by the proposed development.</p> <p>Further details of the street lighting provision, additional street furniture, and/or TROs would all be the subject of further detailed design matters that are not considered necessary to be addressed at the planning application stage.</p>
308	<p>Servicing Demand:</p> <p>The Highways officer has provided the following comments: There are concerns with regards to the proposed on-street loading strategy and if this is sufficient to accommodate all associated trips. The loading bay will only be able to accommodate one 10m ‘box van’ type vehicle at any one time, or it will only be able to accommodate 2 ‘standard’ sized vehicles at any one time.</p> <p>There are concerns with service and delivery vehicles having to park elsewhere along Willow Way when the loading bay is occupied.</p> <p>Further details will need be provided to evidence this loading bay is sufficient for the overall site including refuse collection.</p>	<p>The proposed servicing demand has been demonstrated to be of a similar scale to the existing demand in the area and is likely to be accommodated easily within the proposed loading bay. Details of this arrangement have been set out within this Technical Note in response to paragraph 296-298 above.</p> <p>In the event that two 7.5t box van type vehicles propose to service the Site simultaneously, it may be necessary for one to stop on-street on Willow Way to unload. As it is proposed to provide double yellow lines along the frontage of the Site, which can be used for loading/unloading for a maximum of 40 minutes (as per section 5.18 of Lewisham Borough Council’s Parking Policy, March 2023), it is expected that there will be capacity on-street for vehicles to stop and undertake short term servicing, and that this will have no material impact on amenity on Willow Way.</p>



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	Highways would prefer servicing and delivery to be kept within the site where possible. If this is not possible the above concerns will need to be addressed in detail.	<p>This arrangement will also provide a significant improvement compared to the existing situation in which, apart from some existing units along Willow Way having dedicated service yards, servicing must take place amongst existing cars that are parked on-street and that hinder access to the existing units.</p> <p>Refuse collection typically takes place early in the day when the frequency of deliveries will be low. Refuse collection is also most efficiently taken place by the Refuse Collection Vehicle (RCV) stopping in close proximity to each waste store, which is expected to be possible due to the double yellow lines restricting general parking. This is a standard arrangement, and it is not considered that there would be any hinderance to the refuse collection activities associated with the units to be serviced from Willow Way. See APPENDIX C.</p>
309	<p><u>Refuse Management:</u></p> <p>Refuse officers should also be consulted with regards to the size and location of the bin store. It should be reminded that residents are not permitted to carry refuse bins more than 30m to the bin collection point and waste operatives are restricted to a maximum 10m drag distance on collecting bins. It is suggested that a more detailed refuse strategy at this stage is presented to show the proposals adhere to the above requirements. Once approved this should be secured by condition.</p>	<p>The location of the refuse stores has been optimised as much as possible to minimise drag distances within the site's constraints. Whilst additional doors to the refuse stores would likely achieve the 30m carry distance, this would introduce unacceptable fire risks for the units.</p> <p>As shown on the drawings in APPENDIX D, only 11 of the total of 60 flats exceed the 30m drag distance to the refuse stores, which the average level of exceedance being just 3.3m over the permitted 30m, and a maximum of 36.5m. The impact of this slight exceedance is considered to be immaterial and is unlikely to be noticed by residents.</p> <p>RCV's typically stop on-street close to refuse stores to minimise drag distances, and the drawing in APPENDIX D demonstrates that drag distances are likely to be less than the maximum 10m distance for all refuse stores.</p>
310	<p><u>Refuse Management – Masterplan:</u></p> <p>Officer comment: Adding to the highway comments, again, the masterplan needs to consider a site wide refuse and servicing strategy to unlock the most optimum scheme design and ensure that later phases are not unable to come forward or that the public realm / design quality are eroded to accommodate these needs later down the line.</p>	<p>It is considered that the design of Site A has provided adequate consideration of its waste collection strategy and that there is no evidence to suggest the proposals will prevent high quality refuse and servicing strategies to be developed for the wider masterplan area.</p> <p>It is expected that servicing and refuse collection for Sites B and C will take place directly from the street, which is likely to be kept clear of parked vehicles and hinderance due to the proposed introduction of the double yellow lines on Willow Way.</p>
317	<u>Cycle Parking:</u>	As described in paragraph 3.6.4, Table 3-2 and Figure 3-13 in the TA, six long-stay cycle parking spaces are proposed for the commercial elements of the scheme, in excess of



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	<p>The commercial proposals would attract three long stay cycle parking spaces which do not appear to be shown on the plans. The applicant will need to provide staff cycle parking and show these on the plans (this will need to be covered and secured).</p> <p>There is sufficient visitor cycle parking shown on the plans for the residential and commercial elements of the proposed development.</p>	<p>the three spaces required. These are proposed to be located within the rear parking court in a covered shelter. This area will be secure due to the proposals including access gates (vehicular and pedestrian) which will limit access to employees and residents of the Proposed Development only.</p> <p>As such, it is considered that appropriate cycle parking, which is covered and secure, and is provided to a standard in excess of the requirements, is provided.</p>
318-319	<p>Cycle Parking:</p> <p>In addition to the above, Transport for London have provided comments requiring that at least one of the long-stay commercial cycle parking spaces should be provided at a wider spacing and that the Sheffield stands should have distances of at least one metre between each stand and any wall.</p> <p>The required 1m distances between stands and walls, wider long stay commercial space and confirmation of provision of the long stay commercial spaces would need to be provided by the applicant. However, it is likely that the space for this could be accommodated and thus conditioned had the application been recommended for approval. Therefore, this will not form a reason for refusal.</p>	<p>London Cycle Design Standards (LCDS) recommends that at least 5% of all spaces should be capable of accommodating a larger cycle. The proposals include a total of eight long-stay cycle parking spaces with wider spacing, which equates to 7% of the total cycle parking spaces proposed (if considering both long-stay or long-stay and short-stay combined).</p> <p>If considering the land uses separately, the residential element would require five spaces and the commercial element would require one space. As such, the commercial demand for wider-spaced cycle parking spaces can be accommodated within the cycle store between Unit 1 and 2.</p> <p>Both LTN 1/20 and Table 2 of TfL's 'Cycle Parking Guidance for Businesses' identify that a minimum gap of 500mm is required between a Sheffield stand and wall (part of bay width), with the recommended gap being 700mm. All Sheffield stands proposed adjacent to walls have gaps of at least 500mm, and therefore there is considered to be sufficient space to accommodate most types of standard cycle.</p>
322	<p>Car Parking Demand:</p> <p>The Highways officer has provided the following comments: In order to assess the potential level of overspill parking within the immediate area a parking stress survey should be undertaken, and a census assessment should be completed to estimate the potential number of residents that would park on-street due to the no car parking restrictions. The applicant has provided a car parking stress survey and an assessment on 2011 census data. The parking survey map at Appendix E is not clear. The dropped kerb key is shown twice, and this will need clarification and correcting. Additionally the raw data associated with the survey has not been provided which is needed in addition to the map corrections. The summary provided within the TA at Table 6.2 shows very low parking stress which needs to be reviewed against the raw data.</p>	<p>The raw data from the parking survey has been included in APPENDIX B of this Technical Note for review. An amended version of the parking survey map has also been provided, correcting the duplicated "dropped kerb" reference in the key. The raw data demonstrates that the parking capacity and stress have been calculated accurately, taking dropped kerbs and crossings into account. As such, the error regarding the duplicated references in the key is considered to be immaterial.</p> <p>The raw data demonstrates that the low parking stress along Willow Way was reported correctly, with 10% and 13% of available parking space being occupied at the time of the surveys (01:00, Tuesday 28th and Wednesday 29th June respectively). The data also shows that the overall parking occupancy levels across the survey area were 49% and 54% on the survey days respectively, indicating there was spare capacity for up to 74 additional vehicles on Tuesday and 69 additional vehicles on Wednesday. The</p>



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PARAGRAPH	PLANNING OFFICER / LBL HIGHWAYS COMMENT	VTP RESPONSE
		capacity figures also exclude the areas covered by single and double yellow lines for robustness, despite parking being legally permitted on single yellow lines in the study area after 18:30.
323	<p>Adjustment of Residential Trip Generation & Parking Demand:</p> <p>The 2011 census data clearly shows that there is a potential that 12% of occupants of the residential units may drive and therefore will own a car which equates to 12 car parking spaces. The applicant adjusted this to 3% in line with the current London Plan policy requirements for the car-free nature of the site.</p> <p>The surveys indicate a spare capacity of 31 spaces on unrestricted parking spaces which would indicate sufficient capacity, but it should be noted the assessment of single yellow line and double yellow line parking availability is considered as restricted parking and not appropriate for this assessment.</p>	<p>It is noted that the 2011 census data suggests 21% of households may drive to work (not 12%) which could in theory forecast demand for 12 parking spaces. As noted by LBL, the parking survey demonstrates that there were 31 and 29 spaces available at the time of the Tuesday and Wednesday survey respectively along Willow Way. As shown in the raw data, single and double yellow lines were not included as unrestricted parking spaces and so the capacity for 31 and 29 extra vehicles does not take the single yellow line areas into account which could legally be parked on outside controlled hours. The analysis is therefore considered to be correct and robust.</p> <p>Parking sensitivity test for 12 resident vehicles</p> <p>While it is considered unlikely that the site will generate demand for 12 parking spaces, particularly in the context of current policy (and not that which would have been associated with the 2011 census data) should this level of demand have occurred during the parking survey and all 12 vehicles parked on Willow Way, there would have remained 19 and 17 parking spaces available over night during the survey period (plus the capacity of the single yellow line areas which can legally be parked in between 18:30 and 08:00). This parking demand on Willow Way would have equated to 49% on Tuesday and 54% on Wednesday which is far lower than the 80% typically considered to represent parking stress. This scenario also assumes that none of the 12 drivers had blue badges and therefore wouldn't have been able to park in one of the two on-site parking spaces provided from the outset of development.</p> <p>Double yellow line parking restrictions along Willow Way are proposed in order to control demand for parking and protect site user amenity. The following assessment demonstrates that the impact of the 12 vehicles would have taken account of the proposed double yellow line restrictions.</p> <p>Excluding dropped kerbs, the length of kerbside space proposed to have double yellow line restrictions amounts to approximately 70.5m of capacity on the western side of Willow Way, and 64.8m of capacity on the eastern side as shown in the plan in APPENDIX E of this Technical Note. Based on an average car length of 5m, this suggests the western side currently has capacity for up to 14 cars to park, and up to 13 cars on the eastern side. 20m of the western side already has single yellow line</p>



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PARAGRAPH	PLANNING OFFICER / LBL HIGHWAYS COMMENT	VTP RESPONSE
		<p>restrictions (i.e. space for four cars) which is already considered as restricted parking. Therefore, this amount has been deducted from the total number of spaces being removed. The number of spaces lost is therefore 10 on the western side and 13 on the eastern side. The number of spaces able to be parked in on Willow Way would therefore reduce from 37 to 13 (13.94 rounded down).</p> <p>As the parking survey undertaken for the application was performed at night-time, the daytime demand for parking along the stretch of Willow Way proposed to be restricted by double yellow lines is not known. As such, the night-time demand has been used in the first instance. This is in line with the standard Lambeth Methodology.</p> <p>There were 6 cars parked in unrestricted kerb space on Willow Way on the Tuesday survey and 8 cars parked on the Wednesday survey. As such, the potential addition of 12 resident cars would exceed the new unrestricted capacity of 13 vehicles along Willow Way. Adding the 12 cars to the other roads in the survey area would result in an increase in demand from 49% to 69% based on the Tuesday survey demand, and from 54% to 75% based on the Wednesday survey demand (taking into account the reduced overall capacity due to the new double yellow line restrictions). As such, the area surrounding the site could accommodate the demand in the unlikely event that the site generated 12 additional vehicles. Should a CPZ be introduced in the local area, the future residents would also be exempt from obtaining parking permits, which further makes this scenario unlikely to be realised.</p> <p><u>Assessment of displaced parking due to proposed double yellow lines</u></p> <p>It is acknowledged that the proposed introduction of double yellow lines may result in some displaced existing on-street demand from Willow Way onto surrounding streets. The vehicles using the eastern side of Willow Way along the Site A frontage (which is proposed to become double yellow line restricted) can reasonably be considered to relate to the existing uses of Site A. As such, following the redevelopment of the site, it is expected that this demand will no longer occur.</p> <p>The kerbside space on the western side of Willow Way subject to the proposed double yellow line restrictions can be considered to relate to Site C, which is currently used as a catering supplier.</p>



