now part of

Land at Sydenham Hill Estate, 44 Sydenham Hill, London SE26

Transport Scoping Report

On behalf of **City of London Corporation**

Project Ref: 43955 | Rev: A | Date: March 2019

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Document Control Sheet

Project Name: **Mais House,** Sydenham Hill
Project Ref: 43955
Report Title: Transport Scoping Report
Doc Ref: A
Date: March 2019

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

Contents

Figures

Tables

Appendices

1 Introduction

1.1.1 This Transport Scoping Report has been prepared by Peter Brett Associates (PBA), now part of Stantec, in support of a planning application for the redevelopment of the former Mais House, a row of garages on the south side of Otto Close, and an elevated hardcourt play area on Otto Close.

1.1.2 The site is located within Sydenham in south-east of London in the London Borough of Lewisham (LBL). Figure 1.1 displays the site location in relation to Sydenham Town Centre. The proposed development site covers an area of 2.67ha within the Sydenham Hill Estate.

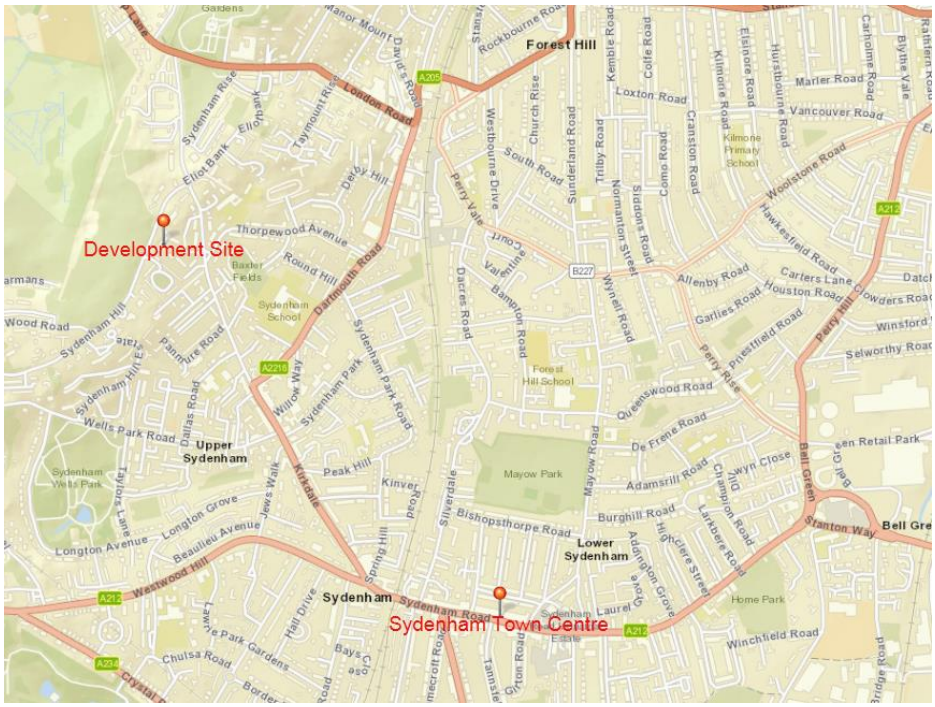

Figure 1.1: Site Location

1.1.3 The Sydenham Hill Estate consists of Mais House, an apartment block of 63 vacant sheltered housing units for the elderly, Lammas Green, a 1950s housing scheme, comprising three terraces set around a village green, and Otto Close, a terrace of two storey maisonettes.

1.1.4 The development site, which lies within the Sydenham Hill Estate, comprises the re-development of Mais House and the garages at Otto Close to provide a total of 150 residential units consisting of 30% 1-bedroom units, 53% 2-bedroom units, 9% 3-bedroom units and 8% 4-bedroom units. The site is proposed to be split in two sections, Mais House and Otto Close. The 1-3-bedroom units will be on the existing Mais House site with the 12no 4-bedroom houses proposed to replace the existing garages at Otto Close.

1.1.5 The Lammas Green housing scheme, which forms part of the Sydenham Hill Estate, does not form part of the proposed development.

1.1.6 This scoping report sets out the preliminary transport and access proposals for the site and the proposed scope of transport documents to be submitted as part of the planning application. It has been prepared to inform discussions with LBL, TfL and GLA.

2 Existing Site Context

2.1 Overview

2.1.1 This chapter sets out the relevant transport context of the proposed development site. Figure 2.1 shows the location of the development site in relation to its immediate surroundings.

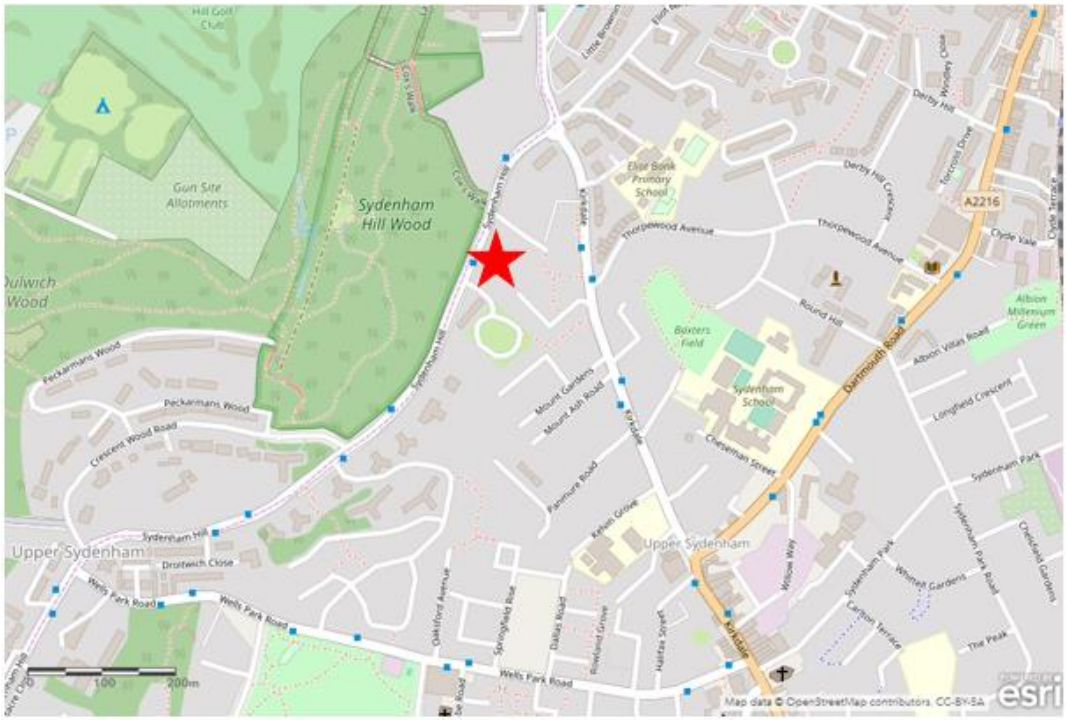

Figure 2.1: Site Location Plan

2.2 Site Location

2.2.1 The site is located within Sydenham Hill Estate in south-east London in LBL. Sydenham Hill is a residential area located immediately to the east of Sydenham Hill Wood.

2.2.2 The development site is bound to the north by Castlebar Care Home and residential dwellings along Kirkdale, to the east by Kirkdale, to the south by the Lammas Green housing scheme, and to the west by Sydenham Hill.

2.2.3 Approximately 550m to the north of the site lies the A205 which runs west to Clapham and north-east to Woolwich.

2.3 Existing Land Use

2.3.1 The existing site forms part of the Sydenham Hill Estate. The estate comprises three elements; Mais House, which was a former sheltered accommodation building comprising of 63 units for the elderly, along with a series of smaller buildings to the south east, Lammas Green which comprises three terraces surrounding a village green and Otto Close, comprising two-storey maisonettes and associated garages.

2.3.2 The development site includes Mais House, the surrounding parking area, a row of garages on the south side of Otto Close, and an elevated hardcourt play area on Otto Close. The development proposals for the site exclude Lammas Green.

2.4 Existing Access

2.4.1 There are currently two vehicular access points into the site. Access from the west is taken from Sydenham Hill leading to the existing Mais House. Access from the east is taken off Kirkdale onto Otto Close, a 'resident only' access point leading in to a private off-road car park.

2.4.2 Pedestrian access is onto the site is taken form the west via Sydenham Hill and from the east via Kirkdale at various locations. The existing pedestrian accesses into the site are of poor quality with little surveillance.

2.5 Public Transport

2.5.1 Public Transport Accessibility Levels (PTALs) are a detailed measure of the accessibility of a site to the public transport network, taking into account walk access times and service availability, frequency and reliability. A PTAL can range from 1a to 6b, where a score of 1 indicates a "very poor" level of accessibility and 6b indicates "excellent" provision.

2.5.2 According to TfL's online WebCAT toolkit, the site has a 2018 baseline PTAL score of 2 across the site which represents a 'poor' level of public transport provision. Although the PTAL score is low, there are a number of public transport services available in the vicinity of the site.

Bus Network

2.5.3 The nearest bus stops are located to the west of the development site along Sydenham Hill (southbound stop MS and northbound stop MV). Services of bus routes 356, 363 and N63 call at these stops, with both providing a sheltered seating area.

2.5.4 There are additional stops to the east of the site along Kirkdale with Mount Ash Road (Stop F & G) as well as Heathedge (Stop MR) and Kirkdale Thorpewood Avenue (Stop MM). These stops are also serviced by service 356.

2.5.5 Details of each bus route, its destination and peak hour frequency can be found below in Table 2.1

Table 2.1 Bus Routes

Bus No.	Route	Distance from Site (m)	Approx. Frequency (Buses per Hour / per Direction)	
			AM Peak	PM Peak
356	Sydenham Hill / Kirkdale – Wickham Road	10m	3	3
363	Crystal Palace Parade – Sydenham Hill / Kirkdale – Lambeth Road	10m	10	10
N63	Crystal Palace Parade – Sydenham Hill / Kirkdale – King's Cross Station / York Way	10m	Night Service	

Bus No.	Route	Distance from Site (m)	Approx. Frequency (Buses per Hour / per Direction)	
			AM Peak	PM Peak
122	Plumstead Road – Sydenham The Woodman – Crystal Palace Parde	400m	12	12
176	Penge – Sydenham The Woodman – Tottenham Court Road	400m	10	10
197	Peckham Bus Station – Sydenham The Woodman – Park Street	400m	11	11
Total			36	36

London Overground and National Rail Network

2.5.6 Mais House is located near two existing national rail stations; Forest Hill to the north-east and Sydenham to the south-east. Both of these stations are served by the London Overground and Southern Railway services. Both stations are located within Fare Zone 3.

2.5.7 Sydenham Hill station is located 1.4km from the development site (a 21-minute walk). Forest Hill Station is located nearest to the development site (1.2km away, or a 17-minute walk).

2.5.8 Forest Hill station has a station car park with 24 parking spaces, including one disabled bay and sheltered cycle parking adjacent to the western platform.

2.5.9 At peak AM periods, rail services at Forest Hill provide up to 41 services an hour to / from London Bridge, London Victoria, Coulsdon Town, Highbury and Islington, West Croydon and Crystal Palace. A brief summary of the AM peak services and journey times is provided below in Table 2.2.

Table 2.2 Train Services

Destination	Journey Time (mins)	AM Peak Frequency
London Bridge	20	7
London Victoria	47	8
Coulsdon Town	50	3
Highbury and Islington	40	11
West Croydon	20	6
Crystal Palace	10	6

2.6 Pedestrian Network

2.6.1 The current pedestrian provision surrounding the development site is relatively good with footpaths being provided on both sides of the road for most roads in the surrounding area .

2.6.2 There are off-street footpaths situated within the development site linking Sydenham Hill to the west to Mais House. The pedestrian path to the east links Kirkdale to Mais House and Otto Close. The current footpaths within the development site are lacking in lighting and surveillance.

2.6.3 There are wide footpaths located either side of Sydenham Hill with a Zebra Crossing located just outside the pedestrian entrance to Mais House. Towards the north-eastern side of Sydenham Hill between the Sydenham Hill / Kirkdale roundabout there are comprehensive dropped kerbs and tactile paving with pedestrian islands in the centre of the roads.

2.6.4 Kirkdale has wide footways on either side of the road with the middle section of the road on the western side occupying a grass verge. Pedestrian islands and traffic slowing measures such as speed bumps are situated along the road.

2.6.5 Along the walking route to Forest Hill rail station, the A205 London Road has puffin and toucan crossings located at various points along the road.

2.6.6 'Green Chain Walk' is a 5.4-mile pedestrian route located west of the site and runs from Crystal Palace Park through to Nunhead Cemetery and connects to the Horniman Museum. The route runs through Sydenham Hill Wood to the west of the development site. The route through Sydenham Hill Wood also connects to the Dulwich Park Link which runs from Sydenham Hill Wood to Dulwich Park and covers 1.2 miles.

2.7 Cycle Network

2.7.1 Cycling to Forest Hill station takes approximately 8-minutes from Mais House. There is a designated bus route running along the length of the A205 London Road which can be utilised by cyclists.

2.7.2 Wells Park Road to the south of the developments site connects to Sydenham Hill in the south and Sydenham Rail Station. Wells Park also connects to Sydenham Park and Dacres Road to the east. Dacres Road has a signed cycle route which runs north towards Honor Oak Park and south towards the A213 / Leonard Road.

2.8 Highway Network

2.8.1 Mais House is well connected to the surrounding highway network. The Mais House area of the development site is accessed via Sydenham Hill to the west and Otto Close is accessed via Kirkdale to the east. Kirkdale, which has a speed limit of 20mph and is part of the A2216 which runs north to the A205 and south to the A212. Kirkdale has a total of 2 lanes with a separate bus lane along the south of the road running southbound.

2.8.2 The A205 London Road is located approximately 600m north of the development site and forms part of the Transport for London Road Network (TLRN) connecting the south-central area of London. London Road contains bus priority measures comprising bus stops and bus lanes operating eastbound and westbound, Monday to Sunday 07:00 – 19:00 (only buses, cycles and taxis are permitted at all times). The A205 runs west to Clapham Common and north-east to Woolwich.

2.8.3 The A205 also links to the A23 to the west. The A23 runs north to Brixton and south to the M23 at junction 8 and carrying on to Brighton. The A23 has a speed limit of 30mph and consists of 3 lanes including bus lanes operating Monday to Friday 07:00 – 10:00 and 16:00 – 19:00 northbound and Monday to Friday 16:00 – 19:00 southbound.

