

## 2. Revised development proposals

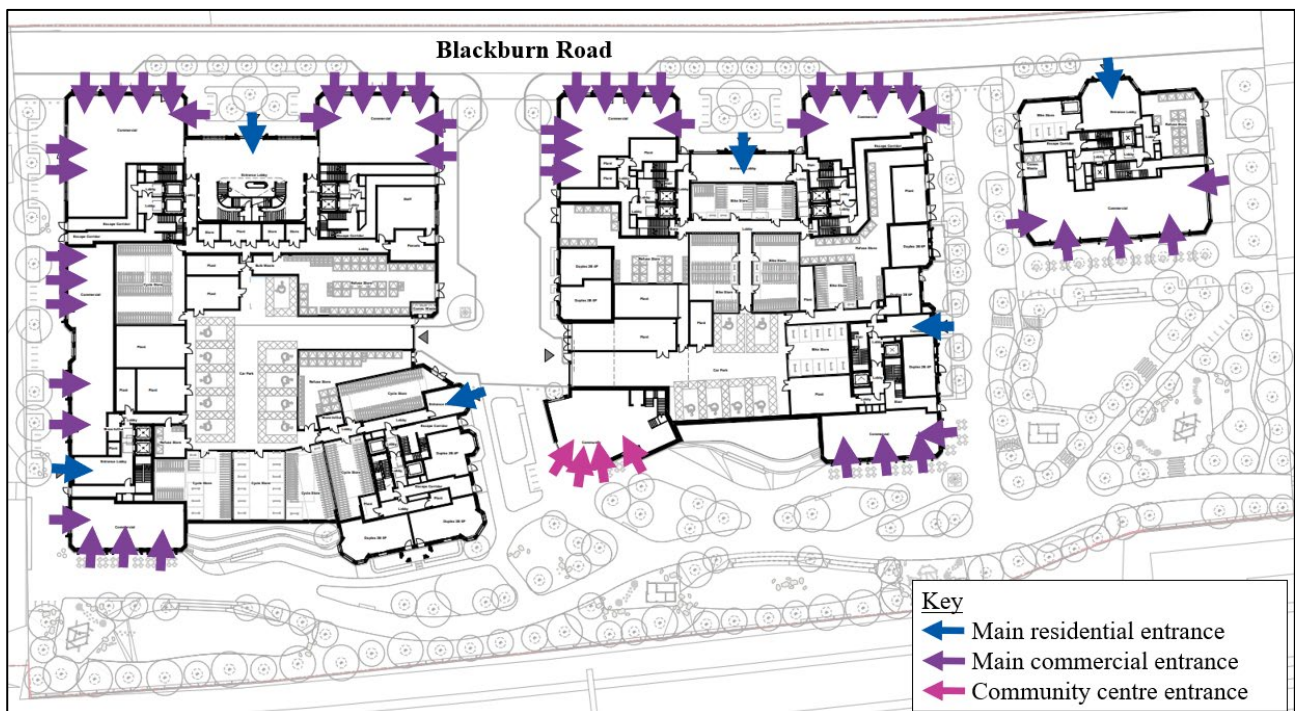
### 2.1 Access

#### 2.1.1 Pedestrian access

The principles of the pedestrian access strategy remain consistent with the consented development. The locations of the pedestrian access points at ground floor level have been amended slightly to reflect the changes to the internal building designs. The primary change relates to the revised community centre location which is now located on the south-west corner of Plot N4 (previously located in the south-east corner of Plot N4).

The proposed main pedestrian entrances to buildings are shown in **Figure 3**.

**Figure 3: Proposed main pedestrian entrances to buildings**



#### 2.1.2 Landscaping

The consented development included a single wide (minimum 4.0m) east-west walking and secondary cycling route through the public realm to the south of the Development Plots. The revised scheme instead proposes two east-west routes, the wider of the two routes is a minimum of 3.5m throughout. Consistent with the consented development, this is intended to form a secondary east-west cycle route through the Site (with Blackburn Road continuing to form the primary cycle route). The two cycle routes are designed to be ‘meandering’ in order to encourage slow and considerate cycling whilst sharing the space with pedestrians.

