

# Pre-Submission Publication Representation Form



Ref:	<b>R079</b>	(for official use only)
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Name of the document (DPD) to which this representation relates:

Draft Revised Lambeth Local Plan Proposed Submission Version January 2020 (DRLLP PSV Jan 2020) and associated Proposed Changes to the Policies Map January 2020 (PCPM Jan 2020)
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Please return to: [localplan@lambeth.gov.uk](mailto:localplan@lambeth.gov.uk)

or by post: Planning Policy Team, London Borough of Lambeth, PO Box 734 Winchester SO23 5DG  
by 11pm on 13<sup>th</sup> March 2020.

**Please read the Guidance Note and Privacy Notice attached to this form before completing the representation form or submitting your comments**

This form has two parts –

Part A – Personal details (please see applicable privacy notices in Section 5 of the guidance note)

Part B – Your representation(s). Please fill in a separate sheet for each part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 you wish to make a representation about.

## Part A

### 1. Personal details\*

### 2. Agent's details (if applicable)

\* If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

Title	MR	MR
First name	CHRIS	TIMOTHY
Last name	HEADLAM	POPE
Job title <sup>†</sup>		DIRECTOR
Organisation <sup>†</sup>	ACOUSTIC GROUP LTD	TPA PLANNING & ENVIRONMENT LTD
Address		WOODMANS
		ISLE OF THORNS
		CHELWOOD GATE
		HAYWARDS HEATH
Postcode		RH17 7LA
Telephone		07411 527195
Email <sup>†</sup>		timpoppe@tpaplanningandenvironment.com

<sup>†</sup> where relevant

# Pre-Submission Publication Representation Form

## Part B – please use a separate sheet for each representation

3. To which part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 does this representation relate? (identify specific reference if possible)

Paragraph no.  Policy no.  Policies Map

4. Do you consider the part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 that you identified in Q3 is:

(please tick)

4.1 Legally compliant

Yes

No

4.2 Sound^

Yes

No

4.3 Complies with the Duty to co-operate

Yes

No

^ The considerations in relation to being 'sound' are explained in the notes at the back of this form. If

you have ticked 'No' to 4.2, please continue to Q5. Otherwise please go to Q6.

5. Do you consider the part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 that you identified in Q3 is unsound because it is not:

(please tick)

5.1 Positively prepared

5.2 Justified

5.3 Effective

5.4 Consistent with national policy

(Please tick only one option. A separate form should be used if you wish to raise more than one concern.)

6. Please give details of why you consider the part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 that you identified in Q3 is ~~not legally compliant or is~~ unsound or fails to comply with the duty to co-operate. Please be as precise as possible

~~If you wish to support the legal compliance or soundness of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 or their compliance with the duty to co-operate, please also use this box to set out your comments and then go to Q9.~~

SEE ADDITIONAL COMMENTS PAGE & ACCOMPANYING TECHNICAL EVIDENCE

(if required continue on the additional comments page attached)

# Pre-Submission Publication Representation Form

7. Please set out what change(s) you consider necessary to make the part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 that you identified in Q3 legally compliant or sound, having regard to the test you have identified in Q5 above where this relates to soundness. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination.) You will need to say why this change will make the part of the DRLLP PSV Jan 2020 or associated PCPM Jan 2020 that you identified in Q3 legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of this part of policy or text. Please be as precise as possible.

REMOVE THE LAND AT 57 ACRE LANE UNDER THE OWNERSHIP OF THE ACOUSTIC GROUP LTD FROM THE PROPOSED ACRE LANE KIBA DESIGNATION.

REMOVAL OF THE SITE WILL MAKE THE PLAN & THE REMAINING KIBA DESIGNATION 'SOUND' AS THE EVIDENCE DOES NOT JUSTIFY THE INCLUSION OF 57 ACRE LANE WITHIN THE KIBA AND SUBJECT ONLY TO THE USES IDENTIFIED AS PERMISSIBLE WITHIN IT.

(If required continue on the additional comments page attached)

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support / justify your representation and your suggested change, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he/she identifies for examination.

8. If your representation is seeking a change to the DRLLP PSV Jan 2020 or associated PCPM Jan 2020, do you consider it necessary to participate at the oral part of the examination?

No I do not wish to participate at the oral examination

Yes I do wish to participate at the oral examination

Please note that while this will provide an initial indication of your wish to participate in hearing sessions(s), you may be asked at a later point to confirm your request to participate.

If you have selected 'No', your representation(s) will still be considered by the independent Planning Inspector by way of written representations.

9. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

TO BE ABLE TO FULLY DISCUSS THE PARTICULAR SITE AND SURROUNDINGS & CONSEQUENTLY WHY THE PROPOSED DESIGNATION IS 'UN-SOUND'.

(If required continue on the additional comments page attached)

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination. You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

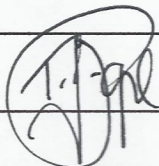
10. Please tick relevant boxes if you require notification of any of the following to your address stated in Part A:

That the DRLLP PSV Jan 2020 and associated PCPM Jan 2020 have been submitted for independent examination

The publication of the inspector's recommendations following the independent examination

The adoption of the Revised Lambeth Local Plan and Policies Map.

Signature



Date

12 MARCH, 2020

23 JANUARY, 2020

LAMBETH COUNCIL  
PLANNING POLICY & STRATEGY  
PO BOX 734  
WINCHESTER  
SO23 5DG



Dear Sir

**DRAFT REVISED LAMBETH LOCAL PLAN  
FURTHER INFORMATION ON BEHALF OF ACOUSTIC GROUP LTD**

**INTRODUCTION**

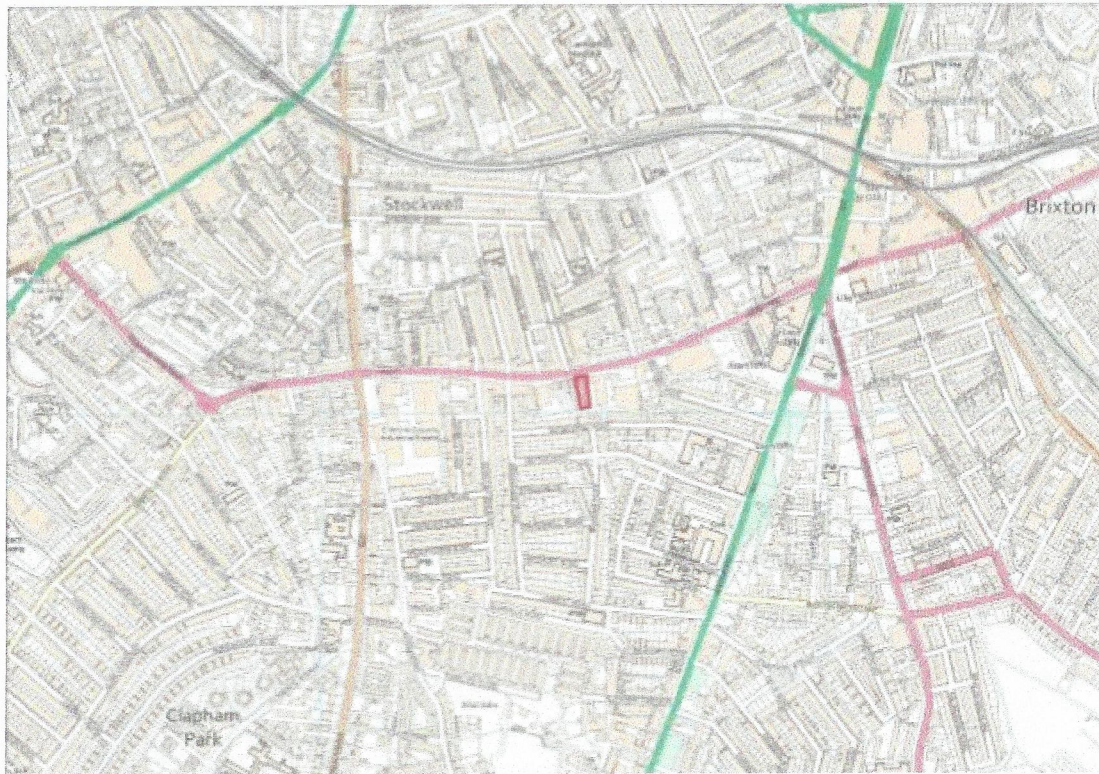
Further to the representation to the Draft Revised Lambeth Local Plan submitted on 17 December, 2018 submitted on behalf of Acoustic Group Ltd [the owner] and relating to its property 57 Acre Lane, Brixton, SW2 5TN, TPA Planning & Environment Ltd [TPA] is instructed to submit the further representation below.

The information contained herein is central to the owner's concern that the proposed designation of the site within the emerging KIBA policy is not underpinned by an assessment of the site's suitability in land use terms.

This further information is only concerned with the highways and transport aspects of any necessary assessment and is informed by Motion Consultants Ltd [www.motion.co.uk](http://www.motion.co.uk) - specialist highways and transport engineers.

**CURRENT HIGHWAYS & TRANSPORT CONTEXT**

The site is located to the south of Acre Lane, approximately 500 metres south-west of the centre of Brixton. The location of the site in relation to the local highway network is illustrated below.



#### site location

The listed former townhouse fronting Acre Lane is currently in use as an office with an internal area of 268m<sup>2</sup>. To the rear is an industrial / warehouse unit with a gross floor area of 1647 sq m, split between the ground floor and a mezzanine. Access to this building is provided via a gate to the eastern side of the townhouse and a small service area located between the two buildings. A secondary access to the western side of the townhouse is not currently in use.

#### Highway Network

Acre Lane (the A2217) is a wide single carriageway road, subject to a 20 miles per hour speed limit. Approximately 500 metres north-east of the site Acre Lane forms a junction with Brixton Hill/Brixton Road (the A23), to the west it connects to the A24 and A3 via Clapham Park Road.

Acre Lane is subject to significant levels of on-street parking in bays located on both sides of the street. There are also advisory cycle lanes in both directions. Additionally, there is a central traffic island and speed camera located immediately outside the site.

Due to the location of this traffic island, HGVs are unable to make left turns out of the site. This is an existing problem for the current operator of the site. HGVs therefore primarily access the site via the A23 to the east. A swept path analysis illustrating how large vehicles access the site is included at **Appendix A**.

There is currently no opportunity for HGVs to turn within the site. As a consequence HGV access is currently diligently managed by the occupier deploying 4 'banksmen' to control traffic on Acre Lane (including stopping vehicles) to allow HGV deliveries to reverse into the site via the eastern access - enabling exit in a forward direction.

#### Parking

There is very limited potential to park to the rear of the listed townhouse resulting in the majority of vehicles parking in front of the building as illustrated by the image below.



**view of the frontage of 57 Acre Lane**

The current parking arrangements compromise access to the site and require careful management to ensure deliveries can safely access.

#### Accessibility

The site is well located with regard to walking, cycling and public transport infrastructure. Wide, well lit footways are provided on both sides of Acre Lane. Crossing points are generally of a good standard, featuring dropped kerbs and tactile paving.