2.9 Parking Situation

2.9.1 The Applicant (City of London Corporation) commissioned Paul Mew Associates to undertake a parking study of the area to support the planning application at Mais House.

2.9.2 A survey was carried out on the roads close to the site in order to assess the current levels of parking demand in the area based on the overnight parking levels deemed to show the 'peak' parking demand. Parking beats surveys were also carried out during the day on a weekday and weekend to quantify daytime parking levels.

2.9.3 The overnight parking stress was calculated at 65% and the peak daytime stress was at 1500-1530, during the after-school run at 68%. The results of the survey demonstrated that the parking stress is comfortable below the point when an area is deemed to suffer from high parking stress. The full report is Appended to this Scoping Report.

3 Proposed Scope of Transport Works

3.1 Overview

3.1.1 This chapter outlines the transport related documents which are envisaged to be submitted as part of a suite of documents supporting the hybrid planning application for the development site.

3.2 Proposed Transport Assessment

3.2.1 The TA will be undertaken in accordance with TfL's new 'Healthy Streets Transport Assessment guidance'. Although the guidance is not formally adopted, it provides a basic structure of the TA. The final scope will be adjusted accordingly when the guidance is published (expected prior to April 2019). It will include a multi-model trip generation assessment and impact assessment. Chapter 5 of this Scoping Report outlines the proposed trip generation methodology for the proposed development. The following sections will be included within the TA:

- **Vision Statement**: This chapter will describe the site and the scheme in detail and will consist of any planning history, development proposals (including proposed development quantum, land uses, local context), and how the development will support the Healthy Streets and Vision Zero Agendas which form part of the Mayor's Transport Strategy.

- **Context and Key Challenges**: This chapter will describe the development site in its current condition as well as the key amenities surrounding the site. Public transport, highway, cycle and pedestrian facilities will be reviewed in detail. The Active Travel Zone (ATZ) of the site will be investigated by analysing the key journeys and key routes using an ATZ photography audit with reference to the Healthy Street Indicators. Vision Zero data will be requested and analysed against the key active travel destinations identified. A detailed parking analysis will be presented within this chapter. A summary of the baseline conditions has been provided in Chapter 2 in this Scoping Report.

- **Site and Surroundings**: This chapter will detail the development proposals, how the scheme integrates with the existing transport network and facilities in the surrounding area in order to encourage sustainable or active travel. This will include discussion on the proposed car parking spaces and policy-compliant cycle parking provision; as well as proposed access arrangements for all modes. Arrangements for deliveries, refuse collection, servicing and emergency vehicle access will also be considered with regards to how efficiencies and safety have been designed; as well as management controls that will be put in place to avoid indiscriminate parking in the loading areas. These will be presented in a Framework Delivery and Servicing Plan (to be confirmed).

- **Active Travel Zone**: This chapter will analyse how the development will support and improve key journeys within the ATZ by walking, cycling and public transport to key destinations surrounding the development.

- **Network Impact**: This section will explore the trip generation by mode as a result of the increase in residential units on site. The trips on the network as a result of the proposed redevelopment would be estimated using the TRICS database. We have undertaken an initial review of the TRICS databases to identify sites that broadly match the proposed site in terms of land use, unit size, parking provision and locational characteristics. This is detailed in chapter 4 of this scoping report.

  The impact of the development will be assessed using the trip generation calculations. This will include assessments of impact on public transport, highways and the pedestrian networks. Details of the car parking demand generated by the development will be considered, as well as the measures to improve access to public transport, walking and

cycling, to mitigate adverse transport impacts. The Framework Travel Plan for the site will be summarised in this chapter.

- **Construction**: The TA will also include an outline Construction Logistics Plan for the site. This will set down the measures that will be considered to aid the construction process to be undertaken in an efficient but sustainable way. Further, it will aim to minimise any impacts on the neighbouring residents due to construction traffic. A full Construction Management Plan will be submitted once the construction contractor is appointed post planning consent being granted.

- **Outcome Statement**: This chapter will summarise and conclude the TA.

3.3 Framework Travel Plan

3.3.1 A Framework Travel Plan will be prepared as part of the TA. The Framework Travel Plan will provide a set of measures aimed at encouraging sustainable travel tailored to the use of the site. An action plan for implementation of these measures and monitoring the impact the Travel Plan has on the travel behaviour of the site occupants will also be included.

4 Trip Generation and Network Impact Assessment

4.1 Overview

4.1.1 This chapter presents the proposed methodology for undertaking the trip generation assessment of the proposed development for scoping discussions and agreement with the LBL Highways, TfL and GLA.

4.1.2 The comparable residential sites and trip rates were obtained from the TRICS database; whilst the mode splits were taken from the 2011 Census data for the ward containing the site.

4.1.3 At this stage, it is assumed that there will be 150 residential units across the site. It is the aim to provide a car parking ratio of 0.3 across the site through basement parking, relandscaping at Otto Close and by providing a small number of spaces alongside the new development within the grounds.

4.2 Methodology

4.2.1 Surveys from the TRICS database were interrogated to estimate the trip rates of the residential element of the development site. Given the existing land use at the site and that there are no TRICS sites for sheltered accommodation in Greater London the trip generation assessment will only assess the proposed development trips.

4.2.2 The trip rates of the selected TRICS sites were then obtained and applied to proposed number of units.

4.2.3 Car ownership and method of travel to work data have been obtained from Census 2011 datasets. This data has been adjusted and re-distributed to reflect the proposed parking ratios for the units. This will provide an estimation of trip generation by mode.

4.3 Trip Rate Estimation

4.3.1 A number of sites have been selected from the TRICS database to reflect the proposed development. (see Table 4.1)

Table 4.1 Selected TRICS Sites for Proposed Trip Generation

Site ID	Site	Borough	Units
BT-03-D-01	Dollis Hill	Brent	160
HA-03-D-01	Kingsbury	Harrow	88
HG-03-D-03	Wood Green	Haringey	90
IS-03-D-02	Barnard Park	Islington	250
IS-03-D-03	Islington	Islington	36

Trip Rates for all Residential Units

4.3.2 Table 4.2 presents the obtained person trip rates for the impacts of the proposed development.

Table 4.2 Trip Rate per Unit – Total Person

	AM Peak (8.00-9.00am)			PM Peak (5.00-6.00pm)			Daily Total (7.00am-7.00pm)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total Person Trip Rates	0.141	0.833	0.974	0.401	0.256	0.657	2.975	3.287	6.262

4.4 Model Spilt Estimation

4.4.1 The car ownership within the Middle Layer Super Output Area, Lewisham 028, containing the site is 0.62.

4.4.2 As discussed, the current aim is to provide a parking ratio of 0.3 spaces per dwelling, totalling approximately 45 spaces. It should be noted that these ratios might be subject to change, but the following sections present our proposed methodology in estimating mode splits and trip generation.

4.4.3 The site is enclosed by the Middle Layer Super Output Area, Lewisham 028 and offers a similar ratio of car parking provisions to the average of the Borough. Therefore, it is considered appropriate to use the Census data to determine the current modal spilt. The travel to work Census data for this is presented in Table 4.3.

4.4.4 Given that the car ownership for the Middle Layer Super Output Area, Lewisham 028. The Census data has then been redistributed in Table 4.3 to provide a more accurate estimation of travel modes based on the proposed parking ratio of 0.3.

Table 4.3 Travel to Work Mode Split (Census 2011)

Mode	Census Mode Split	Redistributed Mode Split Based on 0.3 Ratio
Underground, Metro	7%	10%
Train	14%	21%
Bus, Minibus or Coach	20%	29%

Mode	Census Mode Split	Redistributed Mode Split Based on 0.3 Ratio
Taxi	1%	1%
Motorcycle, Scooter or Moped	1%	1%
Driving a Car or Van	40%	19%
Passenger in a Car or Van	2%	2%
Bicycle	3%	4%
On Foot	11%	11%
Others	1%	1%
Total	**100%**	**100%**

4.5 Proposed Trip Generation

4.5.1 As above, the person trip generation for the proposed 150 units was calculated using the unit trip rate, and the summary is presented in Table 4.4.

Table 4.4 Trip Generation – Proposed Overall Development (Total People)

AM Peak			PM Peak			Daily Total		
In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
21	125	146	60	38	99	446	493	939

Trip Generation by Mode

4.5.2 The trip generation by each mode is based on applying the redistributed Census mode split shown in Table 4.3 to the estimated trip generation shown in Table 4.4. The proposed trip generation by mode is shown in Table 4.5.

Table 4.5 Trip Generation by Mode – Proposed Overall Development

Mode	AM Peak Hour			PM Peak Hour			Total Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Underground	2	14	16	7	4	11	49	54	102
Train	4	26	30	12	8	20	92	102	194
Bus, Minibus or Coach	6	38	45	18	12	30	136	150	286
Taxi	0	1	1	0	0	1	2	3	5
Motorcycle, Scooter or Moped	0	1	1	1	0	1	5	5	10
Driving a Car or Van	4	22	26	11	7	17	78	86	164
Passenger in a Car or Van	0	3	3	1	1	2	10	11	20
Bicycle	1	5	6	3	2	4	19	21	40

Mode	AM Peak Hour			PM Peak Hour			Total Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
On Foot	2	14	17	7	4	11	50	56	106
Others	0	1	2	1	0	1	5	6	11
Total	**21**	**125**	**146**	**60**	**38**	**99**	**446**	**493**	**939**

5 Programme and Confirmation of Scope

5.1 Application Submission Date

5.1.1 It is intended that the planning application will be submitted in June 2019.

5.2 Next Steps

5.2.1 This report has been prepared as a means to agree the scope of the transport work required for the planning application with LBL and TfL/ GLA.

5.2.2 We request a Scoping Opinion response on this scoping report from all interested stakeholders on the proposed methodology and trip generation assessment.

5.2.3 Once the methodology and trip generation assessment has been agreed a trip distribution exercise will be undertaken to demonstrate the impact of the development on the highway network which would inform the impact assessment.

Appendix A Parking Study

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TECHNICAL REPORT

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Contents

Figures

Appendices

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1.0 INTRODUCTION

1.1 Paul Mew Associates (PMA) have been appointed to prepare a Technical Report in relation to the proposed additional housing at Mais House, Sydenham Hill, Forest Hill, SE26 6ND. The site location is presented in Figure 1; the site boundary is shown on an Ordnance Survey base in Appendix A.

1.2 The City of London Corporation have requested that a preliminary parking survey takes place to support a demolition and planning application at Mais House.

Site Location

1.3 The site is located in south-east London in the London Borough of Lewisham, in between Sydenham Hill and Kirkdale. Sydenham Hill Wood is located to the west of the site.

1.4 The site has a Public Transport Accessibility Level (PTAL) score of 2, indicating a 'poor' level of access to public transport, as defined by Transport for London (TfL).

1.5 The existing site comprises of Mais House, which was a former sheltered accommodation building, along with a series of smaller buildings to the south east of the site, on Otto Close, comprising of flats and associated garages.

1.6 The surrounding context is predominantly residential in character, consisting of a range of residential two and three storey dwellings and flat blocks. Castlebar Care home is located directly north of Mais house and Sydenham Hill Estate is located further south of the site.

1.7 The site currently has access from Sydenham Hill to the east and Kirkdale to the west.

1.8 This report has been produced in order to provide a preliminary assessment of the existing parking situation on the adjoining road network.

1.9 The following section outlines the planning policy relevant to the proposals.

2.0 TRANSPORT POLICY CONTEXT

2.1 This proposal has been assessed in light of the current transport planning policy guidance at the local, regional and national level.

2.2 Lewisham Council's Core Strategy covering a 15-year period from 2011 to 2026 was formally adopted on 29th June 2011, with the Development Management Local Plan which covers additional planning policies to guide decision makers being adopted on 26th November 2014.

2.3 At the regional level the Mayor's London Plan (2016) is a material planning document which sets out the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.4 At the national level objectives for the integration of planning and transport are set out in the National Planning Policy Framework (NPPF).

LB Lewisham

2.5 Planning policies in the Council's Core Strategy and Development Management Policies documents replace policies in the Lewisham Unitary Development Plan (UDP) 2004. For the assessment of transport in relation to new developments, the council adhere to frameworks outlined in Development Management Policy 29 (DM29), in accordance with Core Strategy Policy 14 (CSP14) – *Sustainable Movement and Transport.*

2.6 The overarching aims of CSP14 adopted June 2011 sets out the Council's transportation policy requirements, the full wording of which is extracted herein for ease of reference:

Core Strategy Policy 14

Sustainable movement and transport

1. The access and safety of pedestrians and cyclists throughout the borough will be promoted and prioritised.
2. A network of high quality, connected and accessible walking and cycling routes across the borough will be maintained and improved, including Waterlink Way, the South-East London Green Chain, the Thames Path, and new connections throughout the Deptford New Cross area.
3. A managed and restrained approach to car parking provision will be adopted to contribute to the objectives of traffic reduction while protecting the operational needs of major public facilities, essential economic development and the needs of people with disabilities. The car parking standards contained within the London Plan will be used as a basis for assessment.
4. Car free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street. A controlled parking zone (CPZ) may be implemented where appropriate.
5. Travel plans will need to be submitted which meet or exceed the Department of Transport's thresholds for transport assessment and Transport for London guidance.
6. Cycle parking will be required for new development and TfL guidelines will be used to assess provision. Design will need to incorporate safe and secure cycle storage and parking as well as other facilities including showers and lockers, where appropriate.
7. The use of the River Thames, the rail network and the borough's strategic routes (Transport for London road network) will be supported as freight transport corridors.
8. Use of the River Thames for passenger transport and transport of construction and waste materials to and from development sites, where practicable, will be supported.
9. The Council will work with Transport for London, Network Rail and other partners to ensure the delivery of necessary transport infrastructure, as well as working with adjoining boroughs to address the cumulative impact of development by enabling more effective management of traffic and improving the environment for all users, including pedestrians, cyclists and public transport users.

2.7 DM Policy 29 supports both the implementation of CSP14, with particular relevance to point 3 – "a managed and restrained approach to car parking provision will be adopted to contribute to the objectives of traffic reduction". The policy also supports the NPPF and the parking standards identified in London Plan Policy 6.13. DM Policy 29 is outlined herein for ease of reference.

