

Appendix B

Workplace and Residential Travel Plan

Berkeley Homes (Capital) Plc

Aylesham Centre

Workplace & Residential Travel Plan

July 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 274514-00

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1. Introduction

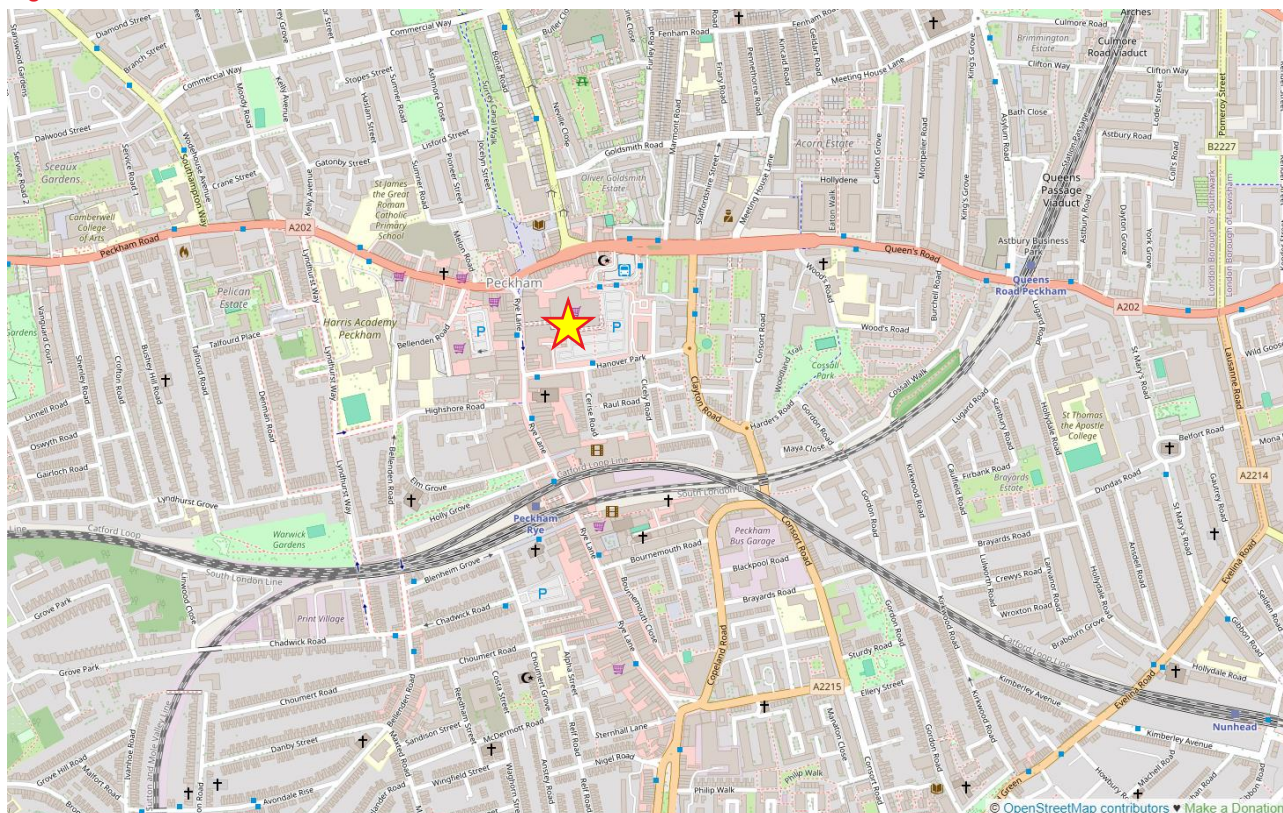
1.1 Appointment

This Workplace and Residential Travel Plan has been prepared by Ove Arup & Partners ('Arup') to accompany an application for full planning permission being submitted by the Applicant, Berkeley Homes (Capital) Plc, to the London Borough of Southwark (LBS).

1.2 Site Location

The Aylesham Centre (the 'Site') is located in Peckham Town Centre as shown in Figure 1.

Figure 1: Site Location Plan



1.3 Site & Transport Context

The Site is located within Peckham town centre within the administrative boundary of LBS (the Local Planning Authority ('LPA')). Rye Lane bounds the Site to the west, Hanover Park to the south and McKerrell Road to the east. Peckham Bus Station, fronting onto Peckham High Street, bounds the Site to the north. LBS is the local highway authority and Transport for London (TfL) is the strategic transport authority and Greater London Authority (GLA) is the strategic planning authority.

The Site is broadly bounded by Rye Lane to the west, Hanover Park to the south, and McKerrell Road to the east with Peckham Bus Station and the rear of properties fronting Peckham High Street bounding the Site to the north.

The Site is located adjacent to Peckham Bus Station and c.300m walk from Peckham Rye rail station. Peckham High Street to the north of the Site is part of the Transport for London Road Network (TLRN).

2. Context

2.1 Development Description

The Proposed Development comprises:

- Demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking (Use Class E(a)); flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis); dwellings (Use Class C3); landscaping; and associated works.

This includes:

- 877 homes Residential Apartments (C3);
- replacement supermarket (Use Class (E(a)) c. 4,450sqm (GIA);
- Retail, Leisure and Commercial Floorspace (Use Class E/Sui Generis) of c. 6,470sqm GIA:
 - a replacement Morrison's supermarket;
 - a mix of other units across a range of sizes to accommodate a mix of potential town centre use occupiers such as:
 - retail
 - food and beverage
 - office
 - work/maker space; and
 - leisure facilities;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development) including 8 Blue Badge spaces (6% of total) and 8 Parent and Child spaces (6% of total); and
- 10 Blue badge car parking for residents and employees of the town centre (non-supermarket) uses (5 on street within the Site and 5 in the basement car park).

2.2 Report Purpose

This Workplace & Residential Travel Plan (WRTP) has been produced in the context of London Plan Policy T4 which notes:

- *'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.'*

This WRTP has been prepared in the context of relevant policy and guidance, and particularly 'Benefits of a travel plan, TfL, 2013', 'What a travel plan should contain, TfL, 2013', 'How we secure and enforce travel plan targets', and 'How we monitor the progress of travel plans, TfL, 2013' (collectively 'the TfL guidance').

2.3 Planning Policy and Guidance

National Planning Policy Framework

Travel Plans are described in the National Planning Policy Framework (NPPF) (most recently updated in September 2023) as being:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

It goes on to note that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

London Plan

The London Plan (the current version of which, at the time of writing, is ‘The London Plan 2021’) notes the following in the context of development proposals):

“Travel Plans... will be required having regard to Transport for London guidance.”

TfL Guidance

Current TfL guidance for Travel Plans was released in 2013. This notes that:

“The overarching purpose of a travel plan should be to encourage behaviour change which will lead to the use of more sustainable modes of travel and reduce overall travel to and from the site.”

It goes on to describe the components of a Travel Plan as being:

- Introduction
- Context
- Site Assessment
- Travel Surveys
- Objectives
- Targets
- Package of Measures
- Management
- Monitoring
- Action Plan
- Securing and Enforcing

2.4 Report Structure

Following the Introduction and Context chapters, the remainder of this report is structured as follows:

- Chapter 3 assesses the accessibility of the Site
- Chapter 4 summarises the available travel data;
- Chapter 5 sets out objectives and targets;
- Chapter 6 describes the Travel Plan measures;
- Chapter 7 describes how the Travel Plan will be managed
- Chapter 8 sets out a monitoring programme
- Chapter 9 sets out an Action Plan for the implementation of the Travel Plan; and
- Chapter 10 sets out how the Travel Plan is secured and enforced.

2.5 Contact Details

Berkeley Homes Capital (BHC) is the developer for the Site. This report has been prepared by Arup on behalf of BHC, and the Site will be managed by a management company on behalf of BHC and of the residents and businesses. Contact details will be confirmed in a future version of this document, once secured through a planning permission.

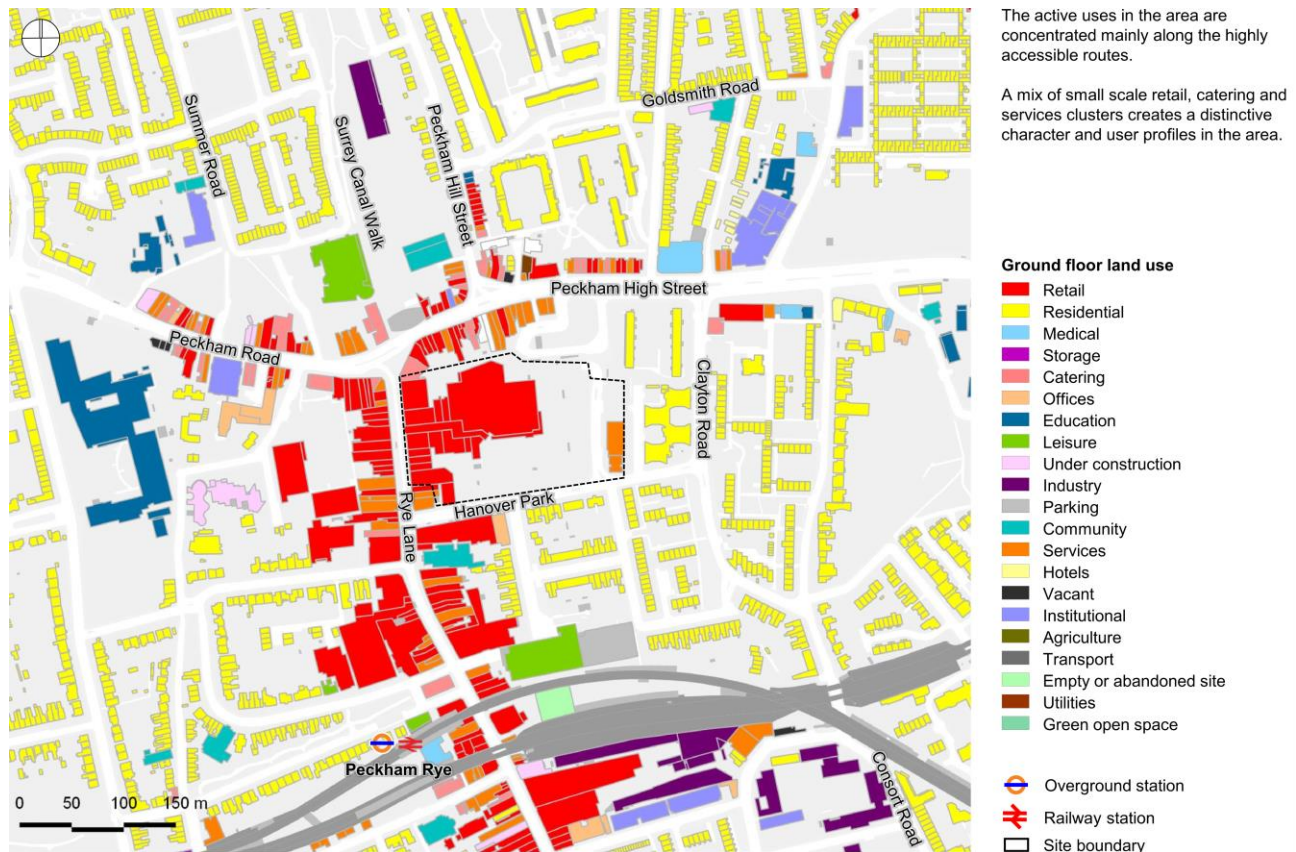
3. Site Assessment

3.1 Amenities and Facilities

The Site is located in the heart of Peckham Town Centre and benefits from the wide range of amenities and facilities available within walking distance, and indeed those facilities which will be re-provided and enhanced within the Site.

The key local ground floor land uses were identified in a Space Syntax urban baseline study undertaken in 2018. There are no significant changes that have occurred since which would materially affect the findings in respect of the ground floor uses. This is reproduced in Figure 2.

Figure 2: Local Ground Floor Uses



This shows the extensive area of retail space currently provided in the local area, as well as education, medical, leisure, community, and employment space.

A wide range of facilities are available within a short walk of the Site including schools, libraries, dentists and GP practices. A selection of these facilities is summarised in Table 1. As shown by the distances in Table 1, There are no significant changes that have occurred since which would materially affect the findings in respect of the ground floor uses.

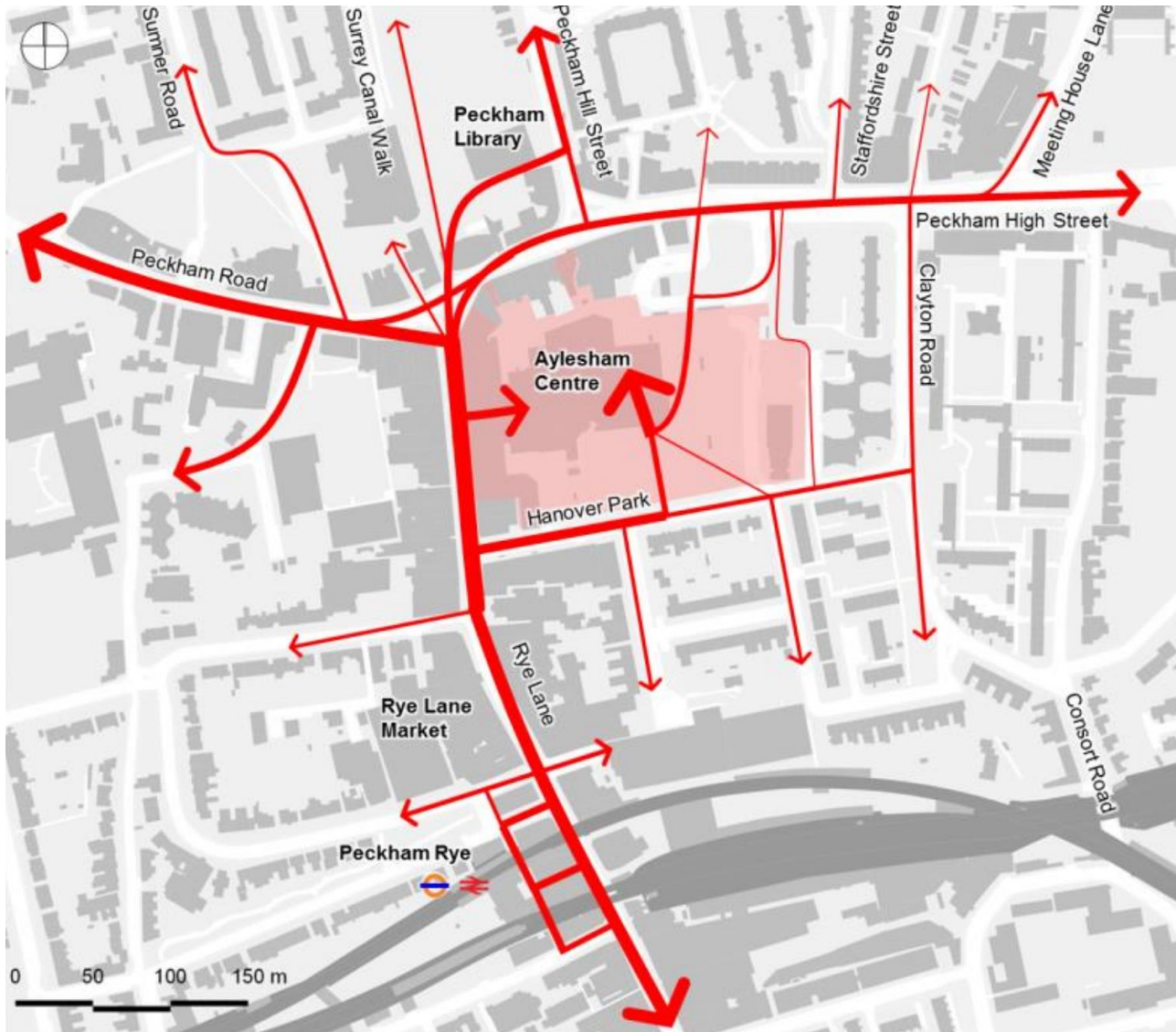
Table 1: Local Facilities and Distances from the Site

Category	Facility and Distance
Education	Harris Primary Free School Peckham (c.300m) St James the Great RC Primary School (c.350m) John Donne Primary School (c.500m) St Mary Magdelane CofE Primary School (c.600m) Harris Primary Academy Peckham Park (c.650m) The Villa School and Nursery (c.750m) The Belham Primary School (c.900m) The Harris Academy Peckham Secondary (c.300m)
Health	Morrisons Pharmacy (onsite) Boots Pharmacy (c.20m) Queens Road Surgery GP (c.400) The Lister Practice GP (c.600m) Kings College Hospital (c.2.3km)
Retail	Morrisons Supermarket (onsite) Peckham Town Centre (onsite and adjacent)
Leisure	Public amenity (onsite) Peckham Town Centre (onsite and adjacent) Cossall Park (c.350m) Warwick Gardens (c.600m)

3.2 Pedestrian Access

The key local pedestrian routes were identified in the 2018 Space Syntax study undertaken in 2018. This is reproduced in Figure 3.

Figure 3: Pedestrian Routes in the Vicinity of the Site



Rye Lane in particular is an important pedestrian route, as a town centre shopping street, with Peckham High Street also being a shopping street but typically carrying fewer pedestrians than Rye Lane. Rye Lane also forms a key route between Peckham Rye station and the town centre, some bus services, and the communities to the north.

The other local streets tend to have a more local function, partly due to the severance created by the rail line which focusses north-south demand on Rye Lane and partly due to the urban grain which focusses east-west movements on Peckham High Street.

