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KALLERVIEW CONSTRUCTION LTD

148 STATION ROAD, SIDCUP,
DA15 7AB

TRANSPORT STATEMENT

May 2021

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Ref: File path P:\ P2342 148 Station Road Transport Statement May 2021

I.0 INTRODUCTION

- I.1 Paul Mew Associates (PMA) is instructed by Kallerview Construction Ltd to prepare a Transport Statement (TS) in relation to the proposed development at 148 Station Road, Sidcup, DA15 7AB.
- I.2 The local planning and highway authority is the London Borough of (LBB) Bexley.
- I.3 The site is located on the east side of Station Road. The location is illustrated in Figure I of this report. Appendix A displays the site boundary plan.
- I.4 The site is located in a mixed use area, with predominantly commercial units on ground floor, with residential above. Further afield is predominantly residential in character, on Old Farm Avenue to the south west and on Hurst Road to the north east of the site.
- I.5 The site has a Public Transport Access Level (PTAL) score of '4', which indicates a 'good' accessibility level as defined by Transport for London (TfL).

Existing Site

- I.6 The building is currently made up of an existing restaurant '*Marios Pizzeria*' (45 m²) and office (46m²) at ground floor with a two-bedroom flat above on the first floor.
- I.7 The property is accessed from Station Road, with no off-street parking provided within the existing site.

Proposals

- I.8 The proposals seek permission for alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension

including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.

- I.9 The proposed estate agent will make up 46.7 m² and the proposed office 45.2m².
- I.10 No off-street parking will be provided.
- I.11 The proposed site plan can be found within Appendix B of this report.
- I.12 It should be noted that PMA were previously involved with the preparation of transport documents for the site, which was granted planning approval on 26th March 2021.
- I.13 The approval was made under the following details:

Address: 148 Station Road Sidcup Kent DA15 7AB

Proposal: Alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension including the creation of 1 x 3 bed maisonette and alterations to the existing 1 x 2 bed flat

Planning Reference: 20/02811/FUL

Permission granted with conditions.

- I.14 It should be noted that the site next door has also been granted planning permission.
- I.15 This report has been updated in light of the change in proposals for submission with a new full planning application.

2.0 POLICY CONTEXT

London Borough of Bexley

- 2.1 At the local level, the Bexley Council Development plan includes the Mayor's London Plan and the Local Plan. The Local Plan provides the basis for all planning decisions within the Borough. It contains the Core Strategy (adopted 22nd February 2012), current policies in the Unitary Development Plan (UDP) and other technical documents. Policy CS15 of the Core Strategy relates to Sustainable Transport. For ease of reference the relevant extract has been copied herein:

"Policy CS15 Achieving an integrated and sustainable transport system

The Council will work to achieve a comprehensive, high quality, safe, integrated and sustainable transport system which makes the most of existing and proposed transport infrastructure within the borough and seeks to ensure a much improved and expanded role for public transport through the following actions: ...

g) adopting a parking policy that addresses the need for appropriate controls to secure a sustainable environment within the borough, whilst recognising the need to help viable development in town centres and major employment areas;...

4.7.15 Future policy documents, such as a development plan document that deals with detailed sites and policies, will set out parking standards, including cycle parking for the borough in further detail and will have regard to both recently revised national guidance and the parking standards set out in the London Plan, taking into account the appropriate local circumstances."

- 2.2 The parking standards for Bexley are therefore set out within the London Plan.

The New London Plan

- 2.3 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), has to produce a spatial development strategy (SDS) which has become known as the London Plan.
- 2.4 The most recent iteration of the London Plan is dated 2021. Chapter 10 of the London Plan relates to London's Transport.
- 2.5 At the regional level the London Plan Policy T4 sets out the Mayor's approach to assessing the effects of development on transport capacity, parts A, B, and C of Policy T4 are extracted as follows:

"Policy T4 – Assessing and mitigating transport impacts

A). Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B). When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified."

- 2.6 Policy T6 of the London Plan relates to the provision of parking in new developments; at the strategic level the guidance states that:

"A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with

developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

D) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

F) Adequate provision should be made for efficient deliveries and servicing and emergency access."