DM Policy 29

Car parking

1. The Council will require parking standards in accordance with Core Strategy Policy 14.
2. Car limited major residential development will only be considered where there is:
   a. PTAL level 4 or higher, or where this can be achieved through investment in transport infrastructure and services,
   b. no detrimental impact on the provision of on-street parking in the vicinity,
   c. no negative impact on the safety and suitability of access and servicing,
   d. protection of required publicly accessible or business use car parking,
   e. inclusion of car clubs, car pooling schemes, cycle clubs and cycle parking and storage, as part of a package of measures mitigating the need for on-site car parking provision,
   f. an equitable split of parking provision between private and affordable residential development, and
   g. on-site accessible priority parking for disabled drivers.
3. Applications for the conversion of single dwellings into multiple dwellings will not be permitted to use front garden space for off-street car parking.
4. Wheelchair accessible car parking is required to be provided in accordance with best practice standards.
5. All new development will need to ensure that an appropriate number of bays have an electric charging point installed and an appropriate level of passive provision, in line with London Plan Table 6.2 Parking Standards (replicated in Appendix 8). Further, all accessible points must meet the Source London criteria so that they can become part of the London-wide network.
6. Schemes will provide appropriate levels of parking for motorcycles.

The London Plan

2.8 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), has to produce a spatial development strategy (SDS) which has become known as the London Plan.

2.9 The most recent iteration of the London Plan is dated March 2016.

2.10 Chapter 6 of the London Plan relates to London's Transport.

2.11 At the regional level the London Plan Policy 6.3 sets out the Mayor's approach to assessing the effects of development on transport capacity, parts A, B, and C of Policy 6.3 are extracted as follows:

"Policy 6.3 - Assessing effects of development on transport capacity

Planning decisions

A). Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B). Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C). Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."

2.12 Policy 6.13 of the London Plan relates to the provision of parking in new developments; at the strategic level the guidance states that:

> *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."*

2.13 In terms of guidance for parking standards, The London Plan sets maximum parking standards in Table 6.2 and minimum cycle parking standards in Table 6.3. The following salient parking policy and parking standard notes have been extracted from The London Plan relative to this assessment:

C3 Residential

- PARKING FOR RESIDENTIAL DEVELOPMENT – Four or more beds, 2 spaces per unit; three beds, 1.5 spaces per unit, one and two beds, less than one space per unit. All developments in areas of good public transport accessibility should aim for significantly less than one space per unit. Adequate parking spaces for disabled people must be provided preferably on-site, in accordance with the Mayor of London's *Draft Interim Housing Supplementary Planning Guidance (May 2015).* 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.
- CYCLE PARKING FOR RESIDENTIAL DEVELOPMENT – for ***long-stay,*** 1 space per studio and 1 bedroom unit, and 2 spaces for all other dwellings, and for ***short-stay,*** 1 space per 40 units.

National Planning Policy Framework (NPPF)

2.14 The main planning policy documents which provide a context for sustainable transport is The Government's White Paper New Deal for Transport (1998) and the National Planning Policy Framework (NPPF) (July 2018).

2.15 *New Deal for Transport* set out the choices needed to tackle road congestion and pollution, mainly by persuading people to use cars less and encouraging more sustainable modes of travel.

2.16 The NPPF, which supersedes *Planning Policy Guidance Note 13* (PPG13) follows on from the White Paper and sets out key sustainable transport objectives.

2.17 The following chapter sets out the results of the baseline parking assessment.

3.0 BASELINE PARKING ASSESSMENT

3.1 In order to illustrate the existing parking levels on the roads adjoining the site a parking stress study has been carried out.

3.2 In 2017, the local planning authority produced the document *Guidance on Methodology for Preparing Parking Studies,* to assist developers in undertaking parking assessments. A copy the document is presented in Appendix B.

3.3 All roads within a 200 metre distance of the development site have been surveyed in accordance with local authority requirements, with the survey area shown in Figure 2.

3.4 The roads in proximity to the site are largely unrestricted in relation to kerbside space. There are some double yellow line restrictions along Sydenham Hill and Kirkdale. The survey are has been split into the following sections of roads;

- Hassocks Close,
- Heathledge,
- Kirkdale,
- Kirkdale (garages),
- Lammas Green Private Estate,
- Mais House Car Park,
- Mount Ash Road,
- Otto Close,
- Rose Court,
- Sydenham Hill,
- Sydenham Hill (Lammas Green Estate Parking), and
- Thorpewood Avenue.

3.5 All vehicle crossovers and kerb space within 5.5 metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the length of individual sections of

kerbside space have been recorded and split into increments of 5.5 metres in accordance with Lewisham Council's parking survey methodology.

3.6 The parking survey inventory is presented in Table 1 as follows (additionally refer to Figures 3 a-h):

Table 1. On-Street Parking Survey Inventory

Street Name	UNRESTRICTED PARKING		PRIVATE PARKING	
	Total Metres	Total Spaces Per Inventory	Total Metres	Total Spaces Per Inventory
Hassocks Close	66	15*	-	-
Heathledge	-	-	99	18
Kirkdale	330	60	-	-
Kirkdale (garages behind number eight)	-	-	0	20**
Lammas Green Private Estate	-	-	44	8
Mais House Car Park	-	-	0	13***
Mount Ash Road	286	52	-	-
Otto Close	-	-	0	15***
Rose Court	-	-	0	8****
Sydenham Hill	412.5	75	-	-
Sydenham Hill – Lammas Green Estate	-	-	-	4†
Thorpewood Ave	275	50	-	-
TOTAL	1,369.5	252	143	86

Source: PMA Survey

Notes:
*three perpendicular spaces
**20 perpendicular forecourt parking spaces in front of garages
*** individually marked out bays
****eight perpendicular forecourt parking spaces in front of garages
† four perpendicular spaces

3.7 The parking survey inventory demonstrates that there are 252 unrestricted kerb side parking opportunities within the study area. There are a further 86 private / private forecourt garage parking opportunities within the study area.

3.8 Unrestricted kerb side parking will firstly be analysed, then private parking shall follow.

Unrestricted Parking Survey

3.9 In accordance with the Lewisham Guidance Methodology (February 2017), *"surveys should be undertaken between the hours of midnight to 05:30 on two separate weekday mornings (i.e. Monday, Tuesday, Wednesday or Thursday)."* Two surveys have duly been carried out in accordance with this procedure to determine the current parking uptake on the streets within the study area.

3.10 The surveys are carried out at this time so as to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night.

3.11 The overnight surveys were carried out on Wednesday 19th September and Thursday 20st September 2018 at 02:30 am and 02:00 am respectively.

3.12 The average results of the two overnight parking surveys are presented in Table 2 as follows. Full details are presented in Appendix C.

Table 2. Overnight Parking Survey Average

Street Name	UNRESTRICTED PARKING		
	Total Spaces	Average Cars Parked Overnight	Parking Stress %
Hassocks Close	15	12	80%
Kirkdale	60	30	50%
Mount Ash Road	52	48	92%
Sydenham Hill	75	44	59%
Thorpewood Ave	50	30	60%
TOTAL	252	164	65%

Source: PMA Survey

Notes: Minor errors are due to roundings

3.13 The results in Table 2 demonstrate that the average parking 'stress' across unrestricted kerb space within the identified survey area is 65%, which is low.

3.14 Of the 252 identified unrestricted kerb side parking opportunities, an average of 164 cars have been observed to be parked leaving 88 free spaces during the overnight surveys.

3.15 To put the results into perspective, LB Lewisham suggest the following guidelines in evaluating parking stress:

> *"To provide guidance, during the day including weekends a parking occupancy of 75% would be considered under stress. A lower threshold may be considered in areas with a mix of developments and especially those that attract visitors such as shops. In purely residential roads parking levels overnight of below 85% may be acceptable".*

3.16 The overnight parking surveys therefore suggest that the adjoining road network has capacity for an additional 38 cars before the threshold of 85% is met.

3.17 In addition to undertaking the overnight surveys, a typical weekday and a weekend daytime parking beat surveys have been conducted. This is due to the nearby school (Eliot Bank School).

3.18 The weekday, school 'pick-up and drop-off' surveys were carried out on Thursday 20th September 2018, between 07:30 am and 9:30 am, in addition to 14:30 pm and 16:30 pm.

3.19 The results of the weekday half hourly beats survey are presented in Tables 3 and 4 below.

Table 3. Weekday Daytime Half Hourly Beats Survey Results

Street	730-800			800-830			830-900			900-930		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Hassocks Close	9	15	60%	9	15	60%	9	15	60%	10	15	67%
Kirkdale	25	60	42%	24	60	40%	20	60	33%	32	60	53%
Mount Ash Road	38	52	73%	37	52	71%	35	52	67%	35	52	67%
Sydenham Hill	33	75	44%	34	75	45%	30	75	40%	35	75	47%
Thorpewood Ave	44	50	88%	46	50	92%	50	50	100%	43	50	86%
Total	149	252	59%	150	252	60%	144	252	57%	155	252	62%

(Double Yellow Line / YZZ / Private Parking not included)

Table 4. Weekday Daytime Half Hourly Beats Survey Results

Street	1430-1500			1500-1530			1530-1600			1600-1630		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Hassocks Close	10	15	67%	13	15	87%	11	15	73%	9	15	60%
Kirkdale	28	60	47%	32	60	53%	30	60	50%	30	60	50%
Mount Ash Road	39	52	75%	39	52	75%	36	52	69%	37	52	71%
Sydenham Hill	30	75	40%	37	75	49%	35	75	47%	35	75	47%
Thorpewood Ave	48	50	96%	50	50	100%	39	50	78%	37	50	74%
Total	155	252	62%	171	252	68%	151	252	60%	148	252	59%

(Double Yellow Line / YZZ / Private Parking not included)

3.20 The survey results demonstrate that there are plenty of free parking spaces within the study area throughout the school time peaks. The hourly parking stress was reasonably low throughout the day, with average demand levels ranging between 59% and 68%. The area was most heavily parked at 68%, between 1500 – 1530.

3.21 In addition to the daytime weekday hourly parking survey, a weekend daytime parking survey has also been undertaken.

3.22 The weekend parking survey was undertaken on the 29th September, between 10:00 am and 16:00 pm.

3.23 The results of the weekend hourly beats survey are presented in Table 5 below.

Table 5. Weekend Daytime Hourly Beats Survey Results

Street	1000-1100			1100-1200			1200-1300		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Hassocks Close	8	15	53%	8	15	53%	5	15	33%
Kirkdale	24	60	40%	25	60	42%	25	60	42%
Mount Ash Road	31	52	60%	30	52	60%	28	52	54%
Sydenham Hill	36	75	48%	33	75	44%	33	75	44%
Thorpewood Ave	29	50	58%	28	50	56%	25	50	50%
TOTAL	128	252	51%	124	252	49%	116	252	46%

(Double Yellow Line / YZZ / Private Parking not included)

Table 6. Weekend Daytime Hourly Beats Survey Results

Street	1300-1400			1400-1500			1500-1600		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Hassocks Close	7	15	47%	11	15	73%	11	15	73%
Kirkdale	26	60	43%	27	60	45%	28	60	47%
Mount Ash Road	29	52	56%	28	52	54%	29	52	56%
Sydenham Hill	33	75	44%	31	75	49%	33	75	44%
Thorpewood Ave	25	50	50%	25	50	50%	26	50	52%
TOTAL	120	252	48%	122	252	48%	127	252	50%

(Double Yellow Line / YZZ / Private Parking not included)

3.24 As can be seen within the above table, the survey results demonstrate that there are plenty of free parking spaces within the study area throughout a weekend day. The hourly parking stress was reasonably low throughout the day, with average demand levels of between 46% and 51%. The area was most heavily parked at 53% between 1000-1100.

3.25 The broad conclusion of this baseline parking assessment is that parking conditions on the streets adjoining the site are within practical capacity both overnight and during the day. There is a reserve surplus in available kerb side parking in the area during the peak demand for residents parking which is overnight, with an average overnight parking stress of 65%.

Private Parking Survey

3.26 In addition to the unrestricted parking, private parking has also been analysed. The results of the weekday overnight parking surveys can be seen within Table 7 below.

Table 7. Private Parking Overnight Parking Survey Average

Street Name	PRIVATE PARKING		
	Total Spaces	Average Cars Parked Overnight	Parking Stress %
Heathledge	18	14	78%
Kirkdale (garages behind number eight)	20	9	45%
Lammas Green Private Estate	8	0	0%
Mais House Car Park	13	0	0%
Otto Close	15	10	67%
Rose Court	8	2	25%
Sydenham Hill – Lammas Green Estate	4	2	50%
TOTAL	86	37	43%

Source: PMA Survey

Notes: Minor errors are due to roundings

3.27 The results in Table 7 demonstrate that the average overnight parking 'stress' across private kerb space (including in front of garages) within the identified survey area is 43%, which is very low.

3.28 Of the 86 identified spaces, a total of 37 cars were witnessed as parking within the private spaces, leaving 49 spaces free overnight.

3.29 The results of the weekday daytime parking surveys between 07:30 am and 9:30 am, in addition to 14:30 pm and 16:30 pm can be seen within Tables 8 and 9 below.

Table 8. Weekday Daytime Half Hourly Beats Survey Results – Private Parking

Street	730-800			800-830			830-900			900-930		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Heathledge	12	18	67%	13	18	72%	13	18	72%	12	18	67%
Kirkdale (garages behind number eight)	7	20	35%	7	20	35%	6	20	30%	6	20	30%
Lammas Green Private Estate	0	8	0%	0	8	0%	2	8	25%	2	8	25%
Mais House Car Park	0	13	0%	0	13	0%	0	13	0%	0	13	0%
Otto Close	9	15	60%	9	15	60%	9	15	60%	8	15	53%
Rose Court	2	8	25%	2	8	25%	2	8	25%	1	8	13%
Sydenham Hill – Lammas Green Estate	1	4	25%	1	4	25%	1	4	25%	1	4	25%
Total	31	86	36%	32	86	37%	33	86	38%	30	86	35%

(Double Yellow Line / YZZ not included)

Table 9. Weekday Daytime Half Hourly Beats Survey Results – Private Parking

Street	1430-1500			1500-1530			1530-1600			1600-1630		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Heathledge	11	18	61%	11	18	61%	11	18	61%	11	18	61%
Kirkdale (garages behind number eight)	7	20	35%	7	20	35%	8	20	40%	8	20	40%
Lammas Green Private Estate	1	8	13%	2	8	25%	0	8	0%	0	8	0%
Mais House Car Park	0	13	0%	0	13	0%	0	13	0%	0	13	0%
Otto Close	9	15	60%	9	15	60%	10	15	67%	10	15	67%
Rose Court	1	8	13%	2	8	25%	2	8	25%	2	8	25%
Sydenham Hill – Lammas Green Estate	2	4	50%	2	4	50%	2	4	50%	2	4	50%
Total	31	86	36%	33	86	38%	33	86	38%	33	86	38%

(Double Yellow Line / YZZ not included)

3.30 The results in Tables 8 and 9 demonstrate that the average parking 'stress' across private kerb space (including in front of garages) within the identified survey area ranged from 35%, to 38%. The amount of cars using the private spaces fluctuated only by three cars, from 30 to 33 vehicles.

