COTSWOLD TRANSPORT PLANNING

Zenwish Ltd

81 – 83 Norwood High Street London

Transport Appeal Statement

LPA Ref: 20/02179/P3M

January 2021

DOCUMENT REGISTER

CLIENT:	**ZENWISH LTD**
PROJECT:	**81 – 83 NORWOOD HIGH STREET LONDON**
PROJECT CODE:	**CTP-20-970**

REPORT TITLE:	**TRANSPORT APPEAL STATEMENT**		
PREPARED BY:	**ELISABETH SPENCER**	**DATE:**	**JANUARY 2021**
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1 Introduction

1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Zenwish Ltd (the Appellant) to prepare a Transport Appeal Statement in support of a planning appeal concerning a proposed residential development of 4 dwellings at 81 – 83 Norwood High Street London SE27 9JS (the Appeal Site).

1.2 The appeal relates to the refusal by the London Borough of Lambeth (LBL) for the prior approval for change of use of existing ground floors of 81 and 83 from Retail (Use Class A1) and Sui Generis to 4 self-contained studios (Use Class C3) and associated works to the front elevation (LBL Application Number Ref.: 20/02179/P3M) (the proposed development).

1.3 It is noted that with changes to the Use Classes from 1 September 2020, Class A is revoked and Class A 1/2/3 are effectively replaced with the new Class E(a,b,c). However, during the material period until the end of July 2021, the Use Classes in effect prior to 1 September 2020, i.e. Use Class A1 in relation to the existing use, will be the ones used and therefore referred to in this Transport Appeal Statement.

1.4 The Transport Appeal Statement deals with the transport and highways matters relating to the proposed development and specifically those matters raised by Reason for Refusal 3 as follows:

The site is not located within a CPZ, In the absence of a detailed parking survey accompanying the application, the Council is unable to fully assess the impact of the development on parking stress. As such, the proposals are contrary to the Policies T6 of the Lambeth's Local Plan (2015).

Application Background

1.5 The prior approval application (LBL Application Number Ref.: 20/02179/P3M) was supported by a number of documents and plans; however, no specific transport report was included.

1.6 The Delegated Register on the application provides further detail, including a summary of the consultation response received from Transport Lambeth. The response includes :

"Access & Accessibility

The site has a PTAL rating of 5, which is considered 'very good'. Increased housing density is encouraged within areas of very good public transport accessibility, as are car free developments.

Car Parking

The site is not within a CPZ. No standard car parking is proposed. The applicant is requested to demonstrate how the impact of the development on the parking stress can be managed. The Council has an ongoing CPZ expansion programme and if the CPZ is implemented in the future, the development will be precluded from applying for a parking permit. This needs to be secured via a s106 agreement. A car club membership for all residents needs to be provided for the period of three years."

1.7 The purpose of this Transport Appeal Statement is to set out for the benefit of the Planning Inspector the pertinent details related to transport and highways, particularly those relevant to accessibility and parking.

2 The Appeal Site and Local Highway Network

Site Location

2.1 The Appeal Site is located to the east of Norwood High Street within the London Borough of Lambeth. The site location is shown edged in red in **Figure 2.1**.

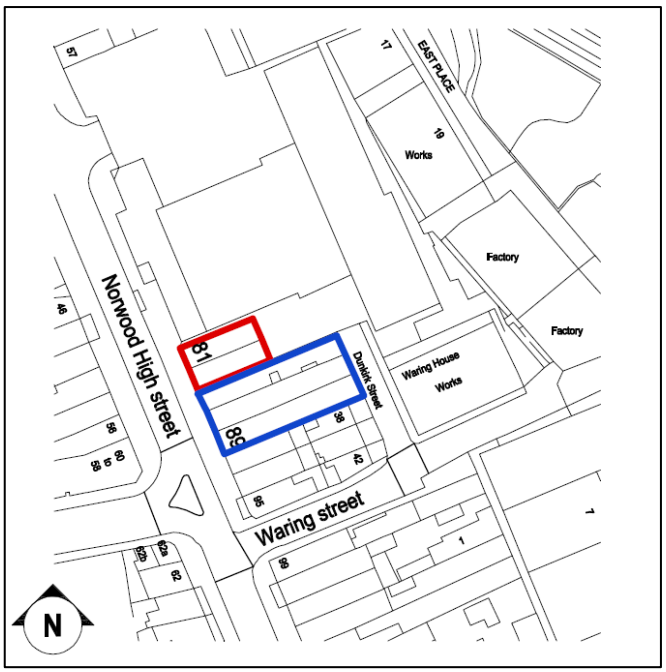

Figure 2.1: Site Location (Source: Building Doctors Drawing Issue Sheet 978-004)

2.2 The site is currently occupied by a two-storey mid-terrace building, which comprises Retail (Use Class A1) and Sui Generis uses to the ground floors. The appeal relates to the ground floors.

Local Highway Network

Norwood High Street

2.3 Norwood High Street in the vicinity of the Appeal Site is single carriageway, street lit and subject to a 20mph speed limit.

2.4 There are footways to both sides of the carriageway.

2.5 In the vicinity of the Appeal Site, Norwood High Street is subject to no waiting restrictions Monday to Saturday between the hours of 07:00 and 19:00.

2.6 The nearest bus stop, Ernest Avenue (Stop S), is located on the eastern side of Norwood High Street, less than 1 minute walk from the Appeal Site.

Access and Parking Arrangements

2.7 Access to the Appeal Site for non-motorised users is provided directly from Norwood High Street and this will remain the case with the proposed development. There is no existing or proposed vehicular access arrangements serving the site.

2.8 There is no existing off-street parking provided at the Appeal Site and none is proposed as part of the development proposal.

2.9 The Appeal Site is not within a Controlled Parking Zone (CPZ). The southern extent of the nearest CPZ, Tulse Hill 'H', is located approximately 750m to the north of the Appeal Site.

3 Review of Relevant Planning Policy

Introduction

3.1 The planning policy referenced by the LBL in the Decision Notice specifically in relation to Reason for Refusal 3 is Policy T6 of the Lambeth's Local Plan (2015). No further development plan polices are cited in the Reason for Refusal.

3.2 The policy cited in the Reason for Refusal together with the polices and guidance referred to in the Lambeth Transport consultation response are summarised below.

