

A Planning Application by
THE LONDON BOROUGH OF CROYDON

In respect of
**Cemetery Lodge, Thornton Road,
LONDON, CR7 6BB**

Transport Statement

February 2024



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	OGB	JM	DE	08 02 24
-	Issue	JM	JM	DE	14 02 24

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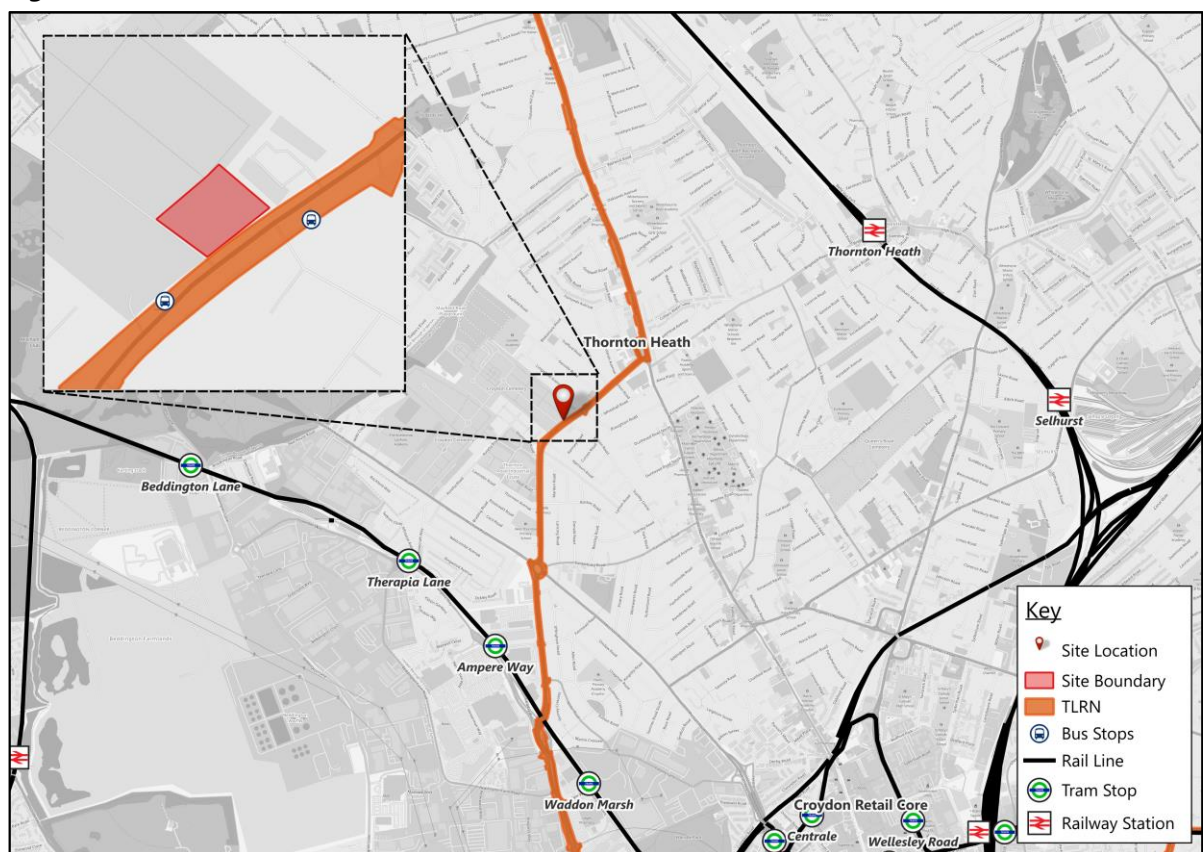
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been appointed on behalf of the London Borough of Croydon to provide a Transport Statement in relation to the development proposals at Cemetery Lodge, Thornton Road, CR7 6BB (the site).
- 1.2 The site is situated in the London Borough of Croydon and sits off the A23 Thornton Road which runs north-east to the Thornton Heath Pond Roundabout, and south-west to the Lombard Roundabout. The site's location in the context of local transport infrastructure is shown in **Figure 1.1**.
- 1.3 The local planning and highway authority for the site is the London Borough of Croydon, however as can be seen in **Figure 1.1** below, the A23 forms part of Transport for London's Road Network (TLRN), hence Transport for London (TfL) will additionally act as the highway authority in this instance.

Figure 1.1 Site Location Plan



Source: © QGIS

Summary of the Proposals

- 1.4 The existing site comprises of an existing building and associated land formerly used for storage (use class: B8), which is accessed from land currently occupied by Croydon Cemetery via Thornton Road. The existing building is currently vacant, however still has a lawful B8 use class.
- 1.5 The proposals seek to create a new access from the site onto Thornton Road, to replace the existing access via Croydon Cemetery. The development proposals seek permission for the following:
- Alterations to footways, with dropped kerbs and relevant markings to facilitate the new access;
 - Reinstatement of the existing access as part of the existing landscaping;
 - Removal or alteration of the property wall to allow for this access; and
 - Removal of vegetation within the property line to make way for the access.
- 1.6 Description of the proposals is reproduced as follows:

“Creation of a new vehicular access to Cemetery Lodge from Thornton Road, including alterations to the boundary wall, insertion of new vehicular access gates and associated landscaping.”

Report Scope and Structure

- 1.7 This Transport Statement (TS) has been prepared to consider the highway and transport aspects of the proposals as part of a suite of documents supporting the above planning application. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.
- 1.8 The rest of this report is set out as follows:
- **Chapter 2** – Baseline Transport Conditions;
 - **Chapter 3** – Development Proposals and Impact; and
 - **Chapter 4** – Conclusions.

