



Civil Engineers & Transport Planners

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42-44 Park View  
Road

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Transport  
Statement

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December 2023  
231632/TS/OR/RS/01

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Civil Engineers & Transport Planners

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**DOCUMENT STATUS**

Project: 42-44 Park View Road  
Title: Transport Statement  
Client: Mr Pellumb Gjelij  
Reference: 231632/TS/OR/RS/01

Produced by: OR ..... Date: 11/12/2023  
Checked by: RS ..... Date: 11/12/2023  
Approved by: KL ..... Date: 11/12/2023

<u>Issue/revision</u>	<u>Date</u>	<u>Status</u>	<u>Issued by</u>
First	11/12/2023	For Approval	OR

## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Scope.....	1
1.2	Site Location and Existing Conditions .....	1
1.3	Proposed Development .....	2
<b>2</b>	<b>PLANNING POLICY .....</b>	<b>3</b>
2.1	National Planning Policy Framework (NPPF) revised 2023.....	3
2.2	Promoting Sustainable Transport .....	3
2.3	Parking Standards .....	4
2.4	Regional Policies .....	5
2.5	Local Planning Policies .....	12
2.6	Local Cycling Policies.....	14
<b>3</b>	<b>ACCESSIBILITY OF THE SITE.....</b>	<b>17</b>
3.1	Public Accessibility Rating Level (PTAL) .....	17
3.2	Site Accessibility.....	18
3.3	Local Facilities .....	18
3.4	Walking Access.....	18
3.5	Cycle Access .....	19
3.6	Public Transport - Buses.....	20
3.7	National Rail Services.....	22
<b>4</b>	<b>SITE ACCESS AN PARKING PROVISION .....</b>	<b>23</b>
4.1	Proposed Access .....	23
4.2	Servicing Arrangements.....	23
4.3	Parking Provisions .....	23
4.4	Cycle Parking.....	24
<b>5</b>	<b>IMPACT ON TRAFFIC .....</b>	<b>26</b>
5.1	Trip Generation.....	26
5.2	Existing Use .....	26
5.3	Proposed Use .....	26
<b>6</b>	<b>PARKING SURVEY .....</b>	<b>28</b>
6.1	Scope.....	28
6.2	Site Description and Existing Conditions .....	28

6.3	Survey of Existing Parked Vehicles.....	28
6.4	Survey Results .....	28
6.5	Survey 1.....	30
6.6	Survey 2.....	30
6.7	Conclusion.....	30
<b>7</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>31</b>

## TABLES

TABLE 2.1 –	MAXIMUM CAR PARKING STANDARDS .....	9
TABLE 2.2 –	CYCLE PARKING STANDARDS .....	12
TABLE 2.3 –	MAXIMUM RESIDENTIAL PARKING STANDARDS .....	14
TABLE 2.5 –	MINIMUM CYCLE PARKING STANDARDS.....	16
TABLE 3.1 –	LOCAL FACILITIES .....	18
TABLE 3.2 –	BUS TIMES.....	21
TABLE 3.3 –	TRAIN FREQUENCY.....	22
TABLE 5.1 –	EXISTING RESIDENTIAL TRIPS.....	26
TABLE 5.2 –	TRAFFIC FLOW FROM PROPOSED DEVELOPMENT .....	27
TABLE 6.1 –	PARKING SURVEY 01/02/23.....	29
TABLE 6.2 –	PARKING SURVEY 03/02/23.....	29

## FIGURES

FIGURE 1.1 –	SITE LOCATION.....	2
FIGURE 3.1 –	PTAL MAPPING .....	17
FIGURE 3.2 –	WALKING ISOCHRONE .....	19
FIGURE 3.3 –	CYCLE ISOCHRONE .....	20
FIGURE 4.1 –	MAXIMUM PARKING PROVISION PER NUMBER OF BEDS .....	24
FIGURE 4.2 –	MINIMUM CYCLE SPACE REQUIREMENTS.....	25

## APPENDICES

### APPENDIX A

3442/P/02 – Existing Ground Floor Plan

### APPENDIX B

3442/SK/101 – Car Parking Options

### APPENDIX C

231632/TS/01 – Walking Isochrones

231632/TS/02 – Cycling Isochrones

APPENDIX D

231632/PS/01 – Parking Survey Base Layout

231632/PS/02 – Parking Survey 1<sup>st</sup> February 2023

231632/PS/03 – Parking Survey 3<sup>rd</sup> February 2023

## **1 INTRODUCTION**

### **1.1 Scope**

- 1.1.1 Lanmor Consulting Ltd has been commissioned to provide advice on highway and transportation matters for the proposed development at 42-44 Park View Road, Welling, DA16 1RT.
- 1.1.2 Within this Transport Statement, detailed consideration will be given to the location of the proposed development in terms of accessibility by car and non-car modes of travel such as walking, cycling and public transport. It will consider changes in traffic demand arising from the proposed development and the associated implications for the highway and transport networks within the local area.
- 1.1.3 The statement will also demonstrate that the proposed development accords with key planning policies, will have minimal impact on the surrounding highways and transport infrastructure and that the parking provisions for the development will be adequate and will not increase parking on the street.

### **1.2 Site Location and Existing Conditions**

- 1.2.1 The site is located on Park View Road (A207) in Welling, within the London Borough of Bexley, and is surrounded by a mixture of commercial and residential dwellings. The closest train station to the site is Bexleyheath, located approximately 1.2km (17-minute walk) to the north east.
- 1.2.2 The application site is currently occupied by 2 properties that are fronting onto Park View Road. Drawing 3442/P/02 in Appendix A shows the existing plan for the site.

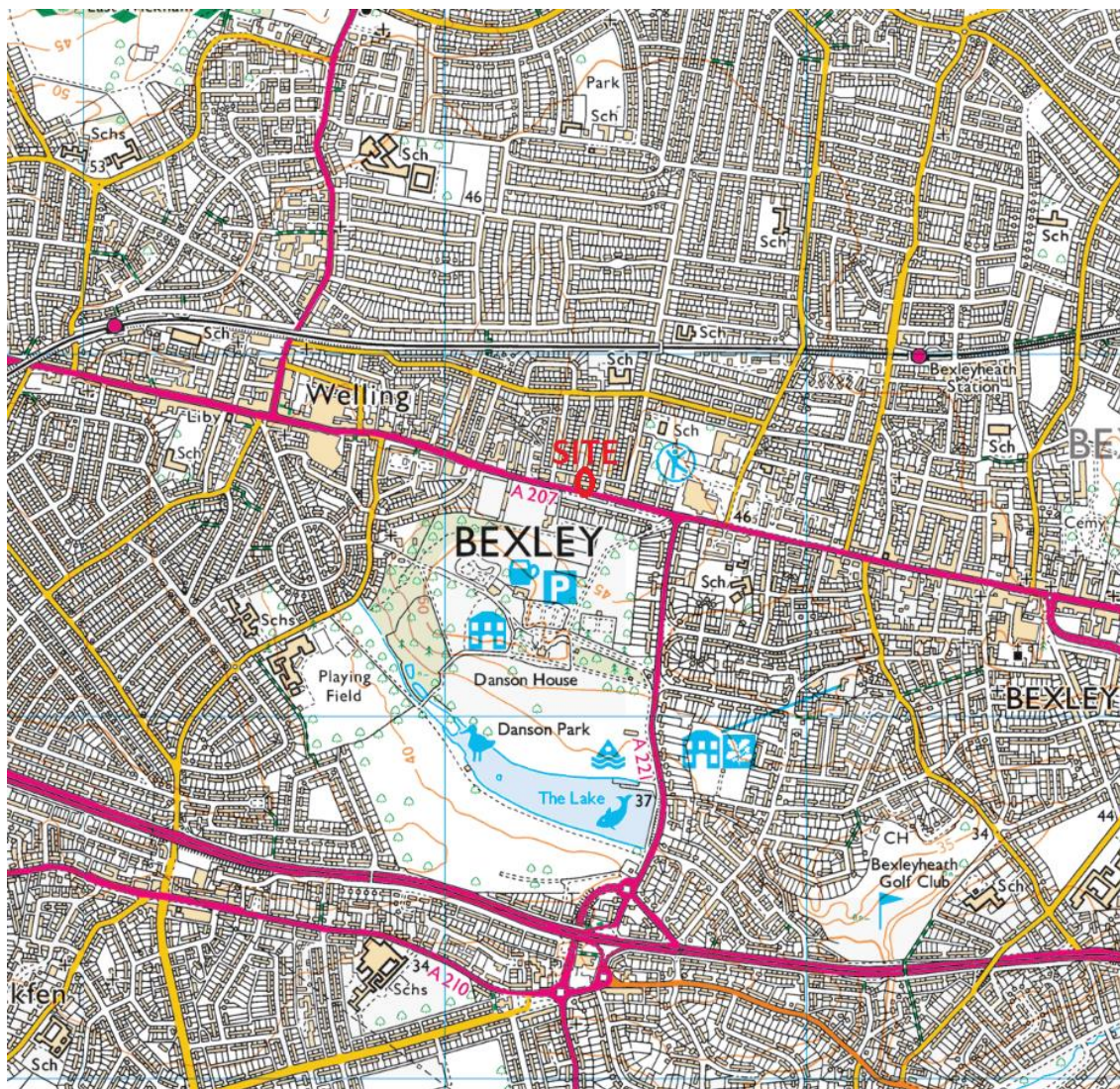


Figure 1.1 – Site Location

### 1.3 Proposed Development

1.3.1 The proposed development will seek the construction of a single storey rear extension, alterations to roofline which incorporates a L shaped dormer extension to the rear, two dormer windows to the front roof slope. Alterations to existing building which provide 4 x 2-bedroom flats and 1 x 1 bedroom flat (5 flats total) with associated car and cycle parking, refuse storage and outdoor amenity space.

## **2 PLANNING POLICY**

### **2.1 National Planning Policy Framework (NPPF) revised 2023**

#### 2.1.1 Within the NPPF it states:

*"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".*

### **2.2 Promoting Sustainable Transport**

#### 2.2.1 NPPF acknowledges that transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;

- a) Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education; and other activities;
- b) Be prepared with the active involvement of local highways, authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);



2.2.2 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road networks would be severe.

2.2.3 Within this context, applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to, local character and design standards;
- d) Allow for the efficient delivery of goods, and access by service and emergency vehicles;
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

### **2.3 Parking Standards**

2.3.1 NPPF states when setting local parking standards for residential and non-residential development, local planning authorities should consider:

- a) The accessibility of the development;
- b) The type, mix and use of development;
- c) The availability of and opportunities for public transport;
- d) Local car ownership levels;

- e) The need to ensure an adequate provision of space for charging plug in and other ultra-low emission vehicles.