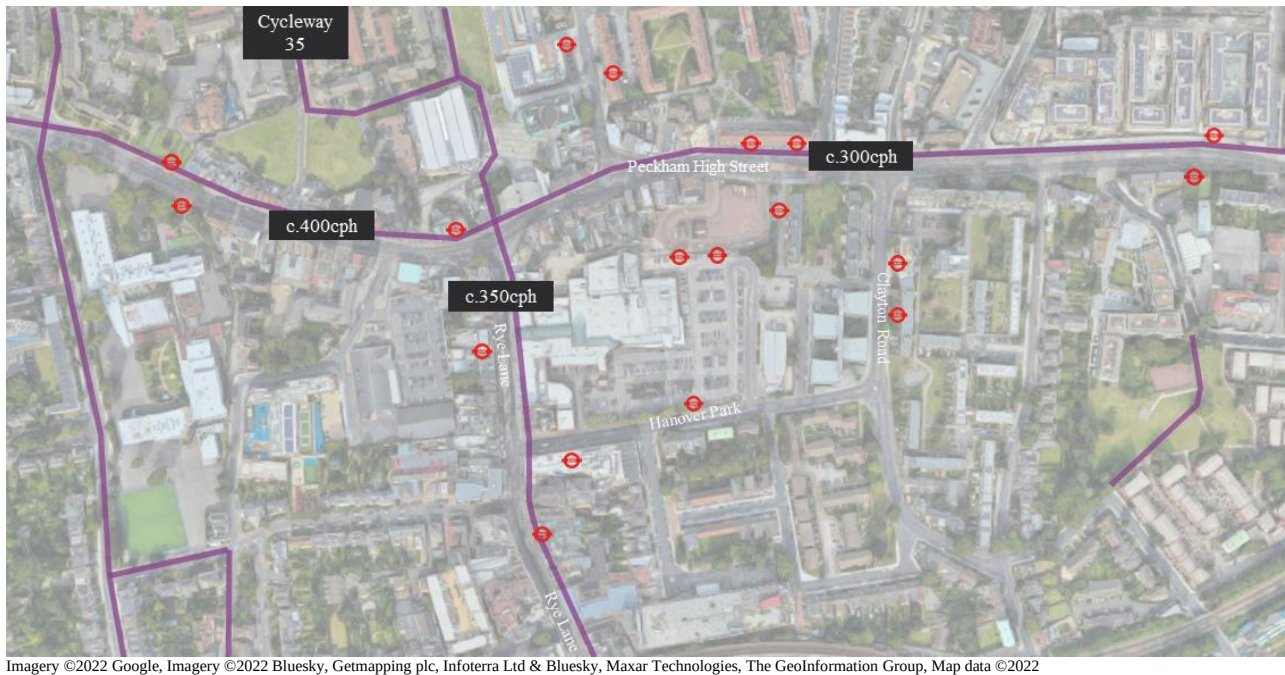
Within the Site, an existing north south route runs between Hanover Park to the south and Peckham High Street to the north via the existing car park and bus station. McKerrell Road immediately adjacent to the Site also accommodates north-south movements.

It is possible to move east-west into the Site from Rye Lane but there is no east-west route fully permeating the Site at present. Hanover Park primarily provides access to the existing supermarket on the Site, to existing bus stops, and to the routes north-south through the Site.

3.3 Cycling Access

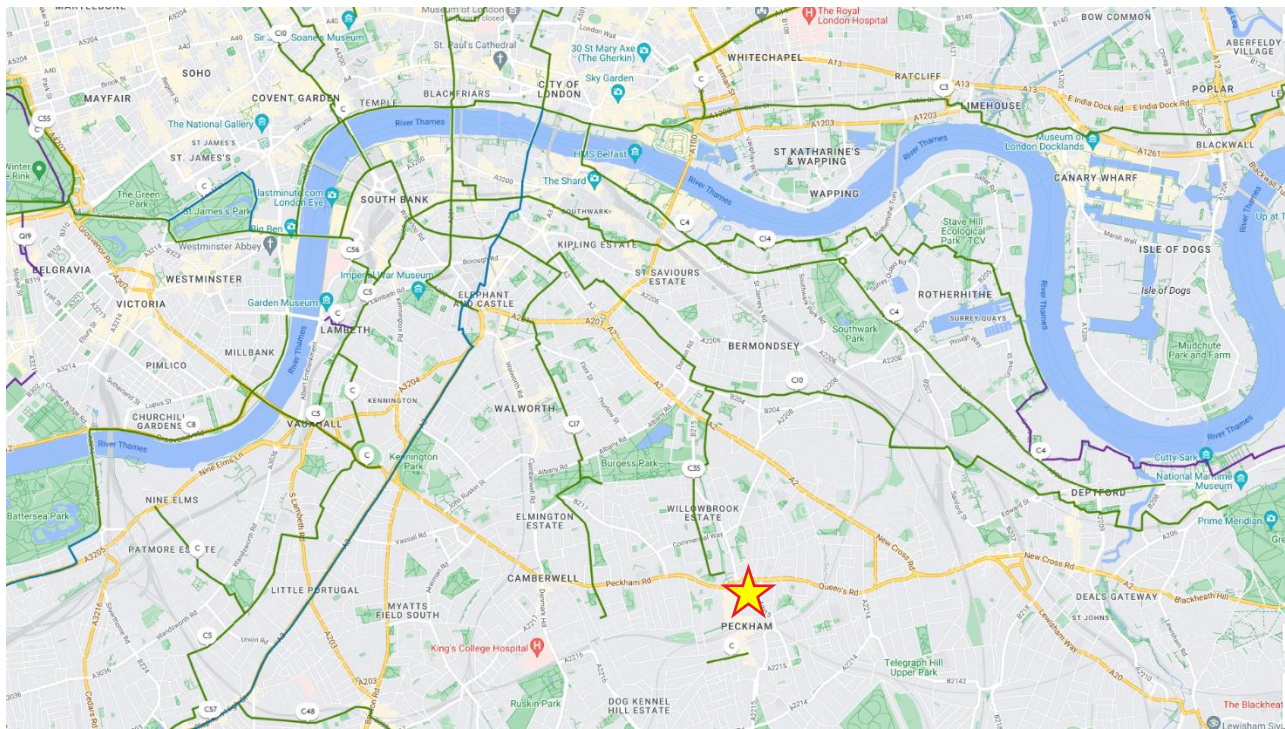
The key cycle routes in the vicinity of the Site are Rye Lane and Peckham High Street and are shown in Figure 4 (including reference to surveyed cycle use from a report undertaken on behalf of LB Southwark titled 'Peckham Walking: Movement Analysis, 2016') with regional connectivity shown in Figure 5.

Figure 4: Local Cycle Routes



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Figure 5: Regional Cycle Routes



Mapdata ©2024 Google

Rye Lane adjacent to the Site includes a segregated southbound cycle lane and cycles share a one-way bus only (and limited servicing) street northbound. On Peckham High Street, cycle facilities include shared bus lanes, dedicated on-carriageway cycle lanes and advanced cycle stop lines. The Rye Lane cycle lane continues north across Peckham High Street (via a toucan crossing) and connects to cycleway 35 which then provides a formal cycle route to central London.

3.4 Cycle Parking

Some 30 cycle parking spaces are provided along Rye Lane in the form of Sheffield stands.

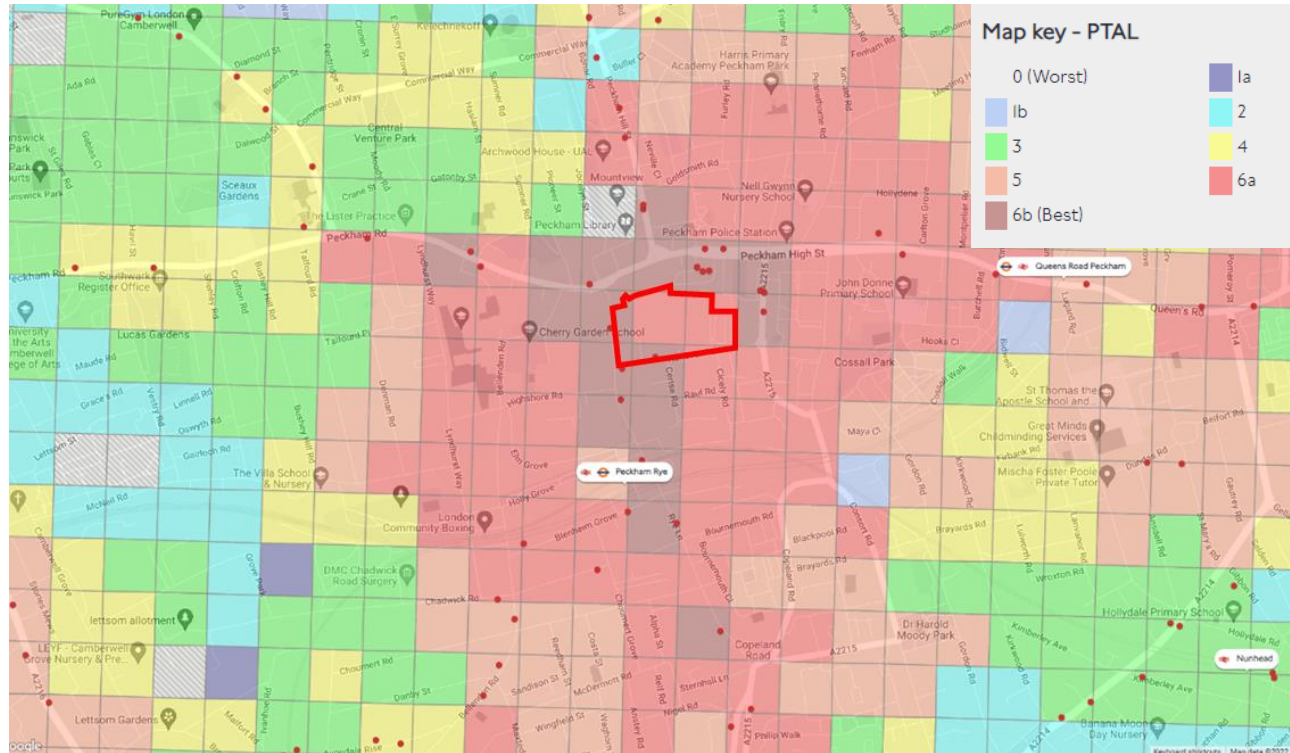
3.5 Cycle Hire

Both Forest and Lime currently operate cycle hire schemes in Peckham, with electric cycles and electric scooters available.

3.6 Public Transport Access Accessibility Level (PTAL)

The Site and the surrounding area benefits from a PTAL of 6a/6b (on a scale of 1a to 6b, with 6b being excellent) as shown in Figure 6.

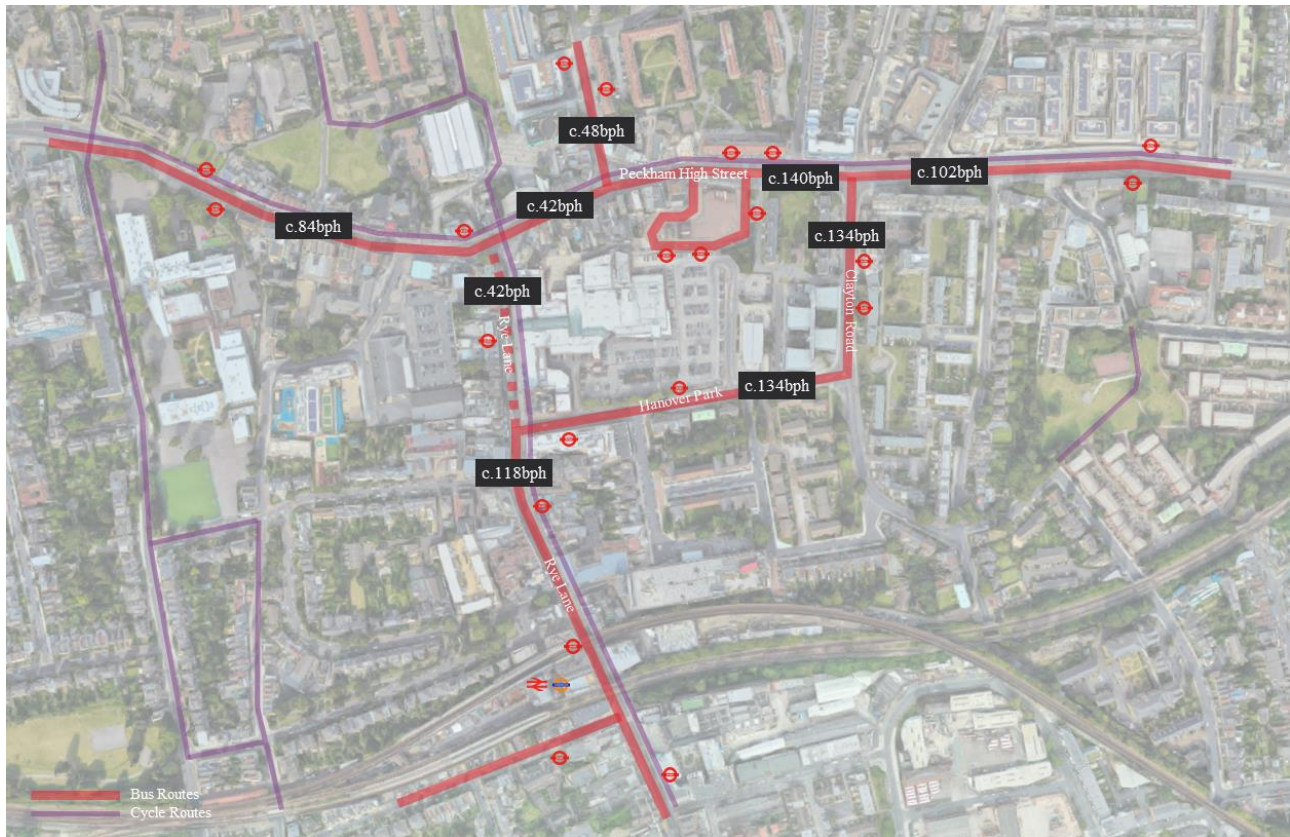
Figure 6: Transport for London WebCAT PTAL output



3.7 Bus Access

The main roads surrounding the Site are bus routes (Peckham High Street, Rye Lane, Hanover Park, and Clayton Road) and Peckham Bus station is adjacent to the Site to the north- east. The key bus routes in the vicinity of the Site are shown in Figure 7.

Figure 7: Bus Routes and Bus Frequency



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At present, some five routes terminate at Peckham Bus Station, with 11 other routes travelling through Peckham adjacent to the Site.

Bus stops are located both immediately north and south of the stretch of Rye Lane which runs parallel with the Site. Bus stops are also available from the existing bus station north of the Site, with pedestrian access available via the Aylesham Centre Site. Current services and frequencies are summarised in below in Table 2.

Table 2: Bus Frequencies

Direction of services	Stop	Route no.	Frequency per direction per hour	Combined Frequency
East - West	Rye Lane	36	8	24
	Rye Lane	136	6	
	Rye Lane	171	5	
	Rye Lane	436	5	
North - South	Hanover Park	63	7	19
	Hanover Park	78	6	
	Hanover Park	363	6	
West - South	Rye Lane	12	5	13

Direction of services	Stop	Route no.	Frequency per direction per hour	Combined Frequency
	Rye Lane / Hanover Park	343	8	
East - South	Hanover Park / Bus Station	P12	4	8
	Hanover Park / Bus Station	P13	4	
West - Terminates	Rye Lane / Bus Station	345	8	8
North - Terminates	Bus Station	381	5	5
East - Terminates	Bus Station	177	5	5
South - Terminates	Hanover Park / Bus Station	37	6	11
	Hanover Park / Bus Station	197	5	
Total				88

3.8 Rail Access

Peckham Rye Station is the closest station to the Site and is approximately 300m walking distance from the Site boundary. Southern, Thameslink, Southeastern and London Overground (Windrush) services operate from Peckham Rye Station, provide regular train services to a wide range of key destinations and numerous interchange opportunities with other services. Routes are shown in Figure 8, Figure 9 and Figure 10.

Figure 8: Southern & Thameslink Routes



The map illustrates the Southeastern rail network, highlighting various routes and stations. Key features include:

- Legend:**
 - Southeastern routes (thick dark blue line)
 - Southeastern limited service routes (thin dark blue line)
 - Southeastern high speed route (HS1) (thick light blue line)
 - Southeastern high speed service routes (thin light blue line)
 - Southeastern high speed limited service routes (dashed light blue line)
 - Other operator routes (thin grey line)
 - London Travelcard Zones 1-4 (shaded areas)
 - Oyster and Contactless pay as you go area (dashed blue line)
 - Limited station call (small square icon)
- Stations and Routes:**
 - North London:** St Pancras International, Farringdon, City Thameslink, Cannon Street, Blackfriars, Waterloo East, Charing Cross, Victoria, Brixton.
 - Central London:** Elephant & Castle (Zone 1 & 2), London Bridge, Deptford, Maze Hill, New Cross, St Johns, Kidbrooke, Falconwood, Plumstead, Woolwich Arsenal (for Woolwich), Westcombe Park, Greenwich (Zone 2 & 3), Stratford International.
 - South London:** Lewisham (Zone 2 & 3), Blackheath, Hither Green, Ladywell, Catford Bridge, Bellingham, Beckenham, Ravensbourne, Sundridge Park, Chislehurst, Elmstead Woods, Grove Park, Lee, Mottingham, Eltham, New Eltham, Sidcup.
 - East London:** Deptford, Maze Hill, New Cross, St Johns, Kidbrooke, Falconwood, Plumstead, Woolwich Dockyard, Kidbrooke, Falconwood, Plumstead.
 - Other locations:** Crofton Park, Catford, Lower Sydenham, Penge East, Sydenham Hill, West Dulwich, Herne Hill (Zone 2 & 3), Denmark Hill, Nunhead, Peckham Rye, Peckham.
- Notes:**
 - Outside fare zones, charges may vary.
 - St Pancras International and Stratford International are marked with a pink dot.
 - Elephant & Castle is marked with a yellow star.

The map illustrates the London Underground and DLR network. Key features include:

- Legend:**
 - Liberty line (Black)
 - Lioness line (Yellow)
 - Mildmay line (Blue)
 - Suffragette line (Green)
 - Weaver line (Purple)
 - Windrush line (Red)
- Stations and Lines:**
 - Central Line:** Wembley Central, Harlesden, Stonebridge Park, West Hampstead, Brondesbury, Brondesbury Park, Kensal Rise, Kensal Green, Willesden Junction, Bakerloo, Shepherd's Bush, Acton Central, South Acton, Gunnersbury.
 - Circle Line:** Bakerloo, Willesden Junction, Kensal Green, Kensal Rise, Brondesbury, Brondesbury Park, West Hampstead, Stonebridge Park, Harlesden, Wembley Central.
 - Metropolitan Line:** Wembley Central, Harlesden, Stonebridge Park, West Hampstead, Brondesbury, Brondesbury Park, Kensal Rise, Kensal Green, Willesden Junction, Bakerloo, Shepherd's Bush, Acton Central, South Acton, Gunnersbury.
 - District Line:** Wembley Central, Harlesden, Stonebridge Park, West Hampstead, Brondesbury, Brondesbury Park, Kensal Rise, Kensal Green, Willesden Junction, Bakerloo, Shepherd's Bush, Acton Central, South Acton, Gunnersbury.
 - DLR:** Shadwell, Wapping, Rotherhithe, Canada Water, Surrey Quays, New Cross, New Cross Gate, Denmark Hill, Clapham High Street, Wandsworth Road, Clapham Junction, Imperial Wharf, West Brompton, Kensington (Olympia), Acton Central, South Acton, Gunnersbury.
- Geographical Features:** The River Thames is shown flowing through the center of the map.
- Other Lines:** The map also shows the Bakerloo, Circle, Metropolitan, and District lines, as well as the DLR.