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PARAGRAPH	PLANNING OFFICER / LBL HIGHWAYS COMMENT	VTP RESPONSE
		<p>As calculated earlier, the western side of Willow Way subject to the proposed double yellow line restrictions would reduce the parking capacity by 10 vehicles.</p> <p>Assuming a maximum of 10 vehicles are displaced from the western side of Willow Way to the surrounding streets within 500m of the site (which is also the area covered by the parking survey), the parking occupancy in the survey area would increase from 49% to 53% based on the Tuesday survey demand, and from 54% to 57% based on the Wednesday survey demand. This includes two vehicles which were parked on the eastern side of Willow Way outside of the proposed double yellow line restricted area on both nights of the survey.</p> <p>In the event that the site generated 12 resident vehicles which also parked in the survey area, the overall occupancy would increase to 74% on the Tuesday and 78% on the Wednesday.</p> <p>It is therefore reasonable to assume that the drivers of the vehicles which have historically parked on the western side of Willow Way would be able to find an alternative parking space within the survey area if needed, with a maximum walking time of 5 minutes from the site.</p>
324	<p><u>Disabled Parking Spaces:</u></p> <p>The application omits one disabled parking space associated with the commercial proposals for staff or visitors. Policy T6.5 non-residential disabled parking stipulates access to at least one disabled parking bay (on or off street). This will need to be addressed.</p> <p>The application should also be accompanied with swept paths of a large vehicle accessing parking and egressing the site which has not been provided.</p>	<p>It is accepted that a specific disabled parking space for the commercial element has been omitted as part of the application. Given the proposals include safeguarded space on-site to accommodate an extra 3 disabled parking spaces, it is considered that one of these spaces could be allocated to the commercial element in the first instance.</p> <p>An additional on-street space could be provided (within the public highway, and therefore outside of the application boundary) in order to maintain the safeguarded provision for 10% of the residential units to have a disabled parking space. This could be provided as part of the TRO process, should it be required.</p> <p>As the number of blue badge holders within Lewisham's population is around 2% (DfT Statistics, Table DIS0109, 2016 data), it is considered highly unlikely that there will be demand by residents for use of all six disabled bays proposed in the application. Blue badge holders in Lewisham can also park on single or double yellow lines for up to three hours where loading/unloading is permitted (Section 4.3 of LBL Parking Policy, March 2023) meaning any demand by visitors can reasonably be accommodated on-street.</p>



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PARAGRAPH	PLANNING OFFICER / LBL HIGHWAYS COMMENT	VTP RESPONSE
		<p>The revised approach is therefore considered to be acceptable within the constraints of the site.</p> <p>It is anticipated that access to the rear parking court will only be permitted to standard sized service vehicles in exceptional circumstances such as plant needing maintenance. The rear parking court was therefore designed primarily to accommodate movements of cars.</p> <p>Swept path analysis shown in APPENDIX F demonstrates that large cars can access and egress all parking spaces adequately.</p>
325	<p>Electric Vehicle Charging Infrastructure: 20% of the disabled bays should be EV ready with 20% passive provision. This equates to one disabled space with an EV charging point and one passive space. This will need to be shown on the plans and secured by condition.</p>	<p>It is noted that the proposals set out within the application propose to exceed this provision by providing two active charging spaces from the outset. However, the Applicant will achieve this requirement in any case.</p>

1.3 LBL TRANSPORT COMMENTS

1.3.1 In additional to the highways and transport comments set out within the Officer Report, Transport Comments were received from LBL Highways. The text from the Transport Comments have been set out in **Table 1-1** below, with VTP's response on the right of the table.

Table 1-2: LBL Transport Comments on the Application and VTP Response

LBL TRANSPORT COMMENT	VTP RESPONSE
<p>Car Parking: The proposals indicate a car free site which is generally welcomed and in accordance with Policy T6 of the London Plan.</p> <p>A car free site would stipulate that car parking permits would not be eligible for purchase by any new occupants of the should a CPZ be implemented within the vicinity of the site with the exception of Blue Badge holders.</p> <p>A car parking stress survey raw data should be provided, and the survey map updated.</p>	<p>A sensitivity test associated with the potential parking demand is set out within the above table.</p> <p>It is acknowledged that any new occupiers would not be eligible to purchase car parking permits.</p> <p>The raw data is included within APPENDIX B as well as an updated survey map.</p>
<p>Disabled Parking:</p>	<p>It is noted that the disabled parking provision (3% active & 7% passive) is acceptable.</p>



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LBL TRANSPORT COMMENT	VTP RESPONSE
<p>The assessment of the disabled parking for the residential properties is accepted.</p> <p>A single disabled bay should be provided for the employment use.</p>	<p>The table above addresses how a single disabled parking bay associated with the employment uses can be provided on-street, which is identified to be within the adopted highway and therefore can be addressed as part of the future TRO.</p>
<p>Site Access: Pedestrian and cycle access from the Willow Way frontage is considered to be acceptable</p> <p>Whilst the width of the access is considered acceptable, the 1.2m footway should be a minimum of 1.5m to allow for a pedestrian and a wheelchair user or pedestrian with a buggy to pass each other in accordance with TfL's Streetscape Guidance and in accordance with DfT's inclusive mobility guidance.</p>	<p>It is noted that the pedestrian and cycle access from the Willow Way frontage is considered acceptable.</p> <p>The table above sets out the justification for the footway provision adjacent to the access for vehicles.</p>
<p>Footway Widths and Carriageway Widths: The proposed ground floor plan shows general footway width of 2.5-2.8m along the site frontage. However with the mounted kerbside parking this width will reduce. The applicant will need to provide an assessment of much effective footway width there will be for pedestrians with parked cars. The introduction of 60 residential units at a car free site indicates that there will be a high percentage of occupants travelling by foot, cycles and via public transport. The TA at paragraph 5.3.12 indicates that there will be a peak of 58 people trips in the AM period as a result of the proposed development. The existing footways along the front of the site would benefit from widening to accommodate the new development.</p> <p>The applicant has submitted a emerging Masterplan document that shows significant changes to the public realm including a setback of the buildings to create a 20m street width to allow for active travel, parking and servicing. Also the plan shows a one way vehicle restriction accompanied with a cycle contraflow lane. All of this is welcomed and would address the issues raised above. However no improvements specifically with regards to widening of the Willow Way Footpath have been proposed. This is something that will need to be addressed in order for the application to be considered acceptable to Transport. Options like setting the building back to improve the existing footway for this application will need to be considered.</p>	<p>It is acknowledged that due to the current kerbside parking arrangements, the available footway widths are constrained.</p> <p>As noted within the submission documents, the introduction of a double yellow lines along the frontage of the Application Site will prevent kerbside parking, thus ensuring that a considerable improvement to the existing available footway widths will be realised as a result of the proposed development.</p> <p>As above, the introduction of the double yellow lines will vastly improve the public realm environment for pedestrians using the existing footway along the frontage of the Site.</p>
<p>Cycle Parking: All cycle parking should be in accordance with Policy T5 of the London Plan and in accordance with the guidance set out in the London Cycle Design Standards (LCDS). The applicant indicates a provision of 107 long stay cycle parking for the residential units in a mix of Sheffield, two tier and large accessible spaces. The mix of spaces and layout is</p>	<p>It is noted that the mix of cycle parking spaces and layout of the cycle stores is acceptable.</p> <p>A total of six secure and covered cycle parking spaces are provided within the rear parking court.</p>



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LBL TRANSPORT COMMENT	VTP RESPONSE
considered acceptable. The commercial proposals would attract three long stay cycle parking spaces which do not appear to be on the shown on the plans. The applicant will need to provide staff cycle parking and show these on the plans (this will need to be covered and secured). However there is sufficient visitor cycle parking shown on the plans for the residential and commercial elements of the proposed development.	It is noted that there is sufficient visitor cycle parking shown on the plans.
<p><u>Trip Generation and Impact:</u></p> <p>The selected TRICS sites are considered acceptable and the expected overall net additional trips associated with the proposals have been assessed and are generally acceptable. The adjustments made to accommodate a car free site should not be adjusted but be accounted for a potential overspill parking and therefore the TA will need to be updated. Additionally the potential number of Light Goods and Other Goods vehicles appears to be low despite the appropriate choice of sites in TRICS.</p> <p>There are concerns that the proposed loading bay will not be sufficient to accommodate all the delivery and servicing associated with the commercial and residential elements of the site.</p> <p>Lewisham Transport request an on site survey be undertaken of the number of delivery and serving vehicles that are entering and exiting the site during a weekday between 7am to 7pm. This survey will ascertain the total number of vehicles and therefore determine if the proposed loading bay is sufficient or if a new strategy will needed.</p>	<p>It is noted that the trip generation assessment is acceptable.</p> <p>Parking has been provided in accordance with the London Plan requirements. In addition, a sensitivity test associated with the potential parking demand is set out within the above table.</p> <p>As assessment of the delivery and servicing vehicles is set out within the above table.</p> <p>A video survey was undertaken along Willow Way to identify the current servicing requirements. The details of this survey are included at APPENDIX B.</p>
<p><u>Refuse Delivery and Servicing:</u></p> <p>Taking note of the above comments relating to the expected goods vehicles to the proposed site. Concerns are raised with regards to the proposed on street loading strategy and if this is sufficient to accommodate all associated trips. The loading bay will only be able to accommodate one 10m 'box van' type vehicle at any one time, or it will be only be able to accommodate 2 'standard' sized at any one time. There are concerns with service and delivery vehicles having to park elsewhere along Willow Way when the loading bay is occupied. Further details will need be provided to evidence this loading bay is sufficient for the overall site including refuse collection. Lewisham would prefer servicing and delivery to be kept within the site where possible. If this is not possible the above concerns will need to be addressed in detail.</p> <p>Refuse officers should also be consulted with regards to the size and location of the bin store. It should be reminded that residents are not permitted to carry refuse bins more than 30m to the bin collection point and waste operatives are restricted to a maximum</p>	<p>As assessment of the delivery and servicing vehicles is set out within the above table.</p> <p>It is noted that refuse officers should be consulted with regards to the size and location of the bin store. However, the consultation response requesting this consultation takes place, was received after the application was refused.</p>



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LBL TRANSPORT COMMENT	VTP RESPONSE
10m drag distance on collecting bins. It is suggested that a more detailed refuse strategy at this stage is presented to show the proposals adhere to the above requirements. Once approved this should be secured by condition.	
Healthy Streets (Active Travel Zone Assessment): The active travel zone assessment is considered acceptable. There are many suggested improvements that Lewisham Transport agrees with. It is suggested that items in Table 4-7 of the TA are set out as highway improvements and are secured as part of a section 278 agreement should planning approval be granted. The suggested improvements will need to be refined and detail provided where required before the agreement is finalised.	It is noted that the active travel zone assessment is accepted.
Construction Logistics Plan: The construction Logistics Plan (CLP) as part of the TA is generally acceptable however a more detailed CLP will need to be secured via condition which will need to provide swept paths of the largest construction vehicles entering and exiting the site, a detailed site set up plan will need to be provided and deliveries will also need to avoid school pick up and drop off times (therefore no deliveries before 9am and no deliveries between 3-4pm) The CLP will need to be in accordance with TfL's CLP guidance.	It is noted that the CLP contained within the TA is accepted. A more detailed CLP is acknowledged to be secured via condition, which will include swept path assessment of the largest construction vehicles entering and exiting the site.
Section 278 Improvements: As described above under Healthy Streets.	Noted
Section 106: <ul style="list-style-type: none"> Agreement to restrict the purchase of car parking permits with the exception of blue badge holders 15k contribution to any studies or projects to improve/manage parking, traffic or active travel in the vicinity of the site 	Noted



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2 SUMMARY

2.1.1 This Technical Note has been prepared to support a Statement of Case (SoC) which has been prepared by Carney Sweeney Planning on behalf of the Appellant to support the Appeal. It responds to the comments raised on the application by LBL Highways in the Officer Report, as well as the Transport Comments provided by LBL Highways. It demonstrates why the proposals are acceptable from a transport perspective.

2.1.2 The concerns raised in the Officer Report are summarised below:

- ◉ Width of footways along the site frontage and leading to the proposed rear parking court;
- ◉ Public realm design in context of the wider masterplan;
- ◉ Adjustment of trip generation to reflect the site being car-free;
- ◉ Servicing demand and suitability of the proposed on-street loading bay;
- ◉ Achievement of Healthy Streets criteria;
- ◉ Refuse management;
- ◉ Cycle parking design;
- ◉ Car parking demand;
- ◉ Amount of disabled parking spaces; and
- ◉ Provision of Electric Vehicle Charging Infrastructure.

2.1.3 The concerns raised in the Officer Report are summarised below:

- ◉ Car parking;
- ◉ Site access;
- ◉ Footway widths and carriageway widths;
- ◉ Cycle parking;
- ◉ Trip generation and impact;
- ◉ Refuse delivery and servicing;



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- Healthy Streets (Active Travel Zone Assessment);
- Construction Logistics Plan;
- Section 278 Improvements; and
- Section 106 obligations.