2 Baseline Transport Conditions

The Existing Site

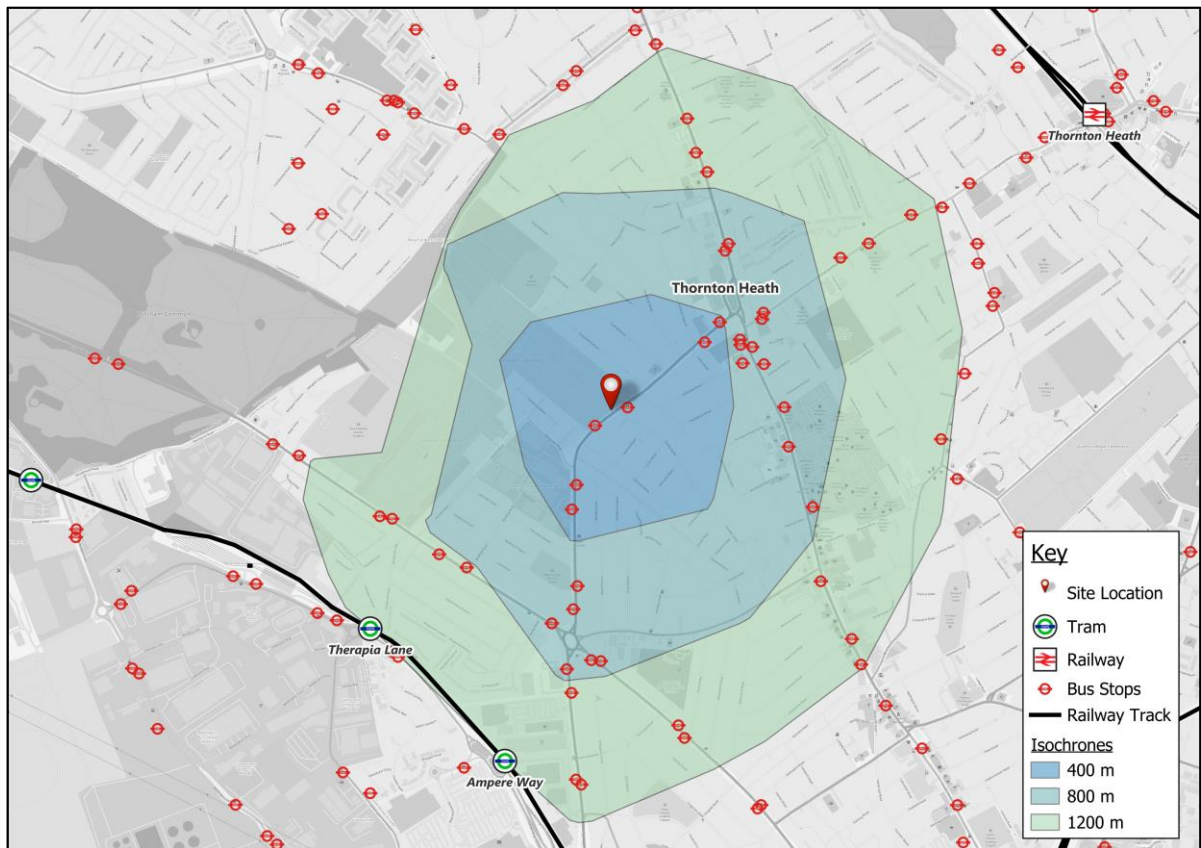
- 2.1 As previously noted, the site comprises an existing vacant building and associated land formerly used for storage, which is accessed from land currently occupied by Croydon Cemetery via the A23 Thornton Road.
- 2.2 The area surrounding the site is mixed in character, with commercial and residential uses situated in the local vicinity.

Pedestrian and Cycle Accessibility

Pedestrian

- 2.3 The footway adjoining the site is suitably wide, is in good condition and provided with street lighting. Pedestrian crossing facilities are provided in the form of a dropped kerbs with tactile paving and a central refuge, approximately 20m to the west of the site on Thornton Road.
- 2.4 The *'Building Sustainable Transport into New Developments'* (DfT, 2008) document gives the following advice on pedestrian catchment areas: *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)"*. That concept is expanded further in other documents such as CIHT's guidance *'Planning for Walking'* (2015), in addition to the *'Manual for Streets'* (2007).
- 2.5 **Figure 2.1** illustrates the local transport network within the vicinity of the site with context of approximate 400m, 800m and 1,200m walking catchments. As shown in **Figure 2.1**, several bus services and tram stops at Therapia Lane and Ampere Lane are available within a short walking distance of the site.

Figure 2.1 Walking Isochrones



Source: © QGIS

Cycle

2.6 There are no TfL or national cycle routes within the local vicinity of the site. Thornton Road is however subject to a 30mph speed limit, well lit, and wide, thus being conducive to safe cycling. Nearby residential roads are limited to 20mph, providing a more conducive environment for cyclists.

Public Transport

2.7 The Public Transport Accessibility Level (PTAL) rating of a site within London denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640 m and underground/railway services available within 960 m.

2.8 The site has a PTAL score of 2. This indicates a poor/moderate level of accessibility to the site by public transport and reflects the slightly longer walking distance to the nearby tram stations.

Figure 2.2 PTAL Analysis



Source: © TfL

Bus Services

2.9 There are several bus stops available near the site. The nearest bus stops to the site are located 50m to the north along Thornton Road and 75m to the south also along Thornton Road at the Croydon Crematorium bus stops, served by the 289 bus route.

2.10 Daytime services on this route operate at least every 15 minutes, providing access to Elmers End, West Croydon, Purley, and Waddon.

Rail Services

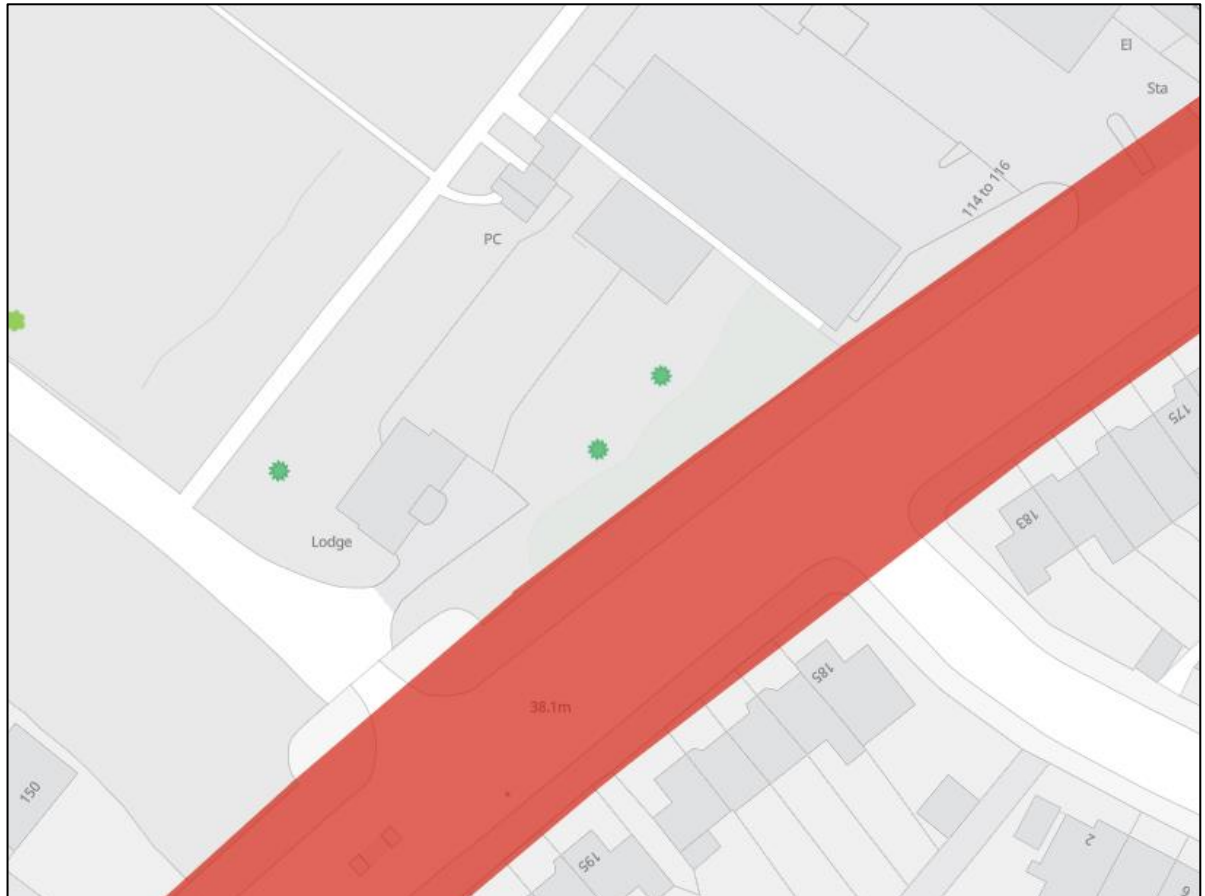
2.11 Rail services are provided from Therapia Lane or Ampere Way tram stations, situated approximately 1200m to the south-west of the site, as shown in **Figure 2.1**, which is roughly a 15-minute walk.