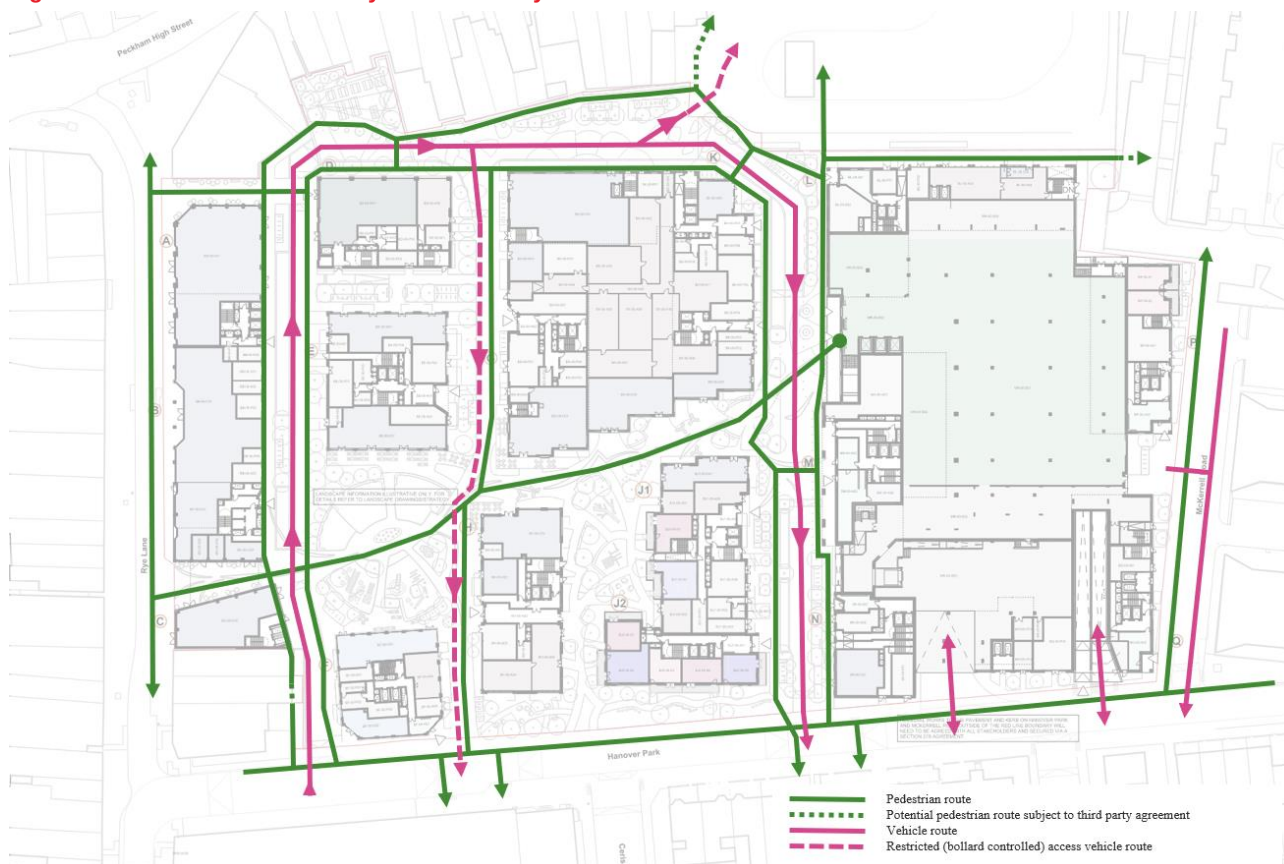
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Table 3: Rail Services Frequencies (Peckham Rye)

Rail Operator	Route	Frequency per direction
London Overground	Windrush (Clapham Junction branch)	4
Southern	Terminating London Bridge	4 (6 in peak)
Southeastern	Terminating London Victoria	2 (3 peak)
Thameslink	Via London St Pancras	2 (4 in peak)
Total		12 (17 in peak)

The proposed pedestrian strategy is shown in Figure 11.

Figure 11: Pedestrian Permeability & Connectivity



Pedestrian access will be accommodated throughout the Site. Segregation and sharing between vehicles and pedestrians is shown in Figure 11. Segregated routes for pedestrians are provided on the general vehicle access route which operates clockwise within the Site. One predominantly pedestrian route will also facilitate limited vehicle access for refuse collection and direct commercial and large furniture deliveries to residential dwellings (north-south through the centre of the Site, one way southbound). Vehicle access on to this route will be bollard controlled, managed by the on-site management team.

Several enhancement schemes are proposed beyond the boundary of the Site including:

- Enhanced pedestrian environment on Hanover Park subject to agreement with LB Southwark as highway authority and consultation with TfL;
- Enhanced pedestrian environment on McKerrell Road subject to agreement with LB Southwark as highway authority;
- New pedestrian connection through to the public realm around Purdon House subject to agreement with LB Southwark as landowner;

- New pedestrian route around the northern edge of the TfL bus station subject to agreement with TfL as landowner;
- New pedestrian route between the TfL bus station and Bull Yard subject to agreement with TfL as landowner of the bus station and LB Southwark as highway authority for Bull Yard; and
- Continuous pedestrian route at the southwest corner of the masterplan on the western side of the western vehicle access across a 'notch' in the redline boundary in this location subject to agreement with the land owner.

Works on public highway will be secured as part of a planning permission (through either a planning condition or s106 agreement) and delivered by, or funded by, the applicant. Works not on public highway have been identified as being beneficial to the delivery of a comprehensive development but the acceptability of the planning application is not contingent upon these works, and it is anticipated that a planning permission would secure a requirement for the applicant to fund and work with relevant land owners to seek to delivery those works (subject to agreement on suitable wording in a s106 agreement to not prejudice the delivery of the Proposed Development).

3.9 Proposed Cycle Strategy

The primary cycling routes through the Site are shown in Figure 12. In practice, cycling will be permitted on all hard surfaced public realm. This has been developed in the context of the cycle route context set out in chapter Figure 12

Figure 12: Cycle Permeability & Connectivity



The Site does not form a meaningful 'through' route for cyclists, by virtue of the severance created by the rail line which focusses north-south demand on Rye Lane and partly due to the urban grain which focusses east-west movements on Peckham High Street. Cycle activity within the Site will therefore be primarily associated with visitors to the town centre and with residents and employees of the Site. Cycle activity within the Site will therefore be relatively modest.

Reflecting the nature and level of cycling within the Site, cycles will share space with vehicles or will share space with pedestrians, depending on the location within the Site. This is proportionate to the very low level

of vehicle activity within the Site and the predominantly ‘trip end’ as opposed to ‘through’ nature of cycling activity within the Site, as well as the modest volume of cycle activity within the Site.

Slow speed mixed priority spaces avoid giving either pedestrians, vehicles or cyclists any undue sense of priority, which is more appropriate in this location, that segmented areas which can introduce a hazard in high use areas.

The majority of cycling activity to and from the Site is likely to be to and from Rye Lane which acts as the primary north-south axis for ‘through’ cycling (to and from Central London).

An enhancement scheme is proposed beyond the boundary of the Site:

- New cycle connection through to the public realm around Purdon House subject to agreement with LB Southwark as landowner;

Works not on public highway have been identified as being beneficial to the delivery of a comprehensive development but the acceptability of the planning application is not contingent upon these works, and it is anticipated that a planning permission would secure a requirement for the applicant to fund and work with relevant land owners to seek to deliver those works (subject to agreement on suitable wording in a s106 agreement to not prejudice the delivery of the Proposed Development).

3.10 Proposed Cycle Parking

Secure and covered cycle parking will be provided in line with the London Plan 2021 requirements and in accordance with London Cycle Design Standards (LCDS).

Cycle parking will be located in a mix of ground and upper floor stores. Upper floor stores are proposed to be accessed by two lifts, sized to reflect the minimum requirements of LCDS.

Cycle parking will be provided as a mix of double stackers (no more than 75%), standard Sheffield stands (minimum 20%) and at least 5% Sheffield stands for oversized cycles. Cycle parking provision is summarised in Table 4 and Table 5 in the context of policy. Cycle parking for commercial uses has been calculated on the basis of the maximum workspace floor space being provided on-site and the remaining flexible commercial space has been divided between retail and F&B (split of 50:50).

Table 4: Cycle Parking, Long Stay

Land Use	Quantum assessed	Policy	Policy Total	Provision Total
Residential	877 dwellings (90no. 1 bed 1 person, 297no. 1 bed 2 person and 490no. 2 bedroom or more)	1 space per studio/ 1 bed 1 person; 1.5 space per 1 bed 2 person 2 space per 2 bedroom or more	1,517	1,517
Workspace	c. 3,263sqm	1 space per 75 sqm	44	44
Supermarket	c. 4,449sqm	1 space per 175 sqm	26	26
Flexible commercial (retail) & F&B uses	c. 3,838sqm	1 space per 175 sqm	22	22

Table 5: Cycle Parking, Short Stay

Land Use	Quantum	Policy	Policy Total	Provision Total
Residential	877 dwellings	1 space per 40 dwellings	44	44
Workspace	c. 3,263sqm	First 5,000 sqm: 1 space per 500 sqm; Thereafter: 1 space per 5,000 sqm	7	7
Supermarket	c. 4,449sqm	First 750 sqm: 1 space per 20 sqm; Thereafter: 1 space per 150 sqm	63	63
Flexible commercial (retail)	c. 1,919sqm	First 750 sqm: 1 space per 20 sqm; Thereafter: 1 space per 150 sqm	46	46
Flexible commercial (F&B)	c. 1,919sqm	1 space per 20 sqm	96	96

Residential long-stay cycle parking is predominantly provided through several centralised ‘hubs’ reflecting the constrained ground floor available within the Proposed Development, prioritising town centre uses to create active frontages. Cycle store locations, locations of lifts, and access routes are shown in Figure 13, Figure 14 and Figure 15.

Figure 13: Ground Floor Level Cycle Stores

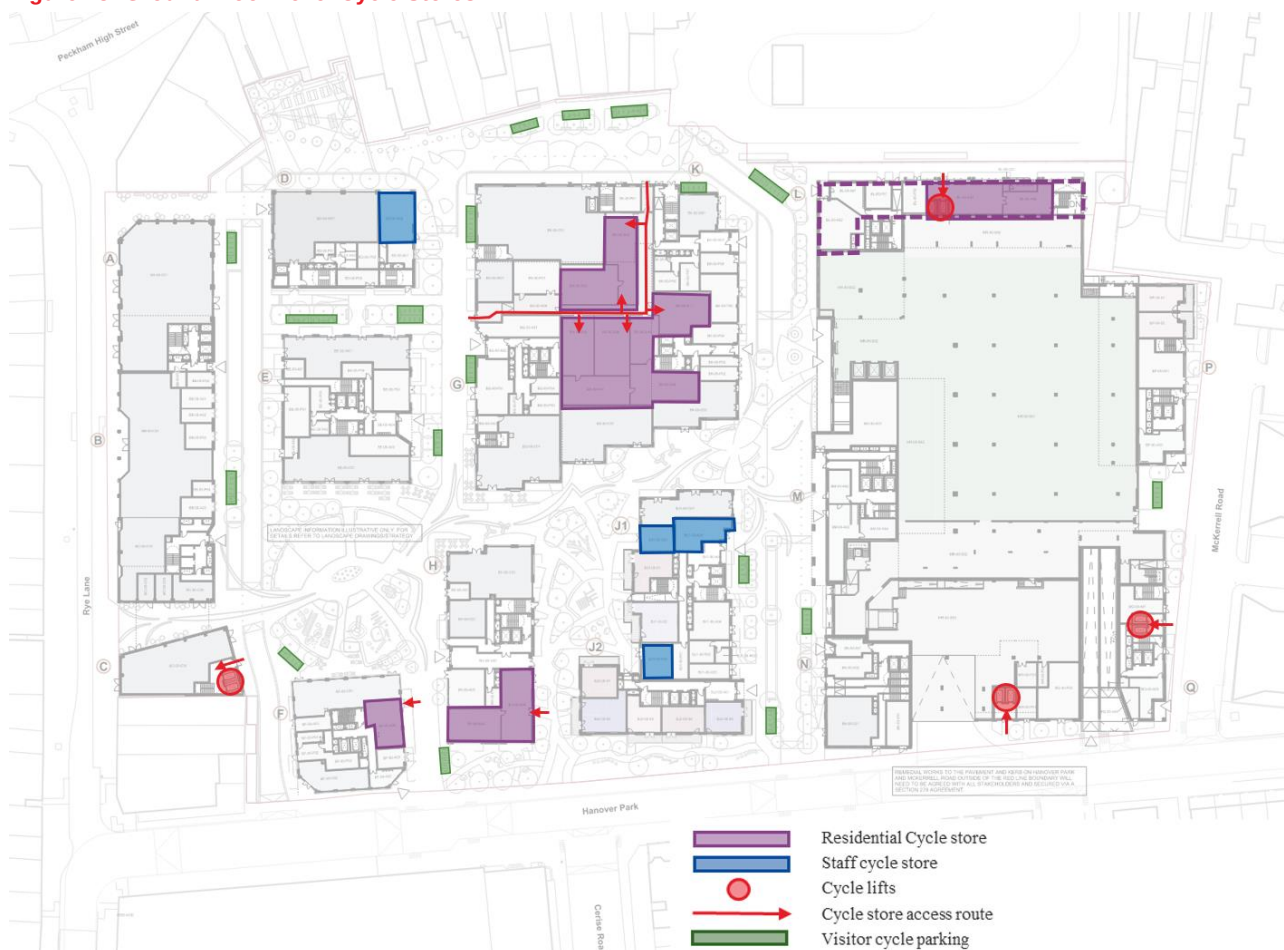


Figure 14: Mezzanine Floor Level Cycle Stores



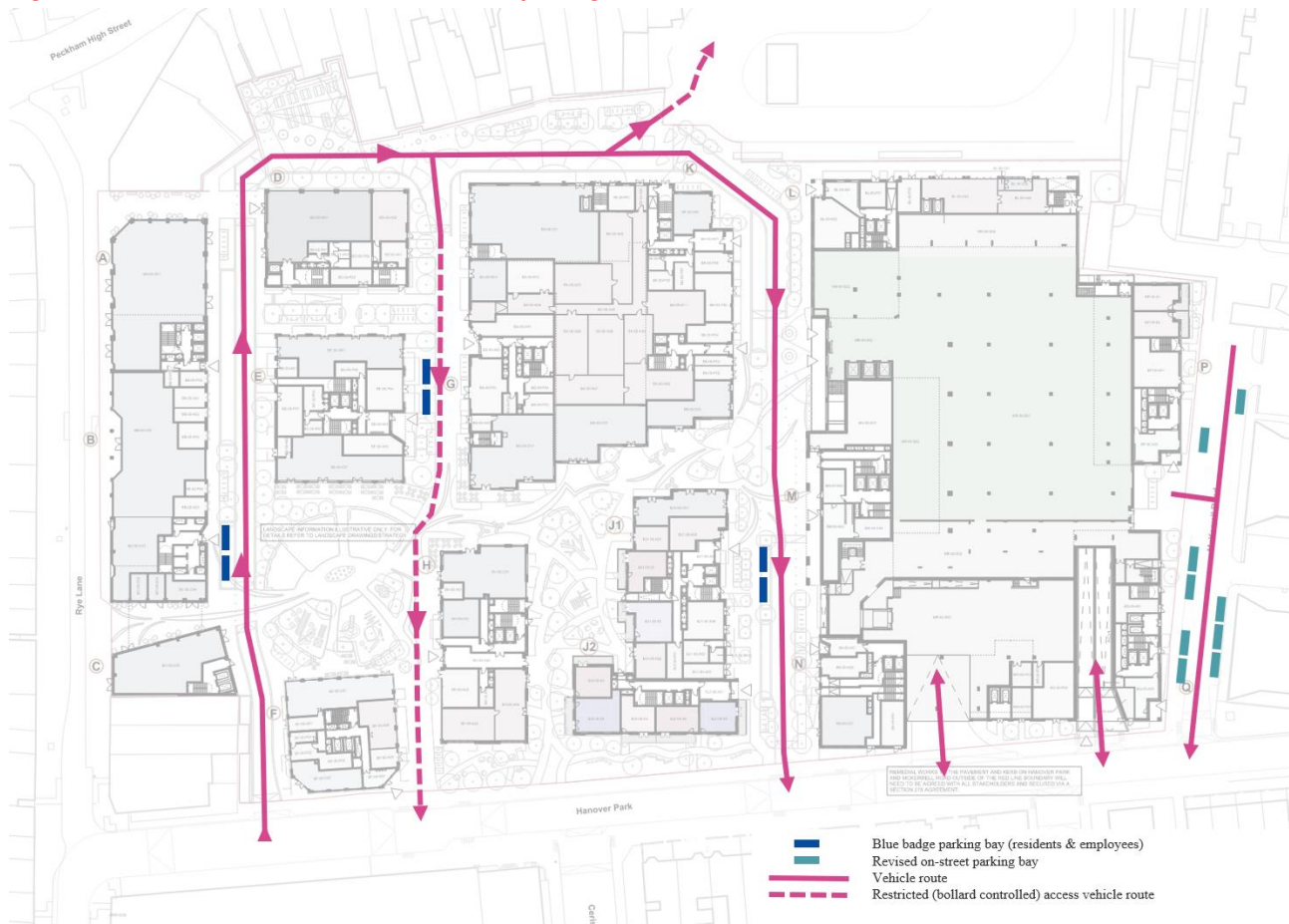
Figure 15: First Floor Level Cycle Stores



3.11 Vehicle Access

The primary vehicle routes through the Site and street level car parking are shown in Figure 16. These routes will also provide sufficient access to the Proposed Development to meet emergency access requirements.

Figure 16: Vehicle access and surface level car parking



Key features of the vehicle access strategy include:

- General vehicle access (predominantly for servicing) operates clockwise within the Site, on a street level loop (replacing the existing northwest and south west service yard accesses);
- One predominantly pedestrian route will facilitate limited vehicle access for refuse collection and direct commercial and large furniture deliveries to residential dwellings (north-south through the centre of the Site, one way southbound) as well as providing fire access - vehicle access on to this route will be bollard controlled, managed by the on-site management team;
- The Site currently has a right to take two way access through the northern carriageway of the Peckham Bus Station – the Proposed Development will restrict access on this route through bollard control and access will become outbound only (which will allow greater space to be afforded to pedestrians and cyclists adjacent to the northern carriageway of the Peckham Bus Station as the westbound lane could be removed) – use of this route is expected to be extremely low and the vehicle access strategy does not rely up on it;
- A new (replacement) supermarket service yard access at the south east corner of the Site to replace the existing supermarket service yard access through the Peckham Bus Station;
- A new (replacement) supermarket car park access at the south east corner of the Site to replace the existing car park; and

- McKerrell Road is proposed to be revised with the introduction of a bollard access controlled facility to allow refuse vehicles to turn (as the McKerrell Road cul-de-sac is not currently provided with a turning head).