## 2.4 Regional Policies

### Adopted London Plan (2021)

- 2.4.1 The new London Plan was adopted in 2021 and set mayors aims on a range of issues including transport.

#### Policy GG2 – Making the best use of land

- *“Enable the development of brownfield land, particularly in Opportunity areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.*
- *Prioritise sites which are well-connected by existing or planned public transport*
- *Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.*
- *Applying a design-led approach to determine the optimum development capacity of sites*
- *Understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London’s distinct and carried character*
- *Protect and enhance London’s open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible*

- *Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyle to allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth*
- *Maximise opportunities to use infrastructure assets for more than one purpose, to mark the best use of land and support efficient maintenance”.*

### **Policy GG3 – Creating a healthy city**

- *“ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities*
- *Promote more active and healthy lives for all Londoners and enable them to make healthy choices*
- *Use the Healthy Streets Approach to prioritise health in all planning decisions*
- *Assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce inequalities, for example through the use of Health Impact Assessments*
- *Plan for appropriate health and care infrastructure to address the needs of London’s changing and growing population*
- *Seek to improve London’s air quality, reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution*
- *Plan for improved access to and quality of green spaces, the provision of new green infrastructure, and spaces for play, recreation and sports*

- *Ensure that new buildings are well-insulated and sufficiently ventilated to avoid health problems associated with damp, heat and cold*
- *Seek to create a healthy food environment, increasing the availability of healthy food and restricting unhealthy options.”*

**Policy T4 – Assessing and mitigating transport impacts provides the following advice:**

- *“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity*
- *When required in accordance with national or local guidance, 179 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.*
- *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 adverse transport impacts that are identified.*

- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure*
- *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- *Development proposals should not increased road danger”.*

#### **Policy T6 – Car Parking**

- *“Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.”*
- *“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 (‘car-lite’).”*
- *“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.”*
- *“Appropriate disabled persons parking for Blue Badge holders should be provided as are out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.”*

## Policy T6.1 Residential Parking

2.4.2 Table 10.3 in Policy 6.1 of the London Plan sets out the relevant maximum residential car parking standards and is included in Table 2.1 below.

Table 10.3 Maximum Car Parking Standards		
Location	Number of Beds	Parking Provision
Central Activities Zone, Inner London, Metropolitan and Major Town Centres, All areas of PTAL 5-6, Inner London PTAL 4	All	Car Free~
Inner London PTAL 3	All	Up to 0.25 Spaces per unit
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 Spaces per unit
Inner London PTAL 0-1	All	Up to 0.75 Spaces per unit
Outer London PTAL 4	1-2	Up to 0.5-0.75 Spaces per unit +
Outer London PTAL 4	3+	Up to 0.5-0.75 Spaces per unit +
Outer London PTAL 2-3	1-2	Up to 0.75 Spaces per unit
Outer London PTAL 2-3	3+	Up to 1.0 Spaces per unit
Outer London PTAL 0-1	1-2	Up to 1.5 Spaces per unit
Outer London PTAL 0-1	3+	Up to 1.5 Spaces per unit ^
<p>* Where small units (studios and on bedroom flats) make up a proportion of a development, parking provisions should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit</p> <p>~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking</p> <p>+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum</p> <p>^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing</p>		

Table 2.1 – Maximum Car Parking Standards

## Policy T5 – Cycling

*“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

- 1) *Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

- 2) *Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*
- 3) *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.<sup>182</sup> Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- 4) *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- 5) *Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*
- 6) *Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.”*

Table 10.2 Minimum Cycle Parking Standards			
Use Class	Description of use	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors customers)
A1	food retail above 100 sqm	1 space per 175 sqm gross external area (GEA)	<p>areas with higher cycle parking standards (see Figure 10.3):</p> <ul style="list-style-type: none"> <li>• first 750 sqm: 1 space per 200 sqm</li> <li>• thereafter: 1 space per 150 sqm (GEA)</li> </ul> <p>rest of London:</p> <ul style="list-style-type: none"> <li>• first 750 sqm: 1 space per 400 sqm</li> <li>• thereafter: 1 space per 300 sqm (GEA)</li> </ul>
A1	non-food retail above 100 sqm	<p>first 1000 sqm: 1 space per 250 sqm</p> <ul style="list-style-type: none"> <li>• thereafter: 1 space per 1000 sqm (GEA)</li> </ul>	<p>areas with higher cycle parking standards (see Figure 10.3):</p> <ul style="list-style-type: none"> <li>• first 1000 sqm: 1 space per 1000 sqm</li> <li>• thereafter: 1 space per 500 sqm (GEA)</li> </ul> <p>rest of London:</p> <ul style="list-style-type: none"> <li>• first 1000 sqm: 1 space per 1000 sqm</li> <li>• thereafter: 1 space per 1000 sqm (GEA)</li> </ul>
A2 - A5	financial / professional services; cafes & restaurants; drinking establishments; take-aways above 100 sqm	1 space per 175 sqm (GEA)	<p>areas with higher cycle parking standards (see Figure 10.3):</p> <ul style="list-style-type: none"> <li>• 1 space per 20 sqm (GEA) rest of London:</li> <li>• 1 space per 40 sqm (GEA)</li> </ul>
B1	Business offices	<ul style="list-style-type: none"> <li>• areas with higher cycle parking standards (see Figure 10.3): 1 space per 75 sqm</li> <li>• rest of London: 1 space per 150 sqm (GEA)</li> </ul>	<ul style="list-style-type: none"> <li>• first 5,000 sqm: 1 space per 500 sqm</li> <li>• thereafter: 1 space per 5,000 sqm (GEA)</li> </ul>
B1	Light industry and research and development	1 space per 250 sqm (GEA)	1 space per 1,000 sqm (GEA)
B2-B8	General industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1,000 sqm (GEA)
C1	Hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
	Care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4	Dwellings (all)	<ul style="list-style-type: none"> <li>• 1 space per studio or 1 person 1 bedroom dwelling</li> <li>• 1.5 spaces per 2 person 1 bedroom dwelling</li> </ul>	<ul style="list-style-type: none"> <li>• 5 to 40 dwellings: 2 spaces</li> <li>• Thereafter: 1 space per 40 dwellings</li> </ul>



<b>D1</b>	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	Primary schools / secondary schools / sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
	Universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
	Health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
<b>D2</b>	Other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
	Sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
<b>Student Accom.</b>		0.75 spaces per bedroom	1 space per 40 bedrooms
<b>SOPH</b>		1 space per 10 bedrooms	1 space per 40 bedrooms
<b>Sui generis</b>		As per most relevant other standard e.g. casino and theat room in large-scale purpose-built shared living or accommodation = studio C3.	
<b>Stations</b>		To be considered on a case by case basis through liaison v The level of provision should take into account the type and of the station, current and future rail and cycle demand potential for journey stages to and from the station to be r cycle. A Future growth, though a step-change in prov expected, especially at termini, in order to meet the Mayor share target.	

Table 2.2 – Cycle Parking Standards

## 2.5 Local Planning Policies

### London Borough of Bexley

2.5.1 London Borough of Bexley (LBB) are responsible for the council's policy in terms of parking and planning for the local area which Welling resides within. The policy/policies listed below set the ideal level of parking required by the council for new developments.

2.5.2 LBB have adopted the London Plan (LP), which sets out the Mayor of London's vision for how London will develop over the next 20 to 25 years.

Policy T6.1 Residential parking states that:

- a) *New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.*
- b) *Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.*
- c) *All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.*
- d) *Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.*
- e) *Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.*
- f) *The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.*
- g) *Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:*
  - 1. *ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
  - 2. *demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

All disabled persons parking bays associated with residential development must:

- a) *be for residents' use only (whether M4(2) or M4(3) dwellings)*

- b) *not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- c) *be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- d) *count towards the maximum parking provision for the development*
- e) *be designed in accordance with the design guidance in BS8300vol.1*
- f) *be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.*

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^

Table 2.3 – Maximum residential parking standards

## 2.6 Local Cycling Policies

2.6.1 Policy T5 Cycling of the London Plan states that:

- a) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.  
This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.
  - b) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.<sup>182</sup> Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
  - c) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.
  - d) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
  - e) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently located, on-street parking facilities such as bicycle hangers.

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"> <li>• 1 space per studio or 1 person 1 bedroom dwelling</li> <li>• 1.5 spaces per 2 person 1 bedroom dwelling</li> <li>• 2 spaces per all other dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• 5 to 40 dwellings: 2 spaces</li> <li>• Thereafter: 1 space per 40 dwellings</li> </ul>
D1	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	primary schools / secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
	other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
Student accommodation		0.75 spaces per bedroom	1 space per 40 bedrooms
Specialist older persons housing**		1 space per 10 bedrooms	1 space per 40 bedrooms
Sui generis		As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living = studio C3	

Table 2.5 – Minimum cycle parking standards

### 3 ACCESSIBILITY OF THE SITE

#### 3.1 Public Accessibility Rating Level (PTAL)

3.1.1 PTAL is a method of calculating public transport access in Central London and Greater London. Originally developed by the London Borough of Hammersmith and Fulham, it has since been adopted by Transport for London. The PTAL ratings specified by Transport for London vary from 1a, considered very poor, to 6b considered excellent. The PTAL of the site has been categorised as level 3, moderate. A copy of the TfL PTAL mapping is provided below as Figure 3.1.