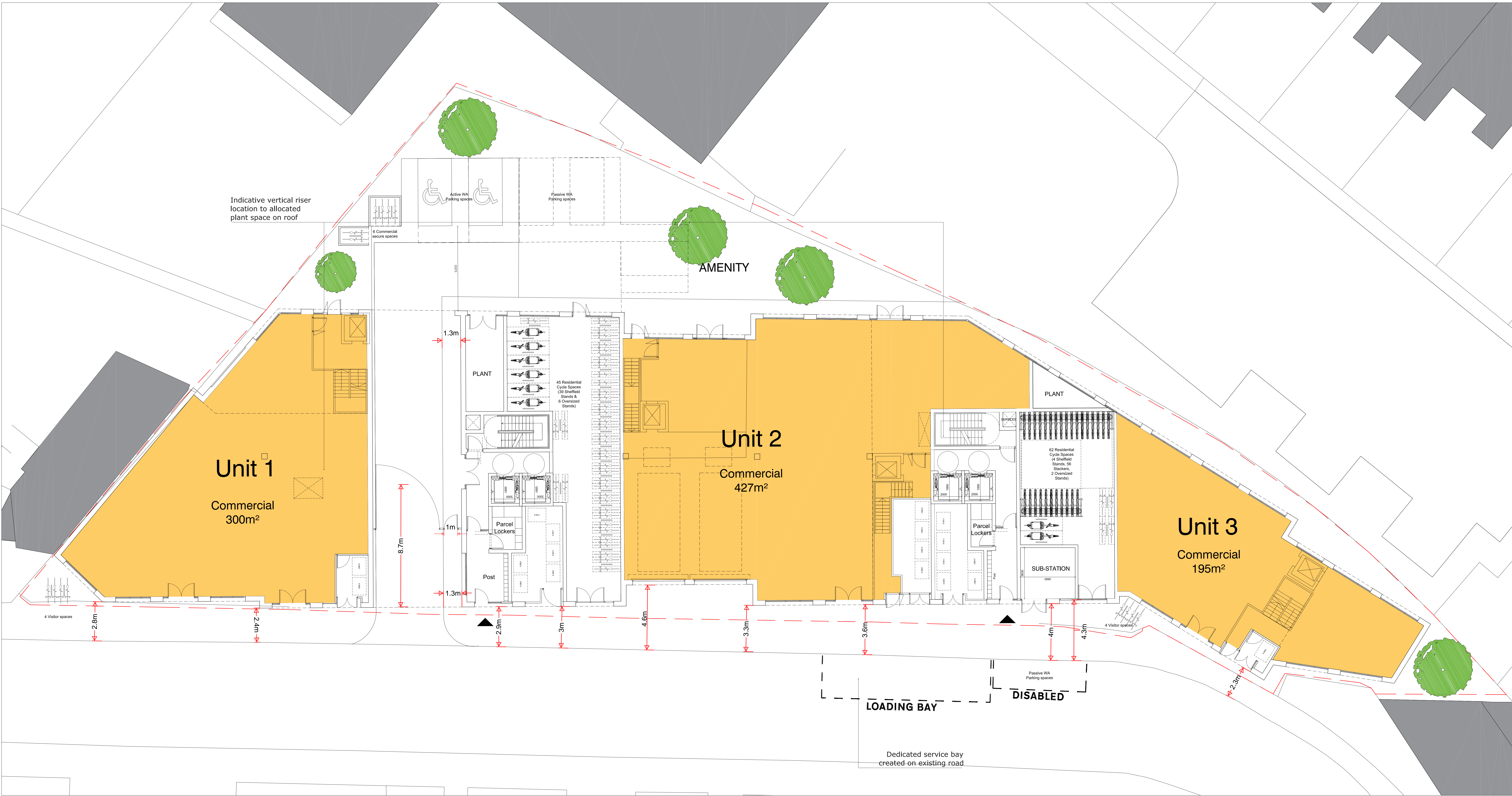
2.1.4 Each of the above concerns have been responded to in turn in this Technical Note.

2.1.5 Based on the review of the matters raised within the Planning Officer Report, the Consultation Response(s) and as part of the information submitted in support of the planning application, the highways and transport concerns are considered to have been adequately addressed within the submission documents and appropriate justification provided.



APPENDIX A

FOOTWAY WIDTH MEASUREMENTS



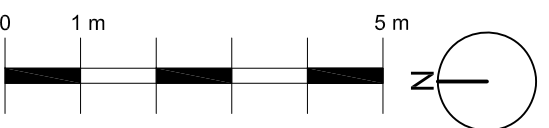
A GROUND FLOOR PLAN
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NOTES:

REVISIONS

PLANNING



Project:
21 - 57 Willow Way
Sydenham

Client:
Kirewood Estates Ltd

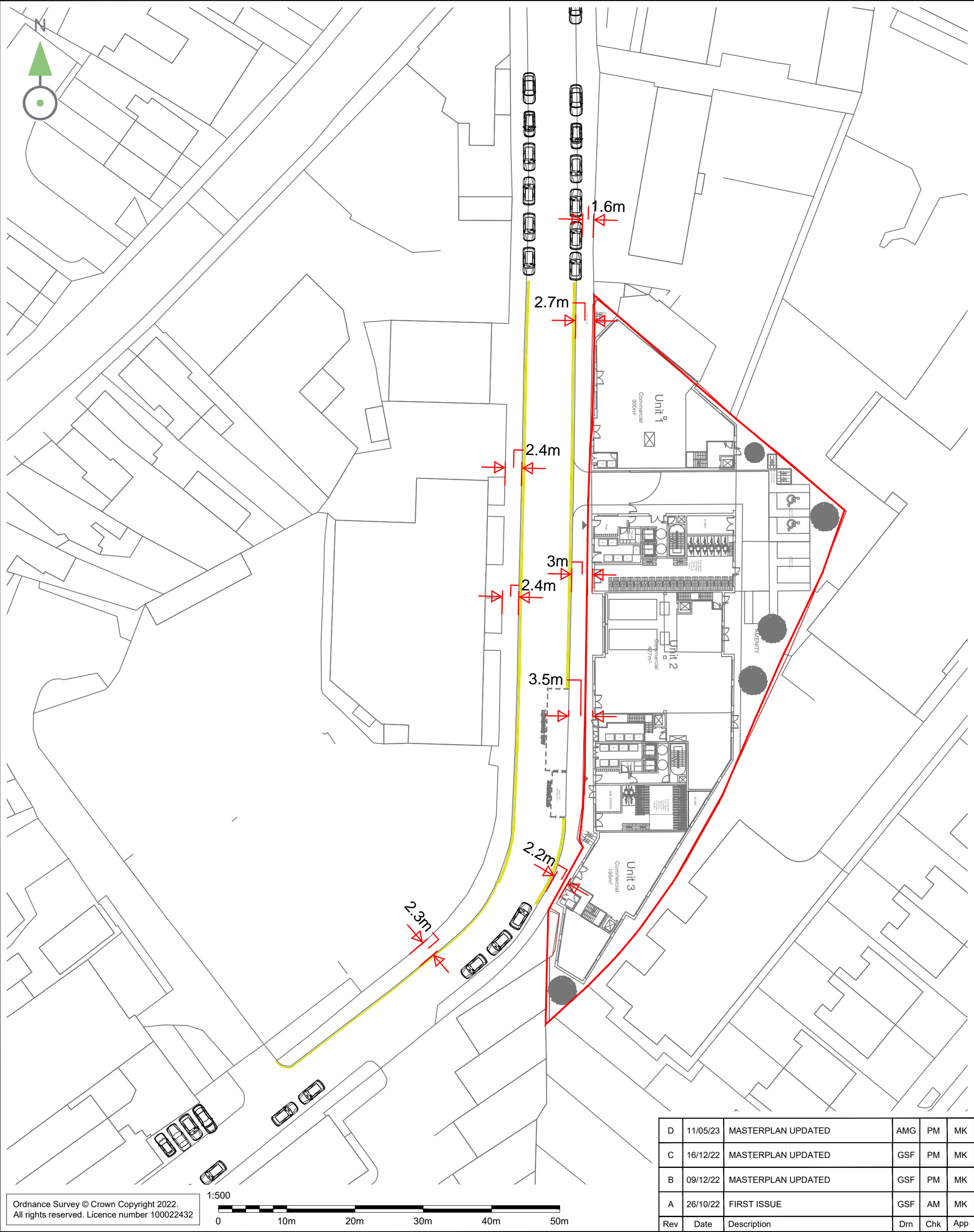
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Title:
GROUND FLOOR PLAN

Drawing Number:
KTW034-DCR-GF-PL-A-0100

Date: 16.11.2022 Drawn by: CF Approved by: --

Drawing file: 4770-2001-T-002-D - Proposed Arrangement.dwg Date: May 11, 2023 - 10:33am



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Client
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Architect

D	11/05/23	MASTERPLAN UPDATED	AMG	PM	MK
C	16/12/22	MASTERPLAN UPDATED	GSF	PM	MK
B	09/12/22	MASTERPLAN UPDATED	GSF	PM	MK
A	26/10/22	FIRST ISSUE	GSF	AM	MK
Rev	Date	Description	Drn	Chk	App
Project Title WILLOW WAY, SYDENHAM					
Drawing Title PROPOSED ARRANGEMENT					
Scale @ A3 1:500	Date 26/10/22	Designed/Drawn GSF	Checked AM	Approved MK	
Project Ref 4770-2001	Drawing Number 4772-2001-T-002				Rev D