Lambeth Local Plan (2015) Policy T6

3.3 Lambeth Local Plan (2015) Policy T6 "Assessing impacts of development on transport capacity and infrastructure" sets out how LBL will consider planning applications in relation to assessing potential transport impacts. Point (a) of the policy is considered of relevance to assessment of the proposed development:

"(a) Planning applications will be supported where they do not have unacceptable transport impacts, including cumulative impacts on:

(i) highway safety;

(ii) traffic flows;

(iii) congestion of the road network;

(iv) on-street parking;

(v) footway space, desire lines and pedestrian flows;

(vi) all other transport modes, including public transport and cycling;…"

Other Relevant Policies

The London Plan (March 2016)

3.4 The current London Plan (March 2016) Policy 6.13 'Parking' sets out the Mayor's parking policy. Car parking standards are set out in Table 6.2. All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit.

National Planning Policy Framework (February 2019)

3.5 The NPPF is also relevant to the consideration of the proposed development.

3.6 Paragraph 103 states the following in relation to the assessment requirements for developments in varying locations:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

3.7 Paragraph 108 states the following in terms of assessing an application for development:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

3.8 Paragraph 109 states the following in relation to the key reasons for refusal of development on highway grounds:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.9 The NPPF recognises that the main role of the planning system is to maximise and exploit sustainable transport opportunities, and only to prevent or refuse development where there would be an unacceptable highway safety impact or a severe impact on the local highway network.

4 Site Accessibility and Opportunities for Sustainable Travel

Introduction

4.1 As the proposed development will be a car parking free development, it is important to demonstrate that future residents will not require the use of a car on a regular basis. To this end, the transport accessibility of the site has been considered with a review of local facilities in the vicinity of the Appeal Site and the sustainable travel opportunities available to future residents.

Proximity to Local Services and Amenities

4.2 Local services and amenities in proximity to the Appeal Site that residents may require use of on a day to day basis are summarised in **Table 4.1**.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
'Ernest Avenue (Stop S)' Bus Stop	30m	<1 minute	1 minute	<1 minute	1 minute
Londis	70m	1 minute	1 minute	<1 minute	1 minute
The Hope Pub	80m	1 minute	1 minute	<1 minute	1 minute
Royal Mail West Norwood	240m	3 minutes	3 minutes	1 minute	1 minute
'St Julian's Farm (Stop Y)' Bus Stop	260m	3 minutes	3 minutes	1 minute	2 minutes
West Norwood Train Station	280m	3 minutes	3 minutes	1 minute	2 minutes
West Norwood Library	360m	4 minutes	4 minutes	2 minutes	3 minutes
St Luke's CoE Primary School	410m	5 minutes	5 minutes	2 minutes	2 minutes
Park Campus Academy	420m	5 minutes	5 minutes	2 minutes	1 minute
Knights Hill Surgery	430m	5 minutes	6 minutes	2 minutes	3 minutes
Tesco Express	440m	5 minutes	5 minutes	2 minutes	3 minutes
Julian's Primary School	460m	5 minutes	6 minutes	2 minutes	3 minutes
Sainsbury's Local	470m	6 minutes	6 minutes	2 minutes	3 minutes
Kingswood Primary School Lower Site	490m	6 minutes	6 minutes	2 minutes	2 minutes
Iceland Foods	530m	6 minutes	6 minutes	2 minutes	3 minutes
Online4Pharmacy	590m	7 minutes	8 minutes	2 minutes	3 minutes
Kingswood Primary School Upper Site	1km	12 minutes	13 minutes	4 minutes	4 minutes

Table 4.1: Distances to Local Services and Amenities

4.3 For robustness, the distances and their corresponding journey times have been measured from the centre of the Appeal Site via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.

4.4 **Table 4.1** demonstrates a wide range of services and amenities that may be required on a daily basis that can be found within approximately 1km of the Appeal Site (less than 15 minutes' walk), of which most are within 800m of the Appeal Site (less than 10 minutes' walk).

4.5 The Appeal Site is located on Norwood High Street and, as such, has access to numerous amenities in addition to those set out in **Table 4.1**. These include, but are not limited to, public houses, takeaways, restaurants, cafes and shops.

Walking and Cycling

4.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.7 As set out earlier in this section, there are a number of facilities within 800m of the Appeal Site, which presents the opportunity for residents to conveniently walk to these facilities from the Appeal Site.

4.8 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:

> *'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'*

4.9 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the Appeal Site are considered within acceptable cycling distance.

4.10 The Appeal Site is surrounded by employment land uses offering the opportunity for future residents to walk and cycle to work.

Infrastructure

4.11 There are footways present on both sides of Norwood High Street in the vicinity of the Appeal Site. To the south, where Norwood High Street meets Ernest Street, there is a junction which accommodates zebra crossings on each arm. The illuminated footway provision continues along the High Street to the north and south, providing access to the facilities highlighted in **Table 4.1**.

4.12 It is acknowledged that, as per LTN 1/20, sufficient cyclist infrastructure does not yet exist in the vicinity of the Appeal Site, however, the low level of PICs and the layout of the carriageways indicate that the highway is suitable for confident cyclists.

Propensity to Cycle Tool (PCT)

4.13 A review has been undertaken using the PCT (pct.bike), which demonstrates the average percentage of people cycling to work in areas of the UK. The Appeal Site is located in the Middle Super Output Area (MSOA) of Lambeth 028, which has an cyclist commuter percentage of between 7% and 8%. This is significantly higher than the UK average of 3% (2011 Census), which demonstrates that cycling is encouraged and that there are opportunities for commuter cycling in the local area.

4.14 **Figure 4.1** shows an extract from PCT demonstrating the cycling commuting level in the MSOA Lambeth 028 and in the context of the wider area.

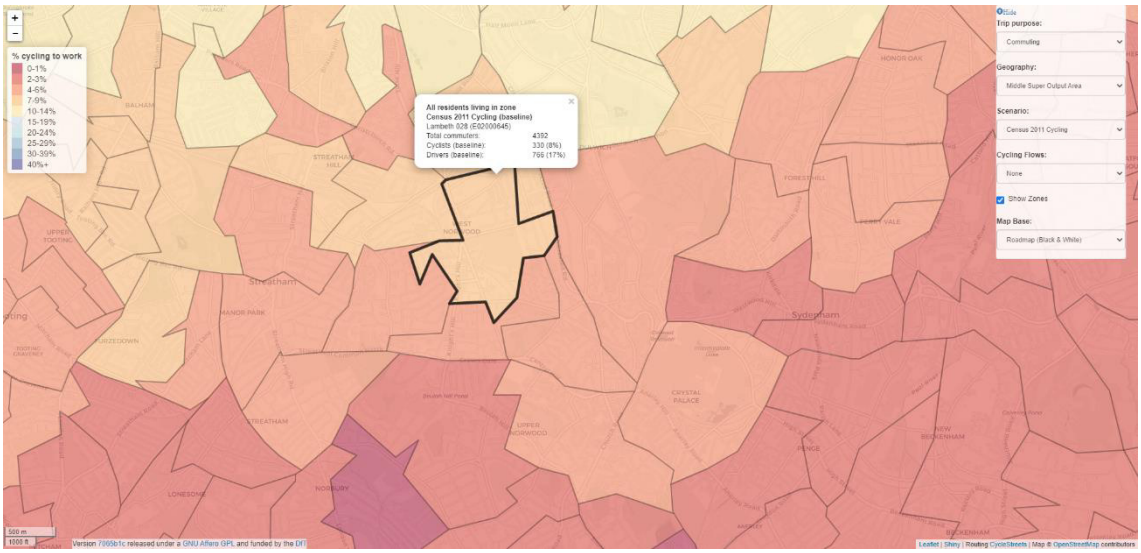

Figure 4.1: Map of Cycling Commuting Levels in the vicinity of the Appeal Site

Public Transport

Public Transport Accessibility Level (PTAL)

