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Planning Application for the Aylesbury Estate Regeneration

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## Plot 18 Reserved Matters Application

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# Transport Statement

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WSP

v1

 Notting Hill  
Housing

 Southwark  
Council

 hta

DUGGAN MORRIS ARCHITECTS

 GL Hearn  
Part of Capita plc

 WSP

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AYLESBURYNOW

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# 1 INTRODUCTION

## 1.1 REPORT PURPOSE

- 1.1.1 This document is a Transport Statement relating to the reserved matters submission for the Plot 18 site as part of the Aylesbury Estate Regeneration Scheme. The purpose of this document is to provide the transport information relating to the reserved matters application to demonstrate that it is in line with the Outline Planning Permission (LPA ref 14/AP/3844) and to provide the necessary evidence to satisfy planning conditions and obligations relating to transport.
- 1.1.2 Plot 18 of the Aylesbury Estate Regeneration Scheme (also known as development stage DS2A) is located south of Taplow building between Thurlow Street, Dawes Street and Inville Road. A location plan is provided at Appendix A.
- 1.1.3 The site comprises two blocks, namely the North Block on subplot 18a and the South Block on subplot 18b. The North Block includes residential, community and commercial uses and the South Block comprises a Health Centre and Early Years Facility.

## 1.2 REPORT FORMAT

- 1.2.1 Section 2 of this Transport Statement sets out the background to the site, including details of the Outline Planning Permission and the conditions and obligations that are relevant to the Reserved Matters application.
- 1.2.2 Section 3 sets out the development proposals.
- 1.2.3 Section 4 sets out the access and servicing for the site.
- 1.2.4 Section 5 considers the compliance of the Reserved Matters proposals with the Outline Planning Permission and the relevant conditions and obligations.
- 1.2.5 Section 6 provides an overall summary and conclusion to the Transport Statement.

# 2 PROJECT BACKGROUND

## 2.1 OUTLINE APPLICATION

2.1.1 The Outline Planning Permission, Southwark Council reference 14/AP/3844, was granted on 5 August 2015 upon the completion of the s106 legal agreement for the following:

*Outline application for: demolition of existing buildings and phased redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (12.45m - 68.85m AOD) with capacity for up to 2,745 residential units (Class C3), up to 2,500sqm of employment use (Class B1); up to 500sqm of retail space (Class A1); 3,100 to 4,750sqm of community use; medical centre and early years facility (Class D1); in addition to up to 3,000sqm flexible retail use (Class A1/A3/A4) or workspace use (Class B1); new landscaping; parks, public realm; energy centre; gas pressure reduction station; up to 1,098 car parking spaces; cycle parking; landscaping and associated works.*

2.1.2 The application was subject to 61 conditions and a legal agreement. The relevant transport conditions and obligations for Plot 18 are set out in Sections 2.2 and 2.3 respectively.

2.1.3 Plot 18 is only a portion of the Aylesbury Regeneration Area, as illustrated at Appendix A, and therefore the total development set out above is not all relevant. Section 3 sets out the development proposals for Plot 18 and how it relates to the Outline Planning Permission.

2.1.4 The Application for Plot 18 seeks detailed planning consent for the redevelopment of a 1.02ha site within the Aylesbury Estate that lies to the East of the Walworth (Liverpool Grove) Conservation Area and is bounded by Thurlow Street to the north-east, Dawes Street to the south-west and Inville Road to the south east and an existing building called Taplow House to the north.

## 2.2 EXISTING TRANSPORT PROVISION

2.2.1 The overall transport conditions for the Aylesbury Regeneration Area are set out in the masterplan Transport Assessment. A summary of the relevant points relating to Plot 18 is provided in this section.

2.2.2 The site is currently impermeable to pedestrians with only perimeter routes on Thurlow Street on the east side, Inville Road on the south side and parts of Dawes Street on the west. The pedestrian facilities are poor, particularly on Inville Road. In terms of location, the site is located within walking distance of Elephant and Castle stations and other facilities. A local facility plan and walk isochrone plan for the site is provided on Figures 2 and 3 respectively at Appendix B.

2.2.3 In terms of cycle provision, there is no specific cycle infrastructure close to the site at the moment. The site is located in a position where a reasonable cycle distance covers a significant part of central London. A cycle isochrone plan is provided on Figure 4 at Appendix C. Southwark Council are planning a new north-south cycle route on Thurlow Street called the 'Southwark Spine'. Details of this route are still being developed. The location of the nearby cycle routes and cycle hire docking stations are provided on Figure 7 at Appendix C.

2.2.4 There are bus stops located to the north and south of the Plot 18 site that are served by routes 136, 343 and 42. The services provide approximately 22 services per hour in each direction at peak times. Plans indicating the local bus services and bus stop locations are provided on figures 5 and 6 respectively at Appendix D.

## 2.3 TRANSPORT CONDITIONS RELEVANT TO PLOT 18

- 2.3.1 Condition 1 – Reserved Matters details to be submitted contains the following requirements in relation to transport:  
 ...  
*and in relation to the matter of access a Reserved Matters application shall include:*  
*(a) details (including specifications) of the access to and within the Development Stage for vehicles, cycles and pedestrians including details of any associated manoeuvring areas (with regard to Access for All standards)*  
 ...  
*and in relation to non-residential floorspace shall include:*  
*A travel plan where the proposed non-residential floorspace either meets or exceeds the Travel plan thresholds set out in Table 2.1 of the document titled 'Guidance for workplace travel planning for development' prepared by Transport for London (as amended)*
- 2.3.2 This document sets out access details in Section 4. Travel Plans have been prepared for the non-residential uses for which the TfL threshold is exceeded. Details of the Travel Plans provided are in Section 3.
- 2.3.3 Condition 14 requires:  
*Car parking - details to be submitted. Details of the car parking layout, including details of any associated manoeuvring area(s) for a Plot shall be submitted to and approved by the Local Planning Authority before foundations or underground structures works within a Plot commence and the development shall not be carried out otherwise than in accordance with any approval given.*
- 2.3.4 Section 3 of this document sets out the car parking details.
- 2.3.5 Condition 21 requires:  
*Cycle storage – visitors. Details of secure facilities to be provided for the on-street parking of cycles for visitors in connection with development within a Plot shall be submitted to and approved in writing by the Local Planning Authority before above grade works is commenced for that Plot and the relevant block in the Plot shall not be occupied before any such facilities as may have been approved have been provided. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose without the prior written approval of the Local Planning Authority.*
- 2.3.6 Condition 22 requires:  
*Cycle storage -details to be submitted. Details of the facilities to be provided for the secure storage of cycles for residents and non-residential uses for a Plot shall be submitted to and approved by the Local Planning Authority before the development hereby approved is commenced above grade for that Plot and shall not be occupied until any such facilities as may have been approved have been provided. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose without the prior written consent of the Local Planning Authority.*
- 2.3.7 Section 3 provides information on off-street and on-street cycle parking.

## 2.4 TRANSPORT OBLIGATIONS RELEVANT TO PLOT 18

- 2.4.1 The s106 Legal Agreement includes a number of transport specific items that need to be considered in relation to Plot 18. These are set out below.

### CYCLE HIRE

- 2.4.2 S106 schedule 3, clause 14 requires:

14.1 *The Developer covenants to submit to the Council for its approval in writing (in consultation with TfL) details of the Cycle Hire Scheme for Development Stage 1 at Implementation and in respect of Development Stage 2a and 2b at submission of the relevant Reserved Matters Application.*

14.2 *The cycle hire scheme shall include:*

14.2.1 *A plan identifying the boundaries of the proposed site(s) for the new Cycle Docking Station(s);*

14.2.2 *Details of the Development Plots which will comprise the installation and delivery of the proposed cycle hire docking station(s) in accordance with the relevant approved Detailed Development Stage Delivery Plans;*

14.2.3 *Details of the specification and scope of works of preparation for the installation of the respective cycle hire docking stations, to be in accordance with TfL's design specification for cycle hire docking stations with the appropriate details as to those elements and works which shall be delivered by the Developer and those which are anticipated to be delivered by TfL;*

14.2.4 *details of how pedestrian and cycle access as well as servicing an maintenance and other reasonable operational access to the relevant cycle hire docking station will be provided and managed;*

14.2.5 *details of how the relevant proposed site of the safeguarded cycle hire docking station within the relevant phase will be safeguarded.*

14.2.6 *The Developer covenants to demonstrate how the proposals will contribute an appropriate provision of a minimum of 60 and a maximum of 90 cycle docking points to serve the Development as may be approved by the Council (in consultation with TfL) as part of the cycle hire scheme*

14.3 *Following the Council's written approval (in consultation with TfL) of the approved locations under the approved Cycle Hire Scheme shall be safeguarded PROVIDED THAT the location and timetable for delivery of the Cycle Hire Scheme may be varied or amended from time to time with the prior written agreement with the Council (in consultation with TfL).*

14.4 *The Developer shall provide the below ground foundations and utility supplies and other site preparations as set out in the Cycle Hire Scheme pursuant to paragraph 14.2.3 above to facilitate the cycle hire.*

14.5 *The Developer shall allow TfL access to the locations and site of the relevant cycle hire docking station(s) as identified in the agreed Cycle Hire Scheme (and any other parts of the site as may be reasonable or necessary) to allow TfL to construct, install, renew, repair and carry out the management and maintenance and other necessary works for the installation construction and operation of the Cycle Hire Scheme.*

14.6 *Following completion of the installation by TfL of the relevant cycle hire docking station(s) as agreed in the Cycle Hire Scheme the Developer shall (in accordance with the details agreed in the Cycle Hire Scheme) allow members of the public access to the cycle hire docking station(s) and shall not (unless as may be necessary in the case of emergency or for reasons of public safety) obstruct or prohibit or restrict the use of the cycle hire docking stations by members of the public or duly authorised persons and their vehicles carrying out any actions of repair, renewal, maintenance or management of the Cycle Hire Scheme.*

2.4.3 Section 3 sets out the proposals for Cycle Hire Docking stations within Plot 18.

### **SERVICING MANAGEMENT PLAN**

2.4.4 A Servicing Management Plan is required by the s106 agreement, schedule 3, clause 21. This is a standalone document that has been prepared by the scheme architects and will be submitted separately.

# 3 DEVELOPMENT PROPOSALS

## 3.1 DEVELOPMENT CONTENT

3.1.1 The development proposals for Plot 18 comprise the following land uses as set out in Table 3.1.

**Table 3.1 – Development Content**

| PROPOSED USE           | AMOUNT   |
|------------------------|--|
| Retail (A1/A3/A4)      | 225 sq.m   |
| Community (D1)         | 5,626 sq.m   |
| Ancillary to Community | 1,525 sq.m (ancillary car park, ramp, cycle store) |
| Residential (C3)       | 10,474 sq.m  |
| <b>Total</b>           | <b>17,850 sq.m</b>                                 |

3.1.2 The development comprises a North Block and a South Block arranged around a public square. The North Block contains the residential element, 122 dwellings, on the upper floors with 225 sqm of retail and approx. 900 sqm of community use on the ground floor at street level. The community use includes a library and other community space. The four-storey South Block contains a basement car park, Health Centre and Early Years Facility.

3.1.3 The proposed layout for Plot 18 is contained in Appendix E. The development site layout shows the general layout including the access positions, parking spaces, streets and buildings.

## 3.2 PEDESTRIAN CROSSING FACILITIES

3.2.1 The development area includes a number of uncontrolled crossings across the minor streets within the site.

## 3.3 LONDON CYCLE HIRE SCHEME

3.3.1 It is proposed that a new London Cycle Hire docking station is provided adjacent to Inville Road. This will house 30 docking points and a hire terminal. The layout and provision has been discussed in advance with TfL. A plan identifying the boundary of the proposed docking station, and a standalone note is provided in Appendix F.

## 3.4 CYCLE PARKING

3.4.1 In line with the wide objectives of the Aylesbury Estate Regeneration scheme, Plot 18 seeks to promote use of the bike and reduce car dependency through a number of measures. All dwellings are designed with adequate space for secure, shared cycle storage.

3.4.2 The majority of cycle parking provision across the development will comply with the requirements of the London Plan. Where it does not meet the requirement, reasoning has been given.

3.4.3 The cycle parking spaces will comprise a mixture of long-stay spaces (predominantly for staff), and short-stay spaces (for visitors and users of the site).

3.4.4 Short-stay cycle parking areas will facilitate informal surveillance of parked cycles and enhance the visibility of cycling amongst site users in order to encourage uptake. Long-stay spaces will be located in covered, secure locations. The cycle storage uses a number of different types of storage racks including double stackers and the more traditional Sheffield stand. The aim of this strategy is to promote cycling for all generations and all levels of cyclist from toddlers to competitive riders.



## NORTH BLOCK

### RESIDENTIAL CYCLE PARKING

3.4.5 All residential dwellings within the will be provided with cycle parking in accordance with guidance issued by LBS, Code for Sustainable Homes and TfL guidance. Cycle parking provision is as follows:

- 1 bedroom – one space; and
- 2+ bedrooms – two spaces.

3.4.6 A total of long-stay 168 cycle parking spaces will be provided for residents of the North Block. The cycle storage will comprise a mixture of Sheffield stand spaces and stacked spaces. These spaces will be provided in covered, secure locations which are only accessible to the residents.

3.4.7 4 short stay visitor spaces will be accommodated within the public space.

### RETAIL CYCLE PARKING

3.4.8 Cycle parking for the retail element of the North Block will be provided in accordance with the requirements of the London Plan. 1 long stay cycle parking space and one short stay visitor cycle parking space will be provided.

### COMMUNITY FACILITY CYCLE PARKING

3.4.9 Cycle parking for the D1 community element of the North Block will be provided in accordance with the requirements of the London Plan as follows:

- Long-stay = 1 space per 8 staff; and
- Short-stay = 1 space per 100 sq.m.

3.4.10 In accordance with the London Plan, 2 long stay cycle parking spaces will be provided for staff, and 8 short stay cycle parking spaces will be provided for visitors.

## SOUTH BLOCK

### HEALTH CENTRE CYCLE PARKING

3.4.11 Cycle parking for the D1 health centre, including dentists, will be provided in accordance with the London Plan as follows:

- Long-stay = 1 space per 5 staff; and
- Short-stay = 1 space per 3 staff.

3.4.12 A total of 51 cycle parking spaces will be provided for the Health Centre. 19 of these will be long-stay and will be accommodated within the basement level of the South Block, and 32 will be short-stay and accommodated within the public space.

### EARLY YEARS FACILITY CYCLE PARKING

3.4.13 The London Plan requires the following cycle parking provision for D1 nurseries / schools (primary and secondary):

- Long-stay: 1 space per 8 staff + 1 space per 8 students; and
- Short-stay: 1 space per 100 students.

- 3.4.14 Three long-stay cycle parking spaces will be provided for the Early Years Facility. These will be accommodated within the basement level of the South Block. These spaces will be provided in covered, secure locations which are only accessible to staff.
- 3.4.15 No short-stay cycle parking will be provided specifically for the Early Years Facility, due to the age of the pupils. Unallocated short-stay cycle parking will be available in the public square for use if required.

#### COMMUNITY FACILITIES CYCLE PARKING

- 3.4.16 Cycle parking for the D1 community element of the North Block will be provided in accordance of the London Plan, which requires the following provision:
- Long-Stay = 1 space per 8 staff; and
  - Short-stay = 1 space per 100sq.m.
- 3.4.17 In accordance with the requirements of the London Plan, 2 long stay cycle parking spaces will be provided for staff, and 8 short stay cycle parking spaces will be provided for visitors.

#### PLOT 18 CYCLE PARKING

- 3.4.18 A total of 238 cycle parking spaces will be provided across the Plot 18 development. 172 cycle parking spaces will be associated with the residential element of the development, and 66 cycle parking spaces associated with non-residential elements.

### 3.5 CAR PARKING

- 3.5.1 The residential element of the scheme is a car free development. For the non-residential land uses, car parking is provided in two forms.
- Within the south block, 23 car parking spaces (including 1 disabled parking space) are provided in an off-street basement for the use of the health centre; and
  - On-street parking is provided with 2 spaces on the re-constructed Inville Road, 2 disabled parking spaces on the extended Dawes Street and 14 spaces on the new residential road.
- 3.5.2 New on-street parking bays will be introduced within the streets at the perimeter of Plot 18. Two blue badge bays are located on Dawes Street at the closest point to the Health Centre and Library entrances; an ambulance drop off bay is provided at the rear of the South Block on Dawes Street, and a shared delivery bay is also provided on Dawes Street; two drop off bays are provided on Inville Road and one is provided next to the library on the new residential road; six new regular parking bays are also provided on this road.
- 3.5.3 Within the south block, the original brief required 40 car parking spaces for staff provided either as a basement or undercroft car park. Due to space constraints, this has not been possible, and only 23 car parking spaces have been provided. This can be justified due to the operational needs of the medical professionals based on site.
- 3.5.4 The London Plan states that developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided. Two disabled parking spaces have been provided on Dawes Street in accordance with this.

### 3.6 HIGHWAY WORKS

- 3.6.1 The development proposes works on Thurlow Street that will be temporary in nature as the comprehensive improvement to Thurlow Street is to be delivered as a later phase. The existing Thurlow Street kerblines is retained with footways up to the kerb resurfaced.

- 3.6.2 At present, bus stops are located to the north and south of the site. Thurlow Street will remain as is at construction, but provision has been allowed to locate a new bus stop within the new public square, on agreement with TfL.
- 3.6.3 Inville Road is to be reconstructed and forms the southern boundary to the site. The road will be constructed to adoptable standards and will be offered for adoption by the highway authority
- 3.6.4 Dawes Street will be extended to connect to Inville Road. The road will be constructed to adoptable standards and will be offered for adoption by the highway authority.
- 3.6.5 A new residential street will be constructed between Thurlow Street and Dawes Street. The road will be constructed to adoptable standards and will be offered for adoption by the highway authority.
- 3.6.6 Plans indicating the existing layout, the proposed layout at the completion of plot 18 and the final masterplan highway layout are provided at Appendix A.

### 3.7 TRAVEL PLANS

- 3.7.1 As required by the planning condition set out in Section 2, Travel Plans are required for any non-residential uses above the TfL threshold. An assessment of the thresholds indicates that both the Early Years Facility and Health Centre require a Travel Plan. In addition, a Travel Plan has been prepared for the Community Facility as a recommendation of the BREEAM assessment for the building. Therefore three Travel Plans have been prepared and are submitted as separate documents:

- Health Centre Travel Plan
- Early Years Facility Travel Plan
- Community Facility Travel Plan

# 4 ACCESS AND SERVICING

## 4.1 INTRODUCTION

4.1.1 This section of the report sets out the access proposals for the site for each mode of travel and also considers servicing movements.

## 4.2 PEDESTRIAN AND VULNERABLE USER ACCESS

4.2.1 The site proposes two new building blocks set within a new public square. Pedestrian access is provided in the form of improved footways on Inville Road and Dawes Street and footways along a new street to the north of the site. Within the new public square pedestrian access will be provided throughout.

4.2.2 There is a level difference across the square that means that a set of steps is present in the south and east of the square. The steps are combined with a ramped section to allow mobility impaired access in this area.

## 4.3 CYCLE ACCESS

4.3.1 The proposals for the new Southwark Spine cycle route have not yet been developed by Southwark Council and consequently the design of Thurlow Street has been left on the existing kerb line to allow the future provision of this link. The re-constructed Inville Road, connection to Dawes Street and new residential street are all designed for slow speed traffic and to be attractive local unmarked cycle routes that will link to the Southwark Spine once complete.

## 4.4 PUBLIC TRANSPORT

4.4.1 At present, bus stops are located to the north and south of the site. Thurlow Street will remain as is at construction, but provision has been allowed to locate a new bus stop within the new public square, on agreement with TfL.

## 4.5 VEHICLE ACCESS

4.5.1 As set out in the masterplan application, it is proposed to re-join the network of streets in the area around Plot 18 to re-create a connected street network. This is achieved by connecting Inville Road to Dawes Street and in the provision of a new residential street connecting Dawes Street and Thurlow Street.

4.5.2 The proposed roads are 5m wide allowing for two-way vehicle movements. Access is provided to a basement car park below the South Block which connects to the extended Dawes Street.

4.5.3 This is in line with the masterplan transport assessment that shows proposed road connections at Appendix A. The principles of the new road network were originally set out in the Aylesbury Area Action Plan within policy TP1 which states:

*Development proposals should provide a well-connected network of high quality streets that provide a safe, accessible, comfortable and attractive environment for walking and cycling and should at the same time create practical and logical access routes for motor vehicles. Developments should incorporate or take into account the requirements of the walking, cycling and vehicular routes shown in Figures 13, 14 and 15.*

- 4.5.4 In order to understand the existing traffic movements in the area, a number of traffic counts have been undertaken to establish the baseline traffic movements. Surveys were undertaken on 5 November 2015 in the locations indicated on the plan at Appendix G. The traffic surveys highlight that there is an existing east/west movement through the area, principally using the two one-way streets (Trafalgar Street and Wooler Street) for east/west movements.
- 4.5.5 In the AM, Trafalgar Street sees approximately 190 westbound movements, Wooler Street sees approximately 50 eastbound movements and Aylesbury Road sees approximately 15 westbound movements.
- 4.5.6 In the PM, Trafalgar Street sees approximately 100 westbound movements, Wooler Street sees approximately 15 eastbound movements and Aylesbury Road sees approximately 30 westbound movements.
- 4.5.7 These principal movements are also provided at Appendix G.
- 4.5.8 It is evident that there is an element of through movement within the area using the existing roads. These movements are an illustration of the existing ability to travel east/west through the area and it is therefore unlikely that additional connections will increase the overall number of vehicle movements, however it is appropriate to consider how these movements may change with the introduction of a number of additional links.
- 4.5.9 Within the masterplan proposals it is clear that the introduction of a complete link on Inville Road / Roland Way will be an attractive route from east to west and vice versa. In the detailed design of this street it can be appropriately treated to cater for an amount of through movements in order to provide practical and logical access to the area as required by policy TP1. It is possible that some movements will relocate from Trafalgar and Wooler Streets onto Inville Road in the masterplan situation, relieving the existing streets by distributing traffic across more routes.
- 4.5.10 With regard to the opening of a new connection from Thurlow Street to Dawes Street and the extension of Dawes Street to Inville Road, a review of the potential redistribution of routes has been carried out to establish which routes would be shorter or more convenient with the new streets in place. It is evident from this review that the Trafalgar Street and Wooler Street movements remain convenient due to their direct nature and as one-way streets drivers know that they are less likely to be held up in narrow sections with opposing traffic. However, the traffic currently using Dawes Street to access Aylesbury Road is likely to redirect onto the new street. This equates to approximately 15 movements in the AM peak and 30 movements in the PM peak. This level of traffic will be easily accommodated on the new street. The volume of traffic using Aylesbury Road is therefore unlikely to change significantly. The one-way arrangements on Merrow Street mean that it is unlikely that significant traffic movements will redirect onto this route. Plans indicating the expected redistribution of traffic are provided at Appendix G.

## 4.6 SERVICING

- 4.6.1 A Servicing Management Plan is required by the s106 agreement, schedule 3, clause 21. This is a standalone document that has been prepared by the scheme architects and is submitted separately.
- 4.6.2 The Servicing Management Plan references the Servicing and Delivery Plan that was prepared for the Masterplan site area and was provided as Appendix S to the Masterplan Transport Assessment. This document set out how servicing should be taken from the principal routes of Albany Road and Thurlow Street to connect to the wider road network. The servicing arrangements for Plot 18 are taken from Thurlow Street in accordance with this wider plan.
- 4.6.3 Within the development, a controlled parking zone (CPZ) will be in operation. The CPZ will include loading restrictions at some times of the day, but areas for loading / unloading will be provided on Dawes Street.



- 4.6.4 Each unit will develop its own service vehicle routing plan, showing the routes from the A2 and A215 and the location where delivery / service vehicles should stop. The service routing plan should be provided to suppliers when an order is placed.
- 4.6.5 Wherever possible, servicing trips from a supplier should be consolidated into a single load, perhaps by reducing the number of orders / deliveries per week. Suppliers could also be consolidated so that one supplier delivers more items.
- 4.6.6 The majority of the non-residential land uses within the development will be provided with waste storage locations which can be accessed from the road. The retail facility within the North Block will store all waste within their demise in a back of house location to suit the fit out.
- 4.6.7 Tracking plans for a refuse vehicle and large car have been prepared and are provided at Appendix H. The plans indicate that the relevant manoeuvres can be made by both vehicles to access the site from Thurlow Street.

# 5 COMPLIANCE WITH OUTLINE APPLICATION

## 5.1 INTRODUCTION

5.1.1 This section of the report reviews the development proposals with regard to the content of the Outline Planning Permission and supporting documents. This includes the Transport Assessment, Parameter Plans, s106 Agreement Plans and the Pedestrian and Cycle Delivery Plan.

## 5.2 CONTENT

5.2.1 In terms of land use, the Plot 18 site sits within Area 3 of the site considered in the Transport Assessment (TA). This assumed the following content:

- A net uplift in the number of residential bedrooms of 151
- A Health Centre of 3,100m<sup>2</sup>
- An Early Years facility of 650m<sup>2</sup>
- A Community Facility of 500m<sup>2</sup>
- Retail use of 250m<sup>2</sup>

5.2.2 The TA assumed a number of existing non-residential uses within Area 3 including:

**Table 5.1 – Existing uses in Area 3**

| NAME                         | USE   | SIZE (M <sup>2</sup> ) |
|------------------------------|---|------------------------|
| Taplow Housing Office        | Office                                      | 486                    |
| Aylesbury Early Years Centre | Nursery                                     | 365                    |
| Aylesbury Health Centre      | Health Centre                               |                        |
| Medipharmacy                 | Pharmacy                                    |                        |
| Taplow Nursery               | Nursery                                     | 63                     |
| Taplow Medical Centre        | Doctor's Surgery                            | 790                    |
| Aylesbury Youth Centre       | Offices                                     | 133                    |
| Chaplin Centre               | Offices                                     | 1515                   |
| Retail units                 | Retail                                      | 130                    |
| Barrow Stores                | Retail                                      | 16                     |
| Aylesbury Access Centre      | Religious & Spiritual<br>Community Facility |                        |
| Taplow Retail Units (13)*    | Retail                                      | 730                    |
| Tykes Corner                 | Nursery                                     |                        |
| Creation Office              | Office                                      | 127                    |

5.2.3 In total, these existing uses comprise 2,261 m<sup>2</sup> of office, 876m<sup>2</sup> of retail and 1,218m<sup>2</sup> of community/healthcare/nursery use. At the time of application, the size of the Aylesbury Health Centre, Medipharmacy, Aylesbury Access Centre and Tykes Corner was not known; consequently these uses were not included in the existing trip generation.

5.2.4 It is now understood that the existing Aylesbury Health Centre area is 1,504m<sup>2</sup> and Tykes Corner is 100m<sup>2</sup>. Both of these uses form part of that re-provided within the proposed South Block. This means that 1,604m<sup>2</sup> of existing D1 use was not considered in the TA and therefore the proposed trip generation of the site overestimates trips in relation to this use.

5.2.5 The development proposes:

**Table 5.2 – Development Content**

| PROPOSED USE           | AMOUNT   |
|------------------------|--|
| Retail (A1/A3/A4)      | 225 sq.m   |
| Community (D1)         | 5,626 sq.m   |
| Ancillary to Community | 1,525 sq.m (ancillary car park, ramp, cycle store) |
| Residential (C3)       | 10,474 sq.m  |
| <b>Total</b>           | <b>17,850 sq.m</b>                                 |

5.2.6 The proposed content of the Plot 18 uses is an increase from that assumed in the overall TA for Area 3 as the community use has increased in size during the design process. The increase over the assumed content are as follows:

→ Community + 1376m<sup>2</sup>

5.2.7 However, as noted above, the existing D1 uses were underestimated in the original TA. This means that the above increases in proposed floor areas are balanced by the original underestimation in existing floorspace. Consequently it is considered that the proposed content of development is in line with the transport assumptions set out in the overall TA.

### 5.3 LAYOUT

5.3.1 The masterplan included at Appendix E shows the assumed street treatments for the masterplan. This included the assumption that Inville Road would be connected to Dawes Street and that a new street would be provided on the northern edge of Plot 18. The layout does assume drop-off and delivery access across the public square.

5.3.2 The proposed layout matches the overall masterplan proposals, with the exception of the delivery access on the square. During the detailed design process the delivery has been rationalised to ensure it can be kept away from the pedestrian areas.

### 5.4 TRIP GENERATION

5.4.1 As noted above, the development content assumed in the TA for D1 uses was lower than now being proposed. However the existing D1 uses were higher than assumed as floor areas were not available at the time the TA was prepared. This means that the net change in D1 as currently proposed versus the TA is negligible and it is considered that there is no material difference in trip generation between the Plot 18 proposals and that assumed by the TA.

### 5.5 PEDESTRIAN AND CYCLE INFRASTRUCTURE

5.5.1 The Pedestrian and Cycle Delivery Plan document requires the following to be provided within Plot 18:

- A new cycle hire docking station with 30 spaces
- A new public square with pedestrian routes across it linking Merrow Street to Thurlow Street
- New adopted footways on a reconstructed Inville Road
- New adopted footways on a new street linking Dawes Street to Inville Road
- New adopted footways on a new street linking Dawes Street to Thurlow Street
- Resurfacing of footways on the west side of Dawes Street

5.5.2 Plan 0304-PC-102, from the Pedestrian and Cycle Delivery Plan is provided at Appendix I. It can be seen that the pedestrian and cycle infrastructure associated with this Reserved Matters Application is in line with the expectations of this document.

# 6 CONCLUSIONS

## 6.1 SUMMARY

- 6.1.1 This Transport Statement has been prepared on behalf of Notting Hill Trust, relating to the reserved matters submission for the Plot 18 site as part of the Aylesbury Estate Regeneration Scheme. The purpose of this document is to provide the transport information relating to the reserved matters application to demonstrate that it is in line with the Outline Planning Permission (LPA ref 14/AP/3844) and to provide the necessary evidence to satisfy planning conditions and obligations relating to transport.
- 6.1.2 The development proposals for Plot 18 are as follows:
- Health Centre approximately 3,344 sq.m (GIA) in size to provide new premises for the Aylesbury Medical Centre and the Aylesbury Community Health (both located in Taplow);
  - Early Years Facilities approximately 947 sq.m (GIA) in size;
  - Community Facilities (including a library) approximately 900 sq.m (GEA) in size;
  - Retail space approximately 225 sq.m (GEA) in size;
  - 122 dwellings; and
  - Public Open Space.
- 6.1.3 The site proposes two new building blocks set within a new public square. Pedestrian access is provided in the form of improved footways on Inville Road and Dawes Street and footways along a new street to the north of the site. Within the new public square pedestrian access will be provided throughout.
- 6.1.4 No car parking spaces will be provided for the residential element of the development. 41 car parking spaces are provided for the non-residential elements.
- 6.1.5 A total of 238 cycle parking spaces will be provided across the Plot 18 development. 172 cycle parking spaces will be associated with the residential element of the development, and 66 cycle parking spaces associated with non-residential elements.
- 6.1.6 The development area includes a number of uncontrolled crossings across the minor streets within the site. In addition, a new zebra crossing is proposed on Thurlow Street to align with the new pedestrian link across the north side of the public square.
- 6.1.7 It is proposed that a new London Cycle Hire docking station is provided adjacent to Inville Road. This will house 30 docking points and a hire terminal.
- 6.1.8 Inville Road is to be reconstructed and forms the southern boundary to the site. The road will be constructed to adoptable standards and will be offered for adoption by the highway authority.
- 6.1.9 Dawes Street will be extended to connect to Inville Road. The road will be constructed to adoptable standards and will be offered for adoption by the highway authority.
- 6.1.10 A new residential street will be constructed between Thurlow Street and Dawes Street. The road will be constructed to adoptable standards and will be offered for adoption by the highway authority.