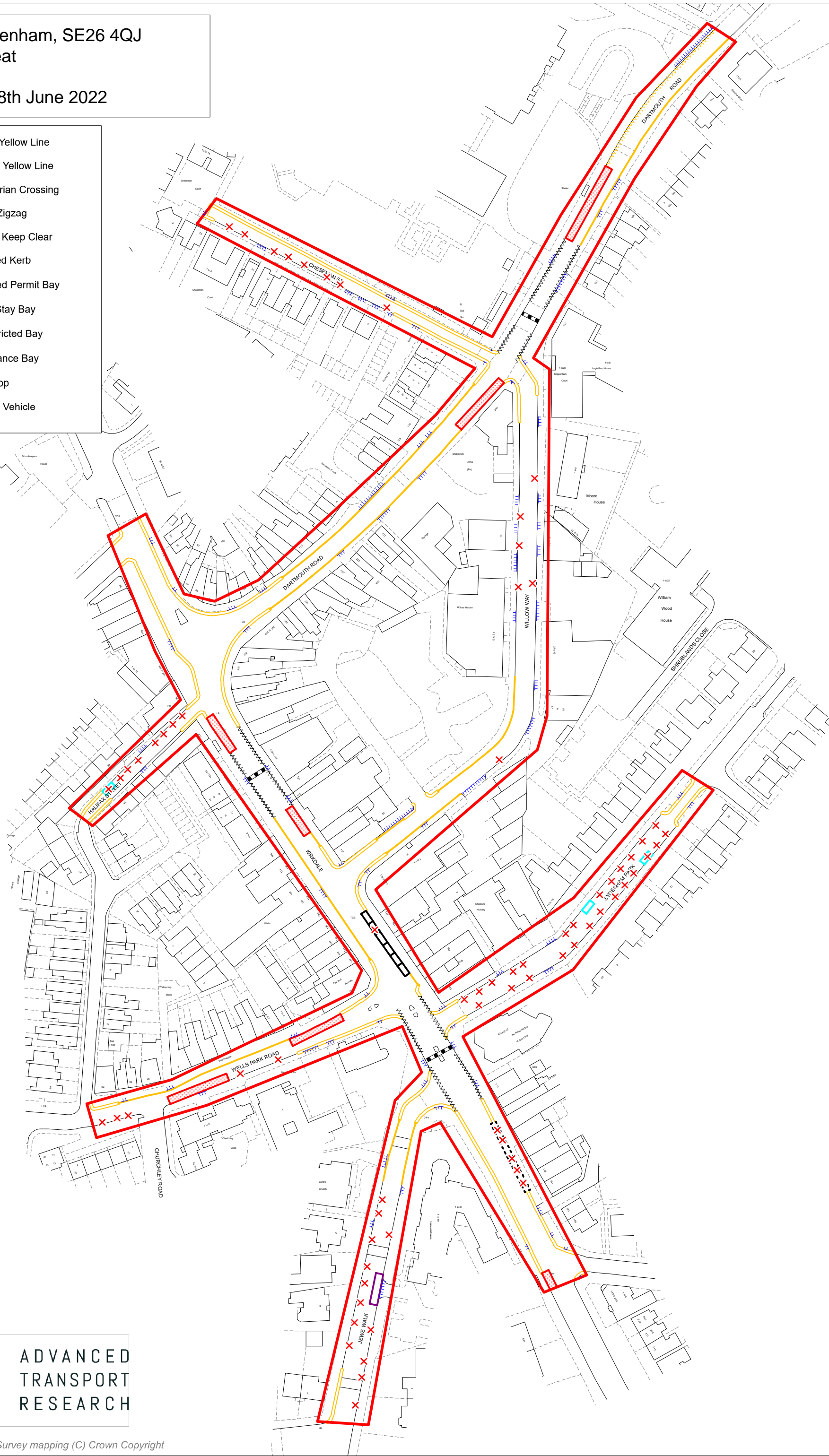
APPENDIX B

SURVEY DATA & ANALYSIS FOR PARKING AND SERVICING DEMAND

31931 Sydenham, SE26 4QJ
Parking Beat
0100
Tuesday 28th June 2022



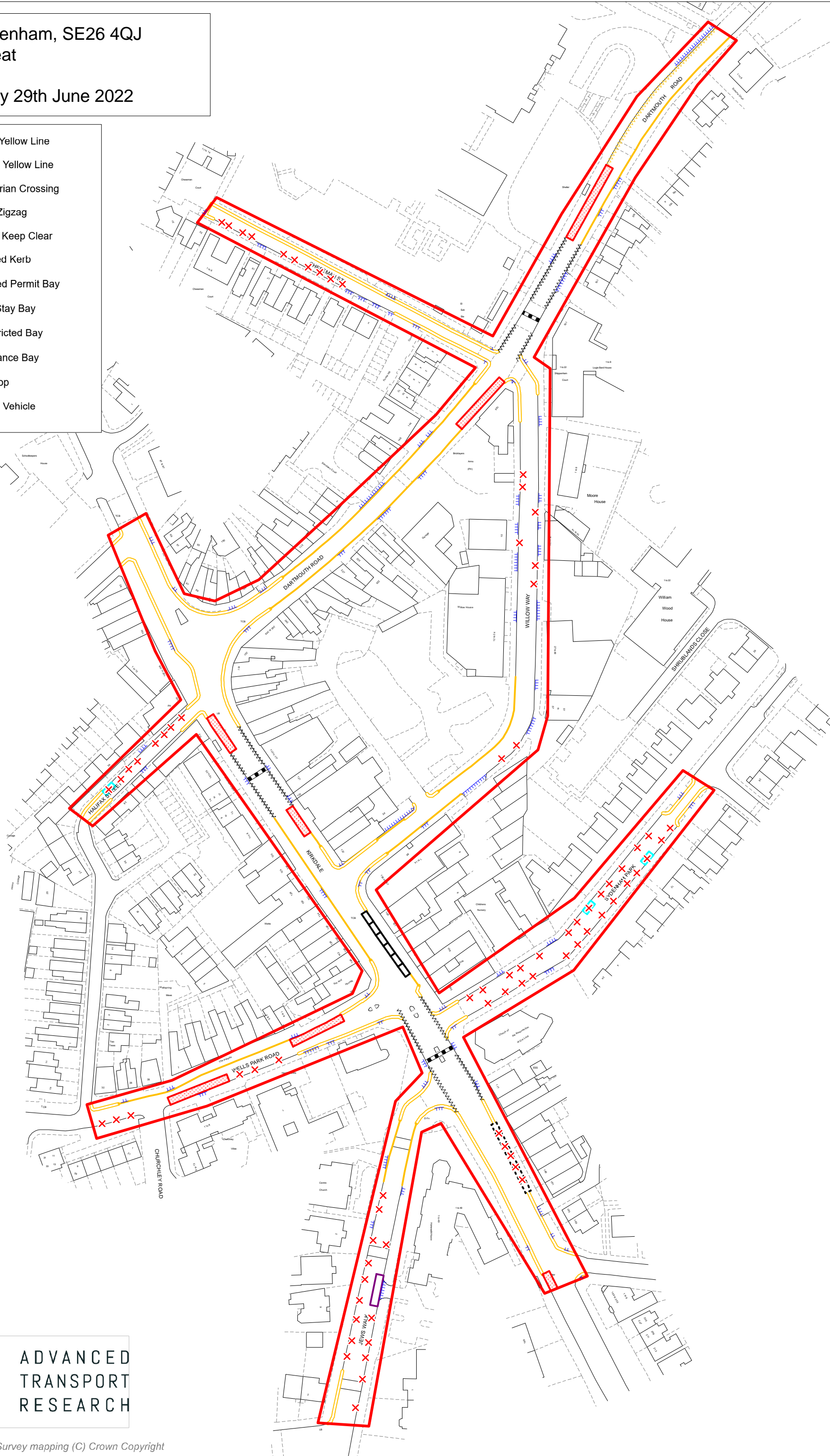
- Single Yellow Line
- Double Yellow Line
- Pedestrian Crossing
- White Zigzag
- School Keep Clear
- Dropped Kerb
- Disabled Permit Bay
- Short Stay Bay
- Unrestricted Bay
- Ambulance Bay
- Bus Stop
- Parked Vehicle



31931 Sydenham, SE26 4QJ
Parking Beat
0100
Wednesday 29th June 2022



- Single Yellow Line
- Double Yellow Line
- Pedestrian Crossing
- White Zigzag
- School Keep Clear
- Dropped Kerb
- Disabled Permit Bay
- Short Stay Bay
- Unrestricted Bay
- Ambulance Bay
- Bus Stop
- Parked Vehicle





ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 31931 Sydenham

Site Number/Name: Sydenham

Client: Velocity

Date: 28th & 29th June 2022

Description of column headers

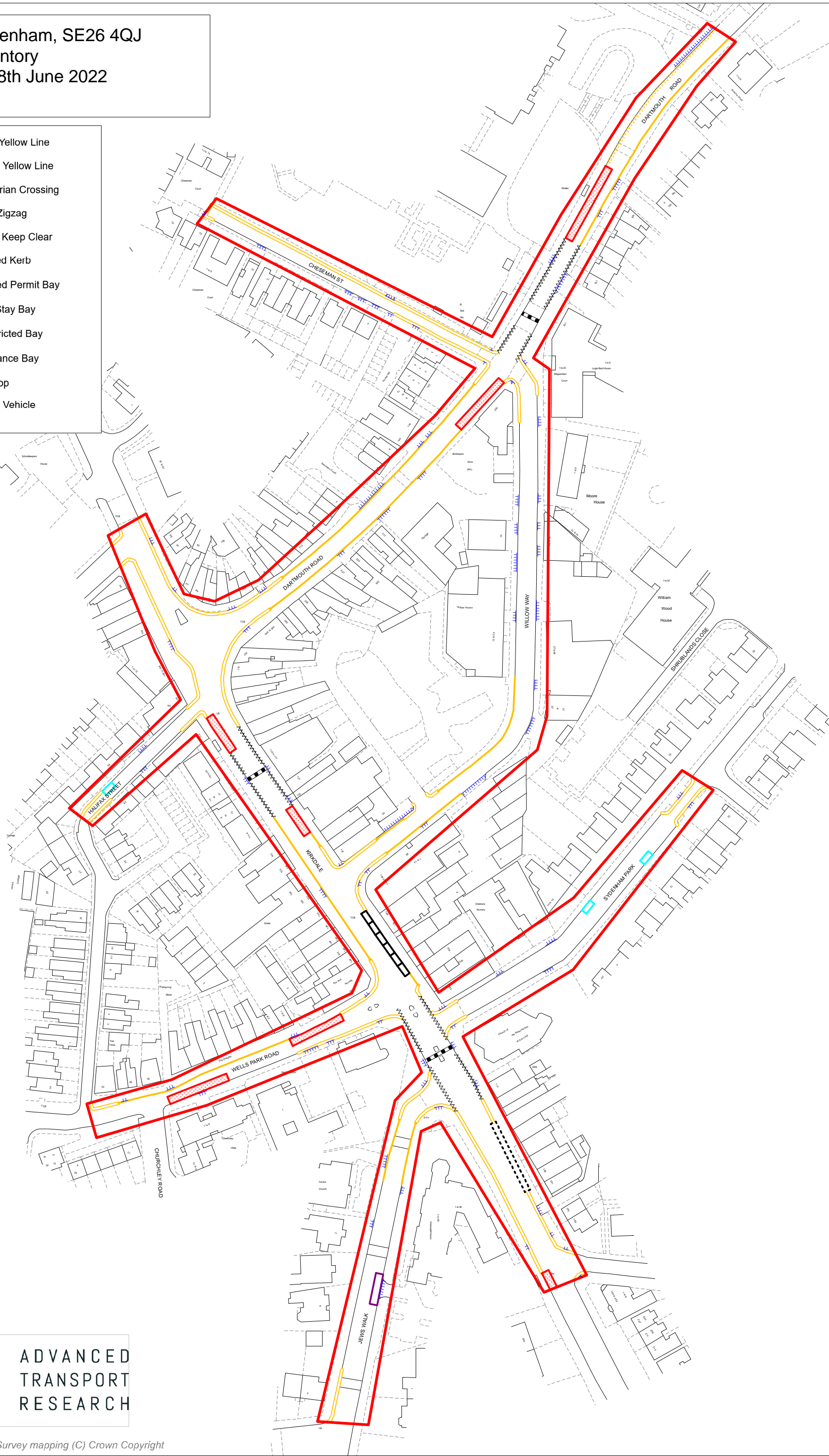
Total Length of Available Kerb Space Measured length (in metres) of kerb space excluding sides of the road which are too narrow for two cars
Length of Junctions Measurement of 5m on either side of road at a junction
Length of Bus stops/other Measured length (in metres) of other restrictions which preclude parking
Length (m) Measured length (in metres) of total parking per restriction, rounded to the nearest 5m
Calculated Spaces Calculation of number of available spaces based on 5m length
Cars Parked Number of vehicles parked per time period
Stress Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

					Unrestricted Kerb Space				Disabled Permit Bay				Short Stay Bay				Unrestricted Bay				Ambulance Bay				Single Yellow Line				Double Yellow Line			
0100 Tuesday 28th June 2022	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
	Kirkdale	579	60	199									30	6	1	17%	30	6	5	83%					69	13	0	0%	191	38	0	0%
	Dartmouth Road	608	20	295																					243	48	0	0%	50	10	0	0%
	Cheesman Street	125	5	31	55	11	8	73%																					34	6	0	0%
	Willow Way	460	30	109	185	37	6	16%																	92	18	0	0%	44	8	0	0%
	Halifax Street	65	5	6	38	7	7	100%	5	1	1	100%																	11	2	0	0%
	Wells Park Road	237	25	77	32	6	5	83%																	62	12	0	0%	41	8	0	0%
	Jews Walk	278	15	15	157	31	13	42%													10	2	0	0%	42	8	0	0%	39	7	0	0%
	Sydenham Park	243	10	24	189	37	25	68%	10	2	1	50%																	10	2	0	0%
	Total per Beat by restriction					129	64	50%		3	2	67%		6	1	17%		6	5	83%		2	0	0%		99	0	0%		81	0	0%
Total per Beat					146	72	49%																									

					Unrestricted Kerb Space				Disabled Permit Bay				Short Stay Bay				Unrestricted Bay				Ambulance Bay				Single Yellow Line				Double Yellow Line			
0100 Wednesday 29th June 2022	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
	Kirkdale	579	60	199									30	6	0	0%	30	6	5	83%					69	13	0	0%	191	38	0	0%
	Dartmouth Road	608	20	295																					243	48	0	0%	50	10	0	0%
	Cheesman Street	125	5	31	55	11	10	91%																					34	6	0	0%
	Willow Way	460	30	109	185	37	8	22%																	92	18	0	0%	44	8	0	0%
	Halifax Street	65	5	6	38	7	7	100%	5	1	1	100%																	11	2	0	0%
	Wells Park Road	237	25	77	32	6	6	100%																	62	12	0	0%	41	8	0	0%
	Jews Walk	278	15	15	157	31	15	48%										10	2	0	0%	42	8	0	0%	39	7	0	0%			
	Sydenham Park	243	10	24	189	37	25	68%	10	2	2	100%																	10	2	0	0%
	Total per Beat by restriction					129	71	55%		3	3	100%		6	0	0%		6	5	83%		2	0	0%		99	0	0%		81	0	0%
Total per Beat					146	79	54%																									



- Single Yellow Line
- Double Yellow Line
- Pedestrian Crossing
- White Zigzag
- School Keep Clear
- Dropped Kerb
- Disabled Permit Bay
- Short Stay Bay
- Unrestricted Bay
- Ambulance Bay
- Bus Stop
- Parked Vehicle



Video Survey Analysis - Servicing demand of Willow Way
Data recorded 6th July 2022

Time	East side - Where do they stop				type of vehicle?	Servicing which unit?	Label
	side of road	middle of road	on site	how long does activity take?			
23:00:00							
23:15:00							
23:30:00							
23:45:00							
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05:15:00							
05:30:00							
05:45:00							
06:00:00	veh 1			06:00 - left 07:52 (1h 52mins)	LGV	Beeline Services	Other
06:15:00							
06:30:00							
06:45:00							
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08:15:00							
08:30:00							
08:45:00							
09:00:00							
09:15:00			Veh 2	09:19 - 09:48 (29 mins)	LGV	Hallmark	Site A
09:30:00			veh 3	09:25 - 09:48 (23 mins)	LGV	hallmark	Site A
09:45:00		veh 4		09:55 - 10:06 (11 mins)	LGV	delta cars	Site A
10:00:00							
10:15:00			Veh 7	10:27 - 10:42 (15 mins)	LGV	Beeline Services	Other
10:30:00							
10:45:00							
11:00:00	Veh 9			11:04 - 11:33 (29 mins)	LGV	Beeline	Other
11:15:00			veh 10	11:27 - 11:35 (8 mins)	LGV	Hallmark	Site A
11:30:00							
11:45:00							
12:00:00			veh 12	12:09 - 12:19 (10 mins)	LGV	Hallmark	Site A
12:15:00							
12:30:00							
12:45:00	veh 13			12:46 - 12:47 (1 min)	LGV	Blue tiger opposite side	Other
13:00:00							
13:15:00	veh 14			13:15 - 13:16 (1 min)	LGV	Beeline	Other
13:30:00			Veh 15	13:31 - 14:02 (31 mins)	LGV	Hallmark	Site A
13:45:00	veh 16			14:01 - 14:20 (19 min)	LGV	Hallmark	Site A
14:00:00							
14:15:00			veh 17	14:33 - 14:35 (2 mins)	LGV	Beeline	Other
14:30:00			Veh 18	13:35 - 14:37 (1h 2 mins)	LGV	Hallmark	Site A
14:45:00							
15:00:00							
15:15:00							
15:30:00	veh 20			15:30 - 15:32 (2 mins)	LGV	Blue Tiger Opp side	Other
15:45:00			Veh 21	15:54 - 16:01 (7 mins)	LGV	Delta Motors	Site A
16:00:00			veh 22	15:58 - 16:11 (13 mins)	LGV	Hallmark	Site A
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22:15:00							
22:30:00							
22:45:00							
23:00:00							