Cyclists are well catered for in the local area with the cycle lanes on Acre Lane providing access to a network of quiet roads suitable for cycling. These in turn provide access to strategic cycle routes such as Cycle Superhighway 7, located to the west of the Site. These routes are illustrated in TfL's Local Cycling Guide 7, an extract of which is included at **Appendix B**.

Footways provide safe pedestrian access to the nearest bus stops, located approximately 100 metres west of the site on Acre Lane. These stops are served by a wide variety of routes, as summarised below.

Service / Route / Frequency (Weekday)

35 / Clapham Junction – Clapham Common – Brixton – Loughborough Junction – Camberwell Green – Elephant and Castle – London Bridge – Fenchurch Street – Liverpool Street - Shoreditch / every 8-11 minutes

37 / Putney Heath – Putney – Clapham Junction – Clapham Common – Brixton – Herne Hill – North Dulwich – East Dulwich - Peckham / every 9-12 minutes

355 / Three Kings Pond – Mitcham – Tooting – Tooting Bec – Balham – Clapham South - Brixton / every 11-14 minutes

690 / West Norwood – Tulse Hill – Herne Hill – Brixton – Clapham Common – Clapham South – Wandsworth Common - Earlsfield School Bus

P5 / Elephant and Castle – Walworth – Loughborough Junction – Brixton – Stockwell – South Lambeth / every 15 minutes

The site benefits from a Public Transport Accessibility Level (PTAL) of 6a out of a maximum of 6b. This is considered to be an excellent level of accessibility to public transport. The full PTAL outputs from TfL's WebCAT planning tool are included at **Appendix C**.

## **DEVELOPMENT / REDEVELOPMENT FOR INDUSTRIAL-TYPE USES**

The following commentary considers the redevelopment of the site for uses such as Use Class B1(b) (research & development), B1(c) (light industrial), B2 (General Industrial) and B8 (Storage & Distribution) as proposed in the draft KIBA designation. The considerations are similarly applicable to sui generis industrial and waste management uses as also promoted within the draft KIBA designation.

### **Access**

On the informed assumption that the listed townhouse would be required to be retained in situ, the future site accesses to any alternative use would consequently be 'fixed' - and the positions and geometry of which would be determined by the siting and dimensions of the listed building.

It is nevertheless assumed that an alternative occupier of the existing premises (with different operational and transport characteristics to the incumbent business - that otherwise works safely within the constraints of the site) and / or a redevelopment of the site for the uses proposed in the KIBA development would require access for large and articulated vehicles. Drawing 1905007-TK04 provided at **Appendix D** shows that an articulated lorry entering the site in a forward gear would be required to 'swing over' into on-coming traffic in order to execute the manoeuvre. This is an unsafe manoeuvre and would require banksmen

on street to warn on-coming traffic as well as to advise the driver when it is safe to undertake the manoeuvre.

The access could hypothetically be improved for HGV entry by removing the footway widening in front of 55 Acre Lane and reducing the length of the on-street car parking bay. Whilst this would physically improve access for HGV traffic it would be potentially detrimental for pedestrians and cyclists as it would increase the distance they would have to travel across the access.

With regard to servicing within the site, it is extremely unlikely that the Highway Authority would accept a redesign of the site layout that was predicated on the current servicing arrangement in which it is necessary to stop traffic on Acre Lane and manage vehicles into the site through the use of banksmen. This arrangement would be contrary to **Policy T8(b)** of the adopted Local Plan that states:

*“servicing will be expected to be on-site unless demonstrated it can take place on street without affecting highway safety or traffic flow”.*

The need to provide safe means of access is reinforced at a national level in the National Planning Policy Framework (NPPF) which requires development to provide “safe and suitable” access (paragraph 108) and continuing in paragraph 109 that planning authorities can withhold or refuse planning permission for development that is expected to result in unacceptable road safety impacts”.

Any redevelopment of the rear of the site for the purposes identified in the draft KIBA designation would therefore need to provide loading/unloading facilities within the site. The swept path drawings included at **Appendix E** illustrate how this might be achieved. It is noted that whilst it is possible for a second or more articulated vehicle to enter the site whilst a first articulated lorry is parked there, the manoeuvre is extremely difficult and would only reasonably be undertaken under the supervision of a suitably qualified ‘banksman’. In any event, such an arrangement however would significantly limit the developable area of the site and the commercial viability of any necessary redevelopment.

Undercroft parking and servicing areas could theoretically be provided with commercial uses located at first floor level but with a minimum clearance requirement of five metres between ‘ground to ceiling’ a significantly higher building than existing would result. The site can potentially accommodate a greater height of development than exists at present subject to all necessary assessments but that would be likely to result in industrial uses at an elevated position adjacent to several residential properties and their curtilages - a potentially incompatible arrangement.

#### Parking

As outlined elsewhere above, parking at the site is severely constrained and consequently conflicts with the space required for delivery and servicing vehicles. The Draft London Plan states that the starting point for commercial development in inner London is that flexibility is required to account for the different operational requirements of B2 and B8 use classes. This



indicates an acknowledgement by the Mayor that these types of land uses require some allowance for staff parking, visitor parking and disabled parking. The provision of car parking within the site would further reduce the residual area to develop floorspace.

#### Traffic Generation

Given the nature of the current business operating from the site and its operational characteristics, it would be reasonable to conclude that the frequency of delivery van / HGV movements would increase with a more conventional industrial use.

### **COMPARATIVE CONSIDERATIONS - REDEVELOPMENT FOR RESIDENTIAL USE**

For comparative purposes, the following commentary considers the highway and transport considerations in the event of redevelopment of the site for Use Class C3 - dwellinghouse use.

#### Access

The draft London Plan - the provisions of which TfL is applying in its recommendations and seeking application of in decisions notwithstanding the draft status - presents maximum car parking provisions at table 10.3 which accompanies policy T6.1. For residential development located in an area with a PTAL level of 6a the draft London Plan requires there to be no general car parking but a requirement to provide some wheel-chair accessible spaces. The number required equates to 3% of the total units being built at a site (for example: 100 units requires 3 spaces) plus identification of how a further 7% could be delivered). An access into the site would therefore need to be retained but as this would be for light vehicles only, this would be significantly smaller as illustrated on the plan provided at **Appendix F**.

Deliveries and servicing for several commercial buildings and uses on Acre Lane including the subject site are currently undertaken from the kerbside for much of the buildings on Acre Road. The listed townhouse on the site that would need to be retained in any future re-use / redevelopment of the site is set back from the back of footway. To facilitate deliveries and servicing a bay for loading / unloading only could be provided in this location to service the townhouse and any premises to the rear. This would significantly improve on current servicing and delivery activity at the site and reduce any conflict with other servicing and delivery activities of other premises.

This area and/or the unused eastern access could also accommodate refuse bin storage clear of the footway or an area for bins to be or else brought to from the rear of the site on collection day - again clear of the footway.

Redevelopment of the site for car-free residential development would lead to a reduction in the number of vehicles crossing the footway /cycleway relative to the existing commercial use and most likely any alternative use of the type proposed by the draft KIBA designation. In particular it would remove the delivery van / HGV type vehicles that would otherwise be required for those uses. This would improve upon the current situation to the benefit of pedestrians and cyclists.

### Parking

As this would be a car-free development there would only be a requirement for wheel-chair accessible spaces with the total number being 10% of the total units. This would optimise the area of the site on which much needed residential dwellings could be provided.

### Traffic Generation

A car-free residential development would generate some service vehicle trips - for which provision can be made as described above - and some car trips associated with the accessible spaces but the frequency would be significantly less and the vehicle type smaller than the existing use or uses proposed within the draft KIBA designation.

## **SUMMARY OF KEY ISSUES**

- the site is located in a highly accessible area, well placed to discourage the use of the private car;
- vehicular access is restricted, particularly for large commercial vehicles which are unable to exit the site to the west and need to reverse into the site under the control of banksmen requiring traffic flow on Acre Lane to be suspended;
- on-site parking is constrained and compromises access for larger vehicles;
- redevelopment for the preferred uses of the KIBA designation would require a turning area for large commercial vehicles to the rear of the townhouse which would significantly restrict the developable area;
- development for the preferred uses of the KIBA designation would be likely to also require some car parking to serve operational requirements - to be provided in addition to the turning area - reducing the developable area of the site;
- residential development would be almost car-free;
- residential development would result in a reduction in vehicle trips, particularly HGV movements; &
- reduced access size requirements and the reduction in vehicles associated with residential uses crossing the footway would be beneficial to pedestrian and cycle safety.

## **CONCLUSIONS**

Based on the key issues and analysis set out above, the site location, access, highway and transport effects and transportation considerations (in the context of the immediate, predominantly residential, surroundings) determine that a residential use is clearly an appropriate future land use for the site in highway and transport terms relative to those uses proposed in the draft KIBA designation.

The likely consequences of providing satisfactory highway, parking and circulation conditions for new industrial-type uses would effect either removal of the listed building or a severe diminution of the developable area the rear of that building. The rear of the site, with the retention of the listed building is more likely to deliver an acceptable highways and transport solution for the site and a viable reuse of the property.

The heritage and related physical limitations of the site determine that a redevelopment for the existing use or uses proposed in the Local Plan - that provides satisfactory access, servicing and parking provision for such uses in accordance with current requirements and standards - could only be delivered through a comprehensive redevelopment of the site. This would necessitate the removal of the listed former townhouse fronting Acre Lane.

Any redevelopment scheme that retains the listed building whilst also accommodating the necessary parking and circulation space would be likely to significantly reduce the developable area of the site with consequences for viability and/or delivering an effective building/facility arrangement for the preferred uses of the draft KIBA designation. Also, in that scenario, the access difficulties and need for 'banksmen' arrangements would persist to the detriment of highway safety and public amenity. That would be highly unlikely to be acceptable to highway authorities.

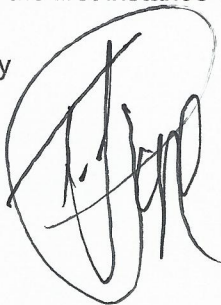
**The baseline conditions of the site are such that without removal of the listed building the policy framework underlying the KIBA designation to intensify or at least ensure no net loss of industrial floorspace is not achievable.**

For the foregoing reasons it is respectfully concluded that the proposed inclusion of the site within the draft KIBA designation is, in highway and transport terms alone, inappropriate and does not represent sound land use planning. Conversely, the access, parking and servicing requirements of alternative, residential use(s) - and traffic generation characteristics - are significantly more sanguine and the potential beneficial effects in the wider public interest.

To persist with the designation limiting the future use of the site to particular uses risks perpetuating existing difficulties associated with the geometry of the access, immediate highway infrastructure built heritage and potentially stifling the future productive re-use of the site.