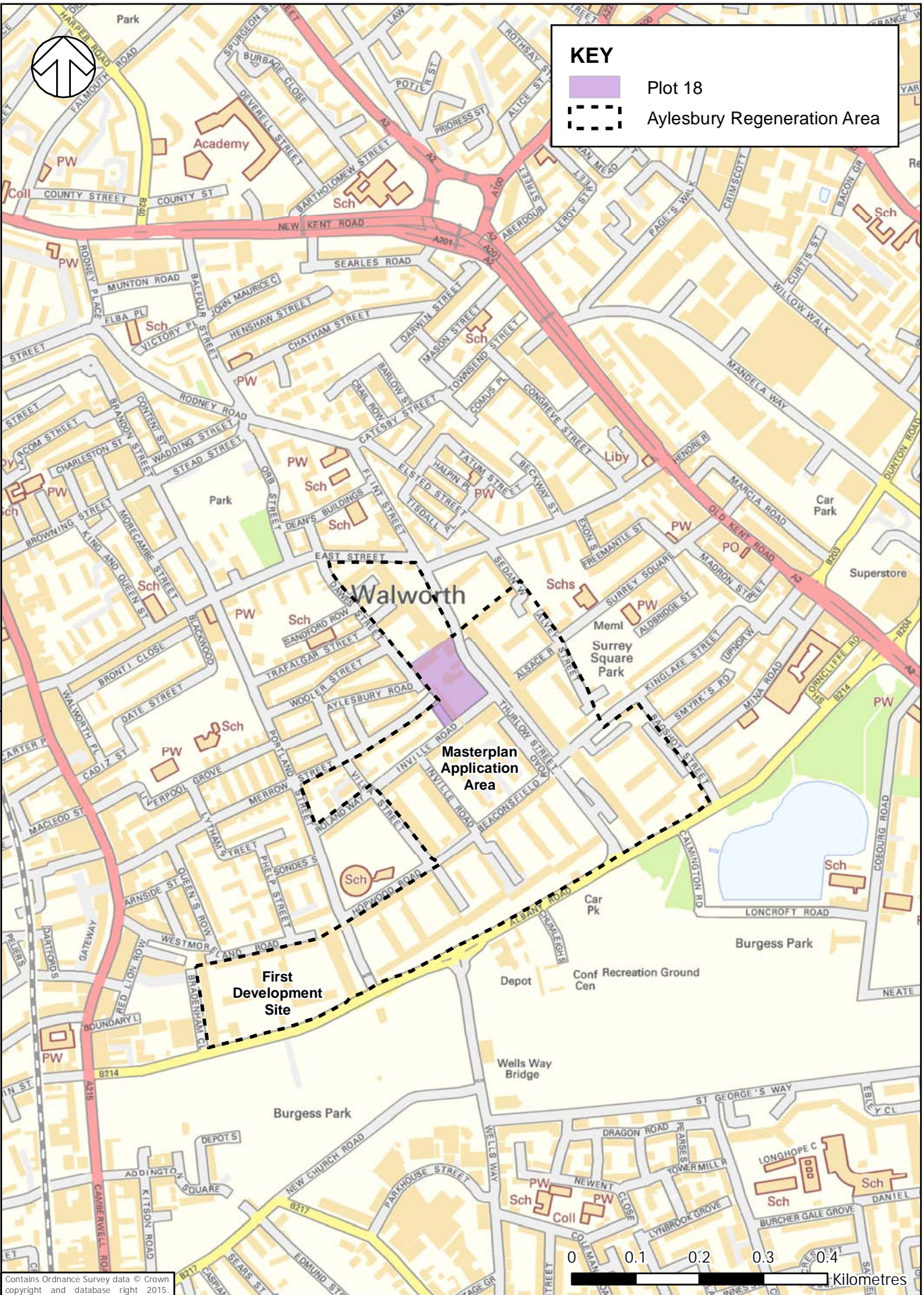
- 6.1.11 As required by the planning condition set out in Section 2, the following Travel Plans have been prepared:
- Health Centre Travel Plan
  - Early Years Facility Travel Plan
  - Community Facility Travel Plan
- 6.1.12 The development proposals are considered to offer a positive transport benefit to the local area by:
- Introducing a more permeable street network for pedestrians and cyclists; and
  - Improving the environment for pedestrians and cyclists within the site.
- 6.1.13 The development content assumed in the TA for D1 uses was lower than now being proposed. However the existing D1 uses were higher than assumed as floor areas were not available at the time the TA was prepared. This means that the net change in D1 as currently proposed versus the TA is negligible and it is considered that there is no material difference in trip generation between the Plot 18 proposals and that assumed by the TA.
- 6.1.14 Overall, it is considered that the transport impacts of the development are mitigated by the proposals and that there is no reason to refuse the development on transport grounds.

# Appendix A

APPENDIX A-1

**SITE LOCATION PLAN**

---



**KEY**

- Plot 18
- Aylesbury Regeneration Area

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TITLE:

**SITE LOCATION PLAN**

FIGURE No:

**FIGURE 1**

# Appendix B

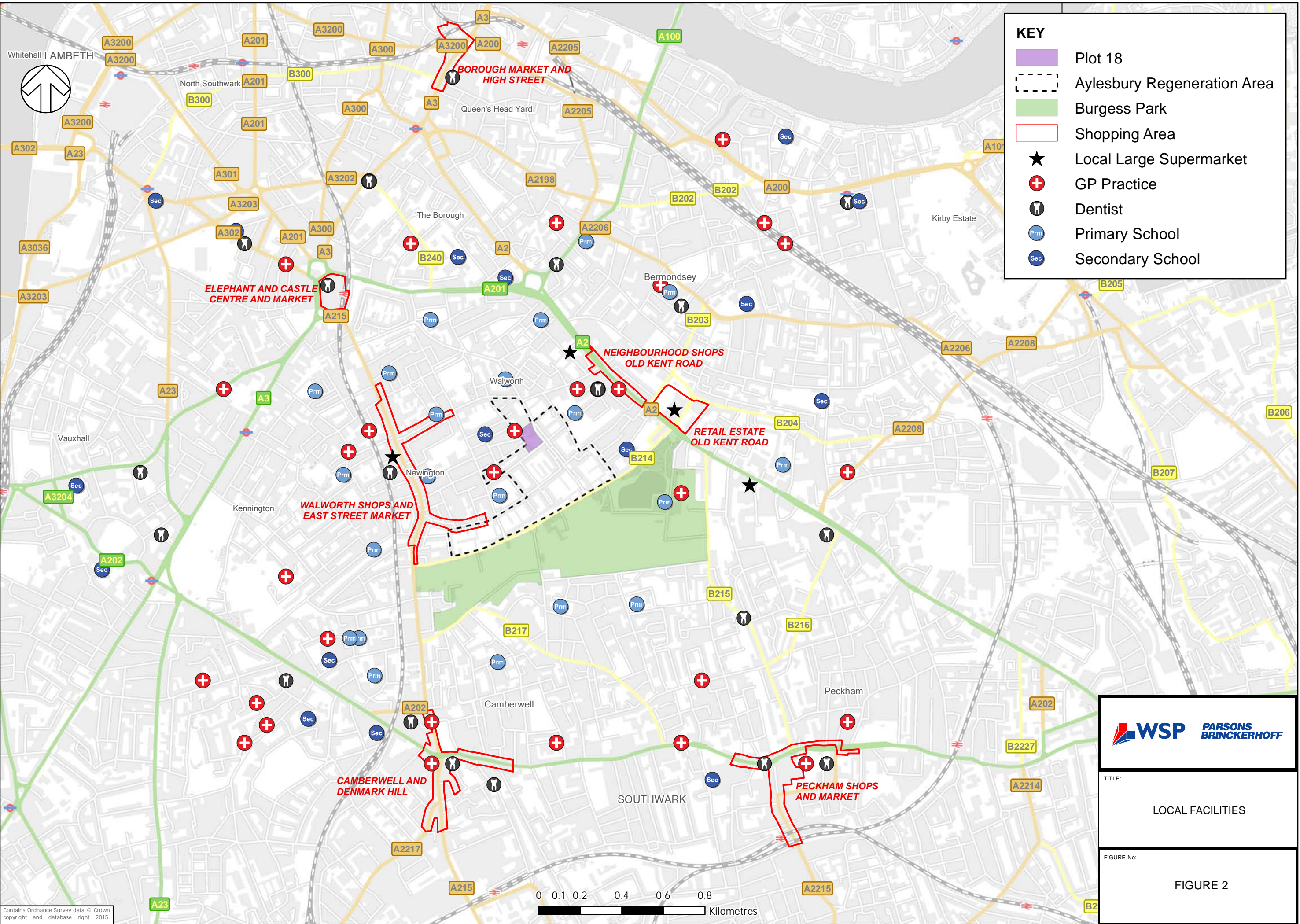


APPENDIX B-1

**LOCAL FACILITY PLAN**

---





**KEY**

- Plot 18
- Aylesbury Regeneration Area
- Burgess Park
- Shopping Area
- ★ Local Large Supermarket
- + GP Practice
- ⚡ Dentist
- Prm Primary School
- Sec Secondary School

**WSP | PARSONS BRINCKERHOFF**

TITLE:  
LOCAL FACILITIES

FIGURE No:  
FIGURE 2

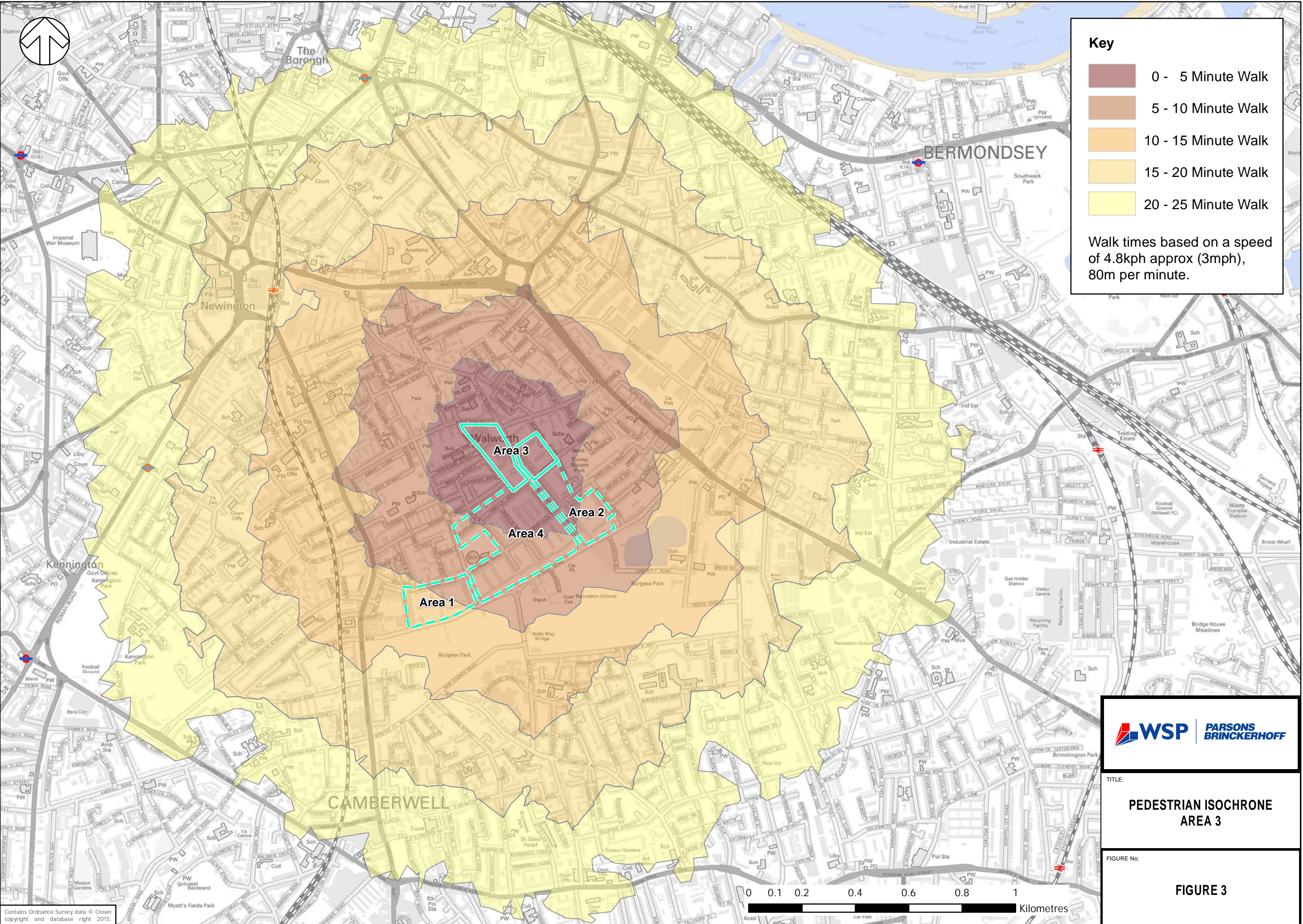


APPENDIX B-2

**WALK ISOCHRONE PLAN**

---





**Key**

- 0 - 5 Minute Walk
- 5 - 10 Minute Walk
- 10 - 15 Minute Walk
- 15 - 20 Minute Walk
- 20 - 25 Minute Walk

Walk times based on a speed of 4.8kph approx (3mph), 80m per minute.



TITLE:  
**PEDESTRIAN ISOCHRONE  
AREA 3**

FIGURE No:  
**FIGURE 3**



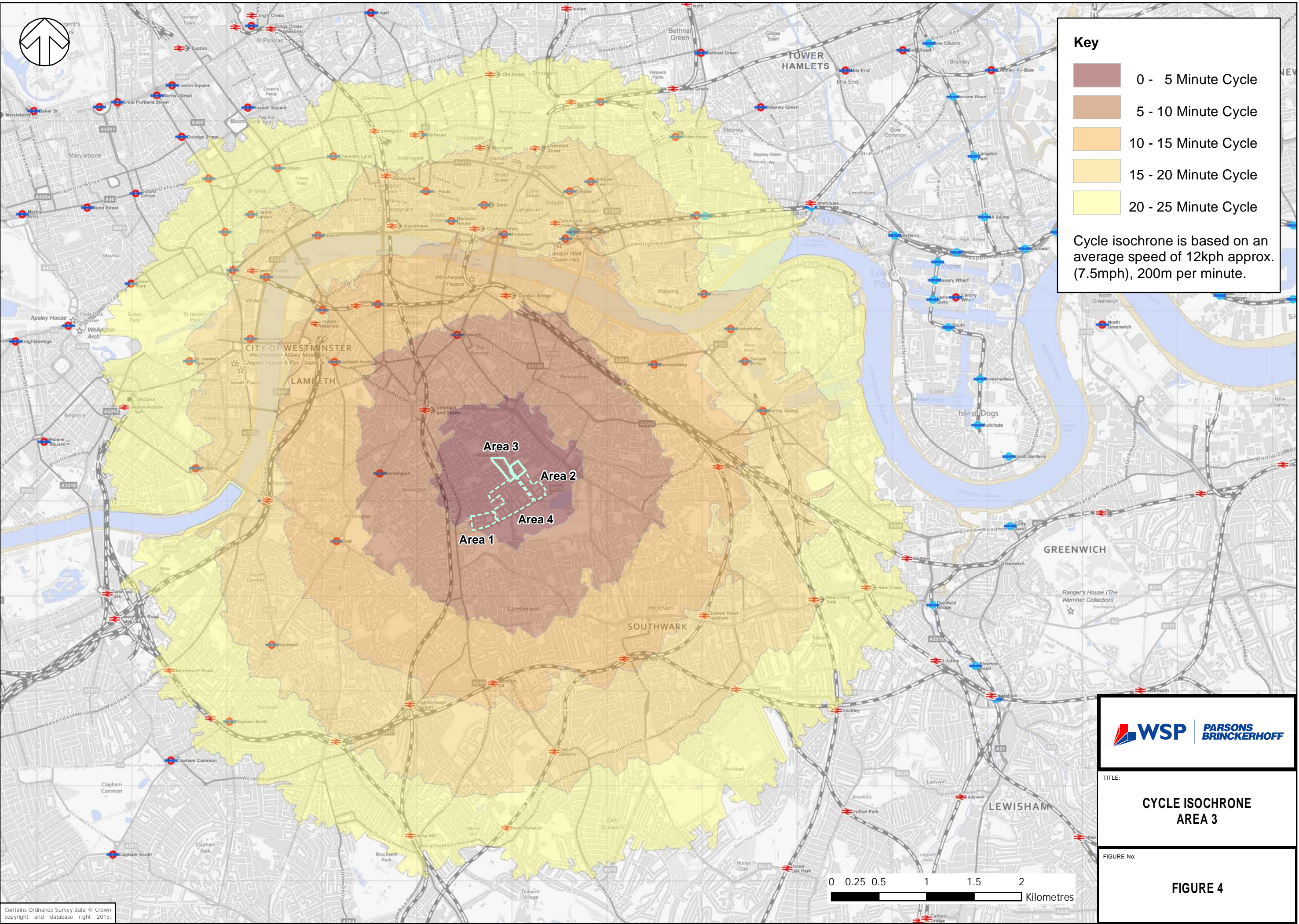
# Appendix C

APPENDIX C-1

**CYCLE ISOCHRONE PLAN**

---





**Key**

- 0 - 5 Minute Cycle
- 5 - 10 Minute Cycle
- 10 - 15 Minute Cycle
- 15 - 20 Minute Cycle
- 20 - 25 Minute Cycle

Cycle isochrone is based on an average speed of 12kph approx. (7.5mph), 200m per minute.



TITLE:  
**CYCLE ISOCHRONE  
AREA 3**

FIGURE No:  
**FIGURE 4**

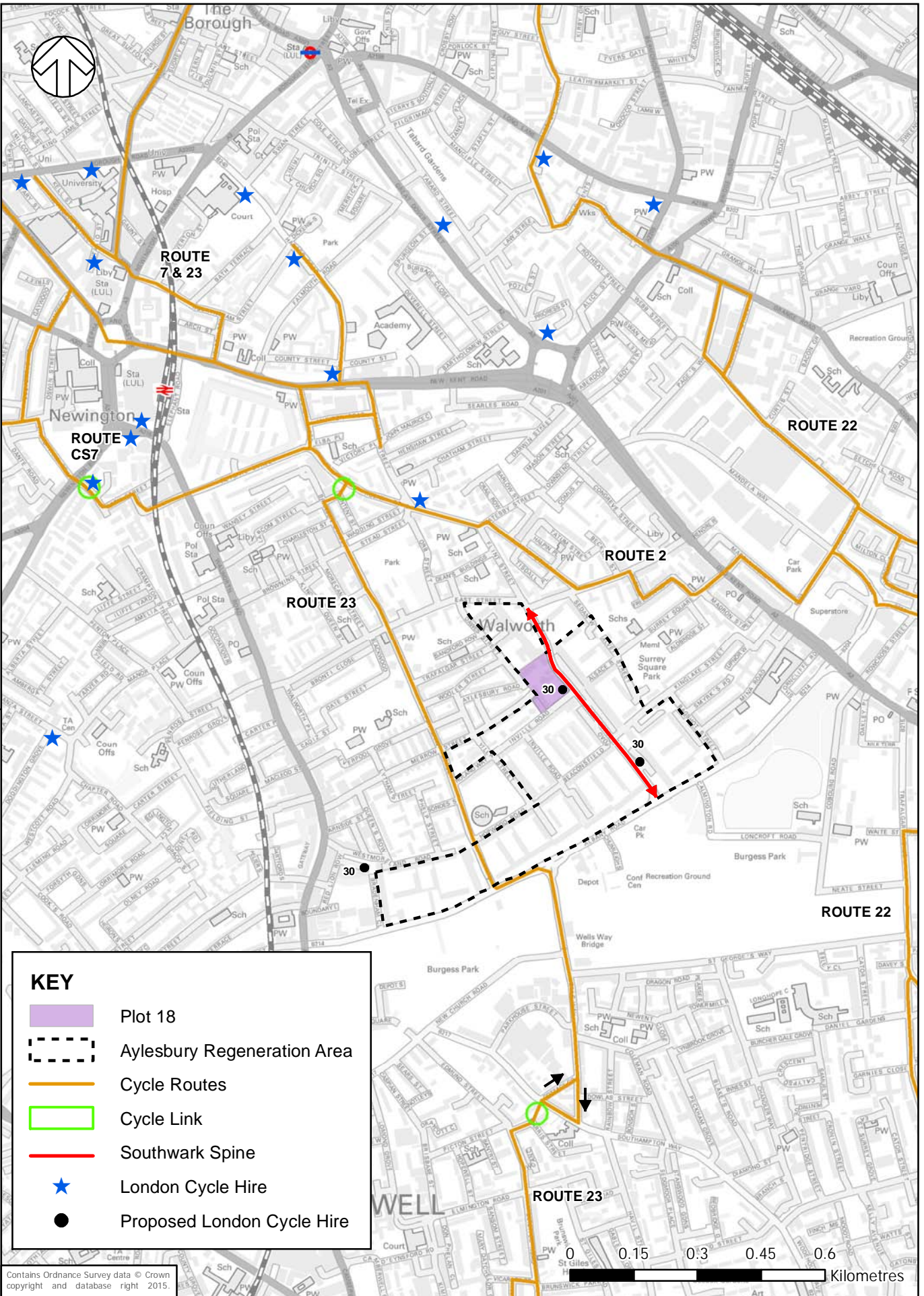




APPENDIX C-2

**CYCLE ROUTE AND CYCLE HIRE  
FACILITIES PLAN**

---



**KEY**

- Plot 18
- Aylesbury Regeneration Area
- Cycle Routes
- Cycle Link
- Southwark Spine
- ★ London Cycle Hire
- Proposed London Cycle Hire

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TITLE:

**NEW CYCLE HIRE LOCATIONS  
AND CYCLE ROUTES**

FIGURE No:

**FIGURE 7**

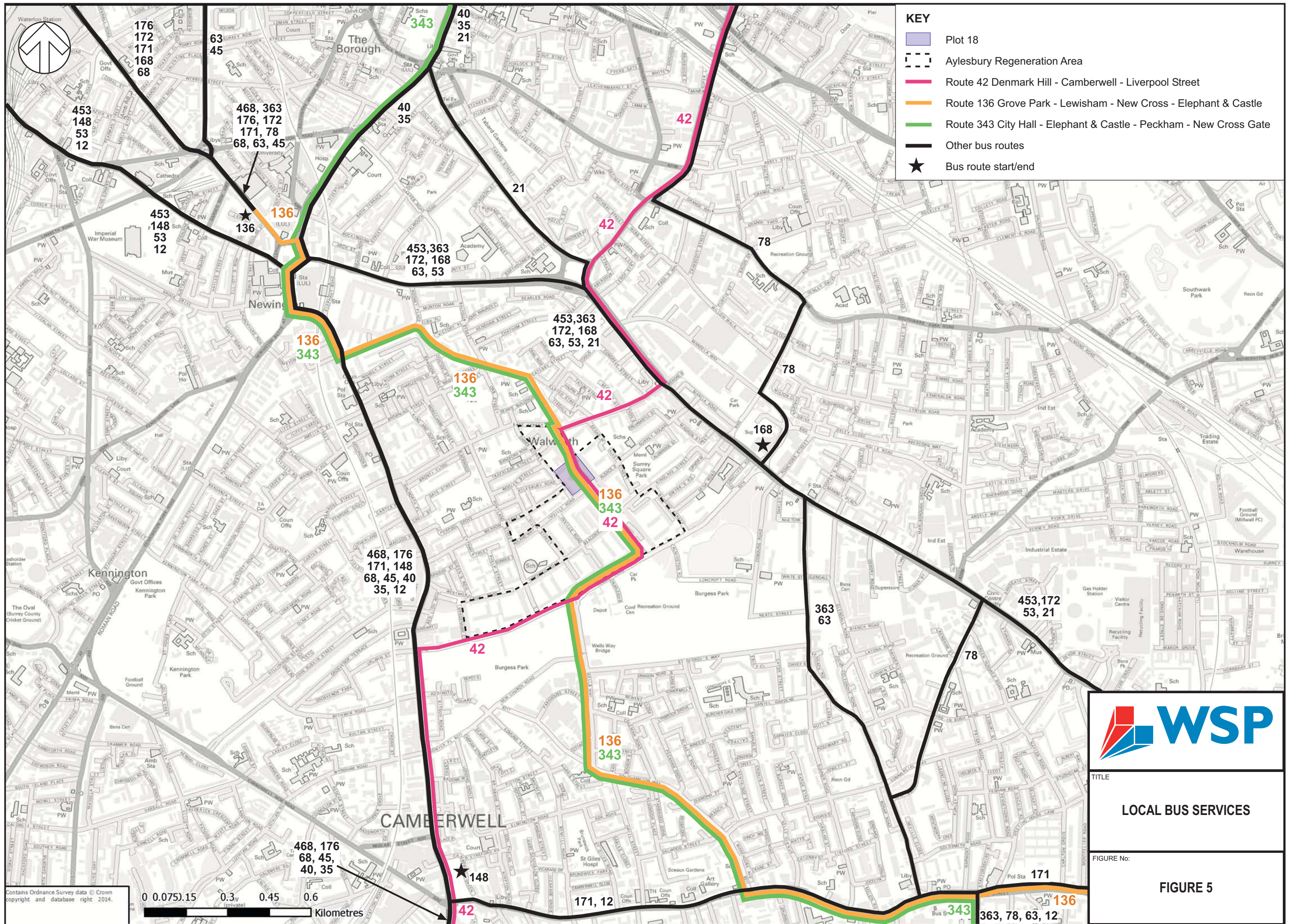
# Appendix D

APPENDIX D-1

**BUS ROUTE PLAN**

---





TITLE

**LOCAL BUS SERVICES**

FIGURE No:

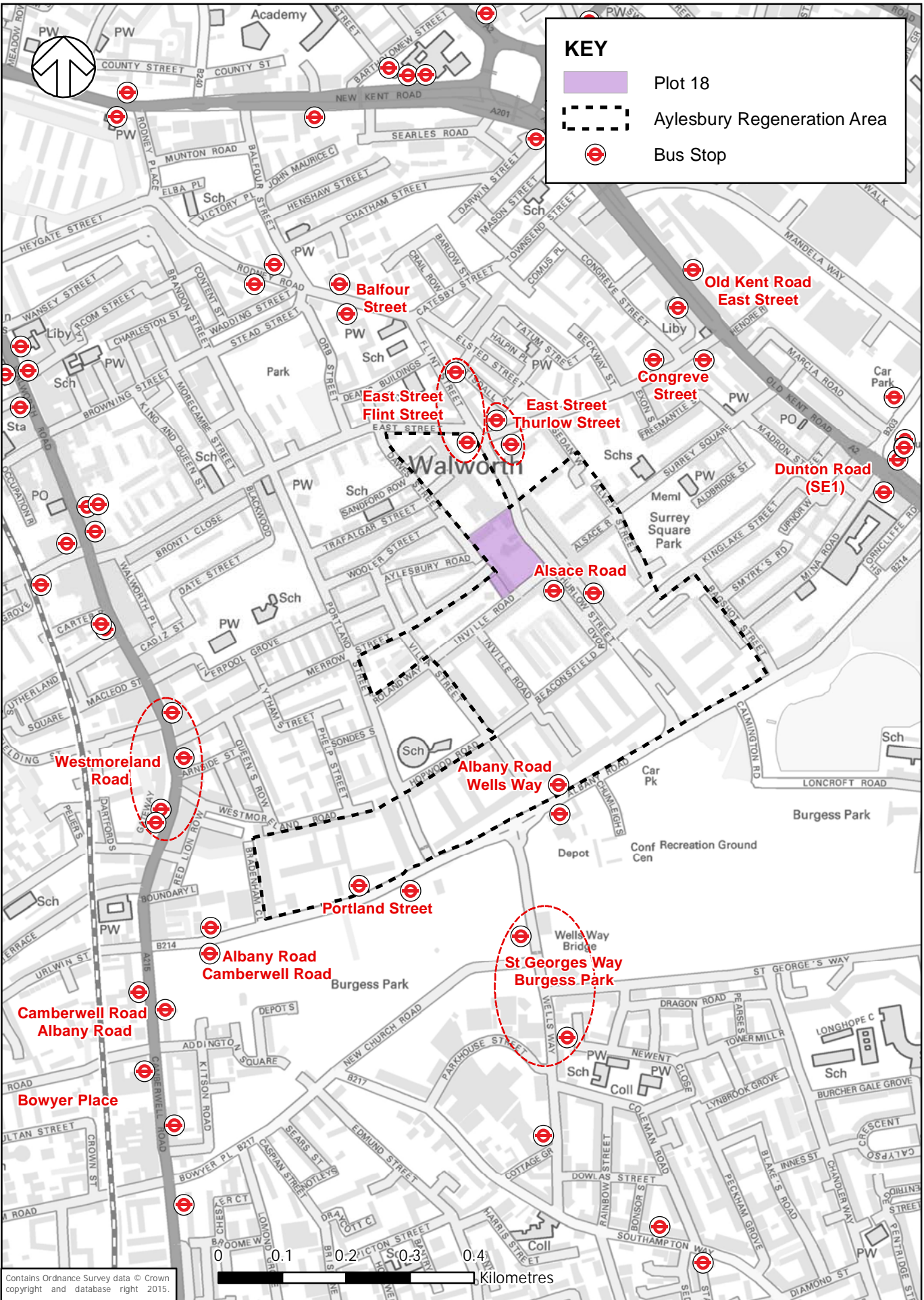
**FIGURE 5**



APPENDIX D-2

**BUS STOP LOCATION PLAN**

---



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# Appendix E

APPENDIX E-1

**PLOT 18 MASTERPLAN**

---

6.9

PARKING STRATEGY

- 15 Regular parking spaces
- 3 Blue badge holder parking space
- 1 Ambulance drop off (7M)
- 1 Delivery bay (for both buildings)
- 3 Drop off
- 30 Cycle hire
- Entrance to undercroft / underground parking
- Route from disabled / drop off parking bays to key public building entrances



# Appendix F

APPENDIX F-1

**CYCLE HIRE SCHEME – STANDALONE NOTE**



# APPENDIX F - LONDON CYCLE HIRE SCHEME—NOTE

14 April 2016

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S106 states that:

14.1 *The Developer covenants to submit to the Council for its approval in writing (in consultation with TfL) details of the Cycle Hire Scheme for Development Stage 1 at Implementation and in respect of Development Stage 2a and 2b at submission of the relevant Reserved Matters Application.*

14.2 *The cycle hire scheme shall include:*

14.2.1 *A plan identifying the boundaries of the proposed site(s) for the new Cycle Docking Station(s);*

14.2.2 *Details of the Development Plots which will comprise the installation and delivery of the proposed cycle hire docking station(s) in accordance with the relevant approved Detailed Development Stage Delivery Plans;*

14.2.3 *Details of the specification and scope of works of preparation for the installation of the respective cycle hire docking stations, to be in accordance with TfL's design specification for cycle hire docking stations with the appropriate details as to those elements and works which shall be delivered by the Developer and those which are anticipated to be delivered by TfL;*

14.2.4 *Details of how pedestrian and cycle access as well as servicing and maintenance and other reasonable operational access to the relevant cycle hire docking station will be provided and managed;*

14.2.5 *Details of how the relevant proposed site of the safeguarded cycle hire docking station within the relevant phase will be safeguarded.*

14.2.6 *The Developer covenants to demonstrate how the proposals will contribute an appropriate provision of a minimum of 60 and a maximum of 90 cycle docking points to serve the Development as may be approved by the Council (in consultation with TfL) as part of the cycle hire scheme*

Response:

- 14.2.1 The new docking station will be located in the south-eastern corner of Plot 18. The public realm plan provided in Appendix F1 shows the boundary of the cycle hire docking station.
- 14.2.2 Detailed Development Stage Delivery Plans are in preparation and indicate the cycle hire provision will be functional around December 2019 / January 2020.
- 14.2.3 The specification and scope of works for the installation will be in accordance with the TfL standard details. Copies are provided at Appendix F2
- 14.2.4 The new docking station will be located in an area which will be adopted highway. There will therefore be no restriction on access for servicing, maintenance or operation needs.
- 14.2.5 The public realm plan provided in Appendix F1 shows the boundary of the cycle hire docking station. This is safeguarded for the cycle hire provision within the scheme.
- 14.2.6 Within the Aylesbury masterplan area 3 docking stations were proposed by the Transport Assessment. A scheme for 30 docking spaces are proposed adjacent to the First Development Site on Albany Road. 30 spaces were proposed for Plot 18 and 30 further spaces adjacent to Thurlow Street within Phase 2 area. The proposed 30

spaces within Plot 18 are therefore consistent with the requirement for a minimum of 60 and maximum of 90 spaces.



