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D POWLEY

30 CHURCH CRESCENT,
LONDON, N10 3NE

TRANSPORT STATEMENT

October 2022

Contents

- 1.0 INTRODUCTION
- 2.0 SITE ACCESSIBILITY AUDIT
- 3.0 SURVEY OF EXISTING PARKING CONDITIONS
- 4.0 PARKING POLICY & DEVELOPMENT IMPACT
- 5.0 SUMMARY

Figures

- 1. Site Location
- 2. Parking Survey Area
- 3 a-b. Parking Survey Inventory Maps
- 4. Parking Inventory with proposed dropped kerb included

Appendices

- A Proposed Dropped Kerb Plans
- B TfL PTAL Export
- C Lambeth Parking Methodology
- D Parking Survey Results
- E Previous Appeal Statement 14012020
- F Appeal Decision Allowed

Ref: File path P:\ P2192 30 Church Cres Transport Statement October 2022

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by D Powley in relation to the proposed development at 30 Church Crescent, London, N10 3NE.
- 1.2 The application site's location is presented on a map in Figure 1 of this report. The local planning and highway authority is the London Borough of Haringey (LBH).
- 1.3 The site is located on Church Crescent, within around 150 metres to the south east of the northern junction with the B550 Muswell Hill Road. Muswell Hill neighbourhood centre is approximately 350 metres to the north of the site and provides easy access to a large number of shops, services, and general amenities.
- 1.4 The application site has a public transport accessibility level (PTAL) score of 3 which is a 'moderate' accessibility rating as defined by Transport for London (TfL).
- 1.5 The site is located within a controlled parking zone (CPZ) – St Luke's CPZ. This CPZ is effective Monday to Friday 11am to 1pm.
- 1.6 The area immediately adjoining the site is predominantly residential in character.
- 1.7 The site currently comprises of seven self-contained flats. The property does not currently have a vehicle access or off-street parking.
- 1.8 The proposals seek to provide a single off-street parking space to the front of the property which will be accessed directly from Church Crescent, along with alterations to the front garden.
- 1.9 A copy of the proposed dropped kerb can be seen within Appendix A.
- 1.10 The previous planning application was submitted to LBH under planning reference HGY/2019/1651 and subsequently refused.

I.11 The application was refused on the following highways grounds:

““1. The proposed vehicular crossover and off-street parking space would result in an unacceptable loss of on-street parking within a Controlled Parking Zone, thereby worsening pre-existing problems with on-street parking stress, and would worsen highway and pedestrian safety in the locality, contrary to policy DM33 of the Haringey Development Management Plan 2017.”

I.12 The decision was subsequently appealed, which included an earlier version of this report. The appeal was made under PINS reference APP/Y540/W/19/3238737.

I.13 As part of the appeal, the LBH provided a Statement of Case, providing comment on the appellant's case. An Appeal Statement was subsequently provided, which can be found within Appendix E. The Appeal Statement outlines each of the items raised by the LBH, providing comment on each of them.

I.14 The appeal was then allowed and planning permission was granted. The full Appeal Decision can be found within Appendix F. In relation to parking, the Appeal Officer concluded:

“the evidence before me indicates that, whilst high, parking pressures in this particular location are not exceptionally so. The provision of one off-street space in lieu of one on-street would not, therefore, be unacceptable with regard to policy DM33(b) of the Council's Development Management Development Plan Document (adopted July 2017, the 'DPD').”

I.15 The proposals have not been implemented, therefore the applicant wishes to apply to renew the permission.

I.16 This report has been updated in line with new policy (including New London Plan), where relevant, in addition to providing the results of the previously undertaken parking survey. It is envisaged that this report is submitted as part of a new planning application.

2.0 SITE ACCESSIBILITY AUDIT

- 2.1 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.
- 2.2 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 2.3 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.
- 2.4 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix B. TfL's PTALs table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 2.5 A total of seven bus services with high hourly service frequencies can be accessed from stops within around 500 metres of the application site.

- 2.6 The closest bus stops are on the B550 Muswell Hill Road 200 metres to the north east of the site which provide access to bus routes 134, 43, 234 and 102. Further bus stops on the A504 Muswell Hill provide access to bus routes W7 and 144.
- 2.7 In conclusion the site has good access to local public transport services, including a total of seven bus services.

3.0 SURVEY OF EXISTING PARKING CONDITIONS

- 3.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.