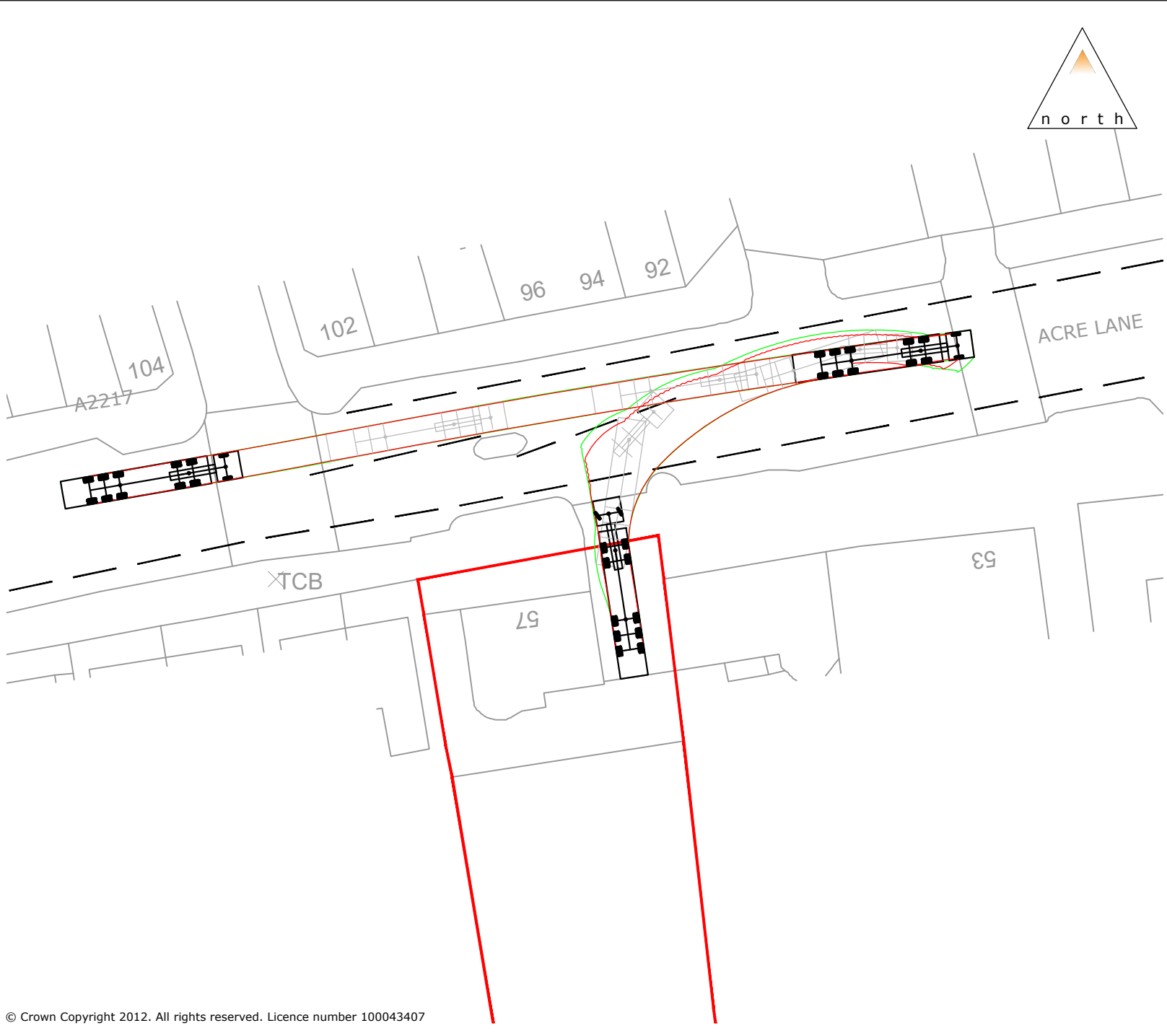
The owner of the property would welcome an opportunity to discuss the above matters further and facilitate a site visit to assist in the Council's understanding of the site. Please contact me in the first instance via the contact details below.

Yours faithfully

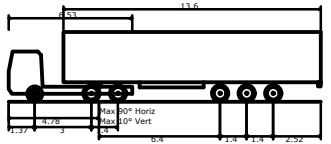
A handwritten signature in black ink, appearing to read 'Tim Pope', enclosed within a hand-drawn circular scribble.

**TIM POPE  
DIRECTOR  
07411 527195**

[timpope@tpaplanningandenvironment.com](mailto:timpope@tpaplanningandenvironment.com)



Rev: Description: Date: Rev By: Chk'd:



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 6.530m



9 Greyfriars, Reading, Berkshire, RG1 1NU

T: 0118 206 2930

Guildford - London - Reading

[www.motion.co.uk](http://www.motion.co.uk)

Project:  
**57 Acre Lane, Brixton**

Title:  
**Swept Path Analysis  
 16.5m Articulated Vehicle**

Client:  
**Tim Pope**

Drawing Status: For Information

Scale: 1:500 (@ A4) Date: 18/06/2019

Drawn: NB Checked: JR Approved: JR

Drawing: **1905007-TK06** Revision: -

N:\Projects\orbrix\_1905007\Drawings\1905007-TK06.dwg

**Policy ED3 KEY INDUSTRIAL & BUSINESS AREAS / Proposals Map 2.12  
PROPOSED ACRE LANE KIBA**

**comments to be read in conjunction with additional information and technical evidence submitted with this Pre-Submission Publication Representation Form**

The Lambeth Waste Evidence Base (December 2019) - and Review of KIBAs for waste use - **does not distinguish between the different land ownerships** at Acre Lane. The '*access, congestion and road capacity*' consideration **makes no reference to the access limitations** of the 'parcel' at 57 Acre Lane - as **demonstrated in the technical evidence accompanying the representation** - and that would persist in the event of any re-use or redevelopment assuming the necessary retention of the listed building.

The Evidence Base consequently proceeds to suggest that the site is appropriate for 'repair and reuse', recycling and reprocessors' and 'collection and handling' uses **without the fundamental consideration** of site suitability in terms of access and site circulation requirements.

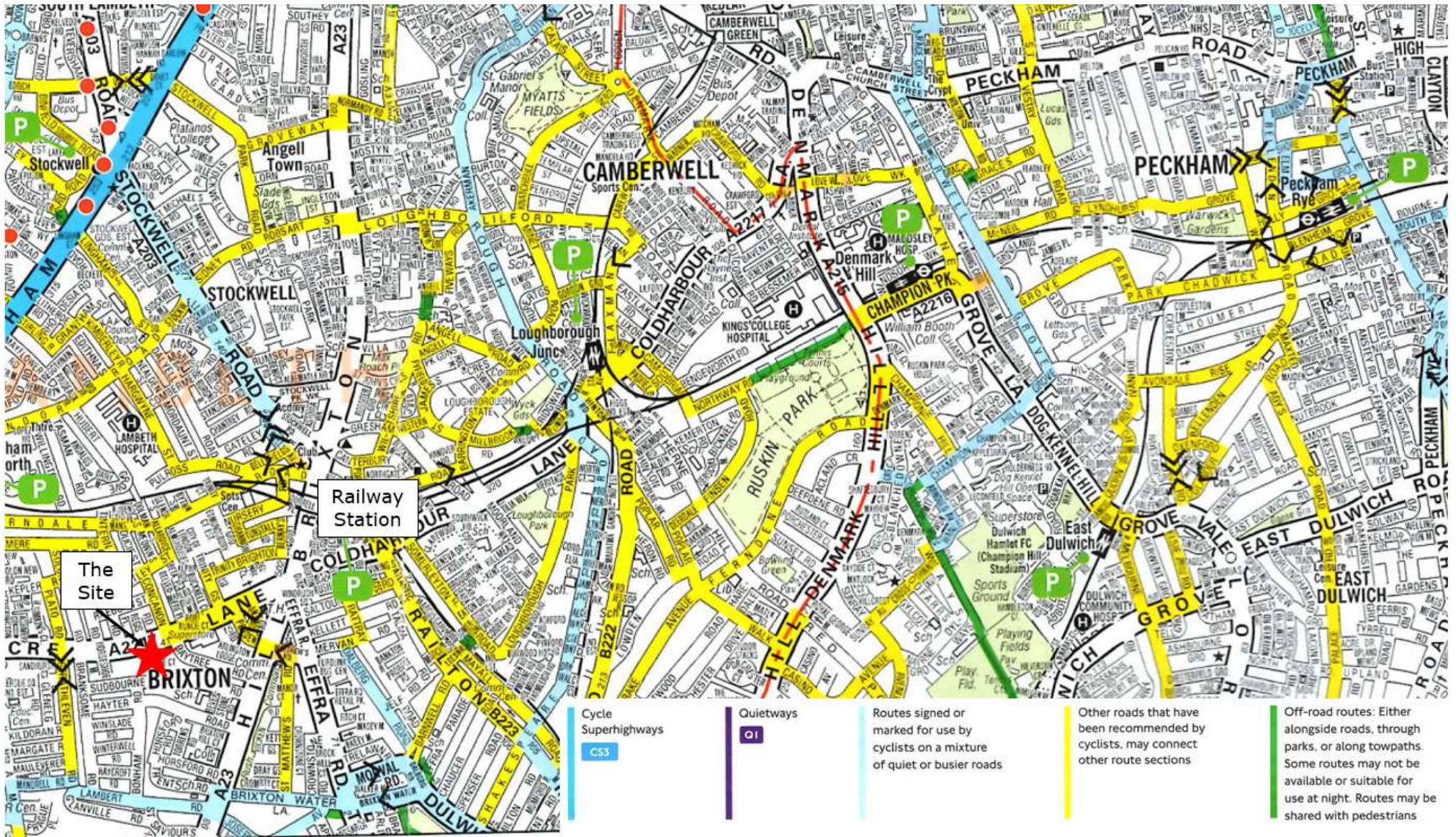
The '*potential opportunities, constraints and mitigation*' section similarly fails to identify the access (and circulation) limitations of 57 Acre Lane but identifies the main constraints to this site is (sic) the proximity of residential properties whose gardens back onto the site, the Grade II listed status of 55 and 57 Acre Lane, and the potential for neighbouring land at 47-51 Acre Lane to be used for the expansion of Sudbourne Primary School. The identification of such sensitive receptors is quite appropriate - as identified in earlier representations - but there is **no recognition at all of the significant constraint** of the access to 57 Acre Lane - as clearly identified and demonstrated in the technical evidence accompanying this representation - notwithstanding that the review of the site recognises that development needs to take into account the listed status of (55 and) 57 Acre Lane and that new development needs to be at the rear of the site.