APPENDIX F-2

**PUBLIC REALM PLAN**

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6.9

PARKING STRATEGY

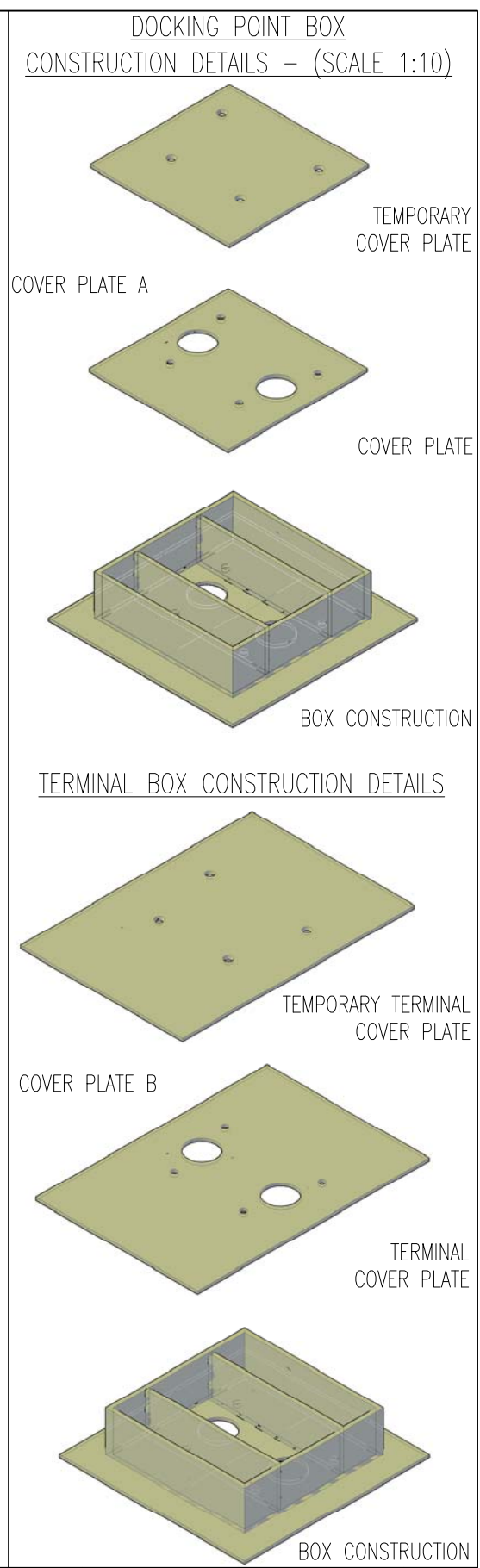
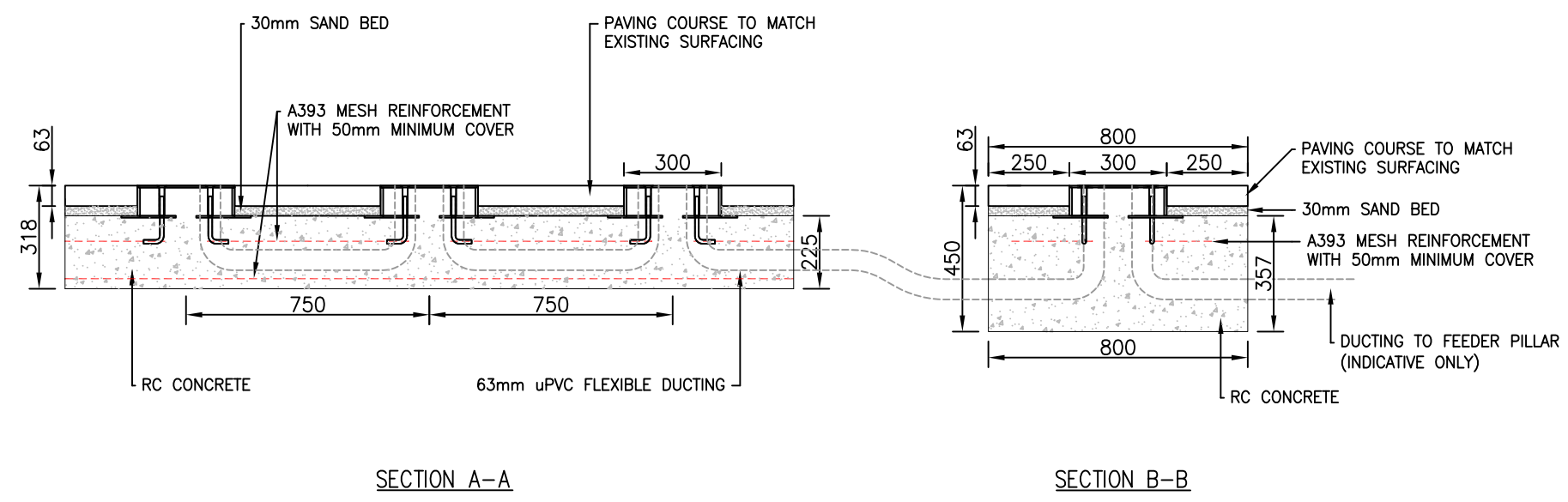
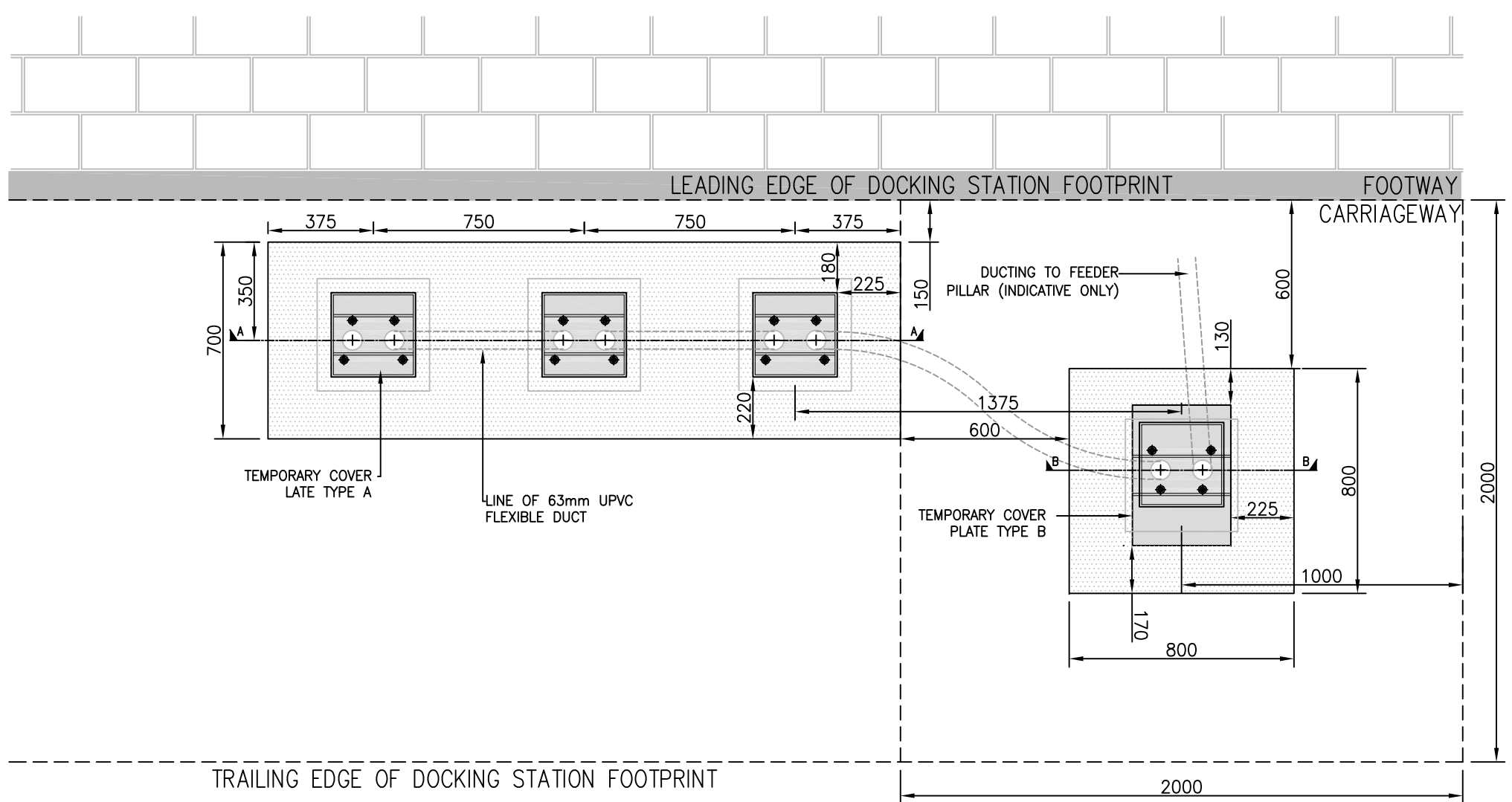
- 15 Regular parking spaces
- 3 Blue badge holder parking space
- 1 Ambulance drop off (7M)
- 1 Delivery bay (for both buildings)
- 3 Drop off
- 30 Cycle hire
- Entrance to undercroft / underground parking
- Route from disabled / drop off parking bays to key public building entrances



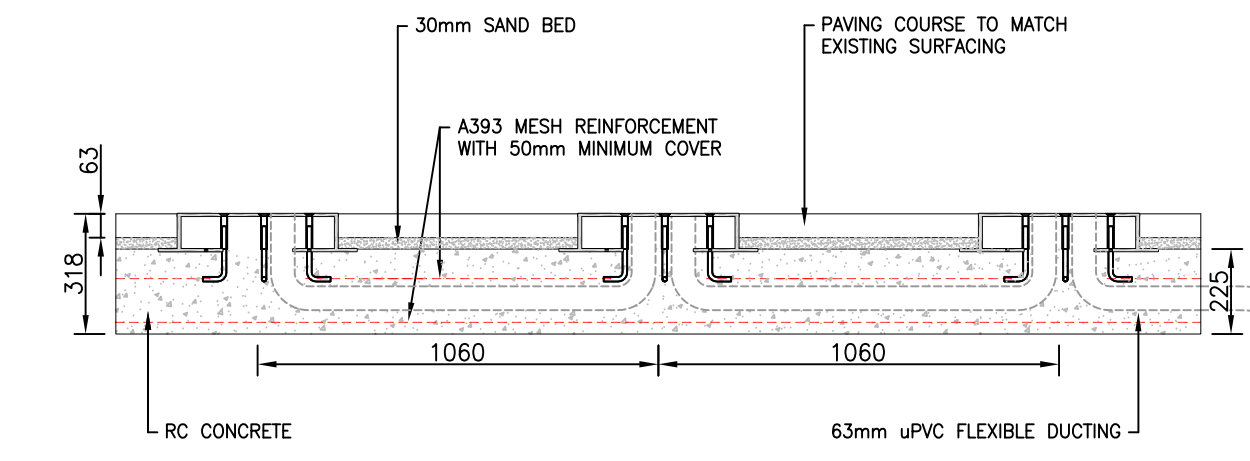
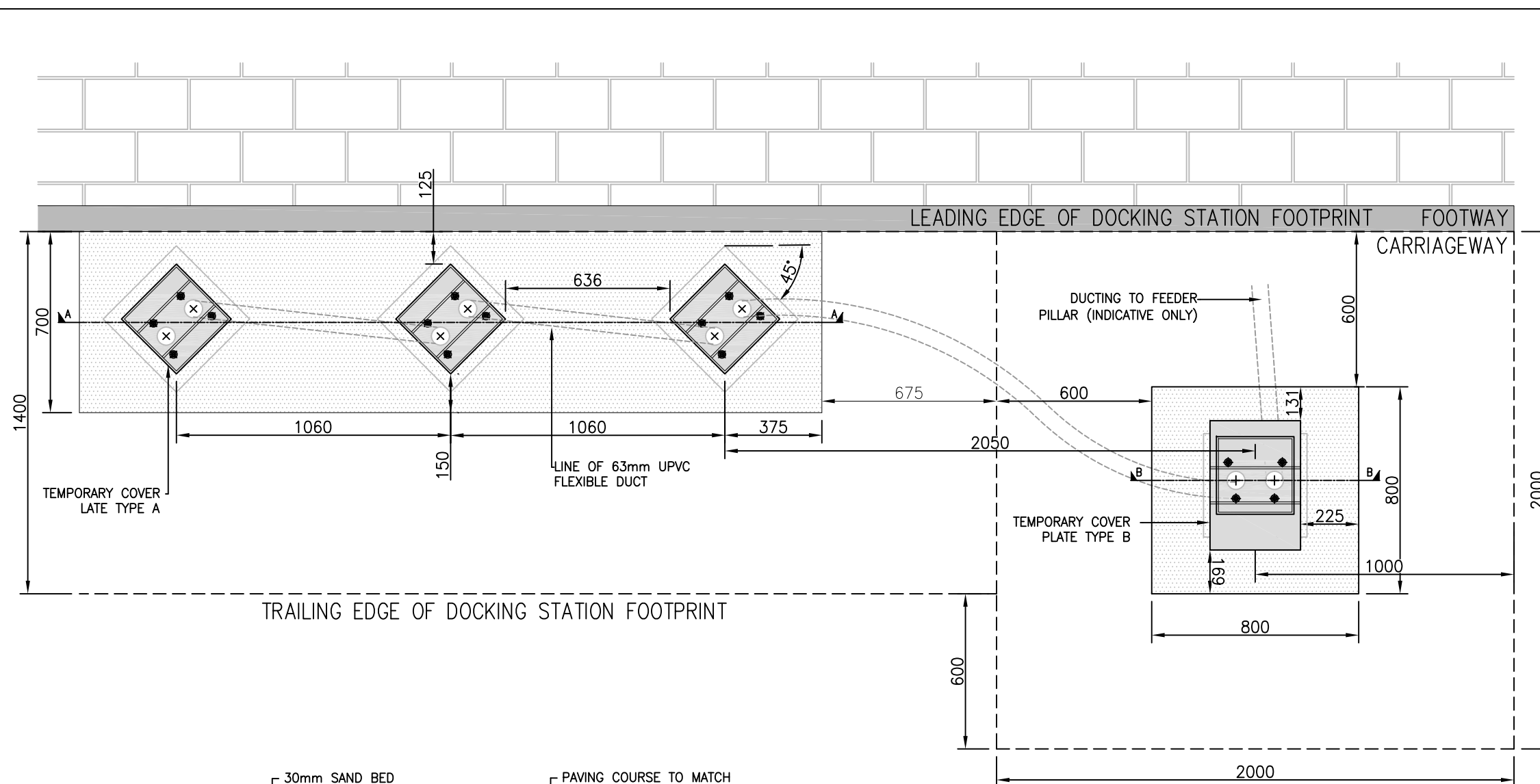
APPENDIX F-3

**CYCLE HIRE SCHEME – STANDARD DETAILS**

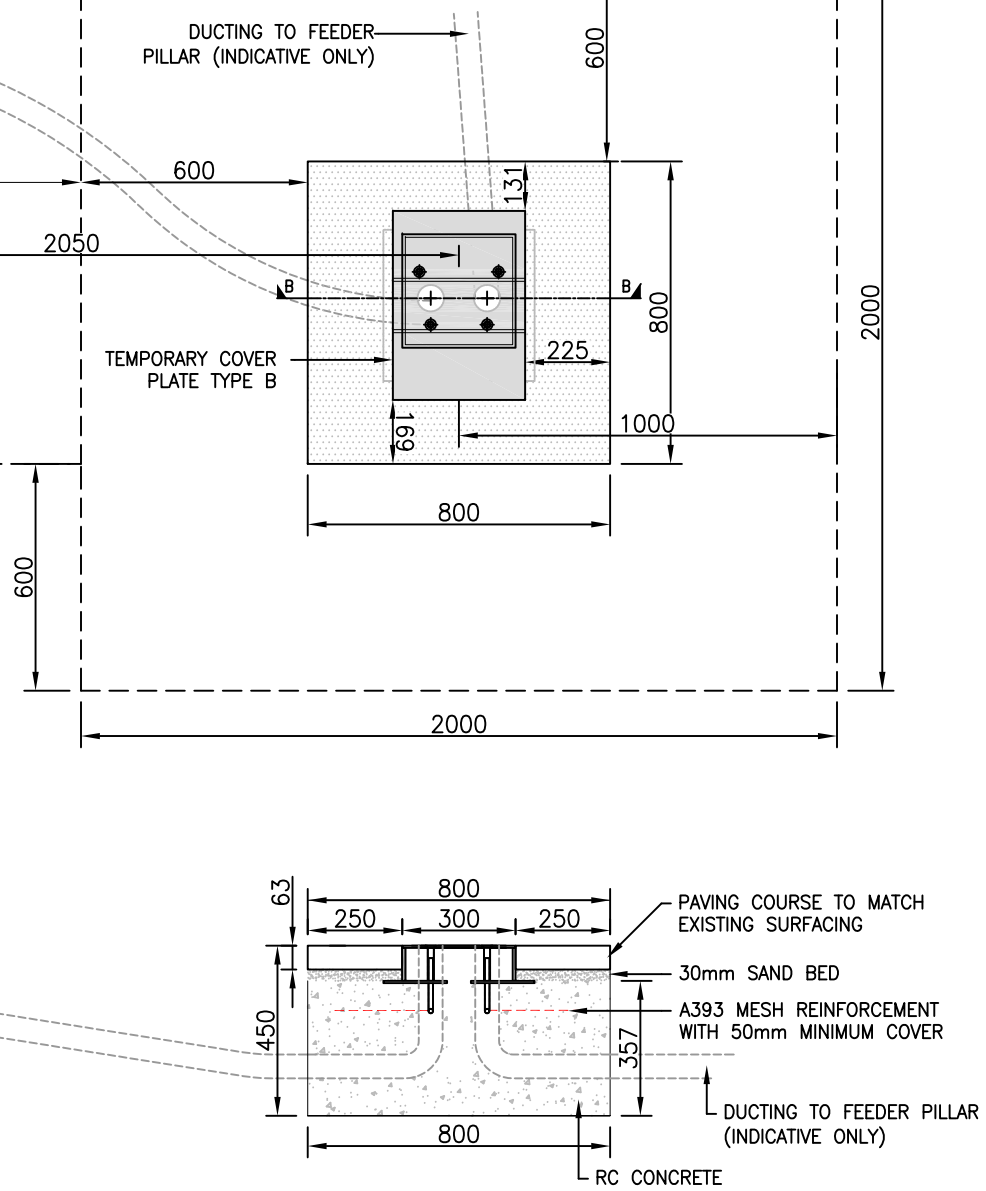




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| <p>Roads Directorate<br/>Traffic Design Engineering</p> <p>Palestra<br/>197 Blackfriars Road<br/>London<br/>SE1 8NJ</p> |  | project       | BARCLAYS CYCLE HIRE SCHEME   |                 |     |     |     | borough  | -    |             |     |     |     |
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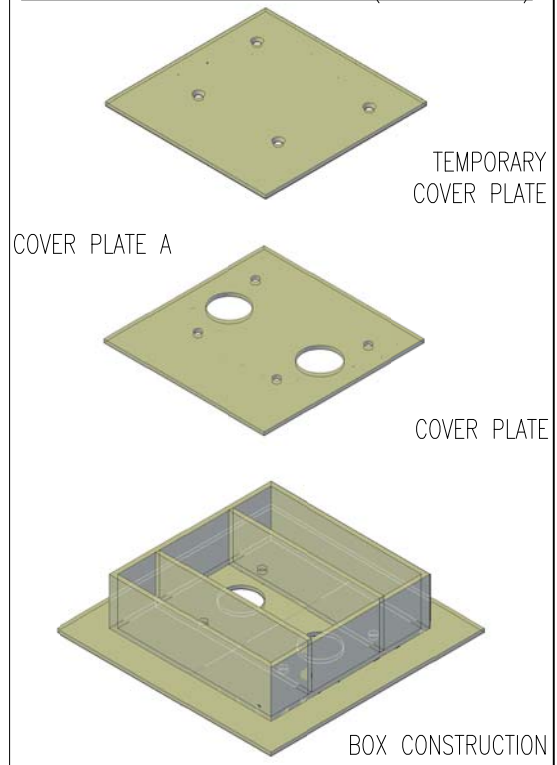


SECTION A-A

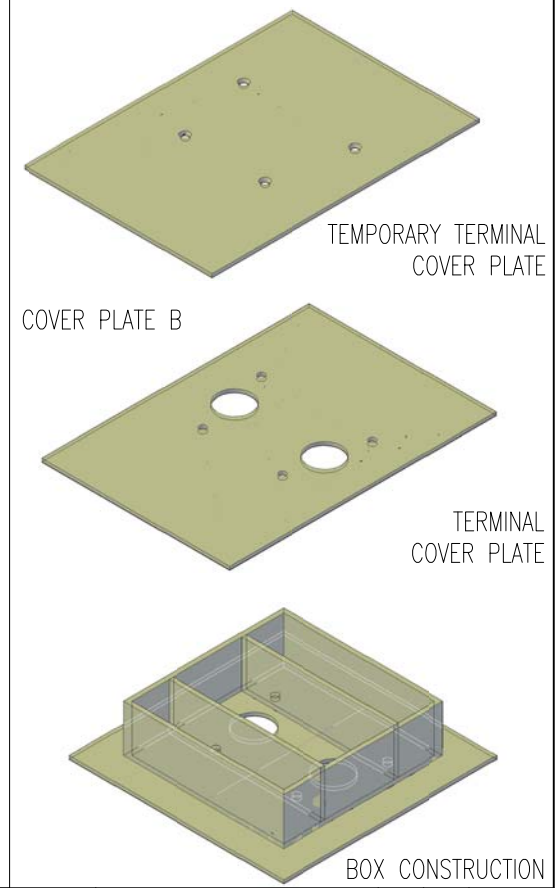



SECTION B-B

DOCKING POINT BOX CONSTRUCTION DETAILS - (SCALE 1:10)



TERMINAL BOX CONSTRUCTION DETAILS



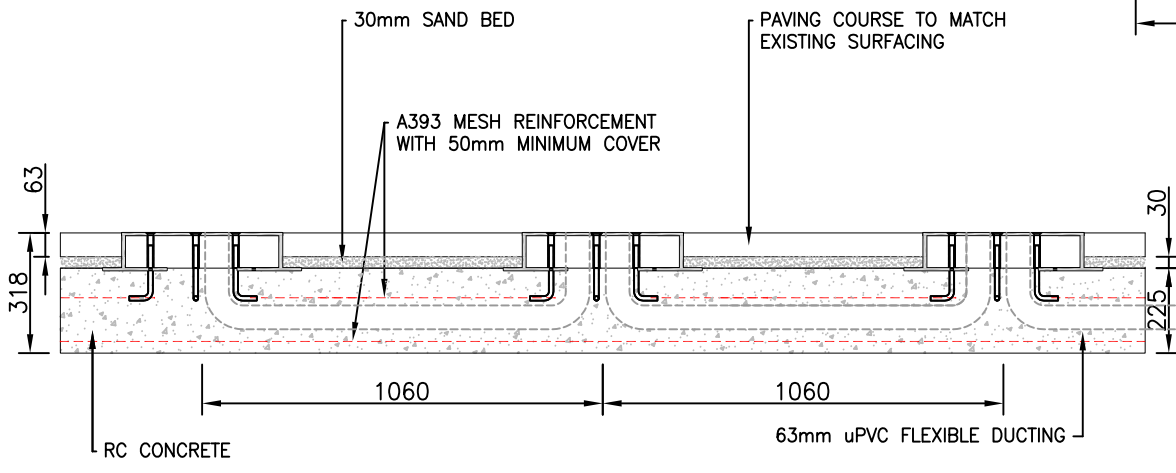
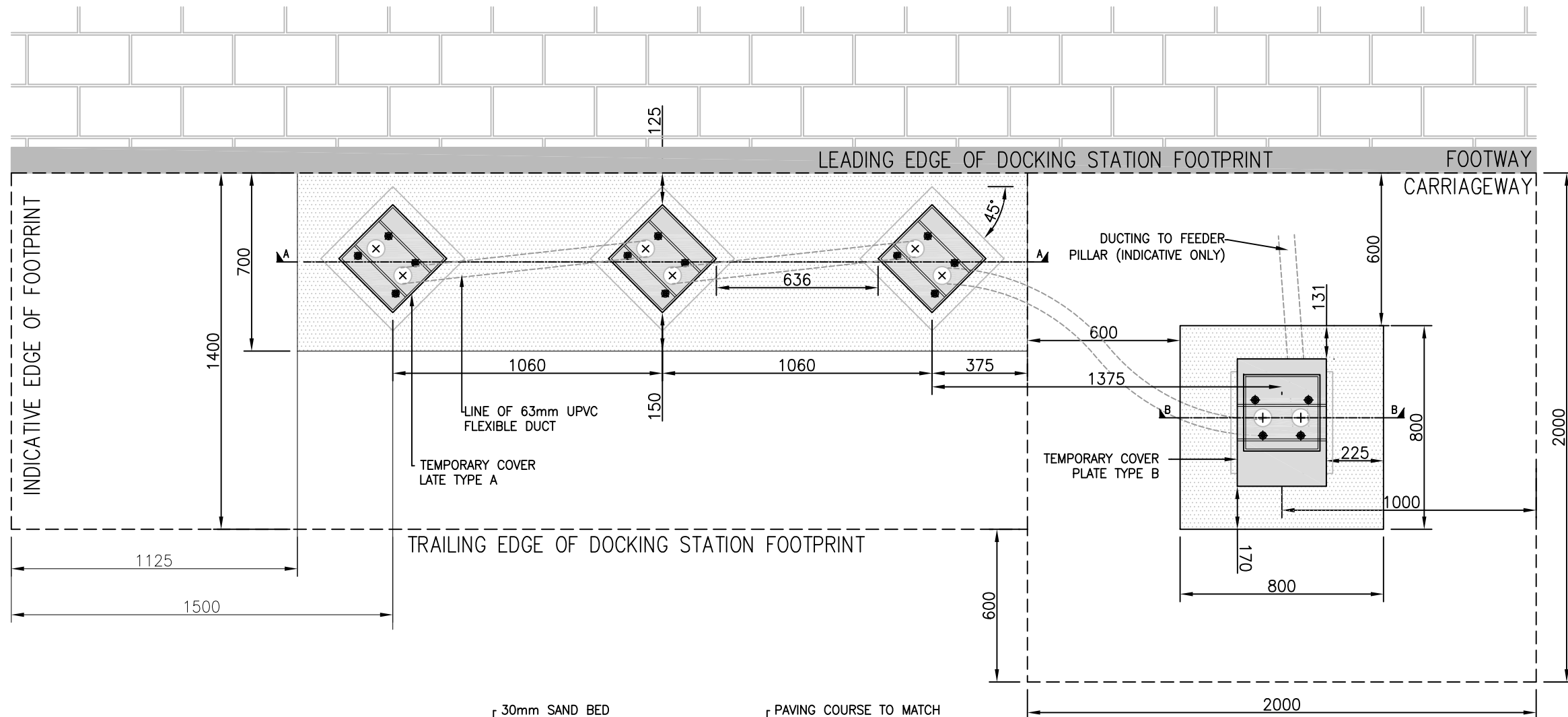

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 Traffic Design Engineering  
 Palestra  
 197 Blackfriars Road  
 London  
 SE1 8NJ



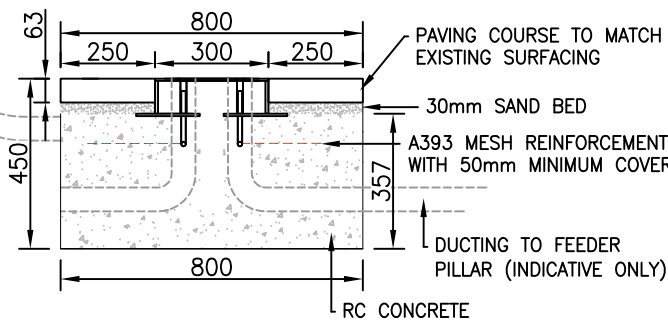
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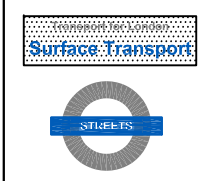
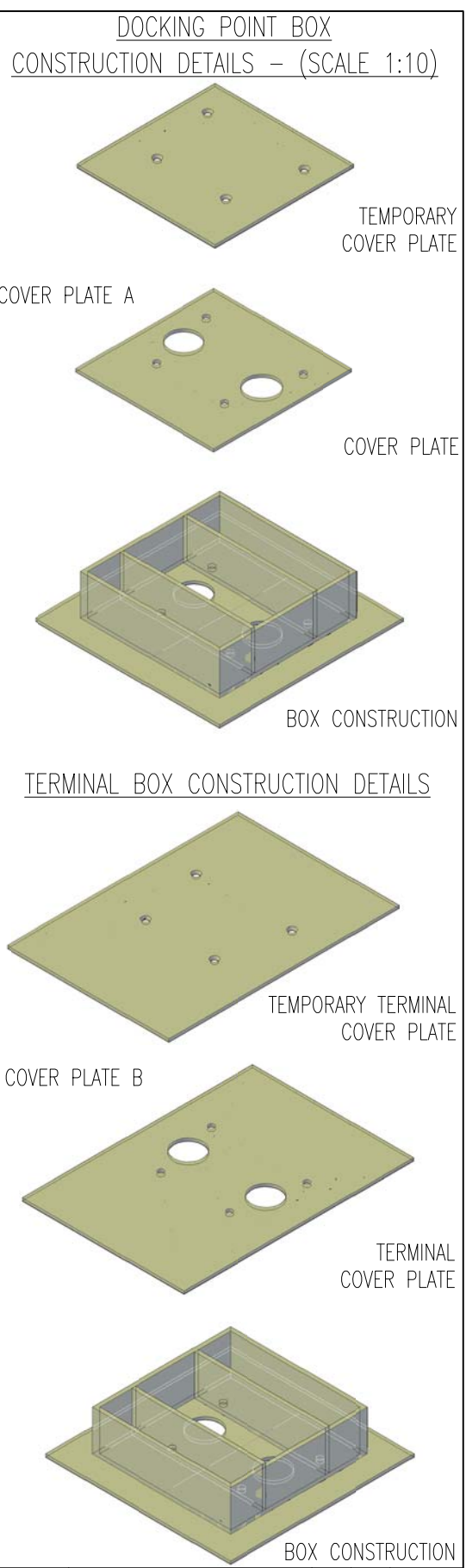
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SECTION A-A



