

Vehicle Movements and Highway Considerations

The proposal relates to the care of up to **8 children** within a residential setting. The anticipated level of vehicle movements associated with the use would remain low and comparable with typical residential activity.

Of the children attending:

- **One child is my grandson**, who resides approximately a 4-minute walk away and will always arrive **on foot**.
- **One family** (with children aged 2 and 6) reside on **Sutton Road** and have confirmed that they will **walk to and from the premises**.
- **A further family** with two children (aged 2 and 4) live within the St Julians area. The parent does not drive and will therefore **walk to and from the property**.

Accordingly, it is expected that **5 out of the 8 children will arrive on foot on a daily basis**, significantly reducing reliance on private vehicle use.

For the remaining children:

- Travel is likely to be **localised**, with limited reliance on private vehicles.
- Any vehicle trips would typically comprise **one drop-off and one collection per child per day**.

A **parking and traffic survey** has been undertaken, with observations carried out at various times of the day, in accordance with the principles set out in the **Lambeth Parking Strategy**. This confirms that there is **adequate on-street parking capacity** within the surrounding area, including:

- St Julian's Avenue
- St Julian's Road
- Heather Road
- Carlton Road

In addition, a **parking management policy** has been prepared for parents and carers. This requires:

- Strict adherence to **allocated drop-off and collection time slots**
- Use of the surrounding streets (St Julian's Avenue, St Julian's Road, Heather Road and Carlton Road) for parking
- Consideration and respect for **neighbouring residents**, including avoiding obstruction and minimising disturbance

In a robust 'worst-case scenario', where all children were to arrive by car, this would result in a **maximum of 16 vehicle movements per day**. These would occur at **staggered arrival and collection times**, ensuring:

- No significant intensification of traffic
- No on-street parking stress
- No obstruction to the public highway
- Safe vehicular access and egress

Overall, the scale and nature of the proposal would **not give rise to any material highway safety concerns**, nor would it adversely affect the **free flow of traffic** or the **amenity of neighbouring residents**.

Conclusion

In conclusion, the proposed use represents a **small-scale, home-based childcare setting** that operates in a manner entirely consistent with the character of the surrounding residential area. The level of activity generated, including vehicle movements, would remain modest and well within what would typically be expected of a dwellinghouse.

The submitted information demonstrates that there would be **no adverse impact on highway safety, parking provision, or the amenity of neighbouring residents**. The proposal has been carefully designed to integrate appropriately within the local context, with staggered arrival and collection times and a strong emphasis on sustainable travel, including walking.

As such, the development is considered to **accord with relevant local planning policies and highway safety principles**, and there are **no material planning considerations that would warrant refusal**.

Accordingly, planning permission is respectfully requested.