2.7 In terms of guidance for parking standards, the London Plan sets maximum parking standards in Table 10.3 and minimum cycle parking standards in Table 10.2. The following salient parking policy and parking standard notes have been extracted from the London Plan relative to this assessment:

Table 10.3 Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Table 10.4 Maximum office parking standards

Location	Maximum parking provision*
Central Activities Zone and inner London	Car free [^]
Outer London Opportunity Areas	Up to 1 space per 600 sq.m. gross internal area (GIA)
Outer London	Up to 1 space per 100 sq.m. (GIA)
Outer London locations identified through a DPD where more generous standards apply	Up to 1 space per 50 sq.m. (GIA)

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

[^] With the exception of disabled persons parking, see [Policy T6.5 Non-residential disabled persons parking](#)

Table 10.2 Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A2-A5	financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100 sqm	1 space per 175 sqm (GEA)	areas with higher cycle parking standards (see Figure 10.3): <ul style="list-style-type: none"> • 1 space per 20 sqm (GEA) rest of London: <ul style="list-style-type: none"> • 1 space per 40 sqm (GEA)
B1	business offices	<ul style="list-style-type: none"> • areas with higher cycle parking standards (see Figure 10.3): 1 space per 75 sqm • rest of London: 1 space per 150 sqm (GEA) 	<ul style="list-style-type: none"> • first 5,000 sqm: 1 space per 500 sqm • thereafter: 1 space per 5,000 sqm (GEA)
	light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1000 sqm (GEA)

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

2.14 In accordance with the London Plan, two x two-bedroom dwellings located in outer London with a PTAL score 4 of could provide up to a maximum of 0.75 parking spaces per dwelling (totalling two spaces) and a minimum of four long-stay cycle parking spaces, at a rate of two per dwelling.

- 2.15 Car parking standards state that offices within outer London may provide up to one space per 100 sqm GIA, therefore the proposals (91.9 sqm of office / estate agent space) can provide up to a maximum of one car parking space. One long stay cycle parking space and one short stay (at a rate of one per 150 sqm for long stay and one per 500 sqm for short stay) are required.
- 2.16 In providing zero off-street parking spaces for the residential or office aspects of the scheme, the scheme is in accordance with the standards set out above.

National Planning Policy Framework (NPPF)

- 2.17 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF) June 2019.
- 2.18 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.
- 2.19 An extract from section 9 'Promoting Sustainable Transport' of the NPPF February 2019 is set out as follows:

"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

"103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

"106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.20 The following chapter sets out the site's accessibility to transport, parking provision with reference to the Council's parking standards is discussed in Chapter 4.

3.0 PUBLIC TRANSPORT ACCESSIBILITY & LOCAL AMENITIES









Local Amenities

- 3.1 The site is located on Station Road, which provides a range of amenities which will be readily available of future residents. Approximately 60 metres to the south of the site is a Co-operative food and a further 140 metres south is a Tesco Express.
- 3.2 In addition to these small supermarkets, there are also a range of other shops and services including a pharmacy, various restaurants, dentist, news agent, tyre centre, dry cleaners, a flooring specialist, police station, a wine shop, chocolate shop, kitchen showroom, yoga studio and barbers.
- 3.3 Sidcup Leisure centre is located to the north of the site.
- 3.4 Due to the sites location within the town centre the need for future residents to travel in a car is low with everything accessible on foot.
- 3.5 The site is therefore considered to have excellent accessibility to local amenities.

Public Transport

- 3.6 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility assessment have been undertaken.
- 3.7 The level of available public transport at a point of interest in London is quantified and measured using TfL's PTAL model.
- 3.8 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give specific point of interests to give a PTAL score.

3.9 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL and PTAL score. The results indicate that the application site has a PTAL score of 4 which is a 'good' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix C. TfL's PTALs table is extracted as follows;

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

Bus Connections

3.10 The site is located within 100 metres of one bus stop on Station Road and one additional bus stop next to Sidcup Train Station. The bus stops provide access to seven bus services. Refer to Table 1 for details of the local bus destinations and frequencies. Refer to Figure 2 for a map detailing local bus transport options.

Table 1: Local Bus Services

Bus Number	Bus Route	Frequency Per Hour
286	Sidcup - Avery Hill - Eltham - Kidbrooke - Blackheath Royal Standard - East Greenwich - Greenwich	6
51	Orpington - Foots Cray - Sidcup - Welling - Woolwich	6
229	Thamesmead Town Centre - Crossway - Abbey Wood - Lower Belvedere - Erith - Bexleyheath - Bexley - Sidcup	6
233	Swanley - Northview Estate - Foots Cray - Sidcup - Longlands Road - New Eltham - Eltham	3
160	Sidcup - Chislehurst - New Eltham - Eltham - Middle Park - Eltham Green - Sandhurst Road - Catford	4
269	Brentwood - Warley - Great Warley - North Ockendon - Ockendon - Belhus - North Stifford - Lodge Lane - Grays	6
492	Bluewater - Horns Cross - Dartford - Chastilian Road - Crayford - Mayplace Road - Bexleyheath - Bexley - North Cray - Foots Cray - Sidcup	2

Source: www.londonbusroutes.net

3.11 The bus services as outlined within the above table indicate that the site has good access to a variety of bus services in close proximity to the site.