Parking Survey Inventory

- 3.2 The local planning authority does not prescribe a parking survey methodology for this type of study however we have considerable experience in carrying out this type of work. Our assessments are predominantly based on the London Borough of Lambeth parking survey methodology document. A copy the document is presented in Appendix C. The Lambeth methodology is commonly accepted across the majority of London Boroughs including Haringey and its principles are well established in appeal decisions. The adoption of the methodology for this assessment is therefore considered to be robust and acceptable.
- 3.3 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto ordnance survey (OS) mapping.
- 3.4 The parking survey area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking survey is presented in Figure 2.
- 3.5 The survey area has been split into individual streets or sections of streets comprising the following:
- Church Crescent; and
 - Muswell Hill Road

- 3.6 All vehicle crossovers and kerb space within five metres of junctions has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the total distance of kerb space between crossovers / junctions has been recorded and split into **increments of five metres in accordance with Lambeth Council's parking survey methodology** (see Appendix B).
- 3.7 The parking survey inventory is presented in Table I as follows (additionally refer to Figures 3 a-b):

Table I. Parking Survey Inventory

Road	KERB SIDE INVENTORY			
	PHO 'SL' ¹		SYL ²	
	Metres	Spaces	Metres	Spaces
Church Cres	455	91	20	4
Muswell Hill Road	15	3	10	2
Total	470	94	30	6

Notes:

1 - Permit Holders Only (PHO) 'SL' Mon-Fri 11am – 1pm

2 - Single Yellow Line (SYL) Mon-Sat 8am-630pm

Source: PMA Survey

- 3.8 The parking survey inventory in Table I shows that there are a total of 94 PHO zone 'SL' kerb side parking opportunities. Furthermore, there are six kerb side parking opportunities on single yellow line space within the survey area.

Parking Survey Results

- 3.9 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

- 3.10 The overnight surveys were undertaken on Monday 16th and Tuesday 17th September 2019 at 01:00 and 01:30 respectively.
- 3.11 The results of each overnight parking survey are presented in Appendix D and have been produced to the standards prescribed within the Lambeth methodology.
- 3.12 Table 2 presents the average results from both overnight surveys.

Table 2. Average Overnight Parking Survey Results

Road	Overnight Parking Survey Average					
	PHO 'SL'			SYL		
	Total Spaces	Cars Parked	Parking Stress (%)	Total Spaces	Cars Parked	Parking Stress (%)
Church Cres	91	79	87%	4	2	50%
Muswell Hill Road	3	4	100%	2	0	0%
Total	94	83	88%	6	2	33%

Source: PMA Survey

NB: minor arithmetic errors are due to rounding's

- 3.13 The observed average overnight parking stress of PHO 'SL' kerb side parking opportunities within the survey area is 88%. Of the 94 total PHO 'SL' kerb side parking opportunities within the study area, an average of 83 cars have been observed to be parked leaving 11 available spaces. On Church Crescent itself the parking stress was measured at 87%.
- 3.14 The Lambeth methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 3.15 The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is within reasonable levels and the area does not suffer from undue parking stress.

4.0 PARKING POLICY & DEVELOPMENT IMPACT

Parking Policy

- 4.1 This proposal has been assessed in light of the current transport planning policy guidance at the local, regional and national level.
- 4.2 At the time of preparing this report Haringey Council's Local Plan comprises of the Strategic Policies Development Plan Document (DPD), Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan.
- 4.3 At the regional level the Mayor's London Plan is a material planning document which sets out the overall strategic plan for London.

LB Haringey

- 4.4 As discussed the Council has prepared a Development Management Development Plan Document (DPD) which sets out planning policies to help determine which developments are granted planning permission in Haringey. It was adopted by the Council in July 2017.
- 4.5 Policy DM32 of the adopted Development Management Plan DPD sets out the Council's policy regarding parking provision in new development and is extracted as follows for ease of information:

"Policy DM32: Parking

A Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.