3.31 The results from the weekend daytime parking surveys regarding private parking can be seen within Tables 10 and 11 below.

Table 10. Weekend Daytime Hourly Beats Survey Results - Private

Street	1000-1100			1100-1200			1200-1300		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Heathledge	11	18	61%	11	18	61%	10	18	56%
Kirkdale (garages behind number eight)	0	20	0%	0	20	0%	0	20	0%
Lammas Green Private Estate	2	8	25%	1	8	13%	1	8	13%
Mais House Car Park	0	13	0%	0	13	0%	0	13	0%
Otto Close	9	15	60%	9	15	60%	9	15	60%
Rose Court	2	8	25%	2	8	25%	2	8	25%
Sydenham Hill – Lammas Green Estate	0	4	0%	0	4	0%	0	4	0%
Total	24	86	28%	23	86	27%	22	86	26%

(Double Yellow Line / YZZ not included)

Table 11. Weekend Daytime Hourly Beats Survey Results - Private

Street	1300-1400			1400-1500			1500-1600		
	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress	Cars Parked	Total Spaces	% Stress
Heathledge	10	18	56%	10	18	56%	9	18	50%
Kirkdale (garages behind number eight)	7	20	35%	6	20	30%	6	20	30%
Lammas Green Private Estate	1	8	13%	3	8	38%	3	8	38%
Mais House Car Park	0	13	0%	0	13	0%	0	13	0%
Otto Close	9	15	60%	10	15	67%	10	15	67%
Rose Court	2	8	25%	2	8	25%	1	8	13%
Sydenham Hill – Lammas Green Estate	2	4	50%	1	4	25%	1	4	25%
Total	31	86	36%	32	86	37%	30	86	35%

(Double Yellow Line / YZZ not included)

3.32 As can be seen within the above tables, the survey results demonstrate that there are plenty of free private parking spaces within the study area throughout a weekend day. The hourly parking stress was reasonably low throughout the day, with demand levels ranging from between 26% and 37%. The area was most heavily parked at 37% between 1400-1500.

Development Impact

3.33 The car park adjoining Mais House is currently shut off as the property is currently closed. Otto Close currently has a total of 15 parking spaces along with 38 garages providing parking for the 30 properties.

3.34 The average overnight parking stress on Otto Close was calculated at 67%, with ten cars parked within the 15 spaces overnight on both nights. With regard to the parking surveys carried out within the day, the parking stress only ranges by one car, from 60% at 08:00 am (with nine cars parked) to 66% at 16:00 pm (with ten cars parked).

3.35 With regards to the extant garage development, ownership data has not been provided regarding the occupancy history of the 38 garages. Manual for Streets (MfS) states that "*Garages are not always used for car parking",* going on to state that *"Research shows that, in some developments, less than half the*

garages are used for parking cars, and that many are used primarily as storage or have been converted to living accommodation".

3.36 WSP's research, *Car Parking Standards and Sustainable Residential Environments* (2004) as referenced within MfS found that only 44% of garages were used to store vehicles.

3.37 The following section outlines the local car ownership within the adjoining area.

4.0 CAR OWNERSHIP CENSUS DATA

4.1 The number of new residential dwellings is currently unknown, however in order to gain a better understanding of the amount of local car ownership, census data has been researched using local ward census data from the most recent survey in 2011.

4.2 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.

4.3 Table 12 presents the 2011 car or van ownership census data for **all dwellings** within the area adjoining the application site.

Table 12. Middle Output Area; Car or Van Ownership – All Dwellings

Car or Van Availability (KS404EW)	Lewisham 028 Middle Output Area Middle		Lewisham London Borough	
	Count	%	Count	%
No Cars or Vans in Household	1511	50.1	55893	48.1
1 Car or Van in Household	1193	39.6	46991	40.5
2 Cars or Vans in Household	261	8.7	10829	9.3
3 Cars or Vans in Household	43	1.4	1875	1.6
4 or More Cars or Vans in Household	8	0.3	503	0.4

Source: Office for National Statistics

4.4 As can be seen from Table 3, 50% of the dwellings within the adjoining area have zero cars and a further 40% only have one car available.

4.5 In order to further break down the census data, a ratio of car availability per bedroom has been calculated.

4.6 Table 13 presents car availability data broken down by bedroom.

Table 13. Car availability per number of bedrooms

Number of Bedrooms per Household in the Area (QS411EW) - March 2011	Lewisham 028	
	Middle Layer Super Output Area	
	No. households	No. bedrooms
No Bedrooms	18	0
1 Bedroom	711	711
2 Bedrooms	1,177	2354
3 Bedrooms	820	2460
4 Bedrooms	225	900
5 or More Bedrooms	65	325
Total	3,016	**6,750**

In the area:

% of households with 3+ bedrooms	37%
All Cars or Vans in the Area	1,878
Average cars per bedroom	**0.278**

Source: Office for National Statistics

4.7 The data above shows that the census data suggests that there is a car to bedroom ratio of 0.278 cars per bedroom.

4.8 In order to presents car or van availability for only flats, maisonettes and apartments, further census data has been analysed.

4.9 Table 14 presents the 2011 car or van ownership census data for **flats, maisonettes and apartments** within the area adjoining the application site.

Table 14. Middle Output Area; Car or Van Ownership – Flats and Maisonettes

Car or Van Availability (LC4415EW)	Lewisham 028		Lewisham	
	Middle Output Area Middle		London Borough	
	Count	%	Count	%
No Cars or Vans in Household	1,232	59.5	39,315	61.3
1 Car or Van in Household	703	33.9	21,943	34.2
2 Cars or Vans in Household	137	6.6	2,896	4.5

Source: Office for National Statistics

4.10 As can be seen from Table 7, 60% of the apartments within the adjoining area have zero cars and a further 34% only have one car available. Only 7% have access to two cars or more.

4.11 In accordance with current the London Plan, the maximum parking standards are as follows:

> *"Four or more beds, 2 spaces per unit; three beds, 1.5 spaces per unit, one and two beds, less than one space per unit."*

4.12 It should be noted that within the most recent draft New London Plan (August 2018), the maximum parking standard for inner London developments with a PTAL of 2 suggests a maximum parking provision of up to 0.5 spaces per unit. Whilst this has yet to be adopted, it is nonetheless a valuable view into the required maximum standards for parking in the near future and emphasises the Mayors ambitions of a restricted approach to parking.

5.0 SUMMARY

5.1 The proposals involve the provision of new residential dwellings at Mais House and the surrounding buildings on Otto Close.

5.2 This report has assessed the proposal in light of current transport planning policy guidance at the local, regional and national level.

5.3 The site has a Public Transport Accessibility Level (PTAL) score of 2, indicating a 'poor' level of access to public transport, as defined by Transport for London (TfL).

5.4 A parking stress survey has been carried out on the roads in proximity to the site in order to assess the current levels of parking demand in the area based on the overnight parking levels deemed to show the 'peak' parking demand. Parking beats surveys were also carried out during the day on a weekday and weekend to quantify daytime parking levels.

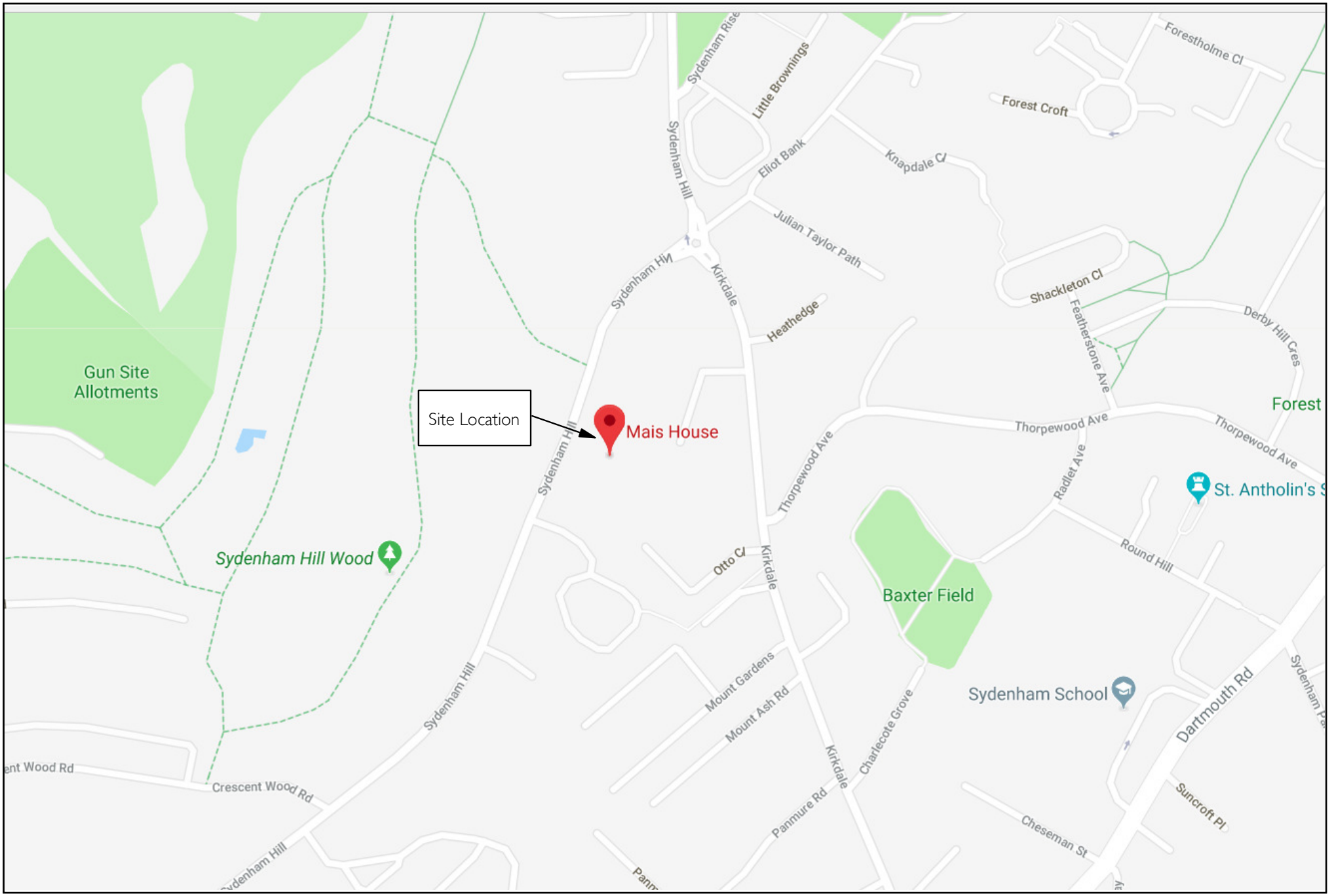
5.5 The overnight parking stress has been calculated at 65% and the peak stress with regard to the beat surveys was at 1500 – 1530, on the school run at 68%.

5.6 The results set out herein demonstrate that parking stress is comfortably below the point where an area is deemed to suffer from high parking stress.

5.7 Based on local car ownership statistics, the average cars per bedroom for the area adjoining the site is 0.278 cars per bedroom.

5.8 The current London Plan provides car parking standards as a maximum, stating a the following: "*Four or more beds, 2 spaces per unit; three beds, 1.5 spaces per unit, one and two beds, less than one space per unit.*"

FIGURES



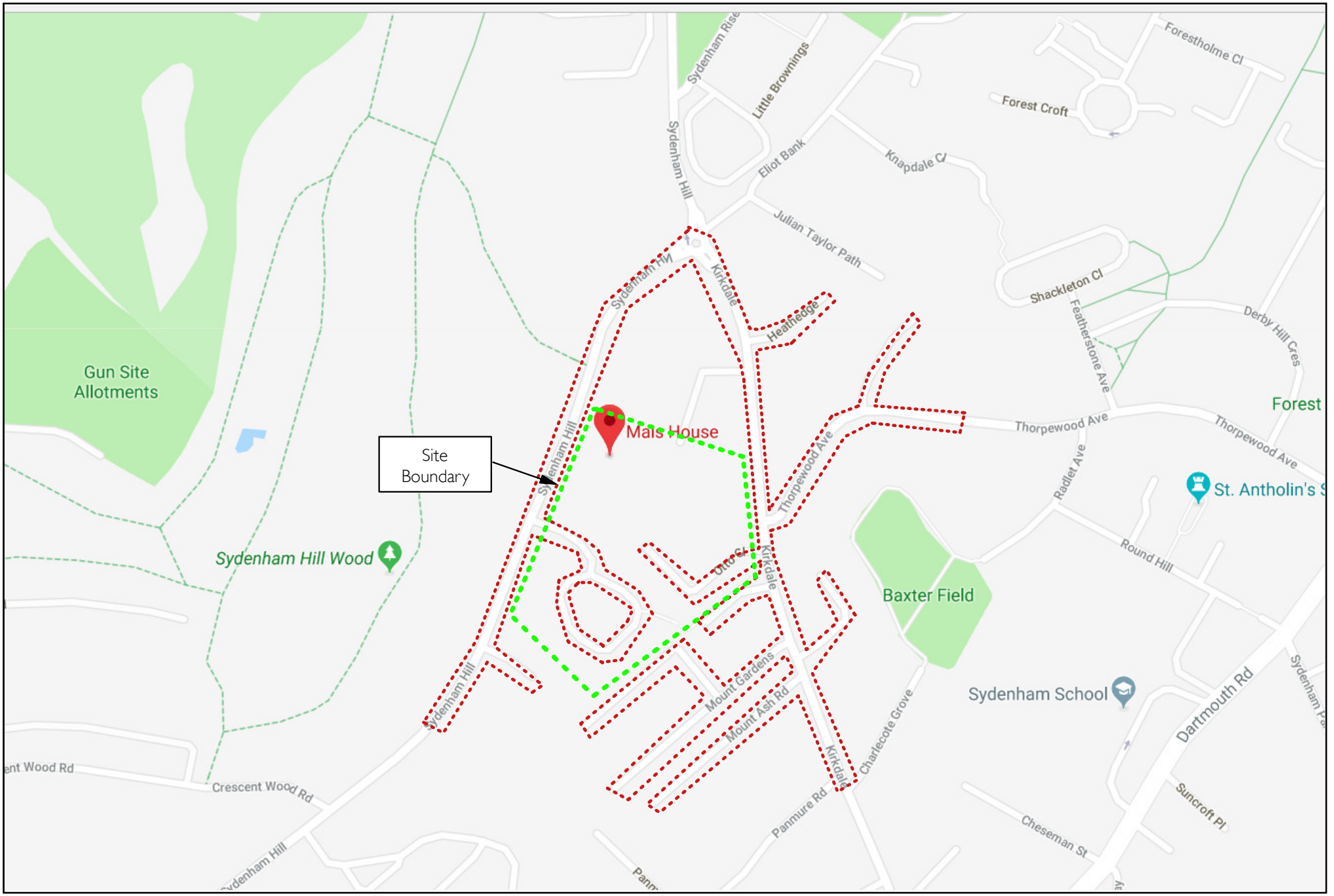
Date: Oct 2018
Scale: NTS
Source: Google Maps
Drawing No: P1984/TS/01

N

P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: Oct 2018
Scale: NTS
Source: Google Maps
Drawing No: P1984/TS/02

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P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 2.