SECTION B-B



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197 Blackfriars Road  
London  
SE1 8NJ

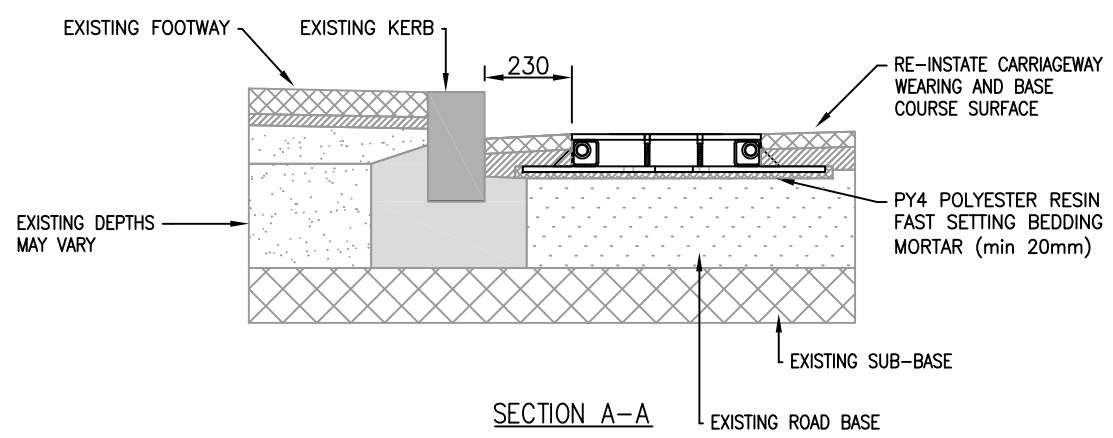
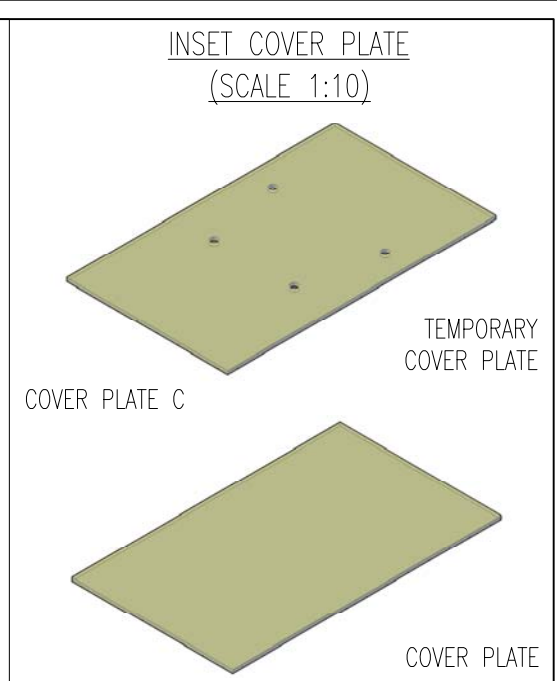
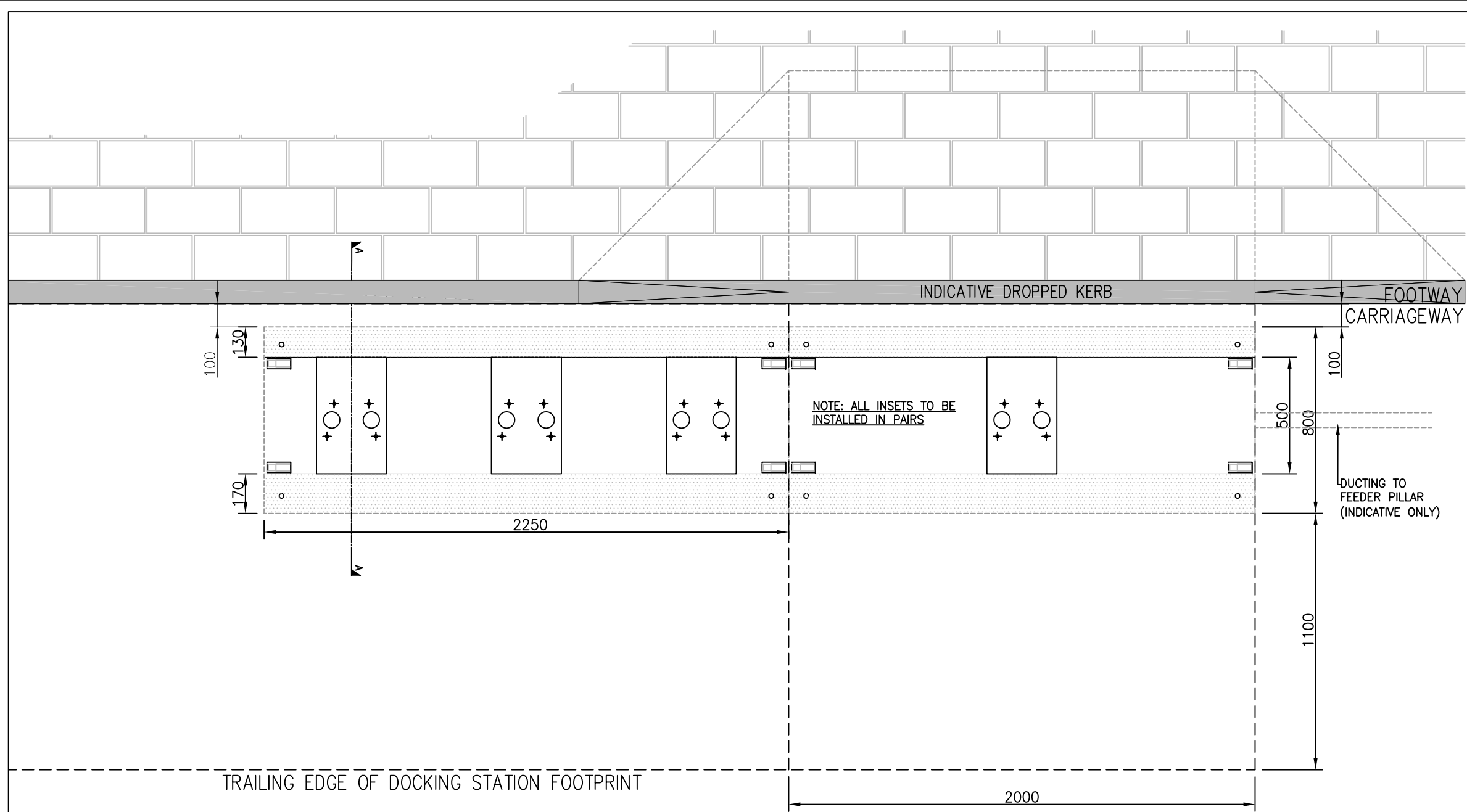



project  
BARCLAYS CYCLE HIRE SCHEME  
drawing title  
Standard Echelon Foundation - B Type  
Carriageway

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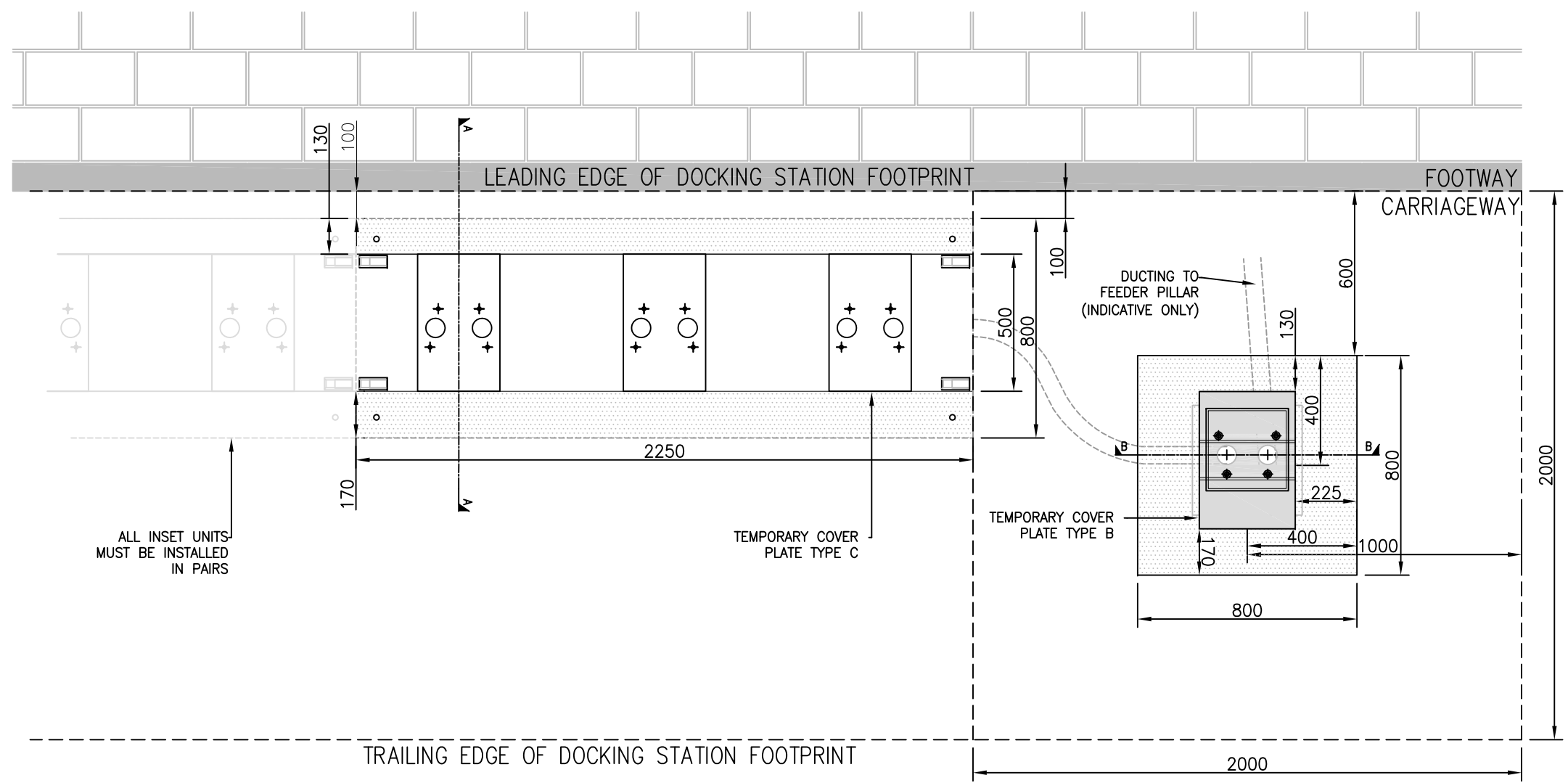

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 197 Blackfriars Road  
 London  
 SE1 8NJ



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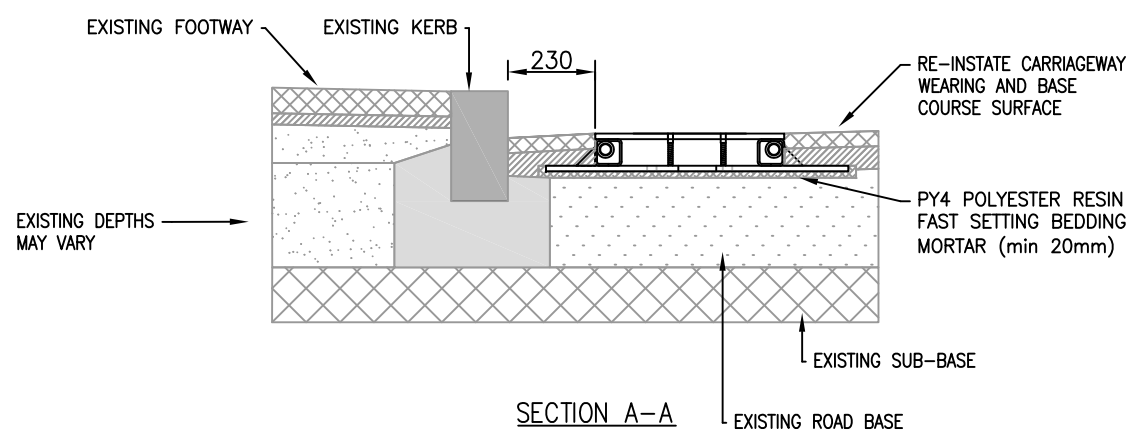


ALL INSET UNITS  
MUST BE INSTALLED  
IN PAIRS

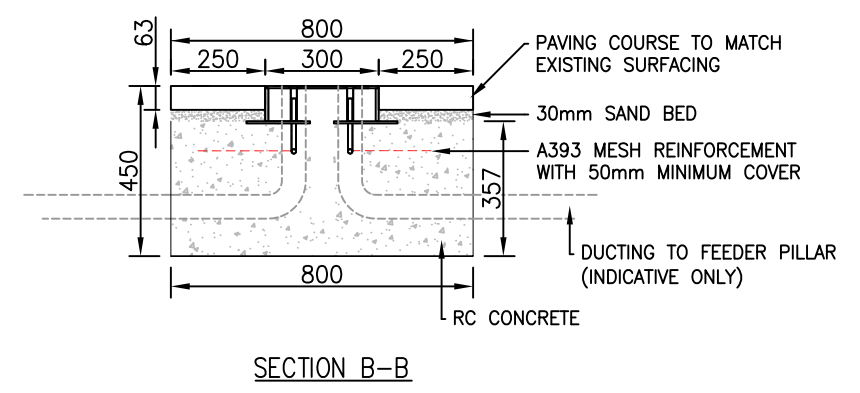
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TEMPORARY COVER  
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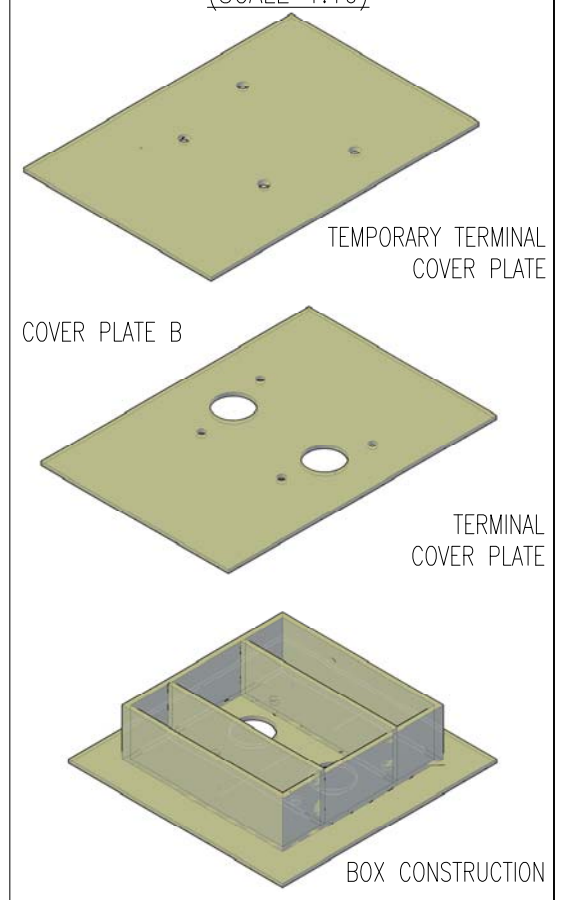


SECTION A-A

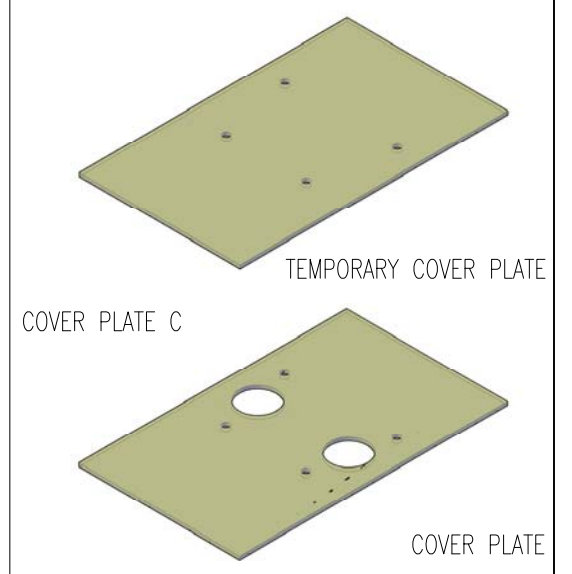



SECTION B-B

TERMINAL BOX CONSTRUCTION DETAILS  
(SCALE 1:10)



INSET PLATE DETAILS



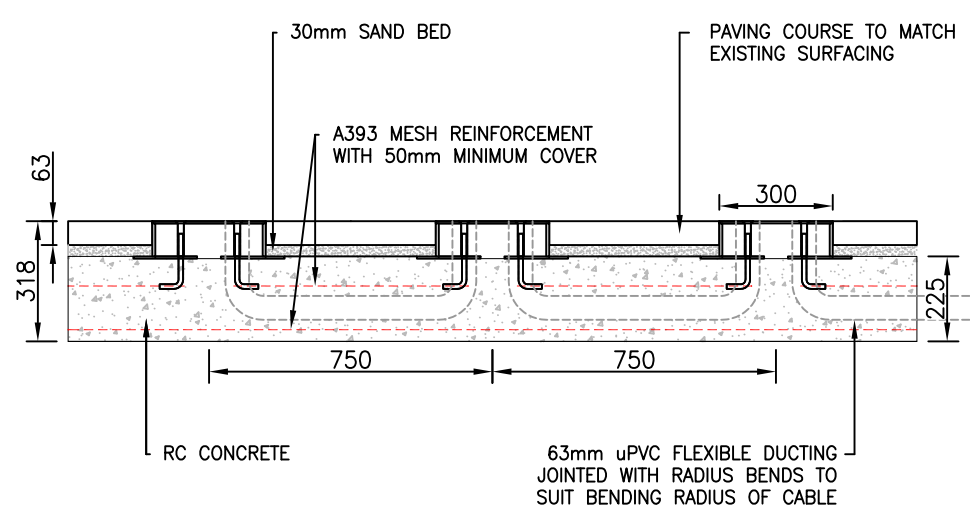
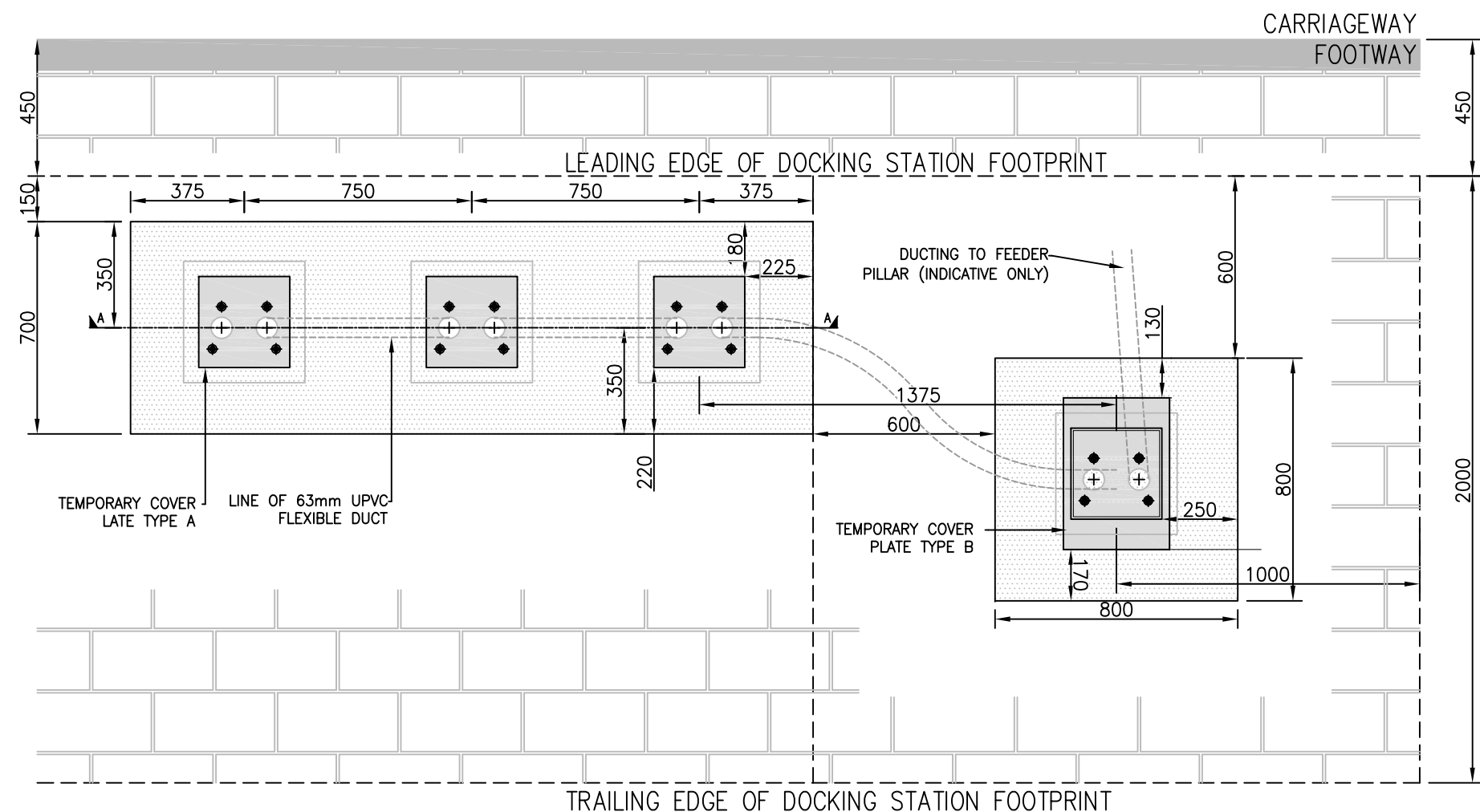

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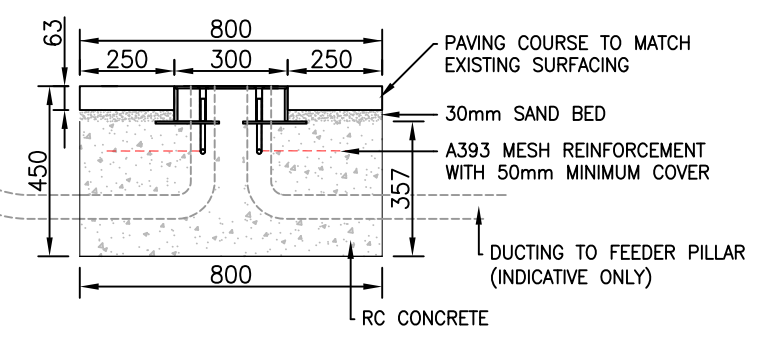
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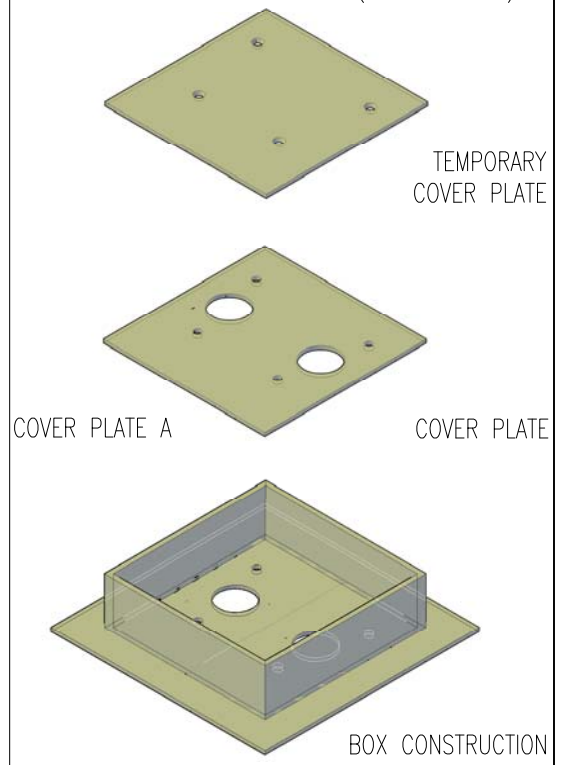


SECTION A-A

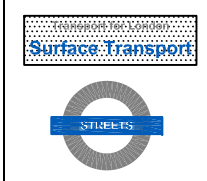
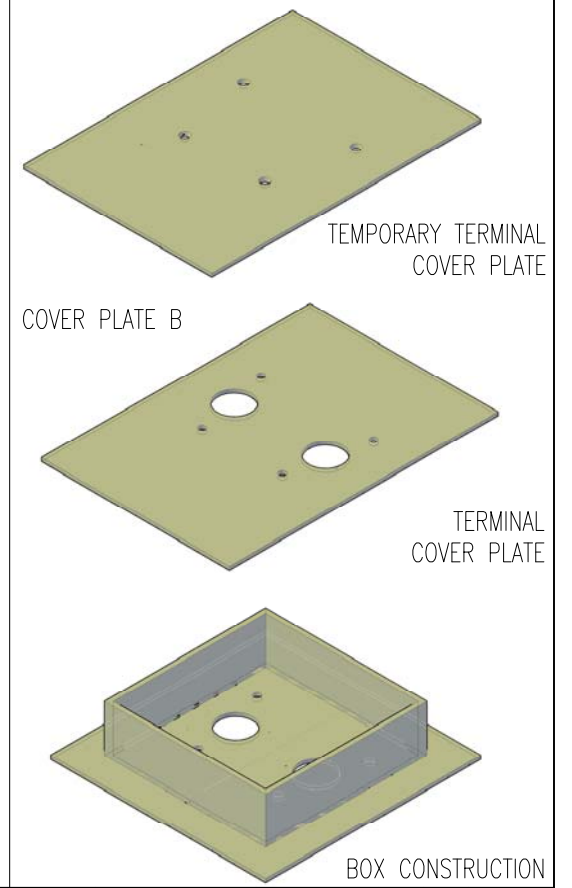


SECTION B-B

DOCKING POINT BOX CONSTRUCTION DETAILS- (SCALE 1:10)



TERMINAL BOX CONSTRUCTION DETAILS



Roads Directorate  
Traffic Design Engineering  
Palestra  
197 Blackfriars Road  
London  
SE1 8NJ

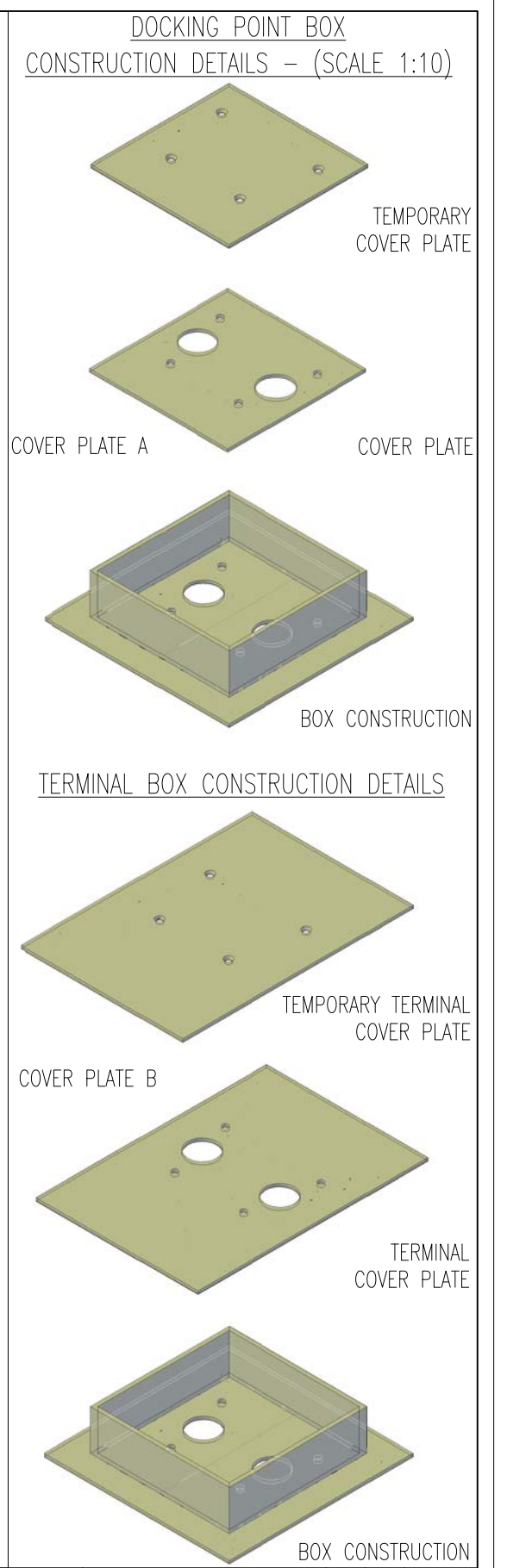
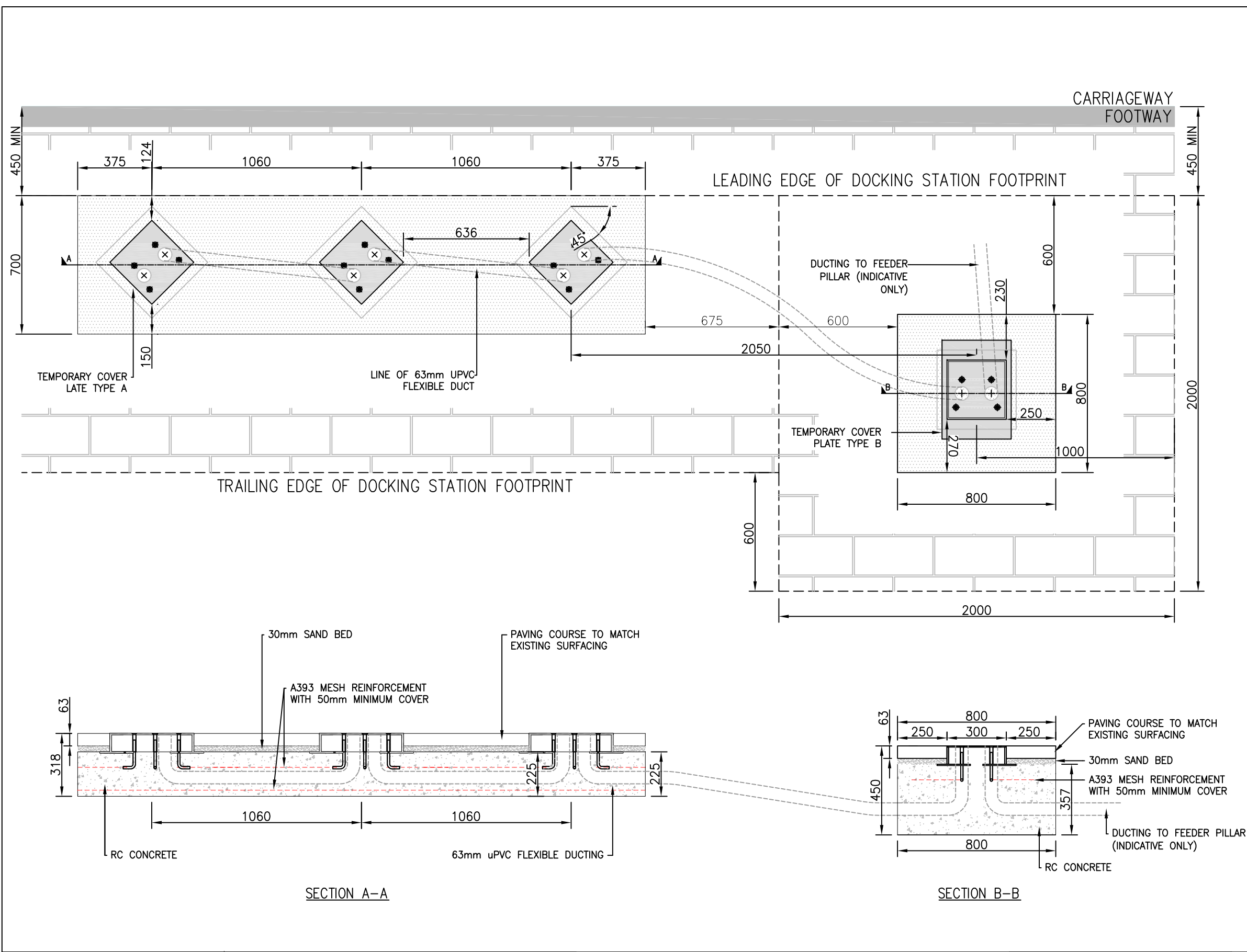



project  
BARCLAYS CYCLE HIRE SCHEME

drawing title  
Standard Linear Foundation Footway

|          |                 |
|----------|-----------------|
| borough  | -               |
| site no. | -               |
| date     | 22/10/12        |
| scale    | 1:20 @ A3       |
| drn      | AH              |
| chk      | DP              |
| app      | AS              |
| Dwg N°   | TDE-FW-01       |
| status   | FOR INFORMATION |

| Rev | Date | Description | Drn | Chk | App |
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|     |      |             |     |     |     |
|     |      |             |     |     |     |
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 Roads Directorate  
 Traffic Design Engineering  
 Palestra  
 197 Blackfriars Road  
 London  
 SE1 8NJ