C The Council will support proposals for new development with limited or no on-site parking where:

a There are alternative and accessible means of transport available;

- b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
- c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
- d Parking is provided for disabled people; and*
- e Parking is designated for occupiers of developments specified as car capped."*

- 4.6 Policy DM33 of the adopted Development Management Plan DPD sets out the Council's policy regarding crossovers, vehicular access and adopting roads and is extracted as follows for ease of information:

"Policy DM33: Crossovers, Vehicular access and adopting roads

A The Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in:

- a A reduction in pedestrian or highway safety; or*
- b A reduction of on-street parking capacity within a Controlled Parking Zone; or*
- c A visual intrusion to the street scene*

B New access roads to new development will only be adopted where they:

- a Serve a large number of residential dwellings (generally greater than 200 units);*
- b Form a link to the highway network; and*
- c Form a useful extension to an existing highway."*

- 4.7 Further information regarding private off street parking spaces is provided within section 5.11 and 5.12:

"Creating private off-street parking frequently involves the loss of on-street spaces and offers potential for increased pedestrian safety concerns, for example where kerbside parking is removed to enable vehicles to cross over the pavement to a garden or forecourt.

In considering an application for a crossover the Council will assess the need for safe and efficient operation of an existing Controlled Parking Zone. Applications will be refused where it is deemed that the construction of a crossover and subsequent loss of parking spaces would have a detrimental impact to on-street parking within the Controlled Parking Zone. Any proposals for crossovers on the Transport for London Road Network will

require approval by TfL. Proposals should be in line with TfL's Crossover Guidance and the Council's Crossover Guidance."

The New London Plan

- 4.8 The New London Plan was formally adopted March 2021. Chapter 10 relates to London's Transport.
- 4.9 At the regional level the new London Plan Policy T1 sets out the Mayor's Strategic Approach to Transport, policy T4 sets out the Mayor's approach to assessing and mitigating the transport impacts of developments, and policy T6 sets out the approach to residential parking, including disabled parking.

"Policy T6 Car Parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part D of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Nonresidential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with policies T6.1, T6.2, T6.3 and T6.4. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

4.10 In accordance with the parking standards set out in the new London Plan, developments in Outer London Borough's with a PTAL of 3 should be provided with up to a maximum of 0.75 spaces per dwelling.

4.11 The proposed one off-street parking space is therefore in accordance with the Council's maximum parking standards as per the new London Plan.

Development Impact

4.12 The area of PHO parking measured directly outside of the site was measured at 9.0 metres within the parking survey inventory. This provides enough capacity for one car in accordance with The Lambeth Methodology:

"To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$)."

- 4.13 The new dropped kerb will result in the loss of four metres of the CPZ parking space immediately in front of the dwelling. This will reduce the length of the bay from nine metres to five metres. This does not reduce the capacity of the available parking, as the minimum length a bay can be is five metres. The result of the new dropped kerb will therefore not result in any material loss of on street parking and will mean that the resident of one of the flats will no longer park on-street, but within the new off-street parking space.
- 4.14 An illustration of the inventory including the new proposed dropped kerb can be seen within Figure 4.
- 4.15 The addition of the new off-street parking space is therefore anticipated to **alleviate** parking stress on the road by 1%, from 88% to 87%.
- 4.16 The parking impact of the new dropped kerb is therefore expected to have a positive impact on the local parking stress.
- 4.17 The council have stated that the new crossover would result in the loss of at least one on street parking space, further reducing the availability of on street parking within Church Crescent, thus increasing parking stresses in an area already known to be experiencing high levels of parking stress.
- 4.18 The information presented herein indicates that whilst the parking stress on the adjoining roads is relatively high (at 88%) it is not currently at a point which is deemed to be unacceptable and therefore unsafe (90%).
- 4.19 The addition of the dropped kerb will not result in the loss of one on street parking space. In accordance with the Lambeth Methodology the addition of the dropped kerb will result in the loss of zero parking spaces.