Time	West - Where do they stop				type of vehicle?	Servicing which unit?	Label
	side of road	middle of road	on site	how long does activity take?			
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10:00:00		veh 5		10:00 - 10:06 (6 mins)	LGV	Blue Tiger	Other
10:15:00		Veh 6		10:09 - 10:14 (5 mins)	LGV	Blue Tiger/Rescyn House	Other
10:30:00							
10:45:00			Veh 8	10:45-10:55 (10 mins)	8) lgv	Blue Tiger	Other
11:00:00							
11:15:00							
11:30:00			Veh 11	11:35 - 11:38 (3 mins)	LGV	Blue Tiger	Other
11:45:00							
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14:30:00							
14:45:00			veh 19	14:45 - 14:59 (15 mins)	19) lgv	Blue Tiger/ Rescyn House	Other
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22:45:00							
23:00:00							

Dwell time		
Site A	Other	
	29	112
	23	15
	11	29
	8	2
	10	2
	31	6
	19	5
	62	10
	7	3
	13	14
	21.3	19.8



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 31931 Sydenham

Site Number/Name: Site 1 - Dartmouth Road/Willow Way

Client: Velocity

Date: 06/07/2022

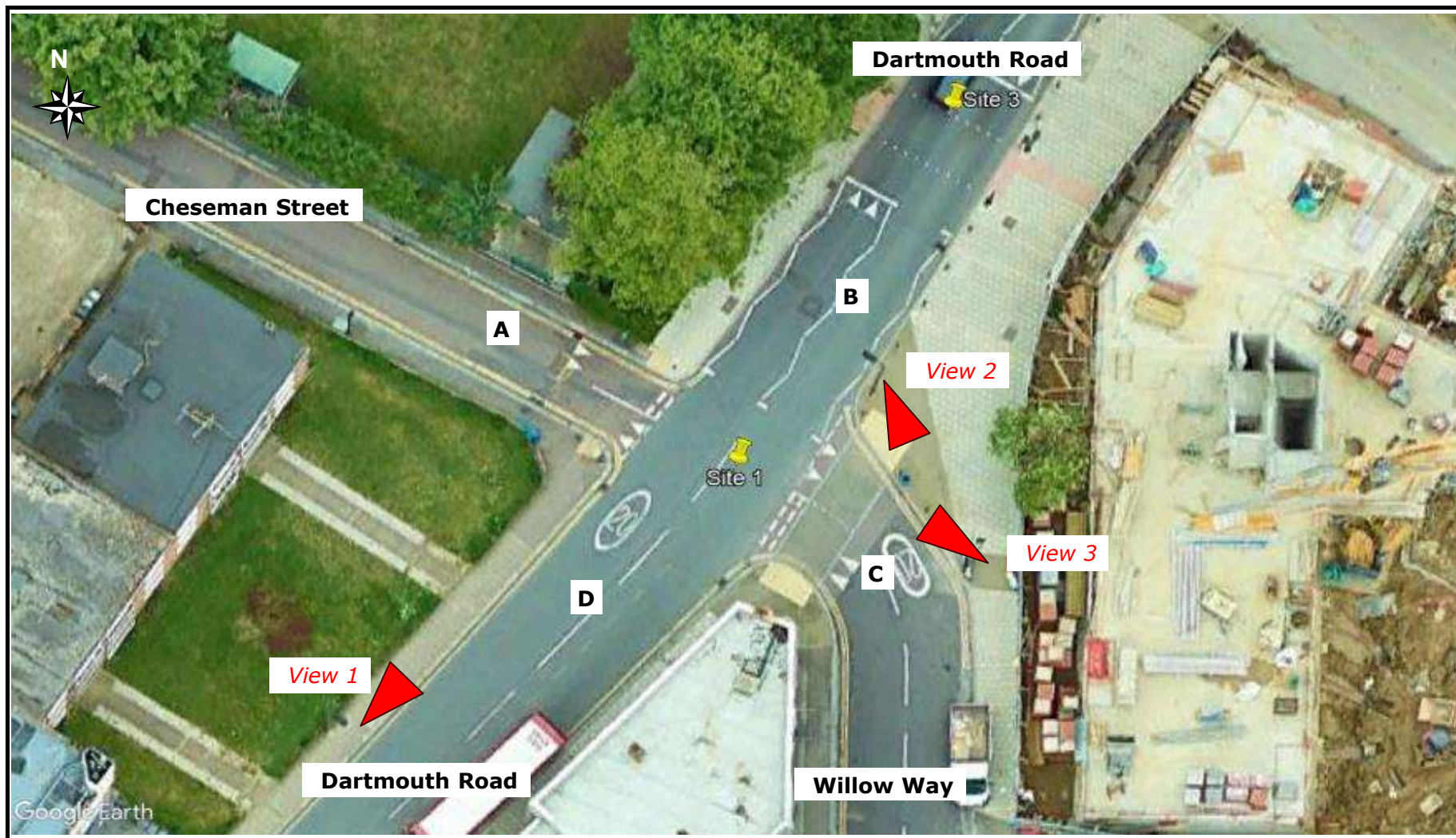
Weather: Cloudy and Dry

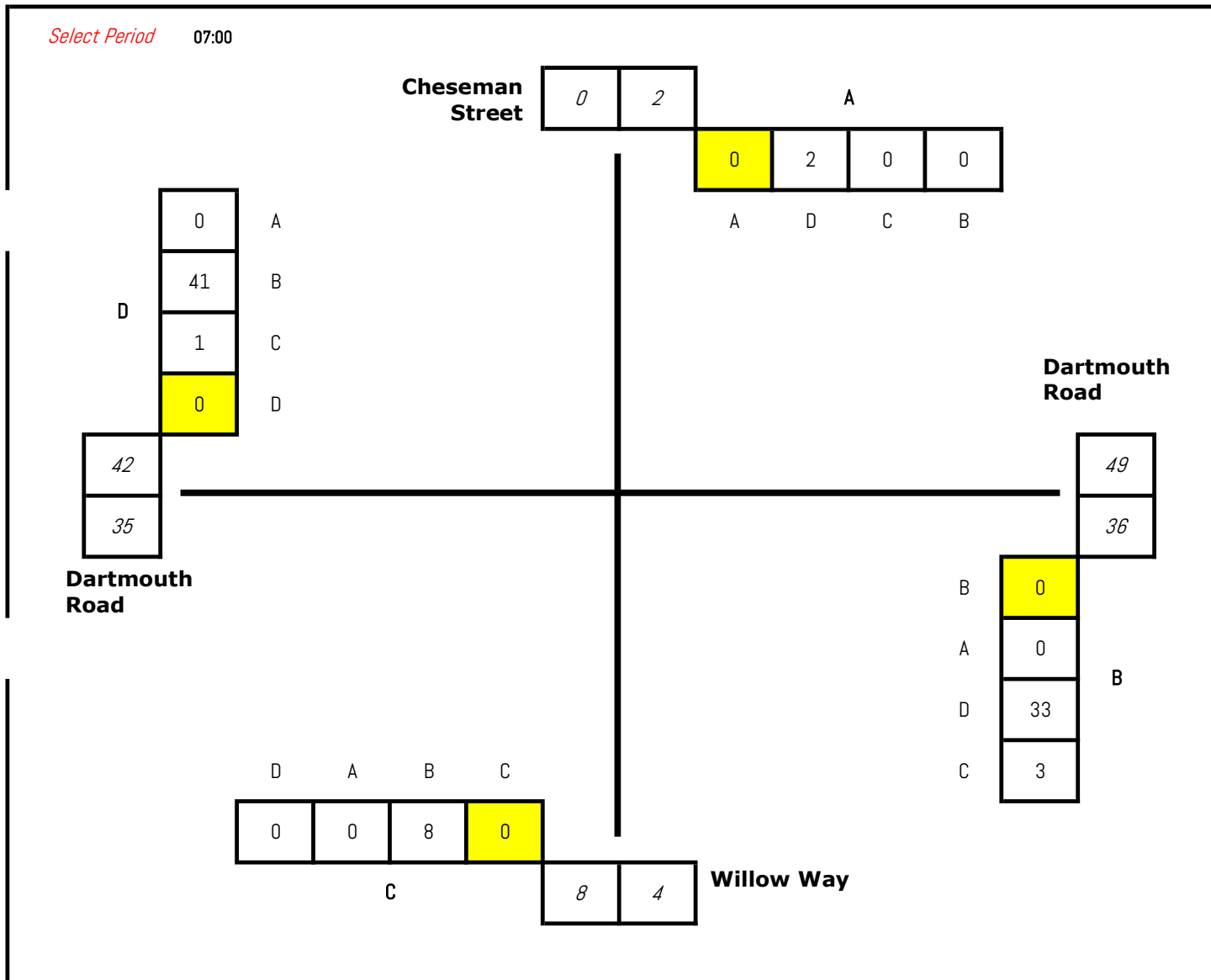
Job Type: Junction Count

Co-ordinates: 51°25'59.46"N, 0° 3'32.16"W

Postcode: SE26 4RA

Times: 0700-1900





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B to D					C to A								C to B								C to C								C to D								D to A								D to B								D to C																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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31931 Sydenham
Velocity
Wednesday 06 July 2022

[illegible]

Project Information										General Information									
Project Name										Project Manager									
Project ID										Project Status									
Project Description										Project Location									
Project Start Date										Project End Date									
Project Budget										Project Cost									
Project Risk										Project Quality									
Project Communication										Project Performance									
Project Stakeholder										Project Impact									
Project History										Project Future									
Project Summary										Project Details									
Project Overview										Project Analysis									
Project Details										Project Results									
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ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 31931 Sydenham