4.15 PTAL is a measure of connectivity by public transport. The PTAL measure rates a selected place based on how close it is to public transport and how frequent services are in the area. A PTAL of 0 to 1 suggests a low level of accessibility whereas a PTAL of 6 would be considered excellent. The Appeal Site has a PTAL rating of 5, which is considered to be 'very good', as confirmed by the consultation response received from Lambeth Transport.

4.16 Thus the Appeal Site is located within an area of very good public transport accessibility, where future residents would not need to own a vehicle and where car parking provision should be limited, in accordance with The London Plan (March 2016) Policy 6.13; and car parking free development is encouraged, as highlighted by Lambeth Transport in its consultation response:

"The site has a PTAL rating of 5, which is considered 'very good'. Increased housing density is encouraged within areas of very good public transport accessibility, as are car free developments."

4.17 The full PTAL report is provided at **Appendix 1**.

Bus

4.18 The nearest bus services operating within the vicinity of the Appeal Site, as identified by the PTAL report, are the 432, 315, 2, 468, 68, 196, X68 and 322. These services provide access to Brixton, Balham, Marylebone, Euston, Elephant & Castle, and Croydon, amongst others.

Rail

4.19 West Norwood Railway Station is located approximately 280m from the Appeal Site (a three-minute walk or two-minute cycle) and provides direct services to Beckenham Junction, London Bridge, West Croydon, and London Victoria.

Travelling into Central London

4.20 The quickest way to travel to Central London from the Appeal Site is via the Southern rail line from West Norwood to Elephant & Castle and then taking the Bakerloo line, this journey would take approximately 40 minutes during the AM peak.

4.21 Alternatively, the X68 bus services provides access to Waterloo Bridge from the St Julian's Farm Road (Stop Y) bus stop, a journey which takes approximately 50 minutes during the AM peak.

Car Sharing

4.22 Many online car sharing tools are available for use in the surrounding area. Sites such as liftshare.com and blablacar.co.uk allow users to car share with other people that might be travelling to, or near to, the same destination.

2011 Census Journey to Work

4.23 The 2011 Census Journey to Work data for the Middle Super Output Area (MSOA) of Lambeth 028, which includes the Appeal Site, has been reviewed for all modes and the percentage modal split is summarised in **Table 4.2**.

Mode	Number	Percentage
Train	1,566	33.93%
Driving a car or van	826	17.89%
Bus, minibus or coach	798	17.29%
Underground, metro, light rail, tram	632	13.69%
Bicycle	341	7.39%
On foot	289	6.26%
Motorcycle, scooter or moped	75	1.62%
Passenger in a car or van	49	1.06%
Taxi	9	0.19%
Other	31	0.67%
Total	**4,616**	**99.99%**

Table 4.2: 2011 Census Journey to Work Percentage Modal Split for MSOA Lambeth 028 (Source: NOMIS)

4.24 With reference to **Table 4.2**, in the order of 80% of journeys to work are made on foot, by bicycle or by train, bus, or Underground. The Census Journey to Work data therefore demonstrates that most people in the area travel by non car modes.

Summary

4.25 It has been demonstrated that the Appeal Site is sustainably located with a wide range of local services and amenities within walking and cycling distance as well as benefitting from regular public transport services within acceptable walking or cycling distances for longer distance travel. The Appeal Site has a PTAL rating of 5, which is considered to be 'very good' public transport accessibility.

4.26 With reference to the Census Journey to Work data, in the order of 80% of existing residents travel to work by sustainable modes, demonstrating that residents do not need to own a car.

4.27 Based on the transport accessibility of the site and the opportunities for sustainable travel in both the local and wider area, the car parking free nature of the proposed development is considered to be appropriate development in this location.

5 Existing On-Street Parking Assessment

Introduction

5.1 It is proposed that the development will operate as car parking free. Based on the transport accessibility of the site, the site's PTAL rating of 5 ('very good') and the opportunities available for future residents for sustainable travel, it is considered that the need for car ownership is low.

5.2 Notwithstanding the above, an assessment has been undertaken to establish the existing level of parking stress and the availability of on-street parking on the surrounding network, in the event that future residents should choose to own a vehicle.

Potential Parking Demand from Future Residents

5.3 To provide an estimate of the potential parking demand of future residents of the 4 self-contained studios, car ownership data has been extracted from the 2011 Census for the Gipsy Hill ward of LBL, which includes the Appeal Site. This analysis indicates that 2025 forecast average car ownership within the ward is less than 1 car per dwelling for both privately owned and affordable flats, regardless of dwelling size. Average car ownership for studio and 1-bedroom flats is substantially lower at 0.679 and 0.398 cars per household for privately owned and affordable flats, respectively.

5.4 Based on this analysis, the proposed 4 self-contained studios could potentially generate a 2025 parking demand of 2 - 3 vehicles based on the higher average car ownership levels of privately owned flats.

5.5 The Census car ownership data analysis is included at **Appendix 2**.

Parking Survey

5.6 In order to establish the existing level of parking stress and the availability of on-street parking on the surrounding highway network, parking surveys have been undertaken. These surveys have been undertaken by an independent surveyor, in accordance with the Lambeth parking survey methodology, an accepted methodology for undertaking residential parking surveys.

5.7 In accordance with this methodology, all available parking spaces on roads within 200m of the site have been included as part of the survey. The survey was conducted during term time on two weekdays during the period between 00:30 and 05:00. The survey was

undertaken on Wednesday 21st October 2020 at 00:30 and Thursday 22nd October 2020 at 01:45.