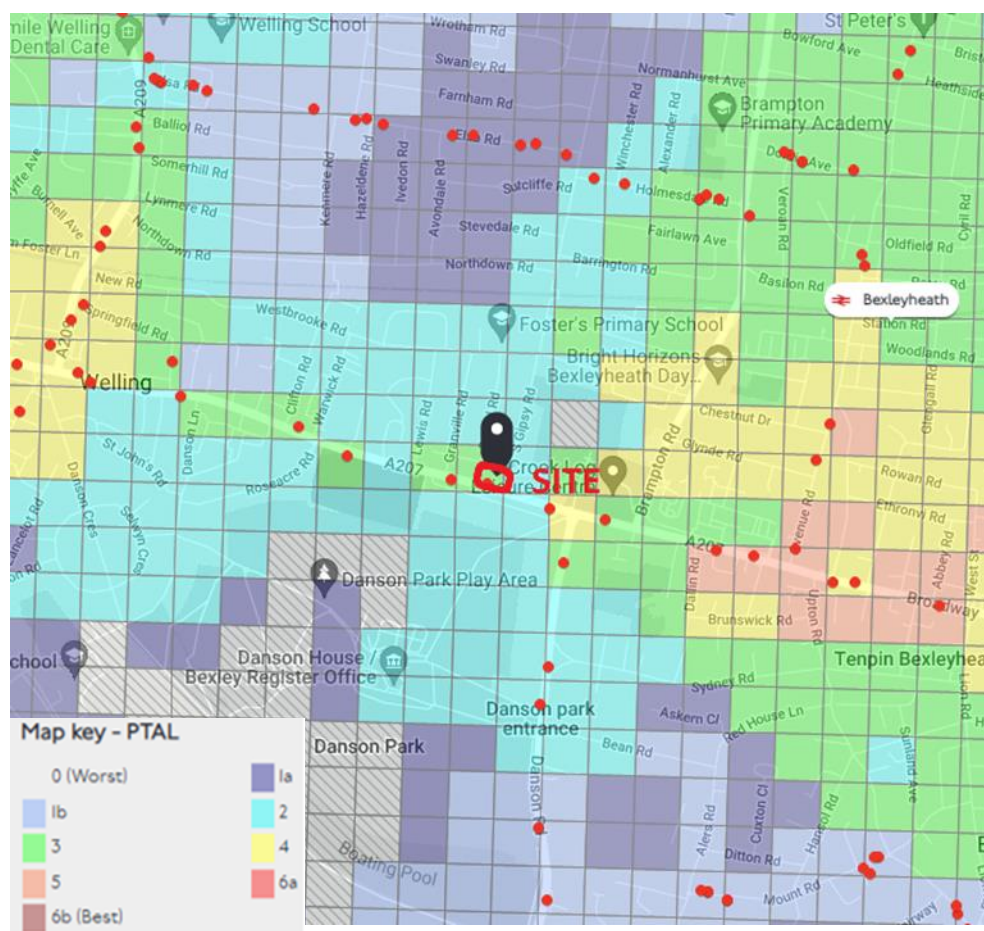


Figure 3.1 – PTAL mapping

## 3.2 Site Accessibility

3.2.1 Park View Road (A207), which runs into Welling Highstreet, can be used to access the site via car. The distance of the road is approximately 0.8 kilometres and the surrounding area is predominantly commercial, due to the site being near a high street. The site can be accessed via kerb-side parking on Park View Road.

## 3.3 Local Facilities

3.3.1 Local and national government guidance in respect of new developments is to ensure that sites are accessible by public transport. In terms of accessibility this statement will show the site is well placed in terms of access to local facilities and has links to the public transport network in the area.

3.3.2 The local area is made up of mainly residential buildings, such as flats and housing, with some commercial units, schools and churches scattered within. Table 3.1 located below provides an insight of some selected local facilities positioned near the site.

Facility	Description	Distance (m)
Fish Stop	Food Shop	10
Justin's Driving School	Driving School	80
Super Kiddies Day-care	Children's Day-care	115
Kwik Fit	Tyre Shop	130
Glam Beauty & Barber	Beauty Salon	160
Fortune Physiotherapy Limited	Physiotherapist	160
Aspire Academy Bexley	Special Education School	320
Welling United Football Club	Football Club	320
Danson Park Tennis Court	Tennis Courts	320
Crook Log Primary School	Primary School	480

Table 3.1 – Local Facilities

## 3.4 Walking Access

3.4.1 Walking is the most important mode that offers the greatest potential to replace short car trips, particularly those under 2km. Guidance suggests that walking distances of between 200m and 2km depending on the journey's purpose are reasonable.

3.4.2 There is a substantial network of footways within the vicinity of the proposed site. These run alongside all road routes located nearby the site, allowing safe and convenient access to the site. The footpaths in the area are very reasonably well maintained. Walking can form part of a wider journey for commuting and leisure purposes when combined with public transport.

3.4.3 There are seven different bus stops within an 800m walk of the site with several buses frequently running through these stops, which allows commuting to and from the site with relative ease.

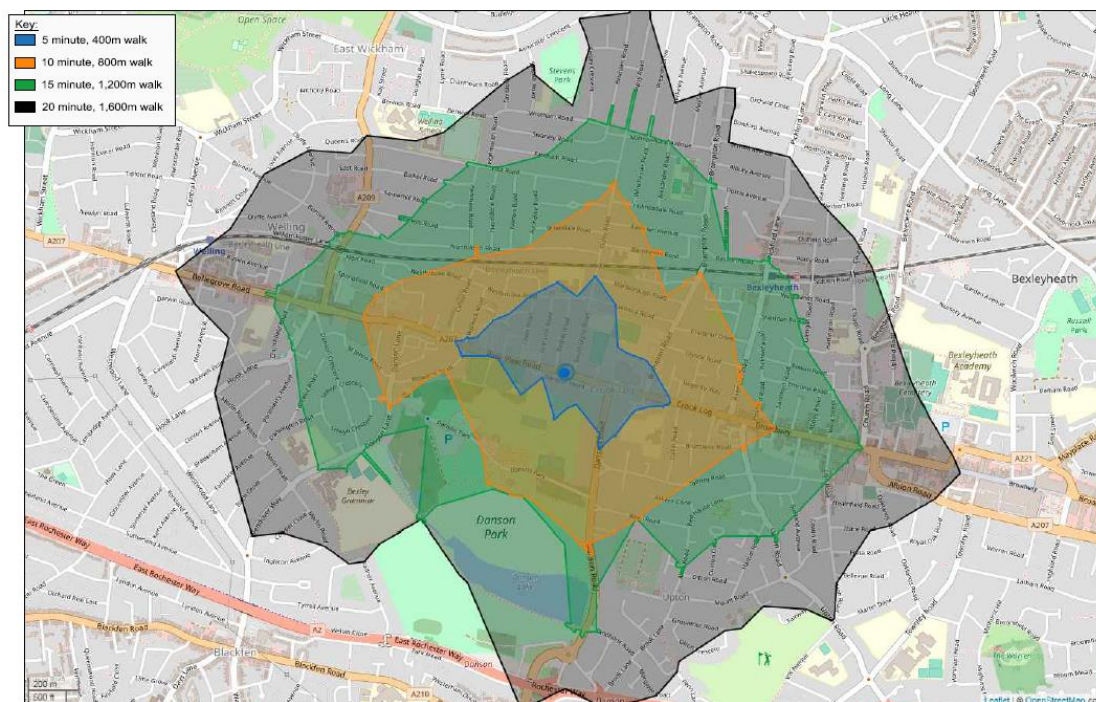


Figure 3.2 – Walking Isochrone

### 3.5 Cycle Access

3.5.1 Cycling has the potential to substitute for short car trips and long walks, particularly for journeys less than 5 kilometres, or when it forms part of a longer journey which uses public transport.

3.5.2 There are many roads that can be used nearby to the site which can be accessed and used by cyclists aiming to travel to and from the site.



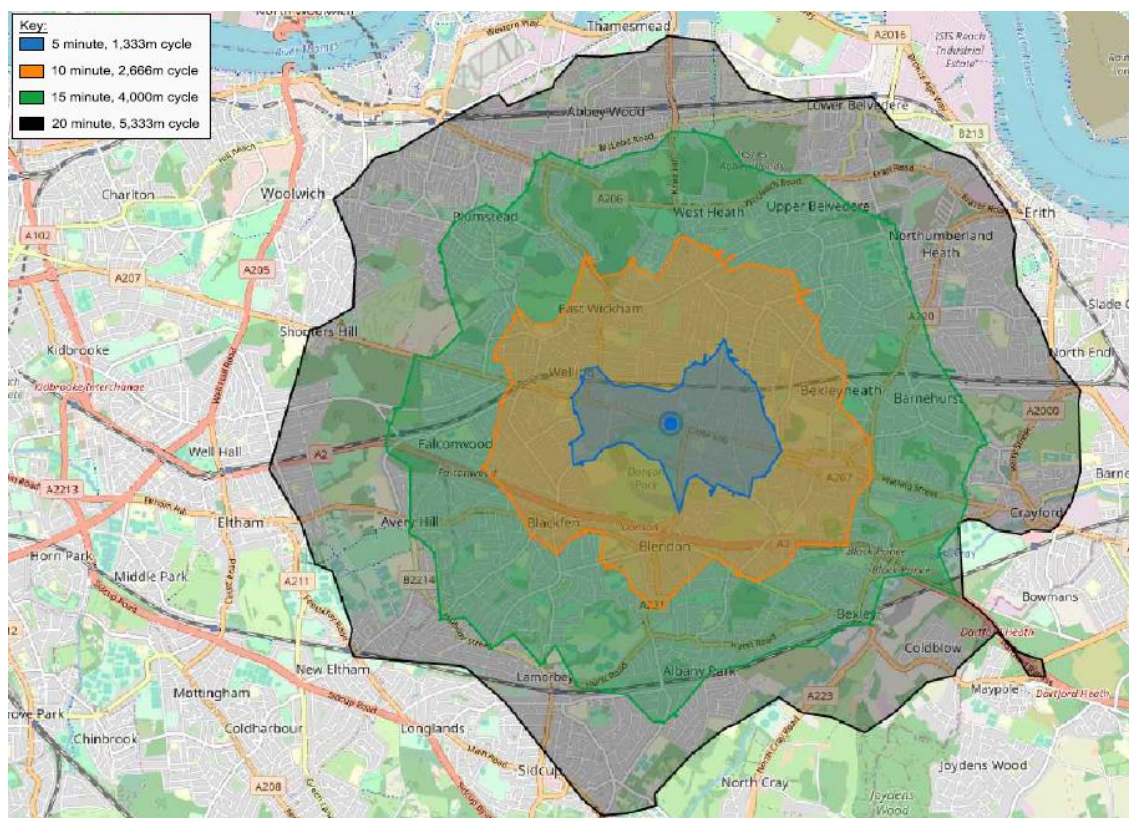


Figure 3.3 – Cycle Isochrone

### 3.6 Public Transport - Buses

3.6.1 From the site, the closest bus stop is only 10 metres away, fronting onto Park View Road. From this stop, five buses can be accessed which travel through various locations in a high frequency, meaning residents can commute and travel with ease.