Rail Connections

3.12 Sidcup Station is located around 170 metres (a two minute walk) to the south of the application site. Typical services from the station include four trains an hour to Charing Cross, two trains an hour to Cannon Street, four trains an hour to Dartford and two trains per hour to Crayford.

Walking & Cycling

3.13 Walking routes to nearby bus stops and railway stations are very direct and straightforward.

- 3.14 Cycling will be encouraged under the development proposals through the provision of appropriate cycle facilities and storage.
- 3.15 In summary the application has excellent access to a number of public transport options, including bus and train services.
- 3.16 The following section assesses the current parking and the impact that the development will have on the adjoining parking network

4.0 PARKING PROVISION

- 4.1 As previously mentioned, PMA were previously involved with producing a Transport Statement for the neighbouring property, which was granted planning approval with conditions. In addition to this precedent, 148 Station Road has previously also had permission granted for a differing scheme.
- 4.2 Condition seven of the neighbouring approval note relates to parking, copied herein for ease of reference: *"Prior to occupation detailed arrangements shall be agreed with the Local Planning Authority and put in place to ensure that, with the exception of disabled persons, no resident or business of the Development may obtain a parking permit within the "Sidcup Station" Controlled Parking Zone at any time.*
- 4.3 Planning precedent has therefore been set in relation to car free schemes in the adjoining area therefore it is proposed that this site follows the precedent set next door.
- 4.4 During the works undertaken for the application adjoining the site a parking stress survey was requested during pre-application discussions with the planning officer, in order to illustrate the existing parking levels on the roads adjoining the site.
- 4.5 Parking surveys are typically undertaken following an adapted version of the Lambeth Methodology.
- 4.6 The methodology states that all roads within a 200 metre distance of the development site have been assessed for unrestricted parking. Due to the nature of Station Road (mostly double yellow lines throughout) and the surrounding roads (mostly single yellow lines) there are no unrestricted parking opportunities within 200 metres of the site.

- 4.7 There are multiple car parks within walking distance of the development, including one at the train station, one at the leisure centre and a council car park located on Old Farm Avenue.
- 4.8 The Council ran car park located on Old Farm Avenue offers annual season tickets to residents and at a lower price for local business employees. This therefore offers an ideal location for both future residents and future employees of the cycle shop. In addition to this car park, the station car park also offers a 12 month permit.
- 4.9 The car park has a capacity of 164 parking spaces and is restricted 8am – 6pm, otherwise it is free to park.
- 4.10 Due to the high level of access to local public transport and the restrictions on parking in the surrounding areas it is more than likely that future residents will not own a car. However, in order to assess the potential level of ownership, research has been undertaken using census data.

Census Data

- 4.11 To further assist the assessment and to project the actual demand for parking generated by the proposal local census data from the most recent survey in 2011 has been researched.
- 4.12 The 'Middle Layer Super Output Area' (MSOA) has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.
- 4.13 Car ownership levels have been calculated specifically for flats, maisonettes and apartments in the area to accurately reflect the proposed development which will consist of three self-contained flats.
- 4.14 Table 2 presents the 2011 car or van ownership census data for flats, maisonettes and apartments in the area adjoining the site.

Table 2. MSOA; Car or Van Ownership Data for Flats and Maisonettes

Car or van availability – LC4415EW	Middle Layer Super Output Area		Borough	
	Bexley 026		Bexley	
	Count	%	Count	%
All Categories: Car or Van Availability	583	100%	21,400	100%
No cars or vans in household	251	43%	10,155	47%
1 car or van in household	253	47%	9,438	44%
2 or more cars or vans in household	79	10%	1,807	8%

Source: Office for National Statistics
 Some arithmetic errors due to rounding's

- 4.15 The census data shows that in the surrounding area 43% of flats / apartments do not have a car, 47% have one car and 10% have two or more cars. Table 3 sets out predicted car or van ownership levels for the proposed two flats.