Parking survey area 200m

PAUL MEW ASSOCIATES
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Key
Unrestricted
D/K & Unsuitable
Bus Stop
Private Parking
Forecourt Parking
Double Yellow Line
Yellow Hatch

Stone
100.8m
133
1
Sedley Court
Stone
1 to 8
9 to 12
14 to 17
102.5m
El Sub Sta
40
40
9
6a
6
96.7m
HEATHEDGE
SYDENHAM HILL
Elio
39
43
47
33
37
41
45
19
23
27
21
25
29
5
11
17
3
9
15
1
7
13

Date: Oct-2018
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1984/TR/03

N

P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 3.a
Kerb-side Inventory

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Date: Oct-2018
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1984/TR/03

N

P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 3.b
Kerb-side Inventory

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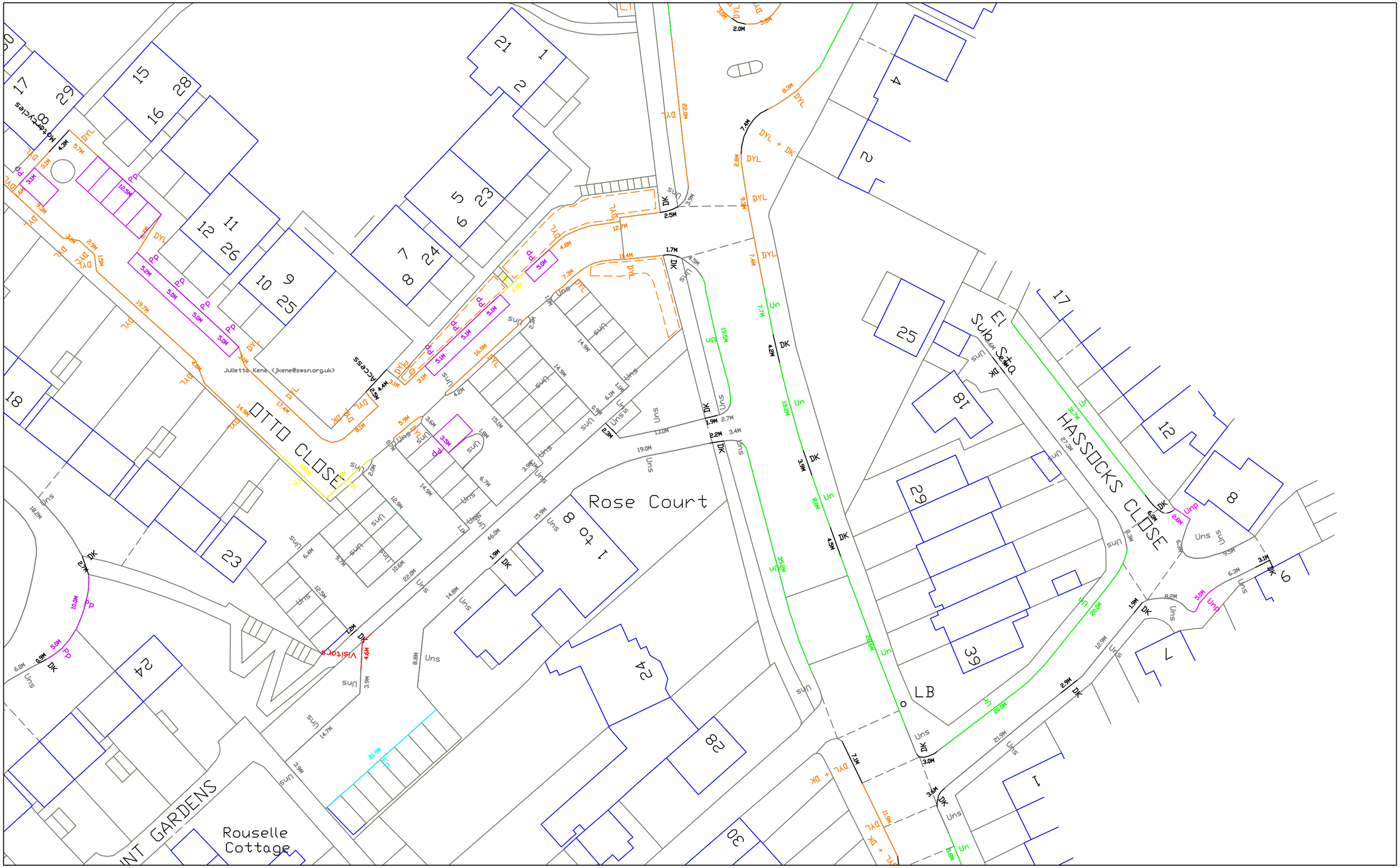
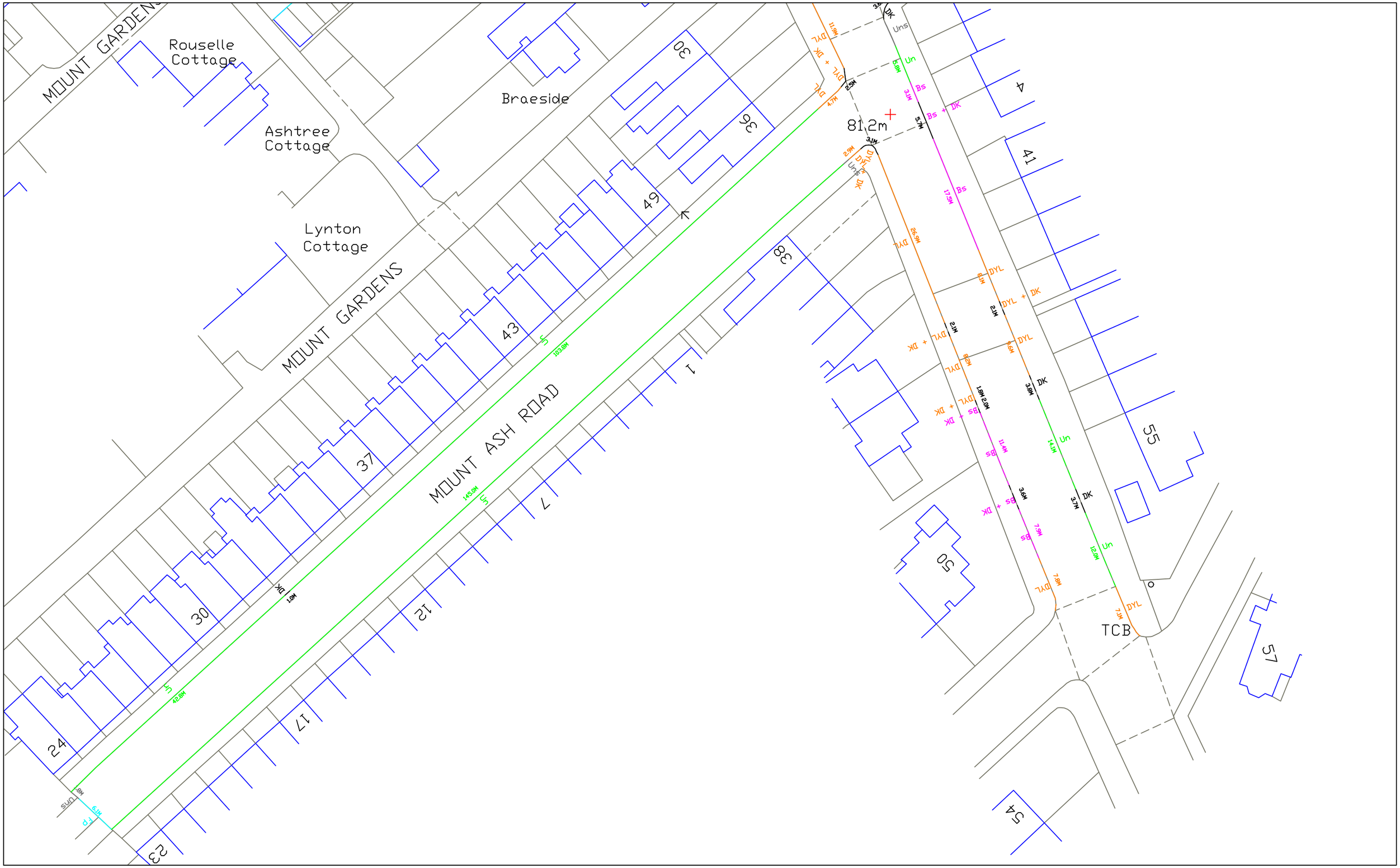
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: Oct-2018 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1984/TR/03	N	P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND Figure 3.c Kerb-side Inventory	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ Tel: 020 8780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: Oct-2018 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1984/TR/03	N	P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND Figure 3.d Kerb-side Inventory

PAUL MEW ASSOCIATES
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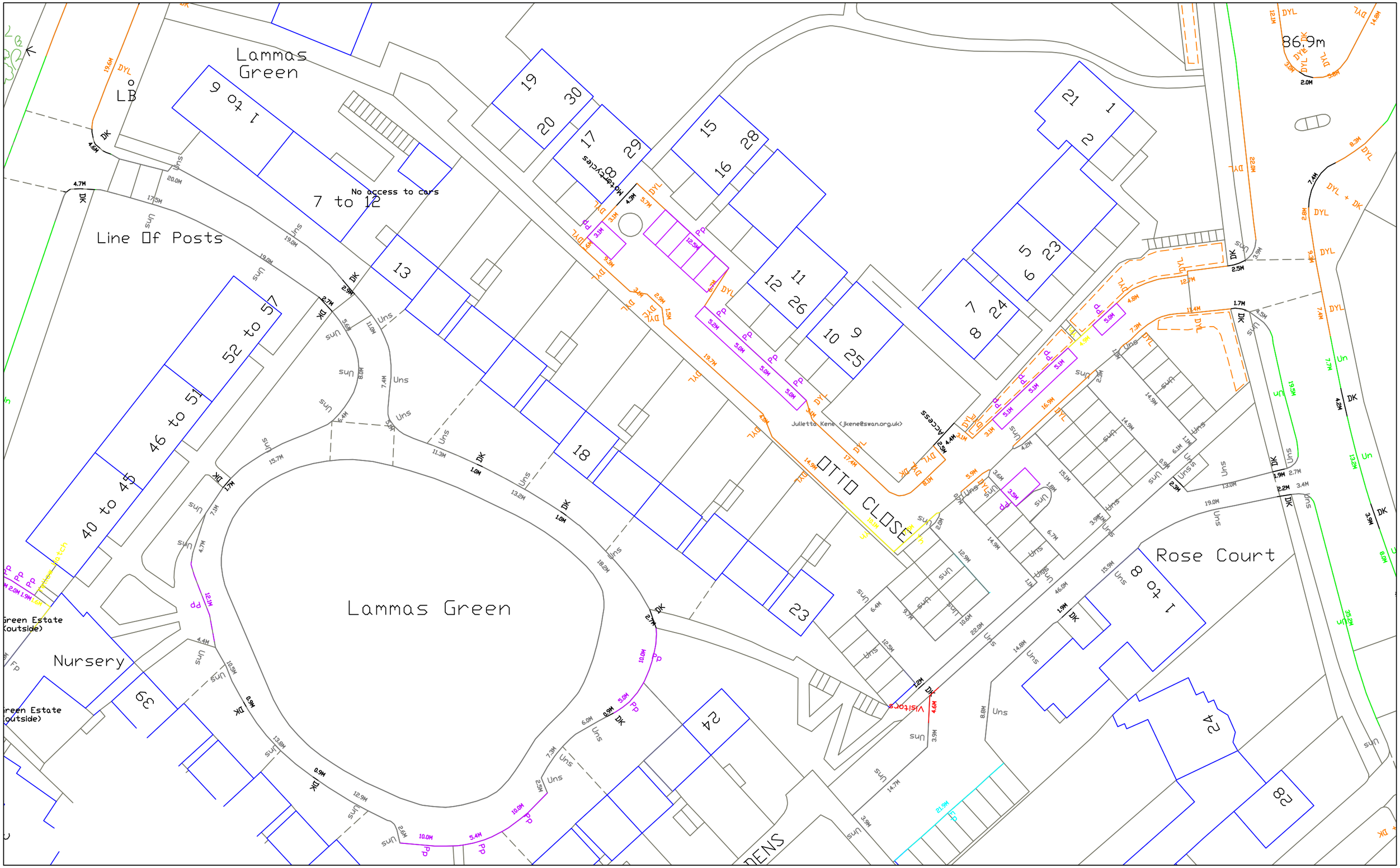
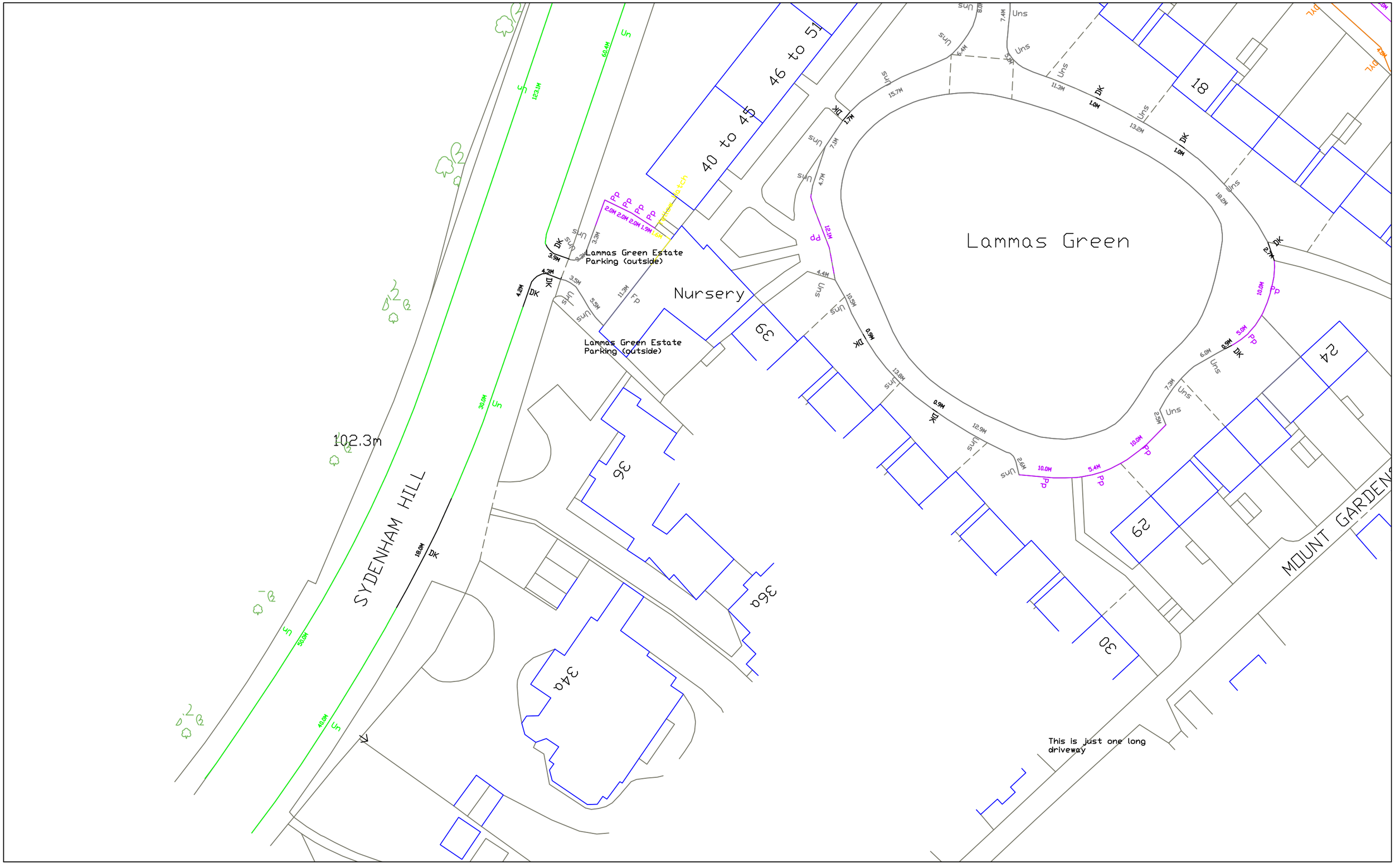