Route	Bus Stop	Bus Route	Distance from Site	Weekday Peak Frequency (p/h)	Weekend Peak Frequency (p/h) (sat)	Weekend Peak Frequency (p/h) (sun)
89	Bethel Road (Stop BB)	Lewisham – Blackheath – Welling – Bexleyheath – Slade Green	10m	5 (06:17 – 00:30)	5 (06:14 – 00:13)	3 (06:13 – 00:33)
89	Bethel Road (Stop BU)	Slade Green – Bexleyheath – Welling – Blackheath – Lewisham	80m	5 (05:11 – 23:59)	5 (05:10 – 00:00)	3 (05:10 – 23:59)

96	Bethel Road (Stop BB)	Woolwich – Bexleyheath – Crayford – Dartford - Bluewater	10m	8 (04:31 – 00:31)	8 (04:31 – 00:31)	6 (05:21 – 00:33)
96	Bethel Road (Stop BU)	Bluewater – Dartford – Crayford - Bexleyheath - Woolwich	80m	8 (04:57 – 00:48)	8 (04:56 – 00:48)	6 (06:28 – 00:49)
486	Bethel Road (Stop BB)	North Greenwich – Welling - Bexleyheath	10m	5/6 (run for 24hrs)	5/6 (run for 24hrs)	4 (run for 24hrs)
486	Bethel Road (Stop BU)	Bexleyheath – Welling – North Greenwich	80m	5/6 (run for 24hrs)	5/6 (run for 24hrs)	4 (run for 24hrs)
B16	Bethel Road (Stop BB)	Kidbrooke – Eltham - Bexleyheath	10m	6/7 (06:54 – 01:01)	6/7 (01:01 – 06:50)	2 (07:32 – 01:01)
B16	Bethel Road (Stop BU)	Bexleyheath – Eltham - Kidbrooke	80m	6/7 (06:06 - 23:56)	6/7 (06:06 – 23:56)	2 (06:59 – 23:56)
N89 Night Bus	Bethel Road (Stop BB)	Trafalgar Square – Lewisham - Erith	10m	2 (00:53 – 05:45)	2 (01:02 – 05:49)	2 (00:53- 05:50)
N89 Night Bus	Bethel Road (Stop BU)	Erith – Lewisham – Trafalgar Square	80m	2 (00:17 – 04:45)	2 (00:17 – 04:48)	2 (00:15 – 04:47)
B14	Danson Road / Crook Log (Stop BP)	Bexleyheath – Sidcup – Orpington Station	300m	2 (06:09 – 00:08)	2 (06:08 – 00:08)	2 (00:08, 09:40 – 17:15)
B14	Crook Log Leisure Centre (Stop BC)	Orpington Station – Sidcup – Bexleyheath	255m	2 (06:59 – 00:47)	2 (06:49 – 00:47)	2 (00:47, 10:23 – 17:53)

Table 3.2 – Bus Times

### 3.7 National Rail Services

3.7.1 The closest train station to the site is Bexleyheath Station, approximately 1.2km (17-minute walk) to the north east. The station is operated by South Eastern Railway and is comprised of 2 platforms. Below is the timetable displaying the typical peak service of direct trains from this station per hour.

Destination	Weekday Peak Frequency (p/h)	Weekend Frequency (p/h) (sat)	Weekend Frequency (p/h) (sun)
London Cannon Street	4	4	2
London Charing Cross	2	2	2
London Victoria	2	0	0
Woolwich Arsenal	2	2	2
Dartford	5	4	2

Table 3.3 – Train Frequency

## **4 SITE ACCESS AN PARKING PROVISION**

### **4.1 Proposed Access**

- 4.1.1 The site is occupied by two commercial units, which means that residents would need to enter the site from the rear in order to access the entrance hall. An access route with lighting has been provided along the northern boundary of the site for this purpose. This access route also provides refuse and cycle storage for the residents, along with access to the communal garden.
- 4.1.2 During the pre-application process a number of options were drawn up for the parking spaces to the rear of the site, however it is understood that the final design will incorporate 1 single parking space as per Option 1 on drawing 3442/SK/101 included in Appendix B.

### **4.2 Servicing Arrangements**

- 4.2.1 The refuse bins for each property will be stored on site and service can be made via a refuse vehicle stopping on Bethel Road in front of the access road, where refuse bins can be pulled from the access road to the refuse vehicle.

### **4.3 Parking Provisions**

- 4.3.1 The London Borough of Bexley (LBB) adopted the London Plan (2021) in terms of residential parking provision, of which information is tabulated below.
- 4.3.2 Using the PTAL rating of the area and the number of beds per dwelling, the maximum parking provision for the site is 0.75 spaces per dwelling, giving a total of 3.75 spaces for the 5 flats.

Location	Number of Beds	Maximum Parking Provision <sup>1</sup>
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 - 6 Inner London PTAL 4	All	Car free <sup>2</sup>
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 - 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1 - 2	Up to 0.5 - 0.75 space per dwelling
Outer London PTAL 4	3+ <sup>3</sup>	Up to 0.5 - 0.75 space per dwelling
Outer London PTAL 2 - 3	1 - 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 - 3	3+ <sup>6</sup>	Up to 1 space per dwelling
Outer London PTAL 0 - 1	1 - 2	Up to 1.5 spaces per dwelling
Outer London PTAL 0 - 1	3+ <sup>6</sup>	Up to 1.5 spaces per dwelling <sup>4</sup>

**Figure 4.1 – Maximum parking provision per number of beds**

4.3.3 Pre-application advice was requested and received from the London Borough of Bexley regarding the number of parking spaces proposed and the car club provisions for the proposed site.

4.3.4 As a result of the discussions the final layout is proposed to incorporate a single parking space to the rear of the site, and the developer is proposing to fund 3 years of car club membership for all residents.

#### **4.4 Cycle Parking**

4.4.1 The London Plan (2021), which was adopted by the London County of Bexley. In terms of minimum cycle requirements per dwelling (as seen on Figure 4.2 below), it states that there is a 1:1 ratio of cycle spaces per studio / 1 person 1-bedroom dwelling.

4.4.2 It also states there must be at least 2 spaces for all other dwellings, including 2-bedroom dwellings, which means that the minimum number of bike storage spaces for the proposed site is 9 cycle spaces.

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"> <li>• 1 space per studio or 1 person 1 bedroom dwelling</li> <li>• 1.5 spaces per 2 person 1 bedroom dwelling</li> <li>• 2 spaces per all other dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• 5 to 40 dwellings: 2 spaces</li> <li>• Thereafter: 1 space per 40 dwellings</li> </ul>
D1	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	primary schools / secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 FTE staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
	other (e.g. library, church, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
D2	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
	other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats
	Student accommodation	0.75 spaces per bedroom	1 space per 40 bedrooms
	Specialist older persons housing*	1 space per 10 bedrooms	1 space per 40 bedrooms
	Sui generis	As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living = studio C3	

**Figure 4.2 – Minimum cycle space requirements**

## 5 IMPACT ON TRAFFIC

### 5.1 Trip Generation

5.1.1 The site is currently occupied by 2 flats and a commercial unit. The peak hours on transport networks is considered to be 08:00am – 09:00am and 17:00pm – 18:00pm and these time periods will be used to assess the development.

### 5.2 Existing Use

5.2.1 The site is occupied by 2 flats and a commercial unit. To assess the impact of the proposed development, first the existing trip movements were estimated using the TRICS database.

Total Trips Multi-Modal (Class C- Residential)	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Cyclist Total	0.000	0.138	0.068	0.600	0.436	0.412
Car Total	0.068	0.206	0.206	0.172	1.174	1.350
Other Goods Vehicles Total	0.000	0.000	0.000	0.000	0.034	0.034
Motorcycle Total	0.000	0.000	0.000	0.000	0.040	0.040
Taxi Total	0.034	0.034	0.000	0.000	0.308	0.308
Light Goods Vehicles Total	0.000	0.068	0.000	0.000	0.272	0.306

Table 5.1 – Existing Residential Trips

5.2.2 For the 2 residential flats, the data indicated for private cars there could be up to 1 departure during the morning peak and 1 arrival during the evening peak.

### 5.3 Proposed Use

5.3.1 The proposed development will include 5 flats within the site.

5.3.2 To understand the potential traffic volume, the development could generate similar flows of traffic as sites in the TRICS database. A summary of peak hours and daily totals are provided in Table 5.2 below.

Total Trips Multi-Modal (Class C- Residential)	AM Peak 08:00 – 09:00		PM Peak 17:00 – 18:00		Daily Total	
	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep	Total Trip Arr	Total Trips Dep
Cyclist Total	0.000	0.345	0.170	1.500	1.090	1.030
Car Total	0.170	0.515	0.515	0.430	2.935	3.375
Other Goods Vehicles Total	0.000	0.000	0.000	0.000	0.085	0.085
Motorcycle Total	0.000	0.000	0.000	0.000	0.100	0.100
Taxi Total	0.085	0.085	0.000	0.000	0.770	0.770
Light Goods Vehicles Total	0.000	0.170	0.000	0.000	0.680	0.765

Table 5.2 – Traffic flow from proposed development

5.3.3 For the proposed site, we can determine that there would be minimal increases in trips as a result of the development, with still only 1 departure during morning peak and 1 arrival during evening peak, and a total of 6 arrivals and departures during the course of the day.

5.3.4 This is likely to have negligible impact on the local transport network as the increase will be well within the daily fluctuation in traffic flow of the roads.



## **6 PARKING SURVEY**

### **6.1 Scope**

6.1.1 Lanmor Consulting Ltd has been commissioned to provide a parking survey of the streets surrounding the site at 42-44 Park View Road, Welling, DA16 1RT.

6.1.2 Two parking surveys have been undertaken in line with the methodology prepared by Lambeth Council to assess parking stresses on local roads. The surveys were undertaken at night between the hours of 1.00am to 5.00am when residents are considered most likely to be at home and will give an accurate reflection of the peak parking congestion in the area.

### **6.2 Site Description and Existing Conditions**

6.2.1 The site is in the urban area of Bexley Heath. The site there is currently occupied by 2 properties and fronts onto Park View Road. There are no resident parking permits restrictions in the area.

### **6.3 Survey of Existing Parked Vehicles**

6.3.1 The surveys captured all roads within 200m walking distance of the site, this is considered the maximum distance residents will walk to park their vehicles.

6.3.2 The first night parking survey was undertaken between 1.15am and 2.00am on Wednesday 1st February 2023, the second survey was conducted between 1.30am to 2.15am on Friday 3rd February 2023. The surveys were carried out in accordance with the Lambeth Methodology, the total length of unrestricted kerbing was measured to establish the parking capacity and then the number of parked vehicles surveyed to assess stresses.