Table 3. Flat, maisonette and apartment Car Ownership Projections

Cars per Household	%	2 Flats	Total Cars
0	43%	0.86	0.0
1	47%	0.94	0.94
2+	10%	0.2	0.4
Total	100%	2	1.34

Notes:
 % = the middle layer car ownership data
 Two flats = the proposed development
 Total Cars = the projected parking demand
 Some arithmetic errors due to rounding's

- 4.16 Applying the MSOA car or van ownership census data, the two proposed flats can reasonably be expected to generate a demand for two parking spaces.

Development Impact

- 4.17 The excellent level of access to public transport in the area, coupled with the restrictions on the adjoining roads places this development in a perfect position to reduce carbon emissions through reducing the chance of future occupants owning a car and thus mirrors both the councils and the London Plans direction in policy.

- 4.18 The car ownership data as outline above indicates that the residential element of the proposals may create demand for two cars, however this does not take into consideration local highway and parking restrictions, which will likely reduce this number.
- 4.19 If a future occupant of either a residential dwelling or a staff member / owner of the office unit does choose to own a car they can park it within the local Council car park, which features 164 parking spaces.
- 4.20 Visitors of the office unit will likely using one of the local car parks as part of a linked trip.
- 4.21 This increase is minimal and will likely fall between nightly / daily fluctuations.
- 4.22 It should be noted that there is an existing parking demand for the site, in relation to the existing office and restaurant, with flat above. Taking this into consideration therefore, the proposals are unlikely to create any significant additional demand for parking in comparison to the existing demand.
- 4.23 The impact of development is therefore anticipated to be minimal and insignificant. The development is projected to have no detrimental effects on parking capacity, highway safety and neighbouring amenity in the surrounding area.

5.0 SERVICING AND REFUSE

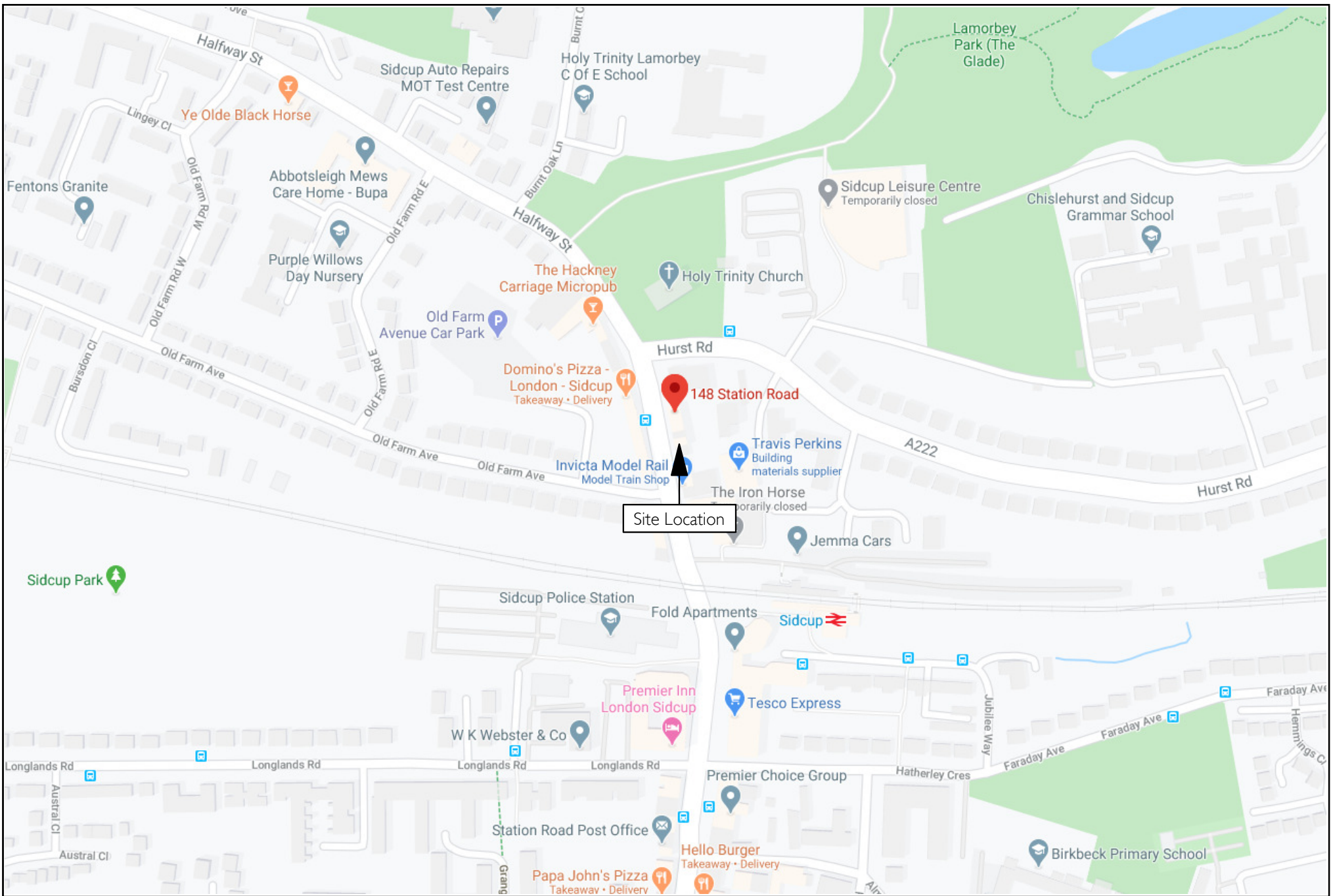
- 5.1 Refuse regarding the office / estate agent aspect of the scheme will be provided via a private weekly collection, as per the existing arrangement and in line with precedent set at the adjoining site.
- 5.2 The sites frontage with Station Road features no loading Monday – Saturday 8am – 10 am and 4pm – 7pm. Loading will therefore take place outside of these hours as per the existing arrangement. It should be noted that there is already demand for servicing arising from the existing restaurant and office units, therefore the change in the amount of servicing will likely be minimal and insignificant.
- 5.3 Refuse with regard to the residential aspect of the scheme will be provided by the local weekly round. This is in line with the existing arrangement and the precedent set next door.