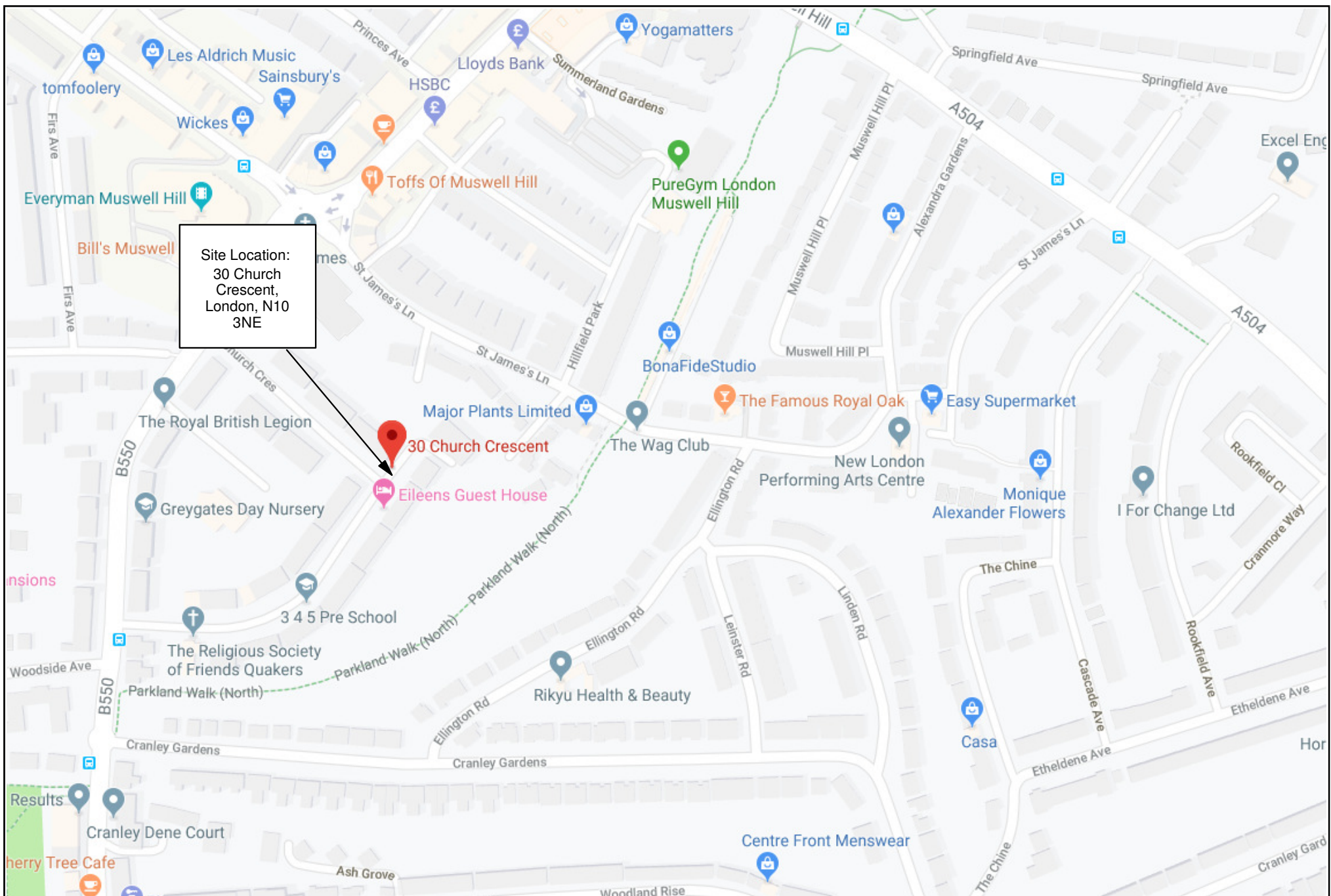
- 4.20 The addition of the off-street parking space is therefore expected to alleviate the parking stress on the adjoining roads by 1%, from 88% to 87%.
- 4.21 The Council have also stated that the *“excessively long crossover as the adjacent properties have crossovers, and this would ‘join them up’. This would result in a less safe and poorer environment for pedestrians, including the mobility impaired and parents with pushchairs. There would be a long length of footway that vehicles will traffic over when entering or leaving driveways necessitating pedestrians to be alert.”* As can be seen from the layout shown within Figure 4, the addition of the dropped kerb would still leave 0.9 metres to the north of the kerb of single yellow line, therefore the dropped kerb serving number 28 will not be joined up entirely.
- 4.22 The proposed layout is common place elsewhere within Church Crescent, with areas of dropped kerb interspersed with small sections of single yellow lines (as can be seen within the inventory shown within Figure 3). A review of crash data for Church Crescent on Crash Map indicates that there have been **zero** incidents within the last 23 years.

