

DESIGN & ACCESS STATEMENT

187-189 RUSHEY GREEN, SE6 4BP, CATFORD, LEWISHAM

STUDIO
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1.0. Introduction

1.1. This Design and Access Statement (DAS) will relay the context in which the application is made. It will consider development specific information, planning policy and other material considerations as this relates to the proposal. Conclusions are set out within the final section of the statement.

1.2. The following documents were used in the construction of the statement:

- National Planning Policy Framework (NPPF), 2019
- The London Plan, 2016
- The Draft London Plan with Minor Suggested Changes, 2018
- Lewisham Development Management Local plan, 2014

1.3. The application proposes the conversion of an existing three storey building converting the 1st floor into residential units to create 2no. two bedroom units with associated refuse and cycle store. The second floor already contains a self contained residential apartment.

1.4. In terms of planning merits, it is considered and is demonstrated in this statement that the proposal is acceptable in light of relevant development plan policies and other material considerations. It is on this basis that the current planning application is submitted for determination by the London Borough of Lewisham.

2.0 SITE AND SURROUNDINGS

2.1. The site is located at 187-189 Rushey Green in Catford in the London Borough of Lewisham.

2.2. The site currently comprises a three storey building with a post office on ground floor and disused office and storage space on first floor that are associated with the Post Office. As the nature of the Post Office business has significantly changed over the past several years, there is a lot less physical paperwork and two floors of storage space is no longer required. The ground floor has sufficient space for operation and storage for the Post Office use. The second floor is a residential 1 bedroom apartment. The existing property is demonstrated in **Photographs 1-4 at DAS1. A sworn testimony has also been submitted to confirm the upper floors have never been used as an office or commercial space.**

2.3. There is also an open space to the rear of the building which is currently used as a car park for the staff of the post office only. The residential units will be car free development.

2.4. In terms of its immediate surroundings, the site is in the heart of the civic town centre with predominantly commercial units on ground floor and residential above and in close proximity to a number of community facilities and Lewisham Town Hall and Lewisham Council located directly opposite the site.

2.5. The site is located at the junction between Catford Road and Bromley Road on Rushey Green. This junction location forms a large open area.

2.6. Surrounding this large junction area are a number of 3 to 6 storey buildings.

Sustainability Credentials

2.7. The application site is sustainably located in close proximity to numerous facilities and services that are within walking distance.

2.8. A number of shops including convenience stores, large supermarkets (ALDI and Tesco), cafes, restaurant takeaways, banks and civic buildings is located within walking distance from the site along Rushey Green along with a retail park to the rear of the site.

2.9. Numerous educational and recreational facilities are also easily accessible from the application site.

2.10. The Rushey Green Primary School is located off Culverley Road to the south of the site and an estimated walking time of 5 minutes.

2.11. In terms of health facilities, the Parkview Surgery Health Care Centre is located on Brownhill Road approximately 950 metres from the application site. The estimated walking time to this location is 11 minutes.

2.12. Based on the case set out above it is submitted that the application site is well served in terms of community services and essential support facilities all easily within walking distance.

2.13. The application site is also accessible by a range of transport modes so as to constitute an excellent form of sustainable development.

2.14. Catford Station and Catford Bridge station is located approximately 500 metres from the application site with an estimated walking time of 7 minutes.

2.15. Bus stops are located within 100 metres of the application site on Rushey Green including one directly outside the property.

2.16. It is therefore submitted that suitable evidence has been provided to demonstrate that the application site is sustainable and accessible by a range of transport modes including public transport.

Public Transport Accessibility Level (PTAL)

2.17. The application site has a PTAL rating of **6a** indicating **excellent** access to public transport as supported by the comprehensive commentary above. The PTAL report for the site is appended at **DAS2**.

3.0 PROPOSAL SPECIFIC INFORMATION

3.1. The application proposes the conversion of the first floor of an existing three storey building from disused office and storage space (associated with the post office on ground floor) to C3 Dwellings to provide 2no. 2 bedroom units while retaining the post office on ground floor and existing residential unit on second floor.