6.0 SUMMARY

- 6.1 This report has been prepared in relation to the planning application to the local planning and highway authority: the London Borough of Bexley.
- 6.2 The proposals seek to provide alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.
- 6.3 PMA have previously aided a successful planning application for this site and the adjoining one, providing a Transport Statement. The application was approved and Condition seven outlined that residents would not be able to obtain a parking permit in the local CPZ.
- 6.4 This Transport Statement has been prepared in line with the planning precedent set at the next door development and at this site previously.
- 6.5 No off-street parking spaces are provided, which is in accordance with the Council's prescribed maximum standards and in line with the precedent set at the adjoining property.
- 6.6 The site has a PTAL score of '4', which indicates a 'good' accessibility level as defined by TfL.
- 6.7 Census data estimates that the most likely demand for parking created by the residential dwellings will be two vehicles, however this does not take the local restrictive parking conditions into consideration, which will likely decrease car ownership.
- 6.8 Employees wishing to drive as part of the office and estate agent unit can purchase a parking season ticket at the local Council operated car park.

- 6.9 In the instance that cars will need to park nearby, they may do so within the nearby Council operated car park on Old Farm Avenue. Annual season tickets are available. An increase of three vehicles from future residents within the 166 parking spaces overnight will be minimal and insignificant.
- 6.10 Season tickets are available for both residents and local business employees. The cost is £684 a year for business employees and £1,026 for other applications.
- 6.11 The development proposal will therefore have an insignificant impact on the adjoining highway in terms of parking capacity, road safety, and neighbouring amenity.
- 6.12 Refuse and servicing will continue as is the extant situation. Refuse for the residential aspect of the scheme will be picked up as part of the normal weekly collection.

FIGURES



Date: July 2020
 Scale: NTS
 Source: Google Maps
 Drawing No: P2342/TS/01



P2342: 148 Station Road, Sidcup, DA15 7AB

Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: July 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2168/TS/02