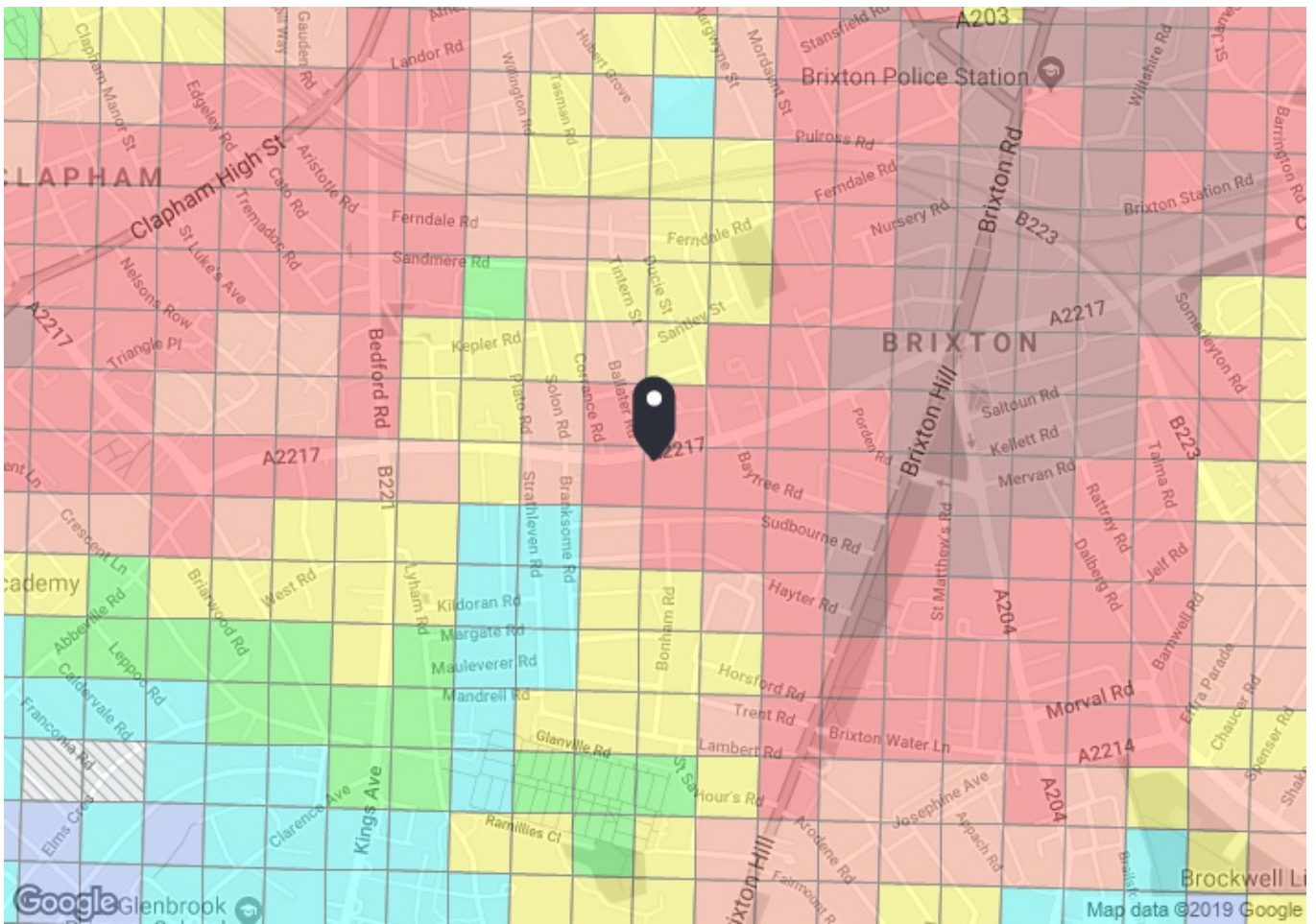
The omission of such an important land use consideration in respect of the suitability of the site for waste uses - and the apparent absence of any recognition that **the site does not share a common access** with, and is of a different size and characteristics to, the remainder of the draft KIBA allocation - compounds the apparent omission of these same considerations in proposing other industrial uses within the draft KIBA designation.

The **Council's evidence base** is therefore flawed and **does not justify** the inclusion of the land at 57 Acre Lane within the proposed KIBA allocation and the limitations on the future use or development of the site that the policy would impose. The technical evidence submitted with this representation demonstrates the inclusion of the land for the proposed uses is not appropriate and not underpinned by a robust evidence base and justifies the exclusion of the site from the proposed KIBA.

As the proposed KIBA designation cannot be '**justified**' by the Council's evidence or a reasonable land use planning approach, the Plan must be considered **UNSOUND**.

The **change required** is to **remove** the land at 57 Acre Lane owned by the Acoustic Group Ltd from the draft KIBA designation.





**PTAL output for Base Year 6a**

57 Acre Ln  
57 Acre Ln, Brixton, London SW2 5TN, UK  
Easting: 530514, Northing: 175062

Grid Cell: 53727

Report generated: 21/06/2019

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**Calculation Parameters**

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

**Map key - PTAL**

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

**Map layers**

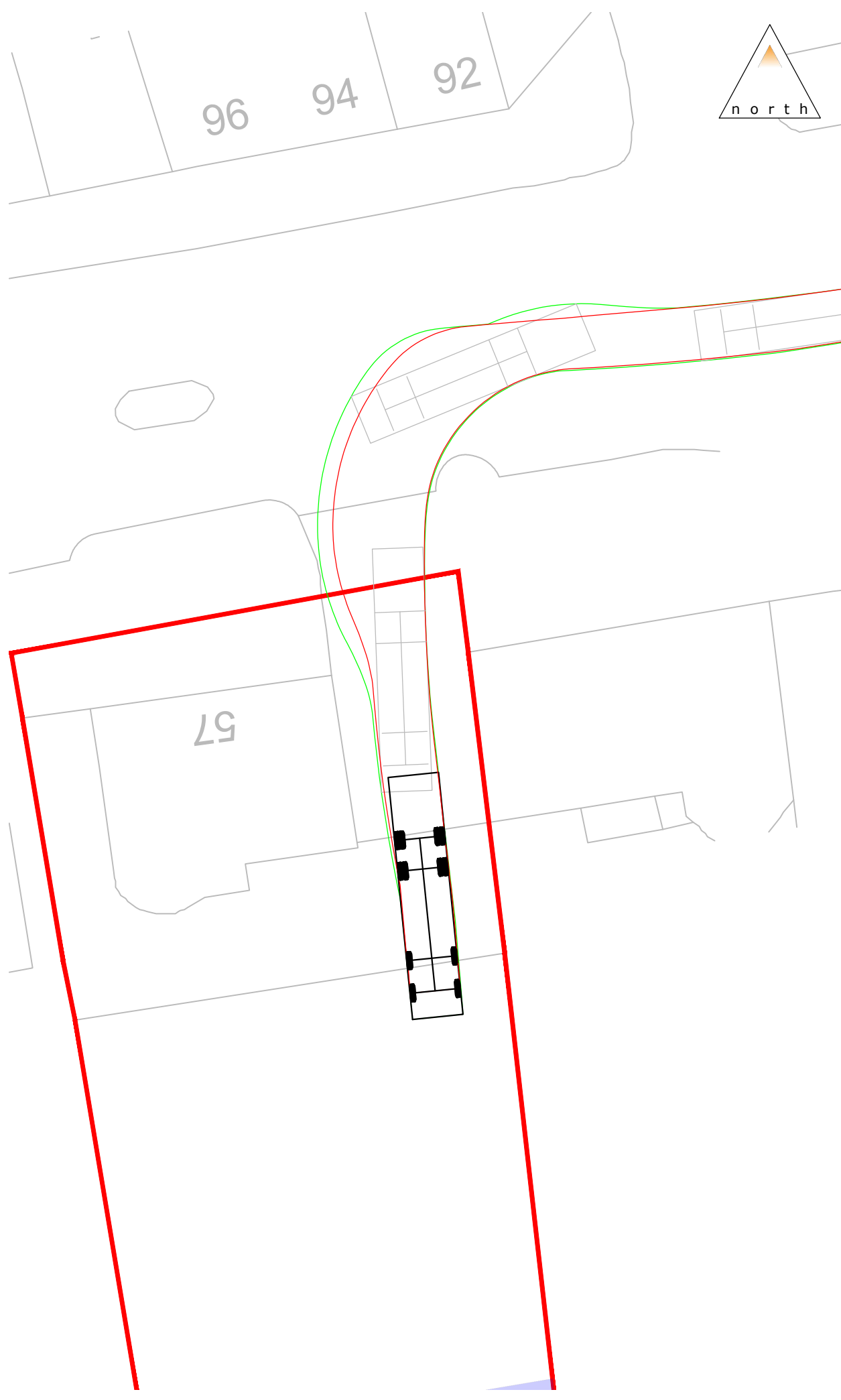
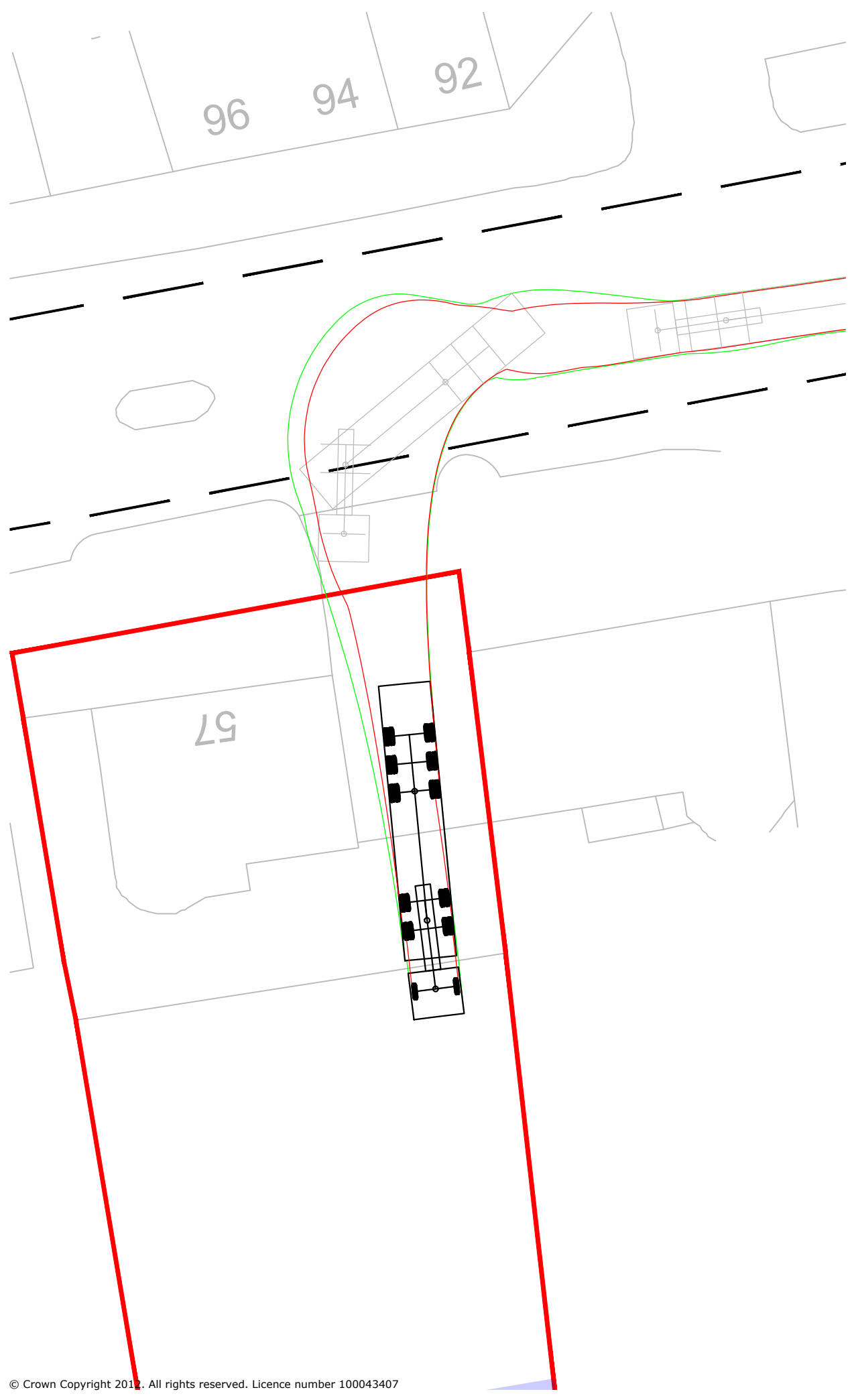
- PTAL (cell size: 100m)