Site Number/Name: Site 2 - Kirkdale/Willow Way

Client: Velocity

Date: 06/07/2022

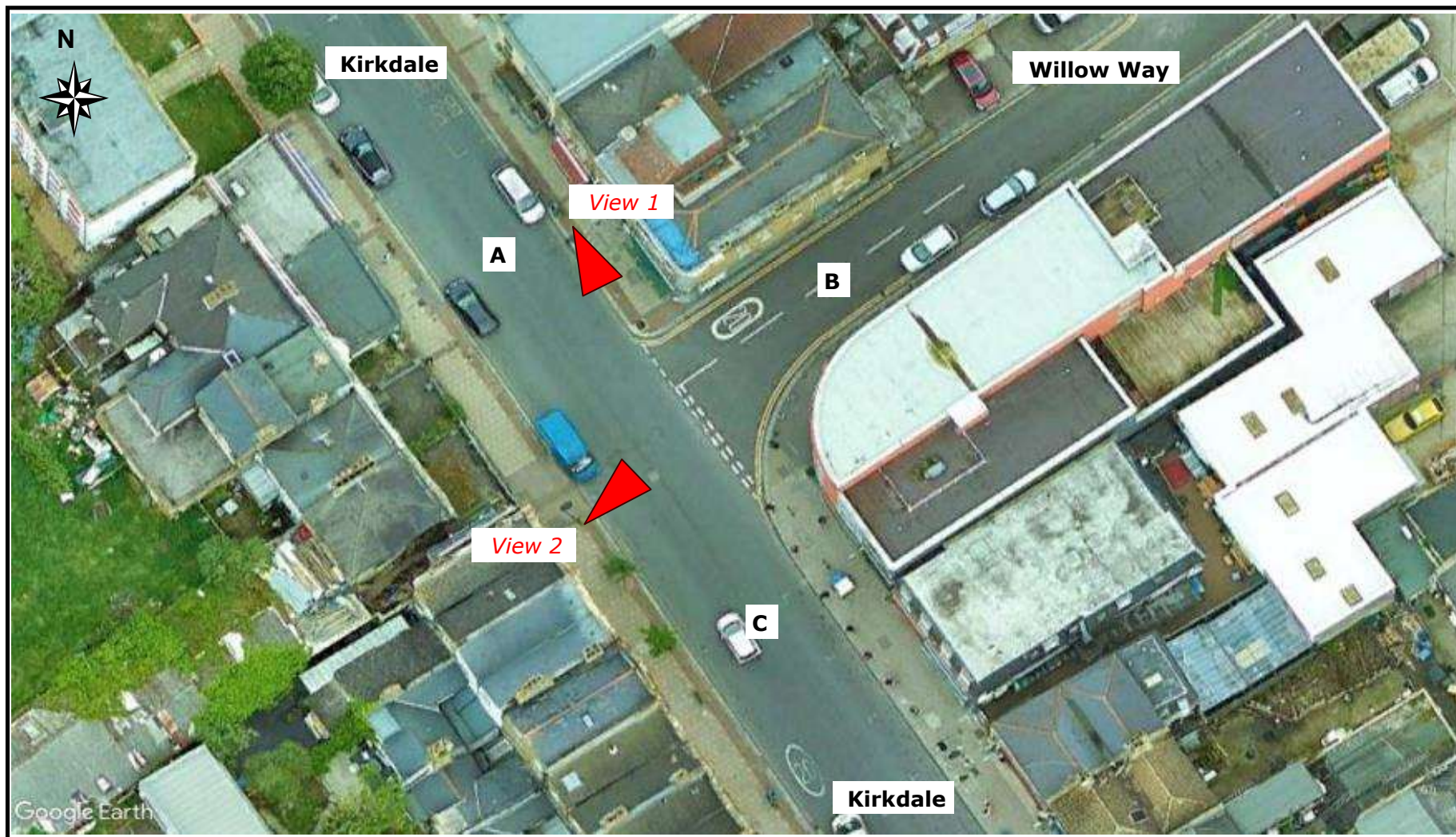
Weather: Cloudy and Dry

Job Type: Junction Count

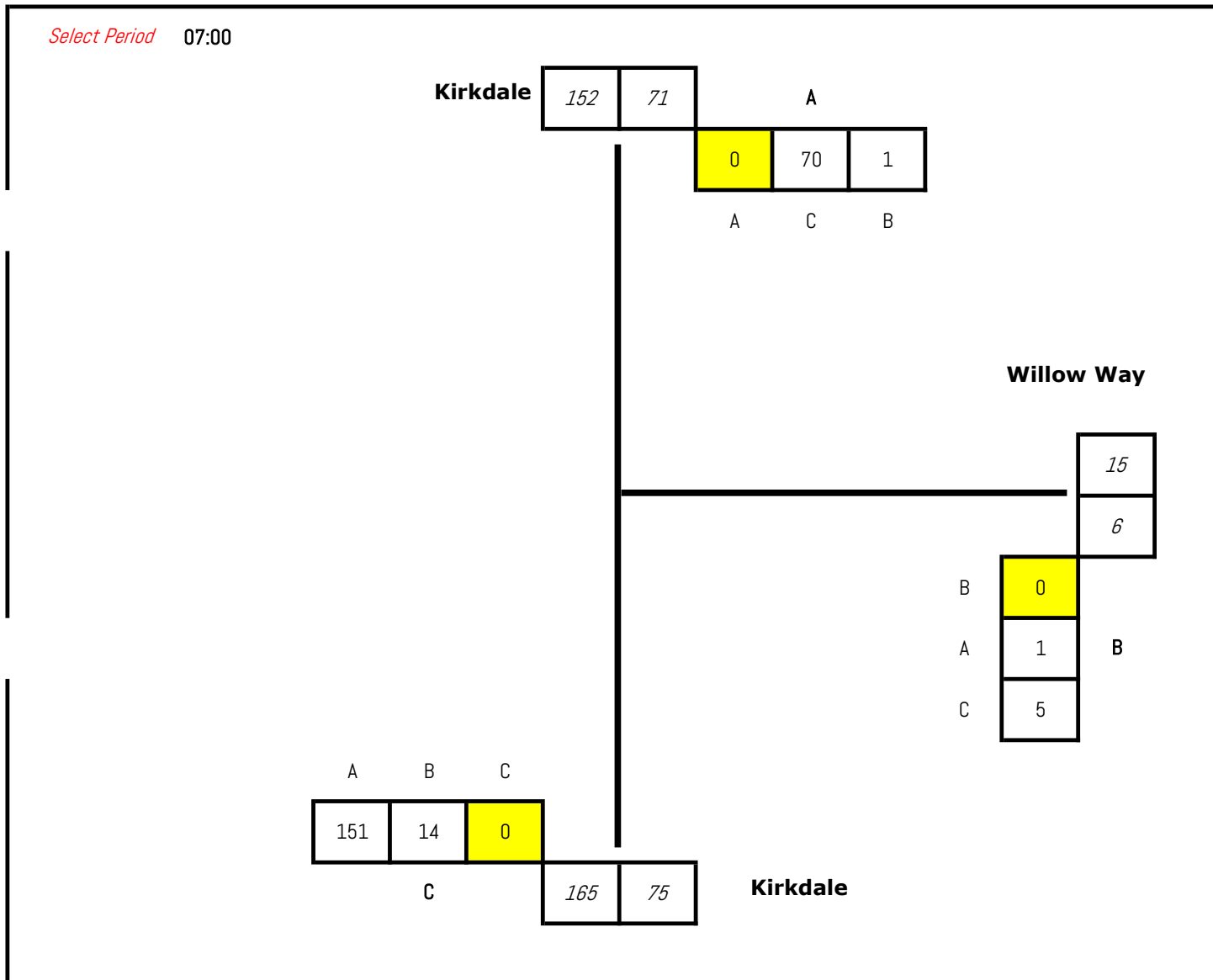
Co-ordinates: 51°25'52.84"N, 0° 3'35.87"W

Postcode: SE26 4BB

Times: 0700-1900



Select Period 07:00



[illegible]

Job Number & Name:	31931 Sydenham
Client:	Velocity
Date:	Wednesday 06 July 2022

C to B					C to C							
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APPENDIX C

SWEPT PATH ANALYSIS OF WILLOW WAY DEMONSTRATING SERVICING BY MULTIPLE SITES

Drawing file: 4770-2001-T-006-B - Swept Path Analysis - Willow Way.dwg Date: May 11, 2023 - 10:50am

FTA Design HG Rigid Vehicle (1998)

10

1.4

6.1

FTA Design HG Rigid Vehicle (1998)

Overall Length10.000m

Overall Width2.500m

Overall Body Height3.645m

Min Body Ground Clearance0.440m

Track Width2.470m

Lock to lock time3.00s

Kerb to Kerb Turning Radius11.000m

Standard Design Vehicle (SDV)

4.8

0.9

2.9

Standard Design Vehicle (SDV)

Overall Length4.800m

Overall Width2.000m

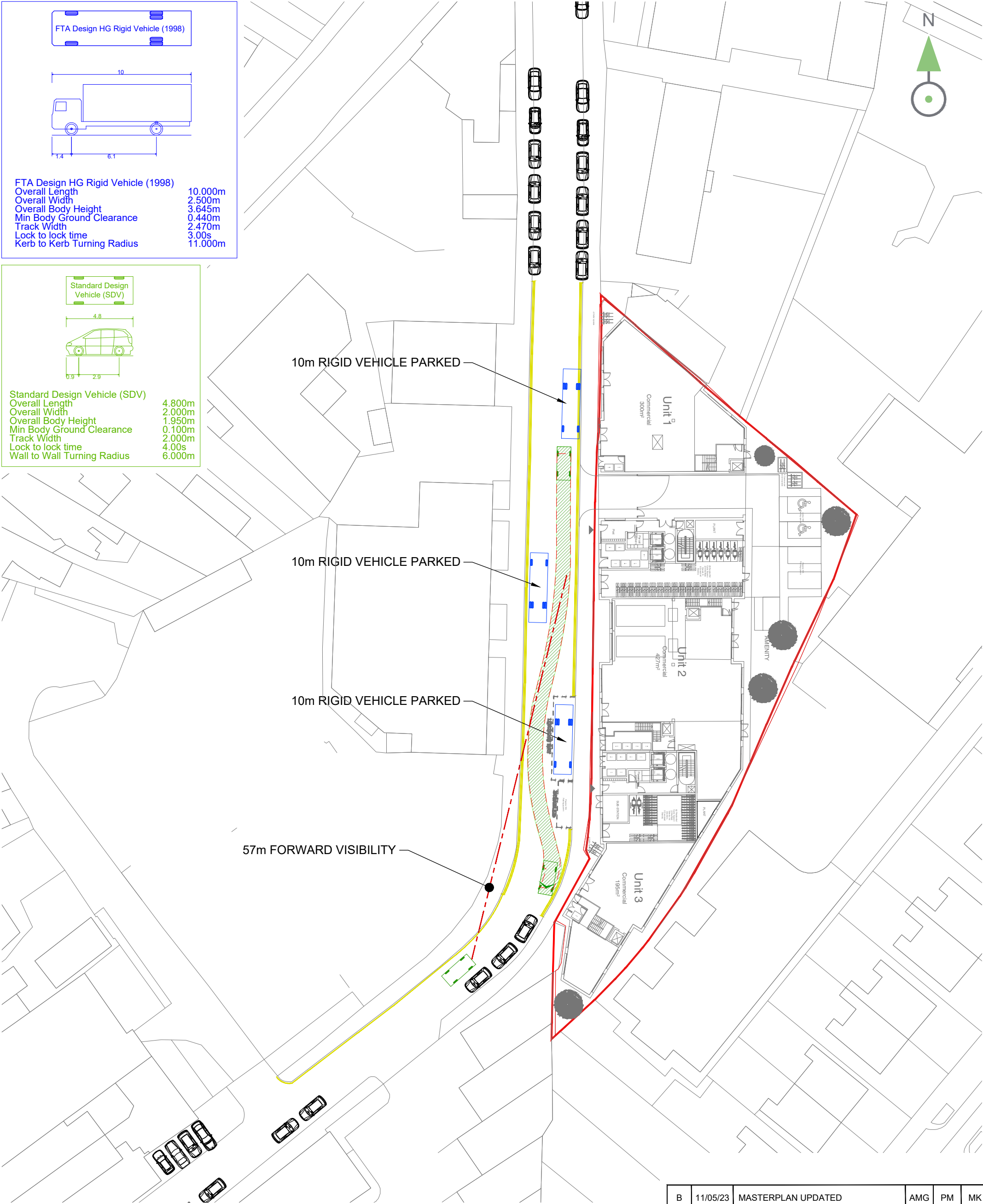
Overall Body Height1.950m

Min Body Ground Clearance0.100m

Track Width2.000m

Lock to lock time4.00s

Wall to Wall Turning Radius6.000m



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- Notes:
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE PRINTED IN COLOUR.
 - THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY HB SURVEYS LTD (DRAWING NO 22115-02-T-E) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
 - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



Drawing Status
S2 - FOR INFORMATION



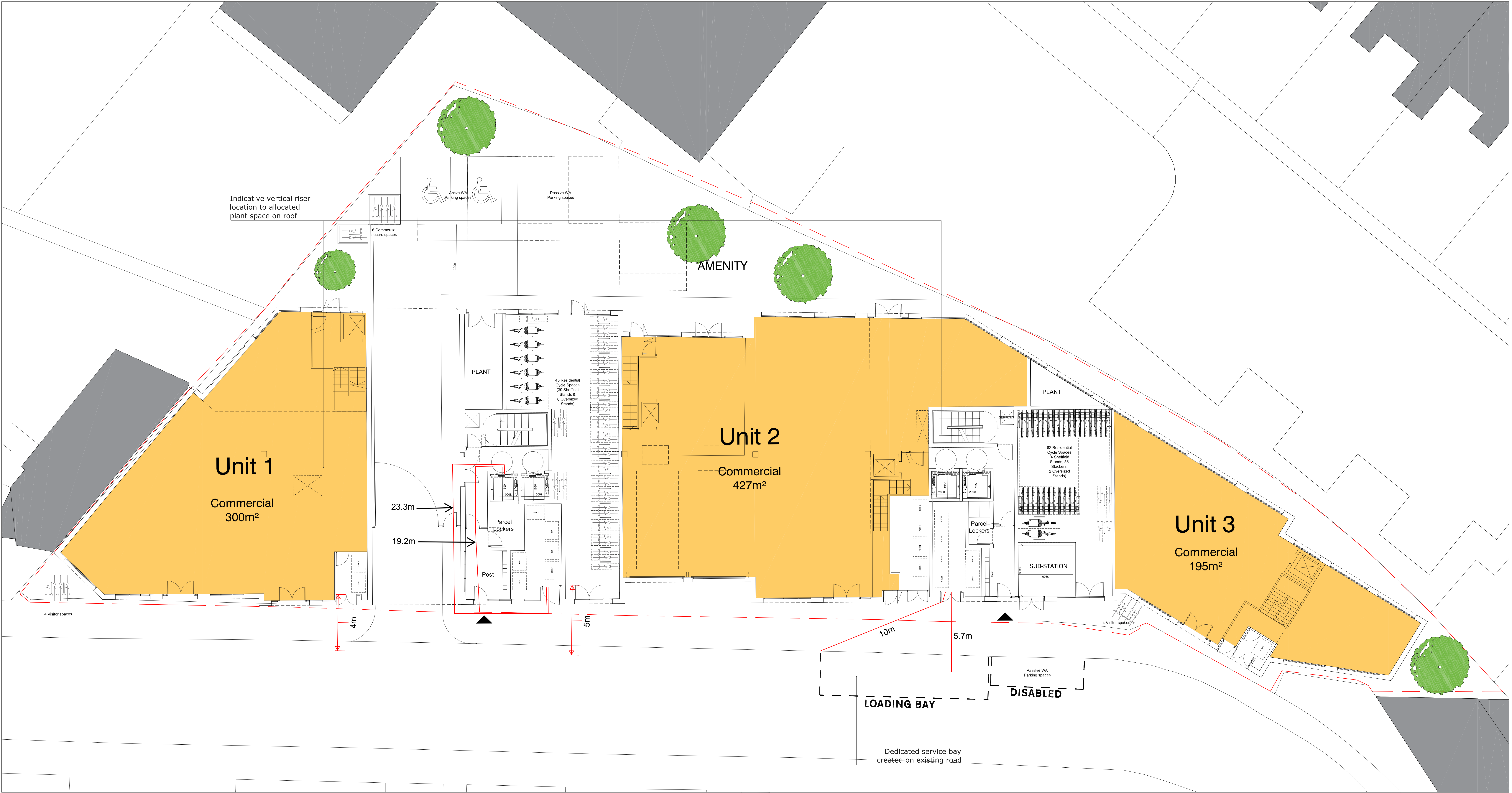
Architect

B	11/05/23	MASTERPLAN UPDATED	AMG	PM	MK
A	28/04/23	FIRST ISSUE	AMG	PM	MK
Rev	Date	Description	Drn	Chk	App