5.0 SUMMARY

- 5.1 To summarise, the site at 30 Church Crescent currently comprises of seven self-contained flats. The proposals relate to the creation of a new dropped kerb parking space.
- 5.2 The same proposals were previously refused and subsequently approved on appeal. The permission remains extant until 31st January 2023. The applicant wishes to re-apply for planning permission. In line with this, the previously provided Transport Statement has been updated in line with new Policy. The Appeal Statement provided in response to the Statement of Case can be seen within Appendix E.
- 5.3 This parking study has been undertaken to assess the current on-street parking levels adjoining the site, and in order to determine the impact of the development in relation to current highway capacity, highway safety, and neighbouring amenity.
- 5.4 The survey results demonstrate that the average overnight parking 'stress' of PHO 'SL' kerb side parking within the identified survey area is 88% which is within a reasonable level.
- 5.5 The area of PHO parking measured directly outside of the site was measured at 9.0 metres within the parking survey inventory. This provides enough capacity for one car in accordance with The Lambeth Methodology.
- 5.6 The new dropped kerb will result in the loss of four metres of the CPZ parking space immediately in front of the dwelling. This will reduce the length of the bay from nine metres to five metres. This does not reduce the capacity of the available parking, as the minimum length a bay can be is five metres. The result of the new dropped kerb will therefore not result in any material loss of on street parking and will mean that the resident of the dwelling will no longer park on-street, but within their new off-street parking space.

- 5.7 The addition of the new off-street parking space is therefore anticipated to **alleviate** parking stress on the road by 1%, from 88% to 87%.
- 5.8 Crash Map data has been researched for Church Crescent, which features other instances similar to the proposed dropped kerb layout. There have been zero incidents recorded in the last 23 years.