3.2. The residential development will consist of 2no. 2 bedroom units on first floor and an existing 1 bedroom unit on the second floor which will be retained and reconfigured internally.

3.3. All dwellings have been provided a **larger** kitchen/living room to **compensate the private amenity space**.

3.4. Communal secure cycle storage is also provided on the ground floor to the rear of the building for use by all residents. Good lighting will be provided along the route to the cycle store to ensure safety for all.

3.5. A refuse store for use by the occupants of the dwellings is located on the ground floor to the rear. It is located near the existing service road to the rear of the site accessed via Sanglely Road.

4.0 RELEVANT PLANNING POLICY AND OTHER MATERIAL CONSIDERATIONS

4.1. Emerging development plan policy includes the Draft London Plan, published in December 2017, and Development Management Local Plan published in November 2014. These documents are material considerations in the determination of this application.

4.2. The key planning considerations in the determination of this application are considered to be:

- The Principle of Development
- Housing Mix
- Amenity and Internal Space Standards
- Design
- Impact on Neighbouring Development
- Transport/Highways
- Waste

4.3. The relevant planning policies for each of the above considerations has been identified and applied to the proposal below.

Principle of Development

4.4. The site is currently in A1 use for the ground floor and associated storage and office on floors above. The second floor is a 1 bedroom residential apartment. The application proposes to convert the first floor into residential units.

NPPF 2019

4.5. Paragraph 11 states that there is a general presumption in favour of sustainable development and that development that accords with the development plan should be approved without delay.

4.6. Paragraph 59 states that, to support the objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

4.7. Paragraph 68 states that small and medium sites can make an important contribution to meeting the housing requirement of an area, and are often built out relatively quickly.

4.8. Paragraph 68 further states that local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

London Plan

4.9. Policy 3.3 *Increasing Housing Supply* states that the Mayor recognises the pressing need for more homes in London with this policy generally seeking an increase in the supply of housing.

4.10. Policy 3.4 *Optimising Housing Potential* states that development should take account of local context and character and optimise housing output for different types of location within relevant density ranges provided in Table 3.2 of the London Plan.

Draft London Plan with Minor Suggested Changes

4.11. Draft Policy GG4 *Delivering the Homes Londoners Need* seeks to create a housing market that works for everybody and sets out what those involved in planning and development should do to achieve this including ensuring more homes are delivered.

4.12. Draft Policy H1 *Increasing Housing Supply* provides each LPA a 10 year housing completion target in Table 4.1. Lewisham is required to deliver 21,170 homes over the period annualised to 2,117.

4.13. Draft Policy H1 sets out how these targets should be achieved including allocating an appropriate number of sites and also encouraging development on other appropriate windfall sites not identified in Development Plans with these sites expected to come from the sources listed in Criterion B2.

4.14. Criterion B2 of Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable brownfield sites especially from, among other sources, sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary and small housing sites.

4.15. Draft Policy H2 *Small Sites* states that small sites should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on small sites through both planning decisions and plan-making.

4.16. Criterion B of Draft Policy H2 further adds that boroughs should recognise in their Development Plans and planning decisions that local character evolves over time and will need to change in appropriate locations to accommodate additional housing provision and increases in residential density through small housing developments.

4.17. Criterion D states that to deliver the small sites targets in Table 4.2 boroughs should apply a presumption in favour of particular types of development which provide one to 25 homes. This presumption in favour applies to proposals increasing the density of existing residential homes within PTALs 3-6 or within 800m station or town centre boundary through the demolition and redevelopment of existing buildings.

4.18. Draft Policy D6 *Optimising housing density* states that developments must make the most efficient use of land and that proposals should be refused if they do not demonstrably optimise the housing density of the site in accordance with this policy.

