Email to: [planning@lewisham.gov.uk](mailto:planning@lewisham.gov.uk)

cc [CllrJim.Mallory@lewisham.gov.uk](mailto:CllrJim.Mallory@lewisham.gov.uk)>

Subject: Proposed development at Leegate Shopping Centre - Reference DC/18/107468

Dear Sir or Madam,

I am commenting on the planning application for the demolition and development of the Leegate Centre. My email attempts to describe the effects of this development on my neighbourhood and offers some solutions that are within the remit of the developer and the local authorities.

**Parking and road safety in connection with construction workers, management and new residents**

The demolition and construction phases of the Leegate development, as outlined in the planning application, will result in increased demand for private vehicle storage (by contractors and managers) during working hours.

The occupation phase of the Leegate development will result in increased demand for private vehicle storage (by residents and visitors). The documentation provided by the developer in the planning application does not appear to contain any examination of parking stress on the surrounding streets. Most of the neighbouring streets do not currently have CPZs. The development will meet the current London Plan (2016) parking requirements but not provide enough parking provision for the residents – the proposal is that 393 homes would have just 118 parking bays on the development (+17 for residents with disabilities and other short-stay parking bays for shoppers).

The following comments are made:

1. Prior to demolition a controlled parking zone (CPZ) should be introduced to the following streets:

Leyland Road

Carston Close

Burnt Ash Road (service road for odd nos. 37 to 81)

Osberton Road

Millbank Way

Dorville Road

Cambridge Drive

Upwood Road (to the borough boundary)

1. In the demolition and construction phases the newly created CPZs should need to operate six days a week from 9am to 5pm (or for the hours of site operations).
2. The enforcement periods of the CPZs introduced before the construction phase will need to be subject to public consultation within one year of the end of the construction phase.
3. The knock on effect of CPZs introduced on these streets will be that the roads to the south of the railway line (Woodyates Road and Pitfold Road) and those in the Royal Borough of Greenwich west of Sidcup Road and north of Eltham Road will need to have a similar CPZ.
4. During the demolition and construction phases the developer should provide adequate on-site parking for construction workers as they would not be able to park on the streets near the development.
5. **During the occupation phase occupiers of the Leegate development are not able to obtain on-street parking permits from London Borough of Lewisham for the streets in the neighbouring controlled parking zones (CPZs). Further, that a condition/legal agreement ensures that future occupants are aware they are not entitled to on-street parking permits.**

**Parking and road safety in connection with residents around the development**

The current car parking provision for Merridale and Leybridge Court residents is inadequate and the removal of the multi-storey car park and the land immediately to the south of the the multi-storey car park will have significant effects on road safety and the amenity for residents (and their visitors) to park close to their homes in the neighbouring streets. The level of car ownership is higher than the average for the borough.

A recent traffic study showed that 40 cars were regularly stored on the Leegate development site each night (of which 24 are in the locked multi-storey car park). Residents park in neighbouring streets and the night-time (weekday 5am) traffic survey estimated that between 70 and 80 kerbside spaces are used by the Leybridge Court and Merridale residents in Burnt Ash Road (service road), Carston Close, Leyland Road, Osberton Road and Cambridge Drive

*Leybridge Court (including Collier Court) - 182 dwellings*

*Total of 66 spaces provided on-site (47 parking bays, 14 lock-up garages and 6 disabled bays*

*Merridale - 42 dwellings*

*No spaces provided on site and the adjacent land being sold by LBL to St Modwen for development. There are 8 kerbside spaces in Carston Close outside the block.*

# The developer’s proposals for Leyland Road (outside the development site) is the removal of parking bays north of the junction with Osberton Road.

The following comments are made:

# That provision is made within the Leegate development for parking provision for Merridale residents.

# That Merridale residents’ permits are limited to 12 for any newly created CPZ.

# That additional parking bays are created on the Leybridge Court site to meet the current demand for residents’ parking spaces.

# That resident-only parking bays are created on the east side of Leyland Road from its junction with Eltham Road to its junction with Osberton Road.

# That Leybridge Court residents are limited to 32 on-street parking permits for any newly created CPZ.

A scheme that addressed a number of the local parking issues raised here was presented to the council by residents in the affected streets (<https://docs.wixstatic.com/ugd/9bfad5_3f83652c060b4fc8a36ef078b7053fb4.pdf>)

This presents challenges to the developer but it is one that the community would appreciate.

Please confirm receipt of my comments on this planning application.

Your full name ……………………………………………………………………

Your full address …………………………………………………………………………………….