LTN 1/20 (*‘Cycle infrastructure design’*) states that where cycle flows are less than or balanced with pedestrian flows (up to 300 cyclists sharing a footway with up to 300 pedestrians), a minimum width of 3.0m for a shared route is acceptable. The full Masterplan is forecast to generate up to around 225 cycling trips in peak hours, the vast majority of which are expected to use Blackburn Road as the primary cycle route. Based on this, it is likely that there would be substantially less than 300 cyclists an hour using the secondary east-west cycle route, therefore the proposed width of the secondary cycle route is suitable for a shared route.

Additional trees are proposed on Blackburn Road to enhance the landscaping of the street. The remainder of the streetscape arrangement of Blackburn Road aligns with the principles agreed with Officers for the consented development.

## 2.2 Cycle parking

### 2.2.1 Cycle parking provision

Consistent with the consented development, cycle parking will continue to be provided in accordance with *London Plan* (2021) Policy T5 standards. The relevant standards are summarised in **Table 2**.

**Table 2: Relevant London Plan (2021) Policy T5 cycle parking standards**

Land use	Long-stay provision	Short-stay provision
Residential (C3)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
Food Retail (A1) above 100sqm	From a threshold of 100sqm: 1 space per 175sqm GEA	Areas with higher cycle parking standards: First 750sqm: 1 space per 20sqm; thereafter: 1 space per 150sqm (GEA)
Financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	From a threshold of 100sqm: 1 space per 175sqm (GEA)	From a threshold of 100sqm: Areas with higher cycle parking standards: 1 space per 20sqm (GEA)
Other (e.g. library, church, etc) (D1)	1 space per 8 FTE staff	1 space per 100sqm (GEA)

Based on the revised development proposals, the proposed long-stay and short-stay cycle parking provision is set out in **Table 3**.

**Table 3: Proposed cycle parking provision**

Plot	Proposed land use (Use Class)	London Plan (2021) standard for the purposes of cycle parking calculations	Proposal	Long-stay provision	Short-stay provision
N3E	Residential (C3)	Residential (C3)	76 dwellings (12 x studio, 30 x 1B2P, 34 x 2B+)	125	19
	Retail (E(a))	Food Retail (A1)	197sqm GEA	2	
	Food & drink (E(b))	Financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	107sqm GEA	2	
N4	Residential (C3)	Residential (C3)	212 dwellings (43 x 1B2P, 169 x 2B+)	403	37
	Community (F2)	Other (e.g. library, church, etc) (D1)	358sqm GEA	2	
	Retail (E(a))	Food Retail (A1)	334sqm GEA	2	
	Professional services (E(c))	Financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100sqm (A2-A5)	165sqm GEA	2	
N5	Residential (C3)	Residential (C3)	363 dwellings (65 x studio, 90 x 1B2P, 208 x 2B+)	616	50
	Retail (E(a))	Food Retail (A1)	863sqm GEA	5	
<b>Total</b>				<b>1,159</b>	<b>106</b>

## 2.2.2 Residential long-stay cycle parking locations and access

The cycle parking locations and access arrangements remain similar to the consented development. The proposed long-stay cycle parking store locations and access arrangements are shown in **Figure 4** (ground floor) and **Figure 5** (N3E basement). The proposed access arrangements are as follows:

- N3E – the majority of cycle parking will be located in a basement store. A small store containing three Sheffield stands (for larger / adapted cycles) will be located at ground floor level. The ground floor store can be accessed directly from the public realm to the west of Plot N3E. The ground floor store will contain a lift providing direct access to the basement store. Lifts are also available in the lobby area at basement level to provide direct access to residential dwellings on the upper floors.
- N4 and N5 – all cycle parking will be located in ground floor stores. Cycle parking will be accessed via the car park, off the 'Neighbourhood Lane' between Plots N4 and N5. A separate door at the car park access and marked routes within the car parks will be provided. A single store within N5 can also be accessed directly from the Neighbourhood Lane. Direct internal access is provided from all the cycle stores to the various Cores within Plots N4 and N5.

The design of cycle parking stores follows the principles of the consented development. Consistent with the consented development, 5% of long-stay cycle parking spaces are in the form of Sheffield type stands to accommodate adapted and non-standard cycles. The remainder of the spaces are two-tier racks.