### **6.4 Survey Results**

6.4.1 Tables 6.1 and 6.2 below shows the results of the surveys undertaken on the surrounding streets.

Street Name	Total Length of Kerb Space (m)	Length of Unrestricted Carriageway (m)	No. of Parking Spaces Available	No. of Cars Parked	Parking Stress (%)	Length of Disabled Bays (m)	No. of Parking Spaces Available	No. of Cars Parked	Parking Stress	Total Parking Stress (%)
Danson Mead	610	119	21	17	81.0%	0	0	0	0.0%	81.0%
Park View Road	800	289	52	28	53.8%	0	0	0	0.0%	53.8%
South Gipsy Road	308	184	33	38	115.2%	0	0	0	0.0%	115.2%
Bethel Road	368	298	54	52	96.3%	10	2	2	100.0%	96.4%
Granville Road	232	163	29	30	103.4%	0	0	0	0.0%	103.4%
Lewis Road	84	35	6	8	133.3%	0	0	0	0.0%	133.3%
<b>Total</b>	<b>2402</b>	<b>1088</b>	<b>195</b>	<b>173</b>	<b>88.7%</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0%</b>	<b>89.7%</b>

Table 6.1 – Parking Survey 01/02/23

Street Name	Total Length of Kerb Space (m)	Length of Unrestricted Carriageway (m)	No. of Parking Spaces Available	No. of Cars Parked	Parking Stress (%)	Length of Disabled Bays (m)	No. of Parking Spaces Available	No. of Cars Parked	Parking Stress	Total Parking Stress (%)
Danson Mead	610	119	21	17	81.0%	0	0	0	0.0%	81.0%
Park View Road	800	289	52	25	48.1%	0	0	0	0.0%	48.1%
South Gipsy Road	308	184	33	36	109.1%	0	0	0	0.0%	109.1%
Bethel Road	368	298	54	52	96.3%	10	2	2	100.0%	96.4%
Granville Road	232	163	29	29	100.0%	0	0	0	0.0%	100.0%
Lewis Road	84	35	6	8	133.3%	0	0	0	0.0%	133.3%
<b>Total</b>	<b>2402</b>	<b>1088</b>	<b>195</b>	<b>167</b>	<b>85.6%</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>100.0%</b>	<b>85.8%</b>

Table 6.2 – Parking Survey 03/02/23

## **6.5 Survey 1**

6.5.1 The first survey was conducted on the 1st of February 2023. The number of vehicles parked in the study area was 173 out of a possible 195 available spaces on unrestricted lengths of carriageway.

6.5.2 The parking stress in the study area was 88.7% on the unrestricted lengths of the carriageway. Out of the 195 spaces available there was 22 spaces free and available, most of the spare capacity was on Park View Road.

## **6.6 Survey 2**

6.6.1 During the second survey, conducted on the 3rd of February 2023. The number of vehicles parked in the study area was 167 out of a possible 195 available spaces on unrestricted lengths of carriageway.

6.6.2 The parking stress in the study area was 85.6% on the unrestricted lengths of the carriageway. Out of the 195 spaces available there was 28 spaces free and available, most of the spare capacity was on Park View Road.

## **6.7 Conclusion**

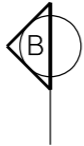
6.7.1 The surveys showed that overall parking stress in the study area was between 85-89%, Park View Road was the least congested with a parking stress of less than 55%.

## 7 SUMMARY AND CONCLUSION

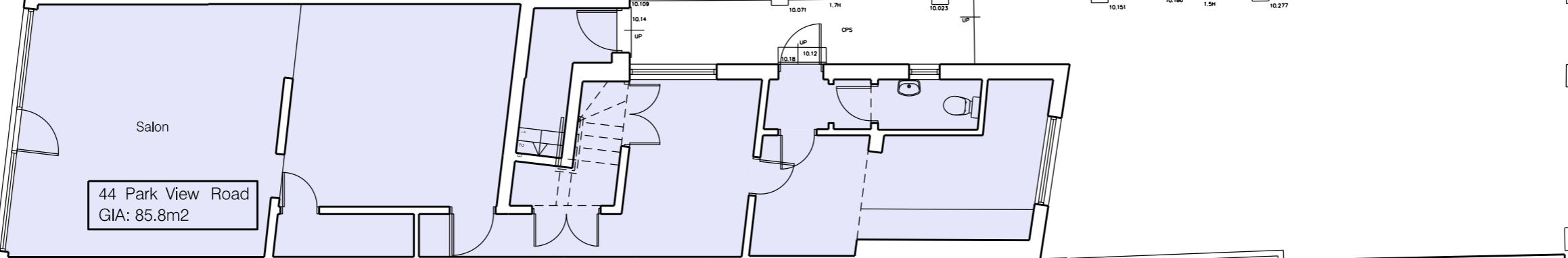
- 7.1.1 The site is located on Park View Road (A207) in Welling which is situated in the London Borough of Bexley. The closest train station to the site is Bexleyheath station, located 1.2 kilometres north east of the site, which is a 17-minute walk away. There are several bus routes that can be accessed from a bus stop approx. 10 metres from the site.
- 7.1.2 The proposed development will seek the construction of a single storey rear extension, alterations to roofline which incorporates a L shaped dormer extension to the rear, two dormer windows to the front roof slope. Alterations to existing building which provide 4 x 2-bedroom flats and 1 x 1 bedroom flat (5 flats total) with associated car and cycle parking, refuse storage and outdoor amenity space.
- 7.1.3 The proposals will include 1 parking space to the rear of the site with access provided from Bethel Road via the rear access road. This is also how pedestrians will access the site with a footpath leading from the access road to the building entrance hall. As part of the proposals the developer will fund 3 years of membership to a car club for all residents on the site.
- 7.1.4 The refuse bins for each property will be stored on site and service can be made via a refuse vehicle stopping on Bethel Road in front of the access road, where refuse bins can be pulled from the access road to the refuse vehicle.
- 7.1.5 A review of the TRICS database indicates that the increase in trips to and from the site will be minimal and will have negligible impact on the local highway network.
- 7.1.6 The surveys showed that overall parking stress in the study area was between 85-89%, Park View Road was the least congested with a parking stress of less than 55%.
- 7.1.7 Based on the above assessments, it is concluded that the proposed development will have no detrimental impact on the current transport network around the site and therefore we see no reason why this planning application should be refused on the grounds of highway transportation matters.