The substantial majority of vehicles will enter and exit the Site to and from the east from Hanover Park (due to restrictions on Rye Lane which limits access to buses, taxis and limited servicing to the south and buses only to the north).

The junctions on Hanover Park are spaced at least 20m apart (centre to centre). Only the car park junction will carry a material volume of vehicle movement and a substantial reduction compared with existing.

3.12 Supermarket Car Parking

The regeneration of the Aylesham Centre is contingent upon meeting certain contractual requirements with the current occupiers, including the supermarket. In particular, providing 140 spaces for the supermarket for customers is a pre-requisite to enable development and is a contractual requirement. The spaces are proposed to be provided within a basement car park as part of Phase 1 of the development proposals. In line with the London Plan 2021 policy, 6% of spaces will be for blue badge users.

The basement supermarket car parking is shown in Figure 17.

Figure 17: Supermarket Basement Car Parking



3.13 Resident and Employee Blue Badge Car Parking

The Proposed Development will be car free for residents and employees in line with London Plan policy with a limited provision of blue badge parking as shown in Figure 16 and Figure 17. Subject to approval through a planning permission, on-street car parking space could be used to accommodate a car club vehicle, to reduce the need for blue badge holders to own a car.

4. Travel Surveys

As this is the first iteration of this WRTP and as the Site has not yet been occupied, no travel survey data is available at this stage. Future iterations of this WRTP will present results of surveys which have been undertaken at the time of publication.

The data presented in the Transport Assessment that supports the planning application has been used at this stage to define baseline travel patterns and is presented in Table 6 and Table 7.

Table 6: Resident Baseline Travel Patterns

Mode	AM Peak Hour		PM Peak Hour	
Total People	429	100%	371	100%
Pedestrians	89	21%	101	27%
Bus	128	30%	118	32%
Rail	187	43%	130	35%
Cyclists	26	6%	22	6%
Car Drivers	0	0%	0	0%
Motorcycles	0	0%	0	0%
Car Passengers	0	0%	0	0%
Taxis	5	1%	4	1%

Table 7: Employee Baseline Travel Patterns

Mode	AM Peak Hour		PM Peak Hour	
Total People	61	100%	54	100%
Pedestrians	8	13%	7	13%
Bus	31	50%	27	50%
Rail	19	31%	17	31%
Cyclists	4	6%	3	6%
Car Drivers	0	0%	0	0%
Motorcycles	0	0%	0	0%
Car Passengers	0	0%	0	0%
Taxis	0	0%	0	0%

5. Objectives & Targets

5.1 Objectives

The objectives for this WRTP have been defined in the context of local, regional and national policy and are:

- To contribute to a healthier London, through enabling healthy travel, in support of the aspirations described in TfL's Healthy Streets for London (2017)
- To contribute towards the goal set out in the Mayor's Transport Strategy (2018) and London Plan (2021) to enable 80% of all trips in London to be made on foot, by cycle or using public transport by 2041

5.2 Targets

Targets are tailored to deliver the objectives of the WRTP and must be Specific; Measurable; Attainable; Realistic; and Timebound (SMART).

Two types of targets can be considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a Travel Plan Co-ordinator (TPC), whilst 'Aim' type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. This WRTP includes both 'Action' type target and 'Aim' type targets.

Action Target 1

To:

Raise residents' awareness of sustainable travel opportunities and their benefits at first occupation of each unit and in particular:

- *How to contact the Travel Plan Co-ordinator;*
- *The accessibility of public transport*
- *The benefits of walking and cycling; and*
- *Increasing awareness of the carbon generated by alternative modes.*

Achieving this specific and timed target will be measured by the implementation of marketing and awareness raising measures which will be reported to the Local Planning Authority. This target links directly to the objective of the WRTP.

Aim Target 1

To:

Achieve an AM and PM peak hour walk and cycle mode share not materially less than that which is agreed through the planning application prior to first occupation of the final phase of the development.

The relevant peak hour mode split and trip generation set out in Chapter 4 and is the basis upon which the development and its associated mitigation has been assessed in transport terms and (subject to planning permission being granted) determined to be acceptable.

The mode split and the associated trip generation will be agreed as being realistic and achievable through the planning process and as being acceptable in the context of mitigation secured with a permission (subject to planning permission being granted). This is therefore an appropriate target for the WRTP in the context of planning policy, practice and the planning permission. This mode split target will be refined once the results of the initial travel survey have been reviewed.

Achieving this specific and timed target will be measured through monitoring travel surveys the results of which will be reported to the Local Planning Authority. This target links directly to the objective of the WRTP.

6. Package of Measures

6.1 Hard Measures

Many physical aspects of the design of the Site will influence travel patterns, and will have a significant impact upon encouraging healthy travel. The hard engineering measures that will be incorporated into the design of the development are set out in Table 8. Some hard engineering measures are specific infrastructure interventions while others will be provided during the construction of each building and of the landscaping within the development prior to occupation and will be funded by the developer.

Table 8: Hard Measures

Topic	Measure
Location, Permeability & Connectivity	The pedestrian environment will be of high quality with the provision of attractive public open spaces; well-maintained and legible routes; lighting; signage and the use of quality materials. Signage will include a pedestrian way finding and signage scheme which will be implemented prior to first occupation of each phase. Pedestrians would feel safe and secure within the Site with a mixture of uses providing activities both day and night, thus providing natural surveillance. Pedestrian connections to the wider surrounding network are provided on the main pedestrian desire lines connecting to convenient routes towards local facilities and public transport service access points within the immediate surrounding area. The permeability of the Site and its proximity to local shops, services and facilities will provide the opportunity for the on-site population to meet most of their daily needs on foot or bicycle, therefore encouraging healthy travel. Within the Site, the Proposed Development includes: – New east-west and north-south landscape led public realm accommodating pedestrians and cyclists on desire lines through substantially enhanced spaces; – New segregated and enclosed service yard, accessed from Hanover Park, for the supermarket (which is a contractual requirement with the supermarket operator, must be segregated from other uses on the Site, and is a pre-requisite to enable development); and – Removal of the existing northern and southern service yards and replacement with on-street routes for servicing within the Site. The Proposed Development is also expected to contribute towards, secure or deliver the following where the Site interfaces with the surrounding area to enhance connectivity and deliver public benefits: – Public realm enhancements on Hanover Park along the Site's frontage including opportunities to provide wider footways, landscaping and improved crossing opportunities; – Public realm enhancement on the western side of McKerrell Road; and – Enhancements to enhance pedestrian and cycle connections to the north through Peckham Bus Station, through consultation with TfL, and between Peckham Bus Station and Bull Yard.
Car Parking Provision	The Proposed Development is car free for residents and employees, with a small amount of car parking provided for blue badge holders only. Car parking for the supermarket (and town centre) is a substantial reduction compared with the existing equivalent car parking on the Site, and will not be available to residents or employees.
Cycle Parking Provision	Safe and secure cycle parking will be provided within the Site to meet the demands of all users at the Site in line with London Plan policy including London Cycling Design Standards

6.2 Key Services, Facilities and Management Plans

Key services, facilities and Management Plans to compliment the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes as set out in Table 9.

Table 9: Key Services & Facilities

Topic	Measure
Provision of Broadband	All residential units within the development will be broadband ready providing residents with the opportunity to sign up to an internet service provider. This will provide opportunities for both home working and home shopping, reducing the need to travel.
Car Park Management	A Parking Design and Management Plan will be secured as part of a planning permission. The development will operate in accordance with the approved car Parking Design and Management Plan.
Permit-free	The Development Proposals will be car parking permit-free and future residents will not be permitted to apply for permits to park along the local highways network.
Deliveries	A Delivery and Servicing Plan will be secured as part of a planning permission. The development will operate in accordance with the approved Delivery and Servicing Plan.
Cycle to work scheme	The Travel Plan Coordinator will work with commercial occupiers to encourage them to offer a cycle to work scheme, facilitating cycle equipment purchase through salary sacrifice
Cycle to work day/week	The Travel Plan Coordinator will work with commercial occupiers to promote and encourage participation in national cycle to work day/week campaigns.
Season ticket loans	The Travel Plan Coordinator will work with commercial occupiers to encourage them to offer season ticket loans, facilitating season ticket purchase through salary sacrifice.

6.3 Soft Measures

A communication strategy is key to the success of the W RTP. Details of the communication strategy for the Site are set out in Table 10.

Table 10: Soft Measures

Topic	Measure
Travel Information	A travel pack would be distributed to all available occupants and would include the following information: – Promotion of local public transport networks – Links to relevant public transport travel information websites – Promotion of health benefits associated with alternative modes of transport – Details of carbon foot-printing – The car parking management regime in place; – The availability of the Site management office to accept small deliveries during the day; – The non-availability of parking permits for LB Southwark controlled parking zones; –
Management Information	Residents of new dwellings will be provided with information about the management systems in place upon first occupation including: – The availability of, and access to, cycle parking; – The management of blue badge car parking; and – The deliveries management strategy at the Site. –

7. Management

7.1 The Travel Plan Co-ordinator

A Travel Plan Co-ordinator will be appointed to take responsibility for the delivery of the Travel Plan. The Travel Plan Co-ordinator role includes:

- Administration of the Travel Plan and measures within it;
- Liaising with public transport operators and service providers;
- Liaising with Travel Plan Co-ordinators for other parallel Travel Plans for other land uses for the Site and for other nearby sites;
- Overseeing the monitoring and reporting of the Travel Plan including liaising with the Local Authority where appropriate;
- Giving a ‘human face’ to the Travel Plan, explaining its purpose and the opportunities on offer;
- Sharing the successes of the Travel Plan and travel trends arising from monitoring surveys with the on-site population;
- Implementing any additional measures; and
- Giving advice and information on transport-related subjects to residents and visitors.

7.2 Contacting the Travel Plan Co-ordinator

The Travel Plan Co-ordinator’s contact details will be confirmed in a future version of this document, once secured through a planning permission.

8. Monitoring and Review

8.1 Review

This WRTP will be reviewed and updated once secured through a planning permission, and will include a review of any specific objectives, targets, measures, or monitoring requirements which may be secured through a planning condition or s106 agreement.

8.2 Monitoring

The Travel Plan Co-ordinator (described in section 7.1) will be responsible for monitoring the WRTP and reporting to the local authority.

To measure progress against the targets (in section 5.2), the following monitoring regime is proposed.

8.2.1 Monitoring Survey Programme

Travel monitoring surveys will be undertaken on the following programme, unless otherwise agreed with the Local Planning Authority:

- On or prior to the later of one year after the first anniversary of the first residential occupation of the development (subject to surveys being undertaken outside of the school holiday period) or three months after the first occupation of the 100th dwelling (to provide a sufficiently large survey sample size);
- Within one month of the two-year anniversary of the first monitoring survey; and
- Within one month of the two-year anniversary of the previous monitoring survey until no later than one year after first occupation of the final dwelling.

8.2.2 Monitoring Survey Format

Travel monitoring surveys will follow a TRICS SAM (Standard Assessment Methodology) or equivalent methodology and will include:

- 0700-1900 weekday survey of total person movement into and out of the Site;
- Classified counts of vehicle movement into and out of the Site;
- Questionnaire surveys at entry/exit points to the Site to main mode of travel for journeys made by foot at the Site boundary;
- Exclusion of person and vehicle movements associated with construction of the development; and
- Exclusion of person and vehicle movements associated with journeys through (and not stopping at) the Site.

8.2.3 Monitoring Reporting Programme

A WRTP monitoring report will be submitted to the Local Planning Authority within three months of the date of the monitoring survey for the relevant period.

8.2.4 Monitoring Reporting Content

Monitoring will be presented in a WRTP monitoring report. A WRTP monitoring report will take the form of a review and update of the WRTP (i.e. an update to this report). A WRTP monitoring report will include:

- Aim Target 1
 - Results of the most recent travel survey;
 - Comparison to the baseline and any previous surveys; and
 - Identification of trends.

- Action Target 1
 - The number of dwellings completed and first occupied to date;
 - The number of commercial units completed and first occupied to date; and
 - Confirmation that all residential and commercial units have been provided with the approved Welcome Pack.

9. Action Plan

The programme for the implementation of the WRTP is set out in Table 11.

Table 11: Action Plan

Action	Target (values)	Target Date	Funding	Indicator/ measured by	responsibility
Appointment of TPC	N/A	Prior to occupation	Developer	Appointment of TPC	Developer
Agree WRTP Objectives and Targets with LPA	N/A	Prior to occupation	Developer	Agreement being reached with LPA	Developer
Agree WRTP Measures and Travel Pack with LPA	N/A	Prior to occupation	Developer	Agreement being reached with LPA	TPC
Delivery of Site permeability and connectivity	Delivery phased with progress of the development and as agreed with the LPA	Phased with progress of the development and as agreed with the LPA	Developer	Completion of public realm and access points and it being made available for use	Developer
Provision of cycle parking secured through planning	Spaces phased with progress of the development and as agreed with the LPA	Phased with progress of the development and as agreed with the LPA	Developer	Completion of cycle parking and it being made available for use	Developer
Provision of car parking secured through planning	Spaces phased with progress of the development and as agreed with the LPA	Phased with progress of the development and as agreed with the LPA	Developer	Completion of car parking and it being made available for use	Developer
Availability of broadband access in homes	N/A	Prior to first occupation of each dwelling	Developer	Availability of broadband access in homes	Developer
Dissemination of Welcome Packs	Each dwelling	At first occupation of each dwelling and commercial unit	Developer	Dissemination of the Travel Pack to each dwelling and commercial unit	Developer
Undertake initial travel surveys	N/A	Later of one year after the first anniversary of first occupation or 3 months after the 100th occupation	Developer	Receipt of survey results in monitoring report	TPC
Undertake travel surveys for the duration of the monitoring period	N/A	Two year anniversary of previous survey until no later than one year after final occupation	Developer	Receipt of survey results in monitoring report	TPC
WRTP monitoring report	N/A	Within 3 months of the date of the monitoring survey	Developer	Receipt of reports by LPA	Developer

10. Securing and Enforcing

10.1 Securing

A Travel Plan is expected to be secured as part of a planning permission (either through planning conditions or a s106 Agreement attached to the planning permission).

10.2 Enforcing

A Travel Plan secured through planning conditions or a s106 Agreement is enforceable under the Town and Country Planning Act 1990. Failing to comply with any condition or limitation subject to which planning permission has been granted is a breach of planning control. Local planning authorities have a range of enforcement powers where enforcement action is considered necessary.

Appendix C

Delivery and Servicing Plan

Berkeley Homes (Capital) Plc

Aylesham Centre

Delivery & Servicing Plan

July 2024

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1. Introduction

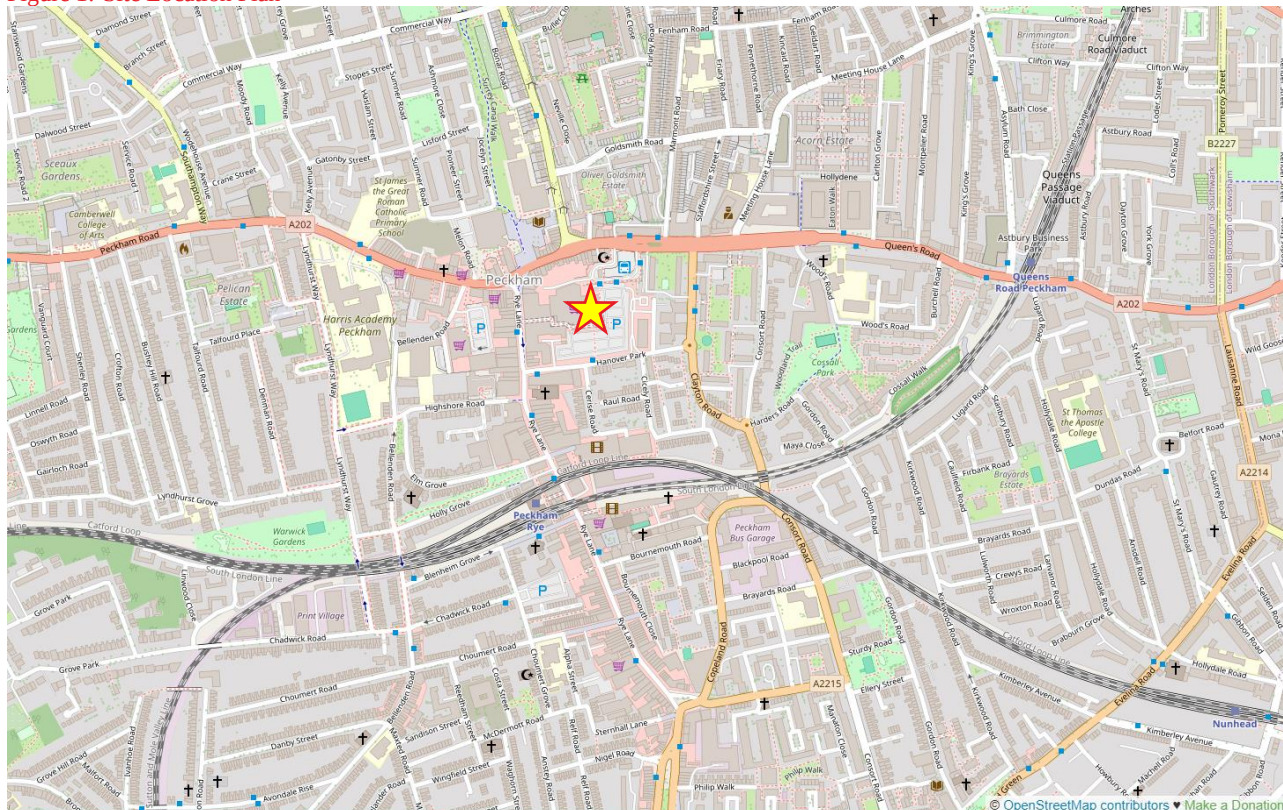
1.1 Appointment

This Delivery & Servicing Plan has been prepared by Ove Arup & Partners ('Arup') to accompany an application for full planning permission being submitted by the Applicant, Berkeley Homes (Capital) Plc, to the London Borough of Southwark (LBS).