**Figure 4: Long-stay cycle parking locations and access (ground floor)**

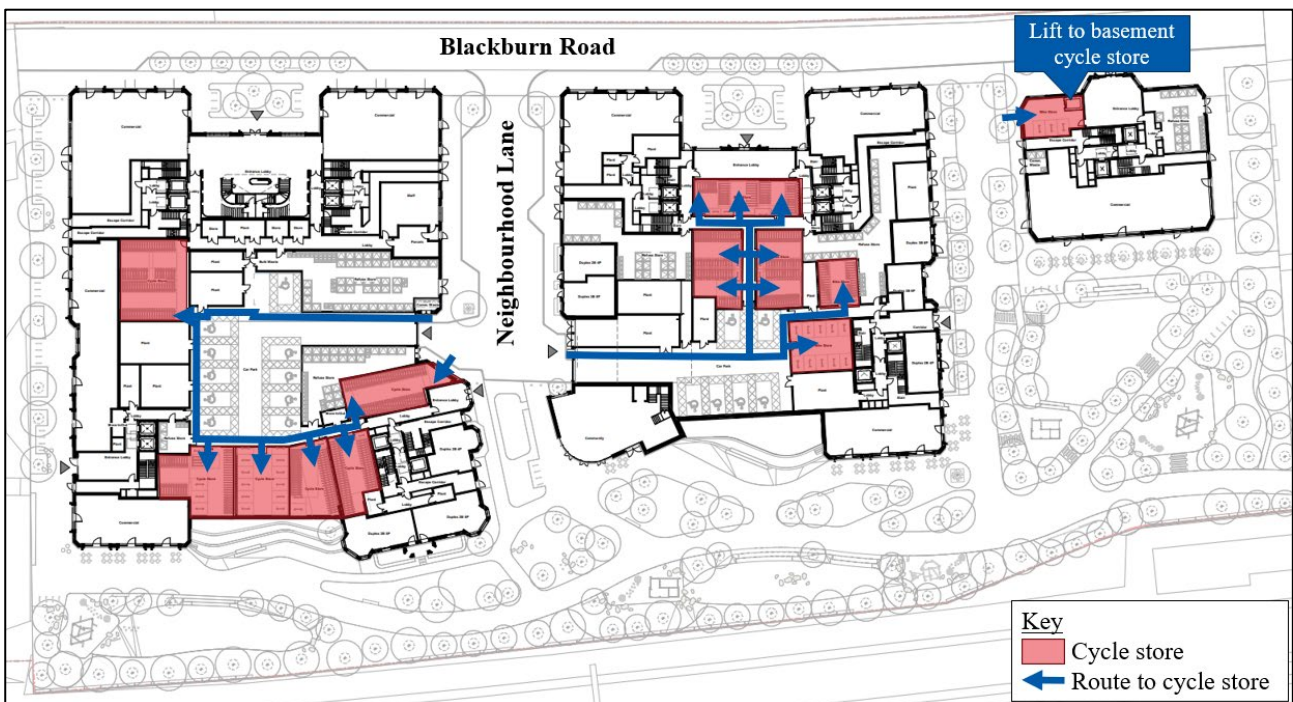
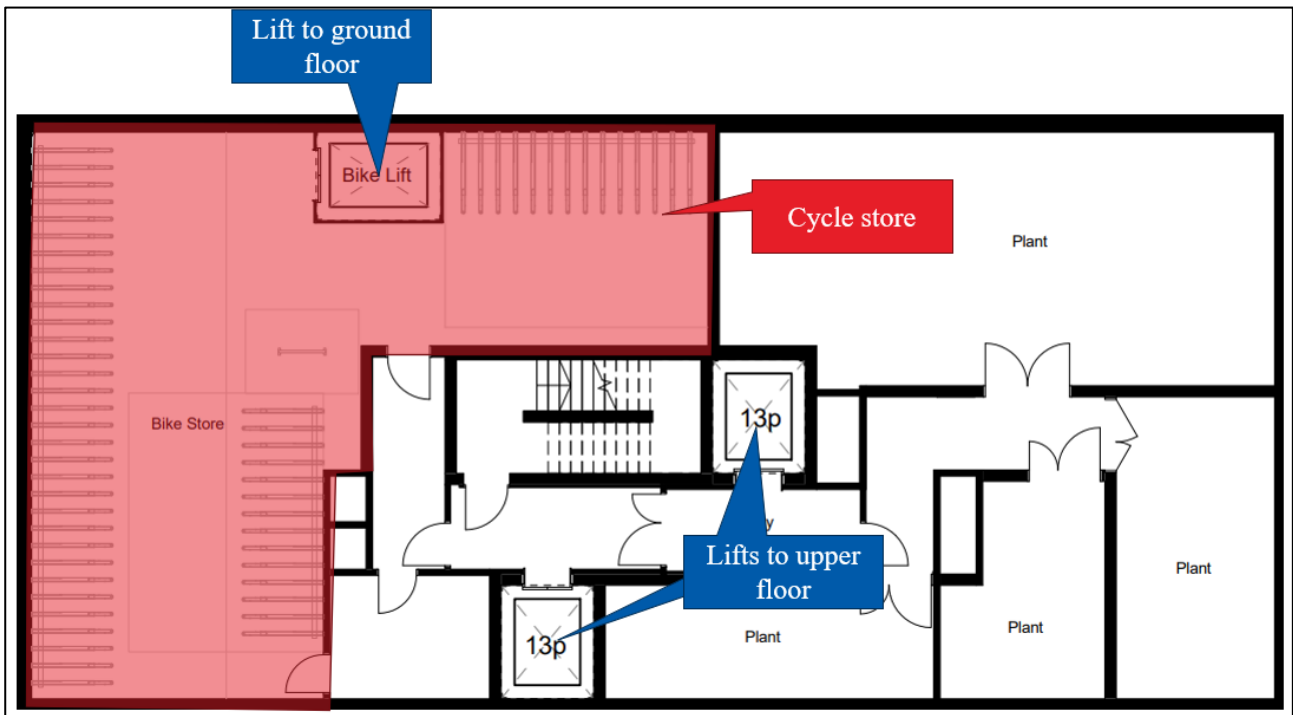