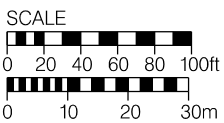
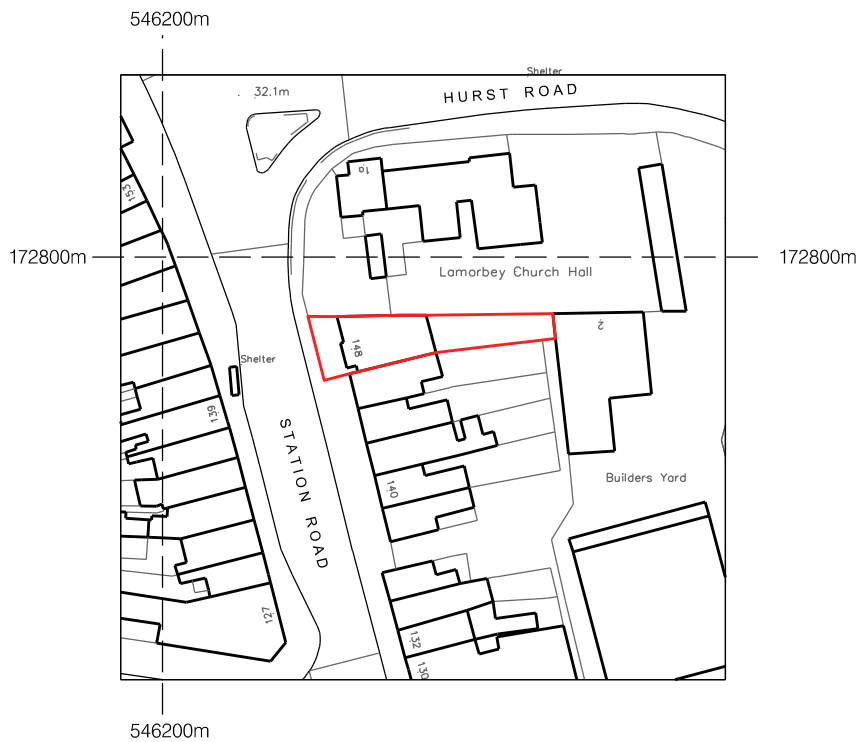
P2342: 148 Station Road, Sidcup, DA15 7AB

Figure 2.
 Local Public Transport Access

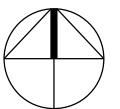


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

APPENDIX A Site Boundary



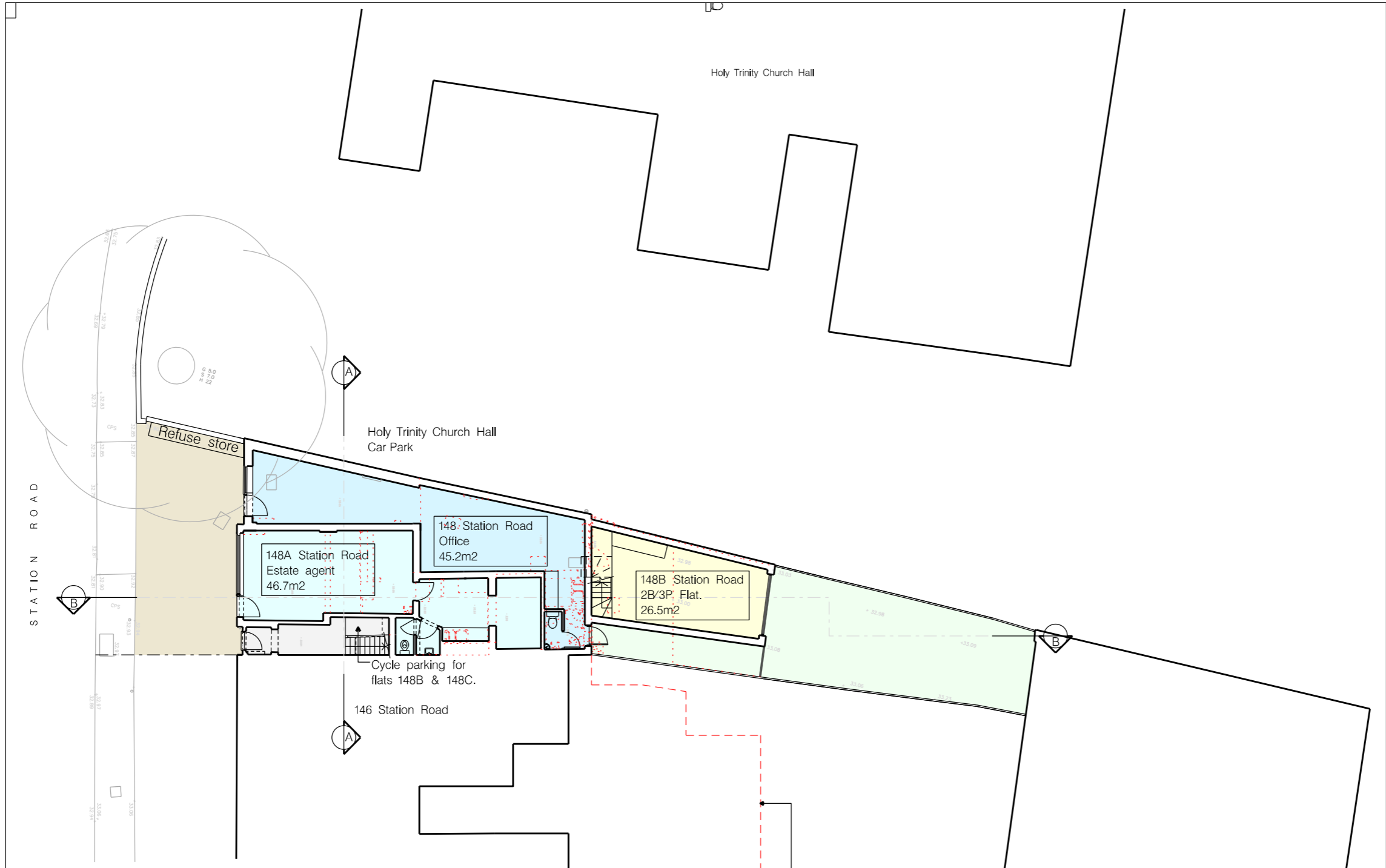
*Crown Copyright. All rights reserved. Licence no. 100019980