5.8 The full survey report is provided at **Appendix 3** and the results are summarised in **Table 5.1** below.

Location	Number of Spaces Available	Wednesday 21st October 2020 00:30		Thursday 22nd October 2020 01:45	
		Number of Spaces Occupied	Number of Free Spaces	Number of Spaces Occupied	Number of Free Spaces
Cranfield Close	8	7	1	7	1
Auckland Hill	12	4	8	4	8
Pilgrim Hill	5	5	0	4	1
East Place	23	19	4	20	3
Waring Street	8	4	4	4	4
Dunkirk Street	3	3	0	3	0
Windsor Grove	21	14	7	14	7
Windsor Close	4	4	0	4	0
Rothschild Street	20	17	3	16	4
Ernest Avenue	0	0	0	0	0
Beadman Street	36	27	9	28	8
Knight's Hill Square	14	11	3	10	4
Langmead Street	11	8	3	9	2
Cotswold Street	3	0	3	0	3
Norwood High Street*	12	10	2	11	1
Total	**180**	**133**	**47**	**134**	**46**
Average Car Parking Stress Level		**74%**			

* Norwood High Street only designated parking spaces used

Table 5.1: Parking Stress Survey Results on Local Streets

5.9 The survey results indicate that the average parking stress level is 74% of available capacity, with a minimum of 46 free spaces available at any time, or 26% of the total available parking capacity. This demonstrates that there is sufficient on-street parking

capacity to continue to accommodate existing demand as well any parking demand associated with the 4 self-contained studios at the Appeal Site, without having any adverse impact on parking stress.

Controlled Parking Zones (CPZs)

5.10 The Appeal Site is not within a Controlled Parking Zone (CPZ).

5.11 The southern extent of the nearest CPZ, Tulse Hill 'H', is located approximately 750m to the north of the Appeal Site.

5.12 The consultation response from Lambeth Transport suggests that if a CPZ is implemented at some point in the future, residents will be precluded from applying for a parking permit. Lambeth Transport has not provided a parking survey or other evidence to demonstrate that there is limited capacity for the parking of additional vehicles within the local area either currently or in the future with the introduction of a CPZ.

5.13 With reference to the results of the parking survey undertaken in October 2020, the average parking stress level is 74% in the area surrounding the Appeal Site. On this basis, it is not considered necessary to preclude future residents from applying for a parking permit should a CPZ be introduced in the area in the future.

Summary

5.14 An independent parking survey has been commissioned to establish the existing level of parking stress and the availability of on-street parking on the surrounding highway network. The parking survey found that the average car parking stress level on the surrounding highway network is 74% and that there is a minimum of 46 free spaces available (26% of total parking capacity). Therefore, in the event that future residents of the proposed development should chose to own a vehicle, it is considered that there is sufficient capacity on-street to accommodate the parking demand of 2 - 3 vehicles associated with the proposed development, without displacing existing on-street parking or causing a highway safety issue.

5.15 Therefore the proposal does not conflict with paragraph 109 of the NPPF, as there would be no unacceptable impact on highway safety and the residual cumulative impact on the road network would not be severe.

6 Summary and Conclusions

Summary

6.1 This Transport Appeal Statement has been prepared in support of a planning appeal by Zenwish Ltd against the London Borough of Lambeth's refusal for the prior approval for change of use of existing ground floors at 81 - 83 Norwood High Street London to provide 4 self-contained studios (Use Class C3) (LBL Application Number Ref.: 20/02179/P3M).

6.2 The Transport Appeal Statement has specifically dealt with Reason for Refusal 3 as follows:

"The site is not located within a CPZ, In the absence of a detailed parking survey accompanying the application, the Council is unable to fully assess the impact of the development on parking stress. As such, the proposals are contrary to the Policies T6 of the Lambeth's Local Plan (2015)."

6.3 No evidence was provided by the Council to demonstrate that there is parking stress in the local area.

6.4 It has been demonstrated that the Appeal Site is sustainably located in transport accessibility terms, with a wide range of local services and amenities within walking and cycling distance, and regular public transport services within acceptable walking or cycling distances for longer distance travel. This is further acknowledged by the site's PTAL rating of 5 'very good'.

6.5 Based on the transport accessibility of the site and the opportunities for sustainable travel in both the local and wider area, the car parking free nature of the development is considered to be appropriate in this location. Indeed Lambeth Transport, in its consultation response to the application, confirmed that car parking free developments are encouraged within areas of very good public transport accessibility.

6.6 Accordingly, it is considered that future residents' need for car ownership is low. Notwithstanding this, in order to specifically to address the highway objection, an assessment has been undertaken to establish the existing level of parking stress and the availability of on-street parking on the surrounding network, in the event that future residents choose to own a vehicle.

6.7 The Appellant has commissioned a residential parking survey to be carried out based on the widely used Lambeth methodology. The results on this survey demonstrate that the current parking stress level is 74%, with a minimum of 46 available spaces and therefore

there is sufficient capacity to accommodate the small additional demand of 2 – 3 vehicles from the proposed development, should residents choose to own a vehicle, without causing additional stress on existing parking spaces.

Conclusion

6.8 It has been demonstrated that the Appeal Site is sustainably located in transport accessibility terms. The proposed development will be a car parking free development, which is encouraged in areas of very good public transport accessibility and therefore is considered to be appropriate development in this location.

6.9 Based on the findings of the parking survey, it can be concluded that there is sufficient capacity on-street to accommodate the parking demand from future residents of the proposed development should they chose to own a vehicle. There would be no adverse impact on highway safety or the local highway network.

6.10 The proposed development would comply with all relevant planning policies, including Lambeth's Local Plan (2015) Policy T6, and does not conflict with paragraph 109 of the NPPF. It is therefore concluded that there ar no transport or highways related reasons why the Appeal should not be allowed.