# **APPENDIX A**

3442/P/02 – Existing Ground Floor Plan

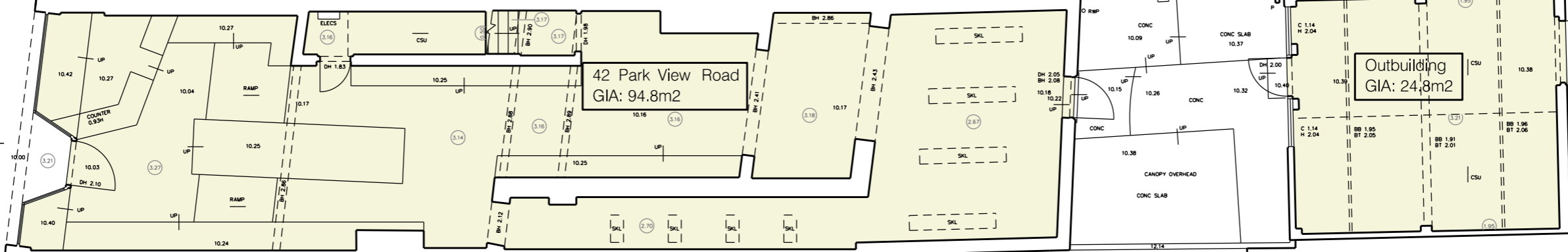


46 Park View Road



Access Road

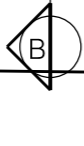
PARK VIEW ROAD



40 Park View Road



Ground Floor  
GIA: 215.0m<sup>2</sup>



NORTH

SCALE

0 1.0 2.0 3.0m

0 2 4 6 8 10ft

REV.	DESCRIPTION	DATE

PROJECT  
42 AND 44 PARK VIEW ROAD  
WELLING  
DA16 1RT

DRAWING TITLE  
EXISTING GROUND FLOOR  
PLAN

SCALE 1:100 @ A3 DATE JANUARY 2021

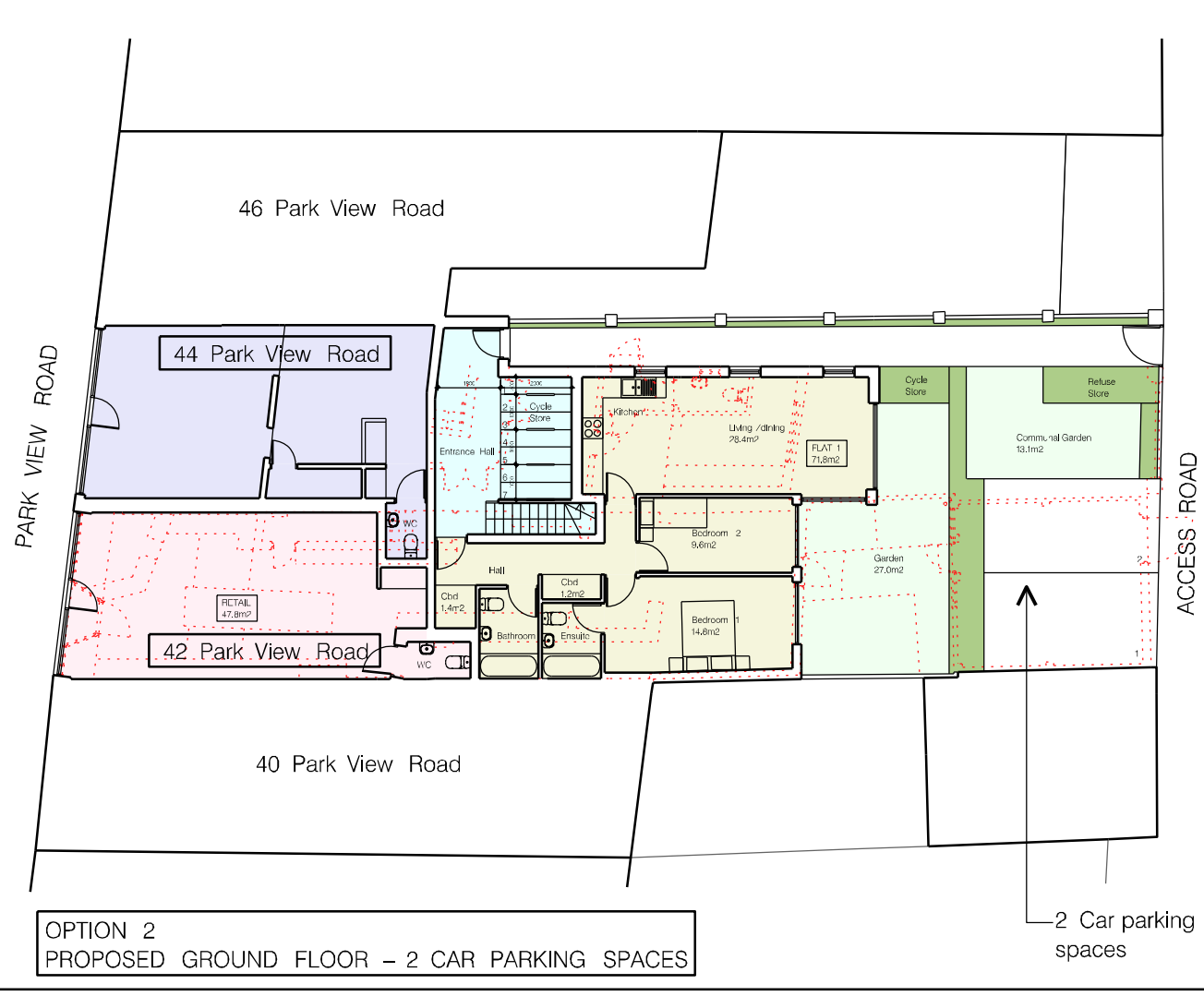
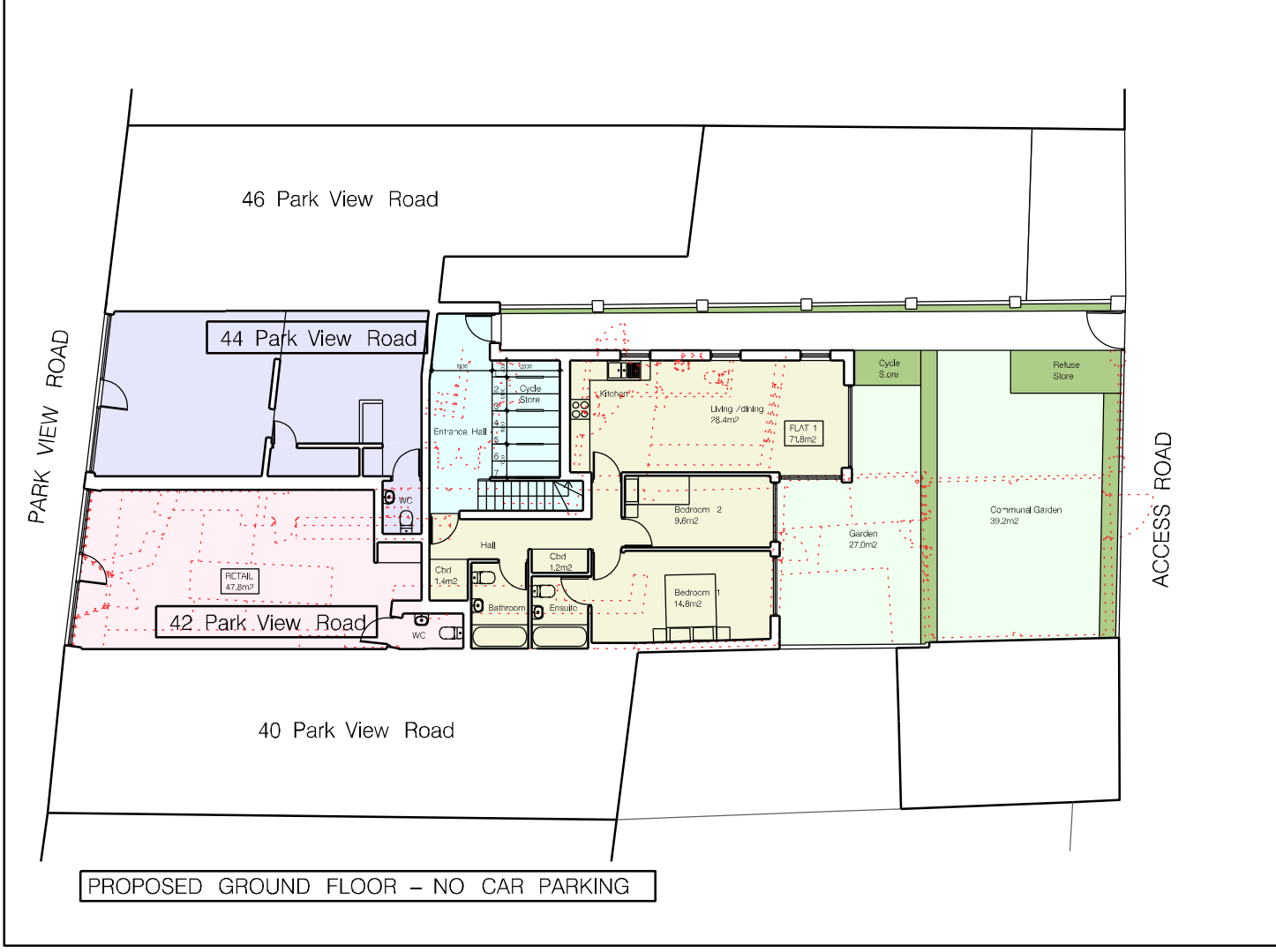
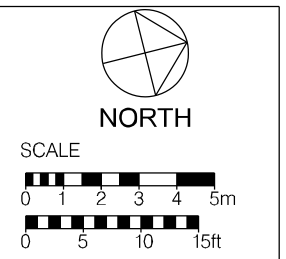
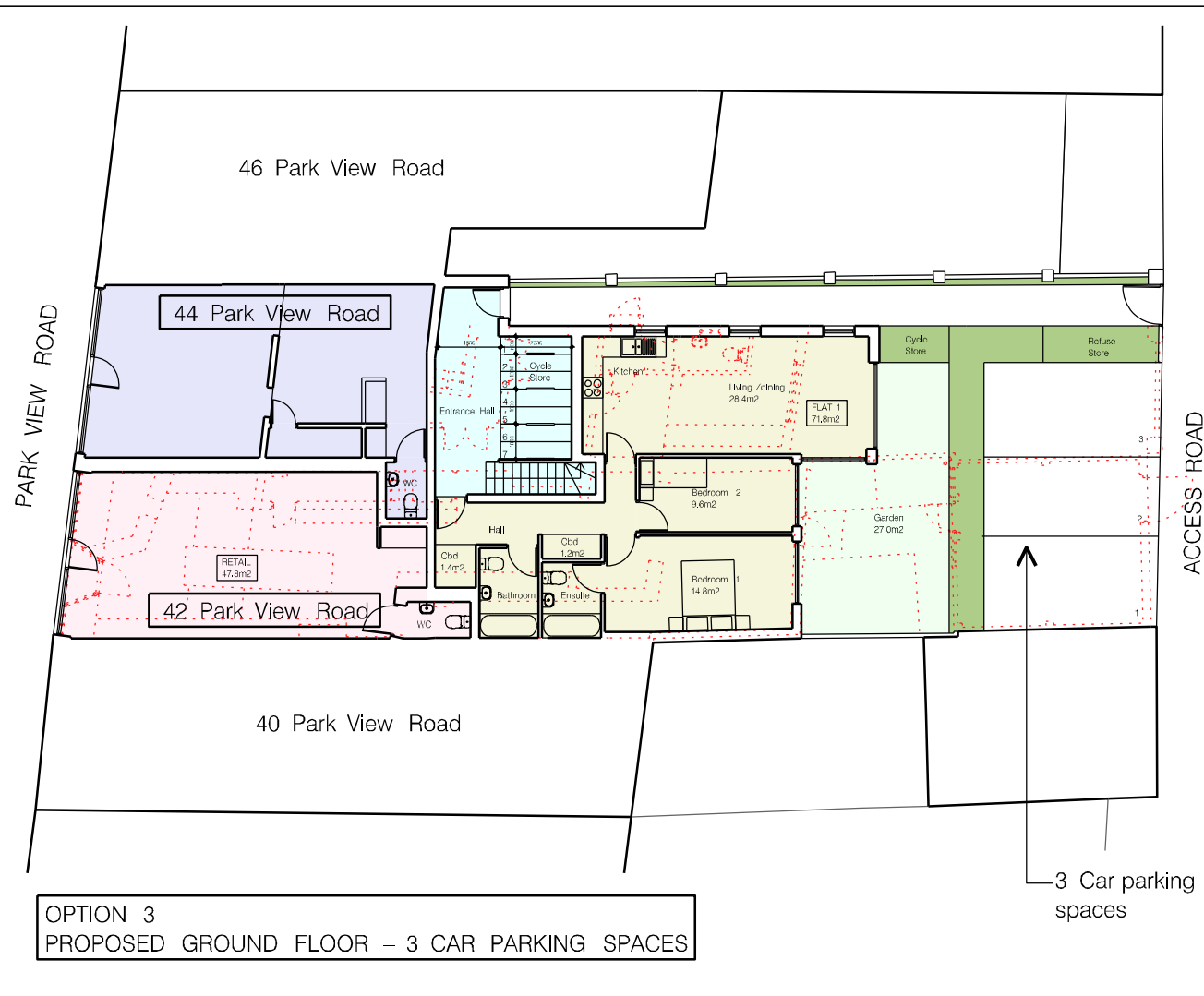
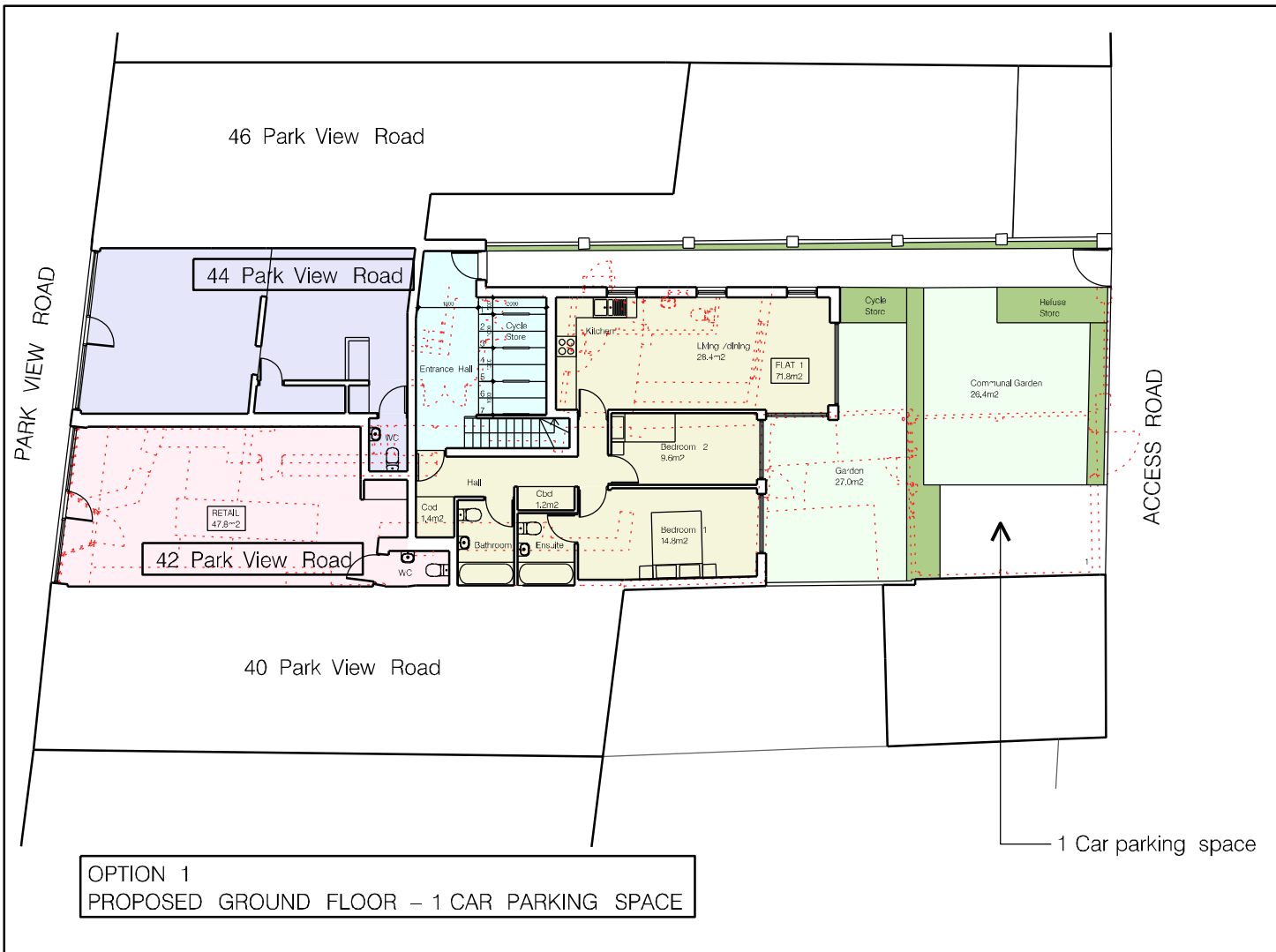
DRAWING NO. 3442 / P / 02