2.12 Thornton Heath railway station is accessible approximately 1.6km from the site, providing access to routes running to London Victoria, London Bridge, East Croydon, Epsom, and others.

Local Highway Network

2.13 As previously noted, the A23 Thornton Road operates as a TfL red route, the extent of which is shown below.

Figure 2.3 TLRN Boundary



Source: TfL

- 2.14 The road is subject to a 30mph speed limit, with frequent traffic lights and pedestrian refuges along the its length.
- 2.15 Along the site’s frontage onto Thornton Road, single red line road markings are present, restricting vehicles from stopping here between the hours of 7am to 7pm, Monday to Saturday. Red route bays are also present along the site’s frontage, permitting one hour of free parking with no return within two hours between 7am-7pm.

3 Development Proposals and Impact

Scheme

- 3.1 As set out in the development description, the proposals seek to create a new access from the site onto Thornton Road, to replace the existing access via Croydon Cemetery. The proposals do not seek any change of use or to the operation of the site itself.
- 3.2 The proposed site plan is presented in **Appendix A**.

Access

- 3.3 The proposed access will take the form of a vehicle crossover, measuring 4.0m in width at the point of entry to the carriageway with 0.5m wide ramps either side, in accordance with design guidance set out by Croydon Council¹. Pedestrian visibility splays of 1.5m x 1.5m can be achieved either side of the access as per the above mentioned guidance.
- 3.4 The access provides sufficient spacing with the junction between Thornton Road and Keston Road opposite the site, in accordance with TfL requirements², which prescribes a 10m spacing to the nearest junction on safety grounds.
- 3.5 Visibility splays for vehicles travelling at 30mph is 2.4 m x 43 m, based upon Manual for Streets guidance³. Such splays are achievable from the site access.
- 3.6 The proposed access arrangement including dimensions, visibility splays and junction spacing is illustrated in **SK01** in **Appendix B**.
- 3.7 Swept-path analysis of a large car entering and exiting the site in forward gear via the proposed crossover has been carried out, as presented in **Appendix C**.
- 3.8 To minimise the probability of vehicles waiting on the carriageway to enter the site, the gated access will be an automatic gate system meaning the gate will open when an authorised vehicle arrives at the access.

¹ <https://www.croydon.gov.uk/parking-streets-and-transport/streets-roads-and-pavements/pavements/dropped-kerbs-and-crossovers>

² <https://content.tfl.gov.uk/guidance-on-applying-for-a-residential-crossover.pdf>

³ Table 7.1 of Manual for Streets, Department for Transport (2007)

Parking

- 3.9 The proposals seek no change to the existing parking arrangements on-site.

Impact

- 3.10 The proposals do not seek any change of use from the site's permitted B8 use (when occupied). As such, there will be nil traffic impact associated with the proposals.

Servicing and Refuse Collection

- 3.11 It is expected that the site will operate servicing in the same manner as to its lawful B8 use, notably with minimal servicing requirements, and via the new access if required. For the purpose of this assessment, a swept path analysis for a delivery vehicle entering and exiting the site in forward gear is visible at **Appendix C**.
- 3.12 In terms of refuse collection, this would be carried out in a similar manner to the previous arrangement whereby bins are wheeled to the edge of the carriageway for collection on-street. With the creation of the new crossover, bins could be placed adjacent to the access for collection day.

4 Conclusions

- 4.1 The existing site comprises of an existing building and associated land formerly used for storage (use class: B8), which is accessed from land currently occupied by Croydon Cemetery via Thornton Road. The existing building is currently vacant, however still has a lawful B8 use class.
- 4.2 The proposals seek to create a new access from the site onto Thornton Road, to replace the existing access via Croydon Cemetery.
- 4.3 The proposals do not seek any change of use from the site's permitted B8 use (when occupied). As such, there will be nil traffic impact associated with the proposals.
- 4.4 The proposals seek no change to the permitted parking or servicing frequency on-site.
- 4.5 The proposed access arrangement has been designed in accordance with Croydon and TfL guidance, and therefore is considered to be acceptable.

Summary

- 4.6 The proposals have been developed in the context of national, regional, and local policies and good practice. It will not result in a severe impact, so in conclusion there are no transport or highway reasons for which the proposals should not be granted planning consent.