COTSWOLD
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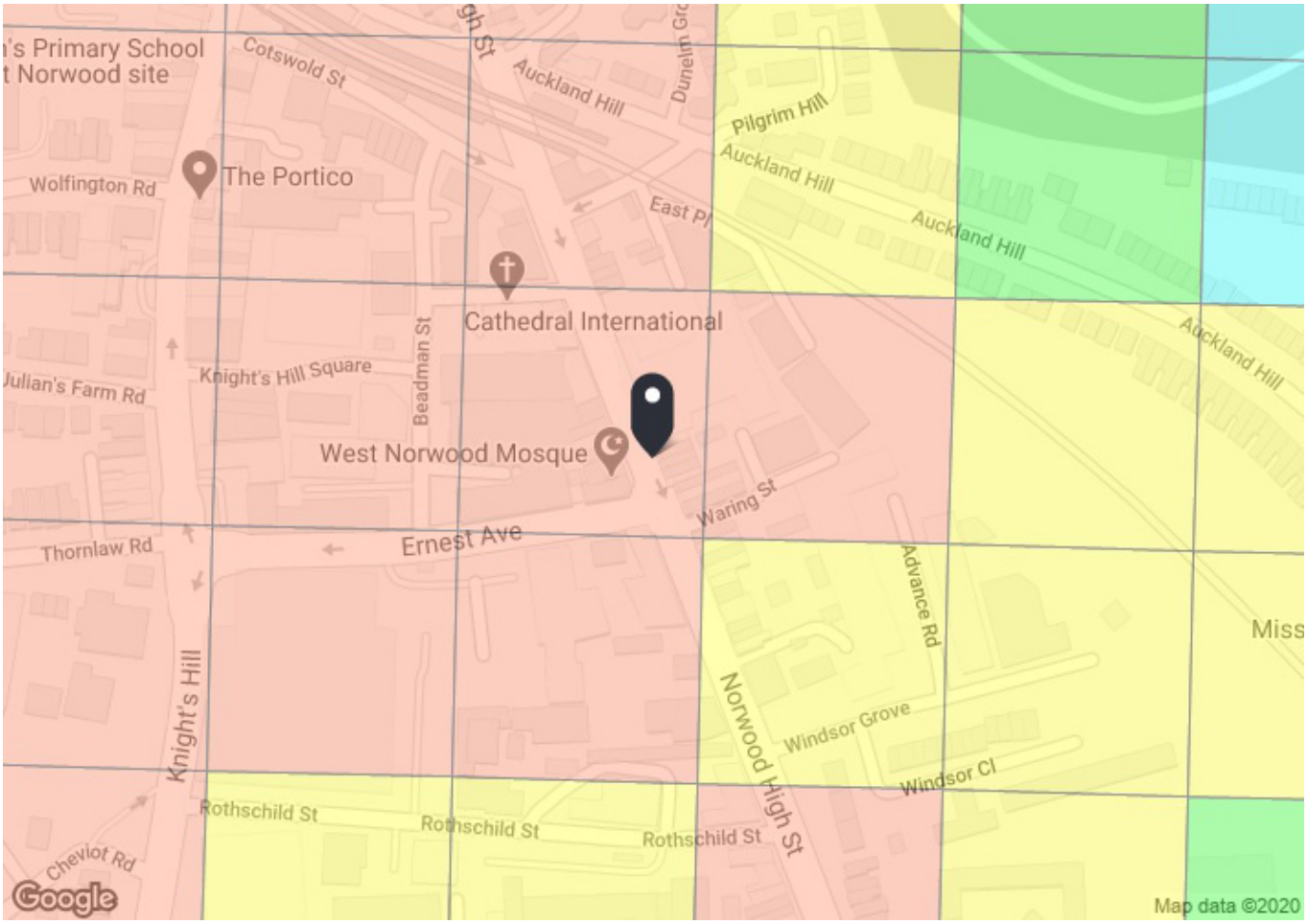
Appendix I

PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
5

87 B232, West Norwood, London SE27 9JQ, UK
Easting: 532075, Northing: 171826

Grid Cell: 39559

Report generated: 13/11/2020

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	NORWOOD HIGH STREET	432	56.01	5	0.7	8	8.7	3.45	0.5	1.72
Bus	NORWOOD HIGH STREET	315	56.01	3	0.7	12	12.7	2.36	0.5	1.18
Bus	NORWOOD HIGH STREET	2	56.01	9	0.7	5.33	6.03	4.97	0.5	2.49
Bus	NORWOOD HIGH STREET	468	56.01	10	0.7	5	5.7	5.26	1	5.26
Bus	NORWOOD HIGH STREET	68	56.01	9	0.7	5.33	6.03	4.97	0.5	2.49
Bus	NORWOOD HIGH STREET	196	56.01	5	0.7	8	8.7	3.45	0.5	1.72
Bus	WEST NORWOOD STATION	X68	241.79	4	3.02	9.5	12.52	2.4	0.5	1.2
Bus	WEST NORWOOD ROBSON ROAD	322	442.86	5	5.54	8	13.54	2.22	0.5	1.11
Rail	West Norwood	'LNDNBDC-VICTRIC 2F01'	261.86	1.67	3.27	18.71	21.99	1.36	0.5	0.68
Rail	West Norwood	'STRHILL-LNDNBDC 2F94'	261.86	1.33	3.27	23.31	26.58	1.13	0.5	0.56
Rail	West Norwood	'LNDNBDC-VICTRIC 2F95'	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'BCKNMJC-LNDNBDC 2H60'	261.86	1.67	3.27	18.71	21.99	1.36	0.5	0.68
Rail	West Norwood	'LNDNBDC-BCKNMJC 2H61'	261.86	2	3.27	15.75	19.02	1.58	1	1.58
Rail	West Norwood	'NORWDJ-LNDNBDC 2K06 '	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'VICTRIC-LNDNBDC 2F02'	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'VICTRIC-LNDNBDC 2F04'	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'VICTRIC-LNDNBDC 2F06'	261.86	1.33	3.27	23.31	26.58	1.13	0.5	0.56
Rail	West Norwood	'NORWDJ-VICTRIC 2S05 '	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'WCROYDN-VICTRIC 2S07'	261.86	1.33	3.27	23.31	26.58	1.13	0.5	0.56
Rail	West Norwood	'SUTTON-VICTRIC 2S15 '	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'VICTRIC-EPSM 2S56 '	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'VICTRIC-DORKING 2S58'	261.86	0.33	3.27	91.66	94.93	0.32	0.5	0.16
Rail	West Norwood	'VICTRIC-SUTTON 2S60 '	261.86	1.33	3.27	23.31	26.58	1.13	0.5	0.56
									Total Grid Cell AI:	**23.63**

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Appendix 2

Census Car Ownership Data

Car Parking - Census Analysis

Client	Simply Planning
Job	81 - 83 Norwood High Street, London
Job Code	CTP-20-970
Date	13.11.20

This document contains the car ownership based on 2011 Census Data

The site is located in the Gipsey Hill ward of Lambeth

1 Bed	1 - 3 Rooms
2 Bed	4 Rooms
3 Bed	5 Rooms
4 Bed	6/7 Rooms
5 Bed +	8 Rooms +

Tempro 7.2 Growth Rates	**2011 -2020**	**2011 - 2025**
Lambeth 028	1.1752	1.2646

Census Analysis 1 - 2020

E36007451 Gipsy Hill	Dwelling Ownership		Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2020 TEMPRO Growth Rate	2020 Average Car Ownership		Number of Dwellings	Number of Spaces Required
									1.1752	0.0000			0
									1.1752	0.0000			0
									1.1752	0.0000			0
											Total	0	0