1.2 Site Location

The Aylesham Centre (the 'Site') is located in Peckham Town Centre as shown in Figure 1.

Figure 1: Site Location Plan



1.3 Site & Transport Context

The Site is located within Peckham town centre within the administrative boundary of LBS (the Local Planning Authority ('LPA')) Rye Lane bounds the Site to the west, Hanover Park to the south and McKerrell Road to the east. Peckham Bus Station, fronting onto Peckham High Street, bounds the Site to the north. LBS is the local highway authority and Transport for London (TfL) is the strategic transport authority and Greater London Authority (GLA) is the strategic planning authority.

The Site is broadly bounded by Rye Lane to the west, Hanover Park to the south, and McKerrell Road to the east with Peckham Bus Station and the rear of properties fronting Peckham High Street bounding the Site to the north.

The Site is located adjacent to Peckham Bus Station and c.300m walk from Peckham Rye rail station. Peckham High Street to the north of the Site is part of the Transport for London Road Network (TLRN).

1.4 Development description

The Proposed Development comprises:

- Demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking (Use Class E(a)); flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis); dwellings (Use Class C3); landscaping; and associated works.

This includes:

- 877 homes Residential Apartments (C3);
- Replacement supermarket (Use Class (E(a)) c. 4,450sqm (GIA);
- Retail, Leisure and Commercial Floorspace (Use Class E/Sui Generis) of c. 6,470sqm GIA:
 - a replacement supermarket;
 - a mix of other units across a range of sizes to accommodate a mix of potential town centre use occupiers such as:
 - retail
 - food and beverage
 - office
 - work/maker space; and
 - leisure facilities;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development) including 8 Blue Badge spaces (6% of total) and 8 Parent and Child spaces (6% of total); and
- 11 Blue badge car parking for residents and employees of the town centre (non-supermarket) uses (6 on street within the Site and 5 in the basement car park).

1.5 Report Purpose

This Delivery and Servicing Plan (DSP) has been produced in the context of London Plan Policy T4 (as well as T7) which notes:

- *‘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.’*

This DSP has been prepared in the context of relevant policy and guidance, and particularly ‘Delivery and Servicing Plan Guidance, TfL, 2020’ (‘the TfL guidance’).

1.6 Report Structure

Following this introductory chapter, the remainder of this report is structured as follows:

- Chapter 2 provides a brief summary of relevant policy at the time of publication
- Chapters 3 and 4 describe the Site and management regime;
- Chapters 5 and 6 set out the objectives and measures;
- Chapters 7 and 8 sets out forecast servicing demand and targets; and
- Chapter 9 and 10 describes the monitoring and enforcement arrangements followed by an action plan.

1.7 Contact Details

Berkeley Homes Capital Plc (BHC) is the developer for the Site. This report has been prepared by Arup on behalf of BHC, and the Site will be managed by a management company on behalf of BHC and of the residents and businesses. Contact details will be confirmed in a future version of this document, once secured through a planning permission.

2. Policy Context

National Policy and Guidance

2.1.1 National Planning Policy Framework (2023)

Item D of para 112 of the National Planning Policy Framework states that states that applications for development should:

- “allow for the efficient delivery of goods, and access by service and emergency vehicles.”

2.1.2 BS:5906 Waste Management in Buildings - Code of Practice (2005)

This document provides guidance on good practice for waste management, including storage, collection and segregation.

2.1.3 Designing for Deliveries, Freight Transport Association (2016)

Designing for Deliveries provides guidance on good practice for the design of commercial premises and off-street areas which provide for the movement of goods vehicles, including service yards and approach roads.

Regional Policy and Guidance

2.1.4 The London Plan 2021

The London Plan states the following with regards to deliveries and servicing:

- Policy T7 part B: ‘Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:
 - 1) reduce freight trips to, from and within these areas
 - 2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level
 - 3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.’;
- Policy T7 part E: ‘Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.’;
- Policy T7 part G: ‘Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments’; and
- Policy T7 part H: ‘Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.’.

2.1.5 The Mayor’s Transport Strategy (2018)

The objectives of the Mayors Transport Strategy with regards to deliveries and servicing are as follows:

- Proposal 15: ‘The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network.’
- Proposal 16: ‘The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London’s strategic transport network’
- Proposal 17: ‘The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, Business Improvement Districts (BIDs) and individual businesses, to improve the efficiency of last mile deliveries and servicing’

2.1.6 Vision Zero Action Plan (2019)

The Vision Zero Action Plan focuses on reducing the dominance of motor vehicles on our streets and ensuring that road danger reduction is central to all transport-related activity.

The Vision Zero Action Plan describes the Direct Vision Standard for Heavy Goods Vehicles (HGVs) which came into force on 01 March 2021. All HGVs of more than 12 tonnes are required to hold a safety permit when entering or operating in London.

2.1.7 Freight Servicing Action Plan (2019)

As part of the Mayor's Vision Zero ambition, this Freight Servicing Action Plan seeks to transform how deliveries are made in London, reducing road danger and helping to clean up London's toxic air.

Working with boroughs to better coordinate the control of freight movements on London's roads, including supporting London Councils' review of the London Lorry Control Scheme, which helps manage noise nuisance from the largest lorries during unsocial hours and allow more deliveries where appropriate to take place during off-peak hours.

The Freight Servicing Action Plan seeks to increase the use of water and rail by protecting and reactivating wharves and working with Network Rail to take advantage of opportunities to grow rail freight where possible.

It also seeks to reduce harmful vehicle emissions and clean up London's air. The Ultra-Low Emission Zone (ULEZ) was launched in central London in 2019 and expanded London-wide in 2023. This will bring in stricter exhaust emission standards for most vehicles, including vans and lorries.

The Freight Servicing Action Plan also seeks to improve skills training and education on how to avoid danger posed by freight vehicles.

2.1.8 Freight Operator Recognition Scheme (FORS)

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme, which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators in London become safer, more efficient and more environmentally friendly. The scheme offers a number of benefits including advice, training and discounted breakdown assistance.

Bronze accreditation confirms that you employ good practice and comply with the requirements laid out by the FORS Standard. This includes demonstrating dedication to driver and vehicle safety, combined with improving operating practices through effective monitoring of fuel and tyre usage.

By achieving FORS Silver accreditation the vehicle fleet will be compliant with the Construction Logistics Community Safety (CLOCS) Standard and with TfL's WRRR (Work Related Road Risk), which is a freight safety initiative aligned with the Mayor's Vision Zero approach to road danger reduction.

FORS Gold accreditation is only awarded to exceptional operators who have met challenging targets. FORS Gold operators will actively promote the FORS Standard to their supply chain and produce a case study documenting their progression through to the top level of accreditation.

2.1.9 Delivery and Servicing Plan Guidance (2020)

TfL's Delivery and Servicing Plan Guidance provides guidance on the production of DSPs and sets out guidance on the content of a DSP as follows:

- Introduction
- Specific information about the Site
- Objectives and measures
- Data on trip rates and targets
- Monitoring and refreshing the DSP

2.1.10 TfL Code of Practice for Quieter Deliveries (2018)

The Code of Practice guidance was produced by TfL to help organisations manage quieter deliveries, collection and servicing activities. The document was produced in partnership with the freight industry, business groups, London Councils and the Retiming Deliveries Consortium. The document recommends measures such as the following:

- 'Using newer and quieter delivery vehicles and equipment, where possible'
- 'Making sure all equipment – both on the vehicle and at the delivery point – is in good working order and maintained or modernised to minimise noise when in operation'
- 'Ensuring all colleagues involved in delivery activity are briefed and trained appropriately, in equipment, practices and in accordance with the Code of Practice'
- 'Liaising with colleagues, other local businesses, suppliers and carriers to minimise the likelihood of more than one vehicle arriving at the same time'

Local Policy

2.1.11 Southwark Local Plan (2022)

The Southwark Local Plan was adopted in 2022 and sets out the council's vision for the borough until 2036. Policy P14 sets out requirements for ensuring good quality design and delivery servicing.

2.1.12 Southwark Transport Strategy (2023)

The Southwark transport strategy was adopted in 2023 and sets the vision for transport in the Borough until 2026. Objective 9 of the strategy relates to freight and servicing trips, being to *"Reduce the impact of freight on our streets and support business to operate sustainably and efficiently"*. This strategy focuses on increasing provision of sustainable freight and last mile delivery hubs, these measures promote the adoption of cargo bikes which would reduce congestion on the road network and associated delivery trips air pollution.

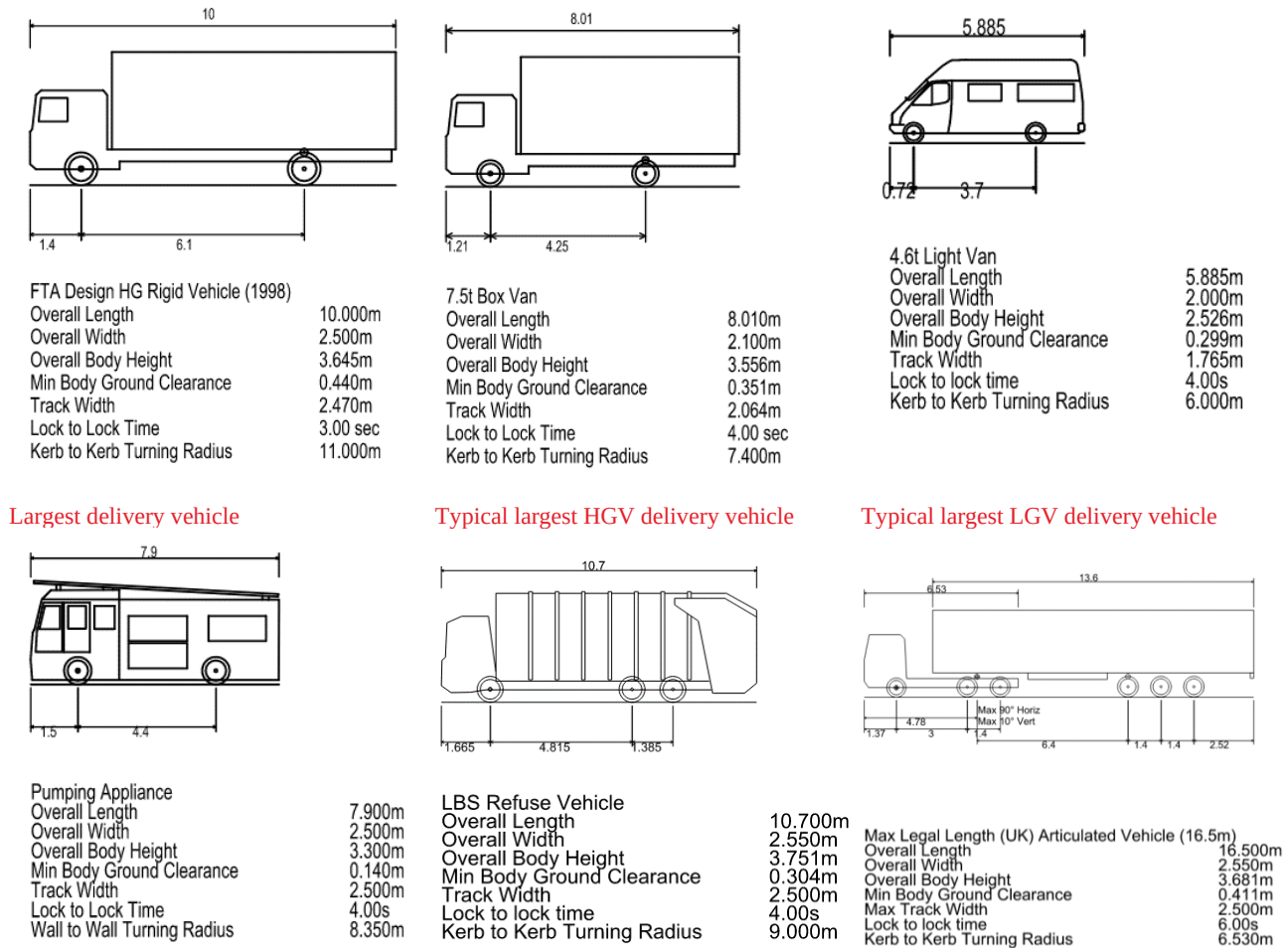
3. Site Information: Facilities

3.1 Servicing vehicles

Servicing will be made by a range of vehicle sizes and types, and largely those shown in Figure 2. As the Proposed Development includes a supermarket, the Site will also attract articulated HGVs, though these can be directly controlled by the operator.

TfL increasingly encourage and require that the ‘last mile’ leg of a delivery journey is undertaken by increasingly sustainable means. Cargo cycles are expected to become an increasingly common sight across London. Data isn’t yet available to forecast what this future may look like or at what rate that shift may take place, but it is important to consider how deliveries by cargo-cycle can be accommodated over time.

Figure 2: Servicing Vehicles



Fire tender

Largest refuse collection vehicle

Swept path analysis of the streets and service yard (as well as car park) for the largest vehicles expected to use each location and route is provided in Appendix A.

3.2 Servicing vehicle access strategy

The servicing vehicle access strategy as well as location of loading bays and other locations where vehicles can load are shown in Figure 3.

Figure 3: Servicing Vehicle Access Strategy



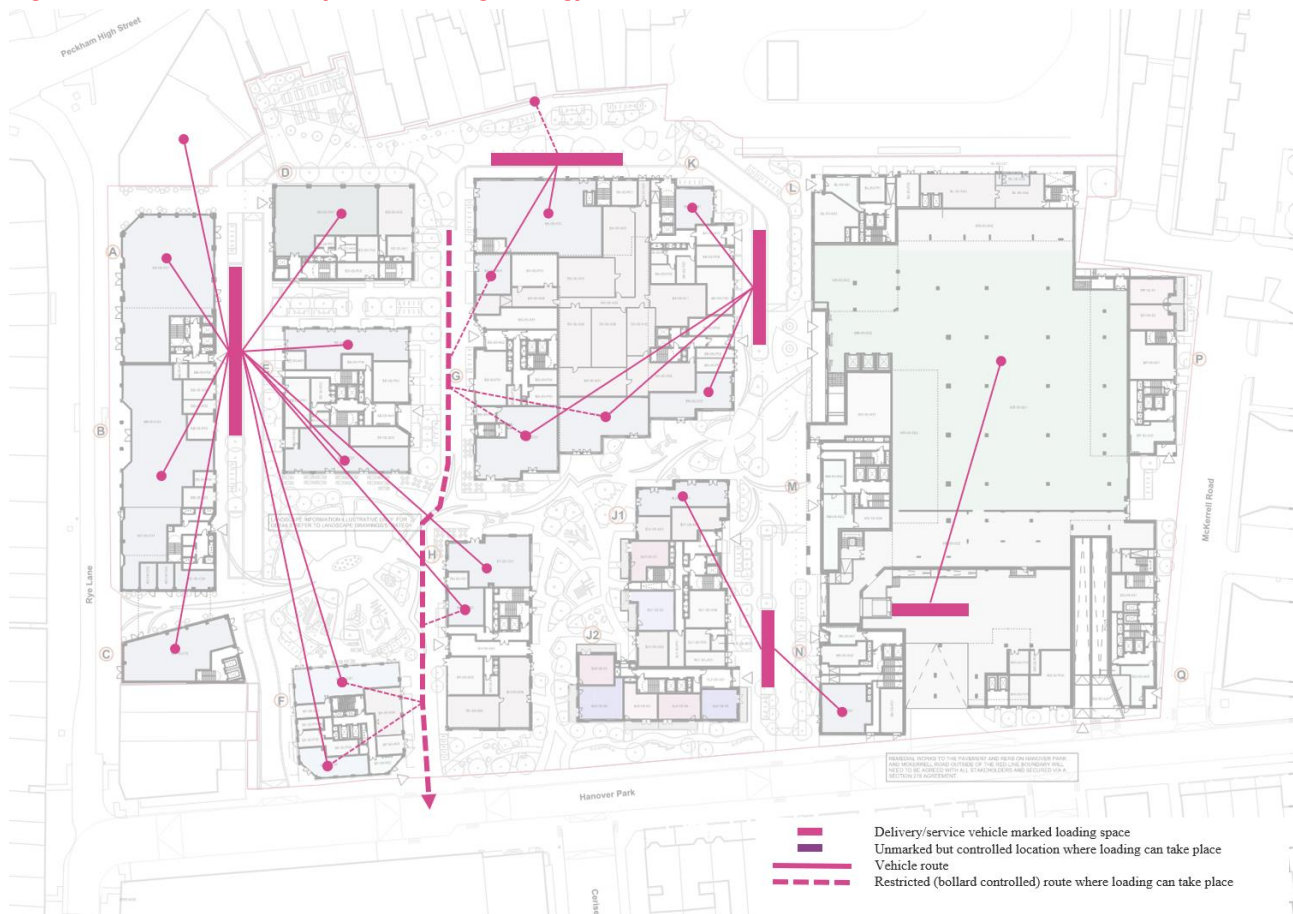
Key features of the servicing strategy include:

- General vehicle access (predominantly for servicing) operates clockwise within the Site, on a street level loop (replacing the existing northwest and south west service yards) including:
 - Four marked loading bay locations; and
 - One unmarked location where a refuse vehicle can stand to collect refuse without blocking passing vehicles;
- One predominantly pedestrian route will facilitate limited vehicle access for refuse collection and direct commercial and large furniture deliveries to residential dwellings (north-south through the centre of the Site, one way southbound) – vehicle access on to this route will be bollard controlled, managed by the on-Site management team and vehicles will be able to stand at any location on the route as advised by the on-Site management team – no more than one vehicle is expected to be permitted in to this space at any one time;
- An enclosed service yard for the Morrisons Supermarket;
- Space on McKerrell Road for light goods vehicles to stand on yellow line no-waiting restrictions while delivering to blocks P and Q facing McKerrell Road; and
- Refuse collection from McKerrell Road for blocks P and Q.

3.3 Commercial Delivery and Servicing Strategy

The commercial deliveries strategy is shown in Figure 4, in line with the strategy described in section 3.2.