FIGURES



Date: September 2019
Scale: NTS
Source: Google Maps
Drawing No: P2192/TS/01

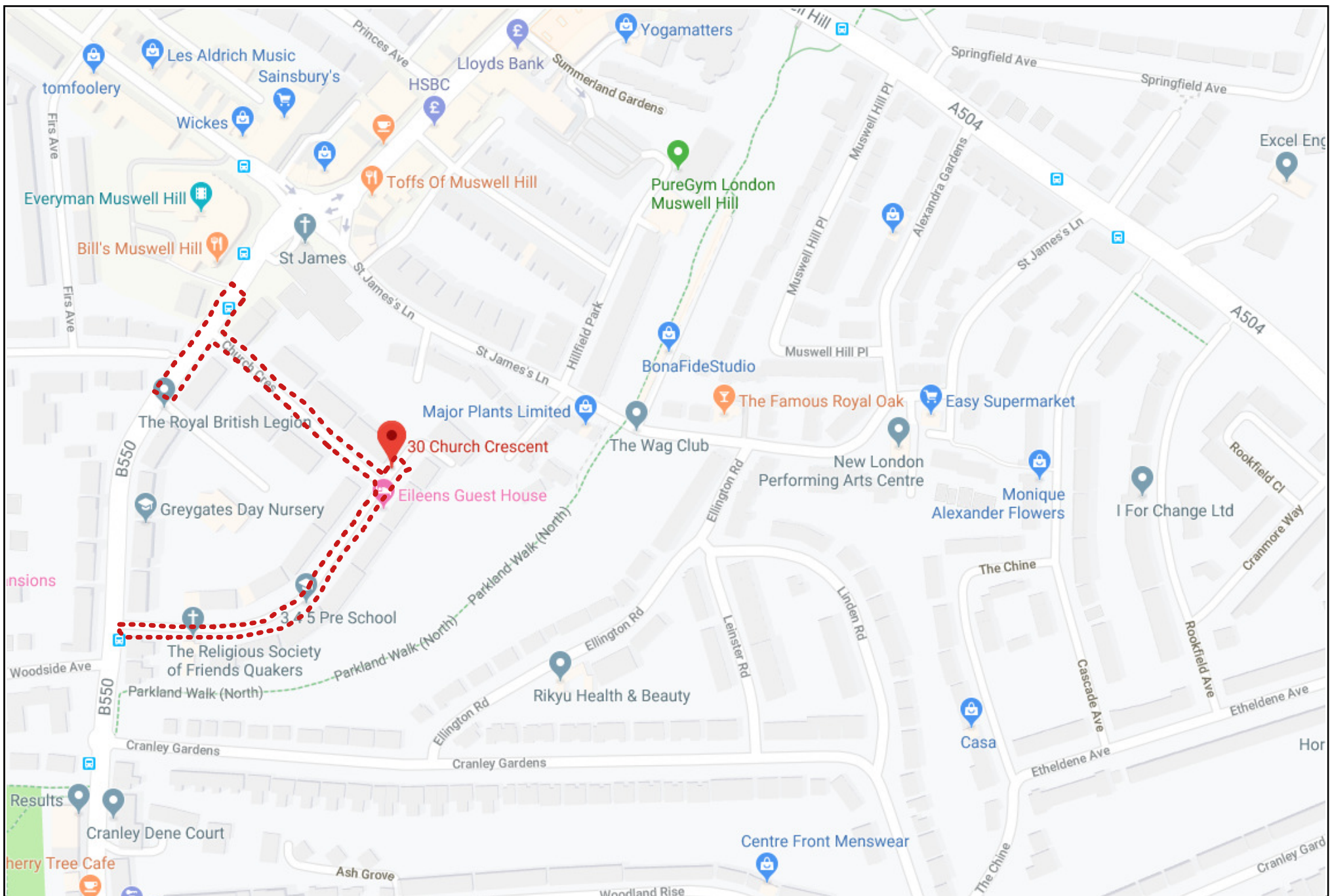


P2192: 30 Church Crescent, London, N10 3NE

Figure I.
Site Location.



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Date: September 2019
 Scale: NTS
 Source: Google Maps
 Drawing No: P2192/TS/02