Census Analysis 2 - 2025

E36007451 Gipsy Hill	Dwelling Ownership		Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2025 TEMPRO Growth Rate	2025 Average Car Ownership		Number of Dwellings	Number of Spaces Required
	5								1.2646	0.0000			0
									1.2646	0.0000			0
	5								1.2646	0.0000			0
											Total	0	0

COTSWOLD TRANSPORT PLANNING	Project Title 81 - 83 Norwood High Street, London	Client Project Code Date Number	Simply Planning CTP-20-970 13.11.20 Sheet 1

E36007451 Gipsy Hill		Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 average car ownership	2020 Growth Rate	2020 Average Car Ownership	2025 Growth Rate	2025 Average Car Ownership
Flat, maisonette or apar	**Owned: Owned outright or with a mortgage or loan**	**Total: Number of rooms**	**1084**	**441**	**553**	**84**	**6**	**0.682**	**1.1752**	**0.801**	**1.2646**	**0.862**
Flat, maisonette or apar	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	352	177	161	14	0	0.537	1.1752	0.631	1.2646	0.679
Flat, maisonette or apar	Owned: Owned outright or with a mortgage or loan	4 rooms	476	183	251	38	4	0.712	1.1752	0.837	1.2646	0.901
Flat, maisonette or apar	Owned: Owned outright or with a mortgage or loan	5 rooms	200	61	115	23	1	0.820	1.1752	0.964	1.2646	1.037
Flat, maisonette or apar	Owned: Owned outright or with a mortgage or loan	6 rooms	37	12	17	7	1	0.919	1.1752	1.080	1.2646	1.162
Flat, maisonette or apar	Owned: Owned outright or with a mortgage or loan	7 rooms	13	4	7	2	0	0.846	1.1752	0.994	1.2646	1.070
Flat, maisonette or apar	Owned: Owned outright or with a mortgage or loan	8 or more rooms	6	4	2	0	0	0.333	1.1752	0.392	1.2646	0.422
Flat, maisonette or apar	**Shared ownership; rented and living rent free**	**Total: Number of rooms**	**2583**	**1678**	**817**	**80**	**8**	**0.388**	**1.1752**	**0.455**	**1.2646**	**0.490**
Flat, maisonette or apar	Shared ownership; rented and living rent free	1 - 3 rooms	1275	901	349	23	2	0.315	1.1752	0.370	1.2646	0.398
Flat, maisonette or apar	Shared ownership; rented and living rent free	4 rooms	837	503	298	34	2	0.444	1.1752	0.522	1.2646	0.562
Flat, maisonette or apar	Shared ownership; rented and living rent free	5 rooms	384	222	141	19	2	0.482	1.1752	0.566	1.2646	0.609
Flat, maisonette or apar	Shared ownership; rented and living rent free	6 rooms	50	26	21	2	1	0.560	1.1752	0.658	1.2646	0.708
Flat, maisonette or apar	Shared ownership; rented and living rent free	7 rooms	14	10	4	0	0	0.286	1.1752	0.336	1.2646	0.361
Flat, maisonette or apar	Shared ownership; rented and living rent free	8 or more rooms	23	16	4	2	1	0.478	1.1752	0.562	1.2646	0.605

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Appendix 3

Parking Survey Report

81 TO 83 NORWOOD HIGH STREET, WEST NORWOOD,

LONDON

LONDON BOROUGH OF LAMBETH

CAR PARKING SURVEYS

Client: Cotswold Transport Planning

RKS Associates

RKS Associates Limited

RKS Ref: VP/VRP-1228-01

Date: 26th October 2020

CONTENTS

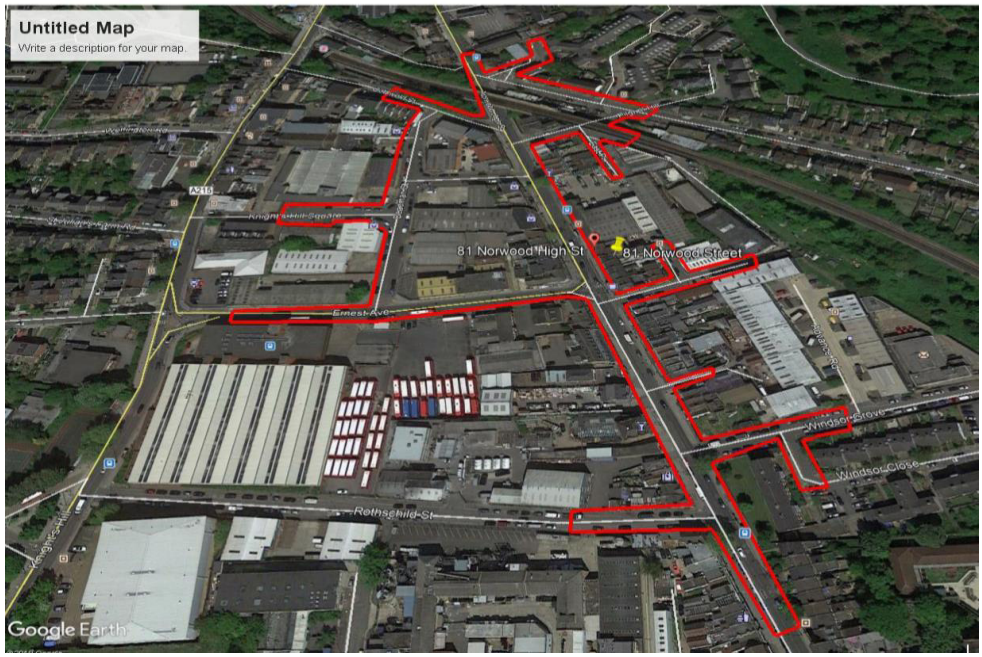
SECTION 1: INTRODUCTION

1.1 RKS Associates has been commissioned by Cotswold Transport Planning to undertake an independent car parking survey associated with the redevelopment proposals at 81 to 83 Norwood High Street, London Borough of Lambeth.

1.2 The extent of the car parking survey covers Norwood High Street and the following respective side roads which fall within the 200m walking distance to the site. The following roads have been surveyed and are shown in **Figure 1**:

- Cranfield Close;
- Auckland Hill;
- Pilgrim Hill;
- East Place;
- Waring Street & Dunkirk Street;
- Windsor Grove/ Windsor Close;
- Rothschild Street;
- Ernest Avenue;
- Langmead Street/Beadman Street/Knight's Hill Square; and Cotswold Street.