APPENDIX A



Thornton Road

(Revision)	(Date)	(Description)
00	12.02.24	Planning Application London Borough of Croydon

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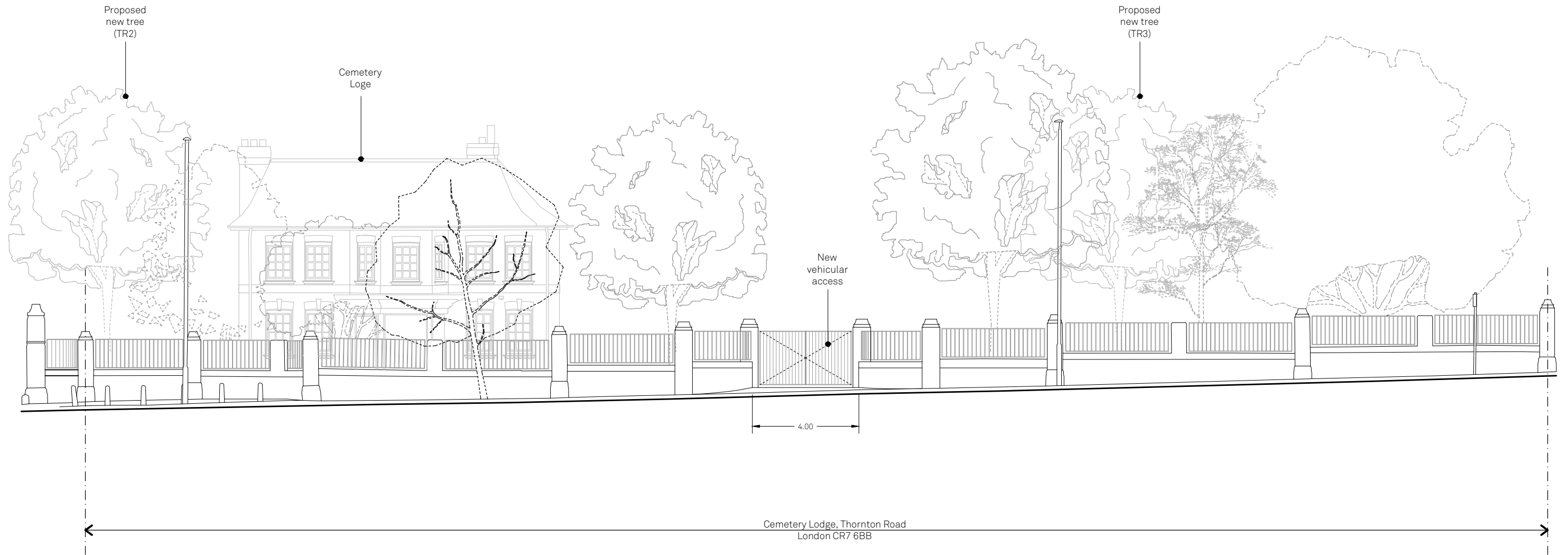
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 81 Rivington Street, London EC2A 3AY
 www.pencilmen.co.uk

Job title
 Cemetery Lodge, Thornton Road, CR7 6BB **Planning**

Drawing title / location
 Floor Plan (PROPOSED) **1:200@A3**

Drawing (Project) (Zone) (Source) (Series) (Drawing) (Revision)
2312 - A 02 101 00

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Cemetery Lodge, Thornton Road
London CR7 6BB

Key

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(Revision)	(Date)	(Description)
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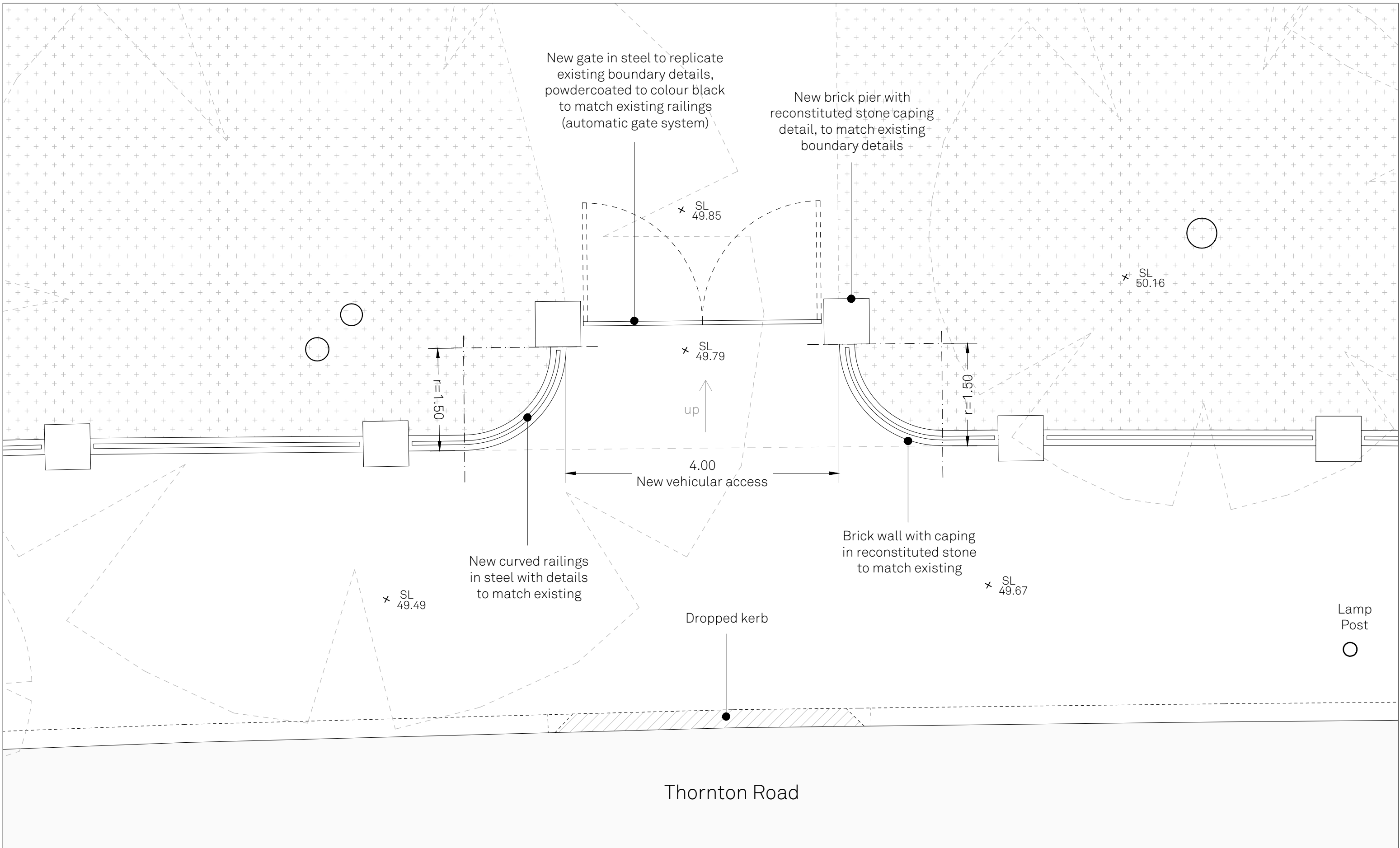
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Job title: **Cemetery Lodge, Thornton Road, CR7 6BB** Planning

Drawing title / location: **Thornton Road Elevation (PROPOSED)** scale: **1:150@A3**