Date: Oct-2018 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1984/TR/03	N	P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND Figure 3.e Kerb-side Inventory	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ Tel: 020 8780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: Oct-2018
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1984/TR/03

N

P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 3.f

Kerb-side Inventory

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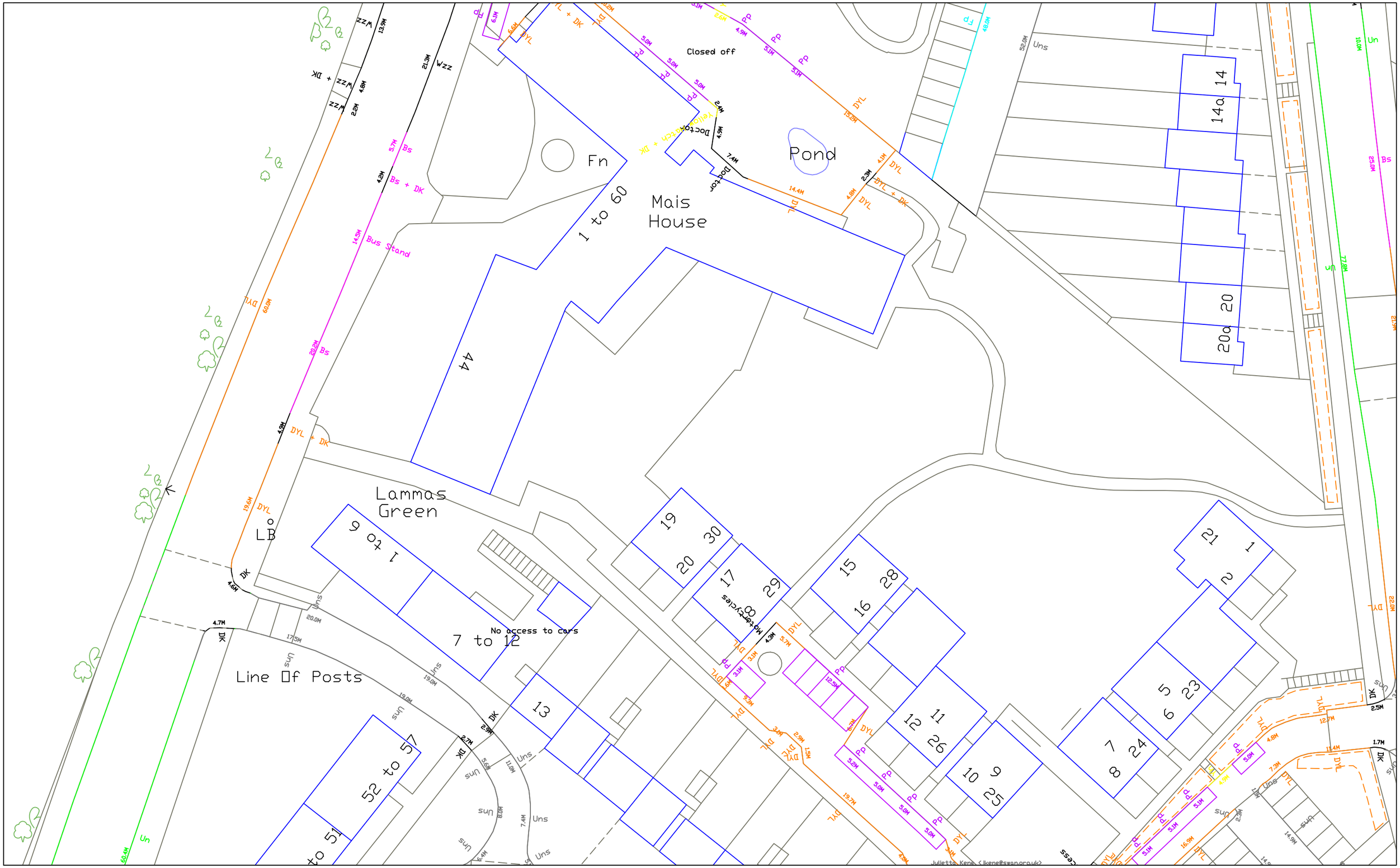

Date: Oct-2018
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1984/TR/03

N

P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 3.g
Kerb-side Inventory

PAUL MEW ASSOCIATES
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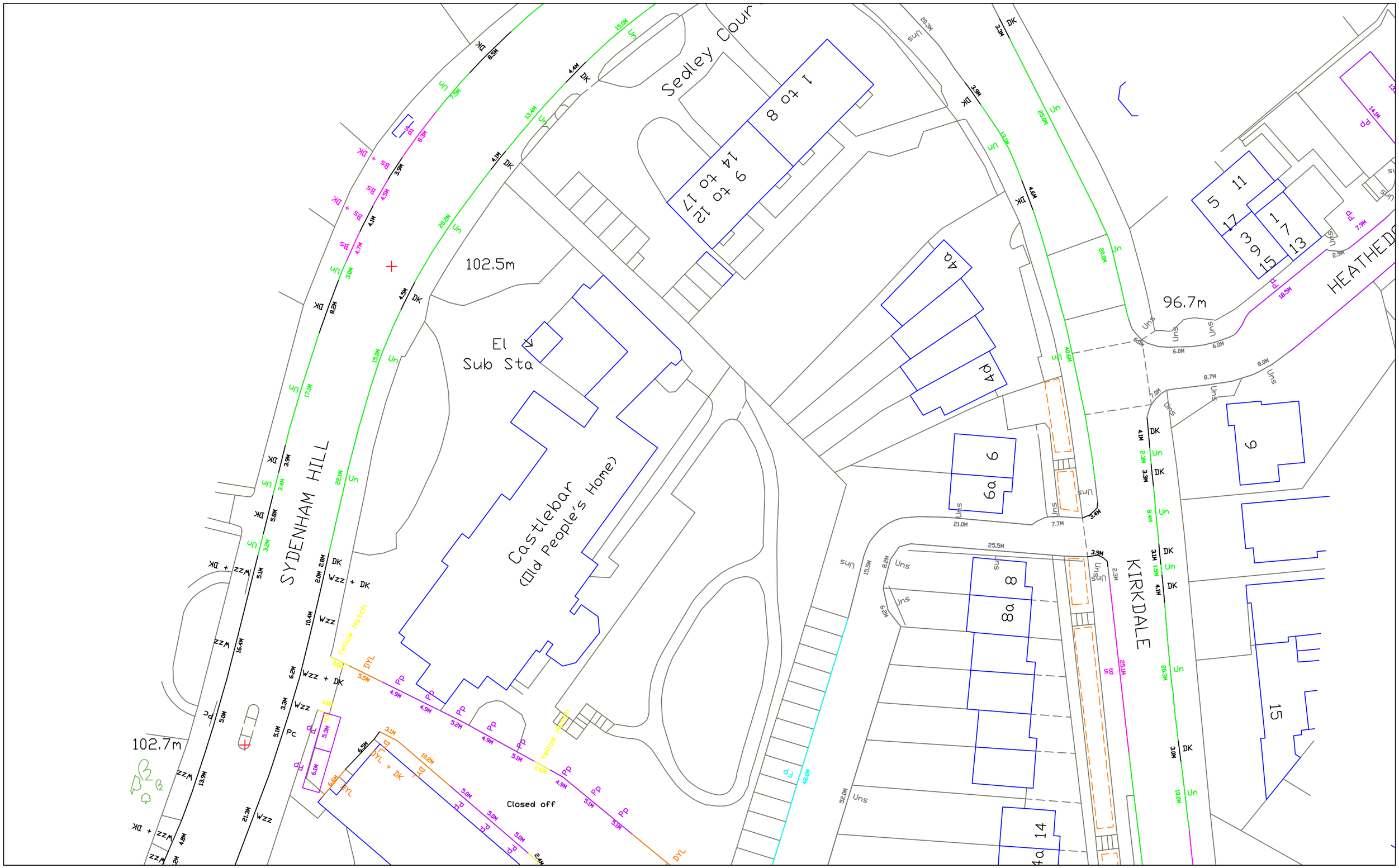

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Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1984/TR/03

N

P1984: MAIS HOUSE, SYDENHAM HILL, FOREST HILL, SE26 6ND

Figure 3.h
Kerb-side Inventory

PAUL MEW ASSOCIATES
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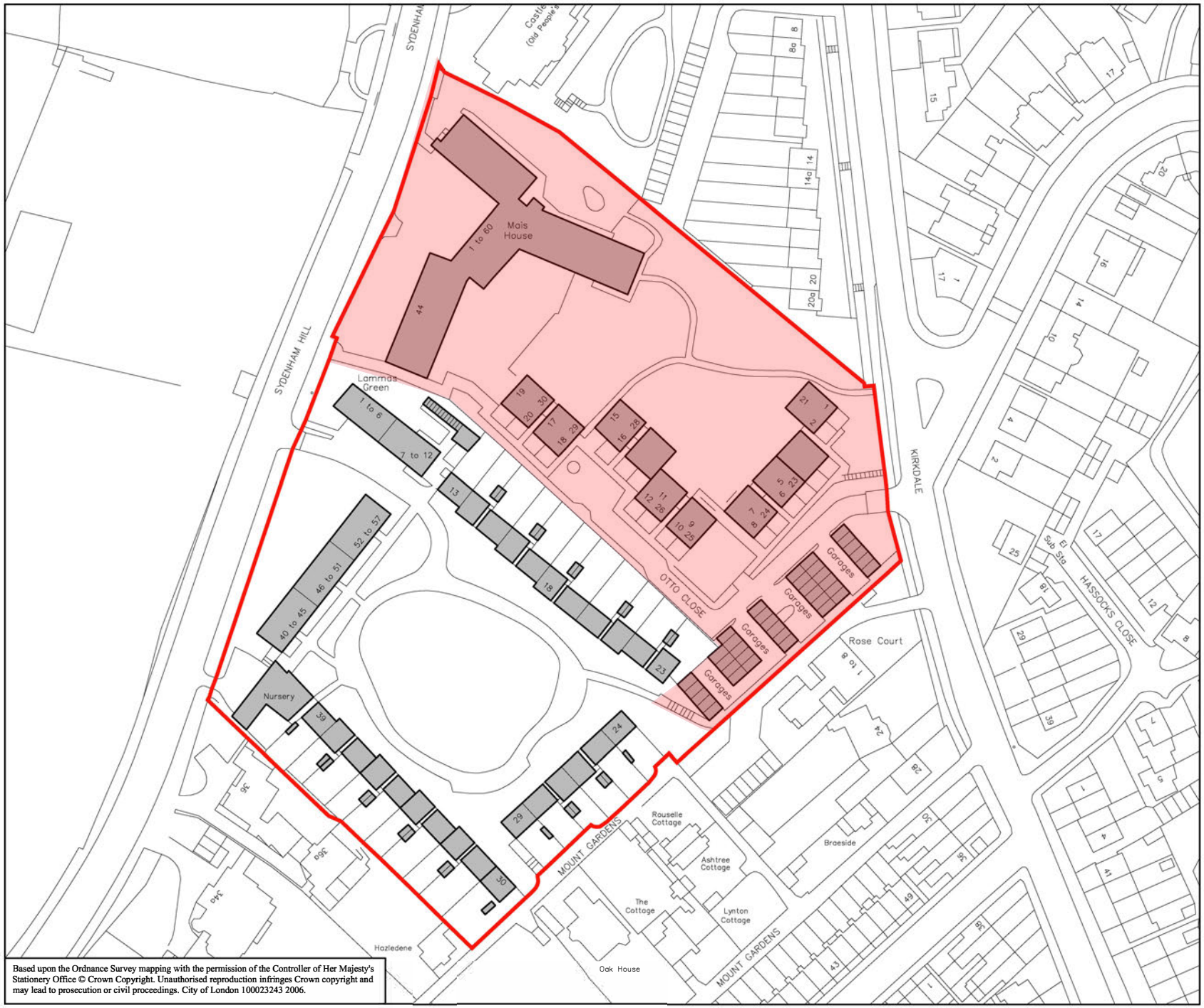
APPENDIX A
Site Boundary