Lewisham Development Management Local Plan

4.19. Core strategy Objective 2 states that the borough will secure the delivery of at least 18,165 new homes across the borough (between 2009/10 and 2025/26. This is to partly be achieved by focusing the majority of new housing development in opportunity areas which includes the Lower Lea Valley Opportunity Area.

Of these:

- a. 2,600 will be distributed within the Lewisham Town Centre
- b. 1,750 will be distributed within the Catford Town Centre**
- c. 10,625 will be distributed within Deptford and New Cross
- d. 3,190 will be distributed across the remainder of the borough.

Policy Analysis – Principle of Development

4.20. The development increases the supply of housing in a highly sustainable location in accordance with the policies of the NPPF, the London Plan and the Lewisham Development Management Local Plan 2014.

4.21. In particular, the development will provide 3 dwellings in total (including 1 existing), one of the specified places in the Catford Town Centre. Therefore the proposal is in accordance with Core Strategy Objective 2 of the Development Management Local Plan.

4.22. Furthermore, the development will optimise the use of land in this location and provide an appropriate density which corresponds to the site's public transport accessibility (PTAL 6a) and proximity to town centre facilities as detailed in Section 2.0 of this Statement.

4.23. Given the foregoing, it is submitted that the principle of the development is unambiguously acceptable and in accordance with relevant development plan policy.

4.24. In addition to being in accordance with development plan policy, the principle of the development is also supported within the Draft London Plan and Lewisham Development Management Local Plan 2014 - which both advocate and require an increase in the supply of housing.

4.25. Specifically, the proposed development meets the criteria for the presumption in favour of small housing developments set out in the Draft London Plan.

4.26. The development proposes to increase the density of an existing building which is an underused site with a PTAL rating of 6a within 500 metres of train stations in accordance with the Draft Policy H2.

4.27. It is submitted that this presumption in favour of development for small housing sites is a material consideration in the determination of this application.

Housing Mix

London Plan

4.28. Policy 3.8 *Housing Choice* states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environment.

4.29. Of particular relevance is Criterion B.a. which requires new development to offer a range of housing choices, in terms of the mix of housing sizes and types.

4.30. Policy 3.13 *Affordable Housing Thresholds* states that boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.

Lewisham Development Management Local Plan 2014

4.31. Core Strategy Policy 1 (CSP1) provides an overall strategic target for affordable homes of 50% which is partly to be achieved by requiring development providing 10 or more residential units to be 50% affordable homes, subject to financial viability.

4.32. Core Strategy Policy 1 (CSP1) also states that a mixture of small and large housing will be secured by requiring a mix of housing sizes on all sites providing new housing.

4.33. Policy DM3 Criterion 3 states that development should provide a balance of housing types, including family homes, in accordance with a breakdown of unit types set out within the most up-to date housing needs assessment.

4.34. Furthermore, the proposed development would require the conversion of underused and vacant office and storage space associated with the post office. Therefore the loss of the existing office space is considered acceptable as per 2.25 of the Development Management Local Plan.

4.35. The development proposes less than 10 units and therefore, in accordance with the London Plan and the Development Management Local Plan, affordable housing provision is not required.

Amenity and Internal Space Standards

London Plan

4.36. Policy 3.5 *Quality and Design of Housing Developments* states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

4.37. Policy 3.5 further adds that new development should reflect minimum space standards as set out in Table 3.3.

4.38. Single storey 2 bedroom/3 person dwelling is required to have a minimum Gross Internal Area (GIA) of 61 square metres and a single storey 2 bedroom/4 person dwelling is required to have a minimum Gross Internal Area (GIA) of 70 square metres.

Lewisham Development Management Local Plan

4.41. DM Policy 4 states that all housing developments should have adequate provision of internal space in order to provide an appropriate living environment. To achieve this, residential development is required to meet the most up-to-date internal space standards.

4.42. The most up-to-date internal space standards are those contained within Table 3.3 of the London Plan as detailed above.