Drawing (Project) (Zone) (Source) (Series) (Drawing) (Revision)
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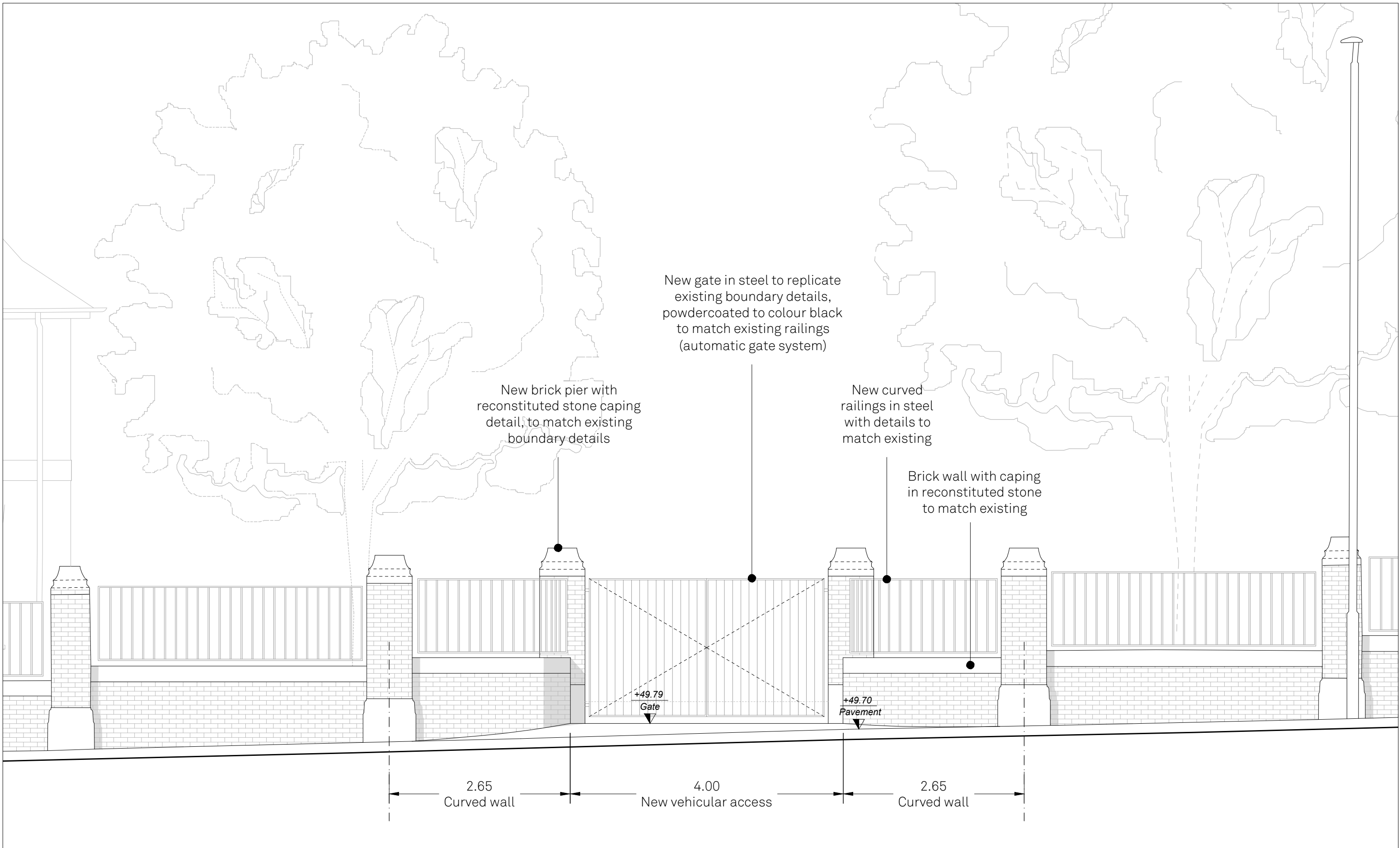
status
Planning

drawing title / location
Floor Plan Detail (PROPOSED)

scale
1:50@A3

Drawing (Project) (Zone) (Source) (Series) (Drawing) (Revision)
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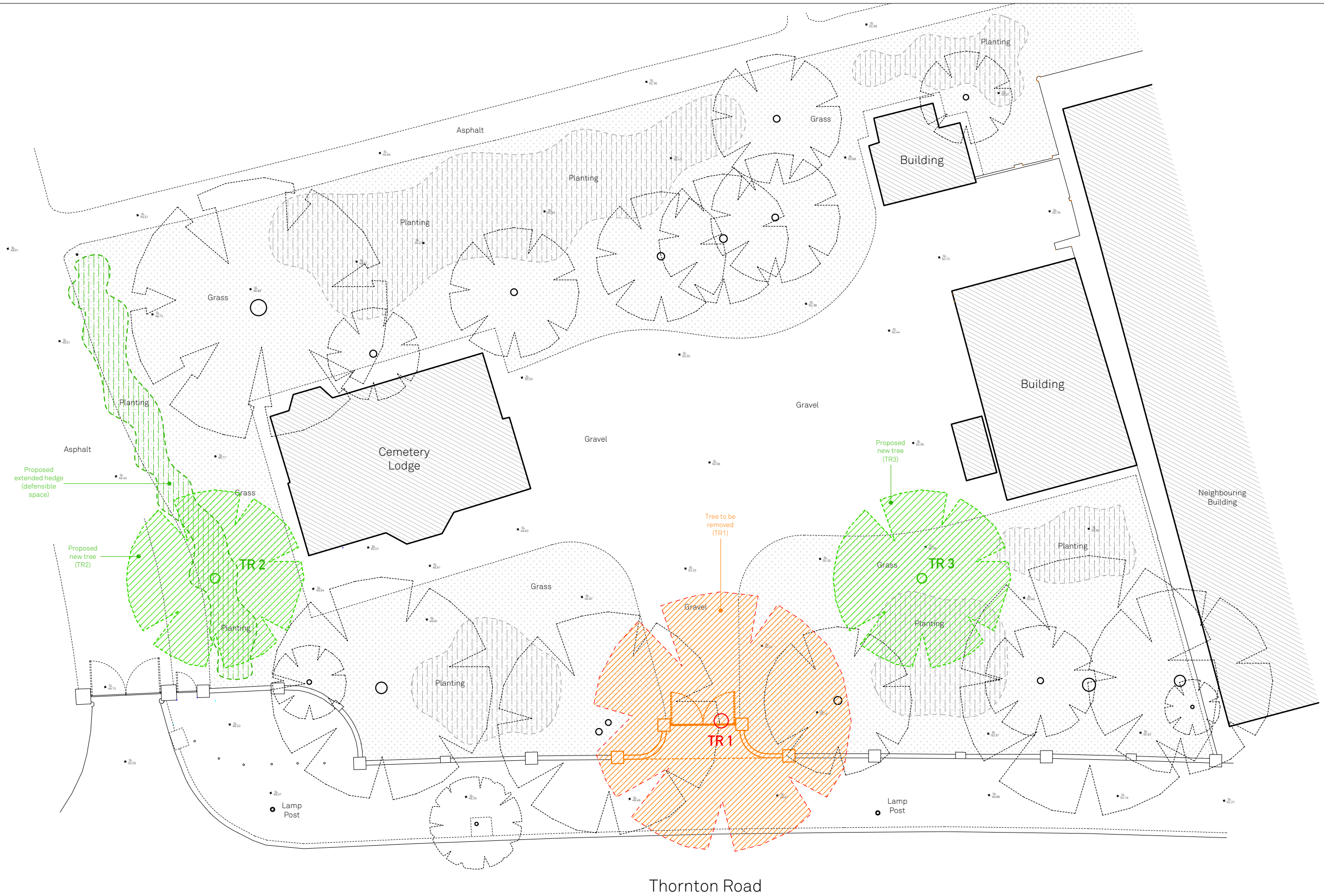
status
Planning