Project Title WILLOW WAY, SYDENHAM					
Drawing Title SWEPT PATH ANALYSIS WILLOW WAY					
Scale @ A3 1:500	Date 28/04/23	Designed/Drawn AMG	Checked PM	Approved MK	
Project Ref 4770-2001	Drawing Number 4772-2001-T-006				Rev B

APPENDIX D

PLANS DEMONSTRATING REFUSE CARRY AND DRAG DISTANCES



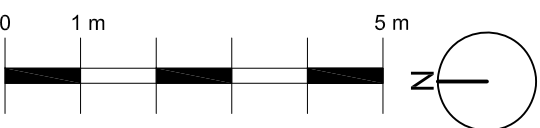
A GROUND FLOOR PLAN
1:100@A0, 1:200@A2

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NOTES:

REVISIONS

PLANNING



Project :
21 - 57 Willow Way
Sydenham

Client :
Kirewood Estates Ltd

Scale:
1:100 @A0

Title :
GROUND FLOOR PLAN

Drawing Number :
KTW034-DCR-GF-PL-A-0100

Date : 16.11.2022
Drawn by : CF
Approved by : --

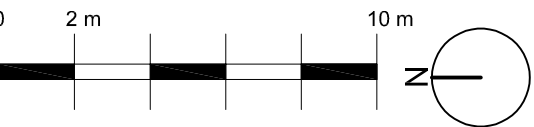
NOTES:



A FIRST & SECOND FLOOR PLAN
1:200@A1, 1:400@A3

REVISIONS

PLANNING



Project :
21 - 57 Willow Way
Sydenham

Client :
Kitewood Estates Ltd

Scale:
1:200 @A1

Title :
FIRST & SECOND FLOOR PLAN

Drawing Number :
KTW034-DCR-02-PL-A-0102

Date :
16.11.2022

Drawn by :
CF

Approved by:
--

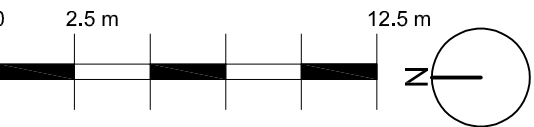
NOTES:



A THIRD FLOOR PLAN
1:200@A1, 1:400@A3

REVISIONS

PLANNING



Project :
21 - 57 Willow Way
Sydenham

Client :
Kitewood Estates Ltd

Scale:
1:200 @A1

Title :
THIRD FLOOR PLAN

Drawing Number :
KTW034-DCR-03-PL-A-0103

Date :
16.11.2022

Drawn by :
CF

Approved by:
--



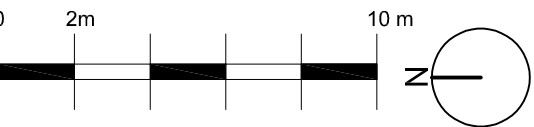
A FOURTH FLOOR PLAN
1:200@A1, 1:400@A3

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NOTES:

REVISIONS

PLANNING



Project :
21 - 57 Willow Way
Sydenham

Client :
Kitewood Estates Ltd

Scale:
1:200 @A1

Title :
FOURTH FLOOR PLAN

Drawing Number :
KTW034-DCR-04-PL-A-0104

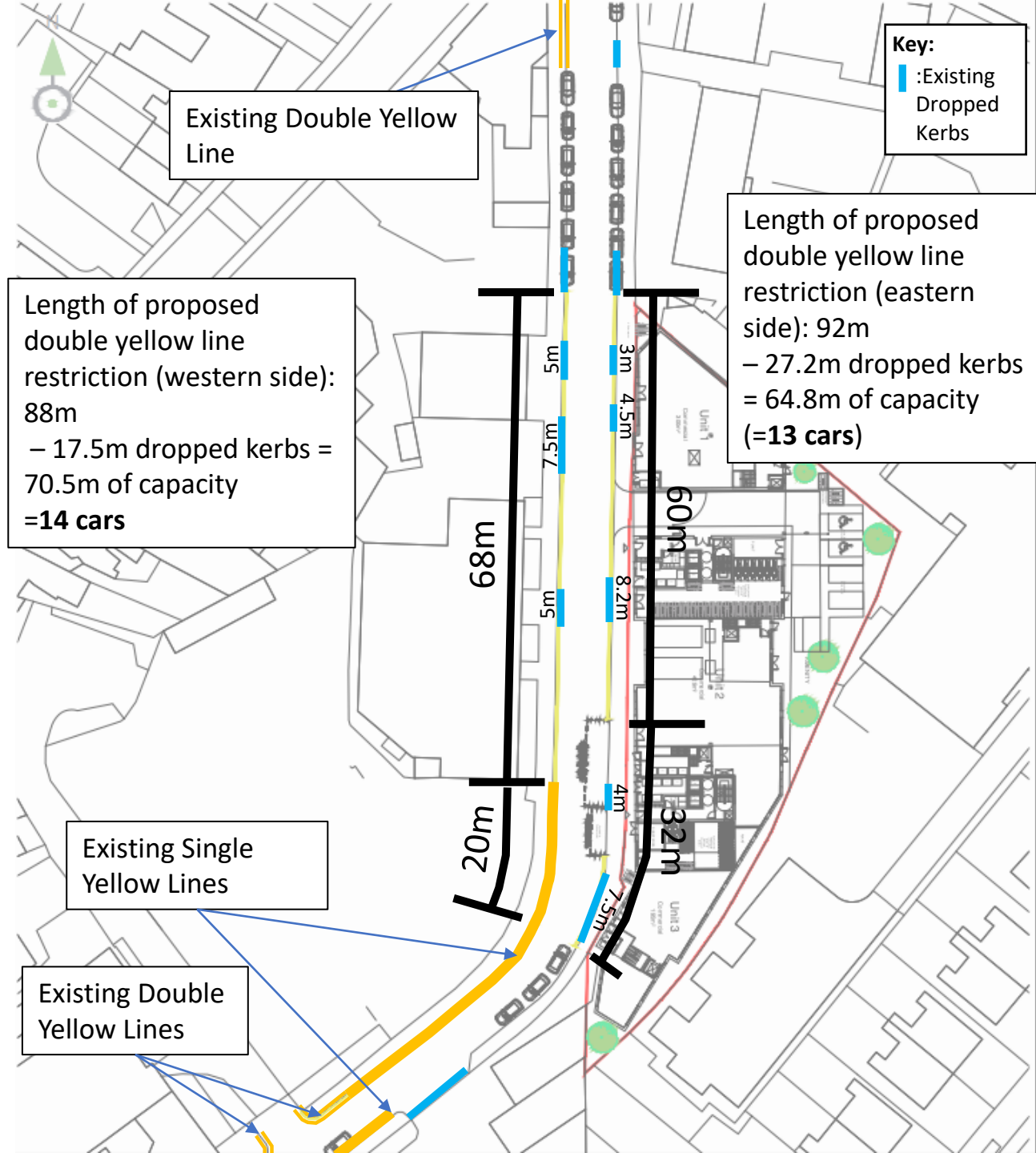
Date :
16.11.2022

Drawn by :
CF

Approved by:
--

APPENDIX E

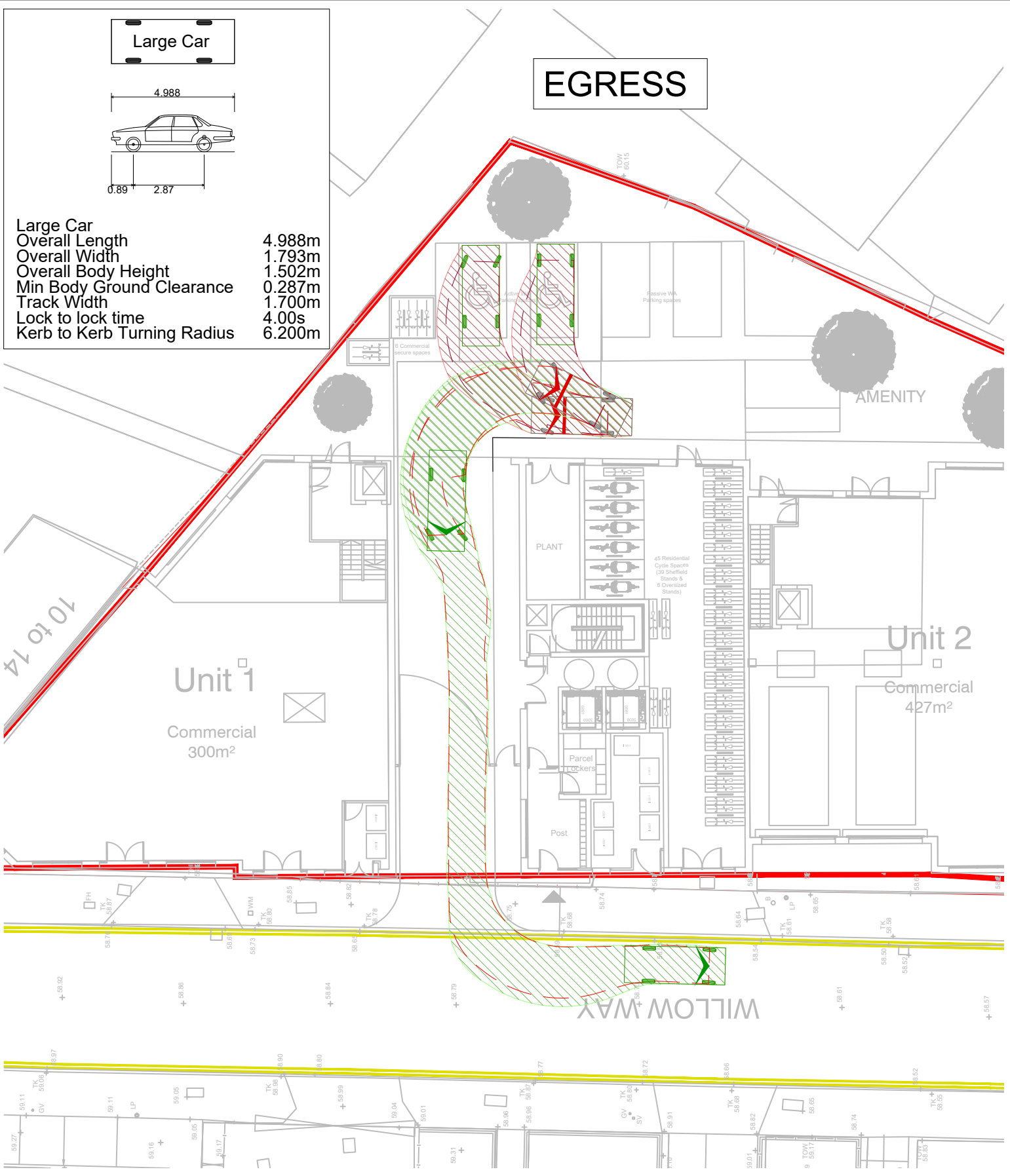
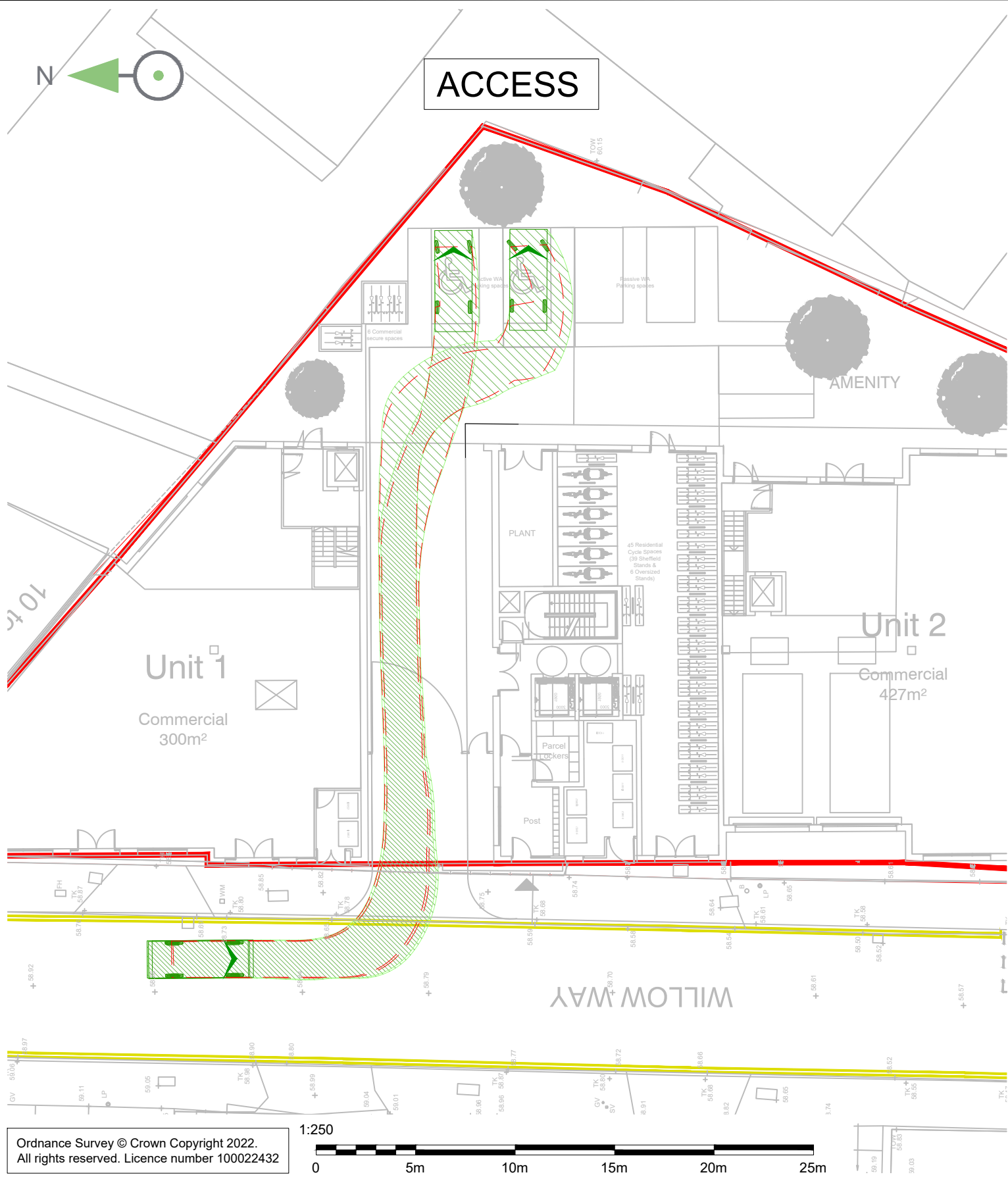
PLAN SHOWING PARKING CAPACITY LOST BY PROPOSED DOUBLE YELLOW LINES