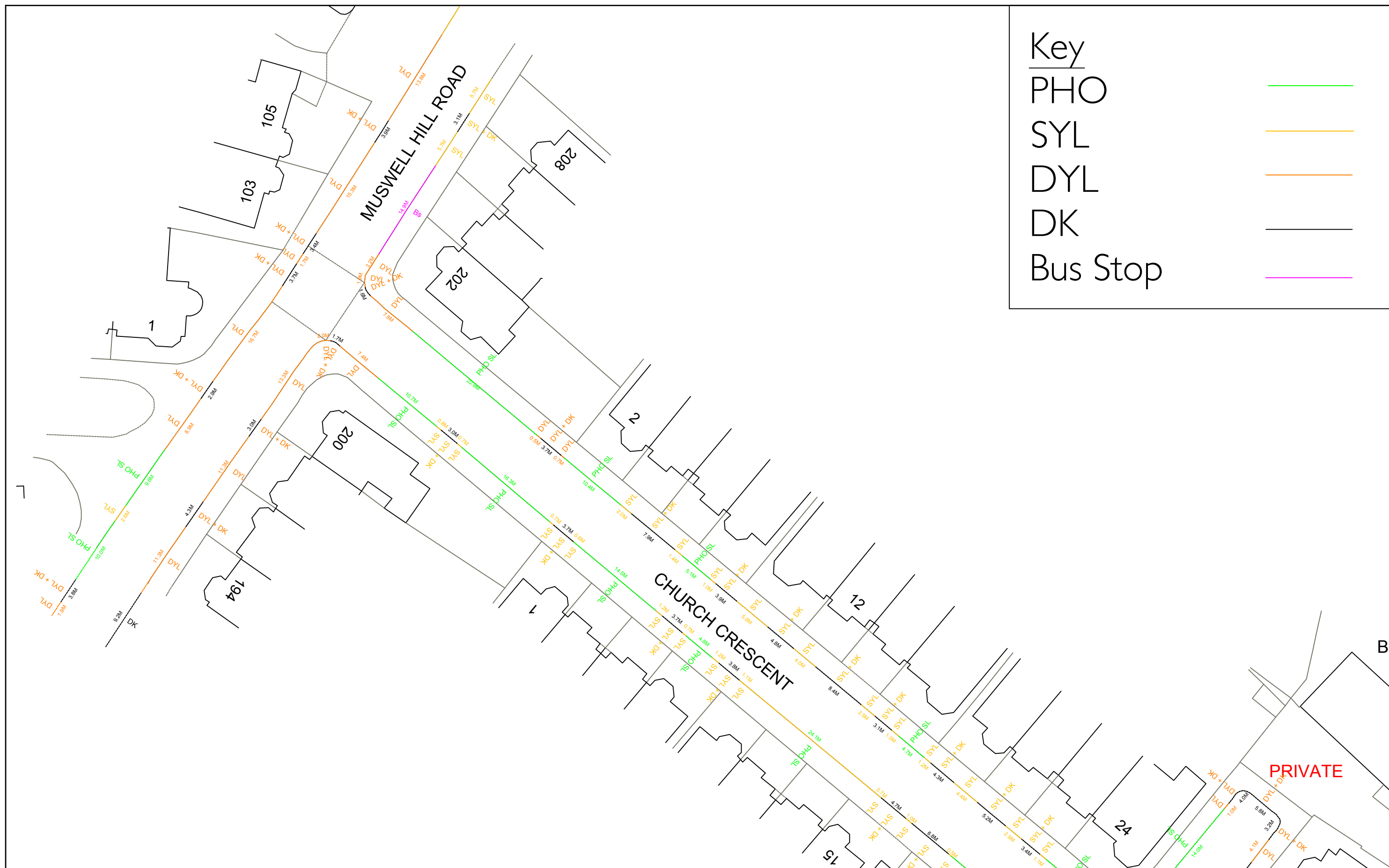


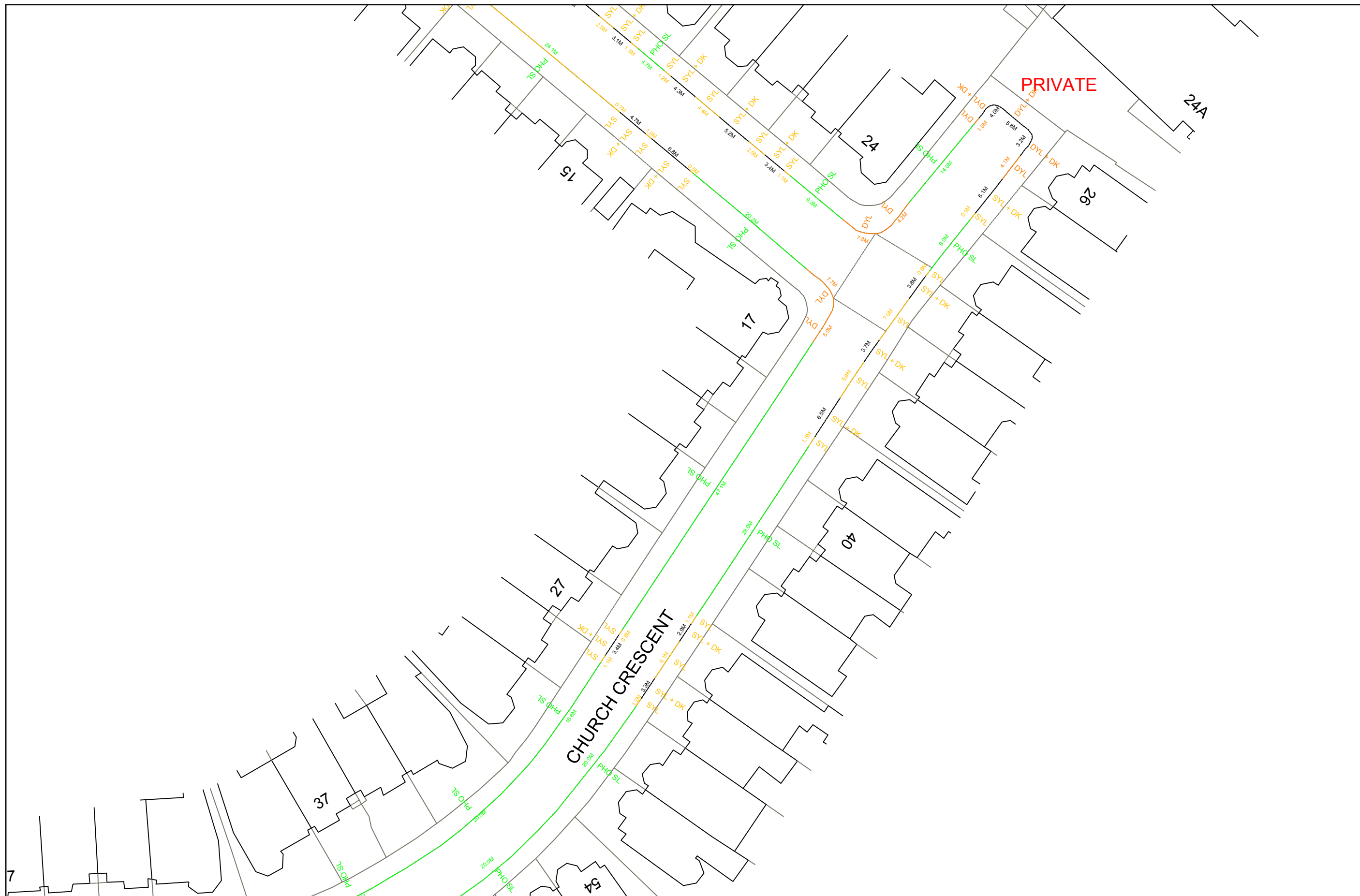
P2192: 30 Church Crescent, London, N10 3NE

Figure 2.
 Parking Survey Area.