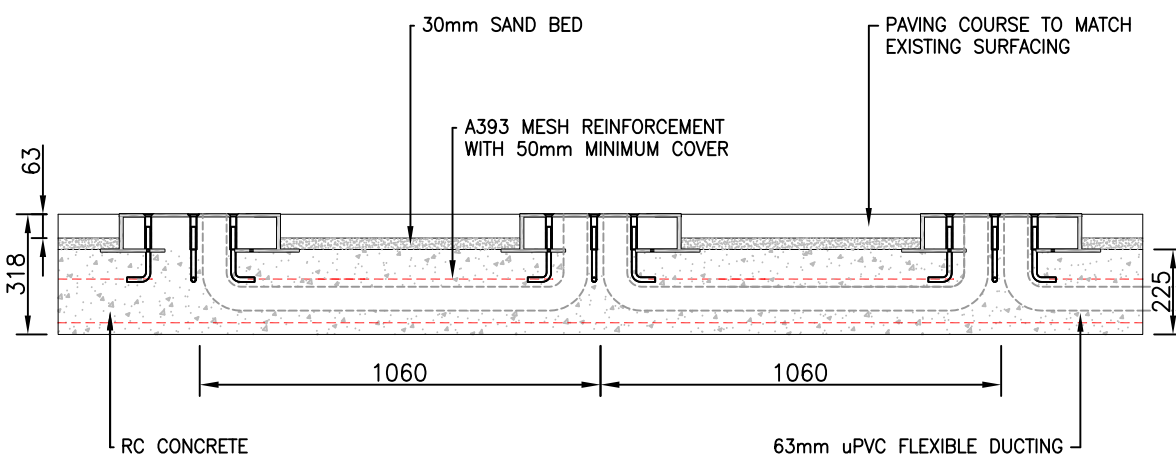
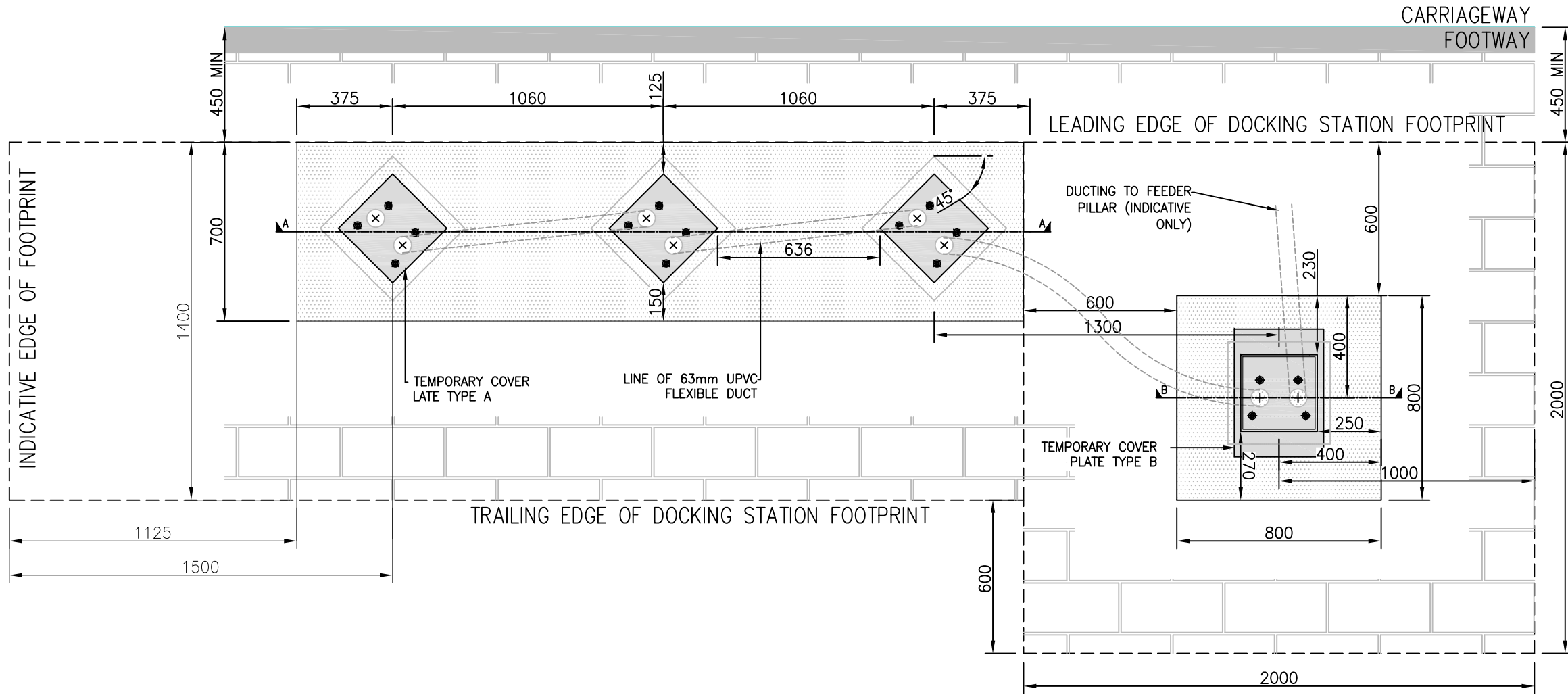
|               |  |
|---------------|--|
| project       | BARCLAYS CYCLE HIRE SCHEME                   |
| drawing title | Standard Echelon Foundation - A Type Footway |

|          |                 |
|----------|-----------------|
| borough  | -               |
| site no. | -               |
| date     | 22/10/12        |
| scale    | 1:20 @ A3       |
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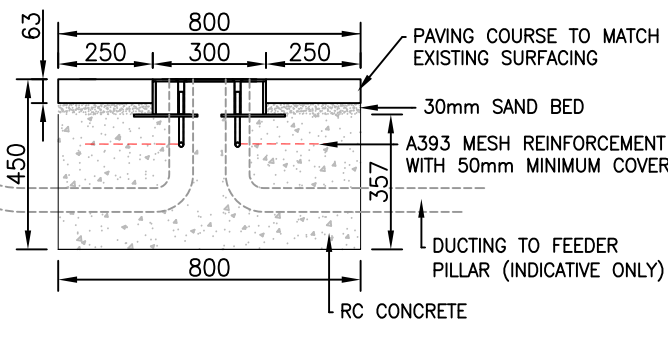
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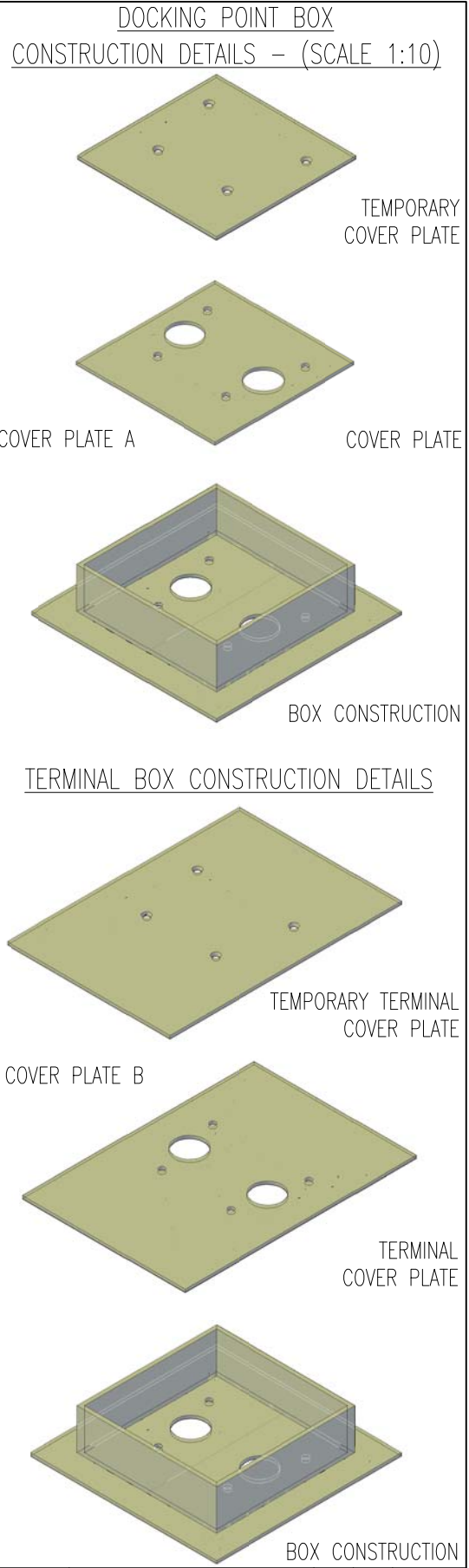





SECTION A-A



SECTION B-B




 Roads Directorate  
 Traffic Design Engineering  
 Palestra  
 197 Blackfriars Road  
 London  
 SE1 8NJ

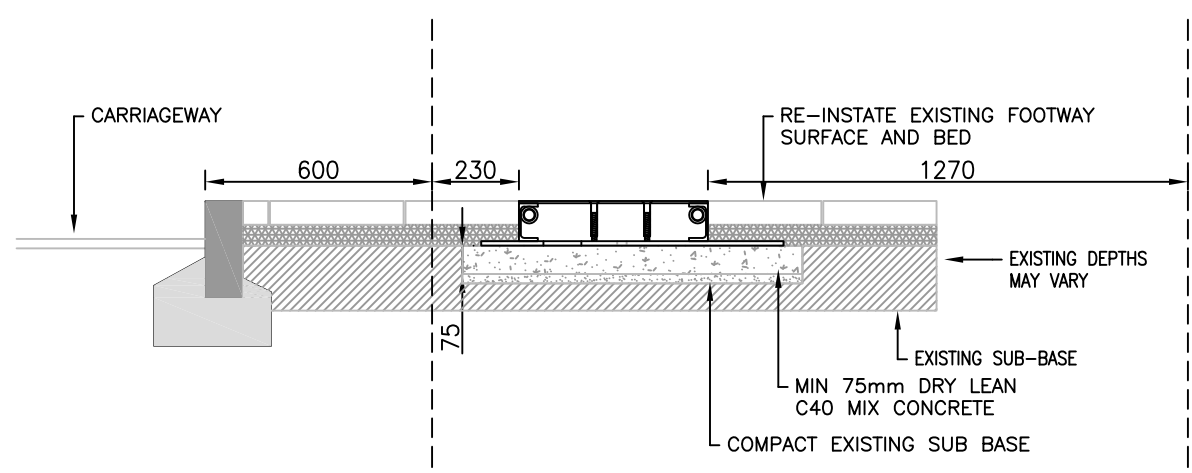
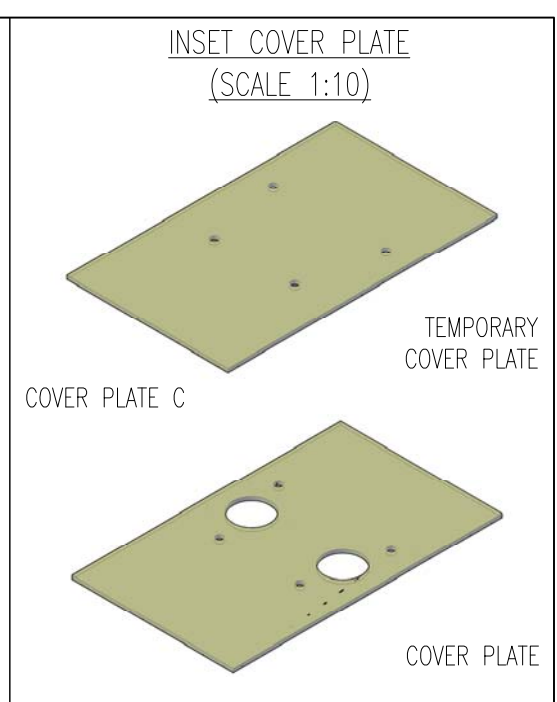
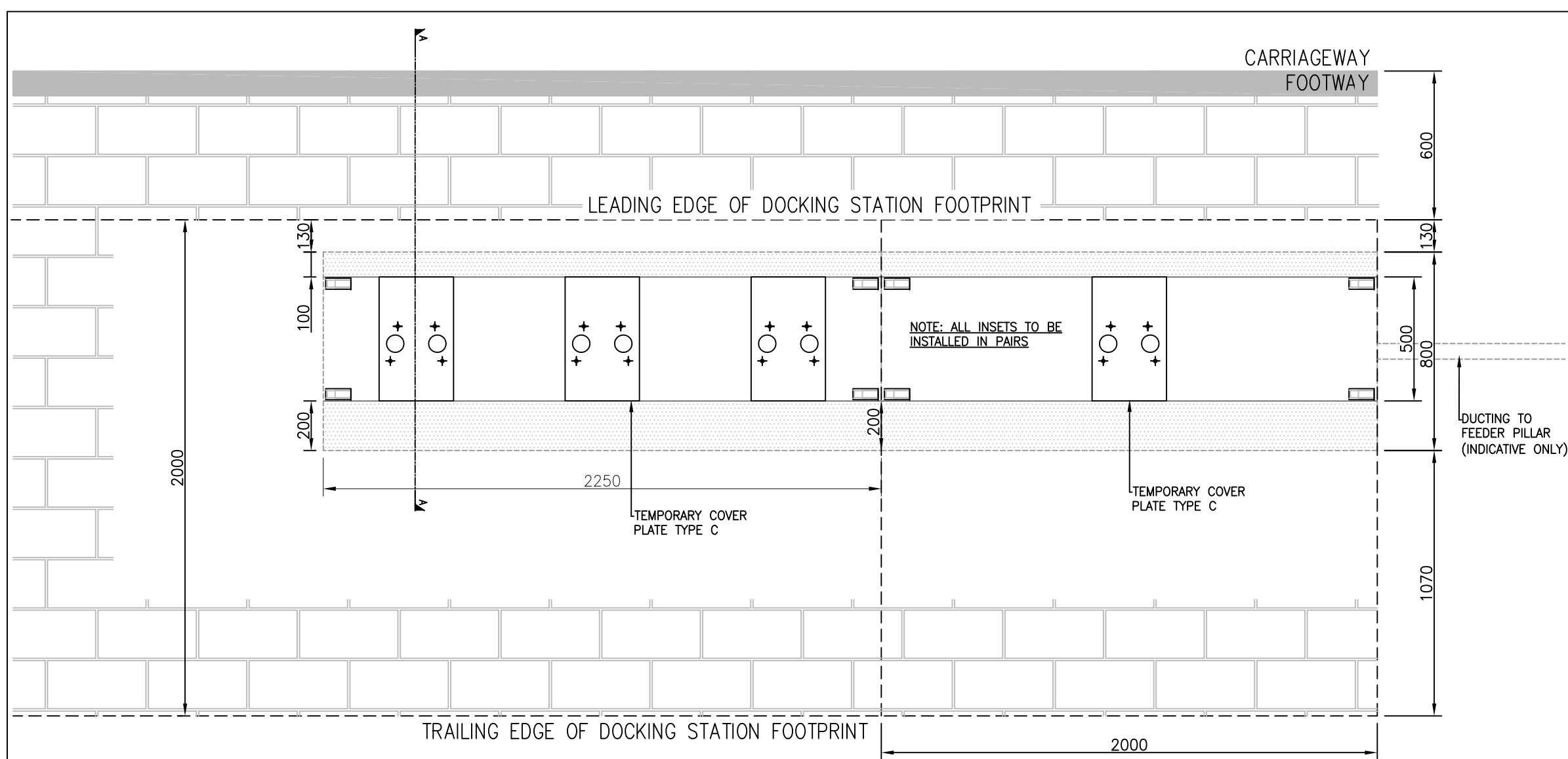


|               |  |
|---------------|--|
| project       | BARCLAYS CYCLE HIRE SCHEME                   |
| drawing title | Standard Echelon Foundation - B Type Footway |
| borough       | -  |
| site no.      | -  |
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| drn           | AH   |
| chk           | DP   |
| app           | AS   |
| Dwg N°        | TDE-FW-03                                    |
| status        | FOR INFORMATION                              |

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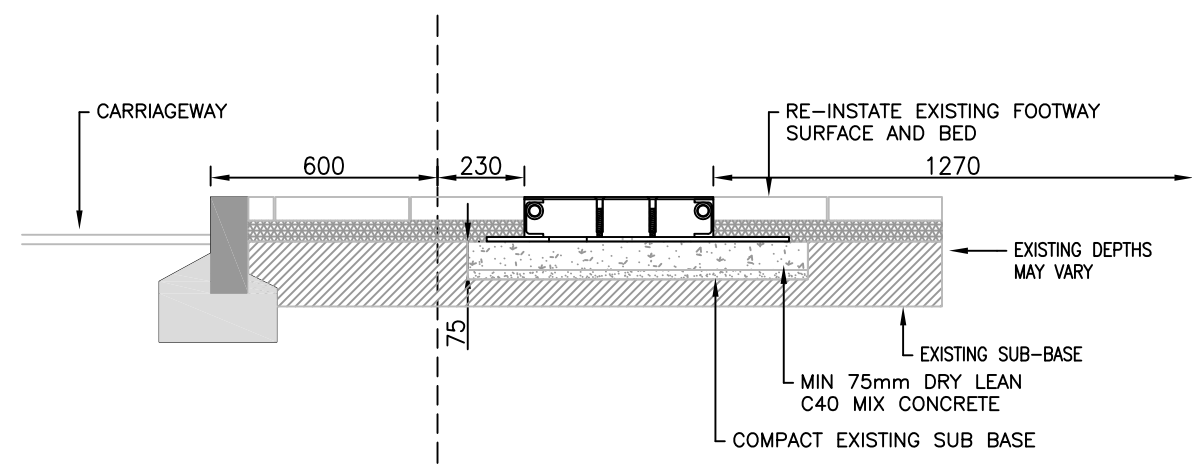
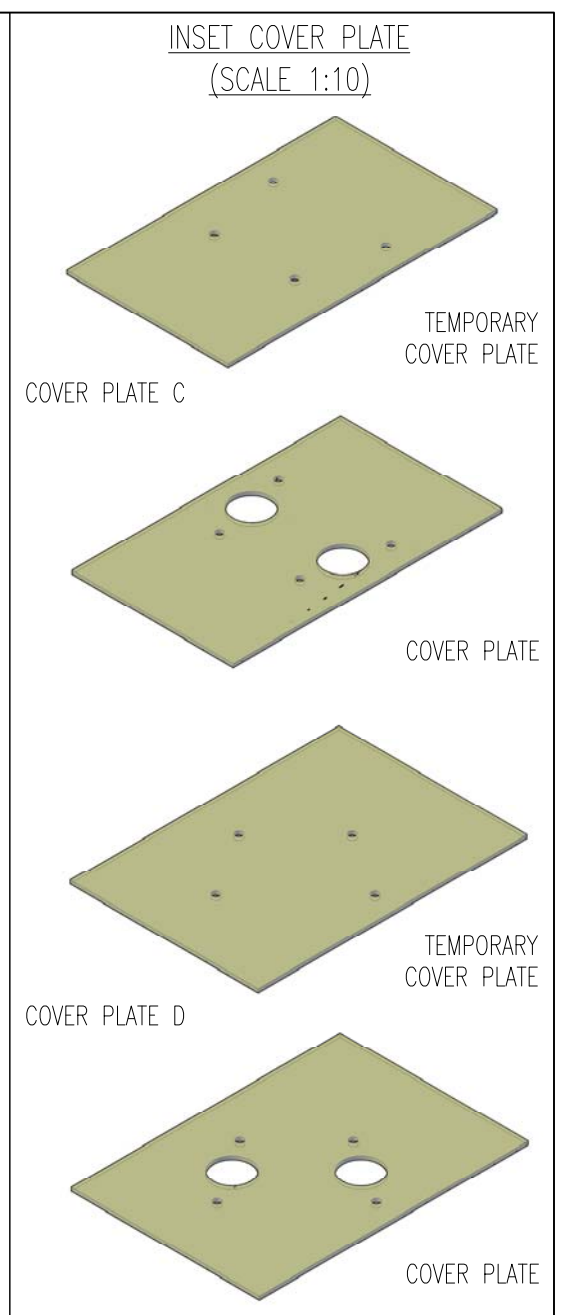
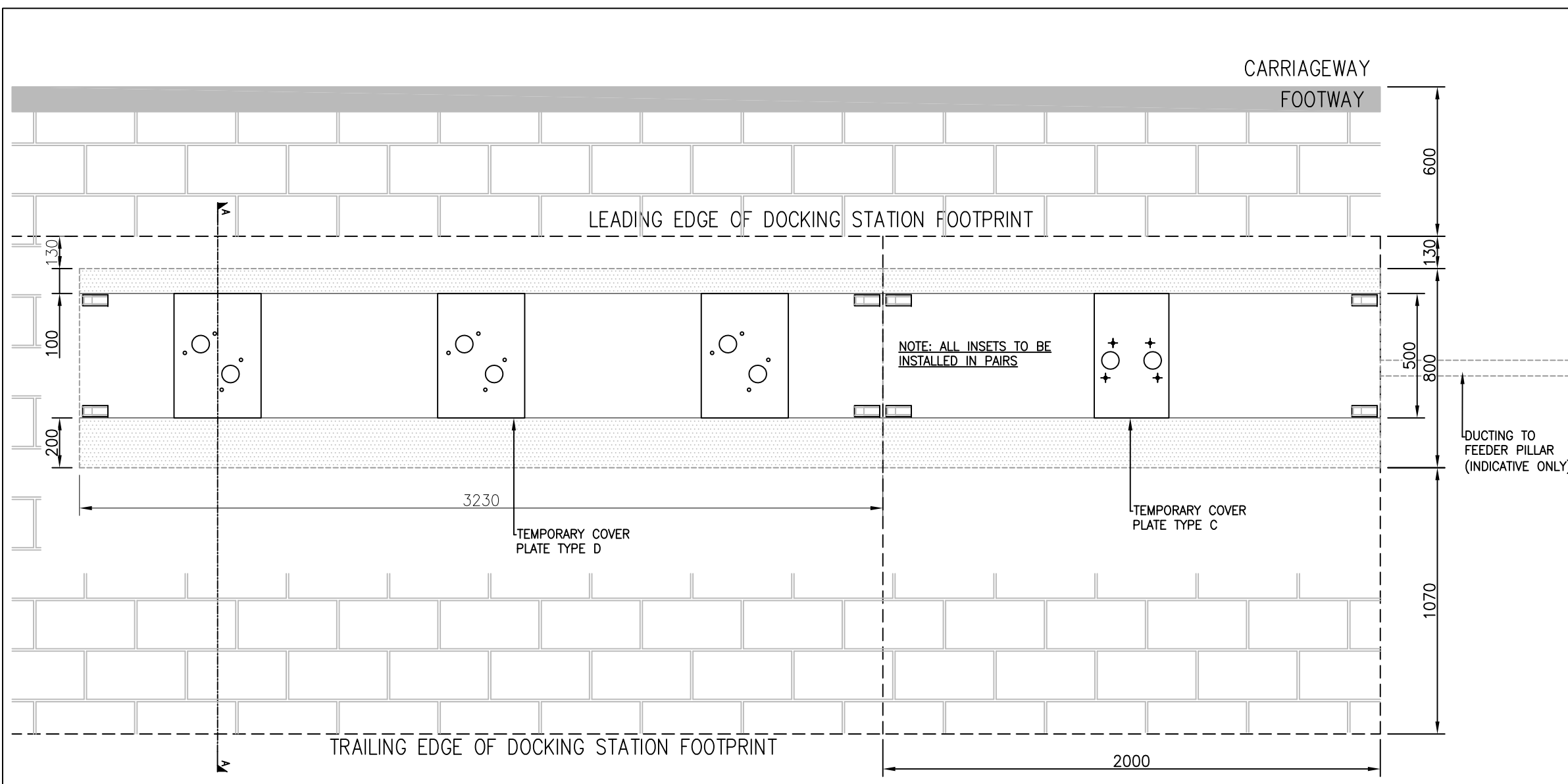
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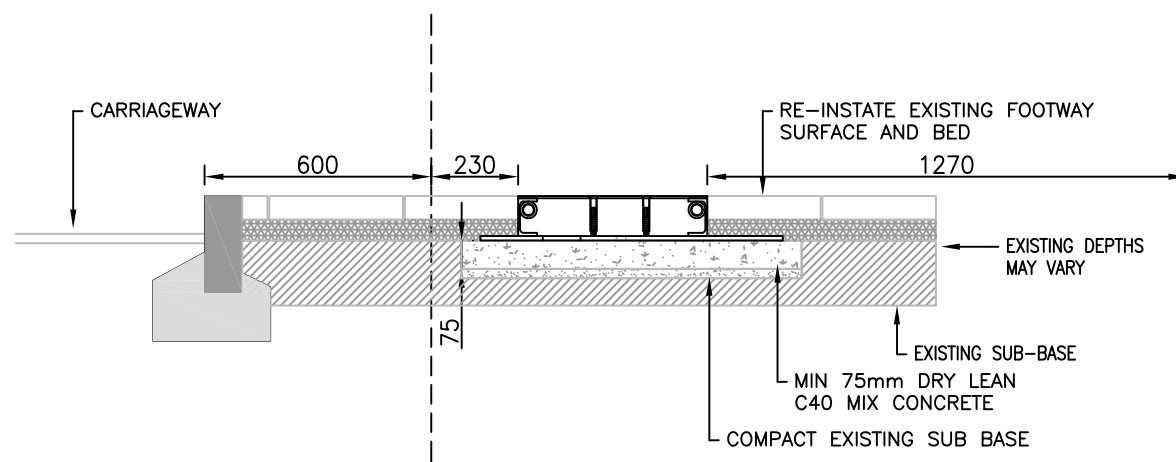
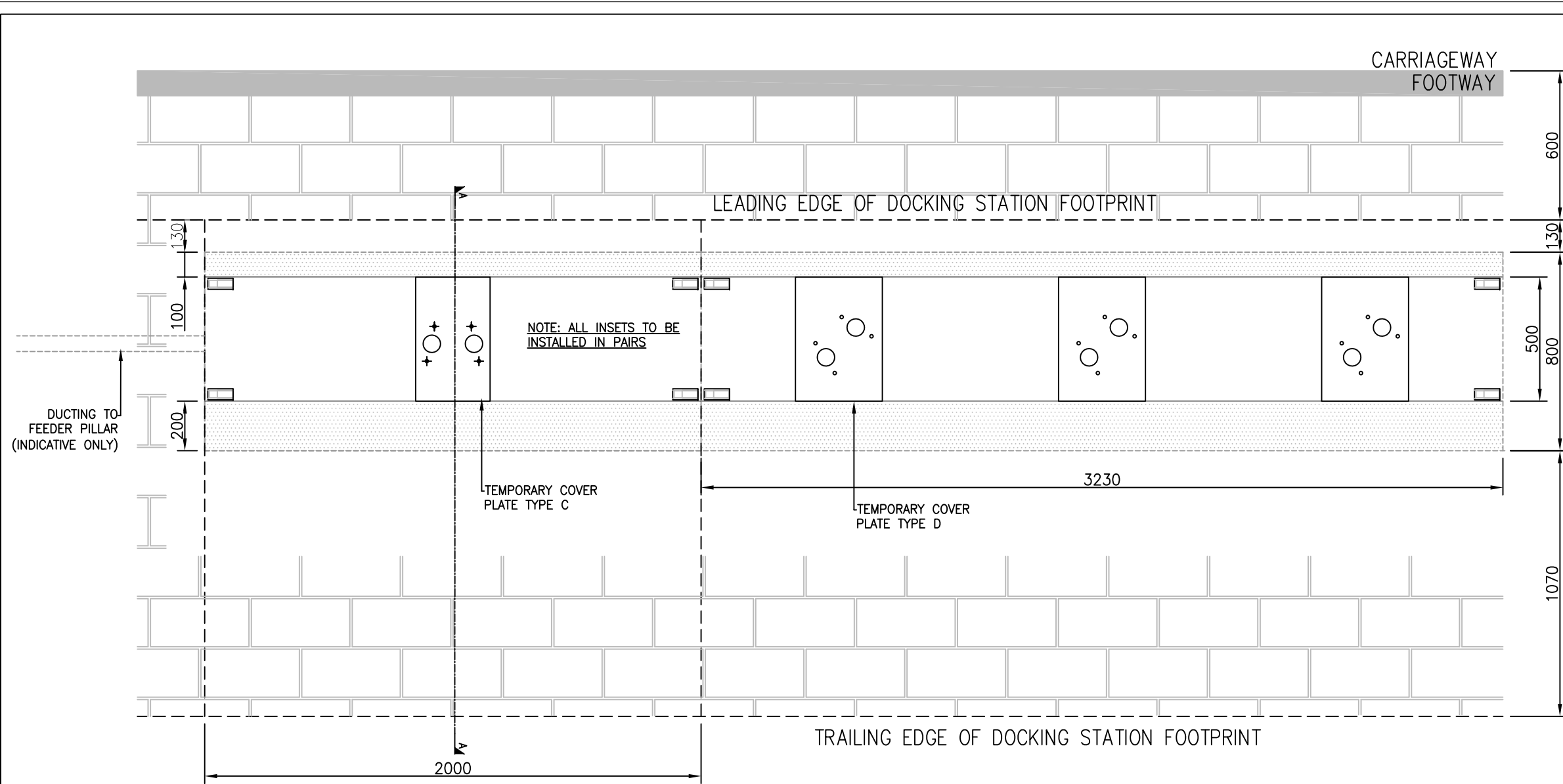
SECTION A-A

