

Transport for London



To: [REDACTED]
From: [REDACTED]
Our Ref: LSHM/19/252
Your Ref: 5070
Phone: [REDACTED]
Email [REDACTED]

Sydenham Estate, 44 Sydenham Hill, Lewisham – TfL input to GLA pre-app

Thank you for the opportunity to contribute to this process. The paragraphs below are offered for inclusion in your formal response. I would be grateful for a copy of your final response for our files.

It is understood that the proposals involve the provision of 135 new general homes on the site of Mais House, a disused extra care facility for the elderly, and 30 residential units and associated garages on Otto Close.

TfL input paragraphs

The commitment to maintaining a pedestrian and cyclist route through the estate, albeit unsigned and not intended to become Highway, is welcomed, and we would encourage the London Borough of Lewisham to secure this in some way (potentially through Section 35 of the Highways Act 1980).

It is understood that the proposals involve re-opening a disused vehicle access which coincides with an existing on-street bus stand. There are only limited options for alternative stand locations and it is recommended that the applicant engages with TfL (contact through [REDACTED]) to consider alternatives.

The applicant should make the project architect aware that sufficient space needs to be provided in the design to ensure cycle parking is provided to in line with both the quantities set out in the draft London Plan and the quality criteria set out in the London Cycling Design Standards. In particular, attention is drawn to the fact that two-tier stands are not considered appropriate for all types of bike and all users and that, as a result, a good proportion of other fully-accessible stands should be provided (in addition to considerations

related to the parking of large bikes). The LCDS also sets standards for access to the stands, in particular aisle width, which should be noted. Where individual units have separate external doors (ie not flats accessed through a lobby) the provision of cycle parking for individual units is supported. However, that should not require bikes to be taken through residential accommodation. TfL is happy to assist with detailed cycle parking issues.

No details of proposed car parking arrangements were discussed at the meeting nor explained in pre-app material. With car-free development (aside from parking for disabled people and their carers) as the starting point for consideration, we would expect this scheme not to exceed the maximum ratio set out in the draft London Plan Table 10.3, specifically a maximum of 0.5 spaces per dwelling reflecting this Inner London location with PTAL 2, and supported by a Parking Design & Management Plan.

A detailed Transport Scoping Report was submitted in advance of the meeting, but it would not have been appropriate to go into that detail within the meeting or in this response and therefore no review has yet taken place of this. As highlighted at the meeting the applicant should use TfL's own pre-application advice service to further discuss the transport elements of the scheme. Details of this service can be found at <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>. However, in principle it is encouraging that a Transport Assessment conforming to the recently updated guidance is proposed by the applicant. Within this an Active Travel Zone assessment will be undertaken. This would be expected to identify a number of potential active travel schemes, and our initial view is that this should include a good quality cycle lane uphill on Kirkdale.

END