NORTH

PROJECT 148 STATION ROAD, LONDON, DA15 7AB		90 BOROUGH HIGH STREET LONDON SE1 1LL Tel: 020 7407 3700 - Fax: 020 7407 3800 email - proun@proun.co.uk		 ARCHITECTS • DESIGNERS • PLANNERS
DRAWING TITLE LOCATION PLAN		<p>This drawing is the Copyright of Proun Architects. Any copying in part or whole must be with the approval in writing of Proun Architects. All dimensions to be checked on site prior to commencement of works. This drawing should not be scaled. This drawing is to be read in conjunction with all associated written specifications.</p>		
SCALE 1:1250 @ A4	DATE : MARCH 2020	DRAWING No. 3377 /L /01	REV.	

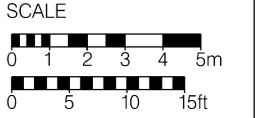
APPENDIX B Proposed Site Plan



Outline of development granted planning permission 27 November 2019 (19/02130/FUL) shown dotted red



NORTH



REV.	DESCRIPTION	DATE

PROJECT
148 – 148A STATION ROAD
 LONDON
 DA15 7AB

DRAWING TITLE
PROPOSED SITE PLAN

SCALE 1:200 @ A3 DATE MAY 2021

DRAWING NO. 3377 / P / 21

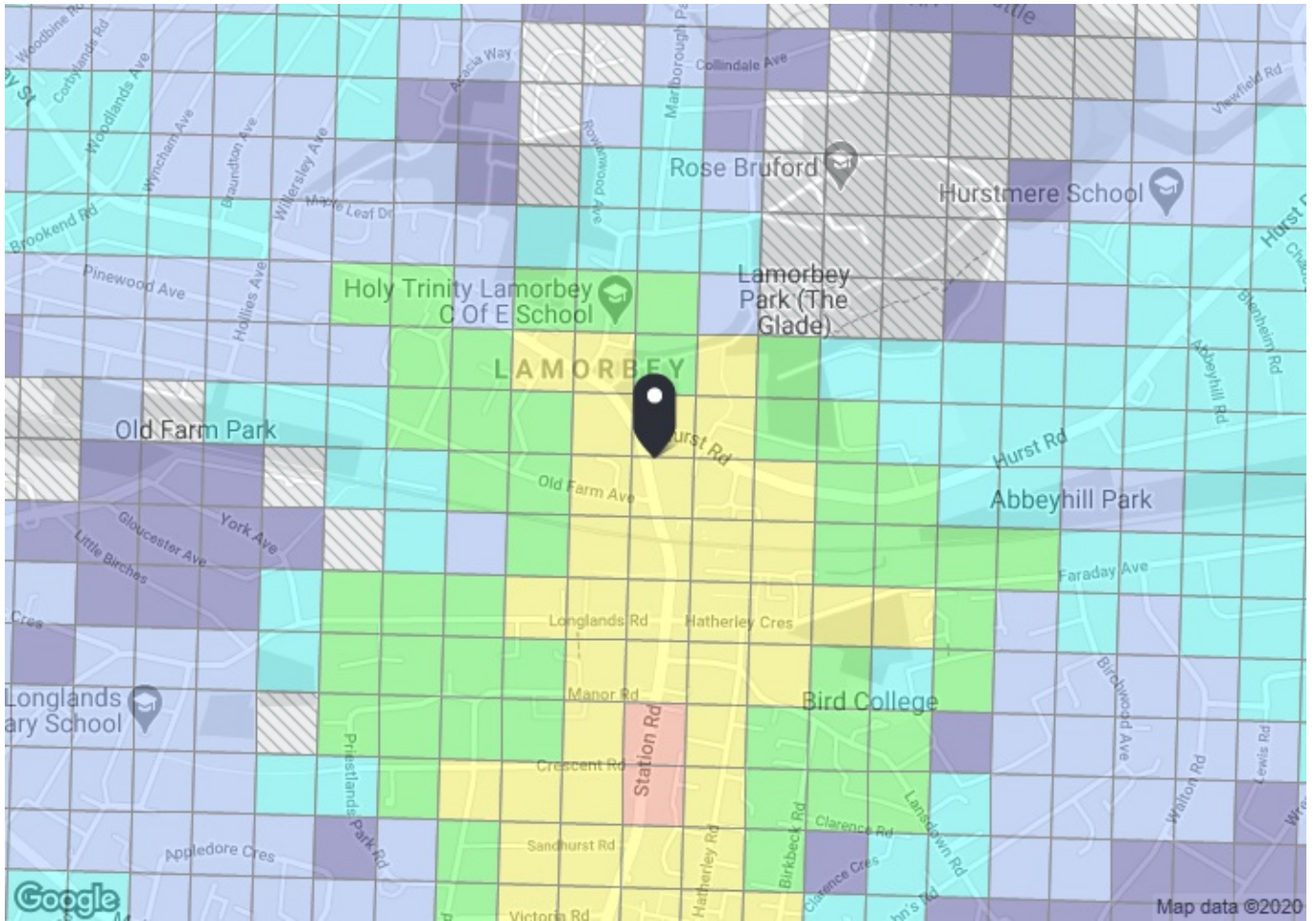
50 BOROUGH HIGH STREET
 LONDON SE1 1LL

PRUN

ARCHITECTS DESIGNERS PLANNERS

APPENDIX C

PTAL Output File



PTAL output for Base Year
4

148 Station Rd
148 Station Rd, Sidcup DA15 7AB, UK
Easting: 546236, Northing: 172784

Grid Cell: 43534

Report generated: 15/07/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION ROAD HURST ROAD	286	95.47	6	1.19	7	8.19	3.66	0.5	1.83
Bus	STATION ROAD HURST ROAD	51	95.47	6	1.19	7	8.19	3.66	1	3.66