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| <br>Roads Directorate<br>Traffic Design Engineering<br><br>Palestra<br>197 Blackfriars Road<br>London<br>SE1 8NJ |  | project       | BARCLAYS CYCLE HIRE SCHEME  |                 |     |     |     | borough  | -    |             |     |     |     |
|  |  | drawing title | Inset Linear Foundation Footway                                     |                 |     |     |     | site no. | -    |             |     |     |     |
|  |  |               | date  | scale           | drn | chk | app |          |      |             |     |     |     |
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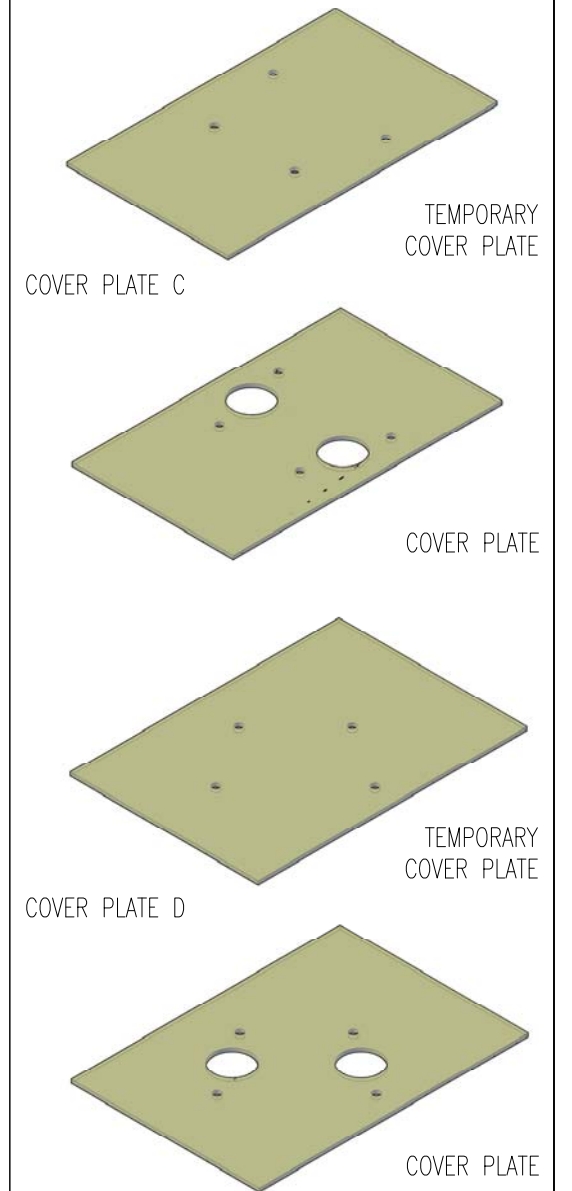
SECTION A-A



|   |  |               |  |                 |     |     |     |          |      |             |     |     |     |
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| <p>Roads Directorate<br/>Traffic Design Engineering</p> <p>Palestra<br/>197 Blackfriars Road<br/>London<br/>SE1 8NJ</p> |  | project       | BARCLAYS CYCLE HIRE SCHEME   |                 |     |     |     | borough  | -    |             |     |     |     |
|   |  | drawing title | Inset Echelon Foundation - A Type Footway                            |                 |     |     |     | site no. | -    |             |     |     |     |
|   |  |               | date   | scale           | drn | chk | app |          |      |             |     |     |     |
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|   |  |               | status   | FOR INFORMATION |     |     | —   | Rev      | Date | Description | Drn | Chk | App |
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SECTION A-A

INSET COVER PLATE  
(SCALE 1:10)



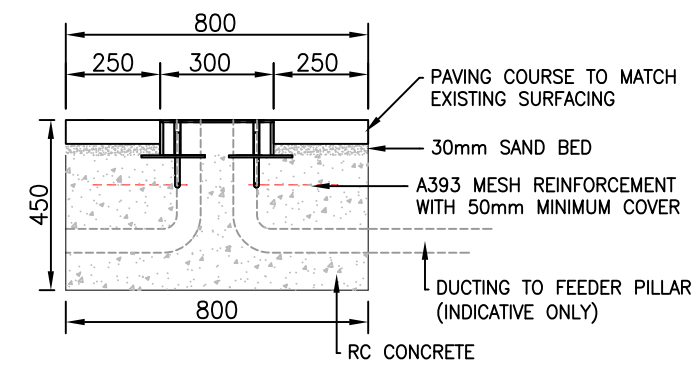
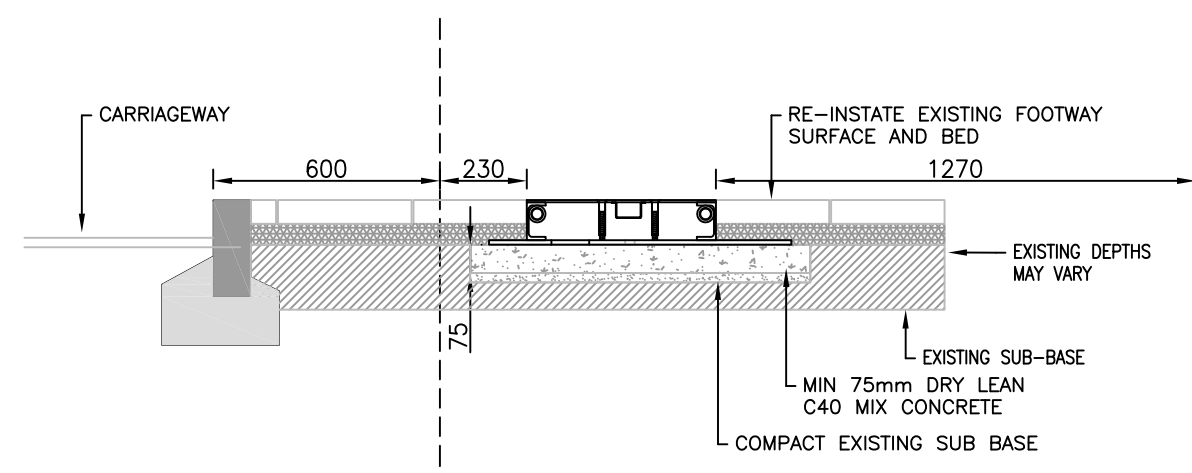
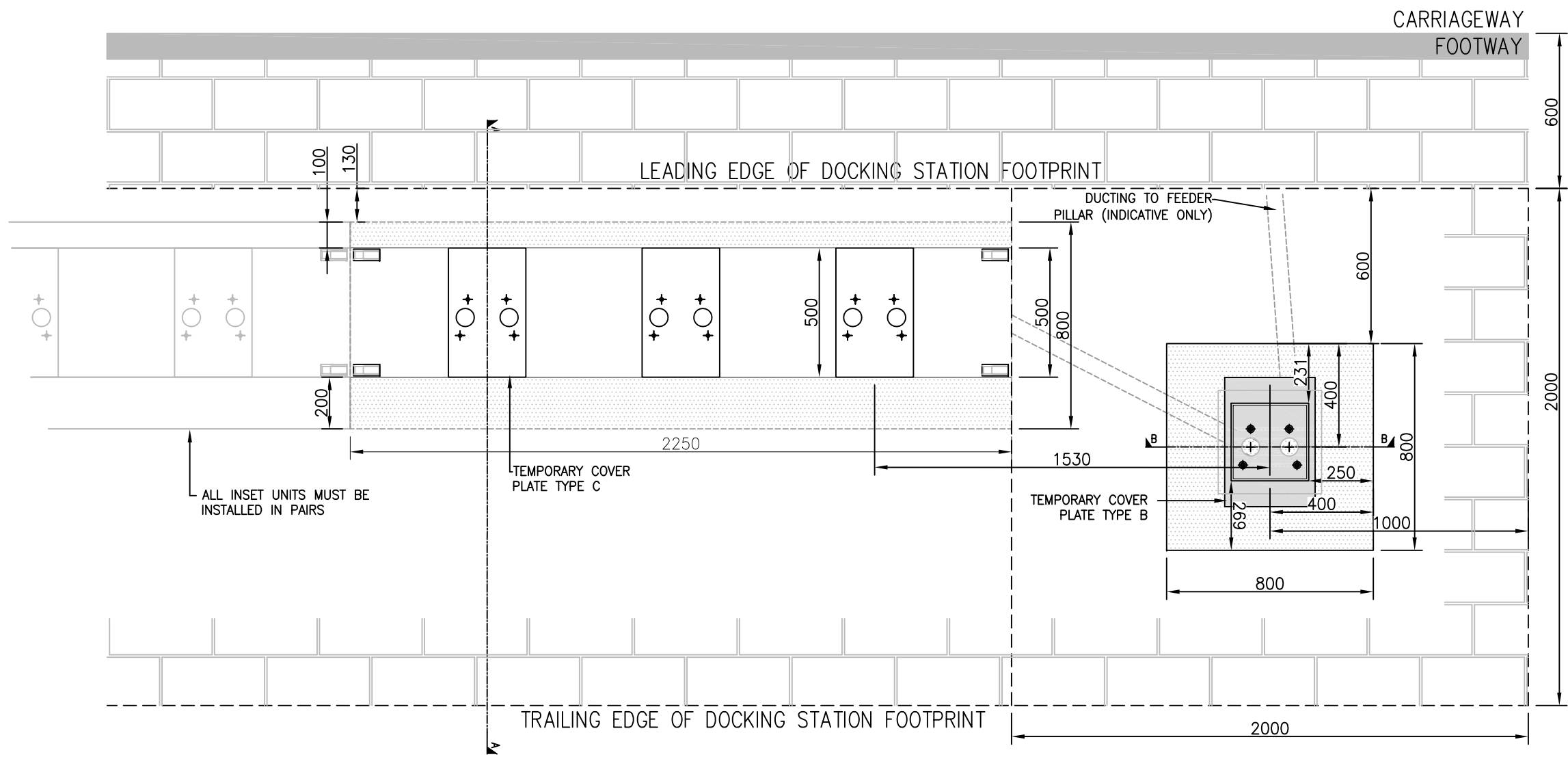

 Roads Directorate  
 Traffic Design Engineering  
  

 Palestra  
 197 Blackfriars Road  
 London  
 SE1 8NJ



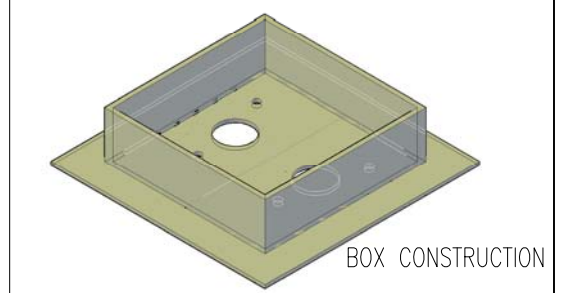
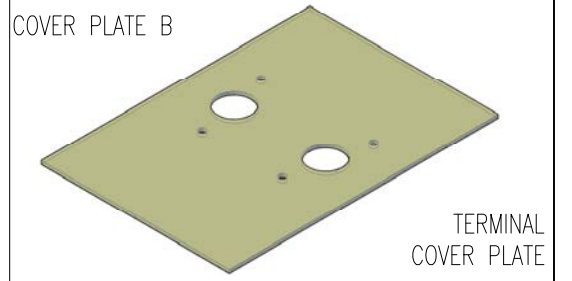
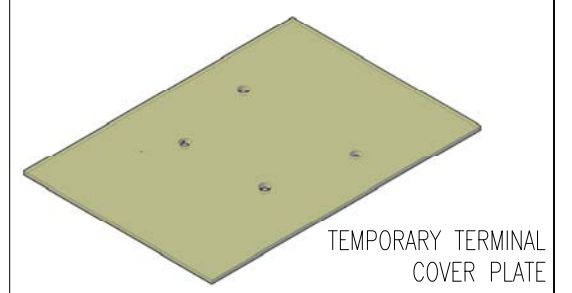
|               |   |
|---------------|---|
| project       | BARCLAYS CYCLE HIRE SCHEME                |
| drawing title | Inset Echelon Foundation - B Type Footway |
| borough       | -   |
| site no.      | -   |
| date          | 22/10/12                                  |
| scale         | 1:20 @ A3                                 |
| drn           | AH  |
| chk           | DP  |
| app           | AS  |
| Dwg N°        | TDE-FW-06                                 |
| status        | FOR INFORMATION                           |

| Rev | Date | Description | Drn | Chk | App |
|-----|------|-------------|-----|-----|-----|
|     |      |             |     |     |     |
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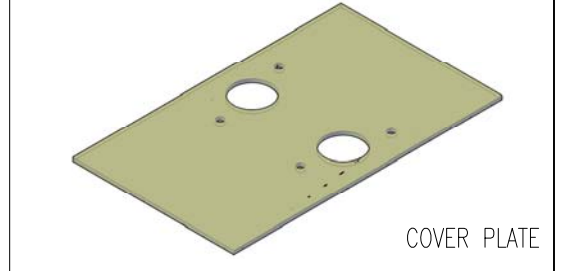
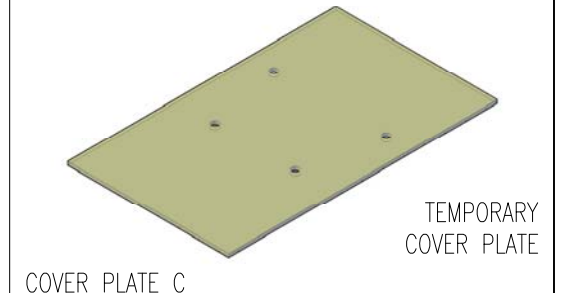




TERMINAL BOX CONSTRUCTION DETAILS  
(SCALE - 1:10)



INSET COVER PLATE  
(SCALE 1:10)



SECTION A-A

SECTION B-B

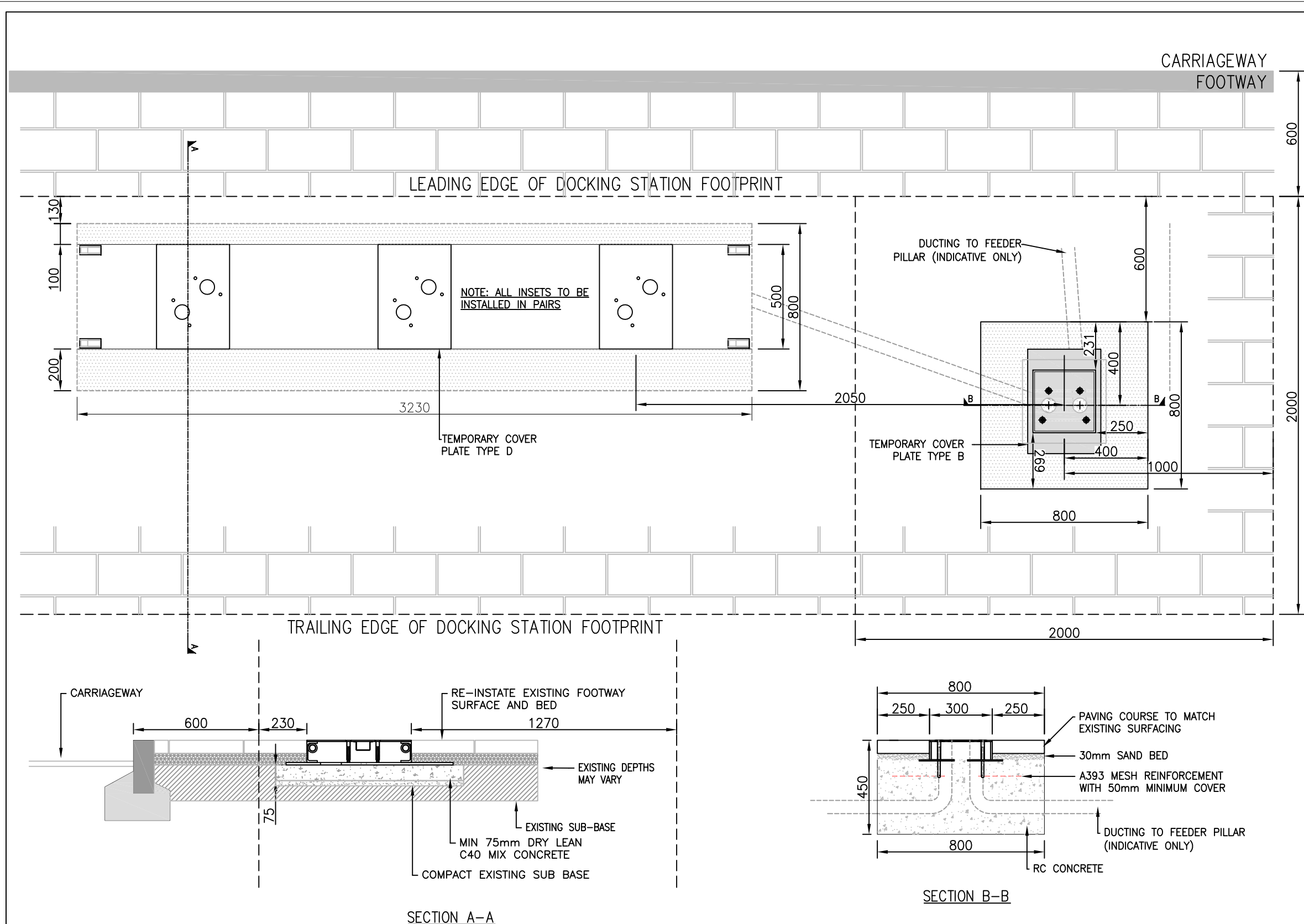
Roads Directorate  
Traffic Design Engineering  
Palestra  
197 Blackfriars Road  
London  
SE1 8NJ



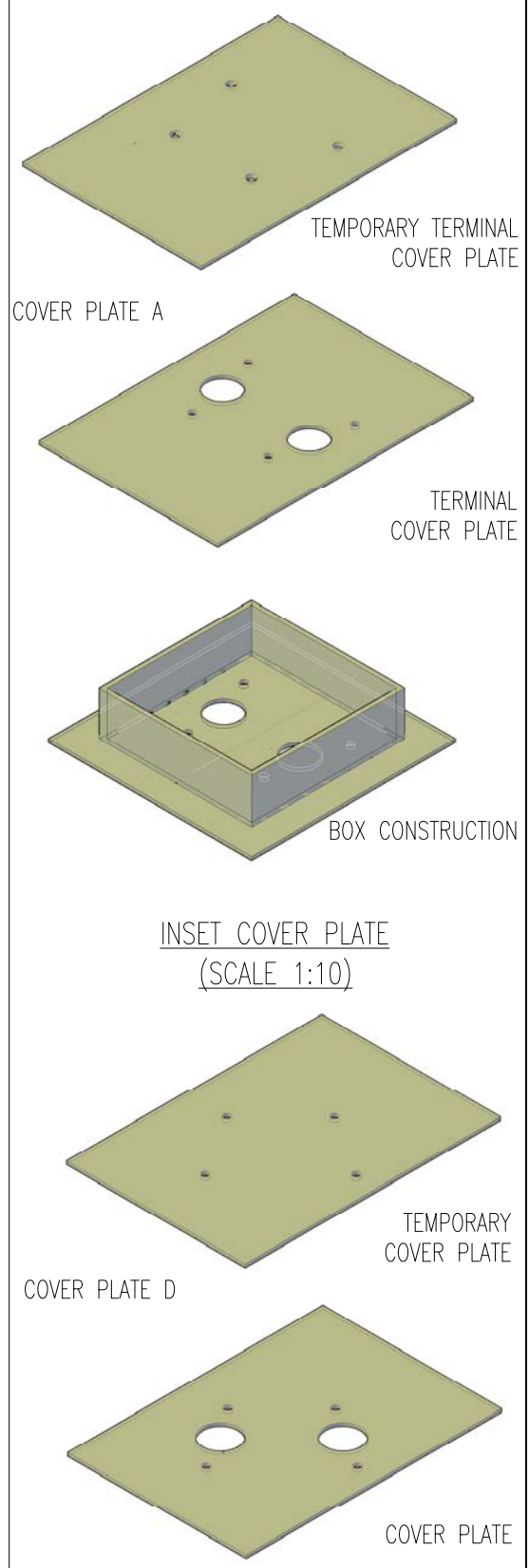
|               |  |
|---------------|--|
| project       | BARCLAYS CYCLE HIRE SCHEME                                     |
| drawing title | Standard Terminal Foundation & Inset Linear Foundation Footway |



|          |                 |
|----------|-----------------|
| borough  | -               |
| site no. | -               |
| date     | 22/10/12        |
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| drn      | AH              |
| chk      | DP              |
| app      | AS              |
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| status   | FOR INFORMATION |

| Rev | Date | Description | Drn | Chk | App |
|-----|------|-------------|-----|-----|-----|
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TERMINAL BOX CONSTRUCTION DETAILS



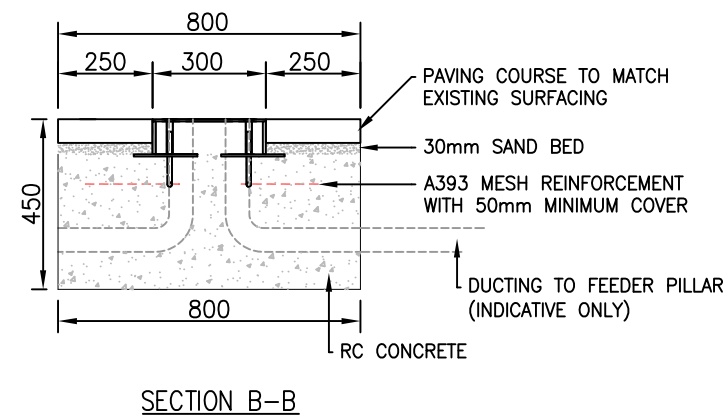
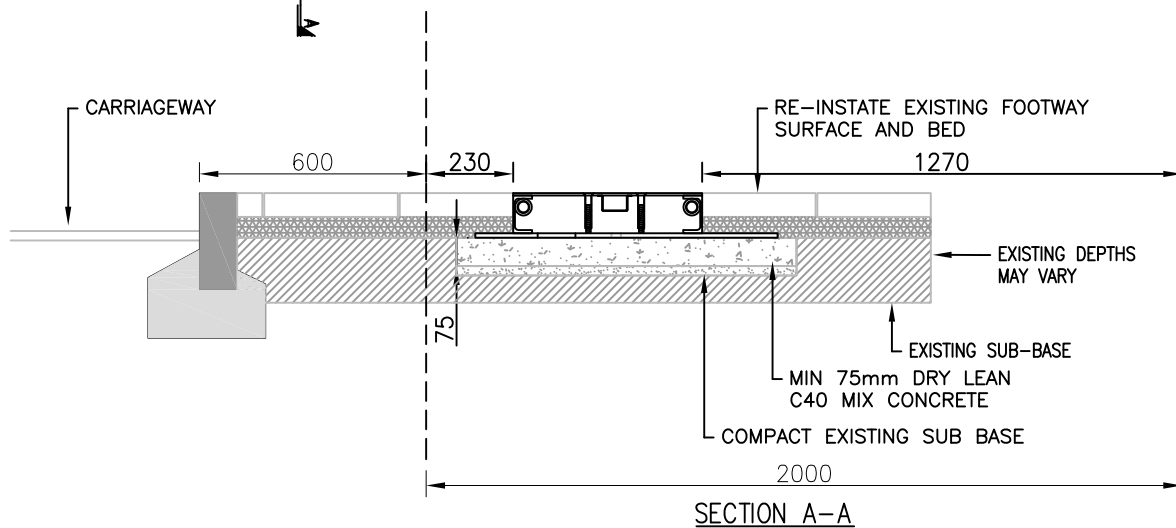
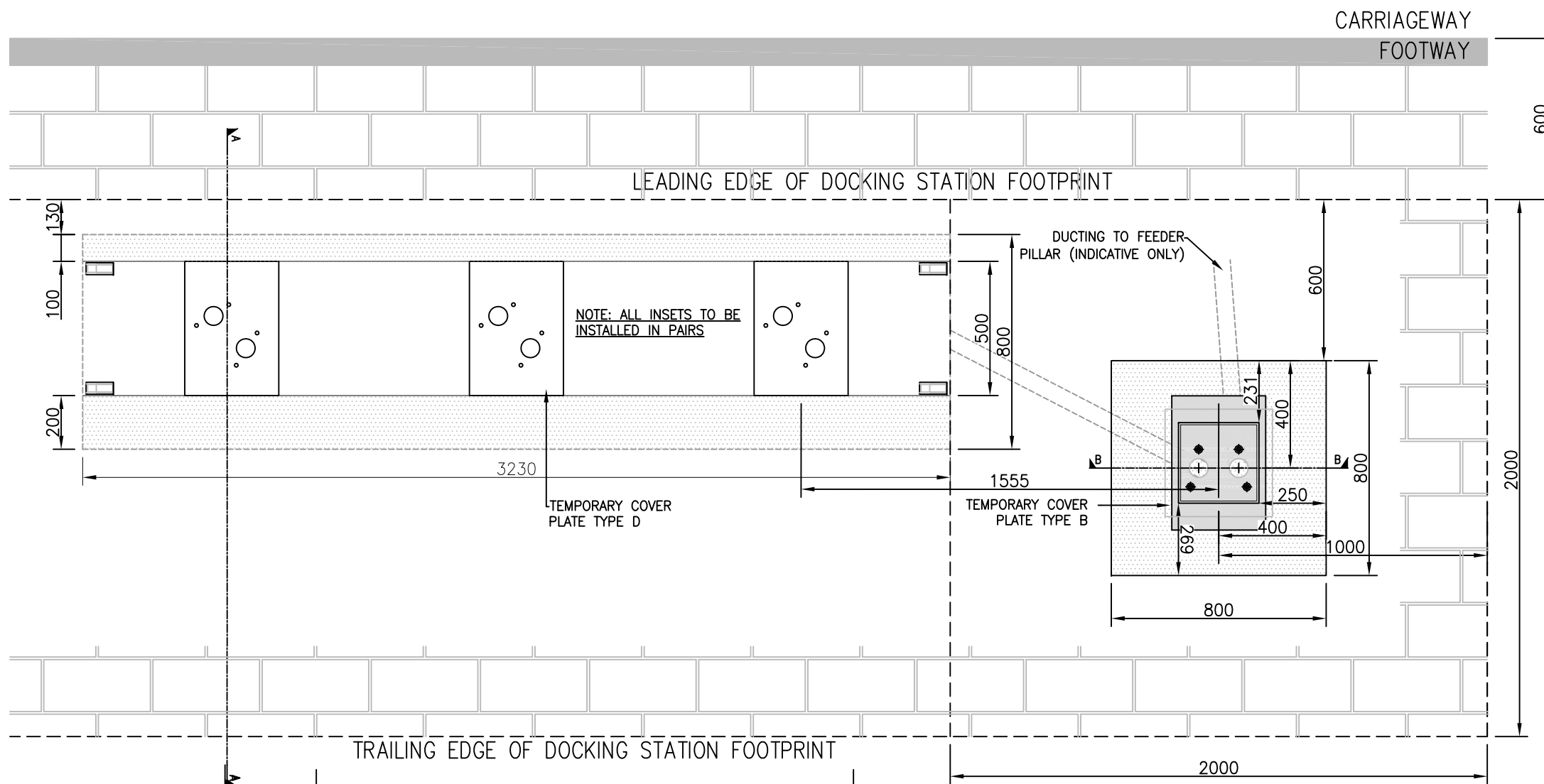

 Roads Directorate  
 Traffic Design Engineering  

 Palestra  
 197 Blackfriars Road  
 London  
 SE1 8NJ



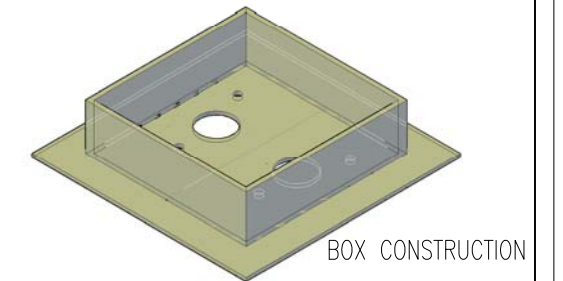
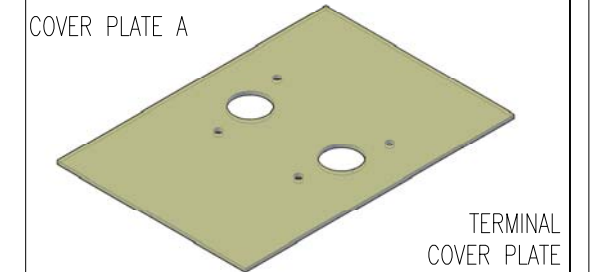
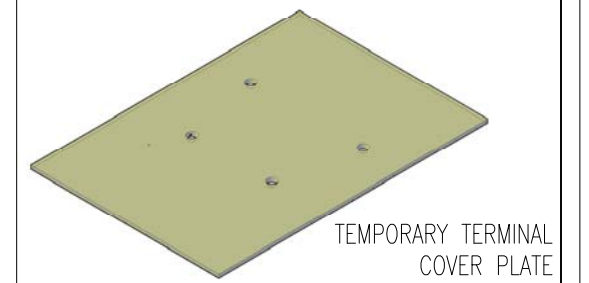
|               |   |
|---------------|---|
| project       | BARCLAYS CYCLE HIRE SCHEME  |
| drawing title | Standard Terminal Foundation & Inset Echealon Foundation A Type Footway |

|          |                 |
|----------|-----------------|
| borough  | -               |
| site no. | -               |
| date     | 22/10/12        |
| scale    | 1:20 @ A3       |
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| chk      | DP              |
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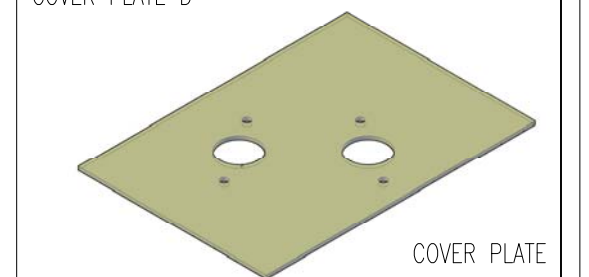
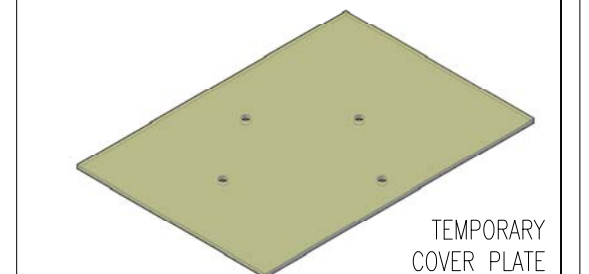
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|     |      |             |     |     |     |
|     |      |             |     |     |     |