4.43. Criterion 2 of Policy DM4 states that a minimum of 6 square metres of private outdoor space should be provided for 2 bedroom 3 person dwelling, with an extra 1 square metre required for each additional occupant.

Policy Analysis – Amenity and Internal Space Standards

4.44. As detailed in the table below, the proposed dwellings are in accordance with both the minimum space standards of the London Plan and the minimum amenity space requirements of Policy DM32 in the Lewisham Development Management Local Plan Document. The only exception to this is that units do not have an external amenity space but have been compensated by having larger kitchen/living rooms.

Floor/Flat No.	Type	Minimum GIA (sqm)	Proposed GIA (sqm)	Minimum Amenity Space (sqm)	Proposed Amenity Space (sqm)
First Floor (Flat 1)	2B/3P	61	67	6	0 (living room increased)
First Floor (Flat 2)	2B/4P	70	79	7	0 (living room increased)

4.45. Therefore it is submitted that the proposed development will provide a high standard of accommodation in accordance with all relevant standards.

Design

NPPF 2018

4.46. Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

4.47. Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

4.48. Paragraph 130 further states that where a design of a development accords with clear expectations in plan policies design should not be used by the decision-maker as a valid reason to object to development.

London Plan

4.49. Policy 7.4 *Local Character* states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

4.50. Policy 7.4 Criterion B states that buildings, streets and open spaces should provide high quality design responses that:

- a. has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- b. contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
- c. is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- d. allows existing buildings and structures that make a positive contribution to the character of a place to influence the future

character of the area

e. is informed by the surrounding historic environment.

4.51. Policy 7.6 *Architecture* states that architecture should make a positive contribution to a coherent public realm and wider cityscape. It further adds that architecture should incorporate the highest quality materials and design appropriate to its context.

4.52. Policy 7.6 Criterion B states that buildings and structures should:

- a. be of the highest architectural quality;
- b. be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;
- c. comprise details and materials that complement, not necessarily replicate, the local architectural character;
- d. not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate;
- e. incorporate best practice in resource management and climate change mitigation and adaptation;
- f. provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces;
- g. adaptable to different activities and land uses, particularly at ground level;
- h. meet the principles of inclusive design; and
- i. optimise the potential of sites.

Lewisham Development Management Policy

4.53. DM Policy 4 *Conversions of office space and other B Use Class space into flats* sets out a how the LPA will provide a framework for the appropriate conversion of office or other B Use Class spaces into residential development.

4.54. DM Policy 4 seeks to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds. To achieve this, the LPA will ensure development meets the following criteria:

- a. the proposal does not conflict with other policies in relation to employment floorspace (DM Policies 9, 10, 11)
- b. the proposal meets the standards set out for residential development in DM Policy 32 (Housing design, layout and space standards)
- c. the proposal achieves a good living environment with adequate access, parking and safety standards, refuse storage and collection arrangements.

Policy Analysis – Design

4.56. It is submitted that the proposal has been designed with a consideration of the site context and the character of the local area resulting in a high quality design proposal that responds well to its surroundings.

4.57. The surrounding area is not characterised by a particularly distinctive or uniform type of development and therefore the proposal, whilst more contemporary than some of the neighbouring developments, does not detract from any character.

Impact on Neighbouring Development

4.61. It is submitted that the proposal will not result in an unacceptable loss of privacy, light or enable an unreasonable level of overlooking.

4.61. It is also submitted that the development will not result in an unacceptable loss of outlook.

4.62. With regard to noise impacts, the proposed residential development will not give rise to unacceptable level of noise.

4.63. With regard to the construction of the development, any impacts can be appropriately managed through a Construction Management Plan, the details of which can be secured by condition.

4.64. Given the foregoing, it is submitted that the development will not have an unacceptable impact on the amenity of neighbouring development.

Transport

London Plan

4.68. Policy 6.13 *Parking* states that the maximum parking standards set out in Table 6.2 should be the basis for considering planning applications.

