

██████████ stated that Manual for Streets advises that a clear carriageway width of 5.5m is the minimum necessary to allow large vehicles such as HGVs or buses to pass each other, a width of 4.8m allows for an HGV to pass a car and a width of 4.1m allows for two cars to pass each other but would not allow an HGV to pass a car.

At no point can even one car pass through South End at the same time as an HGV lorry; this is important given the Transport Assessment ("TA") accompanying the Applications contemplates 30 HGV trips per day (60 total movements) compressed into 5.5 hours (11 per hour) during term time and 7 hours (8.5 per hour) during holiday periods.

██████████ went on to state *"The available carriageway widths surrounding the site means that two standard sized construction vehicles of 2.5m in width would not be able to pass each other should one vehicle be leaving the site as another is arriving.....In addition to the narrow carriageway widths access and egress for the site is further complicated by the presence of a historic cast iron stench pipe in the middle of the carriageway at the junction of South End and Ansdell Street. This would complicate manoeuvres in and out of South End"*.

The Kensington Square Conservation Area Appraisal (November 2017) acknowledges that the conservation area is *"one of very high quality and great conservation value"*. It is recorded that the area *"has great heritage significance and that the buildings and features within deserve all efforts for preservation and enhancement of its historic and architectural character and appearance"*.

It is noted that South End area *"grew as a rural settlement around a crossing of roads"* and that South End still conserves the air of a small and quiet back lane (our emphasis). It is recorded as a *"simple, village-like area"*.

It is clear that South End is an extremely narrow heavily constrained carriageway and that the prevailing character of the mews is quiet with very few traffic movements. It is against this prevailing character that the impacts of the Applications fall to be considered.

### **3. Heythrop College Planning Brief SPD**

This SPD makes clear that one of the Council's principle objectives is to *"preserve the tranquil and picturesque nature of the site"*.

It acknowledges that one of the main weaknesses is that *"Access to the site is extremely limited. There is one vehicle access point via South End, which is not wide enough to accommodate a significant increase in traffic or large lorries".*

It goes on to state that *"Certain uses, particularly ones that increase traffic in the area, could have a harmful impact on the amenity of local residents, especially in Kensington Square, South End and South End Row"*.

In the Development Guidelines section it identifies that access will be a main issue on the basis that *"The site is isolated with vehicle access only from South End and this access is narrow and close to residential properties"*.

The first "Constraint" identified is the *"Impact on the amenity of the existing dwellings"*.

In the Planning Considerations Section, it again identifies that *"New development will need to prove it does not significantly impact on local traffic and parking conditions" .....*"Given