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N

Mias House, Otto Close, & Lammas Green

Rev		Drawn	Date

CITY OF LONDON

CITY SURVEYORS DEPARTMENT
E.T. HARTILL, OBE B.Sc FRICS FRSA
City Surveyor
PO BOX 270, GUILDHALL, LONDON, EC2P 2EJ
Tel : 020 7332 1507 Fax : 020 7332 1536
CARTOGRAPHIC SERVICES

Address :
Mais House, Otto Close, &
Lammas Green,
Sydenham Hill,
Lewisham
SE20

Title :
Site Plan

Scale : 1:1250	Drawn by : DTM
Date : Feb 2006	Ref :

Drawing No : 8-C-0256

Revision

APPENDIX B
Guidance on Methodology for Preparing Parking Studies

Transport Policy & Development
Asset Strategy & Technical Support
London Borough of Lewisham
Laurence House, 1 Catford Road
London, SE6 4RU

Guidance on Methodology for Preparing Parking Studies

Version 1.01
February 2017

Lewisham's Transport Policy & Development Team represent the Council as the Local Highway, Transport and Parking Authority and provide comments on planning matters to the relevant Planning Authority as to whether development proposals satisfy relevant policies and as to the likely transport implications.

An important element of considering proposals for development is the implications for car parking and the potential impacts on on-street parking with the inherent issues for highway efficiency and road safety.

This Guidance sets out the acceptable methodology for carrying out and presenting the results of parking surveys to understand the potential parking impacts of proposed development within Lewisham.

CONTENTS

EXECUTIVE SUMMARY

This Guidance is intended for development teams who are considering proposals that have a potential impact on parking on roads in Lewisham.

It emphasises the need for proper and proactive scoping and this Guidance will help development teams satisfy that need.

The Guidance sets out the desktop work that will help inform both the scoping and the eventual work and then outlines the process of carrying out surveys and presenting the results.

1. POLICY BACKGROUND

Whilst this Guidance is for transport professionals and addresses technical matters it is worthwhile considering the policy context within which car parking is considered by the Planning Authority and against which the Transport Policy & Development Team comments will be considered.

London Plan

The London Plan Chapter 6 sets out maximum car parking provision for new development in ratios per land use and this is reflected within Lewisham's local policies.

It should be noted that adhering to these ratios may not necessarily mean that development will not generate overspill parking and therefore harm. Where effective methods of controlling overspill parking do not exist then the levels of generated parking will revert to their natural levels, referred to in this Guidance as unrestricted parking. Parking congestion surveys combined with capacity assessment and parking demand predictions will help inform the decision on any potential impacts.

Local Policies

Lewisham Council's planning strategies objectives and development policies set out the Council's expectations and guidance as the Local Planning Authority. The Council's key policies in respect of car parking are: -

- Lewisham Council's Core Strategy Policy 14 Sustainable Movement and Transport.
- Lewisham Council's Development Management Policy 29 Car Parking.

Application of Policies

In combination, the above policies set out in planning terms how development teams should approach car parking. They seek to guide development teams to reducing car use by reflecting the approach to maximum car parking ratios and encouraging the use of public transport, cycling and walking as more sustainable modes of travel.

Where there are good or better levels of access to the public transport system (Public Transport Accessibility Level or PTAL of 4 or higher) then development teams are encouraged to propose car-free development. Where such proposals do not simply result in the development's parking being displaced onto nearby roads then this is welcomed.

Effective means of preventing displaced or overspill parking are largely parking controls such as within a permit controlled area (often referred to as a Controlled Parking Zone). A car-free/permit-free arrangement attached to new development is likely to receive some support as this will have much less impact on the transport system and can be seen to fulfil the objectives of the National Planning Policy Framework Policy 4 Promoting Sustainable Travel as well as the above regional and local policies.

2. TRANSPORT AND PARKING IN LEWISHAM

Much of Lewisham is served by good levels of public transport and in some locations near to railway stations there are Controlled Parking Zones that enable permit-free arrangements to be attached to new developments and this greatly reduces the potential for additional parking on local roads. Car-free/permit-free development in areas of good PTAL that accommodate their own disabled parking requirements are generally welcomed from a transport viewpoint.

Many areas with good levels of public transport are however not within Controlled Parking Zones. There are also many areas with poor levels of public transport and high levels of existing parking congestion. Development proposals often seek to displace the parking needs onto the adjacent roads, including the requirement to provide parking for those with mobility or disability issues (disabled parking). Additionally, development proposals for commercial uses such as offices or workplaces can generate demand for parking and schools, other education and leisure developments generate high levels of short term demand for parking or for dropping-off and picking-up places.

In the above circumstances, parking can be a significant and contentious issue and this Guidance provides a methodology as to how to predict the likely demands for parking (parking demand predictions), how to properly asses the existing parking capacity of nearby roads (parking capacity assessments) and how to survey the existing levels of parking (parking surveys). This guidance then sets out how the information should be gathered and presented as part of a parking study.

The most important step in preparing such work is scoping. Whilst this Guidance will assist development teams it is important to properly scope the process with the Transport Policy & Development Team.

3. SCOPING

Contact Methods

Scoping is an important first step and ensures any time and money spent in carrying out parking survey works will be acceptable and provide a common basis from which even the most contentious proposals can be considered.

The Council's planning team provide a pre-application process and this provides an ideal mechanism by which to commence discussion and scoping with the Transport Policy & Development Team. Should development teams wish to approach the Transport Policy & Development Team then the postal address is: -

Transport Policy & Development
Asset Strategy & Technical Support
London Borough of Lewisham
Laurence House, 1 Catford Road
London, SE6 4RU

Alternatively, e-mails should be directed to hdev@lewisham.gov.uk

Minimum Information Required

The following is the minimum information required to begin the scoping process: -

- The full postal address of the proposed development;
- An outline of the proposed development, size, use class, number of class forms, number of employees, number of homes and mix of homes (i.e. "x" number of one person-one bed homes, "y" number of two person-one bed homes, etc.);
- Information as to its current use;
- Existing and proposed number of parking spaces and number of disabled spaces within the development;
- Full details of the transport consultant;
- Full details of the developer;
- Details of member of the development team to meet any costs of scoping.

The above minimum information will lead to detailed guidance and the likely cost of providing that guidance will be in the region of £250 plus VAT for straightforward proposals. If, however, a completely acceptable scoping submission is received then this can be dealt with efficiently by a short exchange of e-mails and is likely to attract no charge.

Contents of Full Scoping Submission

A fully acceptable scoping submission will include at least the following: -

- A 1:1000 to-scale A4 location plan;
- For residential proposals, a 1:1000 to-scale A4 plan showing a 200-metre circle centred upon the proposed development indicating the area covered by a two-minute walk.
- For commercial proposals, a 1:1000 to-scale A4 plan showing a 500-metre circle centred upon the proposed development indicating the area covered by a ten-minute walk.
- Details of the independent parking survey company (or those being considered if not appointed).
- Details of the proposed dates, days of the week and times during which parking surveys will be undertaken, which should follow this Guidance.
- Details of the proposed methodology for predicting the parking demand, which should follow this Guidance.
- Details of the proposed methodology for calculating the existing parking capacity, which should follow this Guidance.
- Details of the proposed methodology for undertaking parking surveys, which should follow this Guidance.
- Details of the proposed presentation of the results of the parking study, which should follow this Guidance.

4. METHODOLOGY FOR PREDICTING PARKING DEMAND

As mentioned above, it is important to note that without restrictions the parking demand generated by a new development will not be the same as that prescribed within the ratios set out in the London Plan Chapter 6 but instead will be the unrestricted parking demand. The following will be required to predict the likely unrestricted parking demand in areas where car-free/permit-free arrangements cannot be attached to new commercial, residential or educational development.

Commercial Development

The travel database TRICS (including GENERATE) should be interrogated to establish the number of car trips generated by the development during the times that the development will be in operation, typically this will be a twelve-hour period to establish the peak demand. This should typically be presented in tabular fashion showing the arrivals and departures over the period, generally 7am to 7pm, with the cumulative parking demand. This should of course include all visitors arriving by car and servicing trips where a loading/unloading bay is not provided.

The scoping submission should include the site selection criteria for the TRICS database and it is worthwhile including text as to this rationale. Only site with Travel Plans should be selected and the benefit of travel planning will be assumed to be within the trip rates therefore further reductions will not be accepted.

Residential Development

The TRICS database can be interrogated in a similar manner to that described for commercial development above. Alternatively or as a means of validation, the Census data for the ward containing the proposals can be used to establish car ownership ratios. This will need to be adjusted to reflect differences between the size of dwellings and text should be provided to support this.

Peak parking demand for residential development is overnight however there may be circumstances where the demand for parking exceeds parking capacity at other times, such as during day time when waiting (parking) restrictions are in place or where there is demand generated by commercial development, commuters and shoppers etc. In this circumstances it will be necessary to consider parking demand at other times and the TRICS database will provide information on arrivals and departures during the day and weekend to establish parking demand.

Effects of Cumulative Development

Part of the scoping process should include for the impact of planning decisions that have an impact on parking. Again, the parking demand for forthcoming development will be the unrestricted parking and should be predicted in the same manner as above.

The Council's planning team will provide information of planning permissions granted within the study area.

5. METHODOLOGY FOR CALCULATING EXISTING PARKING CAPACITY

Parking capacity varies at different times during the day and week. Parking restrictions operate at varying times and this reduces the parking capacity. Parking should not occur close to junctions, near to traffic islands, in front of vehicle crossovers or where otherwise inappropriate such as to restrict vehicle movement.

The Council maintains records of the parking restrictions in its roads and extracts of these can be provided at cost. Alternatively, the development team can survey the on-street situation.

The Council however does not record the location of vehicle crossings, traffic islands etc. and does not maintain records of the parking capacity of each road or section of road. Part of the method of calculating parking capacity is to survey the roads within the survey area and this should be presented on engineering style drawings.

Surveying the kerbside space that is not available for parking either at any time or at certain times will establish what kerbside space is available and, again, this space may vary at certain times. The theoretical parking capacity can then be calculated where a 5.500 metre parking space can be safely and appropriately provided. Suggesting that part of a parking space can be combined to equate to a whole parking space will not be acceptable.

As described above, the predicted parking capacity will vary during the day and geometry of the road and parking restrictions will also affect capacity. It is often useful to demonstrate parking capacity on a road-by-road basis on a plan or engineering style drawing for different times of day and different days of the week and this is likely to be required.

Public car parks should also be included as part of the study area and work may be necessary to understand the relationship between charges in car parks and the availability of kerbside parking.

6. METHODOLOGY FOR UNDERTAKING PARKING SURVEYS

Extent of Survey for Residential Proposals

The survey area should include roads and parts of roads within 200 metres of the site as this is the distance a resident would reasonably leave their vehicle from their home. The survey area may however need to be reduced in size, extended, or other amendments made. For example, if the 200 metre boundary occurs a few metres from a junction then the survey area may need to be reduced or extended.

Where the 200 metre boundary is outside of Lewisham then the views of the Council's planning team should be sought to understand whether the neighbouring Borough are part of the planning consultation. This is also the case where the 200 metre boundary includes Transport for London roads that are not controlled.

Extent of survey for Non-Residential Proposals

The above guidance applies to a 500 metre boundary as this is a distance that visitors or employees to a non-residential proposal may choose to walk.

Survey Times

As noted above the likely peak demand for parking in residential areas is overnight and in these cases surveys should be undertaken between the hours of midnight to 05:30 on two separate weekday mornings (i.e. Monday, Tuesday, Wednesday or Thursday). Public holidays, school holidays and regular local activities such as market days and home football matches should be avoided. Undertaking a survey on a date when an event is taking place locally may impact the results of the survey should also be avoided.

There are however circumstances such as where other demands for parking occur during the day including weekends such as where non-residential development is located and this may coincide with parking restrictions being in operation that reduce the parking capacity. In these circumstances and where non-residential development is proposed then surveys should be carried out during the day.

Overnight Surveys for Residential Proposals

Where residential development is proposed and where the peak parking demand is overnight then the parking surveys should identify where existing residents chose to park a second car across their vehicle crossings.

Not all households are able to arrange their parking habits to enable this as commonplace and so the kerbside space in front of vehicle crossovers should not be included in calculating the theoretical parking capacity.

Survey Times for Non-Residential Proposals

The survey times and days will depend on different factors and will need to account for coinciding demands for parking at different times while the parking capacity in an area may vary due to other demands as well as parking restrictions. In areas where commuters, shoppers as well as existing businesses and residents together with forthcoming development will all cumulatively demand parking space at different times. For these reasons, it is likely that surveys will be required throughout the day beginning from 7am until 7pm and may need to include weekends.

The development team should carry out some desktop work on predicting demand generated by their proposals, forthcoming proposals and assessing the parking regime in terms of times of operation of parking restrictions before proposing the survey times as part of the scoping.

Surveys to Assess New Disabled Parking for Development

As noted earlier in this Guidance, development occasionally seeks to place disabled bays on local roads. This may be acceptable in roads with generous parking capacity and where disabled bays can be located close to the development however generally disabled parking should be within the development, as recognised in the London Plan.