Figure 5: Long-stay cycle parking locations and access (N3E basement)



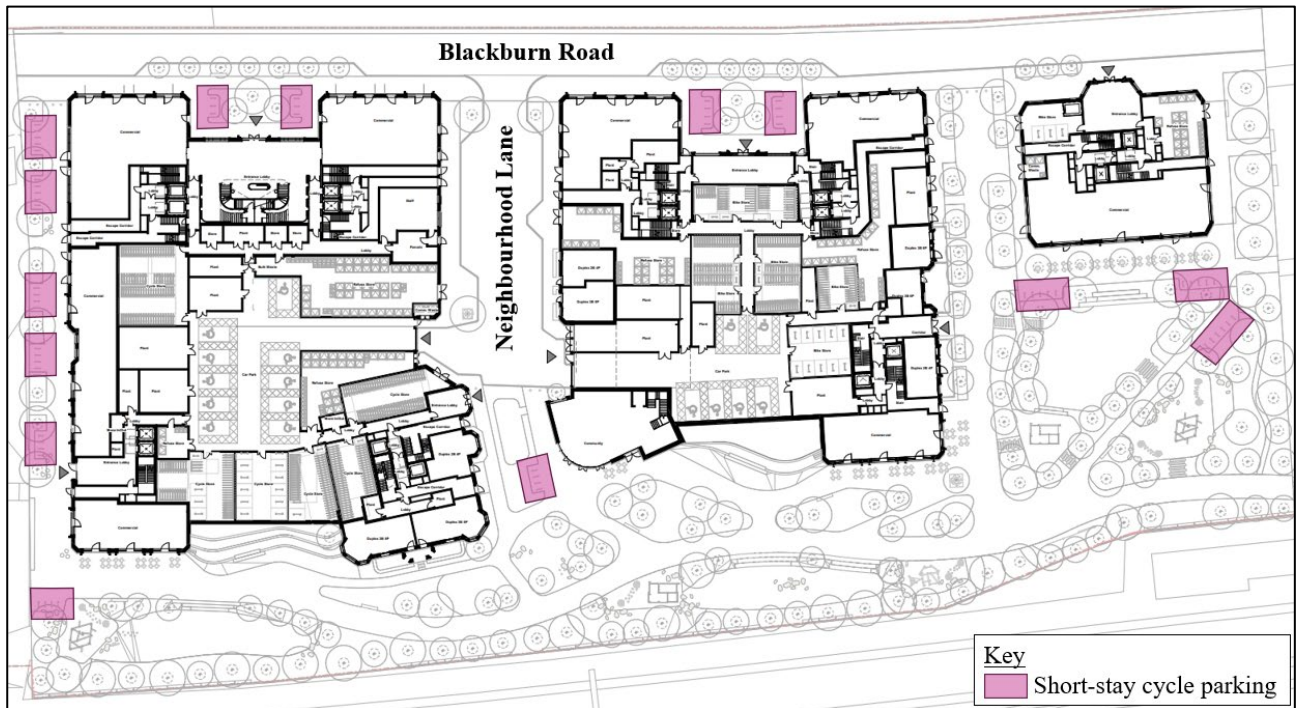
### 2.2.3 Commercial long-stay cycle parking