50 BOROUGH HIGH STREET  
LONDON SE1 1LL

PRUN  
ARCHITECTS DESIGNERS PLANNERS

# **APPENDIX B**

3442/SK/101 – Car Parking Options



PROJECT  
42 AND 44 PARK VIEW ROAD  
WELLING  
DA16 1RT

FRAMING FILE  
CAR PARKING OPTIONS

SCALE 1:200 @ A3 DATE APRIL 2023

DRAWING NO. 3442 / SK / T01

90 BOROUGH HIGH STREET  
LONDON SE1 1LL

ARCHITECTS DESIGNERS PLANNERS

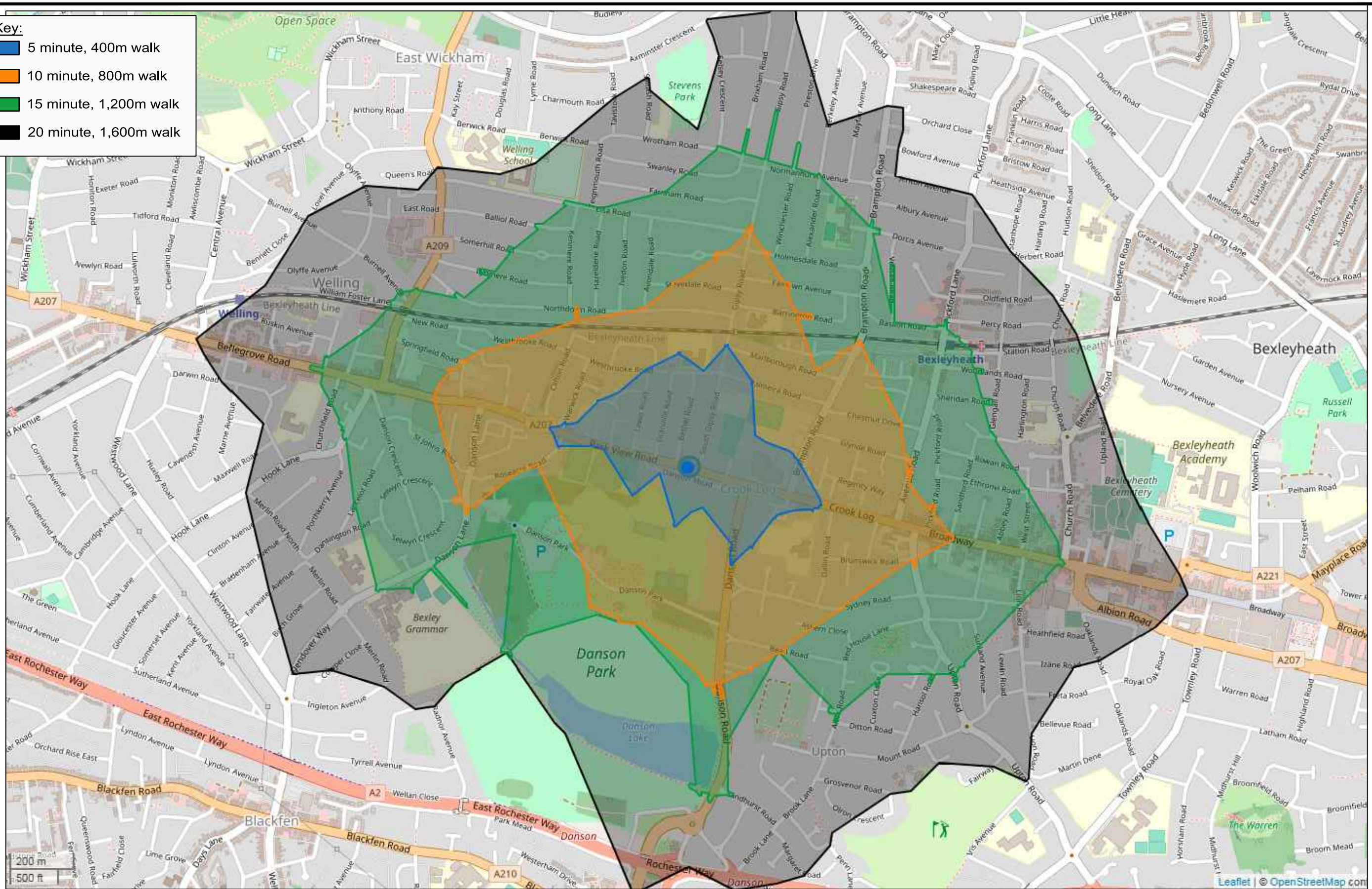
**PRUN**



# **APPENDIX C**

231632/TS/01 – Walking Isochrones

- Key:**
- 5 minute, 400m walk
  - 10 minute, 800m walk
  - 15 minute, 1,200m walk
  - 20 minute, 1,600m walk



Mr Pellumb Gjelijaj

42-44 Park View Road

Walking Isochrones

**LANMOR Consulting**  
Civil Engineers & Transport Planning

Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW  
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E-mail: info@lanmor.co.uk  
www.lanmor.co.uk

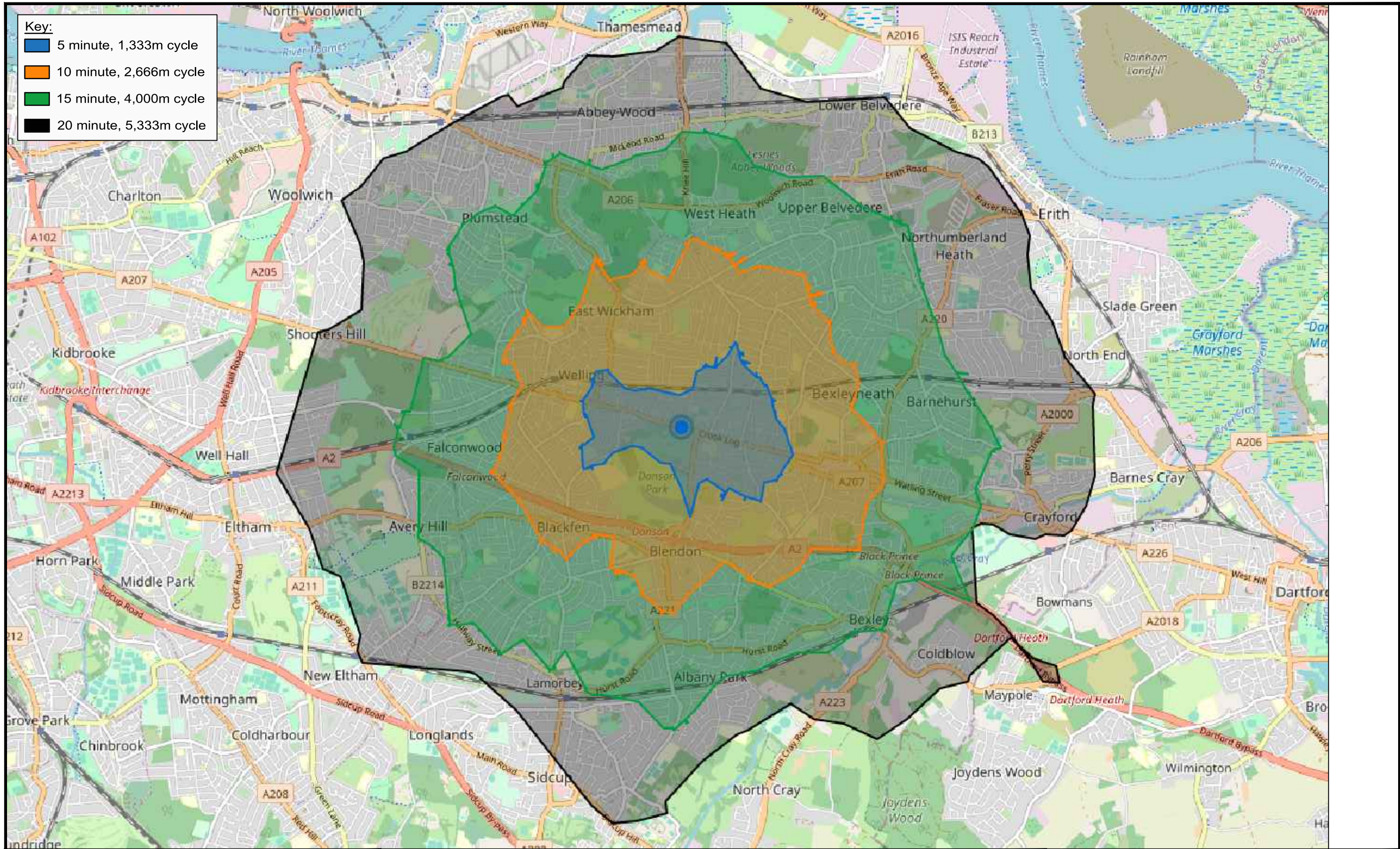
SCALE NTS

DRAWN BY RS

PRJ No. 231632

DWG No. 231632/TS/01

231632/TS/02 – Cycling Isochrones



**Key:**  
■ 5 minute, 1,333m cycle  
■ 10 minute, 2,666m cycle  
■ 15 minute, 4,000m cycle  
■ 20 minute, 5,333m cycle

Mr Pellumb Gjelijaj

42-44 Park View Road

Cycling Isochrones

**LANMOR Consulting**  
 Civil Engineers & Transport Planning

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 E-mail: info@lanmor.co.uk  
 www.lanmor.co.uk