4.69. Table 6.2 sets a maximum parking standard of less than 1 space per unit for 1-2 bedroom dwellings, up to 1.5 per unit for 3 bedroom dwellings and up to 2 per unit for dwellings with 4 bedrooms or more.

4.70. The notes accompanying Table 6.2 state that all development in areas of good public transport accessibility should aim for significantly less than 1 parking space per unit.

4.71. Policy 6.13 also states that developments must meet the minimum cycle parking standards set out in Table 6.3.

4.72. Table 6.3 requires 1 cycle parking space to be provided for each 1 bedroom dwelling and 2 spaces per all other dwellings.

Policy Analysis – Transport

4.73. As previously stated, the application site has a PTAL rating of 6a and is therefore considered to have excellent access to public transport. Therefore it is not proposed to provide any parking spaces for the development.

4.74. It is submitted that this is in accordance with both the maximum parking standards and the requirement to aim for significantly less than 1 parking space per unit in areas with good public transport accessibility.

4.75. In terms of cycle parking, a cycle storage facility is proposed on the ground floor providing secure storage for 4 sheffield stands which will provide space for 8 bicycles which is above the minimum standards of the London Plan.

4.76. The applicant is amenable to a condition requiring a legal agreement to secure a car free residential development should the LPA consider this to be necessary.

Waste

4.78. It is submitted that it has been demonstrated on the plans provided that there is sufficient capacity in the refuse store provided commensurate with the current guidelines.

5.0 SUSTAINABILITY STATEMENT

5.1. The following statement details the sustainability measures that will be incorporated into the design of the proposed development.

Energy

5.2. The energy demand of dwellings will be reduced through the adoption of high levels of insulation, accredited thermal bridging details and good levels of air tightness to improve the buildings fabric efficiency. U-values to meet or exceed Building Regulations will be used to minimise energy loss.

5.3. The proposal will also adhere to the general guidance given in BREEAM and Building Regulations with regard to energy efficiency.

External Lighting

5.4. Energy efficient fittings will be installed to the external balcony areas. These lights will be fitted with PIR and daylight cut-off controls to reduce the energy consumption of the dwelling when not in use.

Car Free Development

5.5. As the site has an excellent PTAL rating with a number of different modes of public transport in very close proximity, the development is car free. This will encourage occupants to use public transport and use cycle where possible to reduce carbon emissions.

Cycling

5.6. Cycle storage will be provided for all occupants of the development to encourage cycle journeys. The cycle store will be secure and sized accordingly for all occupants of the building.

Water

5.7. Installation and commissioning of water saving devices to all water fixtures and fittings.

Fitting Consumption per Use

WC (full flush)	6 litres per flush
WC (half flush)	3 litres per flush
Kitchen sink tap	5 litres per min
Wash basin tap	3 litres per min
Bath	140 litres to overflow
Shower	8 litres/min
Washing machine	60 litres per use
Dishwasher	13 litres per cycle

Materials

5.8. Embodied energy is the energy that is used in the manufacture, processing and the transportation of the materials to site. All timber used during the site preparation and construction is to be FSC certified, and all non-timber materials to be sustainability sourced where possible.

5.9. Where possible materials with low embodied carbon will be used and construction waste will be prevented from the design stage onwards.

5.10. Materials with good thermal properties will minimise energy loss through a reduction in escaping heat.

Natural Environment

Daylight

5.11. Dwellings have been designed with daylight in mind and measures have been taken to maximise daylight where possible. Refer to the daylight and sunlight report submitted which confirms all rooms meet the minimum requirements.

5.12. The building design makes excellent use of natural light which will keep energy consumption from light low during daylight hours.

Sound Insulation

5.13. The development proposes that airborne sound insulation will comply or exceed current Building Regulations Part E standard.

Private Space

5.14. Due to the constraints of the building, private external spaces are not possible to be provided, hence all unit sizes have been increased to compensate this.