Figure 1. Extent of Survey



1.3 This report has been prepared to supplement the data collection carried out on Wednesday 21st and Thursday 22nd October 2020. The car parking surveys have been undertaken in accordance with London Borough of Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2012) - Parking Survey Methodology. .

1.4 In accordance with the Parking Survey Methodology the survey was conducted during term time on two weekday early morning between the hours of 0:30am and 5:00am.

1.3 This report contains the following sections:

- Section 2: Survey specification; and
- Section 3: Car Parking Survey Results.

SECTION 2: SURVEY SPECIFICATION & METHODOLOGY

2.1 The car parking survey has been undertaken in accordance with the Car Parking Survey Methodology, which included the following:

- Parking survey to cover the area where residents of a proposed development may want to park, approximately an area of 200m (or a 2 minute walk) around a site;
- The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday);
- The date and time of the survey, together with a description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc..);
- Note of unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc…;
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc.. should also be shown on the plan;
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table (approximate location of each car on the plan (marked with an X); and
- Photographic evidence showing the parking conditions during the survey.

2.2 The car parking surveys were conducted on Wednesday 21st and Thursday 22nd October 2020 between 12:30am to 2:30am. The data collection consisted of car parking surveys within the area shown in **Figure 1**.

2.3 An initial assessment of the survey study area has been undertaken prior to the commencement of the car parking surveys to identify any factors that may prejudice the survey results.

2.4 The car parking survey was conducted by a numerator driving along the surveyed roads noting the number of car parking spaces available, number of spaces occupied and additional notes describing characteristics of the road that may have an impact of car parking (vehicle crossovers, single/double yellow lines, etc…). The extent of the on-street car parking study area is shown on **Figure 1**.

SECTION 3: ROAD NETWORK DESCRIPTION

3.1 The initial site survey was undertaken to establish the car parking provision within the survey study area. The survey area has been divided up into the respective roads/streets and a summary of the parking characteristics of each street is provided below:

Norwood High Street

Norwood High Street is major through road it connects with Norwood Road to the north and Elder Road to the south, it is subject to a 20mph speed limit. The section of road surveyed commences just north of Auckland Hill Junction and continues southwards to Elder Road/Chapel Road/Gipsy Road junction. A pedestrian crossing with respective carriageway markings restricting parking is located just south of Auckland Hill, the section of road is one way for southbound traffic and whilst the road is wide to accommodate two lanes the presence of a single yellow lines deters on street parking. There is a short stay parking bay marked outside 49 Norwood High Street this allows parking from Monday to Saturday from 7AM to 7PM for 30mins.

An uncontrolled zebra crossing is located at the junction of Ernest Avenue, thereon Norwood High Street reverts to two-way operation up to the southern extent of the survey area. The remaining section of Norwood High Street is subject to single and double yellow lines and is an urban clearway from 8am to 6:30pm. A short section of on-street car parking bays allowing 30mins parking is located along the western side of Norwood High Street between properties 108 to 124. A southbound bus stop with associated bust stop markings is located on the eastern side in the vicinity of Rothschild Street.

Cranfield Close

Cranfield close is a cul-de-sac serving residential properties and Westcott House a sheltered housing complex. There are single yellow lines present on both sides of the carriageway on the entry form Norwood High Street, these terminate a short distance and the remaining section there are no parking restrictions, however the parking fronting Weston House provides 2 disabled car parking bays.

Auckland Hill

Auckland Hill is a one-way road from Norwood High Street to Pilgrim Hill, thereon it reverts to a two-way road. The carriageway is street lit and subject to a 20mph speed limit, pedestrian footways are present on both sides. The road is an urban clearway with single yellow lines on either side the restrictions prevent parking between the hours of 8:00am to 6:30pm. Residential properties with frontage off-street car parking are located along the northern side, commercial garages with wide vehicle crossover accesses are located along the southern side and whilst single yellow line are present the markings have faded.

Pilgrim Hill

Pilgrim Hill is a one-way road from Auckland Hill to Norwood High Street. The carriageway is street lit and subject and there are footways on both sides. A combination of double and single yellow lines is located along the southern side and a parking bay comprising of 5 vehicle spaces is located along the northern side commencing from its junction with East Place to Norwood High Street. A road sign indicating that Pilgrim Hill is an urban clearway is located at the junction Norwood High Street it indicates that parking is restricted between the hours of 8:00am to 6:30pm.

East Place

East Place is a cul-de-sac and provides access to commercial properties, the carriageway forks to the left and right with commercial properties located in between. The carriageway is narrow and there are no parking restrictions however the width of the carriageway self-enforces parking along one side of the carriageway.

Waring Street & Dunkirk Street

Waring Street is a cul-de-sac, it provides access to Dunkirk Street a short residential street comprising of 3 properties and a garage. The continuation of Waring Street provides access to a commercial area. Single yellow lines are present along the northern side, the southern side comprises of a short section single yellow line and a parking bay for 2 vehicles (Mon-sat 7am to 7pm, 1 hour no return within 2 hours) the remaining section south of the parking bays has single yellow lines which stop at the junction of Dunkirk Street, thereon there are no road markings however signs indicating permit holders only are appended to the commercial units.

Windsor Grove/ Windsor Close

Windsor Grove is a cul-de-sac, it provides access to Windsor Close a gated residential estate, although car parking within Windsor Close is present, it appears that the parking is only for residents of the estate. Double yellow lines are present on either side of Windsor Grove on its entry from Norwood High Street, thereon there are parking bays on either side providing spaces for 5 and 2 vehicles on the north and south sides respectively (Mon-sat 7am to 7pm, I hour no return within 2 hours) there are single yellow road markings along either side of Windsor Grove for remaining section east of Windsor Close with a designated car bays for 6 vehicles along the northern side at its eastern extent.

Rothschild Street

The short section of Rothschild Street is a two-way road with double yellow lines on either side from its junction with Norwood High Street, thereon the northern side continues with single yellow lines combined with white solid line depicting access to industrial/commercial units. The southern section has a parking bays (Mon-sat 7am to 7pm, I hour no return within 2 hours) providing spaces for approximately 12 vehicles either side of an access serving a commercial unit.

Ernest Avenue

Ernest Road is a one-way road linking Norwood High Street to the east and Knight's Hill to the west, the carriageway is wide providing two lanes of traffic. Carriageway markings associated with the zebra crossing at Norwood High Street junction with Ernest Avenue extend westwards, the remaining section of Ernest Avenue has single yellow lines with kerb bar markings on either side. Urban clearway and no loading signs from 7am to 7pm Monday to Saturday are located at regular intervals along Ernest Avenue.