APPENDIX F

SWEPT PATH ANALYSIS OF LARGE CAR ACCESSING ON-SITE PARKING BAYS

Drawing file: 4770-2001-T-004-005-A - Swept Path Analysis - Car.dwg Date: May 11, 2023 - 10:42am



Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

B	11/05/23	MASTERPLAN UPDATED	AMG	PM	MK
A	27/04/23	FIRST ISSUE	IZ	AM	MK
Rev	Date	Description	Dnn	Chk	App

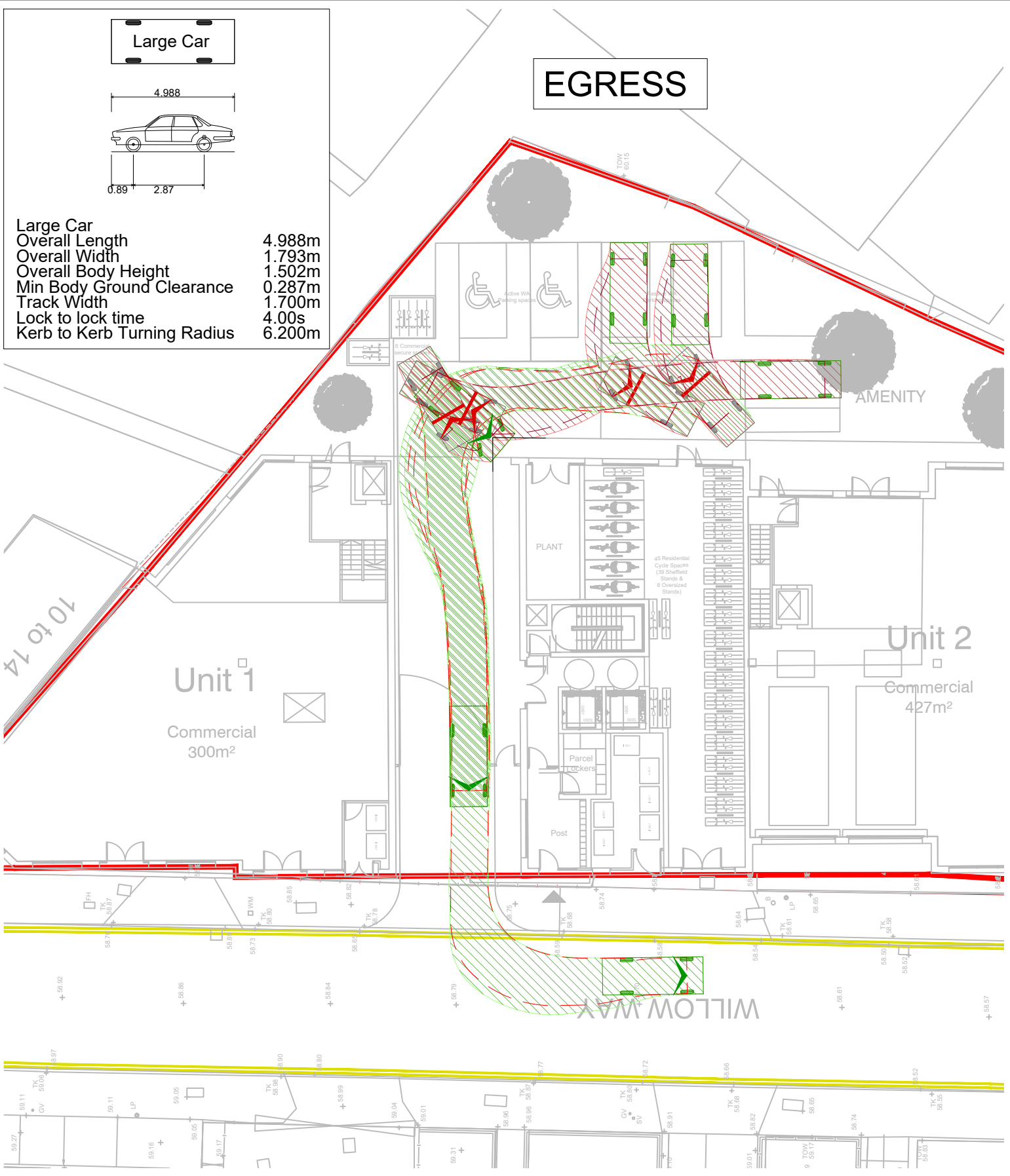
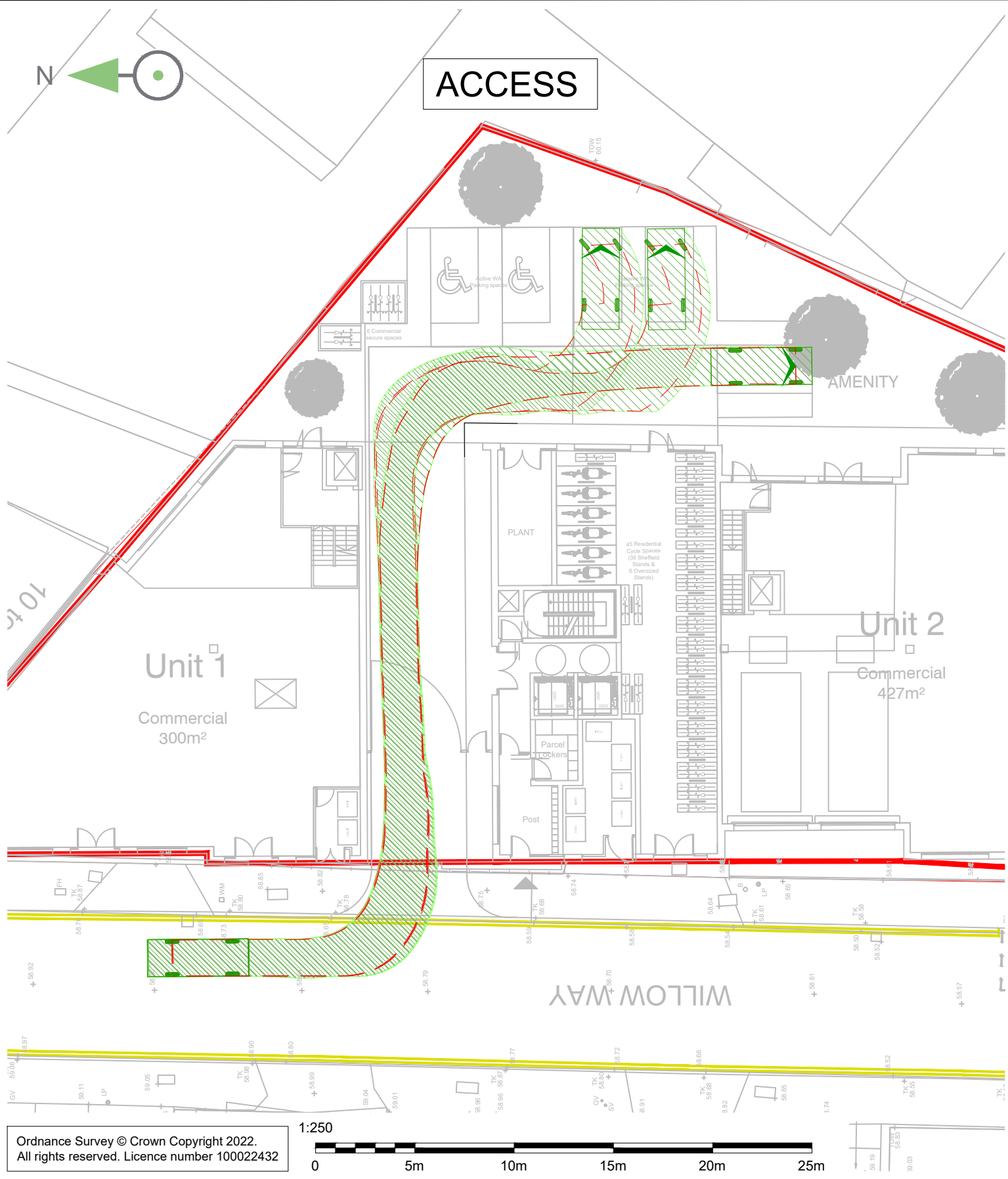
- Notes:
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE PRINTED IN COLOUR. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY HB SURVEYS LTD (DRAWING NO 22115-02-T-E) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
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Drawing Status	S2 - FOR INFORMATION
Client	KITEWOOD
Architect	

Project Title	WILLOW WAY, SYDENHAM				
Drawing Title	SWEPT PATH ANALYSIS OF LARGE CAR IN USE OF PARKING BAYS				
Scale @ A3	Date	Designed/Drawn	Checked	Approved	
1:250	27/04/23	IZ	AM	MK	
Project Ref	Drawing Number			Rev	
4770-2001	4772-2001-T-004			B	

Drawing file: 4770-2001-T-004-005-A - Swept Path Analysis - Car.dwg Date: May 11, 2023 - 10:44am



Rev	Date	Description	Dnn	Chk	App
B	11/05/23	MASTERPLAN UPDATED	AMG	PM	MK
A	27/04/23	FIRST ISSUE	IZ	AM	MK

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VELOCITY
Transport Planning
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Drawing Status
S2 - FOR INFORMATION

Client
KITEWOOD

Architect

Project Title				
WILLOW WAY, SYDENHAM				
Drawing Title				
SWEPT PATH ANALYSIS OF LARGE CAR IN USE OF PARKING BAYS				
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	27/04/23	IZ	AM	MK
Project Ref	Drawing Number			Rev
4770-2001	4772-2001-T-005			B