Figure 4: Commercial Delivery and Servicing Strategy



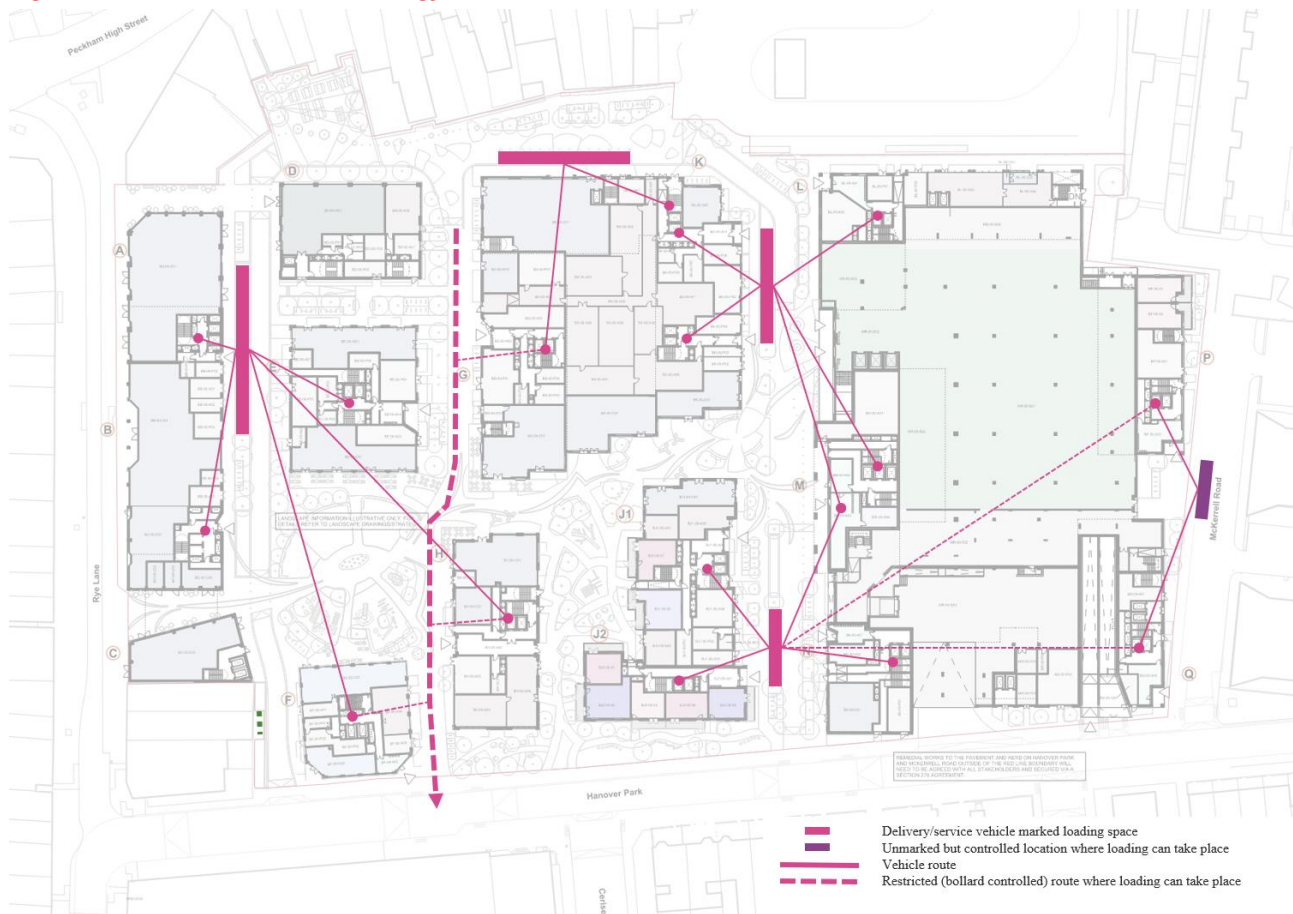
All commercial deliveries and servicing (refuse collection) will be scheduled through a booking system providing target delivery windows, to minimise the risk of demand for loading space exceeding supply. The number of loading bays has been set to reflect the anticipated demand, described in chapter 7. The supermarket yard would be managed directly by the supermarket.

The Jones and Higgins building north west of the Site has an established right to take deliveries from within the Site and can continue to be facilitated as illustrated in Figure 4. No other units outside of the Site have established rights to be serviced from the Site. As part of a longer term vision, it is hoped that the units fronting Peckham High Street will redevelop their southern (rear) areas to create active frontage on this boundary, and in that scenario such south facing units may be permitted to take servicing from within the Site as illustrated in Figure 4.

3.4 Residential deliveries

The residential deliveries strategy is shown in Figure 5, in line with the strategy described in section 3.2.

Figure 5: Residential Deliveries Strategy

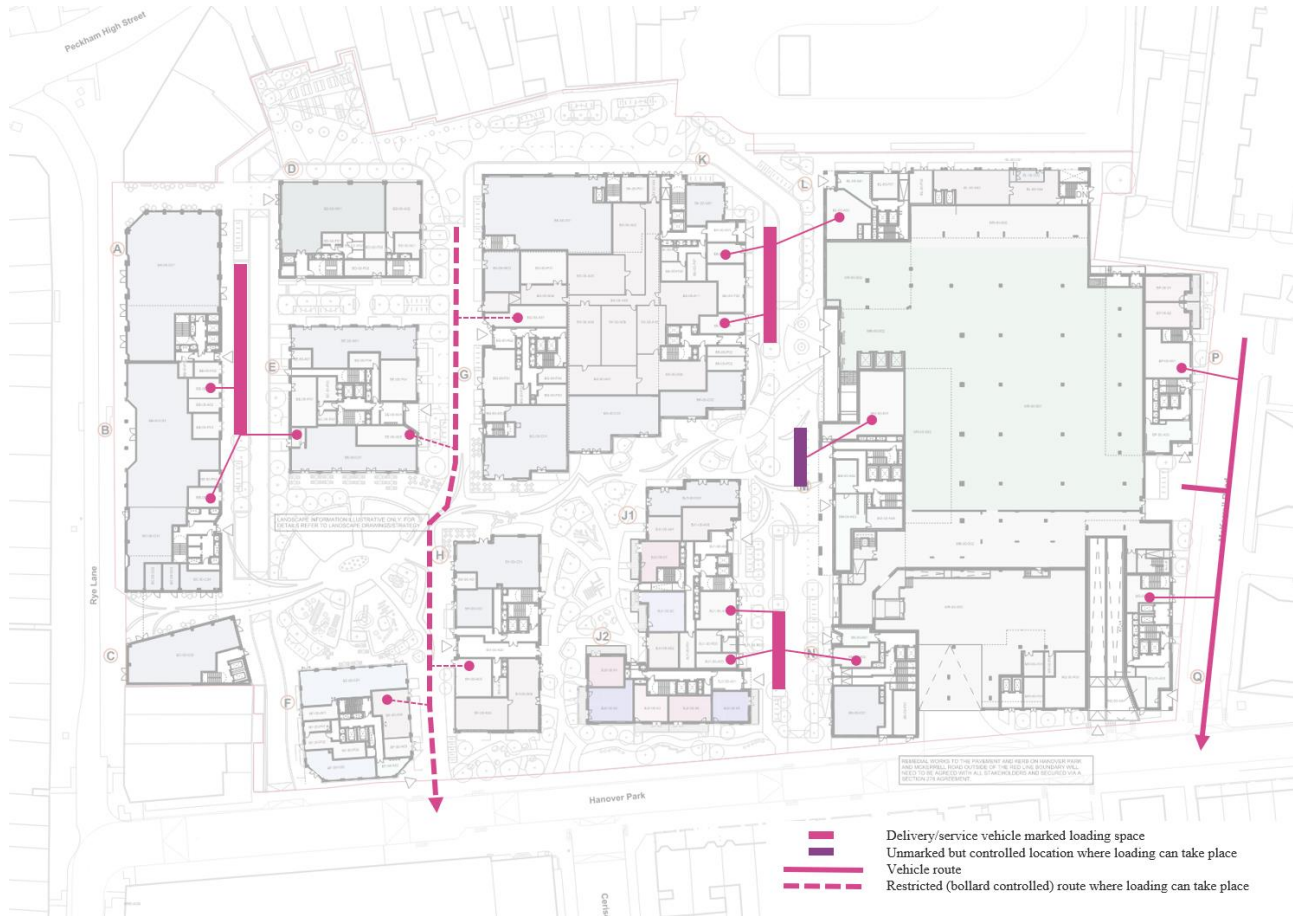


Generally, deliveries will be made directly to the residents or post rooms for letters and small parcels. A concierge is provided at the bottom of block M which will be able to take in non-perishable deliveries.

3.5 Residential waste collection

The residential waste collection strategy is shown in Figure 5 and in Appendix A, in line with the strategy described in section 3.2.

Figure 6: Residential Waste Collection Strategy



Residential waste stores are located within the 10m of the back of the refuse vehicle standing position. On McKerrrell Road, refuse collection will take place on-street and a turning facility is provided to allow for refuse collection vehicles to turn around as described in section 3.2.

4. Site Information: Management

4.1 Delivery and Waste Receipt, Movement and Storage

4.1.1 Residential Goods Receipt and Storage

Residential Goods Receipt and Storage will be managed as follows:

- Direct deliveries:
 - Deliveries of perishable goods such as grocery and food deliveries and large furniture deliveries or removals will be made directly to the apartments;
 - Deliveries of small parcel deliveries and Royal Mail post deliveries will be made directly to the apartments, local post rooms (where this facility is provided) or if residents are not available to receive such deliveries delivery staff will be directed to the concierge via the intercom (where this facility is available);
 - Direct deliveries will be taken from the loading bays on street and transported to residential entrances via the street by delivery staff or residents;
 - The Estate Management Company will be responsible for the management of servicing bays at street level, the post rooms and concierge (as described in section 4.1.3 and chapter 6);
 - Residents with significant requirements for loading bays space (such as moving in or out) will book space via the estate management 'App';
 - Residents will be notified that they have received a delivery at the concierge via the estate management team 'App'; and
 - Resident collection from the concierge will be by foot via the pedestrian routes within the Site.
- Service Yard deliveries
 - Residential deliveries will not be made via the service yard, which is for Morrison use only.

4.1.2 Commercial Goods Receipt and Storage

Commercial goods receipt and storage will be managed as follows:

- Supermarket deliveries will be via the dedicated supermarket service yard, which will be managed by the supermarket;
- All other commercial deliveries will be via the on-street loading bays;
- Commercial occupiers will be required to pre-book and co-ordinate deliveries with the estate management team;
- Goods received at street level will transferred directly to the commercial units via the street.

Commercial tenants will be required to undertake a risk assessment prior to occupation as part of the process to agree the delivery and servicing arrangement with the estate management team. The risk assessment will follow the following process:

- A Site visit;
- The identification of the probability and the consequence of reasonably foreseeable hazards associated with servicing activities, combining to define a base risk level which will be categorized on a predefined scale;
- Those risks identified as being significant will assessed further and suitable mitigation will be identified;

- That mitigation will be identified following the principle of ‘eliminate > reduce > isolate > control > personal protective equipment > discipline’;
- The residual risks will be reassessed and recategorized and to risk assessment will be complete only once significant risks have been adequately mitigated;
- The mitigation identified will then be implemented, embedded in the relevant operational procedures as a method statement, and monitored by the Estate Management Team;
- This will include items such as the number of people required to manage servicing and any requirements for banksmen; and
- This process will establish routes and locations for the movement and handover of goods.

4.1.3 Refuse & Recycling Storage and Collection

Refuse & recycling storage and collection will be managed as follows:

- Waste collection will be taken from the street;
- Waste (including bulky waste) will be collected from waste stores;
- Separate refuse stores will be provided for LB Southwark refuse collections for the residential part of the scheme as well as private commercial collections;
- Residential waste collection:
 - Adequate internal storage will be provided in all units for the separation of recyclable materials and organics from general refuse;
 - Residents will take their waste to the closest dedicated refuse & recycling storage rooms;
 - Waste storage rooms are located in close proximity to residential cores to comply with building regulation carry distances;
 - Mixed recyclables will be stored in large 1,100 litre bins, residual waste in 1,100 litre bins and organic waste in 240 litre bins;
 - Appropriate signage on waste segregation will be displayed in all waste rooms;
 - Residents will be made aware of the waste strategy when moving in;
 - The private residential refuse collections will be scheduled to not conflict with other deliveries through the delivery booking system;
- Commercial waste collection:
 - Supermarket refuse and recycling will be managed directly by the supermarket from the supermarket service yard;
 - A managed solution will be implemented for all other commercial waste as follows:
 - Commercial occupiers will take their waste to the closest dedicated refuse & recycling storage rooms or their own waste rooms provided during fit-out,
 - Mixed recyclables will be stored in large 1,100 litre bins, residual waste in 1,100 litre bins and organic waste in 240 litre bins; and
 - The private commercial refuse collections will be scheduled to not conflict with other deliveries through the delivery booking system.

4.2 Estate Management

The estate management team will be tasked with managing all deliveries, servicing and refuse collection arrangements at the Site. A management framework and series of management measures will be in place to manage deliveries at the Site (refer to chapter 6).

4.2.1 Estate Street Loading & Parking Enforcement

The streets within the development will be managed by the estate management team in accordance with the DSP as follows:

- Restrictions on access, loading, parking and priority control will be clearly displayed via signage;
- The estate management team will be responsible for co-ordinating the delivery booking system;
- Loading bays will be restricted to a maximum duration of stay, initially 20 minutes subject to monitoring and review; and
- The streets within the Site will operate as one-way streets.

4.2.2 Service Yard Management

The supermarket service yard will be managed by the supermarket operator as follows:

- Drivers will be briefed in advance on protocols for use of the service yard;
- The supermarket operator will be responsible for planning and scheduling deliveries and for receiving deliveries and transferring waste.

4.2.3 Contraventions and enforcement

Contraventions of the servicing controls in place on the Site will be managed by the estate management team as follows:

- The estate management team will work with tenants and suppliers where delivery and servicing is in contravention of the management protocols and regimes in place to understand the reasons for the deviation and agree a plan to minimise the risk of further deviations;
- Where necessary, the estate management team will be able to use mechanisms within leases to enforce necessary changes; and
- Vehicles parking or loading in contravention of the restrictions in place will be issued on-the-spot fines and number plates will be recorded by the estate management team.

4.2.4 Delivery Timing and Restrictions

Delivery and timing restrictions at the Site will be managed as follows:

- A delivery booking system is expected to be implemented (refer to chapter 6) to:
 - spread servicing demand across the day; and
 - prevent avoidable peak hour deliveries (0800-0900 and 1700-1800);
- Commercial occupiers (except the supermarket operator, which will manage its own deliveries) will be required to use and comply with the booking system (including restrictions on peak hour deliveries) and will be a condition of the commercial leases;
- Residents will be encouraged to avoid booking deliveries to arrive during peak hours or in unsociable hours and will be required to use the delivery booking system for moving in and out.

4.2.5 Noise Minimisation

Noise minimisation at the Site will be managed as follows:

- The need to reverse is on-street is minimised around the Site (refer to chapter 3);
- Commercial deliveries would be required to be made outside of unsociable hours;
- Residential deliveries are, as a matter of course, made outside of unsociable hours;
- The delivery booking system will prevent avoidable peak hour deliveries (0800-0900 and 1700-1800) and deliveries in unsociable hours;
- Commercial occupiers (except the supermarket operator, which will manage its own deliveries) will be required to use and comply with the booking system (including restrictions on peak hour deliveries and antisocial hours) and will be a condition of the commercial leases;
- A servicing etiquette and quiet delivery protocol will be in place at the Site and all commercial tenants and suppliers will be required to act in accordance with the protocol (refer to chapter 6); and
- The management company will be responsible for managing and enforcing the protocol.

5. Objectives

5.1 Objectives

The DSP has the following overarching objectives:

- To ensure and control that servicing at the development is managed and undertaken in a way which is safe, clean and efficient; and
- To minimise negative effects arising from servicing; and
- To facilitate sustainable freight travel to and from the Site.

To support the realisation of these overarching objectives, several sub-objectives have been set out, and include:

- Promote smarter operations that reduce the need for freight travel overall or that reduce or eliminate trips and particularly those in peak periods;
- Encourage greater use of sustainable freight modes;
- Promote use of low or zero emission vehicles for delivery and servicing, and associated reduction of CO₂ and air pollutant emissions;
- Manage the on-going development and delivery of the DSP with the retail tenants;
- Communicate Site servicing facilities (through dissemination of information) to staff and suppliers;
- Communicate the DSP and its constituent measures to the Site occupiers; and
- Encourage efficient use of freight vehicles and servicing/delivery trips.

6. Measures

6.1 Management Framework

Each individual tenant will be required to comply with the DSP under the terms of their occupational lease.

The estates management team will include a Delivery & Servicing Coordinator (DSC) who will have Site wide responsibility for management of deliveries and servicing across the Site. The primary duties of the DSC includes:

- Developing and monitoring implementation of the initiatives outlined in the DSP;
- Liaising with key organisations, such as LB Southwark, TfL, etc;
- Acting as the central point of contact for deliveries and servicing at the Site;
- Providing advice and information to employers, employees and residents;
- Coordinating with tenants/occupiers in relation to their servicing needs;
- Managing the efficient scheduling of deliveries;
- Liaising with contractors and suppliers to minimise operational movements and space;
- Working with commercial occupiers to seek opportunities to consolidate deliveries;
- Promoting and marketing the DSP; and
- Overseeing monitoring of the DSP and reporting issues and outcomes.

All residents will be able to engage with the DSC directly, but residents will also appoint a representative or group of representatives as a point of contact for the DSC through whom delivery and servicing matters can be discussed. Commercial tenants will be required to nominate named individuals act as a point of contact for the DSC and to be responsible for management of deliveries and servicing for their business. The nominated points of contact will be responsible for the following:

- Ongoing delivery and implementation of the DSP;
- Coordination and cooperation with the DSC;
- Acting as the first point of contact for questions and issues regarding the DSP;
- Ensuring information is current and relevant;
- Promoting and marketing the DSP within their remit; and
- Assisting with monitoring of the DSP and reporting issues and outcomes.

6.2 Implementation and Raising Awareness

Residents, employees and suppliers will be given information on the DSP at first occupation and through ongoing communication. Engagement can make people feel more involved and consequently participate more enthusiastically and in greater numbers. The DSC will set up a forum open to all residents and employees to discuss and share information relating to deliveries and servicing. Feedback will also be encouraged to identify areas where delivery and servicing can be improved. Meetings will be undertaken at a convenient time to ensure that all residents and employees who wish to attend are able to do so. The DSC will extend the invitation for attendance to local organisations associated with the Site.