Calculation data

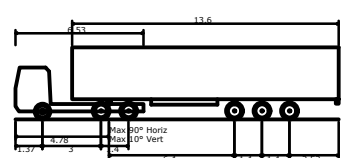
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BRIXTON STATION	415	594.97	5	7.44	8	15.44	1.94	0.5	0.97
Bus	BRIXTON STATION	P4	594.97	5	7.44	8	15.44	1.94	0.5	0.97
Bus	BRIXTON STATION	432	594.97	5	7.44	8	15.44	1.94	0.5	0.97
Bus	BRIXTON STATION	2	594.97	9	7.44	5.33	12.77	2.35	0.5	1.17
Bus	BRIXTON STATION	196	594.97	5	7.44	8	15.44	1.94	0.5	0.97
Bus	BRIXTON STATION	3	594.97	7	7.44	6.29	13.72	2.19	0.5	1.09
Bus	BRIXTON HILL BAYTREE RD	59	514.57	10	6.43	5	11.43	2.62	0.5	1.31
Bus	BRIXTON HILL BAYTREE RD	118	514.57	5	6.43	8	14.43	2.08	0.5	1.04
Bus	BRIXTON HILL BAYTREE RD	250	514.57	9	6.43	5.33	11.77	2.55	0.5	1.27
Bus	BRIXTON HILL BAYTREE RD	159	514.57	12	6.43	4.5	10.93	2.74	0.5	1.37
Bus	BRIXTON HILL BAYTREE RD	333	514.57	6	6.43	7	13.43	2.23	0.5	1.12
Bus	BRIXTON HILL BAYTREE RD	45	514.57	7	6.43	6.29	12.72	2.36	0.5	1.18
Bus	BRIXTON HILL BAYTREE RD	109	514.57	10	6.43	5	11.43	2.62	0.5	1.31
Bus	BRIXTON HILL BAYTREE RD	133	514.57	12.5	6.43	4.4	10.83	2.77	0.5	1.38
Bus	ACRE LANE SOLON ROAD	355	161.02	5	2.01	8	10.01	3	0.5	1.5
Bus	ACRE LANE SOLON ROAD	37	161.02	6	2.01	7	9.01	3.33	0.5	1.66
Bus	ACRE LANE SOLON ROAD	P5	161.02	4	2.01	9.5	11.51	2.61	0.5	1.3
Bus	ACRE LANE SOLON ROAD	35	161.02	6	2.01	7	9.01	3.33	1	3.33
Bus	CLAPHAM PK RD KINGS AVE	137	508.67	11	6.36	4.73	11.09	2.71	0.5	1.35
Bus	CLAPHAM PK RD KINGS AVE	417	508.67	6	6.36	7	13.36	2.25	0.5	1.12
Rail	Brixton	'BCKNHMJ-VICTRIE 2D12'	702.01	1	8.78	30.75	39.53	0.76	0.5	0.38
Rail	Brixton	'ORPNGTN-VICTRIE 2D14'	702.01	2.33	8.78	13.63	22.4	1.34	0.5	0.67
Rail	Brixton	'BROMLYS-VICTRIE 2D20'	702.01	0.67	8.78	45.53	54.3	0.55	0.5	0.28
Rail	Brixton	'ORPNGTN-VICTRIE 2D28'	702.01	0.33	8.78	91.66	100.43	0.3	0.5	0.15
Rail	Brixton	'VICTRIE-ORPNGTN 2M14'	702.01	3.67	8.78	8.92	17.7	1.69	1	1.69
Rail	Brixton	'VICTRIE-ORPNGTN 2M20'	702.01	0.33	8.78	91.66	100.43	0.3	0.5	0.15
LUL	Brixton	'Brixton-WalthamstowC'	702.01	15.67	8.78	2.66	11.44	2.62	1	2.62
LUL	Brixton	'SevenSisters-Brixton'	702.01	11.67	8.78	3.32	12.1	2.48	0.5	1.24

Total Grid Cell AI: 33.6

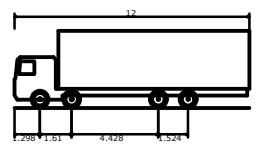




Rev: Description: Date: Rev By: Chk'd:



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 6.530m



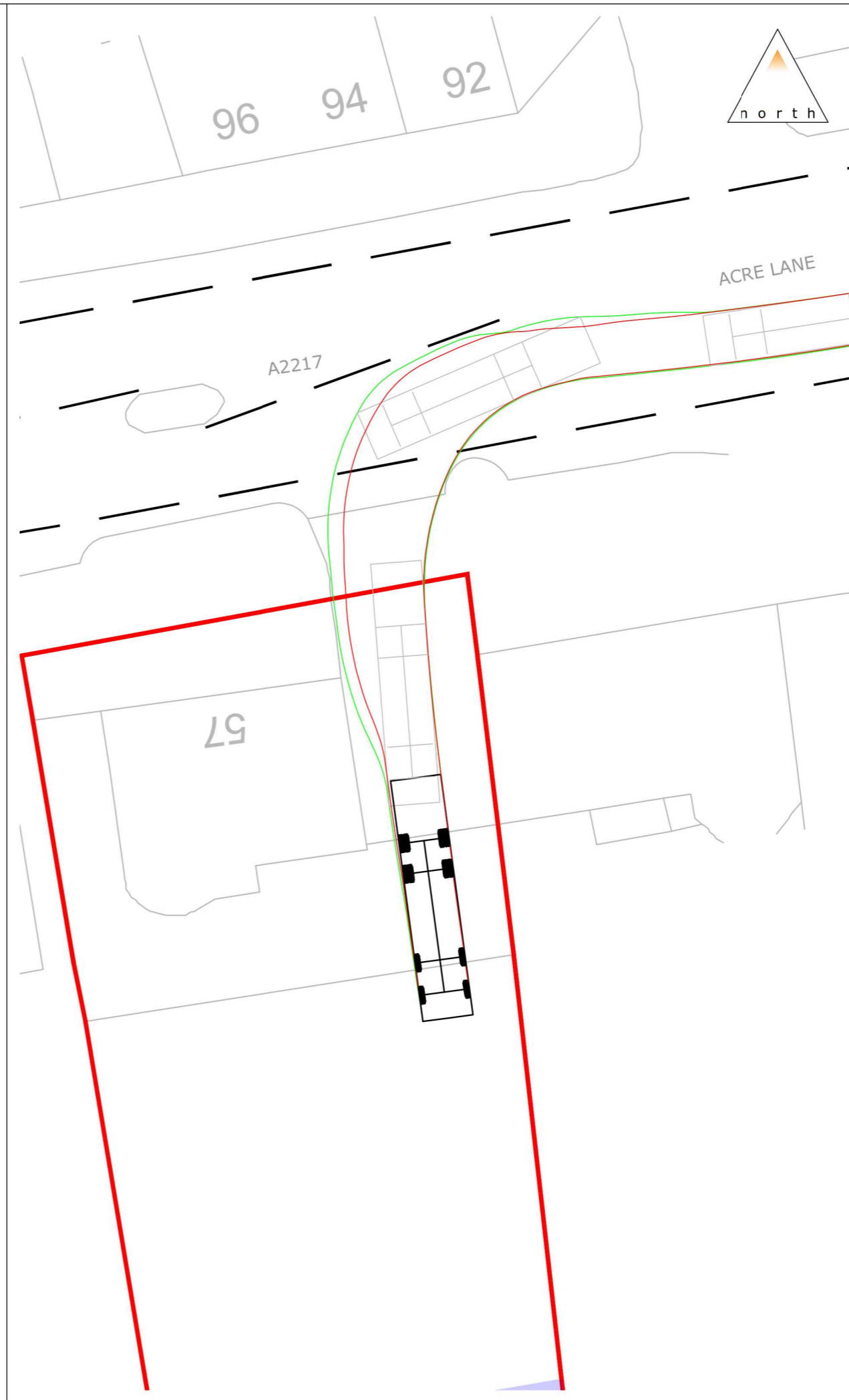
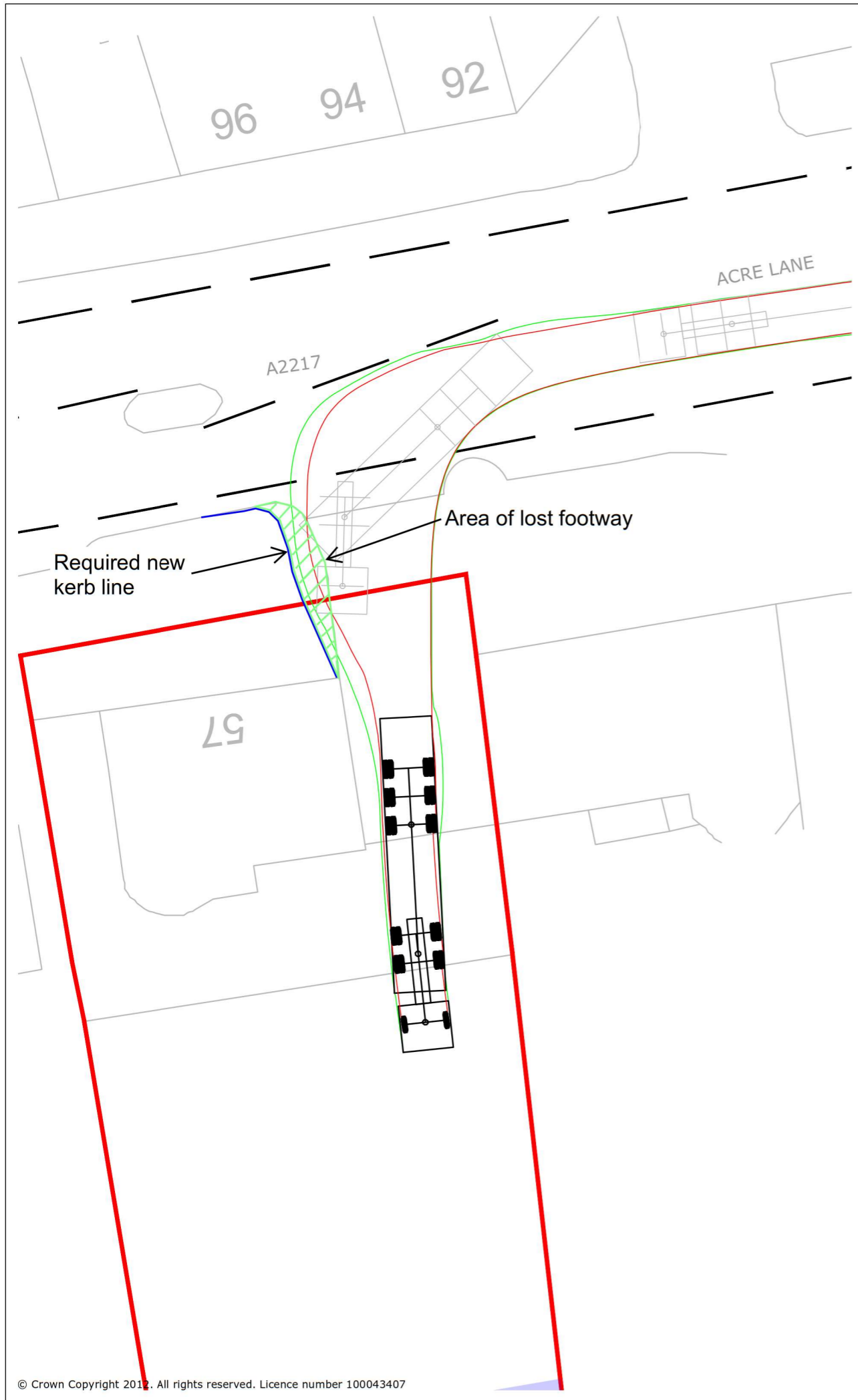
Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.928m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 11.900m