Waste

Household Waste

5.15. Dedicated external waste storage for the dwellings will be provided to meet the local authority requirements. Adequate internal storage for recyclable waste will be provided to all dwellings in a dedicated position. The Local Authority provides recyclable household waste collecting and sorting.

Construction Site Waste Management

5.16. The development will minimise the impact of construction waste on the environment through a Resource Management Plan or Strategy. This plan will include information such as benchmarks for resource efficiency procedures and commitments to reduce hazardous and non-hazardous waste.

6.0 CONCLUSION

6.1. This statement has relayed the context in which the application is made. It has considered the site and the surrounding area, proposal specific information, planning policy and material considerations.

6.2. The application proposes the conversion of the first floor of an existing three storey building comprising 2 x 2 bedroom dwellings with the existing post office on ground floor retained and self contained apartment on second floor.

6.3. With regards to the planning merits of the proposal, the relationship of the development to national, regional and local planning policy has been addressed.

6.4. It has been demonstrated that the site is in a highly sustainable location in close proximity to numerous services and facilities with **excellent** public transport links (PTAL rating 6a).

6.5. It has been demonstrated that each dwelling will provide high quality accommodation in accordance with the relevant internal and amenity space standards and meet The London Housing Design Guide requirements.

6.6. The proposal has been well designed with a consideration of the site context and the character of the local area resulting in a high quality design proposal that responds well to its surroundings, improving the overall aesthetic of the area.

6.7. Four secure cycle parking spaces are provided in accordance with the minimum standards of the London Plan. No car parking is proposed as the site is located in an area of **excellent** public transport accessibility and will be a car free residential development.

6.8. It has also been demonstrated that the development has appropriate refuse storage facilities.

6.9. In closing, the LPA are respectfully requested to grant this planning application subject to reasonable conditions

DAS1

Photographs



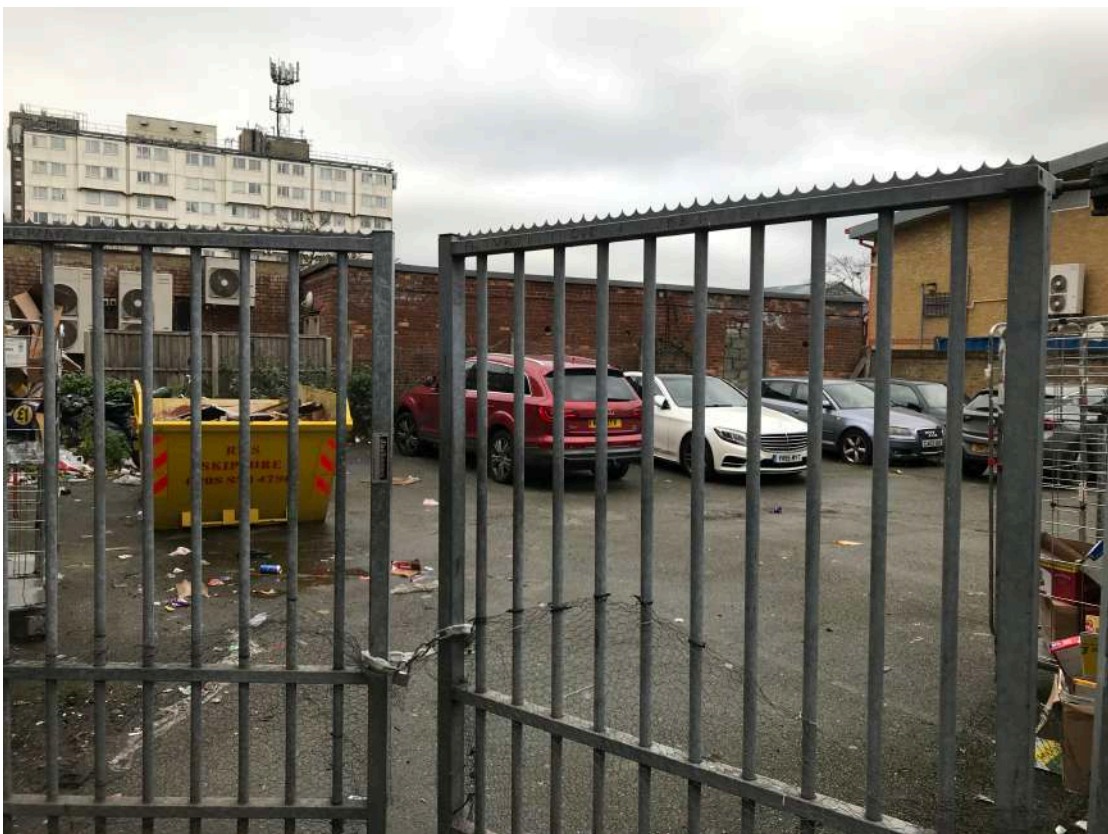
Photograph 1: Front elevation of existing site with Post Office on ground floor