TERMINAL BOX CONSTRUCTION DETAILS



INSET COVER PLATE (SCALE 1:10)



Roads Directorate  
Traffic Design Engineering



Palestra  
197 Blackfriars Road  
London  
SE1 8NJ



project  
BARCLAYS CYCLE HIRE SCHEME

drawing title  
Standard Terminal Foundation  
& Inset Echelon Foundation B Type  
Footway

borough -

site no. -

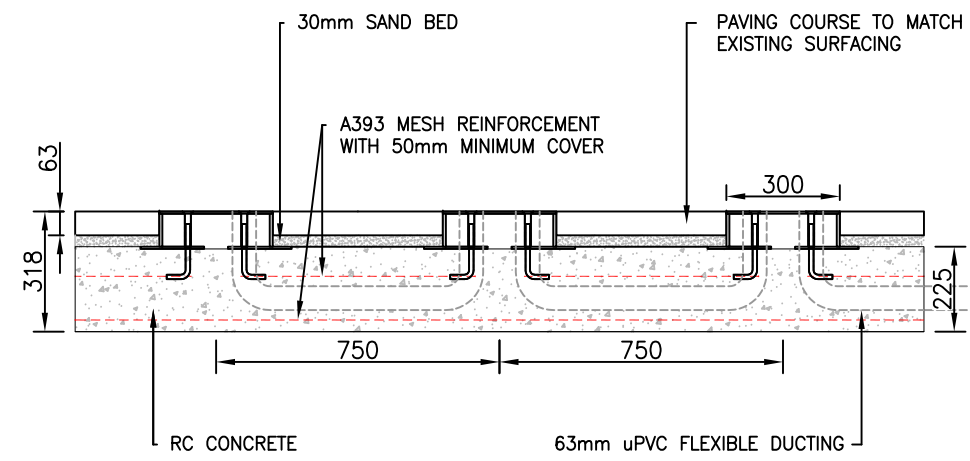
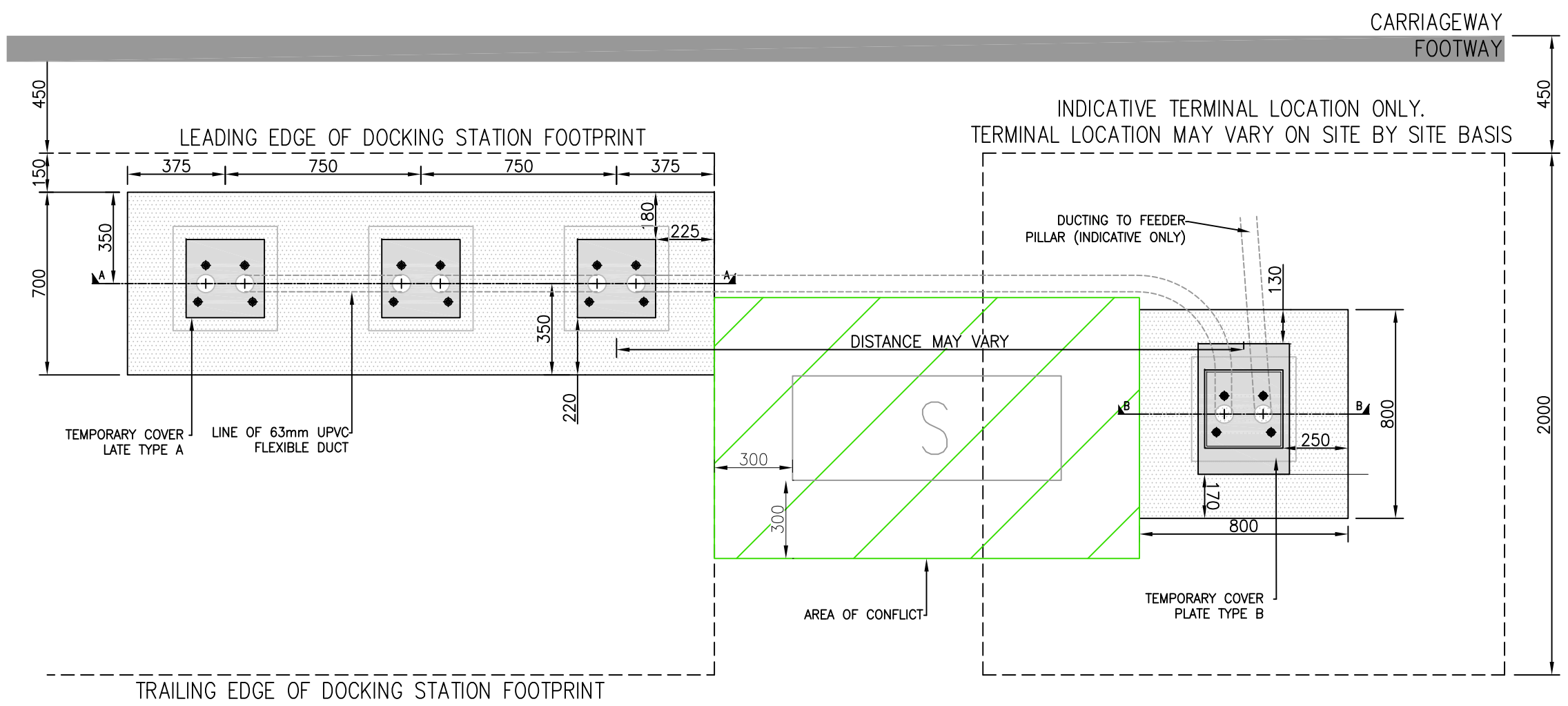
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Dwg N° TDE-FW-09

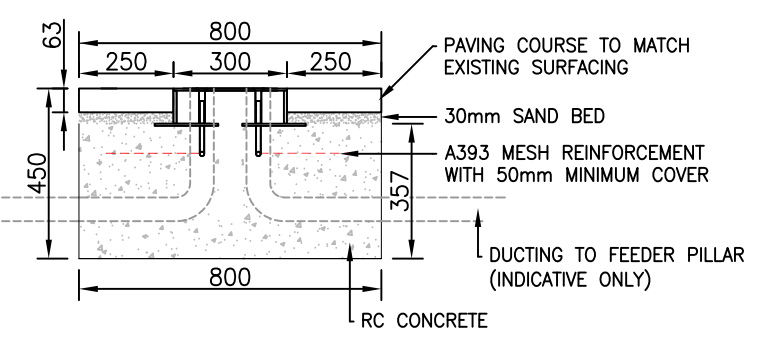
status FOR INFORMATION

| Rev | Date | Description | Drn | Chk | App |
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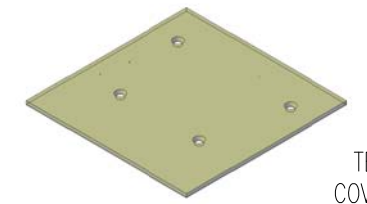


SECTION A-A

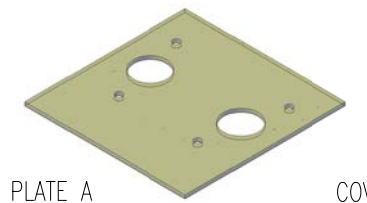


SECTION B-B

DOCKING POINT BOX CONSTRUCTION DETAILS

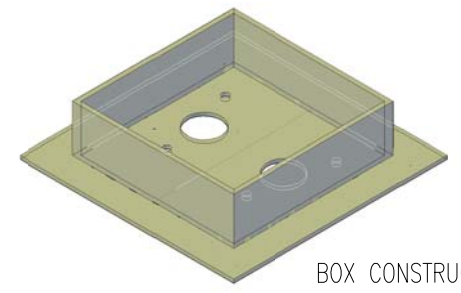


TEMPORARY COVER PLATE



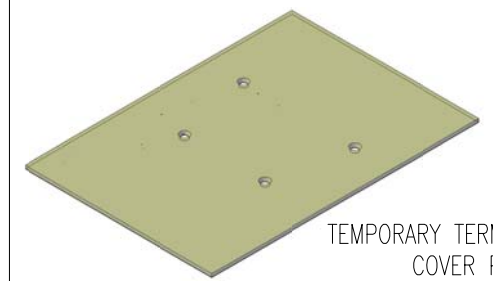
COVER PLATE A

COVER PLATE

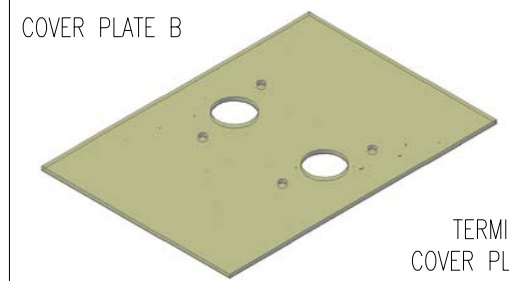


BOX CONSTRUCTION

TERMINAL BOX CONSTRUCTION DETAILS

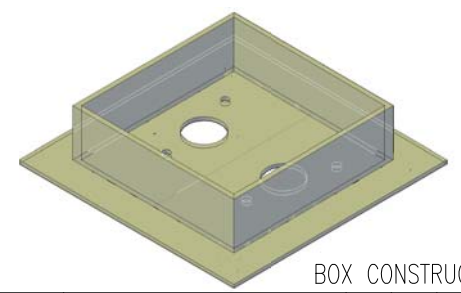


TEMPORARY TERMINAL COVER PLATE

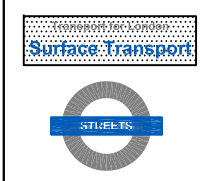


COVER PLATE B

TERMINAL COVER PLATE



BOX CONSTRUCTION



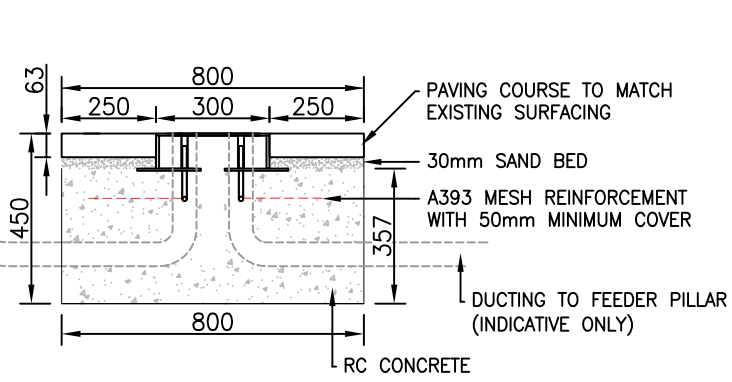
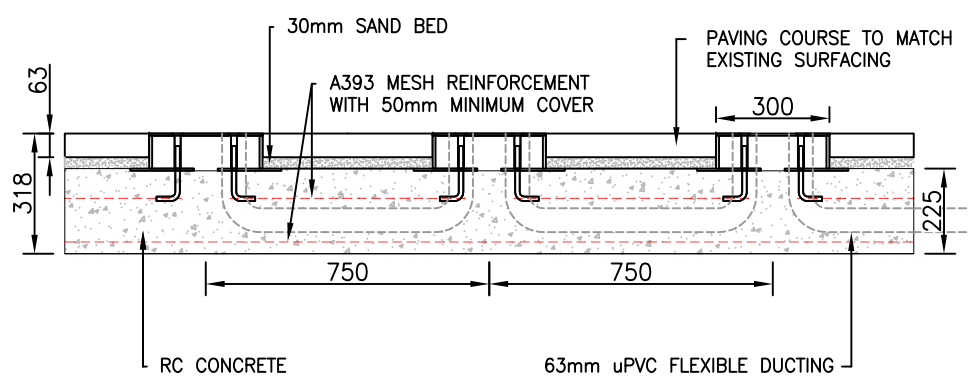
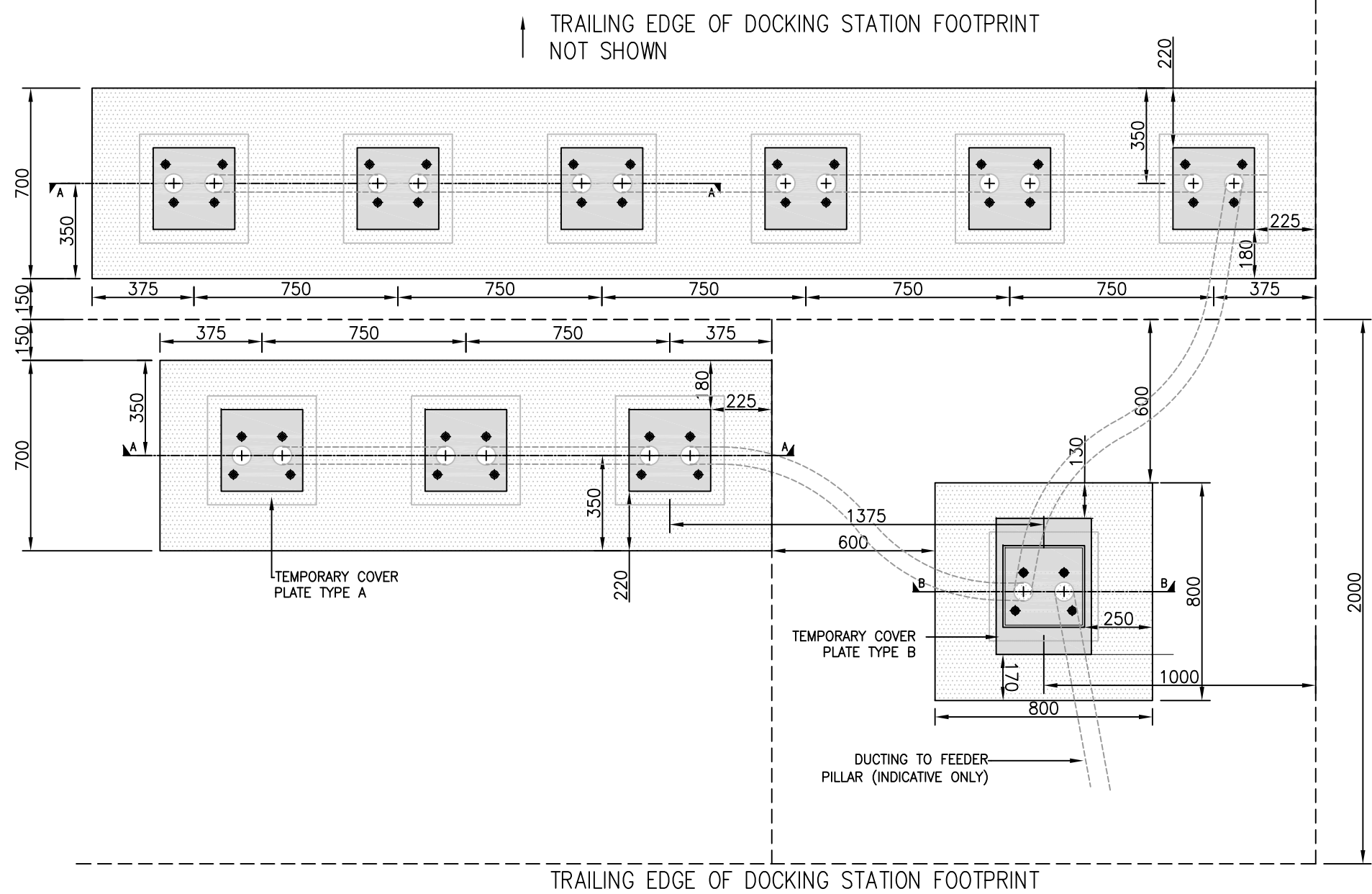
Roads Directorate  
Traffic Design Engineering  
Palestra  
197 Blackfriars Road  
London  
SE1 8NJ



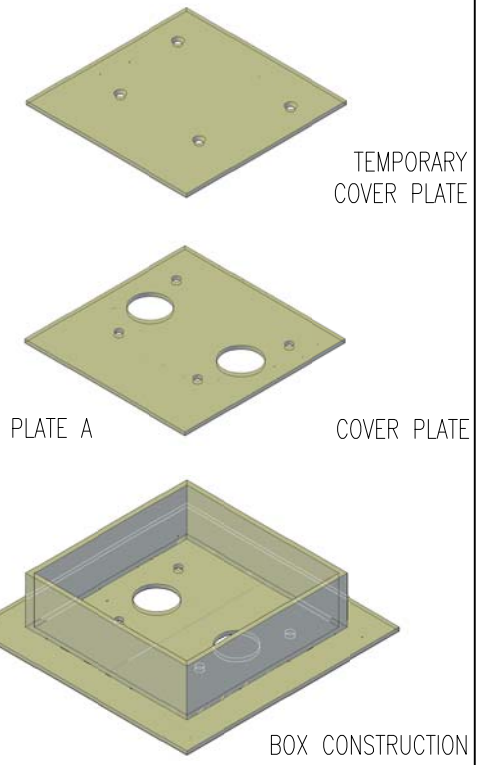
|               |  |
|---------------|--|
| project       | BARCLAYS CYCLE HIRE SCHEME                                 |
| drawing title | Footway Standard<br>with Terminal not attached to the site |

|          |                 |
|----------|-----------------|
| borough  | -               |
| site no. | -               |
| date     | 22/10/12        |
| scale    | 1:20 @ A3       |
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| chk      | DP              |
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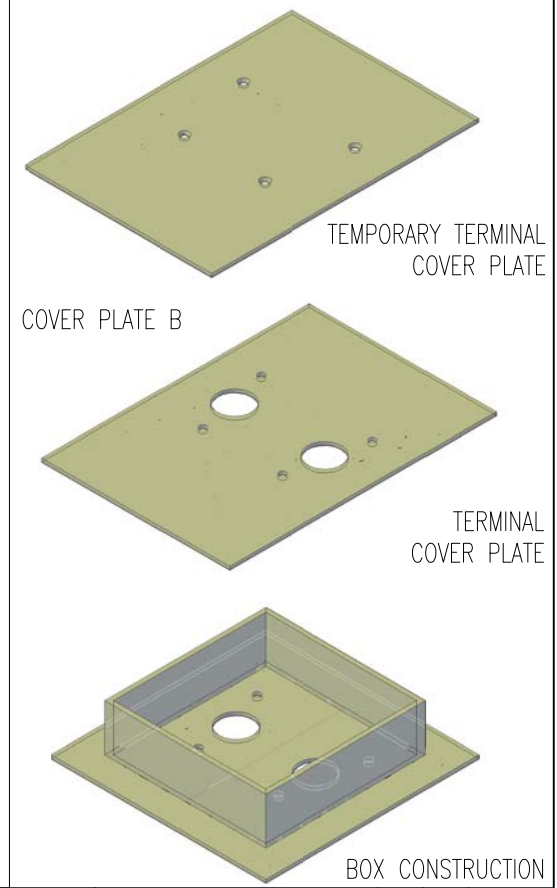
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| -   | 22/10/12 | ???         | AH  | DP  | AS  |



DOCKING POINT BOX CONSTRUCTION DETAILS



TERMINAL BOX CONSTRUCTION DETAILS



Surface Transport

Roads Directorate  
Traffic Design Engineering

Palestra  
197 Blackfriars Road  
London  
SE1 8NJ



|               |  |
|---------------|--|
| project       | BARCLAYS CYCLE HIRE SCHEME                 |
| drawing title | Standard Foundation Footway (Back to Back) |

|          |                 |
|----------|-----------------|
| borough  | -               |
| site no. | -               |
| date     | 02/11/12        |
| scale    | 1:20 @ A3       |
| drn      | AH              |
| chk      | DP              |
| app      | AS              |
| Dwg N°   | TDE-FW-11       |
| status   | FOR INFORMATION |

| Rev | Date | Description | Drn | Chk | App |
|-----|------|-------------|-----|-----|-----|
|     |      |             |     |     |     |

# Appendix G

APPENDIX G-1

**CONSERVATION AREA TRAFFIC NOTE**

---



# Aylesbury Estate Plot 18

## TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

### OVERVIEW

---

This technical note sets out the assessment of existing traffic movements within and around the Aylesbury conservation area and provides an assessment of the potential redistribution of those movements with the Plot 18 proposals.

### QM

---

| Job Number | Date             | Author | Checked | Authorised |
|------------|------------------|--------|---------|------------|
| 70009682   | 07 December 2015 | ID     | DAB     | DAB        |

### INTRODUCTION

---

As part of the consultation process in relation to the Plot 18 proposals for the Aylesbury Estate regeneration, some concerns have been raised regarding the potential for increased traffic on local roads as a result of the design. This note sets out the reasoning behind the proposals and an assessment on existing and future traffic movements in the area.

### EXISTING SITUATION

---

In order to understand the existing traffic movements in the area a number of traffic counts were undertaken on 5 November 2015. These supplement the original traffic counts carried out for the masterplan application undertaken in May 2014. The location of the traffic counts is provided at Appendix 1. The traffic counts have been converted into peak hour traffic flow diagrams which are provided at Appendix 2. The surveys are not at all junctions within the network, however the one-way restrictions mean that traffic movements at other locations can be calculated using the known movements. Red numbering denotes calculated movements.

### ASSESSMENT OF ROUTES

---

The traffic flow diagrams indicate a number of key routes through the area taken by existing traffic. These are focused around the two one-way streets of Trafalgar Street and Wooler Street. By inspection of the traffic flow diagrams, a summary of the existing peak hour routes has been provided on the figures at Appendix 3.

In the AM, Trafalgar Street sees approximately 190 westbound movements, Wooler Street sees approximately 50 eastbound movements and Aylesbury Road sees approximately 15 westbound movements.

In the PM, Trafalgar Street sees approximately 100 westbound movements, Wooler Street sees approximately 15 eastbound movements and Aylesbury Road sees approximately 30 westbound movements.

# Aylesbury Estate Plot 18

## TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

It is evident from the counts that there is a movement through the area at the current time for traffic wishing to travel from Portland Street to Thurlow Street and vice versa.

### FUTURE TRAFFIC MOVEMENTS

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It is evident that there is an element of through movement within the area using the existing roads. These movements are an illustration of the existing ability to travel east/west through the area and it is therefore unlikely that additional connections will increase the overall number of vehicle movements, however it is appropriate to consider how these movements may change with the introduction of a number of additional links.

Within the masterplan proposals it is clear that the introduction of a complete link on Inville Road / Roland Way will be an attractive route from east to west and vice versa. In the detailed design of this street it can be appropriately treated to cater for an amount of through movements in order to provide practical and logical access to the area as required by policy TP1. It is possible that some movements will relocate from Trafalgar and Wooler Streets onto Inville Road in the masterplan situation, relieving the existing streets by distributing traffic across more routes. However the volume of this relocation is difficult to predict as it will depend on drivers preference and familiarity with the network. The future movement assumptions for this assessment therefore assume that there is no redistribution onto Inville Road retaining the worst-case assumption for future traffic movements on existing routes.

With regard to the opening of a new connection from Thurlow Street to Dawes Street and the extension of Dawes Street to Inville Road, a review of the potential redistribution of routes has been carried out to establish which routes would be shorter or more convenient with the new streets in place. This assessment was carried out using GIS analysis to look at route combinations without and then with the new streets in place. The length and convenience of the routes was considered as these are the prime reasons for drivers to use a particular route. For example, the traffic currently travelling on Trafalgar Street in a westbound direction and turning north is unlikely to divert onto alternative routes further south as it would lengthen their journey.

It is evident from this review that the Trafalgar Street and Wooler Street movements remain convenient due to their direct nature and as one-way streets drivers know that they are less likely to be held up in narrow sections with opposing traffic. However, the traffic currently using Dawes Street to access Aylesbury Road is likely to redirect onto the new street to the north of Plot 18. This street will provide a more direct access from Aylesbury Road to Thurlow Street rather than using East Street. This equates to approximately 15 movements in the AM peak and 30 movements in the PM peak. This level of traffic will be easily accommodated on the new street. The volume of traffic using Aylesbury Road is therefore unlikely to change significantly. The one-way arrangements on Merrow Street mean that it is unlikely that significant traffic movements will redirect onto this route.

Plans indicating the expected redistribution of traffic in the AM and PM peaks are provided at Appendix 4.

# Aylesbury Estate Plot 18

TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

## CONCLUSIONS

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The existing street network allows for east/west movements from Portland Street to Thurlow Street and vice versa. The introduction of new street connections is unlikely to increase this demand, but will redistribute the trips across the street network. The proposed Inville Road / Roland Way east/west route is likely to be attractive but can be designed to accommodate movements within the detail design of the appropriate development stage. An assessment of the other traffic movements has highlighted the vehicles currently using Aylesbury Road are likely to switch from East Street to the new street to the north of Plot 18 to access from Thurlow Street, however the volume of traffic on Aylesbury Road is unlikely to change. The one-way configuration of Merrow Street means that traffic is unlikely to divert to use this route.

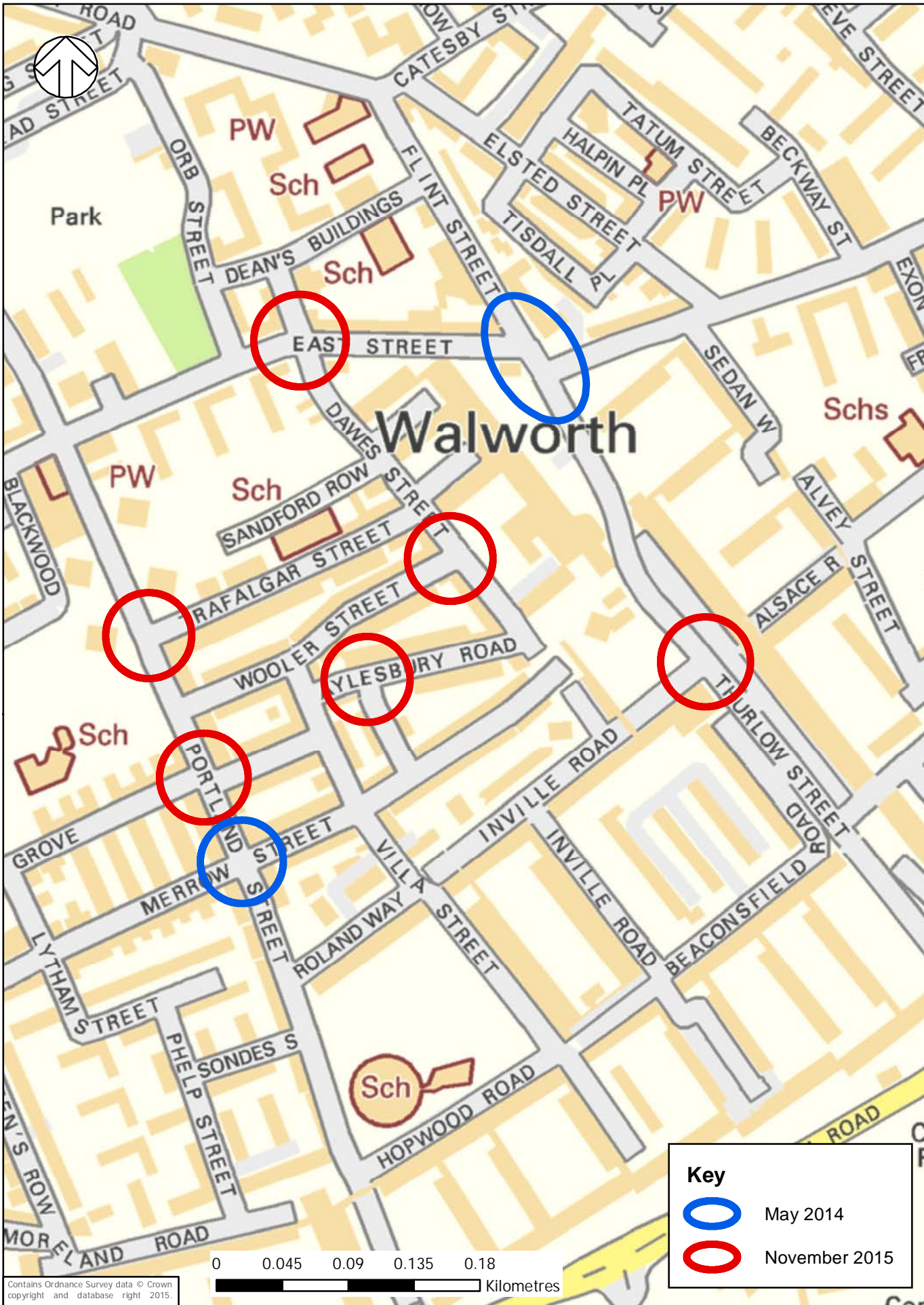
# Aylesbury Estate Plot 18

TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE  
CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

## APPENDIX 1 – TRAFFIC SURVEY LOCATIONS

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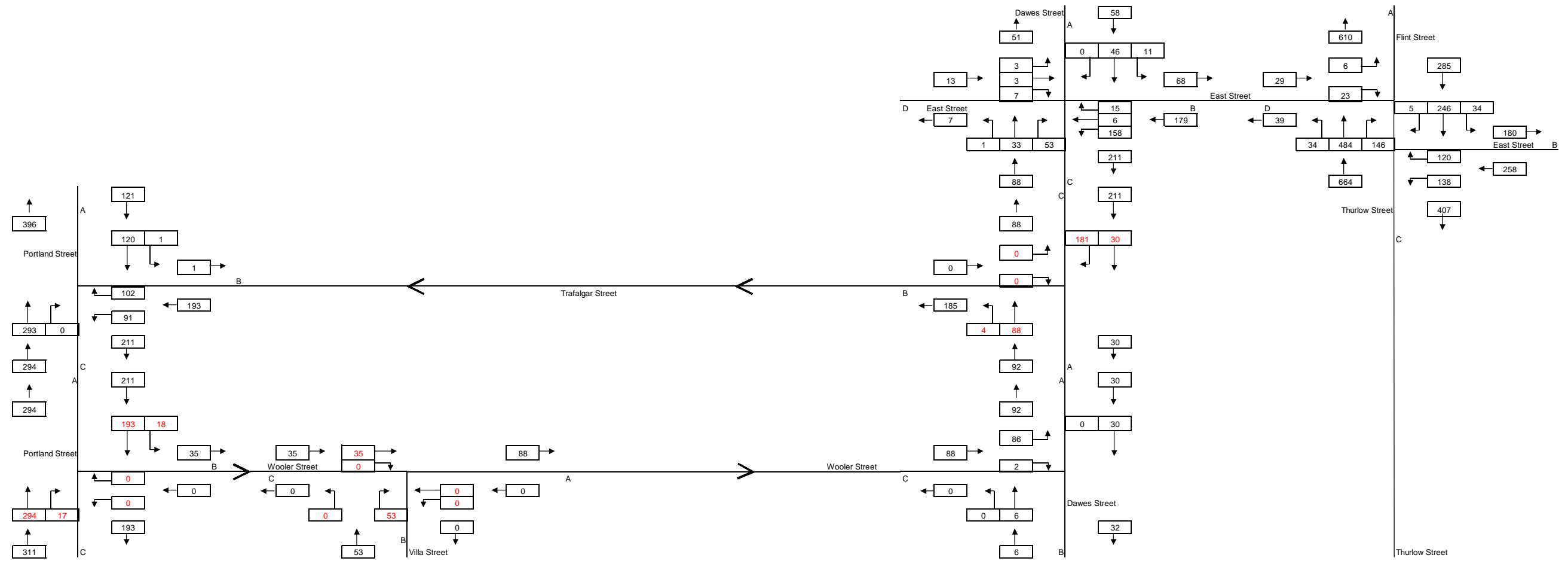
Contains Ordnance Survey data © Crown copyright and database right 2015.