In some circumstances displacing disabled parking onto nearby roads is a concern and should be properly investigated. As the need for disabled parking will be throughout the day and night it is likely that this will require surveys during all of those times and again the scoping process will need to confirm the times.

Those who may wish to use disabled bays, either future residents or their visitors, will need those disabled bays to be close to the new development. The proposed changes to the highway layout should be shown on an engineering style drawing and the potential impact of the proposed changes properly assessed. When assessing the potential impact of new disabled bays the parking surveys should focus on 200 metres within the new bay.

Additionally, as new disabled bays will not be exclusive to the proposed development it will be necessary to survey the number of disabled badge holders in the vicinity as the potential to add to parking congestion may lead those with disabled badges to make use of the new disabled bay. This may lead to a need to provide additional disabled bays. The survey information including the location of existing disabled badge holders will be required to determine the number of new disabled bays that are needed.

Survey Records

The independent survey company will have its own propriety survey methods and the Transport Case Officer will wish to see the original survey records carried out by the independent survey company. This information should include the position of the parked cars, and as mentioned above, this should include the location of cars displaying disabled badges. The survey information should also show the location of cars parked inappropriately, such as on parking restrictions.

Given the need to demonstrate the parking capacity of the surveyed roads on drawings the best method of carrying out the surveys is the use of drawings. Again, this should be properly considered as part of the scoping process.

7. DEVELOPMENT OF CAR PARKS AND GARAGES

A key transport policy approach is to reduce the use of cars where god levels of public transport is available. Car parks near town centres and near transport hubs do however play an important role and their loss should be carefully considered. This strategic consideration is however outside of this Guidance.

When preparing parking studies on proposals that include the redevelopment of car parks and garages evidence will be required as to their historic and recent occupancy and the impacts of parking being displaced onto the highway need to be properly included in the parking study.

8. PRESENTATION OF RESULTS

The industry standard is to produce tables showing the parking capacity, the level of parking and therefore the percentage of occupancy. These tables are useful in identifying roads, or sections of roads, where parking capacity is approaching stress or is exceeded.

Where the surveys identify parking stress, a high incidence of inappropriate parking or difficulties for those requiring disabled bays then drawings showing the parking situation should be provided. Generally, these will include the area close to the proposed development however there will frequently be a need to consider the parking situation further away.

The presentation of results should form part of the scoping process and should be reviewed with the Transport Case Officer following the completion of the surveys and before the parking study is finalised.

9. PARKING STRESS AND PARKING PROBLEMS

The levels of parking stress that may be considered acceptable will vary depending on circumstances. The development team should discuss the results of the parking surveys with the Transport Case Officer prior to finalising their report.

To provide guidance, during the day including weekends a parking occupancy of 75% would be considered under stress. A lower threshold may be considered in areas with a mix of developments and especially those that attract visitors such as shops. In purely residential roads parking levels overnight of below 85% may be acceptable.

In all circumstances consideration will be given to the absolute numbers that is whether residual capacity of a certain percentage represents a reasonable capacity. For example, a residual capacity of only 10% including the development may be acceptable if this is, say, 20 parking spaces and the development proposal generates a much smaller number of overspill cars. By contrast, a higher residual percentage may not be acceptable if that percentage consists of only a small number of spaces.

Parking close to the proposed development will need to be carefully considered as it is likely to be the location where visitors to the proposed development will initially seek to park and therefore can be the most disruptive to parking patterns. The drawings showing the parking survey results will be helpful in understanding these impacts.

10. MITIGATION OPTIONS

Changes to the Highway

Any changes to the highway that are required to ensure development are acceptable should be part of the development proposals, this includes meeting the development's demand for disabled parking.

Engineering style drawings will be required as part of the application. Dependant on the changes proposed, the possibility of contention and the possibility of objection by users of the highway there may be need to carry out informal consultation with those potentially affected to test likely views of local users of the highway. Again, scoping discussion is key part of that process.

Permit-Free Arrangements

Where proposals are located within a Controlled Parking Zone but are identified as generating overspill parking then a suitable mitigation is to exclude the development from the Controlled Parking Zone by means of a formal permit-free arrangement. As indicated previously in this Guidance, permit-free development can more readily be supported as this has much less impact on the transport system and can be seen to promote more sustainable travel.

New Parking (Waiting) Restrictions, New Parking Controls and Other Facilities

Where parking congestion exists then drivers will park inappropriately, residents may not be able to park near to their homes leading to difficulties for those with children and heavy shopping. There are particular issues for those with mobility problems. Shops and other commercial premises become less attractive to customers who find they cannot access goods and services.

Parking restrictions can help prevent inappropriate parking but do not fully address many other problems associated with congested roads. Parking restrictions themselves reduce parking capacity and this loss needs to be factored into the parking studies.

New disabled bays may help provide for those who may not regularly be able to park near to their homes and do not lead to a reduction in parking capacity. Loading bays provide facilities to support local businesses however these do reduce the overall parking capacity during the times that they are in operation.

11. SUMMARY

Both planning and transport policies seek to reduce the use of cars and especially where good levels of public transport are available. In areas where effective parking controls are not in place parking is unrestricted and will occur often at levels much higher than the maximum provision indicated in planning policy. This can result in parking congestion and disruption to parking patterns and behaviours.

Thorough and properly scoped parking studies enable a good understanding of the likely impacts of new development and enable decisions to be made based on evidence on what is often a sensitive matter.

APPENDIX C
Overnight Parking Survey Results

P1984 Mais House Parking Survey Results

Sum of 20/09/2018 02:30	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	4							4
Eliot Bank School	0							0
Hassocks Close				10		2		12
Heathedge	14							14
Kirkdale			0	30				30
Kirkdale (No 8)		8						8
Lammas Green Private Estate	0							0
Mais House	0		0					0
Mount Ash Road		0	0	50				50
Otto Close (Private Cul-De-Sac)	10	0	0					10
Rose Court		2			0			2
Sydenham Hill			0	45				45
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			0	31			0	31
Grand Total	**29**	**10**	**0**	**166**	**0**	**2**	**0**	**207**

Sum of 20/09/2018 07:30	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	7							7
Eliot Bank School	8							8
Hassocks Close				7		2		9
Heathedge	12							12
Kirkdale			0	25				25
Kirkdale (No 8)		7						7
Lammas Green Private Estate	0							0
Mais House	0		0					0
Mount Ash Road		0	0	38				38
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	33				33
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			0	44			0	44
Grand Total	**37**	**9**	**0**	**147**	**0**	**2**	**0**	**195**

Sum of 20/09/2018 08:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	8							8
Eliot Bank School	8							8
Hassocks Close				7		2		9
Heathedge	13							13
Kirkdale			0	24				24
Kirkdale (No 8)		7						7
Lammas Green Private Estate	0							0
Mais House	0		0					0
Mount Ash Road		0	0	37				37
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	34				34
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			0	46			1	47
Grand Total	**39**	**9**	**0**	**148**	**0**	**2**	**1**	**199**

Sum of 20/09/2018 08:30	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	8							8
Eliot Bank School	8							8
Hassocks Close				7		2		9
Heathedge	13							13
Kirkdale			0	20				20
Kirkdale (No 8)		6						6
Lammas Green Private Estate	2							2
Mais House	0		0					0
Mount Ash Road		0	0	35				35
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	30				30
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			1	50			0	51
Grand Total	**41**	**8**	**1**	**142**	**0**	**2**	**0**	**194**

Sum of 20/09/2018 09:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	8							8
Eliot Bank School	9							9
Hassocks Close				8		2		10
Heathedge	12							12
Kirkdale			0	32				32
Kirkdale (No 8)		6						6
Lammas Green Private Estate	2							2
Mais House	0		0					0
Mount Ash Road		0	0	35				35
Otto Close (Private Cul-De-Sac)	8	0	1					9
Rose Court		1			0			1
Sydenham Hill			0	35				35
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			0	43			0	43
Grand Total	**40**	**7**	**1**	**153**	**0**	**2**	**0**	**203**

Sum of 20/09/2018 14:30	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	9							9
Eliot Bank School	9							9
Hassocks Close				7		3		10
Heathedge	11							11
Kirkdale			0	28				28
Kirkdale (No 8)		7						7
Lammas Green Private Estate	1							1
Mais House	0		0					0
Mount Ash Road		0	0	39				39
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		1			0			1
Sydenham Hill			0	30				30
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			0	48			0	48
Grand Total	**41**	**8**	**0**	**152**	**0**	**3**	**0**	**204**

Sum of 20/09/2018 15:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	9							9
Eliot Bank School	9							9
Hassocks Close				12		3		15
Heathedge	11							11
Kirkdale			0	32				32
Kirkdale (No 8)		7						7
Lammas Green Private Estate	2							2
Mais House	0		0					0
Mount Ash Road		0	0	39				39
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	37				37
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			1	50			0	51
Grand Total	**42**	**9**	**1**	**170**	**0**	**3**	**0**	**225**

Sum of 20/09/2018 15:30	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	9							9
Eliot Bank School	8							8
Hassocks Close				9		2		11
Heathedge	11							11
Kirkdale			0	30				30
Kirkdale (No 8)		8						8
Lammas Green Private Estate	0							0
Mais House	0		0					0
Mount Ash Road		0	0	36				36
Otto Close (Private Cul-De-Sac)	10	0	0					10
Rose Court		2			0			2
Sydenham Hill			0	35				35
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			0	39			0	39
Grand Total	**40**	**10**	**0**	**149**	**0**	**2**	**0**	**201**

Sum of 20/09/2018 16:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	9							9
Eliot Bank School	7							7
Hassocks Close				8		1		9
Heathedge	11							11
Kirkdale			0	30				30
Kirkdale (No 8)		8						8
Lammas Green Private Estate	0							0
Mais House	0		0					0
Mount Ash Road		0	0	37				37
Otto Close (Private Cul-De-Sac)	10	0	0					10
Rose Court		2			0			2
Sydenham Hill			0	35				35
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			0	37			0	37
Grand Total	**39**	**10**	**0**	**147**	**0**	**1**	**0**	**197**

Sum of 20/09/2018 02:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	5							5
Eliot Bank School	0							0
Hassocks Close				10		2		12
Heathedge	13							13
Kirkdale			0	30				30
Kirkdale (No 8)		9						9
Lammas Green Private Estate	0							0
Mais House	0		0					0
Mount Ash Road		0	0	45				45
Otto Close (Private Cul-De-Sac)	10	0	0					10
Rose Court		2			0			2
Sydenham Hill			0	42				42
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			0	28			0	28
Grand Total	**30**	**11**	**0**	**155**	**0**	**2**	**0**	**198**

Sum of 29/09/2018 10:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	5							5
Eliot Bank School	0							0
Hassocks Close				6		2		8
Heathedge	11							11
Kirkdale			0	24				24
Kirkdale (No 8)		0						0
Lammas Green Private Estate	2							2
Mais House	0		0					0
Mount Ash Road		0	0	31				31
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	36				36
Sydenham Hill (Lammas Green Estate Parking)	0	0						0
Thorpewood Avenue			0	29			0	29
Grand Total	**27**	**2**	**0**	**126**	**0**	**2**	**0**	**157**

Sum of 29/09/2018 11:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	5							5
Eliot Bank School	0							0
Hassocks Close				6		2		8
Heathedge	11							11
Kirkdale			0	25				25
Kirkdale (No 8)		7						7
Lammas Green Private Estate	1							1
Mais House	0		0					0
Mount Ash Road		0	0	30				30
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	33				33
Sydenham Hill (Lammas Green Estate Parking)	0	0						0
Thorpewood Avenue			0	28			0	28
Grand Total	**26**	**9**	**0**	**122**	**0**	**2**	**0**	**159**

Sum of 29/09/2018 12:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	5							5
Eliot Bank School	0							0
Hassocks Close				4		1		5
Heathedge	10							10
Kirkdale			0	25				25
Kirkdale (No 8)		7						7
Lammas Green Private Estate	1							1
Mais House	0		0					0
Mount Ash Road		0	0	28				28
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	33				33
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			0	25			0	25
Grand Total	**27**	**9**	**0**	**115**	**0**	**1**	**0**	**152**

Sum of 29/09/2018 13:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	7							7
Eliot Bank School	0							0
Hassocks Close				5		2		7
Heathedge	10							10
Kirkdale			0	26				26
Kirkdale (No 8)		7						7
Lammas Green Private Estate	1							1
Mais House	0		0					0
Mount Ash Road		0	0	29				29
Otto Close (Private Cul-De-Sac)	9	0	0					9
Rose Court		2			0			2
Sydenham Hill			0	33				33
Sydenham Hill (Lammas Green Estate Parking)	2	0						2
Thorpewood Avenue			0	25			0	25
Grand Total	**29**	**9**	**0**	**118**	**0**	**2**	**0**	**158**

Sum of 29/09/2018 14:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	5							5
Eliot Bank School	0							0
Hassocks Close				9		2		11
Heathedge	10							10
Kirkdale			0	27				27
Kirkdale (No 8)		6						6
Lammas Green Private Estate	3							3
Mais House	0		0					0
Mount Ash Road		0	0	28				28
Otto Close (Private Cul-De-Sac)	10	0	0					10
Rose Court		2			0			2
Sydenham Hill			0	31				31
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			0	25			0	25
Grand Total	**29**	**8**	**0**	**120**	**0**	**2**	**0**	**159**

Sum of 29/09/2018 15:00	Kerb Type							
Road Name	Private Parking	Forecourt Parking	Double Yellow Line (No Parking At Any Time)	Unrestricted	Visitors	Unrestricted (perpendicular)	Yellow Zigzag (0800AM - 0930AM 0230PM TO 0430PM)	Grand Total
Castlebar (Old people's home)	6							6
Eliot Bank School	0							0
Hassocks Close				9		2		11
Heathedge	9							9
Kirkdale			0	28				28
Kirkdale (No 8)		6						6
Lammas Green Private Estate	3							3
Mais House	0		0					0
Mount Ash Road		0	0	29				29
Otto Close (Private Cul-De-Sac)	10	0	0					10
Rose Court		1			0			1
Sydenham Hill			0	33				33
Sydenham Hill (Lammas Green Estate Parking)	1	0						1
Thorpewood Avenue			0	26			0	26
Grand Total	**29**	**7**	**0**	**125**	**0**	**2**	**0**	**163**