6.3 Delivery Booking System

A delivery booking system will be used at the Site for all commercial deliveries and for residential moving in and out (in so far as is reasonably practicable). Through the delivery booking system, the estates management team will:

- spread delivery and servicing activity to minimise ‘spikes’;
- avoid deliveries from being booked to arrive in peak times;
- minimise the unexpected deliveries;
- regulate a significant proportion of HGV arrivals across the day;
- ensure time-sensitive deliveries are achieved at the right time;
- ensure recipients are ready to receive their deliveries;
- integrate refuse collection slots into the system to safeguard space;
- allocate a target delivery times to suppliers;
- have staff on hand to receive goods efficiently when required;
- avoid booking any ‘nosier’ activities and quieter/unsociable hours;
- take action where vehicles arrive without, or significantly outside of, a booked slot; and
- monitor, review and revise booking slots to reflect observed activity.

The DSC will work with tenants and suppliers where vehicles arrive without, or significantly outside of, a booked slot to understand the reasons for the deviation and agree a plan to minimise the risk of further deviations.

6.4 Supply Chain Management, Consolidation and Efficiency

Commercial occupiers would be required to contract suppliers registered with FORS. The DSC will work with commercial occupiers to seek opportunities to consolidate deliveries. All commercial occupiers will be required to use a single waste collection contractor.

The scale of the development will allow larger suppliers and delivery companies (such as DPD, Parcelforce, Amazon, Evri, DHL, etc) to make single deliveries to the Site with multiple packages.

6.5 Servicing Etiquette and Quiet Delivery Protocols

The DSC will work with commercial tenants and suppliers to implement a servicing etiquette and quiet delivery protocol. This will include:

- Approach and leave the Site quietly;
- Be aware of the effect noise levels can have on local residents;
- Do not sound horns;
- Reversing alarms should be white noise (or switched off where banksmen are available);
- Engines should be switched off immediately when not manoeuvring;
- Refrigeration equipment should be switched off in advance of arrival where possible;
- If the radio is on, ensure the cab windows are closed and switch the radio off before opening the door;
- Minimise the frequency of opening and closing vehicle doors, and do so quietly;
- Take care to minimise rattle when moving roll cages;

- Adhere to the delivery booking system to ensure Site staff are ready to receive deliveries;
- Avoid raised voices;
- Lower flaps on tail-lifts carefully and quietly;
- Place locks gently in their resting position/stowage point;
- Minimise excessive air brake noise;
- When finished unloading/loading, close up the vehicle quietly; and
- Use rubber matting where appropriate.

Commercial tenants will be required to communicate the protocols in place when placing orders, in so far as is reasonably practicable. Commercial tenants will also be responsible for ensuring that their suppliers adhere to the protocol while on the Site. The estate management team will monitor onsite activity and raise any breaches of the protocol with the commercial tenants and the suppliers and agree a plan to minimise the risk of further deviations.

6.6 Parcel Deliveries/Collections

Chapters 3 and 4 describe the facilities available for residents of the development to receive goods. The estate management team will work with commercial occupiers to discourage staff from receiving personal deliveries at the Site.

6.7 First Occupation, Fit Out and Removals

Residents and commercial occupiers moving into or out of the Site will be required to use the delivery booking system.

6.8 Estate Management Team Training

The estate management team will be required to undertake training to ensure they have sufficient knowledge and understanding of the DSP as required for their role. The commercial tenants will similarly be required to have received sufficient training to understand relevant aspects of the DSP, such as the delivery booking system and the servicing etiquette and quiet delivery protocol.

The estate management team will also be required to undertake training to ensure they have sufficient knowledge and understanding waste management strategy as required for their role, such as in the operation of electric tugs and in the safe movement of tugs around the Site.

6.9 Features & Measures Summary

Some aspects of the servicing strategy are within the reasonable control of the developer while others are less so, reflecting the nature of a residential development and of commercial elements where occupiers are not yet known (and would in any case change over time). Table 1 outlines the specific measures and initiatives included within the DSP. The measures are grouped into three categories (safe, clean and efficient), reflecting chapters 2 and 3 of the TfL guidance.

Table 1: DSP Measures Outline

Safe	Servicing manoeuvres can be undertaken in a forward gear as far as practicable, minimising the need for reversing, with separate pedestrian routes where reversing is required Sufficient space and intervisibility is provided between pedestrians/cyclists and servicing vehicles Commercial occupiers will be required to undertake risk assessments for their servicing requirements prior to occupation Servicing activities will be managed by the estate management team
Clean	Commercial occupants of the Site will be required to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS) The Site sits within the Ultra Low Emissions Zone (ULEZ) Supermarket deliveries and refuse collection will be taken from a segregated off-street service yard
Efficient	All supermarket servicing to be taken from a dedicated service yard A good number of loading bays are provided within a reasonable distance of core and plot entrances The provision of a concierge and post room facility allowing non-perishable deliveries to be made when residents are not at home with goods being held at post rooms collected by the resident A level route between vehicle loading points and cores/stores/plots All planned deliveries are to be pre-booked and managed to minimise implications for day-to-day operations Commercial occupants of the development will be required to co-ordinate deliveries wherever possible in instances where common suppliers are used Commercial occupants of the development will be required to arrange deliveries outside of peak hours and outside of unsociable hours Waste operations within the development will be actively managed by the estate management team, with staff receiving appropriate training The delivery procedures in operation at the development will be communicated to occupants as part of any welcome packs and literature

7. Forecast Servicing Demand

7.1.1 Introduction

The majority of servicing activity is expected to take place between 0700 and 1900. Some retail servicing will take place outside of this period and some direct fresh food deliveries to dwellings will continue into the evening.

7.1.2 Residential Servicing Forecast

The forecast residential accumulation and demand for servicing activity is presented in Figure 7 and Figure 8 respectively.

Figure 7 Forecast residential servicing demand accumulation

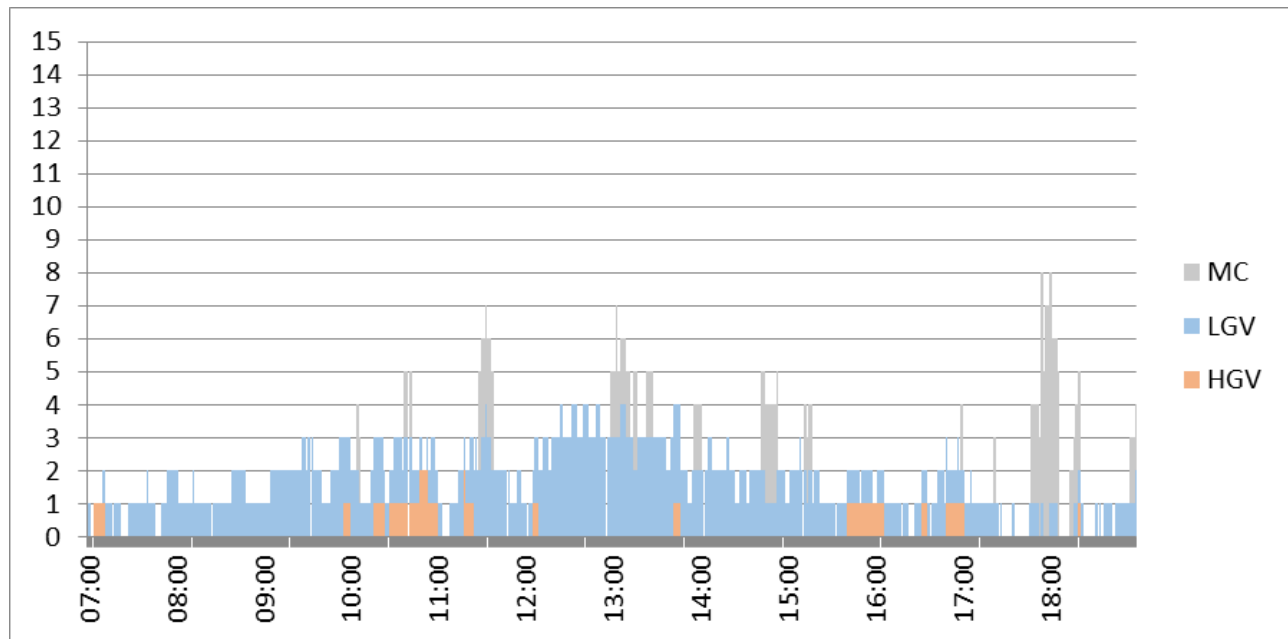
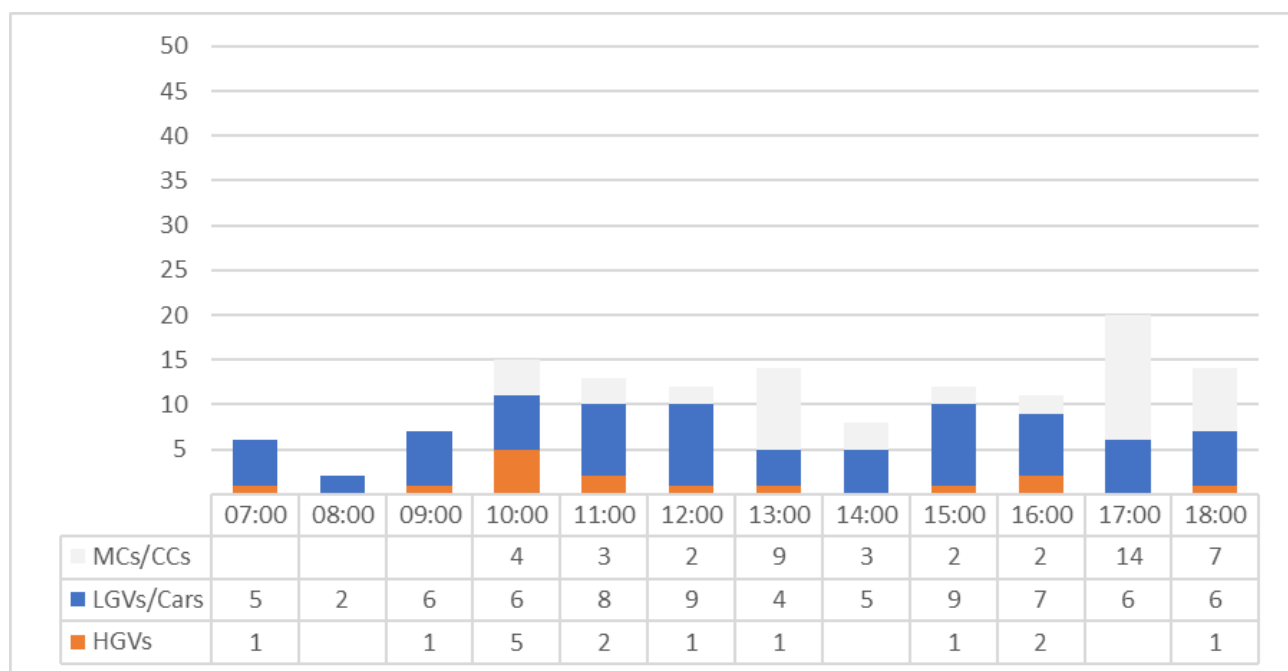


Figure 8 forecast residential servicing demand arrivals



7.1.3 Commercial Servicing forecast

The forecast commercial (excluding supermarket) accumulation and demand for servicing activity is presented in Figure 9 and Figure 10 respectively.

Figure 9 Forecast non-residential servicing demand accumulation

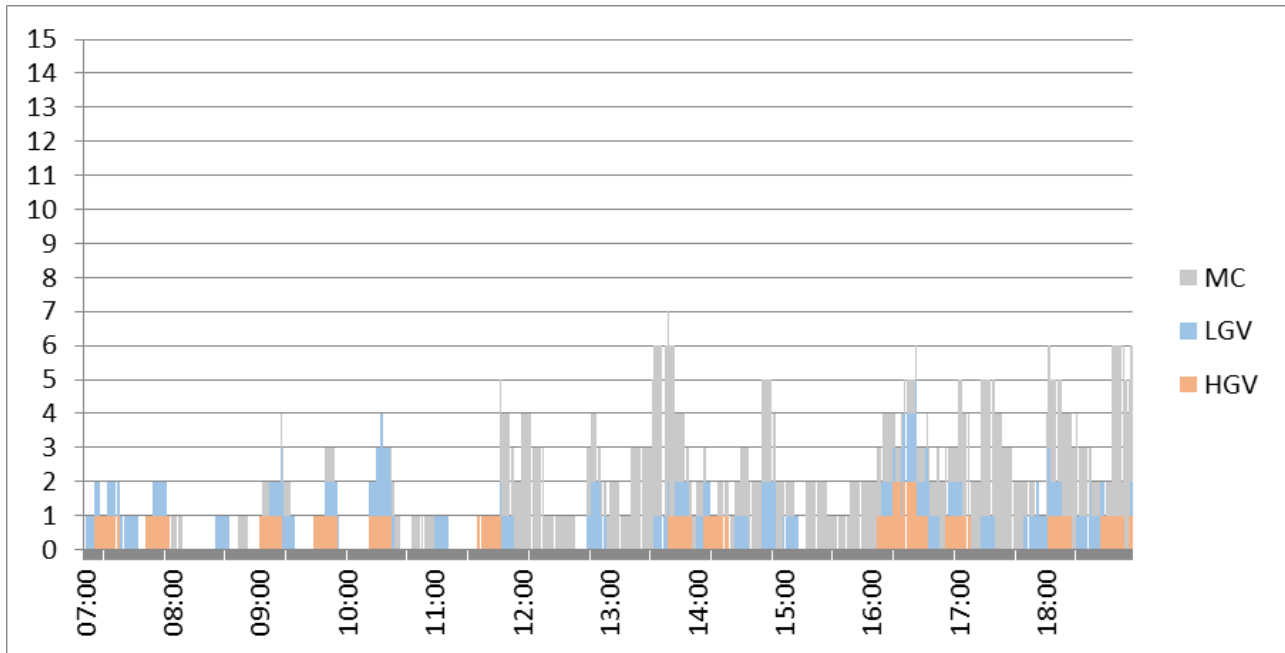
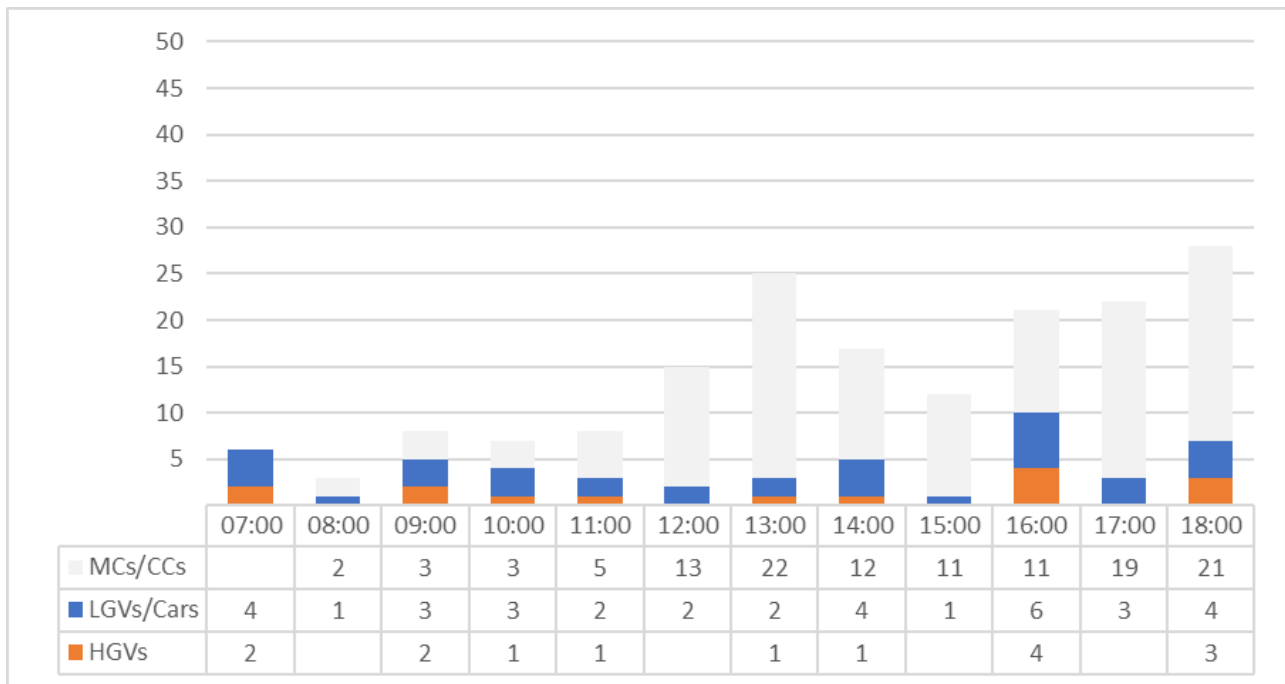


Figure 10 Forecast non-residential servicing demand arrivals



7.1.4 Combined Servicing Forecast (Excluding Supermarket)

In practice, servicing space will be shared between uses and it is therefore sensible to review the servicing demand in combination, as shown in Figure 11 and Figure 12.