Consistent with the consented development, the long-stay cycle parking for the commercial uses will be incorporated as part of internal fit out within each Plot. This is appropriate given the low number of long-stay cycle parking spaces required for the proposed uses.

### 2.2.4 Short-stay cycle parking

Consistent with the consented development, short-stay cycle parking for all land uses will continue to be provided in the form of Sheffield stands within the public realm. Short-stay cycle parking will be distributed around the Phase 1 development, and will be located as close as reasonably possible to building entrances. The proposed locations of short-stay cycle parking are shown in **Figure 6**.

**Figure 6: Proposed short-stay cycle parking locations**



## 2.3 Car parking

Consistent with the consented development, the development will be car-free with the exception of disabled car parking spaces. In accordance with *London Plan* (2021) Policy T6 standards, a total of 1 space per 3% of dwellings will be provided from the outset. No passive provision of disabled car parking will be available, which is consistent with the approach agreed with TfL and LBC Officers for the consented development.

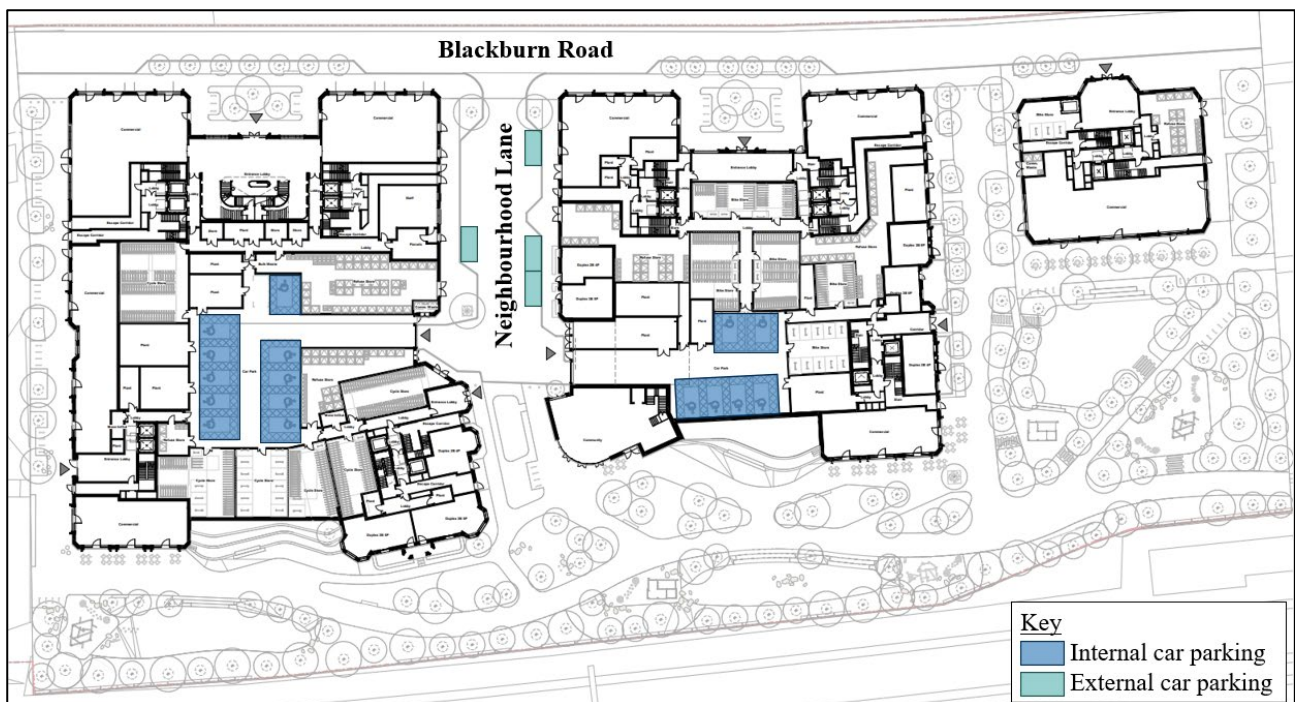
Based on the revised proposals, a total of 20 disabled car parking spaces will be provided (an uplift of two spaces compared to the consented development). Six of the spaces will be provided internally within Plot N4 and 10 of the spaces will be provided internally within Plot N5. Access to the internal car parking within Plots N4 and N5 will be controlled by gated control access, consistent with the consented proposals. Only Blue Badge holders will be able to obtain a permit for a parking spaces. In line with the consented development and *London Plan* (2021) Policy T6, no visitor car parking will be available.