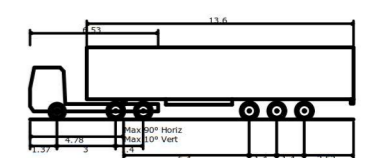
9 Greyfriars, Reading, Berkshire, RG1 1NU  
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Project:	57 Acre Lane, Brixton
Title:	Swept Path Analysis
Client:	Tim Pope
Drawing Status:	For Information
Scale:	1:250 (@ A3)
Date:	08/05/2019
Drawn:	CM
Checked:	JR
Approved:	JR
Drawing:	1905007-TK04
Revision:	-

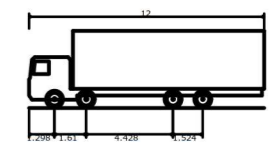
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Rev: Description: Date: Rev By: Chk'd:



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 6.530m



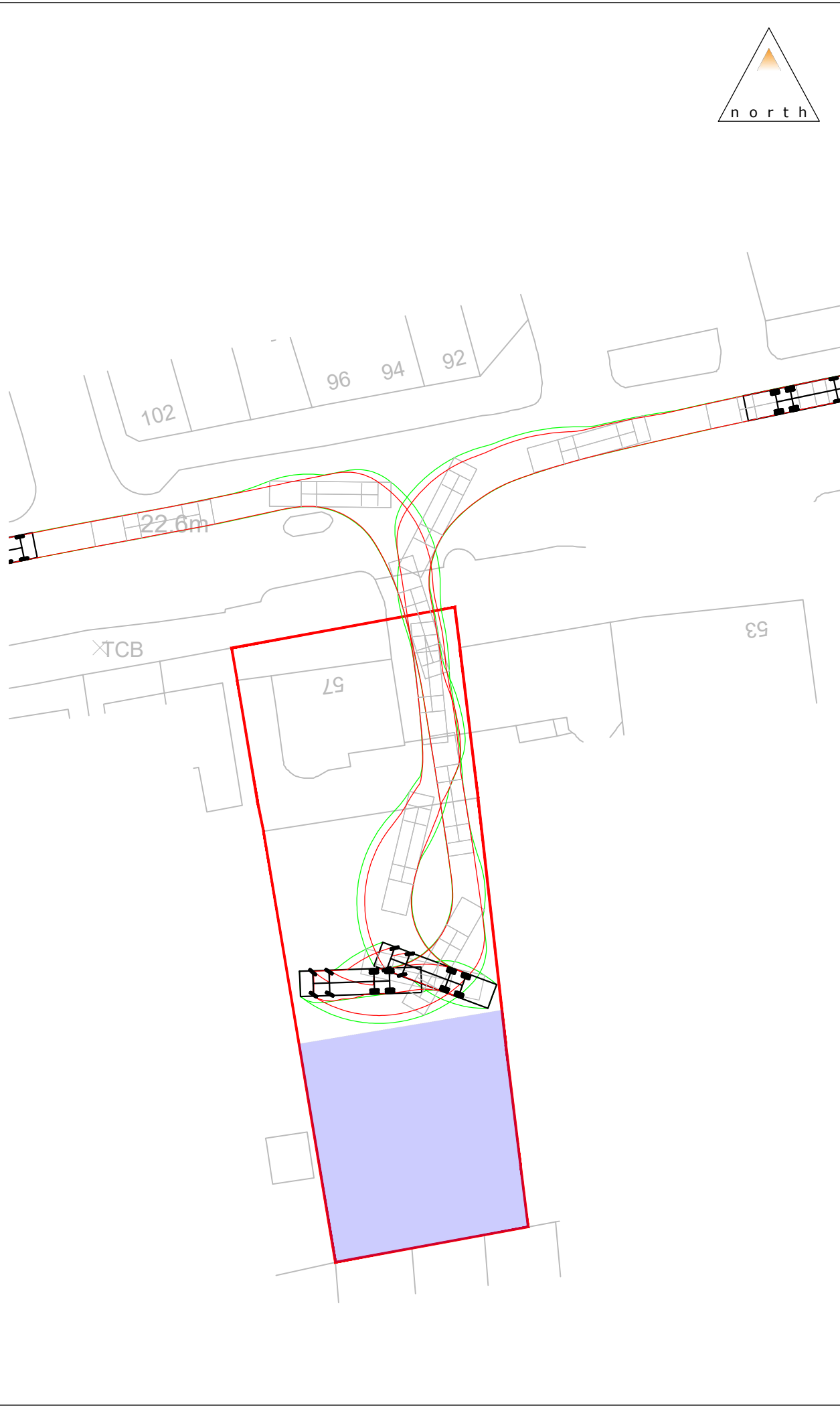
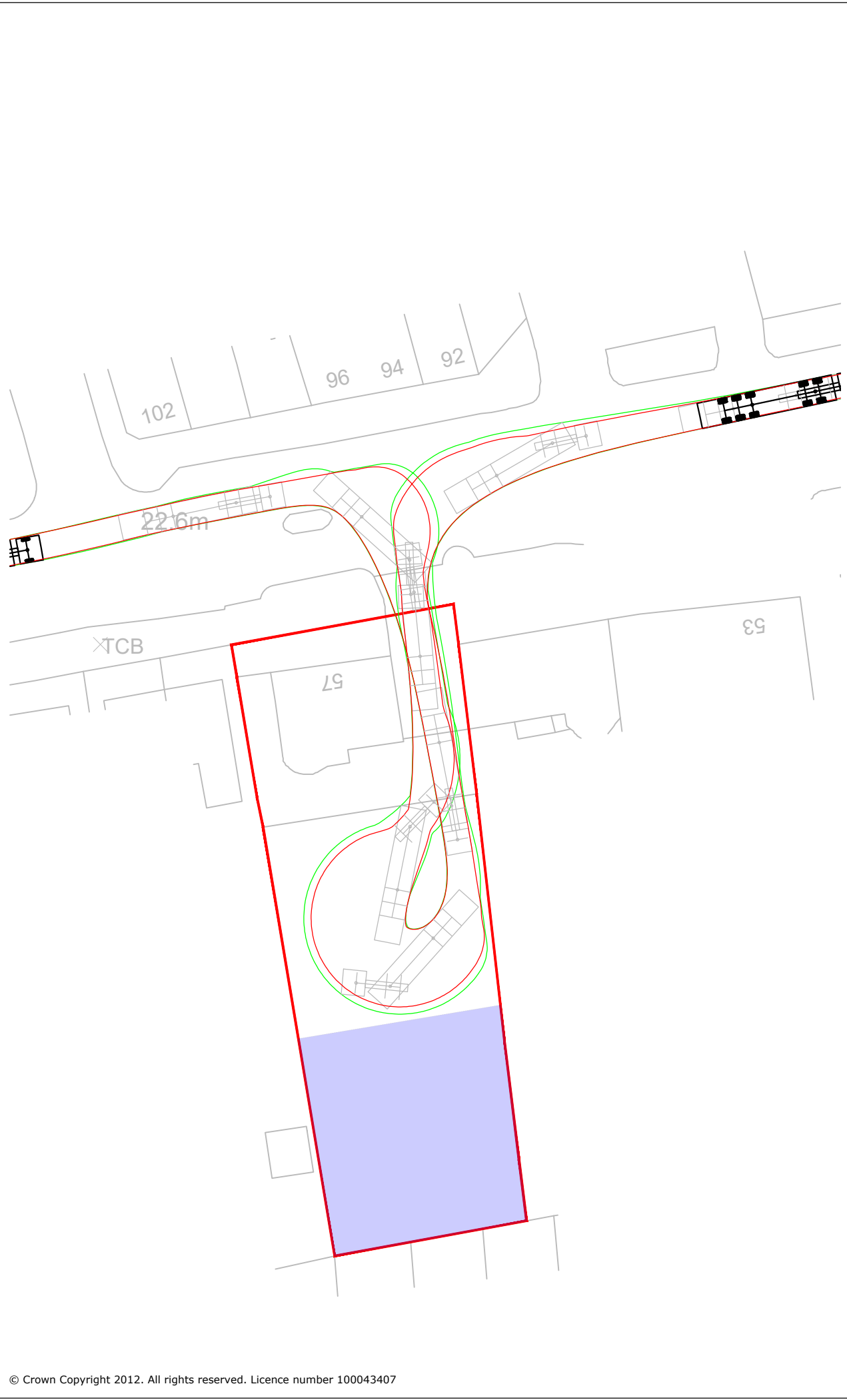
Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.328m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 11.900m