Bus	STATION ROAD HURST ROAD	229	95.47	6	1.19	7	8.19	3.66	0.5	1.83
Bus	SIDCUP STATION	233	237.58	3	2.97	12	14.97	2	0.5	1
Bus	SIDCUP STATION	160	237.58	4	2.97	9.5	12.47	2.41	0.5	1.2
Bus	SIDCUP STATION	269	237.58	6	2.97	7	9.97	3.01	0.5	1.5
Bus	SIDCUP STATION	492	237.58	2	2.97	17	19.97	1.5	0.5	0.75
Rail	Sidcup	'CRFD-CANONST 2D05'	218.45	2.33	2.73	13.63	16.36	1.83	1	1.83
Rail	Sidcup	'CANONST-CANONST 2I13'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'CANONST-CANONST 2I15'	218.45	1.33	2.73	23.31	26.04	1.15	0.5	0.58
Rail	Sidcup	'CANONST-SLADEGN 2N11'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'CANONST-CANONST 2O19'	218.45	1.33	2.73	23.31	26.04	1.15	0.5	0.58
Rail	Sidcup	'GRVSEND-CHRX 1D50'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GLNGHMK-CHRX 1D52'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GLNGHMK-CHRX 1D54'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'DARTFD-CHRX 2D10'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GRVSEND-CHRX 2D12'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'GLNGHMK-CHRX 2D14'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'SIDCUP-CHRX 2D16'	218.45	1	2.73	30.75	33.48	0.9	0.5	0.45
Rail	Sidcup	'GLNGHMK-CHRX 2D22'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'CHRX-GRVSEND 2N12'	218.45	1.67	2.73	18.71	21.44	1.4	0.5	0.7
Rail	Sidcup	'CHRX-GRVSEND 2N14'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16
Rail	Sidcup	'STROOD-CHRX 2D56'	218.45	0.33	2.73	91.66	94.39	0.32	0.5	0.16

Total Grid Cell AI: 17.68