

Project: 30 – 40 Lawrence Road
Job No: 2024-5122
File Ref: N04-NB-Transport Note (250314)
Date: March 2025

Subject: **Transport Note – response to comments received by email on 25/02/25
and as discussed with Joshua O’Donnell on 13/03/25**

Gates – LBH comment – *“It appears though not clear that the development would be gated, are they able to confirm. If one is being provided, then the are they able to demonstrate that a vehicle could be fully berthed on the crossover without blocking the footway.”*

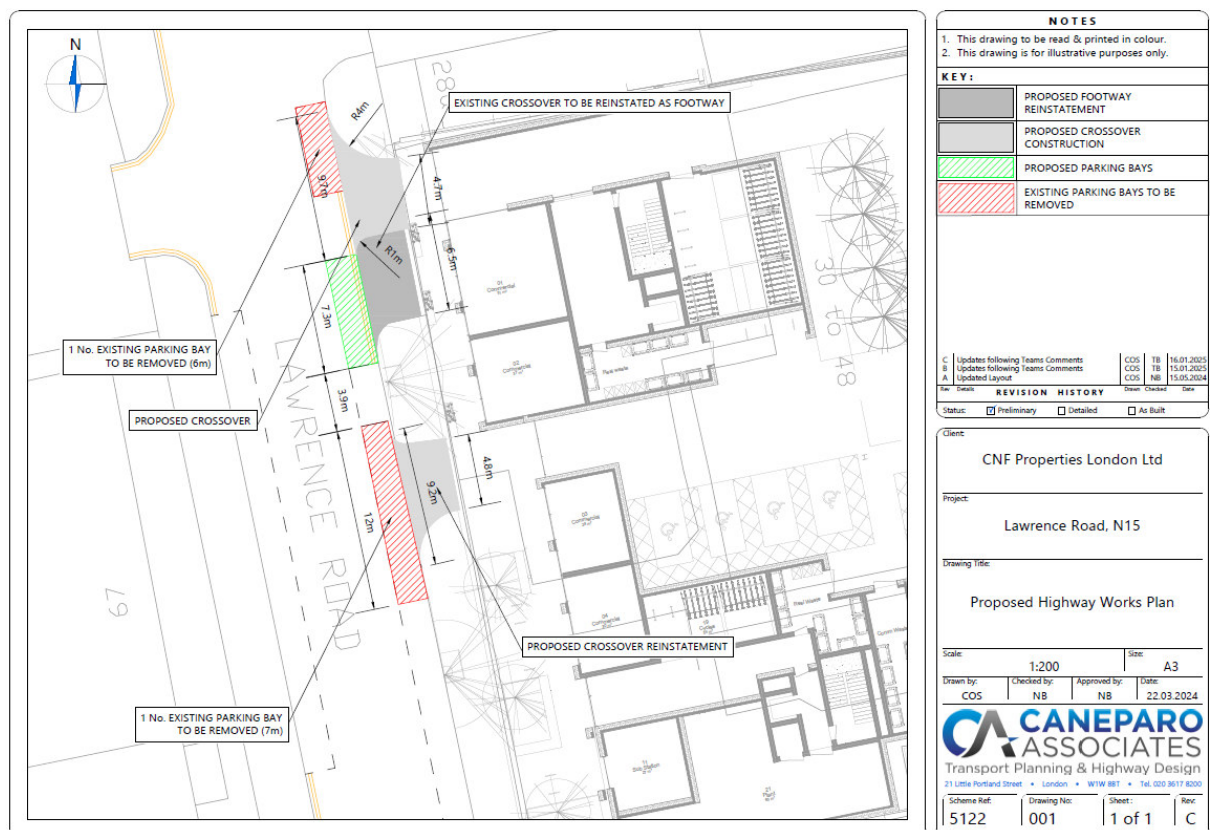
1. The northern access will contain a pedestrian gate, the main gate would only be opened for fire brigade access.
2. The southern access will be gated but this also generally be left closed, aside from fob/intercom access, and for use by pedestrians/cyclists and for access to the disabled parking bays.
3. To set the gate further into the site may provide an area for antisocial behaviour to potentially take place, which would be contrary to Secured by Design principles, but the exact details of the placement and specification of the gates can be conditioned.

Access *“In terms of vehicle access it is very unclear how they and when will allow access through the proposed access to the north which, will signage be used to demonstrate usage during appropriate usages. Additionally, will delivery vehicles try and use it or will be gated off and only opened when required by a fire engine.”*

4. As before it is proposed that the existing on-street loading bay is to be utilised for servicing and, delivery vehicles will not be permitted on-site, if deemed necessary signage will be used to ensure that delivery drivers are aware of this.
5. As set out above, the northern access route is only for pedestrian access, aside from in the unlikely event that fire brigade access is necessary, and the southern access is to be used for the disabled parking bays and by pedestrian and cyclists.

Highway Works *“I see that they are now proposing to have a second crossover to the north has been introduced which would see the removal of 3-4 parking bays instead of the single crossover before. The parking stress survey has not factored how the loss of the bays would increase on-street parking stress.”*

6. As shown in the Proposed Highway Works Plan appended to the Transport Statement submitted in January (as below), due to the reduction in width of the existing northern crossover there will be a removal of 18m of parking bays, but with 7.3m reprovided, there would be a net loss of 10.7m of bays overall. This is equivalent to two bays, not 3-4, and so will not give rise to a material change in parking stress.
7. However, there are a number of footway maintenance and redundant crossover and crossover alignment issues that the Council could address to the south of the site, and though it will need to be ensured that any necessary access is retained for bin collection and substation access, there may well be the potential to create additional parking bays as part of those works.



Disabled bays "They have retained the on-site disabled bays as agreed before with the original submission. I have looked over the swept path drawings in relation to the access for pedestrians and they are within the recommended for bays from entrances."

8. We note that the disabled parking provision is acceptable to LBH.

Cycle Parking – *“For the residential parking there is no change, and the numbers remain the same which is acceptable. The commercial floorspace has been reduced which has meant that this has been reflected in the number of cycle parking for the commercial use, which now stands at 8 long-stay and 2 short-stay which are in accordance with policy.*

In terms of cycle parking design issue is taken with how the long and short stay for the commercial parking has been integrated within the courtyard via the Sheffield stands without separating out the different uses by definition they must be segregated as employees should only have access to long-stay facilities as definition they must be secured to meet the London Plan 2021 Policy T5 Cycle and the three principles of the LCDS. Furthermore, plan do not show the Sheffield stands within the courtyard being covered from the elements whereas the TS states they would be. Plans will need to be updated demonstrating them being covered to meet the requirements within the LCDS. Overall, most of the minimum requirements have been met within the LCDS for aisle and stand widths except for the of the larger residential store which contains the enlarged stands has an aisle width of 3.4 whereas it should be 3.5m at a minimum. The provision must be as per London Plan standards.

Short cycle parking will need to be separated from long stay to ensure that the provision is in line with London Plan requirement. The short stay to be located in the vicinity of the public Highway and as close as possible to the entrance to the site.”

9. We note that the cycle parking arrangement is generally acceptable to LBH, aside from some minor comments that we trust can be dealt with by planning condition, whereby detailed dimensioned plans and the specification of the cycle stands will be agreed prior to occupation, with enclosures added as deemed necessary by the Council to provide extra security. However, we deem the natural surveillance provided by the courtyard, with gates to be closed overnight sufficient.