drawing title / location
Facade Detail (PROPOSED)

scale
1:50@A3

Drawing (Project) (Zone) (Source) (Series) (Drawing) (Revision)
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Thornton Road

Key

- - - TR	Tree Removed
- - - TR	Tree Proposed
—	Proposed Gate

(Revision)	(Date)	(Description)
00	12.02.24	Planning Application London Borough of Croydon

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Job title: **Cemetery Lodge, Thornton Road, CR7 6BB** status: **Planning**

Drawing title / location: **Floor Plan (ALTERATIONS)** scale: **1:200@A3**

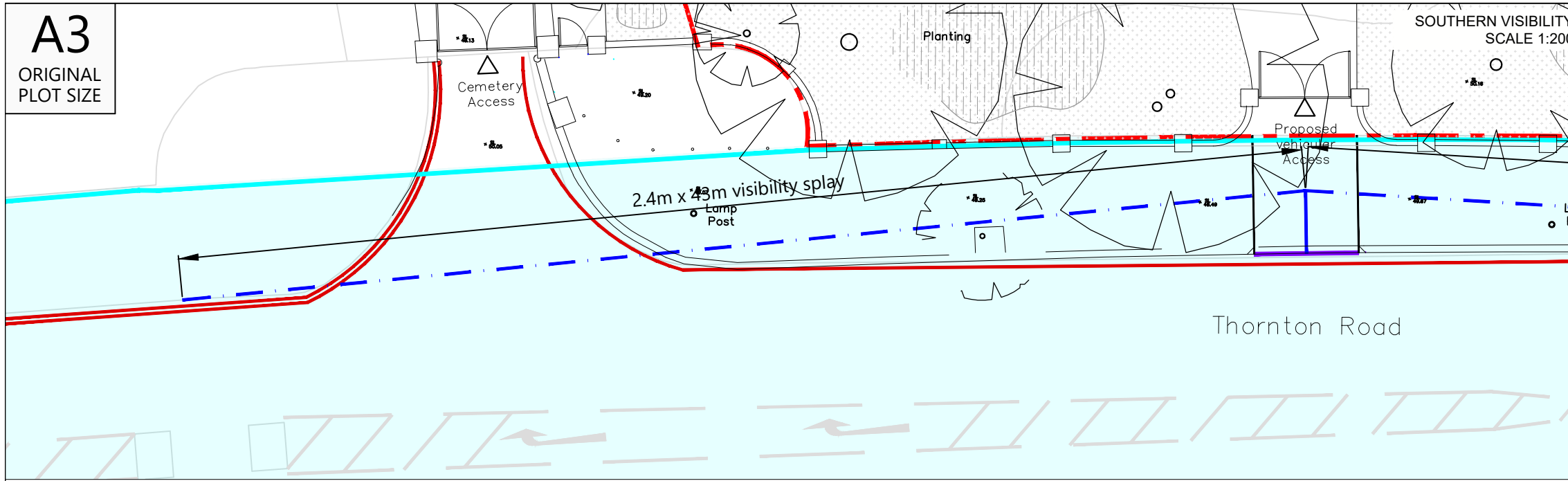
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APPENDIX B

A3

ORIGINAL PLOT SIZE



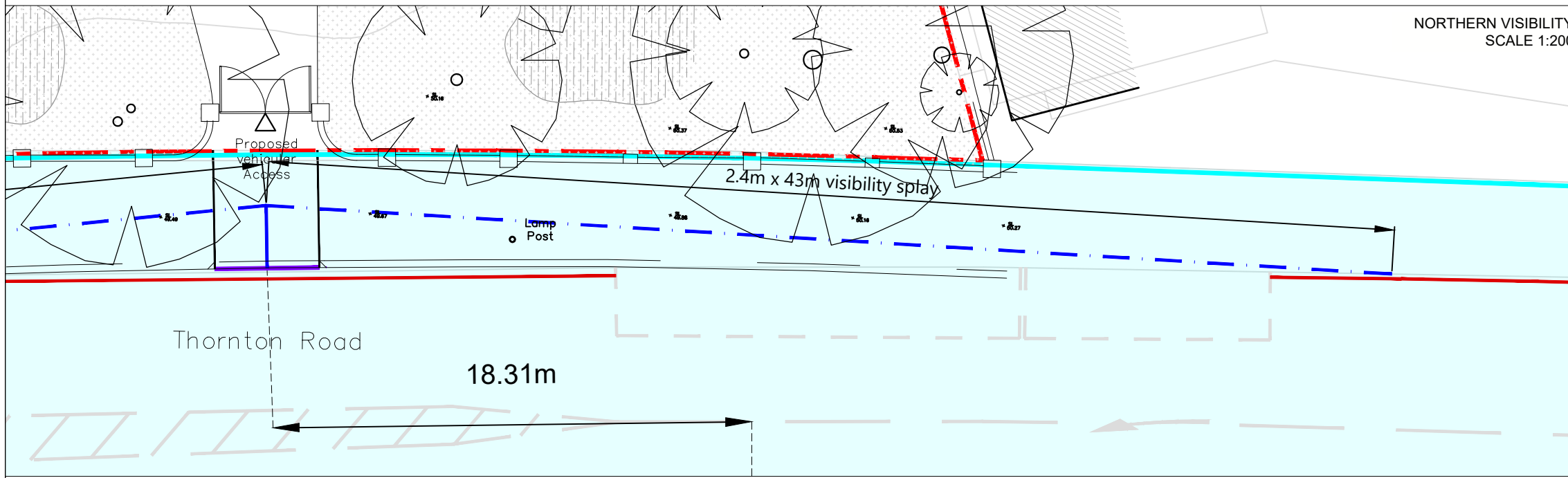
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NOTES