Figure 11 Forecast total servicing demand accumulation

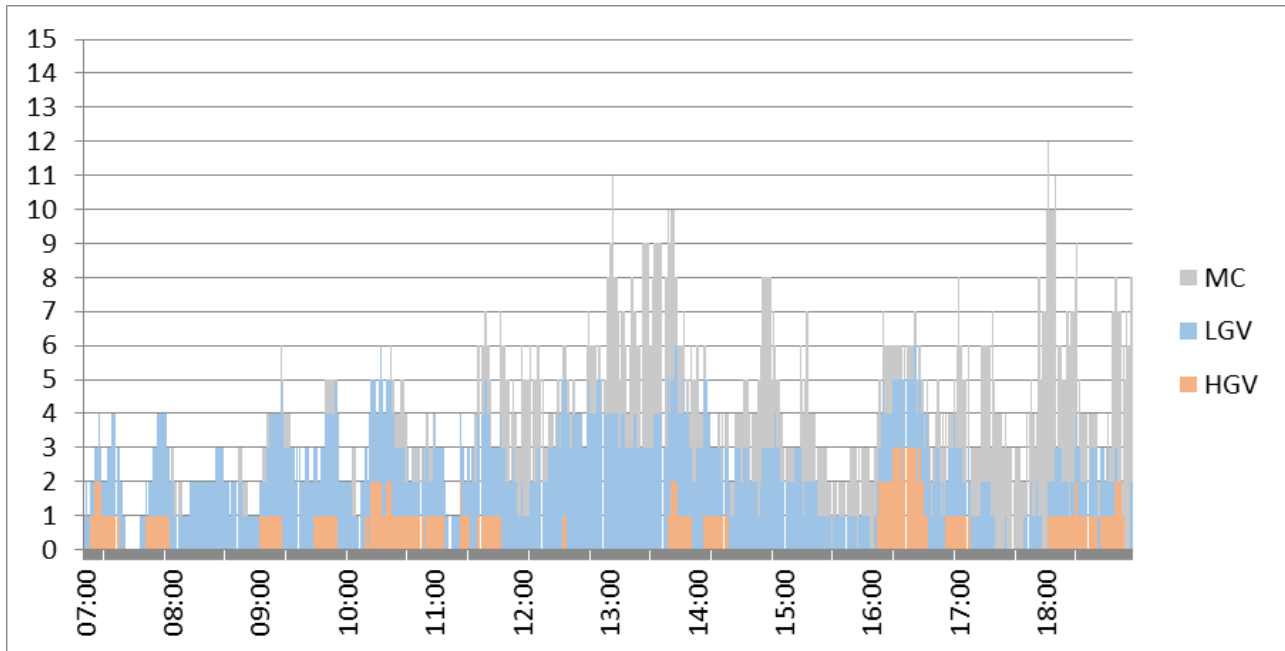
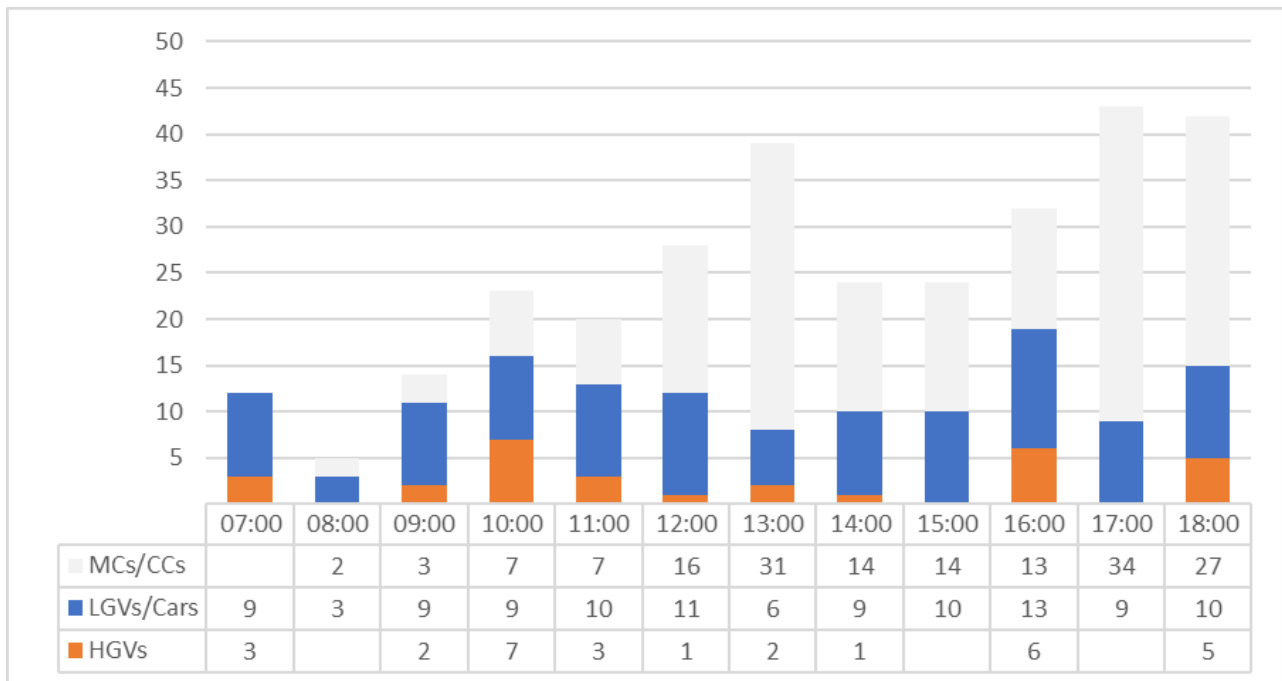


Figure 12 Forecast total servicing demand arrivals



This implies a requirement for space for c.6 HGVs/LGVs to stand at one time, plus space for cargo cycles and motorcycles which will typically fit within loading bays without additional provision.

7.1.5 Supermarket Servicing Demand

The supermarket servicing demand is defined by the proposed operator, Morrisons. This is expected to include c.5 HGV arrivals per day.

8. Targets

8.1 Targets

Targets are tailored to deliver the objectives of the Travel Plan and must be Specific; Measurable; Attainable; Realistic; and Timed (SMART).

Two types of targets can be considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a Delivery & Servicing Co-ordinator (DSC), whilst 'Aim' type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. This Travel Plan includes both 'Action' type target and 'Aim' type targets.

Action Target 1

To:

Raise residents' and employees' awareness of the delivery and servicing management measures and requirements upon first occupation and in particular:

- *How to contact the Delivery & Servicing Co-ordinator;*
- *The benefits of sustainable freight management;*
- *The management framework in place*
- *The delivery booking system;*
- *The benefits of consolidation;*
- *The supply chain management requirements in place;*
- *The servicing etiquette and quiet delivery protocols in place; and*
- *Parcel delivery collections facilities and restrictions.*

Achieving this specific and timed target will be measured by the implementation of marketing and awareness raising measures (section 6.2).

Aim Target 1

To:

Not materially exceed the number of HGV & LGV's using the on-street loading bays between 0700 and 1900 than the forecast set out in chapter 7 in any travel plan survey period (refer to section 0).

The forecast will be agreed as being realistic and achievable through the planning process. This target will be refined once the results of the initial travel survey have been reviewed.

Achieving this specific and timed target will be measured through monitoring travel surveys the results of which will be reported to the Local Planning Authority.

9. Monitoring & Enforcement

9.1 Monitoring

The DSC and the estate management team will monitor the operation of deliveries and servicing against this DSP and make adjustments as necessary to address any unacceptable issues as may arise or be notified of by the planning and highway authorities.

The Workplace and Residential Travel Plan (WRTP), which is a parallel documents to this DSP, secures a requirements for TRICS SAM equivalent surveys, which includes monitoring of servicing activity. The programme for monitoring is described in the WRTP. The monitoring will be presented in a review and update of the WRTP.

The DSC and the estate management team will use the monitoring surveys to assess the need for any amendments to the delivery booking system or other management facilities in place at the Site. The DSC will also use the surveys to set SMART (Specific, Measurable, Achievable, Relevant, Time bound) targets for continued operation.

9.2 Enforcement

A DSP secured through planning conditions or a s106 Agreement is enforceable under the Town and Country Planning Act 1990. Failing to comply with any condition or limitation subject to which planning permission has been granted is a breach of planning control. Local planning authorities have a range of enforcement powers where enforcement action is considered necessary.

10. Action Plan

The action plan in Table 2 summarises the key facilities to be implemented and actions to be taken associated with this DSP.

Table 2: Action Plan

Action	Target (values)	Target Date	Funding	Indicator/ measured by	Responsibility
Appointment of DSC and estate management team	N/A	Prior to occupation	Developer	Appointment of DSC and estate management team	Developer
Agree Objectives and Targets with LPA	N/A	Prior to occupation	Developer	Agreement being reached with LPA	Developer
Agree Measures with LPA	N/A	Prior to occupation	Developer	Agreement being reached with LPA	Developer
Delivery of Site physical infrastructure	N/A	Prior to infrastructure being brought into use	Developer	Completion of Site physical infrastructure	Developer
Delivery of Site digital infrastructure	N/A	Prior to infrastructure being brought into use	Developer	Completion of Site digital infrastructure	Developer
Bringing into operation of Site facilities management, monitoring and enforcement	N/A	Prior to infrastructure being brought into use	Developer	Bringing into operation of Site facilities management, monitoring and enforcement	Developer
Undertake risk assessments	Prior to commercial occupations	At first occupation of each unit	Developer	Undertaking and recording of risk assessments	Developer
Dissemination of the Management Information and communication of restrictions, requirements and protocols	Each occupier	At first occupation of each unit	Developer	Dissemination of the Management Information to each unit (residential & commercial)	Developer
Identification of representatives from commercial occupiers and resident groups and setting up forums	Each occupier	At first occupation of each unit	Developer	Identification of representatives from commercial occupiers and resident groups and setting up forums	Developer
Implement delivery booking system	N/A	Prior to occupation	Developer	Implementation of delivery booking system	Developer
Review, monitoring and reporting to LPA (as part of parallel Travel Plans)	N/A	Defined in parallel Travel Plans	Developer	Receipt of reports by LPA	Developer
Undertake initial travel surveys	N/A	Defined in parallel Travel Plans	Developer	Receipt of survey results	TPC
Undertake travel surveys for the duration of the monitoring period	N/A	Defined in parallel Travel Plans	Developer	Receipt of survey results	TPC

Appendix D

Parking Design and Management Plan

Berkeley Homes (Capital) Plc

Aylesham Centre

Parking Design & Management Plan

July 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 274514-00

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1. Introduction

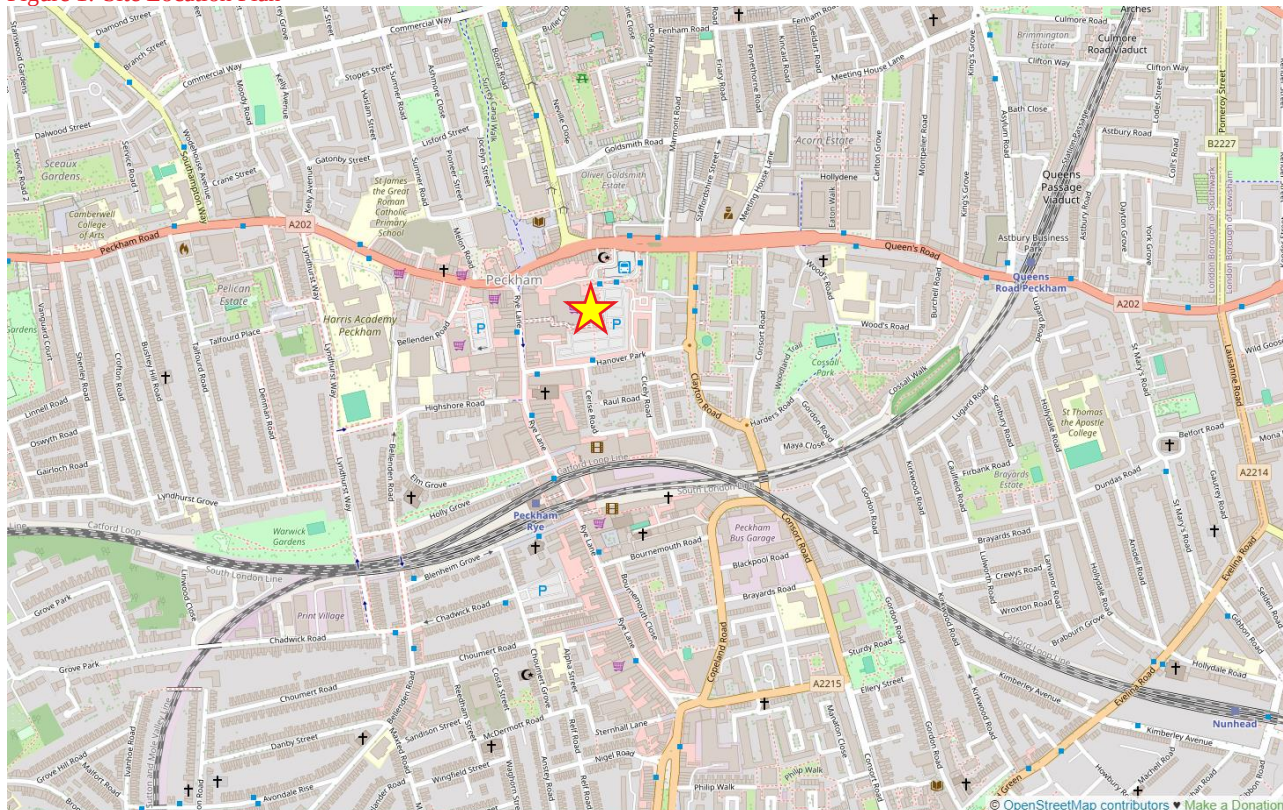
1.1 Appointment

This Parking Design & Management Plan has been prepared by Ove Arup & Partners ('Arup') to accompany an application for full planning permission being submitted by the Applicant, Berkeley Homes (Capital) Plc, to the London Borough of Southwark (LBS).

1.2 Site Location

The Aylesham Centre (the 'Site') is located in Peckham Town Centre as shown in Figure 1.

Figure 1: Site Location Plan



1.3 Site & Transport Context

The Site is located within Peckham town centre within the administrative boundary of LBS (the Local Planning Authority ('LPA')) Rye Lane bounds the Site to the west, Hanover Park to the south and McKerrell Road to the east. Peckham Bus Station, fronting onto Peckham High Street, bounds the Site to the north. LBS is the local highway authority and Transport for London (TfL) is the strategic transport authority and Greater London Authority (GLA) is the strategic planning authority.

The Site is broadly bounded by Rye Lane to the west, Hanover Park to the south, and McKerrell Road to the east with Peckham Bus Station and the rear of properties fronting Peckham High Street bounding the Site to the north.

The Site is located adjacent to Peckham Bus Station and c.300m walk from Peckham Rye rail station. Peckham High Street to the north of the Site is part of the Transport for London Road Network (TLRN).

1.4 Development description

The Proposed Development comprises:

- Demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking (Use Class E(a)); flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis); dwellings (Use Class C3); landscaping; and associated works.

This includes:

- 877 homes Residential Apartments (C3);
- Replacement supermarket (Use Class (E(a)) c. 4,450sqm (GIA);
- Retail, Leisure and Commercial Floorspace (Use Class E/Sui Generis) of c. 6,470sqm GIA:
 - a replacement supermarket;
 - a mix of other units across a range of sizes to accommodate a mix of potential town centre use occupiers such as:
 - retail
 - food and beverage
 - office
 - work/maker space; and
 - leisure facilities;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development) including 8 Blue Badge spaces (6% of total) and 8 Parent and Child spaces (6% of total); and
- 11 Blue badge car parking for residents and employees of the town centre (non-supermarket) uses (6 on street within the Site and 5 in the basement car park).

1.5 Report Purpose

This Parking Design and Management Plan (PDMP) has been produced in the context of London Plan Policy T4 (as well as T6, T6.1 and T6.5) which notes:

- *‘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.’*

This PDMP has been prepared in the context of relevant policy and guidance, and particularly London Plan Policy T6, T6.1 and T6.5 and associated commentary ('the TfL policy'). At the time of preparation of this report, Transport for London (TfL) guidance on PDMPs has not been published. Summarising from the TfL policy, PDMP's should include information of the following matters:

- Car parking locations;
- How car parking will be designed;
- How car parking will be managed;
- How parking management will be communicated;
- How access to parking bays can be requested;
- How car parking will be enforced;
- How blue badge parking will be managed in the context of demand; and
- What, if any, visitor car parking is available.

1.6 Report Structure

Following this introductory chapter, the remainder of this report is structured as follows:

- Chapter 2 provides an overview of the proposed car parking provision and layout; and
- Chapter 3 defines the management and allocation of the car parking covered by the PDMP.

1.7 Contact Details

Berkeley Homes (Capital) Plc (BHC) is the developer for the Site. This report has been prepared by Arup on behalf of BHC, and the Site will be managed by a management company on behalf of BHC and of the residents and businesses. Contact details will be confirmed in a future version of this document, once secured through a planning permission.

2.3 Basement Car Parking

The basement includes 140 spaces for the supermarket for customers. In line with the London Plan 2021 policy, 6% of spaces will be for blue badge users. The basement also includes five spaces for resident and employee blue badge holders.

The basement supermarket car parking is shown in Figure 3.

Figure 3: Supermarket Basement Car Parking



2.4 Resident and Employee Blue Badge Car Parking

The Proposed Development will be car free for residents and employees in line with London Plan policy with a limited provision of blue badge parking as shown in Figure 2 and Figure 3.

2.5 Car Parking Numbers

The number of car parking spaces is summarised in Table 1.

Table 1: Approved Car Parking Provision

Location	Car Parking Spaces
Street (residents and employees)	6 (of which 6 blue badge)
Basement (residents and employees)	5 (of which 4 blue badge)
Basement (shoppers)	140 (of which 8 blue badge)

3. Car Parking Management and Allocation

3.1 Wheelchair Accessible Car Parking Management and Allocation

Residents and employees (ground floor spaces only) will inform the management company should they require the use of one of the disabled spaces. Demand will be monitored through a record of tenants who are registered blue badge holders.

The availability of wheelchair accessible spaces protected for the use of blue badge holders only will be managed to ensure flexible and efficient use of the supply of car parking.

The spaces which will be protected for the use of blue badge holders only at the outset are shown in section 2.1 and 2.3 of this report.

Car parking will be controlled through a 'right to park' system with residents applying for a permit to park but without being allocated a specific car parking space.

The 'right to park' system will be available to blue badge holding residents and blue badge holding employees. Residents' permits will be restricted to a maximum of one vehicle permit per dwelling.

In order to obtain a permit, residents will be required to provide details including their address, vehicle make and model and vehicle registration plate. Residents will also be required to demonstrate that they are the registered keeper of the vehicle and that the vehicle is registered at an address on-site (in order to prevent sub-letting of permits).

Compliance with the parking regulations and restrictions in place on the Site will be monitored by the management company. Parking will be monitored by on-site operatives at a frequency to be set by the management company as suitable to avoid abuse. Enforcement of any breaches of the parking regulations and restrictions will be at the discretion of the management company. Any enforcement will be compliant with UK law on enforcement of parking on private land.

3.2 Electric Vehicle Car Parking Management and Allocation

In accordance with the London Plan requirements, 20% of the car parking spaces will have Electric Vehicle Charging Points (EVCPs) installed (active provision) and a further 80% of spaces provided with potential for installation of EVCPs in the future (passive provision).

Residents will inform the management company should they require the use of an electric vehicle charging space when applying for a permit. This will allow demand to be monitored in this way. The supermarket operator will monitor demand for EVCPs in the basement supermarket car park. Passive charging bays will be converted to active should the demand for electric charging points exceed supply.

3.3 Car Club Car Parking Management and Allocation

Subject to approval through a planning permission, on-street car parking space could be used to accommodate a car club vehicle, to reduce the need for blue badge holders to own a car.

3.4 Car Parking Access Control

Access to the Site for car parking will not be subject to general access control. The basement car park will include shutters to allow the car park to be closed overnight and on days when the supermarket is not operating. Residents and employees requiring access to the blue badge spaces within the basement will be able to open the shutter remotely through use of ANPR, RFID, 'fob' or other similar technology.

3.5 Permit Restrictions

No resident or commercial occupier of the Site, will be permitted to apply for parking permits from LB Southwark.