Photograph 2: Alleyway between adjacent building



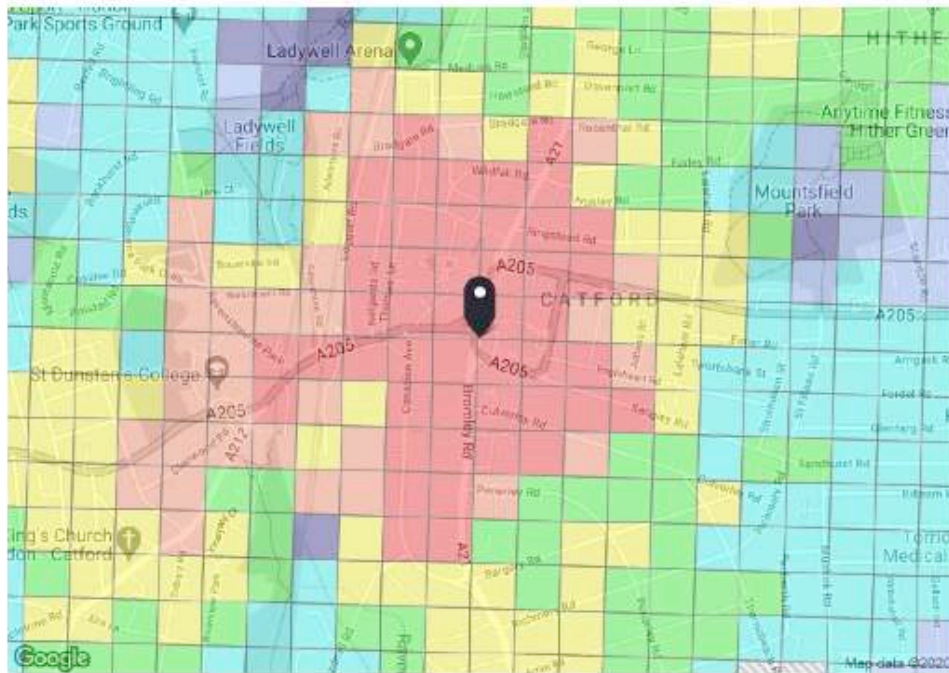
Photograph 3: Rear view of building from supermarket car park



Photograph 4: Existing car park to rear of site

DAS2

Public Transport Accessibility Level (PTAL) Reports



PTAL output for Base Year 6a

SE5 4BP
Catford, London SE5 4BP, UK
Easting: 537703, Northing: 172690

Grid Cell: 48325

Report generated: 05/09/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.5 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

1	2
3	4
5	

Map layers

- PTAL (at 100m: 100m)

Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	WV (mins)	EDF	Weight	A
Bus	CATFORD CANNON CINEMA	54	128.95	6	1.6	7	8.6	3.49	0.5	1.74
Bus	CATFORD CANNON CINEMA	136	128.95	6	1.6	7	8.6	3.49	0.5	1.74
Bus	CATFORD CANNON CINEMA	306	128.95	3	1.6	12	13.6	2.21	0.5	1.1
Bus	CATFORD CANNON CINEMA	208	128.95	5	1.6	8	9.6	3.12	0.5	1.56
Bus	CATFORD CANNON CINEMA	320	128.95	5	1.6	8	9.6	3.12	0.5	1.56
Bus	CATFORD CANNON CINEMA	199	128.95	5	1.6	8	9.6	3.12	0.5	1.56
Bus	CATFORD CANNON CINEMA	47	128.95	6	1.6	7	8.6	3.49	0.5	1.74
Bus	CATFORD CANNON CINEMA	171	128.95	7.25	1.6	5.87	7.47	4.01	1	4.01
Bus	CATFORD TOWN HALL SHOPPING CENTRE	181	229.6	5	2.87	8	10.87	2.76	0.5	1.38
Bus	CATFORD TOWN HALL SHOPPING CENTRE	284	229.6	6	2.87	7	9.87	3.04	0.5	1.52
Bus	CATFORD TOWN HALL SHOPPING CENTRE	75	229.6	4.5	2.87	8.67	11.54	2.6	0.5	1.3
Bus	CATFORD TOWN HALL SHOPPING CENTRE	160	229.6	4	2.87	9.5	12.37	2.43	0.5	1.21
Bus	CATFORD TOWN HALL SHOPPING CENTRE	252	229.6	6	2.87	7	9.87	3.04	0.5	1.52
Bus	CATFORD TOWN HALL SHOPPING CENTRE	124	229.6	6	2.87	7	9.87	3.04	0.5	1.52
Bus	CATFORD TOWN HALL SHOPPING CENTRE	165	229.6	7.5	2.87	6	8.87	3.36	0.5	1.68
Rail	Colford Bridge	"HAYS-CANONST 2409"	640.73	2	8.01	15.75	23.76	1.26	1	1.26
Rail	Colford Bridge	"HAYS-CANONST 2411"	640.73	0.33	8.01	91.66	98.67	0.3	0.5	0.15
Rail	Colford Bridge	"CANONST-HAYS 2409"	640.73	2	8.01	15.75	23.76	1.26	0.5	0.63
Rail	Colford Bridge	"CANONST-BORNHAM 2409"	640.73	0.33	8.01	91.66	98.67	0.3	0.5	0.15
Rail	Colford Bridge	"HAYS-CHROX 1400"	640.73	1.33	8.01	23.31	31.32	0.96	0.5	0.48
Rail	Colford Bridge	"HAYS-CHROX 2400"	640.73	1	8.01	30.75	38.76	0.77	0.5	0.39
Rail	Colford Bridge	"CHROX-HAYS 2410"	640.73	2	8.01	15.75	23.76	1.26	0.5	0.63
Rail	Colford	"BEDFDM-SNOAKS 1032"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"BEDFDM-BROMLYS 1030"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"BEDFDM-ORPINGTON 1030"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"STALBCY-SNOAKS 2E1T"	582.09	1	7.28	30.75	38.03	0.79	0.5	0.39
Rail	Colford	"BEDFDM-SNOAKS 2E1B"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"LUTON-SNOAKS 2E21"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"STALBCY-SNOAKS 2E2B"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"SNOAKS-BEDFDM 103B"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"BROMLYS-BEDFDM 103C"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"SNOAKS-STALBCY 2E1B"	582.09	0.67	7.28	45.53	52.8	0.57	0.5	0.28
Rail	Colford	"SNOAKS-LUTON 2E11"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"SNOAKS-WIMPSTON 2E53"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"SNOAKS-KINTSHITON 2E56"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"SNOAKS-KINTSHITON 2E57"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"BROMLYS-LUTON 2E50"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"ORPINGTON-LUTON 3L2B"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Rail	Colford	"ORPINGTON-KINTSHITON 3L2B"	582.09	0.33	7.28	91.66	98.94	0.3	0.5	0.15
Total Grid Cell A:										
31.79										