- = Site Boundary
- = Vehicle Visibility Splay
- = Pedestrian Visibility Splay (1.5mx1.5m)
- = Dropped Kerb
- = Indicative TLRN Boundary
- = TfL Red Lines

- Based on Topographic Survey by lime green associates: Drawing no. LGA-878-02
- Based on architects DWG Plan drawing: 2312_PLA_02_PROPOSED_FINAL EXPORT

Rev	Date	Details	Drawn by	Checked by	Approved by
C	14/02/24	Updated with latest plan	TS	JM	JM
B	01/02/24	Updated to reflect new plans	TS	JM	JM
A	20.12.23	Update to reflect Topographic Survey	JM	DE	DE

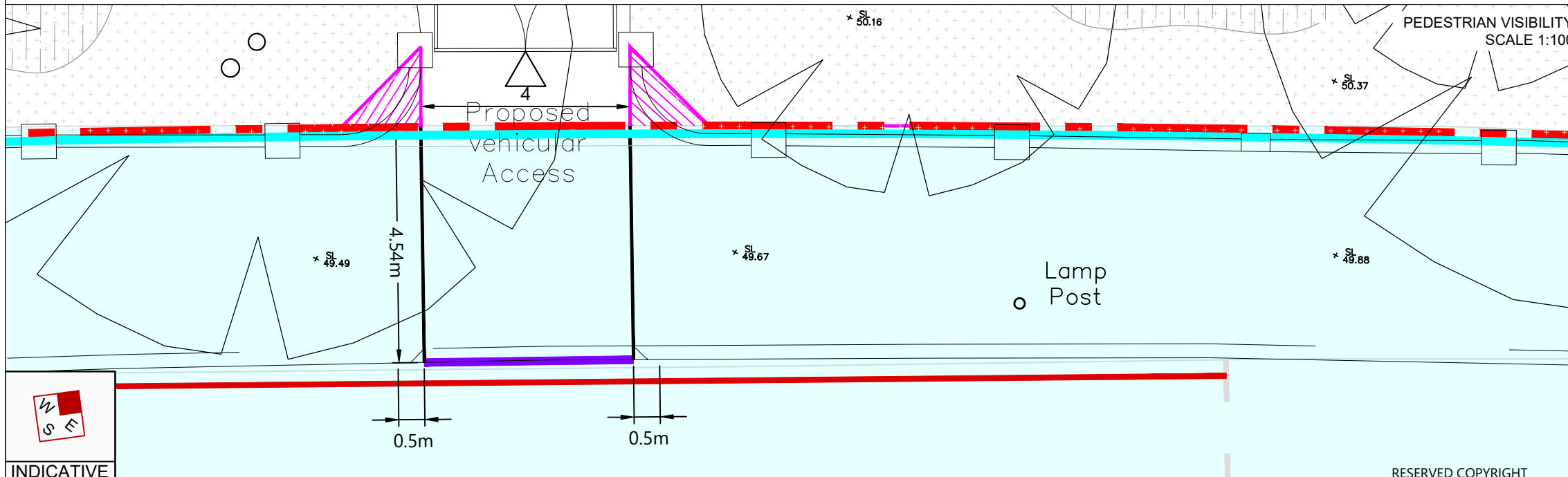


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PROJECT:
**CEMETERY LODGE
THORNTON ROAD
CR7 6BB**

TITLE:
**CROSSOVER DESIGN
FOR PROPOSED ACCESS
WITH VISIBILITY SPLAYS**

STATUS:
FOR INFORMATION

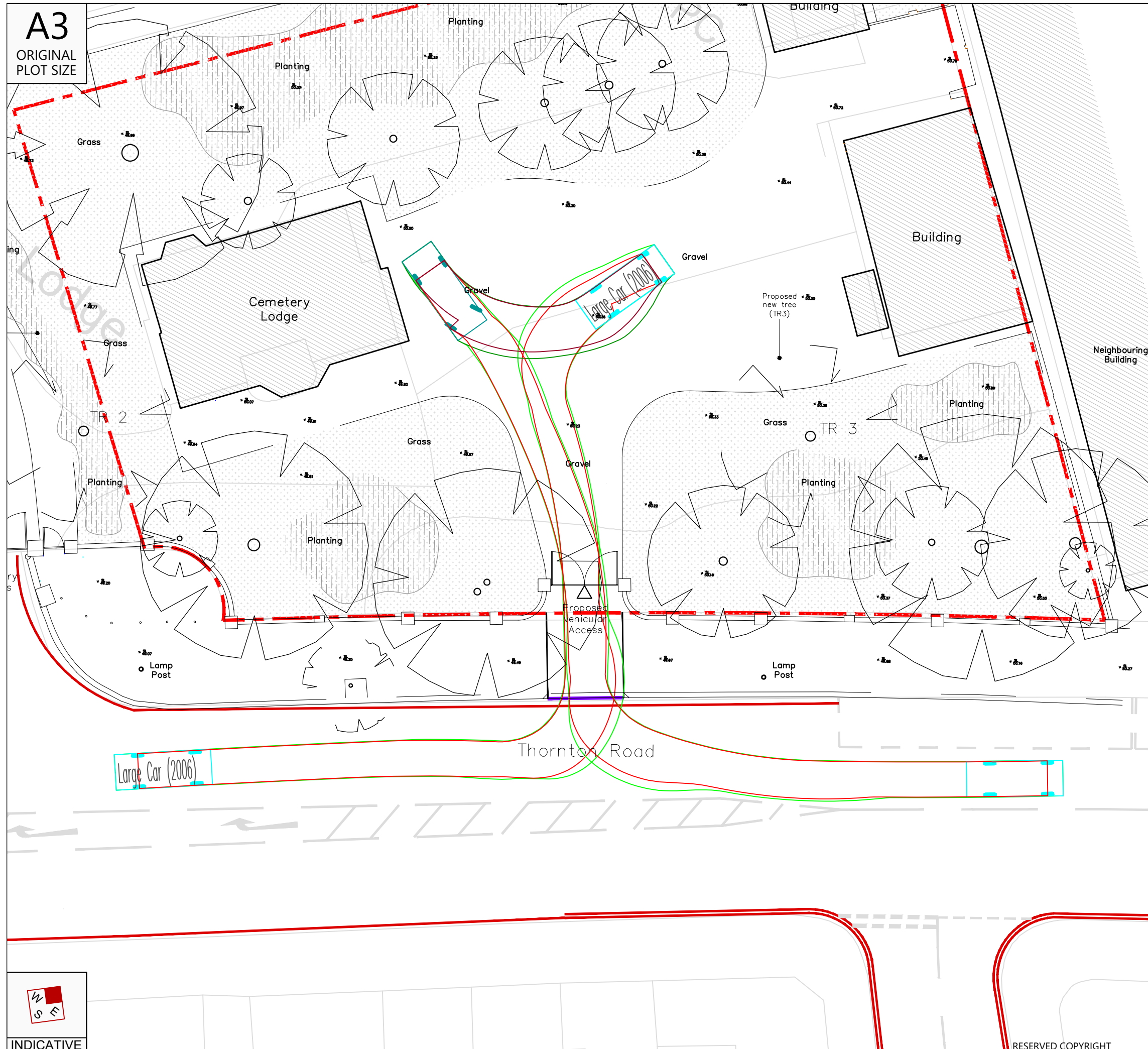
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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2311-020	SK01	C		