Beadman Street

Beadman Street runs in a north south alignment connecting Ernest Avenue to the south with Cotswold Street to the north. It is a wide single two-way carriageway which predominantly serves an industrial/commercial area. Single yellow lines are present on both side at the entry from Ernest Avenue with an urban clearway sign 7am to 7pm Monday to Saturday provided, the remaining section has no parking restrictions however there are various crossovers serving the commercial units present. A short section of double yellow lines is located at the northern extent where Beadman Street approaches Cotswold Street.

Knight's Hill Square & Langmead Street

Knight's Hill Square provides a link between Beadman Street and Knight's Hill, the road serves commercial and retail units and there are generally single yellow lines located on both sides of the carriageway with the exception of a short parking bay comprising of 3 vehicle spaces located on the southern side on its entry form Beadman Street. The remaining section provides off street parking spaces for the use of customers of the retail units.

Langmead Street

Langmead Street provides a link between Beadman Street and Norwood High Street, the road serves commercial/retail units and 2 residential properties, single yellow lines are located on both sides of the carriageway on the entry form Norwood High Street and a parking bay on either side of Langmead Street (the southern side being a disabled parking bay). The remaining section of Langmead Street has parking restrictions, however there are three vehicle crossovers serving the commercial units (2 on the southern side and 1 on the northern side).

Cotswold Street.

Cotswold Street is a single one-way traffic calmed street connecting Knight's Hill to the west with Norwood High Street to the east. There are continuous double yellow lines along the northern side and parking bays along the southern (Mon-Sat 7am to 7pm, I hour no return within 2 hours) arranged as two spaces double yellow lines, build out, double yellow line, parking bay for 7 vehicles, junction with Beadman Street, double yellow lines, parking bay for 3 vehicles and then double yellow lines on approach to Norwood High Street.

SECTION 4: SUMMARY OF SURVEY RESULTS

3.1 As per the London Borough of Lambeth Car Parking Survey Methodology, the car parking survey associated with the development proposals at 81 - 83 Norwood High Street, in London Borough of Lambeth were conducted on Wednesday 21st and Thursday 22nd (weekdays) November 2020 between 12:30am to 2:30am.

3.2 The results of car parking surveys have been summarized in **Table 1** and provides the car parking stress levels for the area during the time of the surveys, noting that parking restrictions permit parking on single yellow lines during the designated times. The full survey results are shown in **Table 2** for the respective hours. Photographic evidence of the survey is provided in **Appendix A**.

Table: 1 Summary of Car Parking Results

Location	Number of spaces Available	Wednesday 21st October 2020 12:30AM		Thursday 22nd October 2020 1:45AM	
		Number of Spaces Occupied	Number of free spaces	Number of Spaces Occupied	Number of free spaces
Cranfield Close	**8**	7	1	7	1
Auckland Hill	**12**	4	8	4	8
Pilgrim Hill	**5**	5	0	4	1
East Place	**23**	19	4	20	3
Waring Street	**8**	4	4	4	4
Dunkirk Street	**3**	3	0	3	0
Windsor Grove	**21**	14	7	14	7
Windsor Close	**4**	4	0	4	0
Rothschild Street	**20**	17	3	16	4
Ernest Avenue	**0**	0	0	0	0
Beadman Street	**36**	27	9	28	8
Knight's Hill Square	**14**	11	3	10	4
Langmead Street	**11**	8	3	9	2
Cotswold Street	**3**	0	3	0	3
Norwood High Street*	**12**	10	2	11	1
Total	**180**	133	47	134	46
Average Car Parking Stress Level				**74%**	

*Norwood High Street only designated parking spaces used.

Table: 2 Car Parking Survey Results

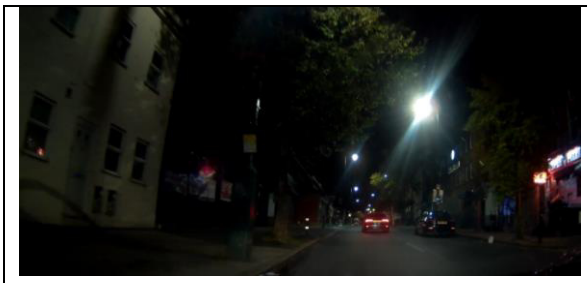
Road Name	Location	Number of spaces Available	21/10/20	22/10/20	2 night Average Survey Period	
			Number of Spaces Occupied		Average**	% Stress Level
Cranfield Close	North Side	**4**	4	4	**4**	**100%**
	South Side	**4**	3	3	**3**	**75%**
Auckland Hill	North Side	**2**	2	1	**2**	**100%**
	South Side	**10**	2	3	**3**	**30%**
Pilgrim Hill	North Side	**5**	5	4	**5**	**100%**
	South Side	**0**	0	0	**0**	**0%**
East Place	General Area	**23**	19	20	**20**	**87%**
Waring Street	South Side	**8**	4	4	**4**	**50%**
Dunkirk Street	General Area	**3**	3	3	**3**	**100%**
Windsor Grove	North Side	**17**	12	12	**12**	**71%**
	South Side	**4**	2	2	**2**	**50%**
Windsor Close	General Area	**4**	4	4	**4**	**100%**
Rothschild Street	North Side	**8**	7	6	**7**	**75%**
	South Side	**12**	10	10	**10**	**83%**
Ernest Avenue	North Side	**0**	0	0	**0**	**0%**
	South Side	**0**	0	0	**0**	**0%**
Beadman Street	East Side	**17**	15	16	**16**	**94%**
	West Side	**19**	12	12	**12**	**63%**
Knight's Hill Square	North Side	**7**	4	6	**5**	**71%**
	South Side	**7**	7	4	**6**	**86%**
Langmead Street	North Side	**6**	5	5	**5**	**83%**
	South Side	**5**	3	4	**4**	**80%**
Cotswold Street	North Side	**0**	0	0	**0**	**0%**
	South Side	**3**	0	0	**0**	**0%**
Norwood High Street*	East Side	**2**	1	2	**2**	**100%**
	West Side	**10**	9	9	**9**	**90%**

*** Parking on single yellow lines along Norwood High Street recorded.**
**** Number rounded up**

Appendix A

Photographs Taken During Survey

Sample Photographs Taken During Car Parking Survey



Norwood High Street

Norwood High Street

Norwood High Street

Norwood High Street

Waring Street

Windsor Grove

Windsor Grove

Windsor Grove

Windsor Grove

Rothschild Street

 Knight Hill	 Enest Avenue
 Beadman Street	 Beadman Street
 Beadman Street	 Langmead Street
 Knights Hill Square	 Earnest Avenue
 Earnest Avenue	 Cotswold Street

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