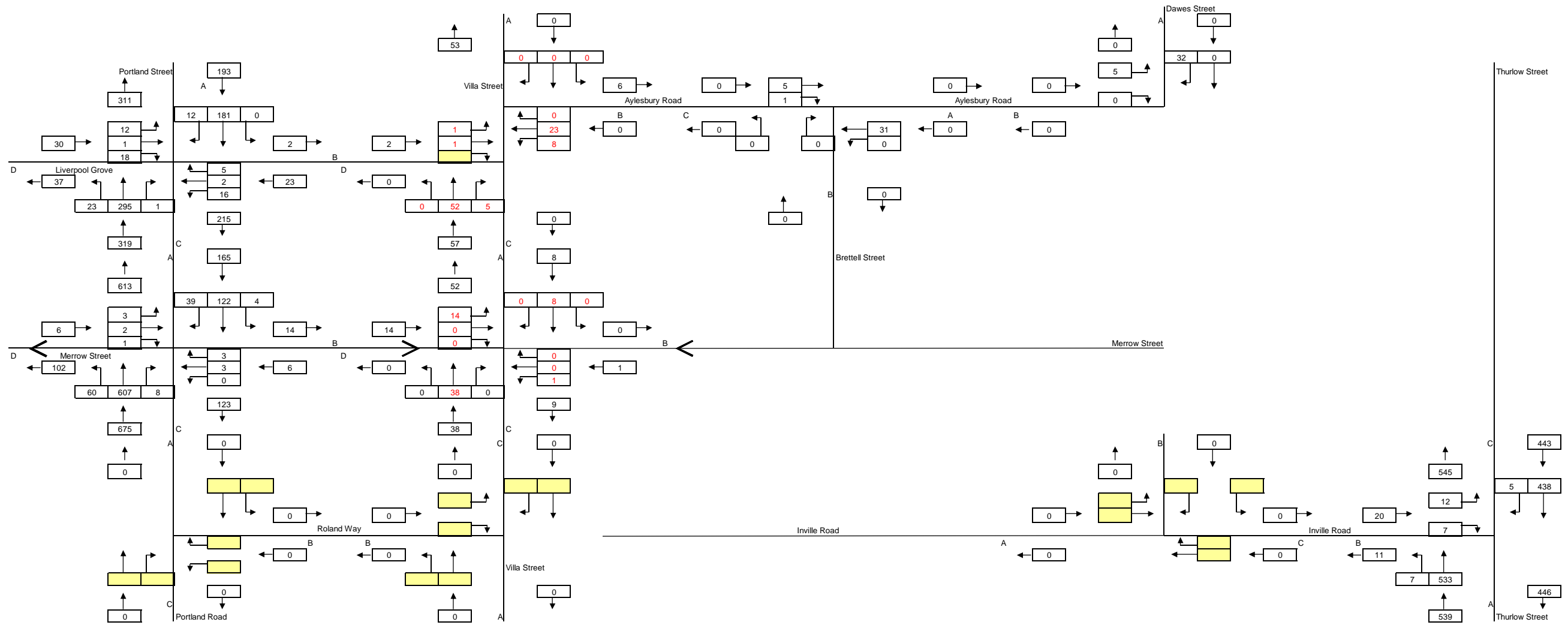
# Aylesbury Estate Plot 18

TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE  
CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

## APPENDIX 2 – TRAFFIC FLOW DIAGRAMS

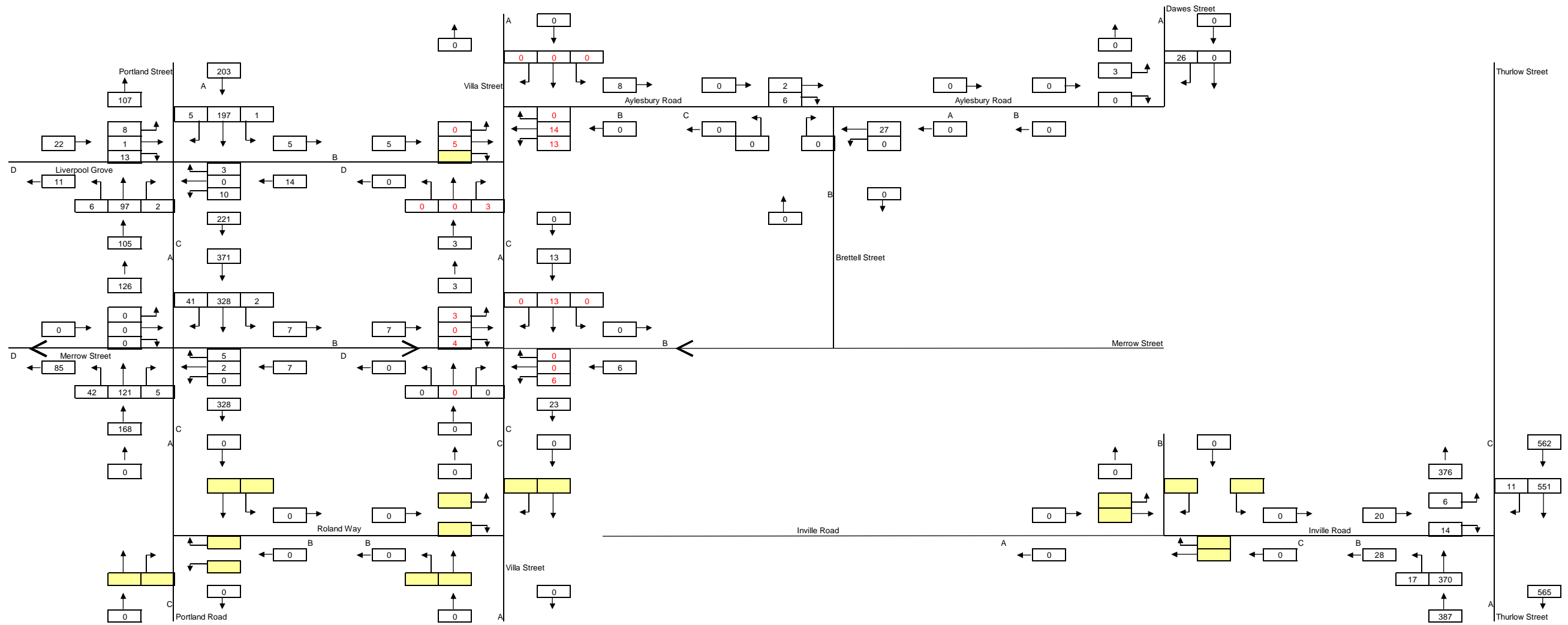
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# Aylesbury Estate Plot 18

TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE  
CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

## APPENDIX 3 – PRINCIPAL EXISTING TRAFFIC ROUTES

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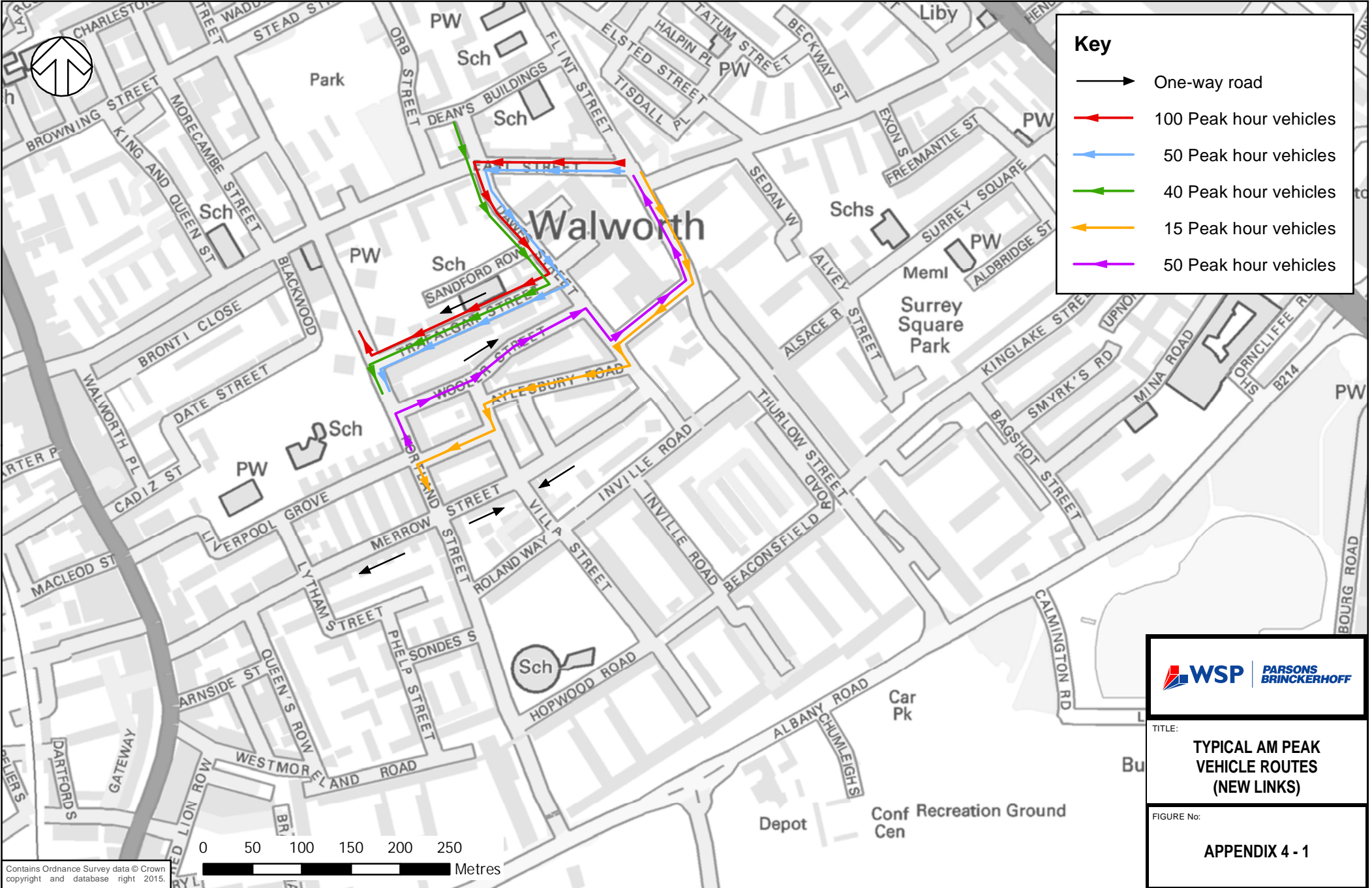


# Aylesbury Estate Plot 18

TECHNICAL NOTE: ASSESSMENT OF TRAFFIC MOVEMENTS WITHIN THE  
CONSERVATION AREA WITH AND WITHOUT PROPOSED STREET CONNECTIONS

## APPENDIX 4 – PREDICTED FUTURE TRAFFIC MOVEMENTS

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**Key**

- One-way road
- ← 100 Peak hour vehicles
- ← 50 Peak hour vehicles
- ← 40 Peak hour vehicles
- ← 15 Peak hour vehicles
- ← 50 Peak hour vehicles

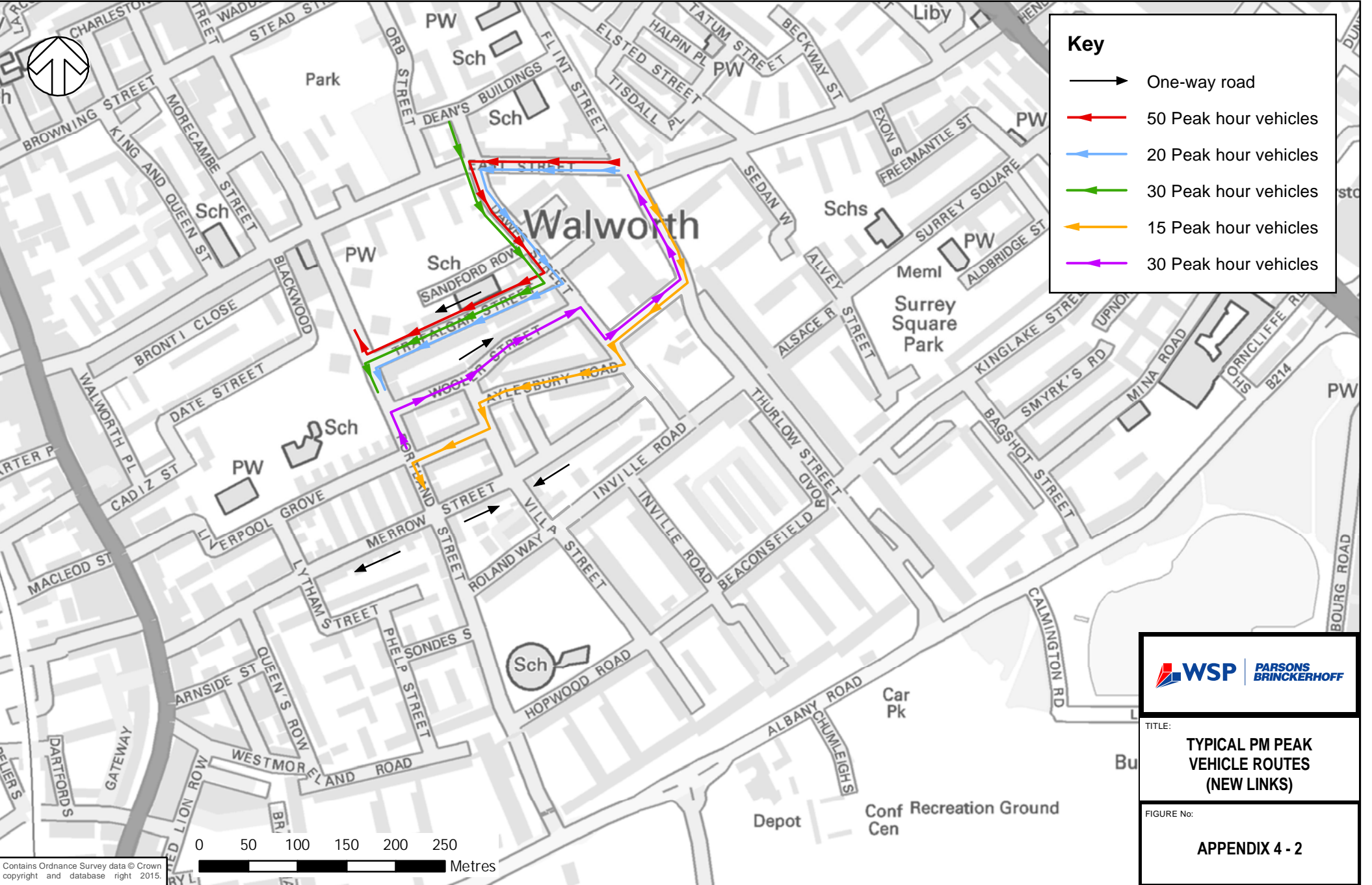


TITLE:  
**TYPICAL AM PEAK  
VEHICLE ROUTES  
(NEW LINKS)**

FIGURE No:  
**APPENDIX 4 - 1**



File: Q:\WSP\_UK\WSP\_D\Herrford\70009682 - Aylesbury Estate Plot 18\Typical Routes PM (New Links).mxd Drawn By: ukjey001 Date Modified: 25/11/2015



**Key**

- One-way road
- ← 50 Peak hour vehicles
- ← 20 Peak hour vehicles
- ← 30 Peak hour vehicles
- ← 15 Peak hour vehicles
- ← 30 Peak hour vehicles



TITLE:  
TYPICAL PM PEAK  
VEHICLE ROUTES  
(NEW LINKS)

FIGURE No:  
**APPENDIX 4 - 2**

Contains Ordnance Survey data © Crown copyright and database right 2015. 0 50 100 150 200 250 Metres



# Appendix H

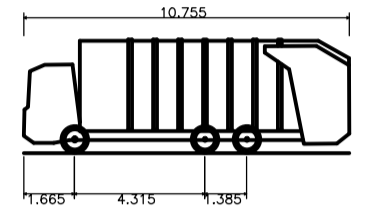
APPENDIX H-1

**DELIVERY AND SERVICING – VEHICLE TRACKING**

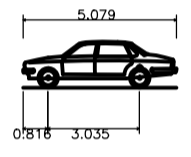
DO NOT SCALE

NOTES

- 1. DRAWING BASED ON TOPOGRAPHICAL SURVEY SUPPLIED BY THE CLIENT AND PRODUCED BY TERRAIN LAND AND ARCHITECTURAL SURVEYORS DATED APRIL 2014.
- 2. ALL HIGHWAY WORKS TO BE IN ACCORDANCE WITH THE SOUTHWARK STREETScape DESIGN MANUAL.



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)  
 Overall Length 10.75m  
 Overall Width 4.31m  
 Overall Body Height 3.75m  
 Min Body Ground Clearance 0.30m  
 Track Width 2.50m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 11.450m



Large Car (2006)  
 Overall Length 5.07m  
 Overall Width 1.82m  
 Overall Body Height 1.52m  
 Min Body Ground Clearance 0.31m  
 Max Track Width 1.831m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

| REV | DATE       | BY  | DESCRIPTION  | CHK | APP |
|-----|------------|-----|--|-----|-----|
| F   | 25/04/2016 | CM  | INTERNAL LANDSCAPE LAYOUT UPDATED  | CM  | MGS |
| E   | 21/04/2016 | MM  | HIGHWAY LAYOUT UPDATED, REFUSE VEHICLE CHANGED FROM DB32 TO PHOENIX 2 DUO RECYCLER | CM  | MGS |
| D   | 14/12/2015 | SJF | REVISED LAYOUT   | CS  | MGS |
| C   | 02/11/2015 | SJF | UPDATED TO SUIT REVISED LAYOUT   | CS  | MGS |
| B   | 15/10/2015 | SJF | DRAWING NUMBER AMENDED, RADIUS AT MERROW STREET REVISED TO 5m                      | CS  | MGS |
| A   | 17/09/2015 | SJF | FIRST ISSUE  | CS  | MGS |

DRAWING STATUS: **PLANNING APPLICATION**

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CLIENT: **NHH**

ARCHITECT: **HTA**

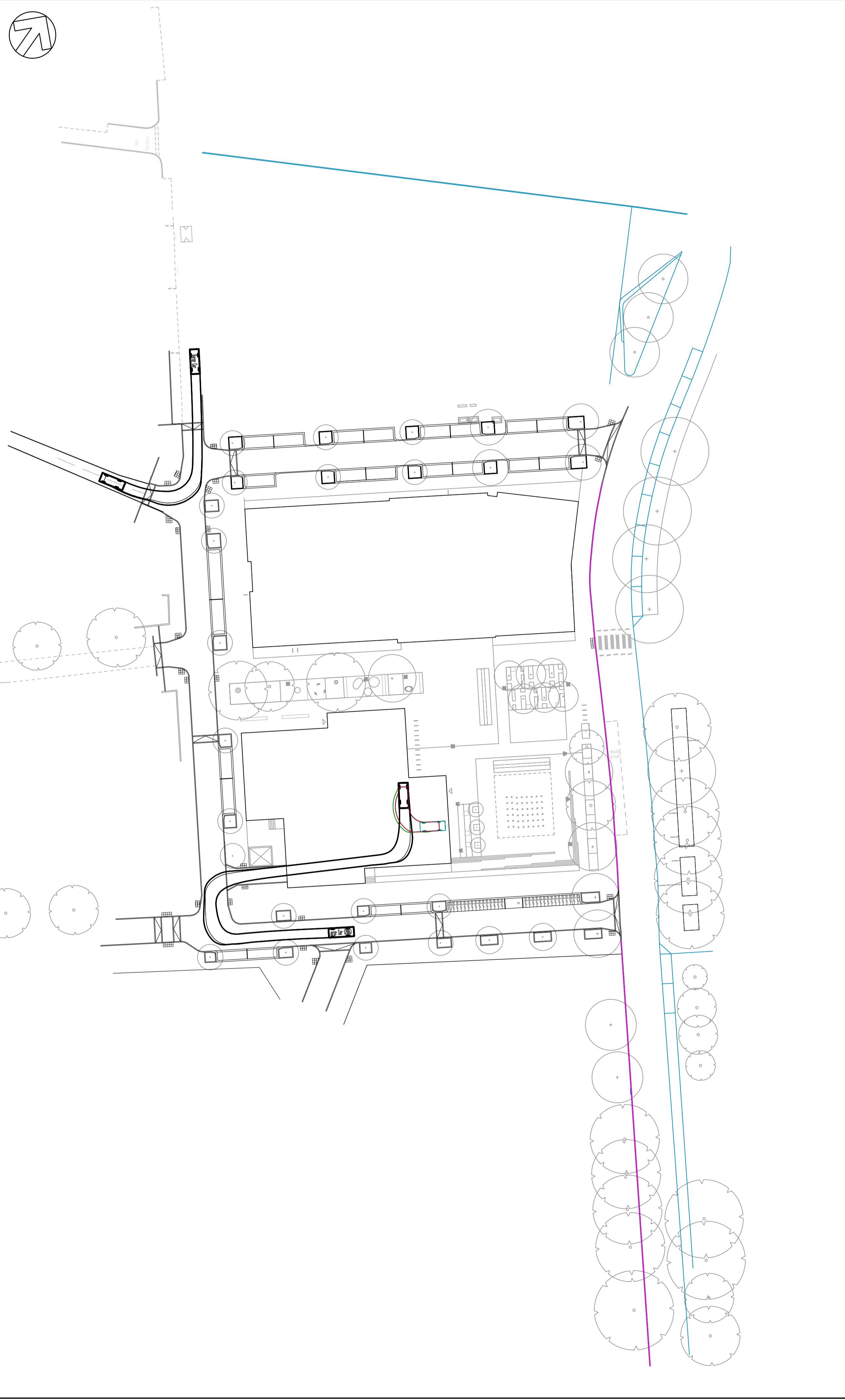
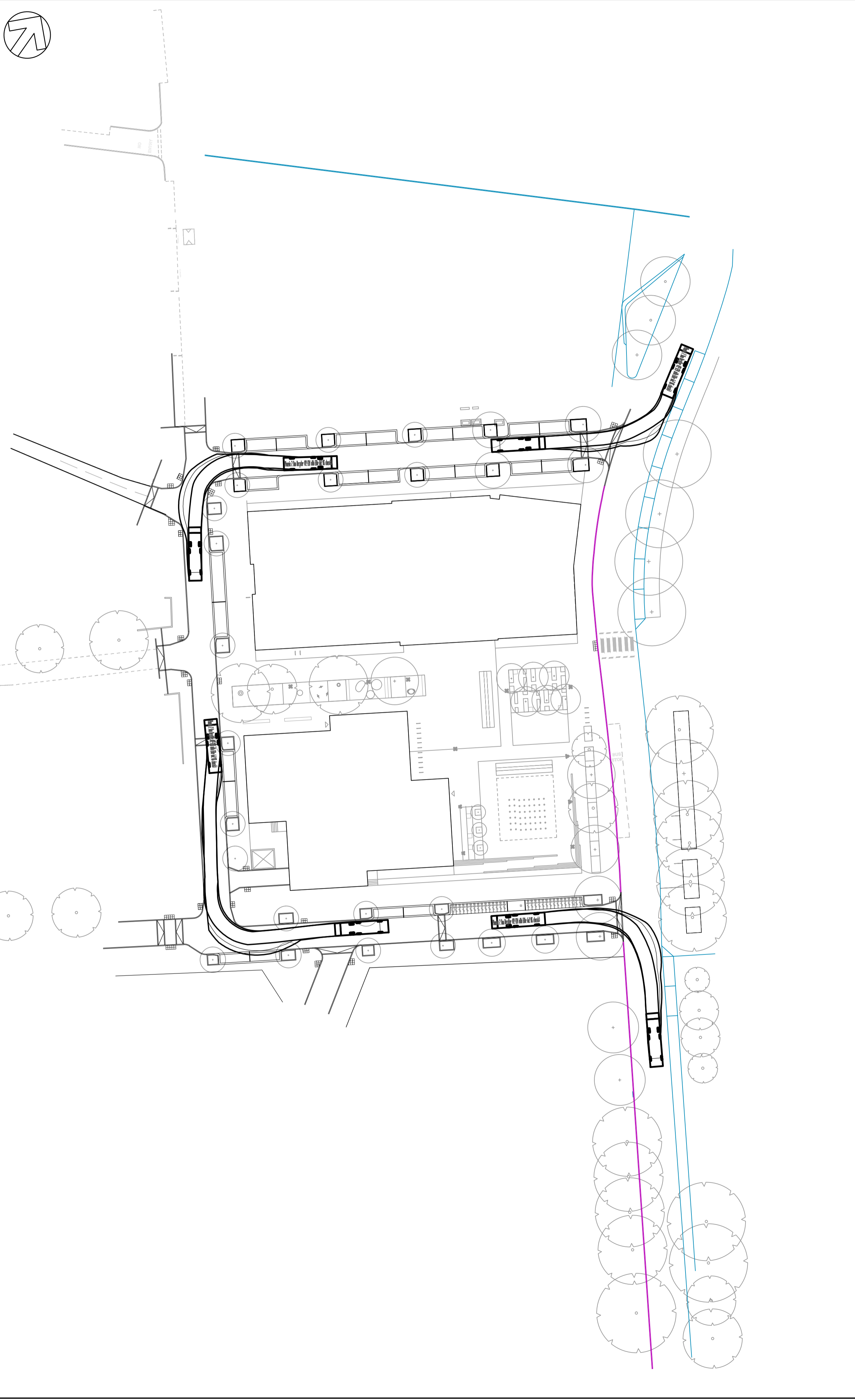
PROJECT: **AYLESBURY ESTATE SOUTHWARK**

TITLE: **PLOT 18 VEHICULAR SWEEP PATHS**

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| CAD FILE: 9682-GA-002.DWG | DESIGN/DRAWN: SJF       | DATE: September 15 |
| PROJECT No: 70009682      | DRAWING No: 9682-GA-002 | REV: F             |

PROJECT DOCUMENT REF: **NHH-AES-WSP-C-PLOT18-X-XX-M\_GA002**

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# Appendix I

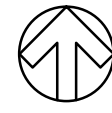


APPENDIX I-1

**PEDESTRIAN AND CYCLE DELIVERY PLAN**  
**0304-PC-102**

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DO NOT SCALE



KEY

PROPOSED NEW ADOPTED FOOTWAYS

EXISTING FOOTPATHS TO BE RESURFACED

NOTES

- 1. THIS DRAWING IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION.
- 2. THE GENERAL LAYOUT IS FOR GUIDANCE ONLY RESERVED MATTERS APPLICATION WILL BE MADE FOR EACH AREA TO DEFINE EXACT PROVISIONS OF PEDESTRIAN AND CYCLE INFRASTRUCTURE.



|     |          |     |             |     |     |
|-----|----------|-----|-------------|-----|-----|
| A   | 23/10/15 | CIG | FIRST ISSUE | DCM | ID  |
| REV | DATE     | BY  | DESCRIPTION | CHK | APP |

DRAWING STATUS: FOR INFORMATION ONLY

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CLIENT: NHH

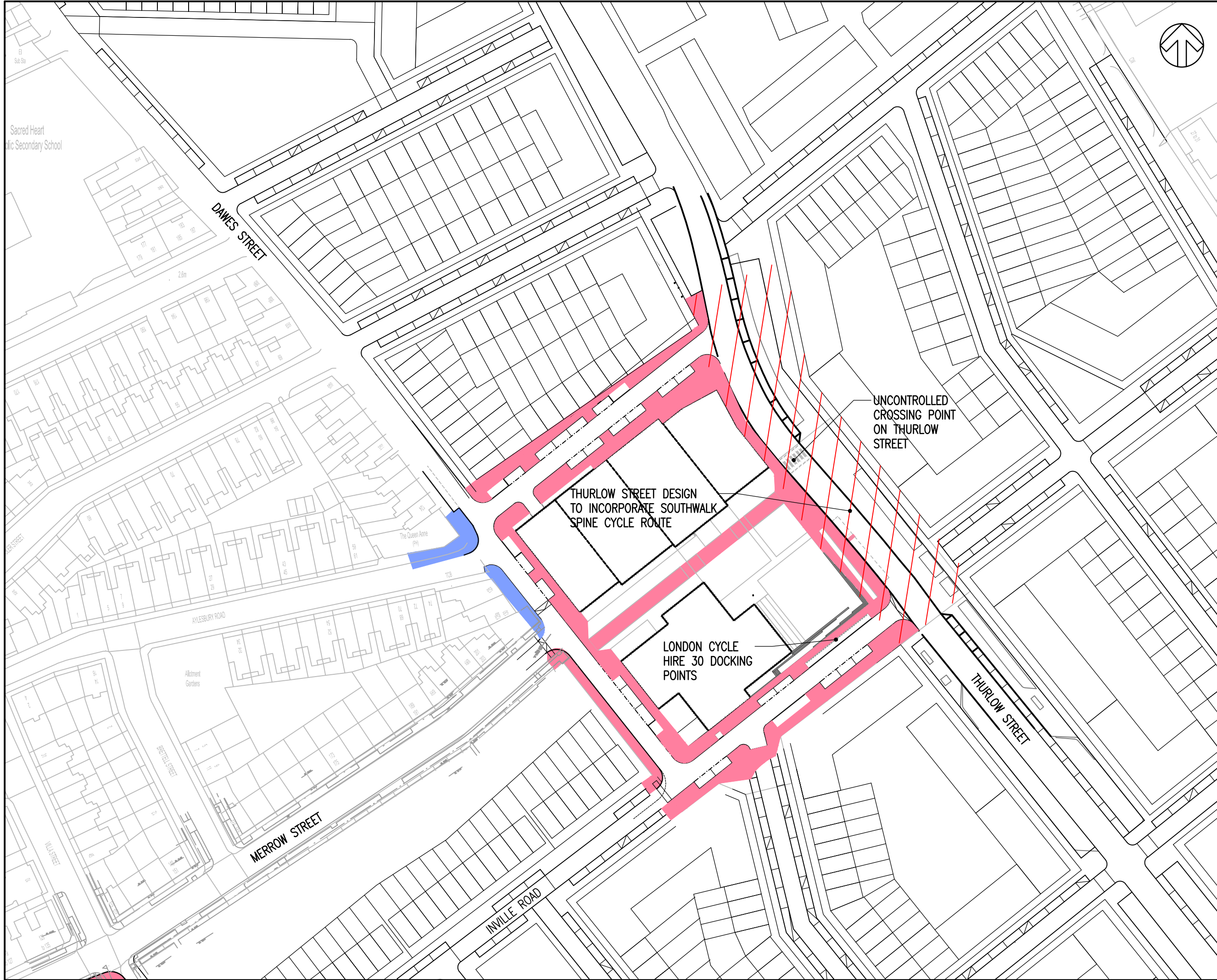
ARCHITECT: HTA

PROJECT: AYLESBURY REGENERATION SOUTHWARK

TITLE: PROPOSED PEDESTRIAN AND CYCLE FACILITIES DS2A DEVELOPMENT SITE

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