Four spaces will be provided externally in the Neighbourhood Lane between Plots N4 and N5. These four spaces will be provided with Electric Vehicle Charging Points (EVCPs) from the outset. This equates to 20% of the spaces being provided with an EVCP from the outset, which accords with *London Plan* (2021) Policy T6 standards and is consistent with the provision for the consented development. Appropriate private restrictions and enforcement will be in place to deter illegal parking in the four external spaces.

Consistent with the consented development, no car parking will be provided internally within Plot N3E. The car parking for Plot N3E will be located within Plot N5. These two Plots both contain the Market Rent dwellings, therefore access for residents of Plot N3E will be available if required into Plot N5. To assist users with mobility impairments travelling between Plot N3E and Plot N5, regularly spaced benches will be provided in the public realm to reduce the travel distance between resting points.

The proposed car parking locations are shown in **Figure 7**.

**Figure 7: Proposed car parking locations**



## 2.4 Vehicular access and delivery & servicing

Vehicular access will continue to be provided via Blackburn Road, to the north of the Phase 1 Plots. Vehicular access to the Plots N4 and N5 car parks, the on-street car parking, and a loading bay is provided via the Neighbourhood Lane between Plots N4 and N5. A turning head is provided at the southern end of the Neighbourhood Lane, for use by delivery and servicing vehicles and refuse collection vehicles on the Neighbourhood Lane.

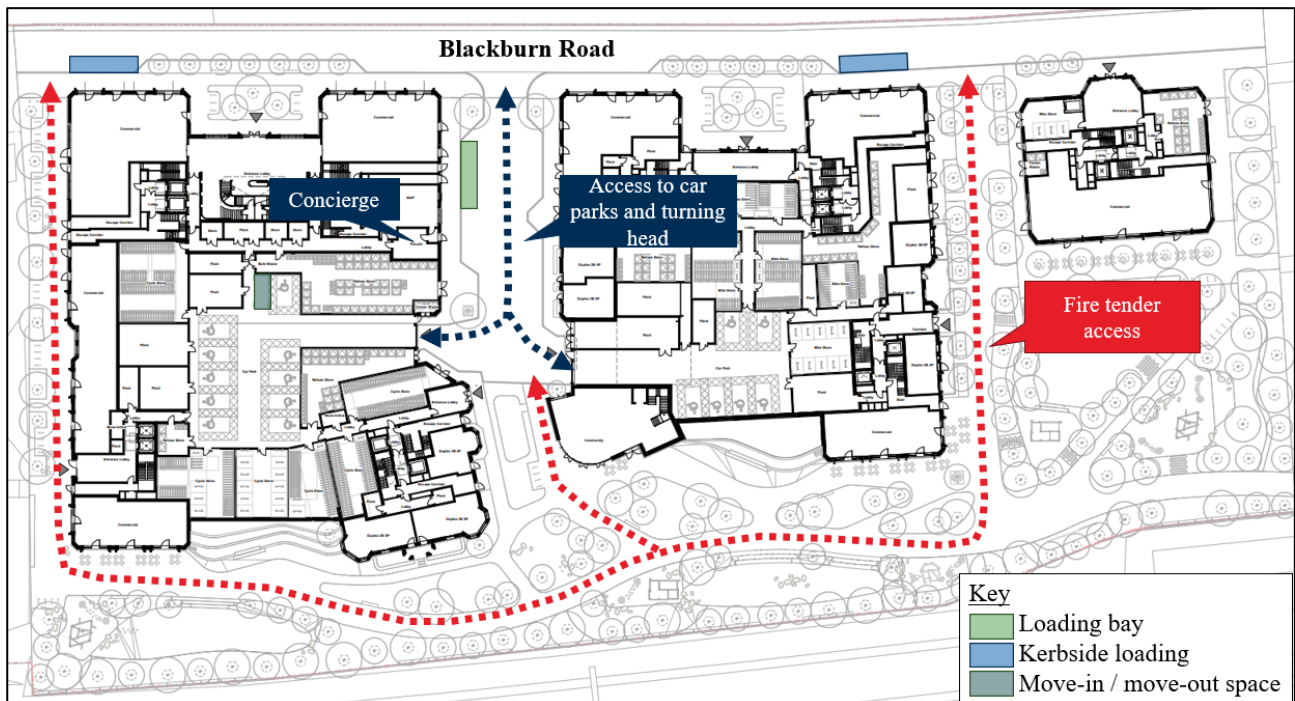
The delivery and servicing strategy remains the same as the consented development. In summary, the strategy includes the following:

- A loading bay (sized to accommodate up to a 10m rigid vehicle) is provided on the Neighbourhood Lane. The loading bay is located adjacent to a shared concierge facility, which will include a parcel storage area.
- Kerbside loading opportunities are also present on Blackburn Road close to the entrances to Plots N4 and N5.
- A move-in / move-out space is provided in the car park within Plot N5, for use by vans assisting with longer duration move-in / move-out activities.
- In line with the strategy for the consented development, parcel lockers are proposed to be provided within the Plot N4 entrance lobbies, which will help to reduce the number of repeat deliveries if a resident is not in when a delivery is made. This provision will need to be agreed with the Plot's management and maintenance requirements prior to completion.

Access for fire tenders will be accommodated via the revised landscaping and Neighbourhood Lane between Plots N4 and N5. Fire tenders will be able to circulate around Phase 1, via access points located between Plots N3E and N4, and also between N5 and N6 (within Outline Element West). Droppable bollards are present at these access points, to manage access.

The proposed vehicular access strategy and delivery and servicing strategy is summarised in **Figure 8**.

**Figure 8: Proposed vehicular access strategy and delivery and servicing strategy**





Details of waste proposals including management and collection arrangements are covered in the Waste Management Plan Addendum (prepared by Arup) which has been submitted in support of the planning application.

Vehicle tracking has been undertaken of the Neighbourhood Lane and the fire tender access arrangements. These are provided at the rear in **Arup Drawing SK-127-H** and **Arup Drawing SK-128-F**, respectively.

## 3. Revised travel demand

### 3.1 Background

As noted previously, the proposal involves increasing the number of dwellings provided in Phase 1 (by 43 dwellings), however the overall Masterplan development floorspace quantum will remain unchanged compared to the current consent (except for a corresponding reduction in the maximum residential floor area proposed). For context, this chapter presents the updated travel demand associated with the revised Phase 1 development proposals. The overall Masterplan travel demand (Table 112 of the January 2022 TA) and net Masterplan travel demand (Table 115 of the January 2022 TA) and associated impact assessment remain unchanged.

### 3.2 Consented Phase 1 – travel demand

The total trips forecast to be generated by the consented Phase 1 development were shown in Table 111 of the January 2022 TA. These are shown below in **Table 4**.

**Table 4: Consented Phase 1 development – trip generation**

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:30 – 18:30)		
	In	Out	Total	In	Out	Total
Underground / Overground	5	72	77	41	12	53
National Rail	2	23	25	13	4	17
Bus	9	61	70	47	17	64
Bicycle	4	21	25	14	7	21
Walking	28	97	125	63	46	109
Vehicle Passenger	0	1	1	1	0	1
Total Vehicles	8	10	18	10	6	16
<i>Car</i>	<i>1</i>	<i>3</i>	<i>4</i>	<i>2</i>	<i>1</i>	<i>3</i>
<i>Taxi</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>5</i>	<i>3</i>	<i>8</i>
<i>Motorcycle</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>LGV</i>	<i>4</i>	<i>4</i>	<i>8</i>	<i>3</i>	<i>2</i>	<i>5</i>
<i>OGV</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>Total</b>	<b>56</b>	<b>285</b>	<b>341</b>	<b>189</b>	<b>92</b>	<b>281</b>

Note that figures may not sum due to rounding