SCALE NTS

DRAWN BY RS

PRJ No. 231632

DWG No. 231632/TS/02

# **APPENDIX D**

231632/PS/01 – Parking Survey Base Layout

- Key:
- Parking Unrestricted
  - Diveway
  - Disabled Bays
  - Bus Stop
  - Single Yellow Line
  - Double Yellow Line
  - Extent of Survey



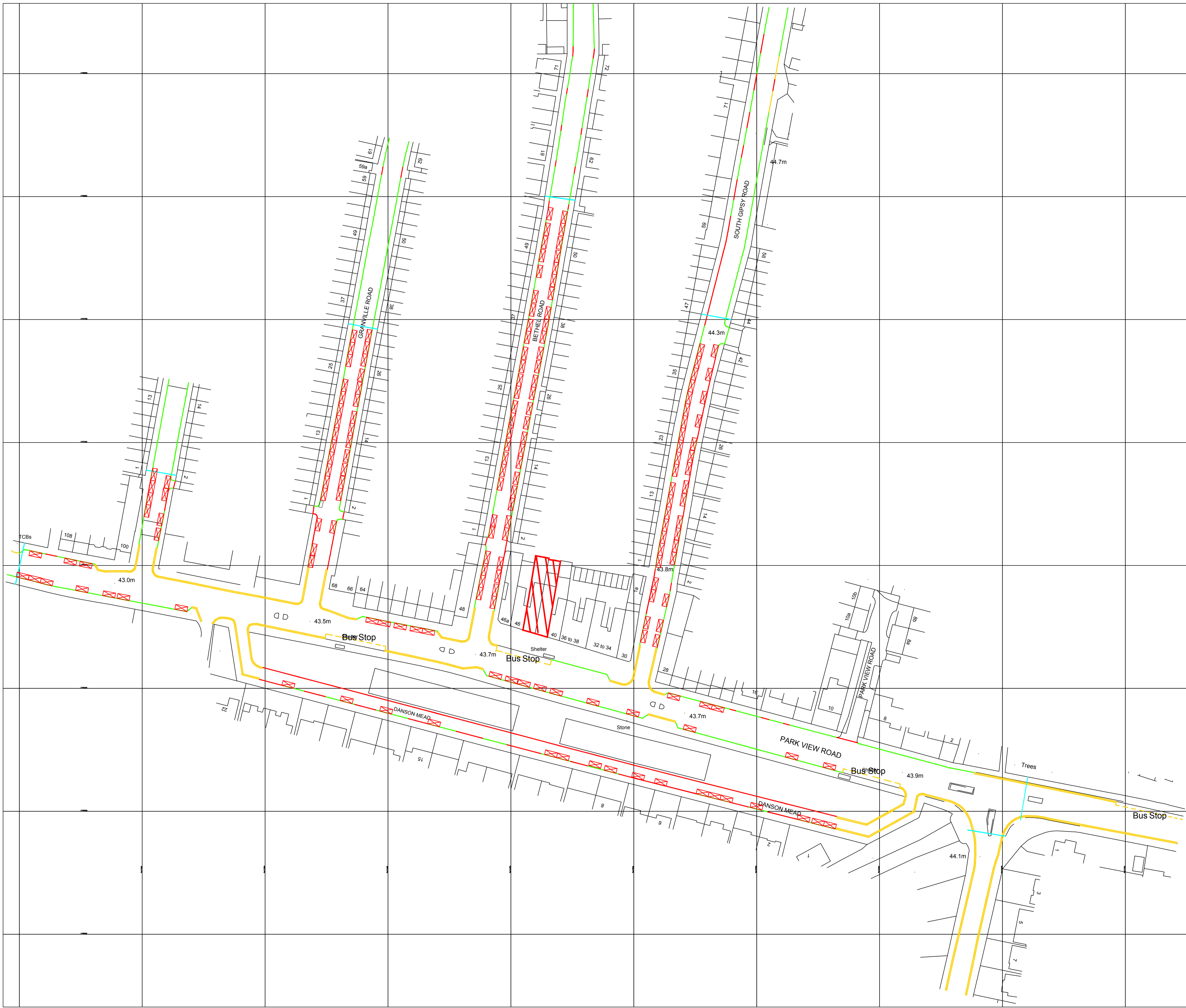
Rev	Amendment	Drawn	Checked	Approved	Date

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 Telephone: 0208 339 7899 Fax: 0208 339 7898  
 e-mail: info@lanmor.co.uk  
 www.lanmor.co.uk

**42-44 Park View Road  
 Bexleyheath  
 Parking Survey  
 Base Layout**

DRAWN	MS	CHECKED	KBL	APPROVED	KBL
DATE	Feb 23	DATE	Feb 23	DATE	Feb 23
SCALE	N.T.S.	PRJ No.	231632	SIZE	REV
DWG No.	231632/PS/01			A1	

231632/PS/02 – Parking Survey 1<sup>st</sup> Ferbruary 2023



NOTES

- Key:
- Parking Unrestricted
  - Diveway
  - Disabled Bays
  - Bus Stop
  - Single Yellow Line
  - Double Yellow Line
  - Extent of Survey
  - Parked Vehicle

Rev	Amendment	Drawn	Checked	Approved	Date

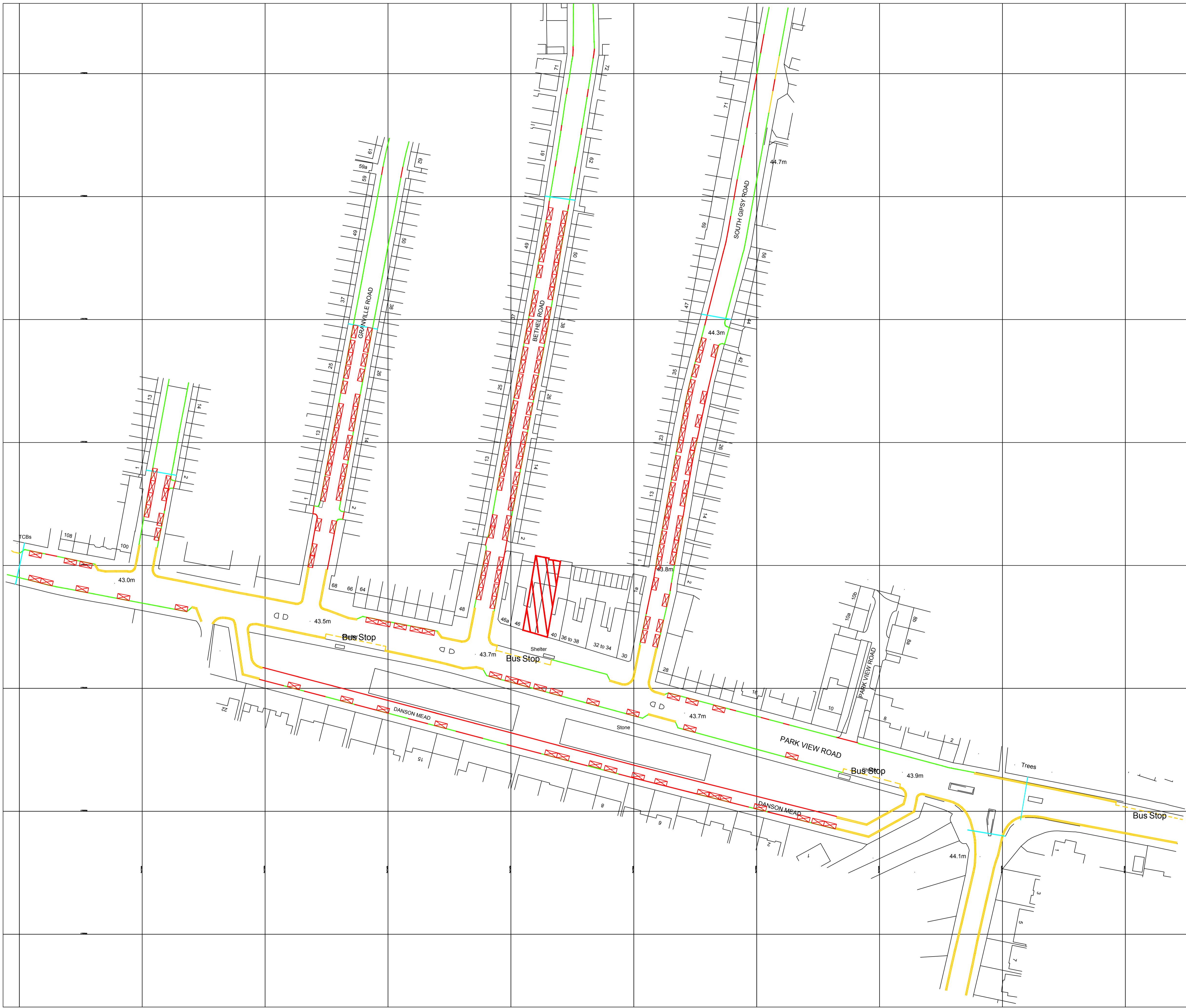
**LANMOR Consulting**  
 Civil Engineers & Transport Planning  
 Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW  
 Telephone: 0208 339 7899 Fax: 0208 339 7898  
 e-mail: info@lanmor.co.uk  
 www.lanmor.co.uk

42-44 Park View Road  
 Bexleyheath  
 First Parking Survey  
 1st February 2023  
 1.15am - 2.00am

DRAWN	MS	CHECKED	KBL	APPROVED	KBL
DATE	Feb 23	DATE	Feb 23	DATE	Feb 23
SCALE	N.T.S.	PRJ No.	231632	SIZE	REV
DWG No.	231632/PS/02			A1	



231632/PS/03 – Parking Survey 3<sup>rd</sup> February 2023



NOTES

- Key:
- Parking Unrestricted
  - Diveway
  - Disabled Bays
  - Bus Stop
  - Single Yellow Line
  - Double Yellow Line
  - Extent of Survey
  - X Parked Vehicle

Rev	Amendment	Drawn	Checked	Approved	Date

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42-44 Park View Road  
 Bexleyheath  
 First Parking Survey  
 3rd February 2023  
 1.30am - 2.15am

DRAWN	MS	CHECKED	KBL	APPROVED	KBL
DATE	Feb 23	DATE	Feb 23	DATE	Feb 23
SCALE	N.T.S.	PRJ No.	231632	SIZE	REV
DWG No.	231632/PS/03			A1	