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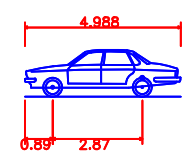
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APPENDIX C



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- NOTES
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Large Car	4.988m
Overall Length	1.793m
Overall Width	1.502m
Overall Body Height	0.287m
Min Body Ground Clearance	1.700m
Track Width	4.00s
Lock to Lock Time	6.200m
Kerb to Kerb Turning Radius	

Rev	Date	Details	Drawn by	Checked by	Approved by
C	14/02/24	Updated with latest plan	TS	JM	JM
B	01/02/24	Updated to reflect new plans	TS	JM	JM
A	20.12.23	Update to reflect Topographic Survey	JM	DE	DE

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CLIENT:
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PROJECT:
**CEMETERY LODGE
THORNTON ROAD
CR7 6BB**

TITLE:
**SWEPT-PATH ANALYSIS OF
LARGE CAR ACCESSING
THE SITE**

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	29.11.23	OGB	JM	JM

JOB NO:	DRAWING NO:	REVISION:
2311-020	SP01	C

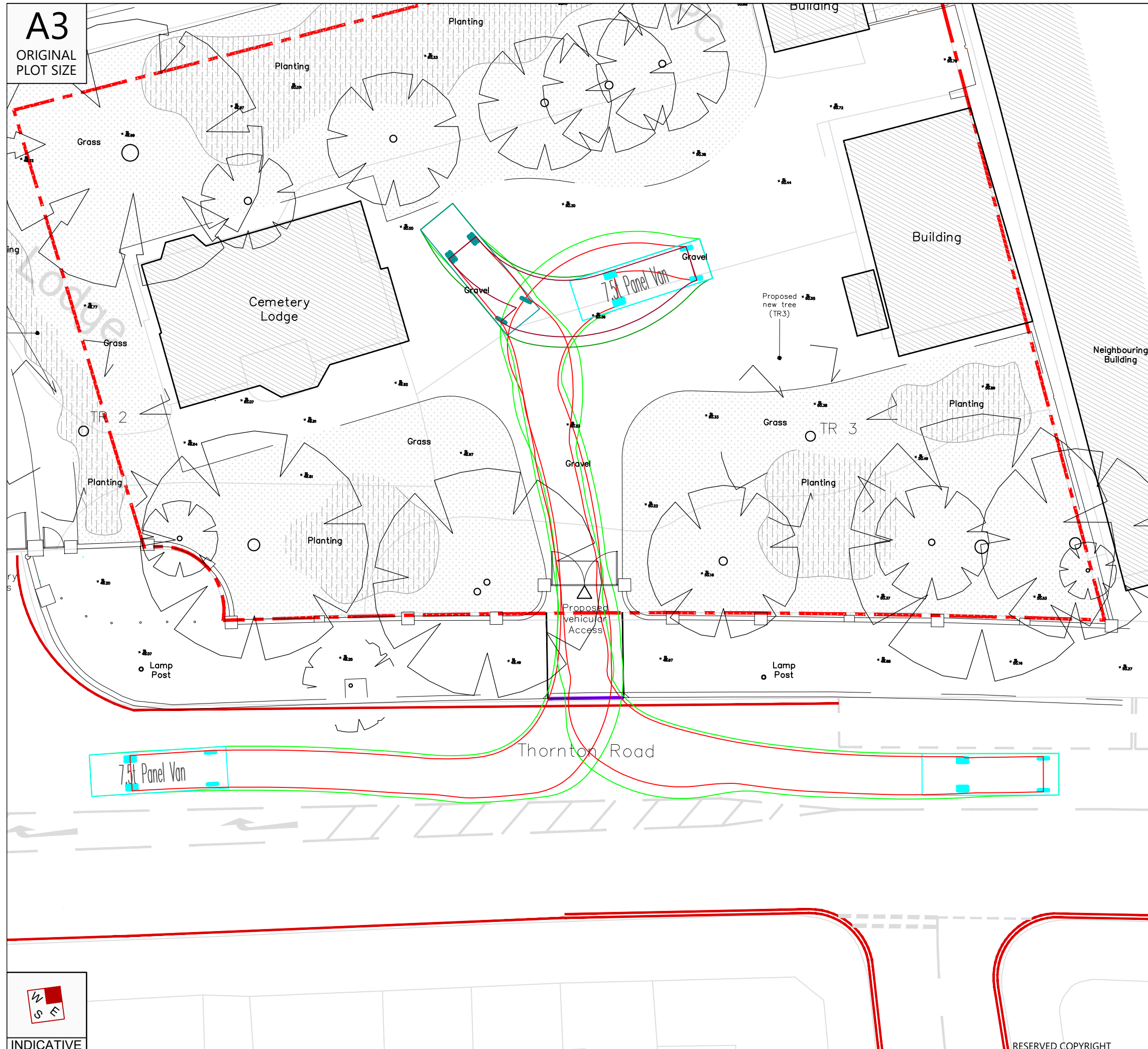


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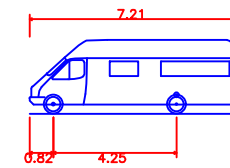
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7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

Rev	Date	Details	Drawn by	Checked by	Approved by
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PROJECT:

CEMETERY LODGE
 THORNTON ROAD
 CR7 6BB

TITLE:

SWEPT-PATH ANALYSIS OF
 PANEL VAN ACCESSING
 THE SITE

STATUS:

FOR INFORMATION

SCALE: 1:200	DATE: 01/02/24	DRAWN: TS	CHECKED: JM	APPROVED: JM
JOB NO: 2311-020	DRAWING NO: SP02	REVISION: A		



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