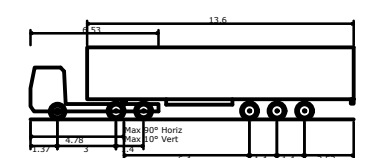
9 Greyfriars, Reading, Berkshire, RG1 1NU  
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Project:	57 Acre Lane, Brixton	
Title:	Swept Path Analysis	
Client:	Tim Pope	
Drawing Status:	For Information	
Scale:	1:250 (@ A3)	Date:08/05/2019
Drawn:	CM	Checked: JR Approved: JR
Drawing:	1905007-TK04	Revision: A

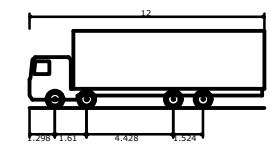
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Rev: Description: Date: Rev By: Chk'd:



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.681m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 6.530m

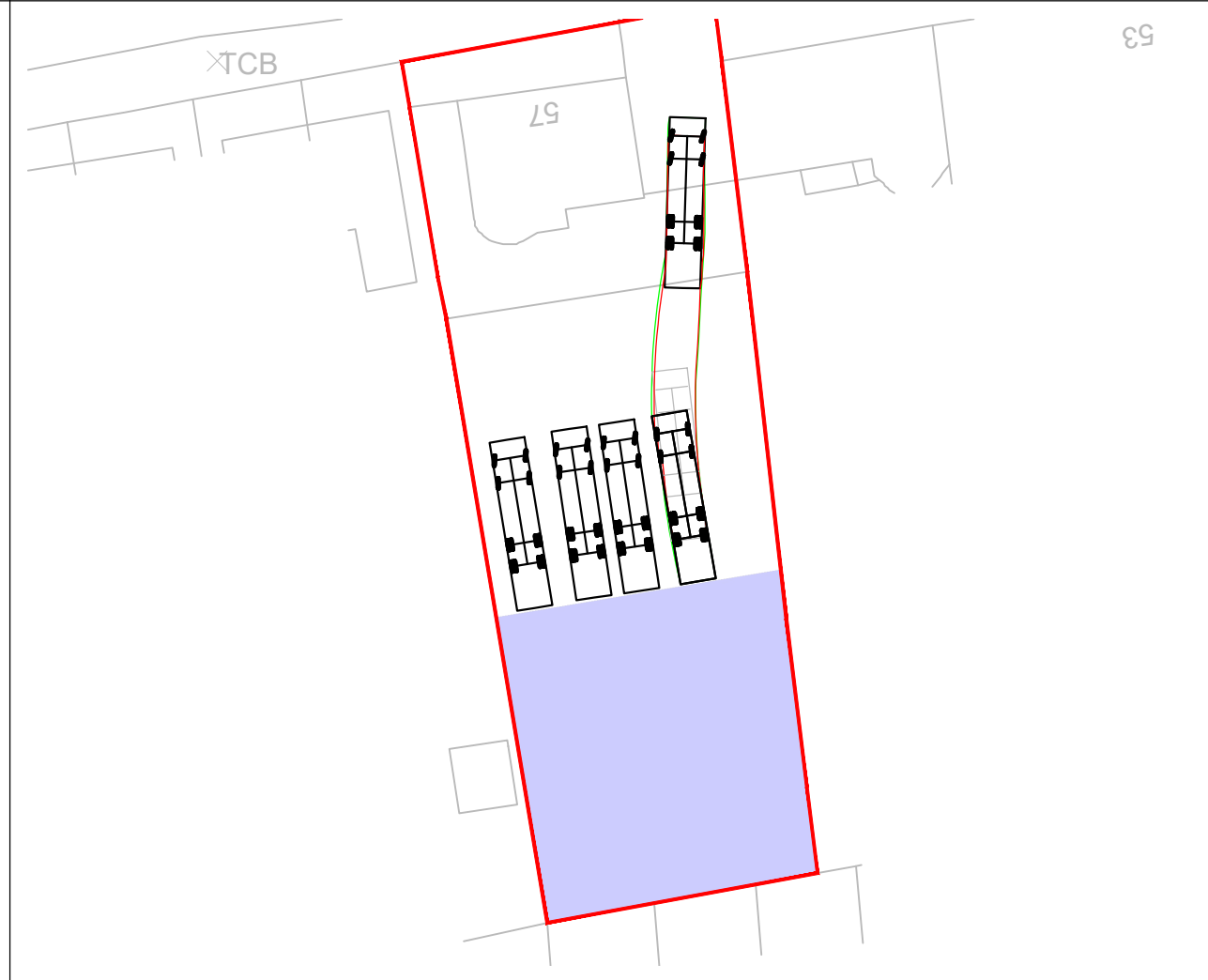
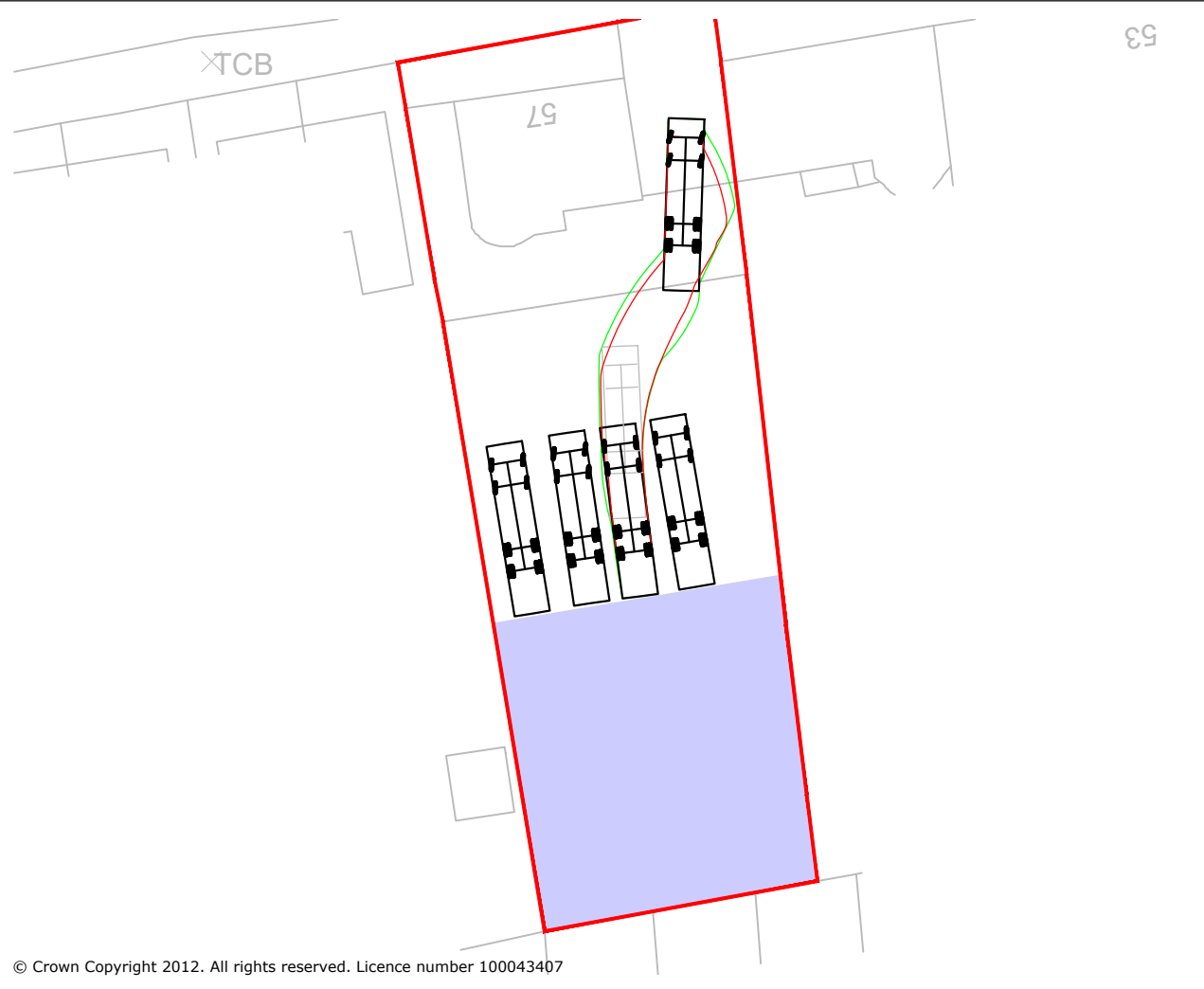
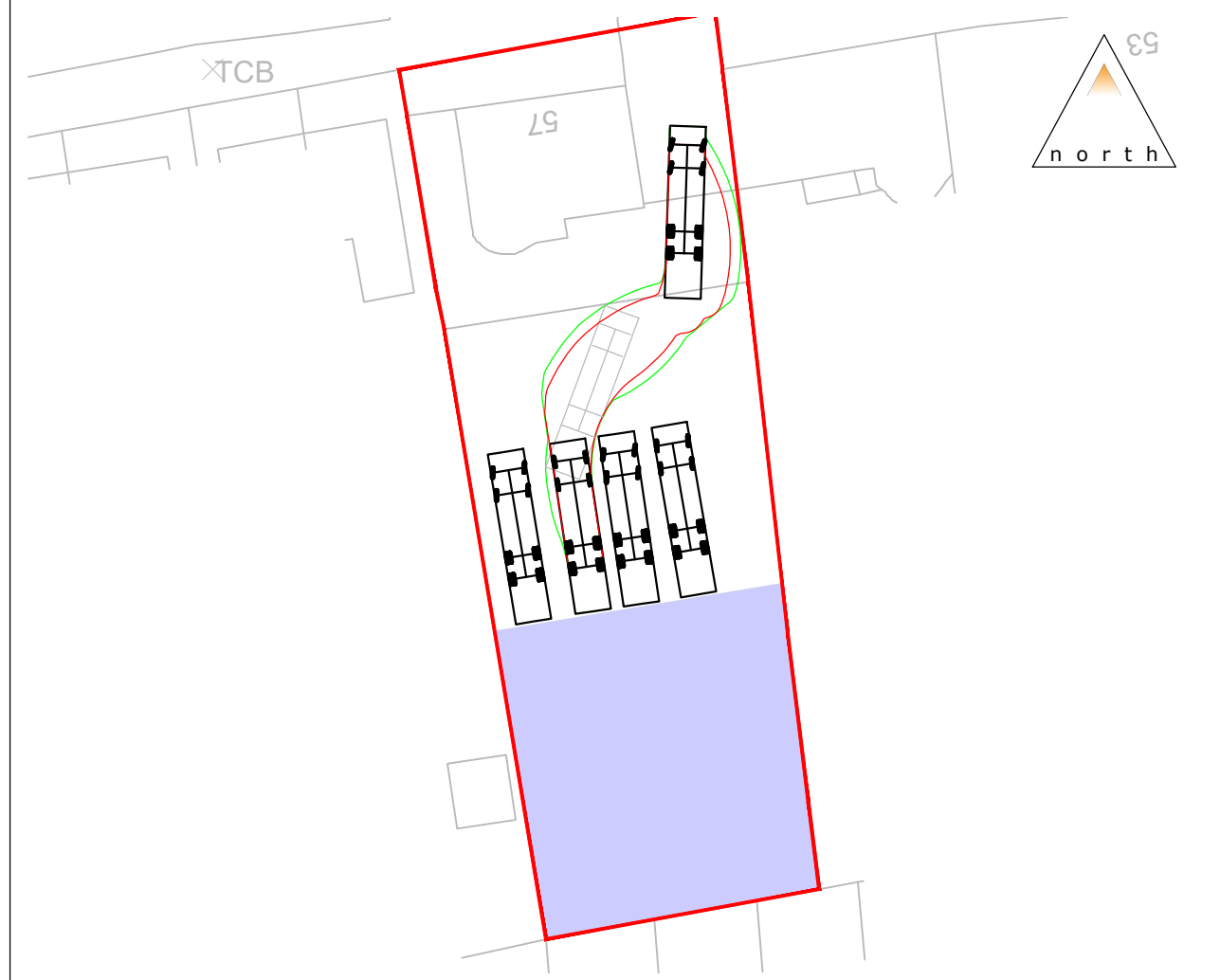
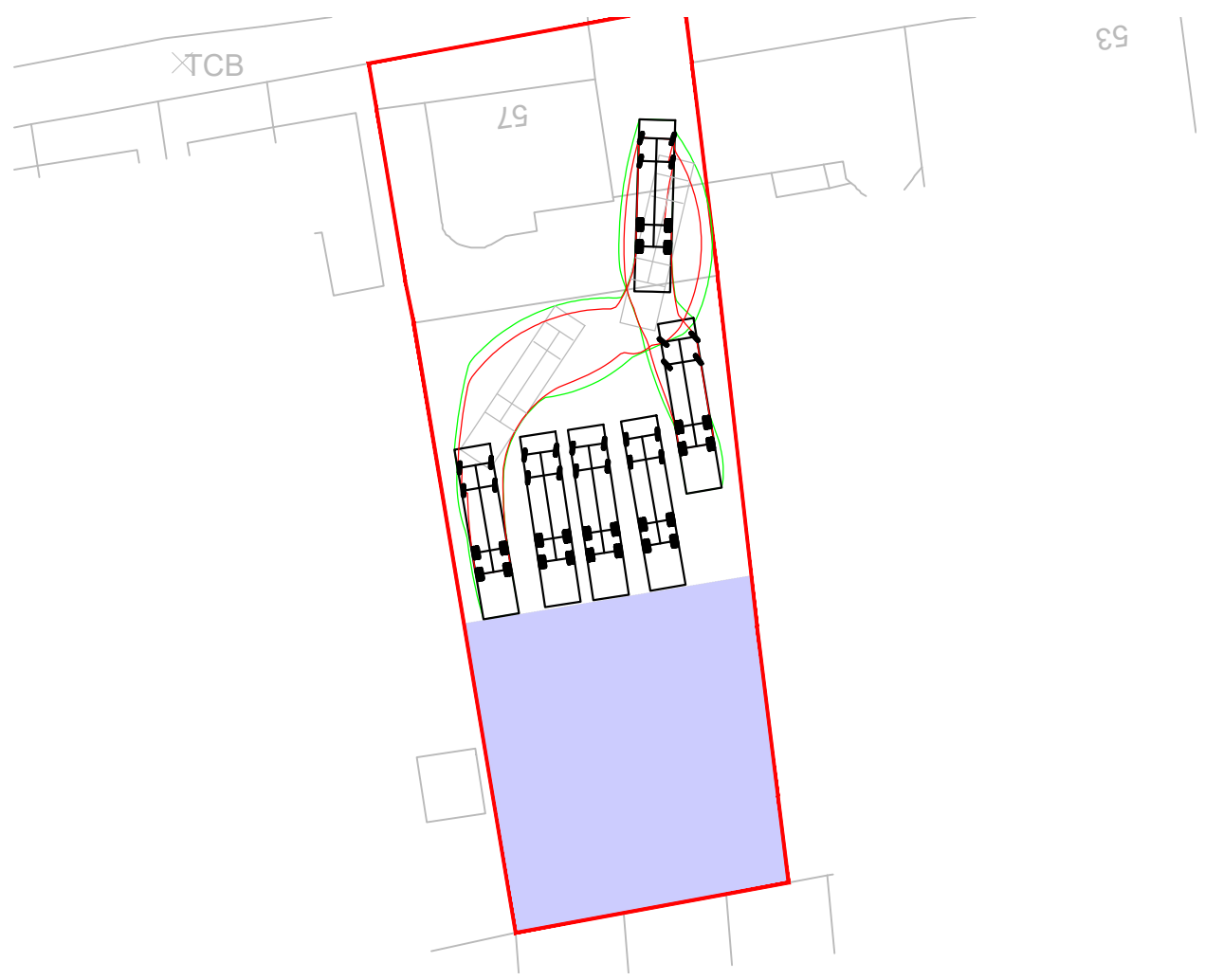


Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.928m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 11.900m

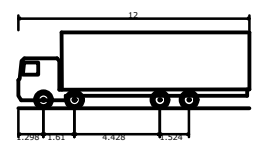


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Project:	57 Acre Lane, Brixton
Title:	Swept Path Analysis
Client:	Tim Pope
Drawing Status:	For Information
Scale:	1:500 (@ A3)
Date:	08/05/2019
Drawn:	CM
Checked:	JR
Approved:	JR
Drawing:	1905007-TK01
Revision:	-



Rev: Description: Date: Rev By: Chk'd:



Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.928m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 11.900m



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Project:  
**57 Acre Lane, Brixton**

Title:  
**Swept Path Analysis  
 Rigid Truck**

Client:  
**Tim Pope**

Drawing Status: For Information

Scale: 1:500 (@ A3) Date:08/05/2019

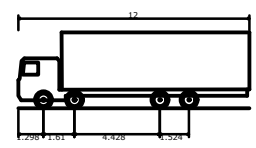
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Drawing: **1905007-TK03** Revision: -

N:\Projects\orbrix\_1905007\Drawings\1905007-TK03.dwg



Rev: Description: Date: Rev By: Chk'd:



Rigid Truck  
 Overall Length 12.000m  
 Overall Width 2.500m  
 Overall Body Height 3.928m  
 Min Body Ground Clearance 0.412m  
 Track Width 2.471m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 11.900m



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Project:  
**57 Acre Lane, Brixton**

Title:  
**Swept Path Analysis  
 Rigid Truck**

Client:  
**Tim Pope**

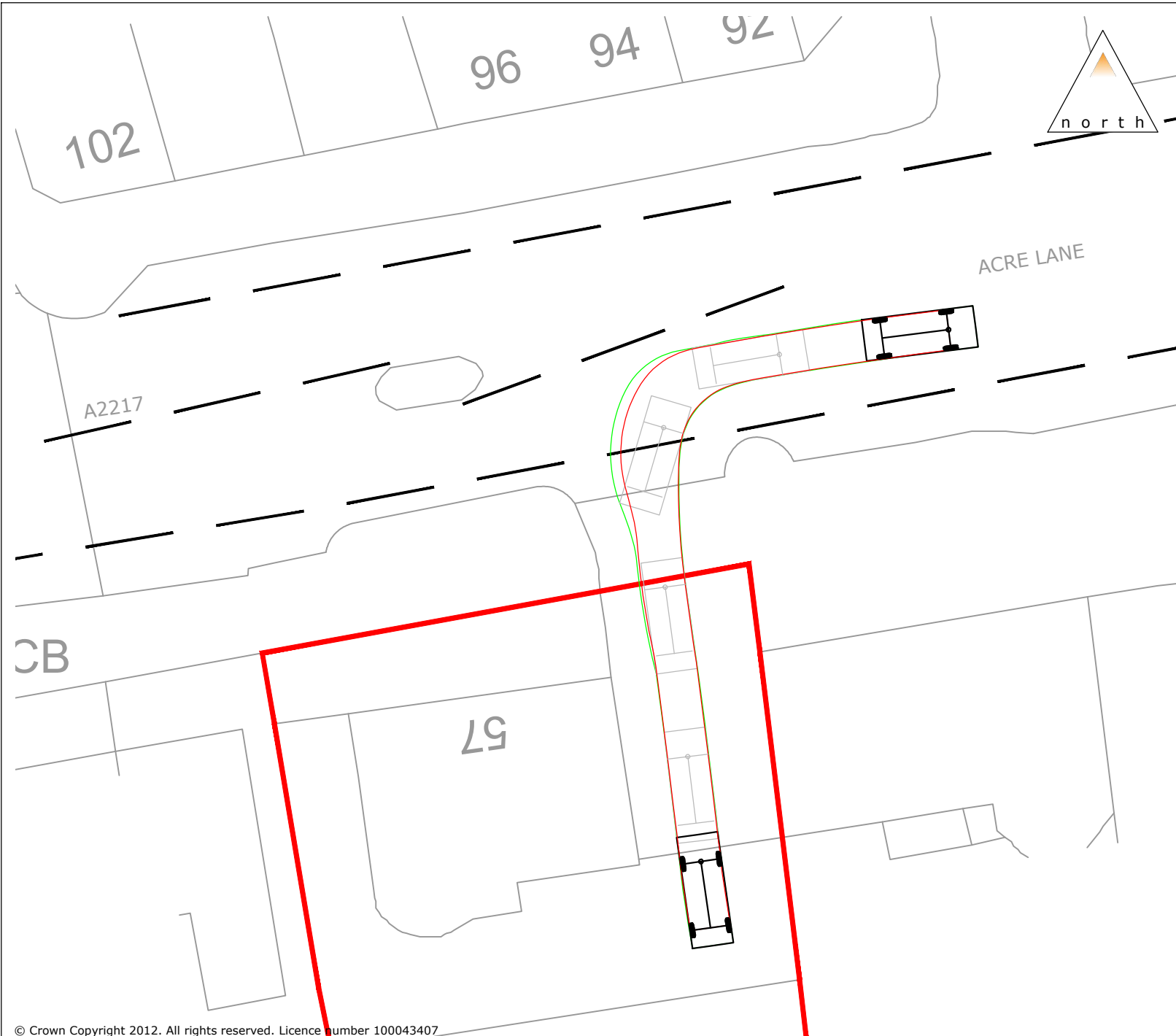
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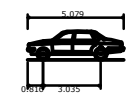
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Drawing: **1905007-TK02** Revision: -

N:\Projects\orbrix\_1905007\Drawings\1905007-TK02.dwg



Rev: Description: Date: Rev By: Chk'd:



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.900m



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Project:  
**57 Acre Lane, Brixton**

Title:  
**Swept Path Analysis  
 Large Car**

Client:  
**Tim Pope**

Drawing Status: For Information

Scale: 1:250 (@ A4) Date: 18/06/2019

Drawn: NB Checked: JR Approved: JR

Drawing: **1905007-TK05** Revision: -