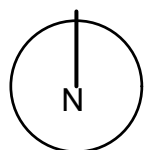


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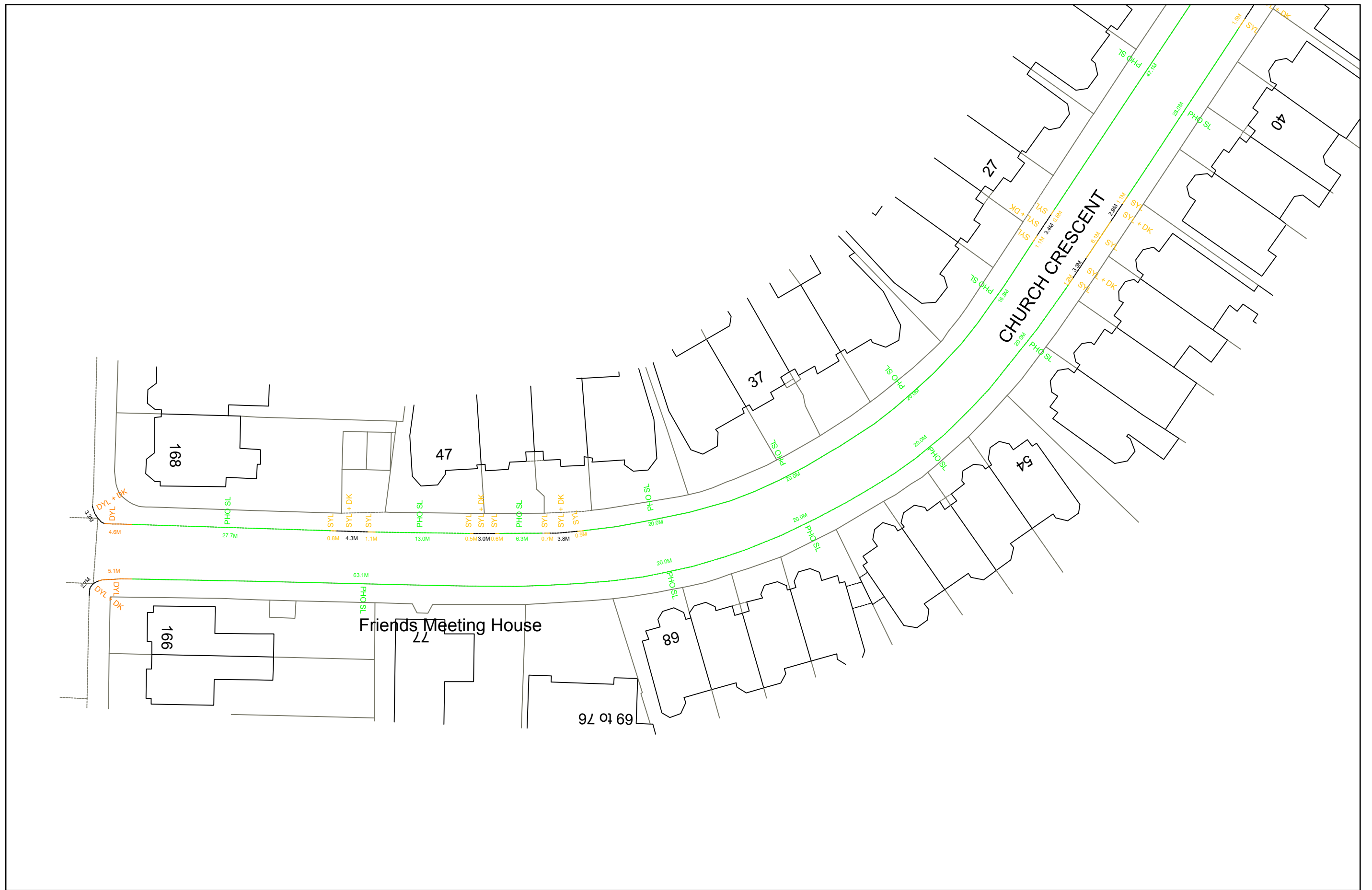


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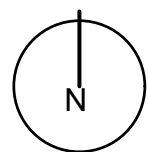


P2192: 30 Church Crescent, London, N10 3NQ Figure 3.b Kerb Side Inventory


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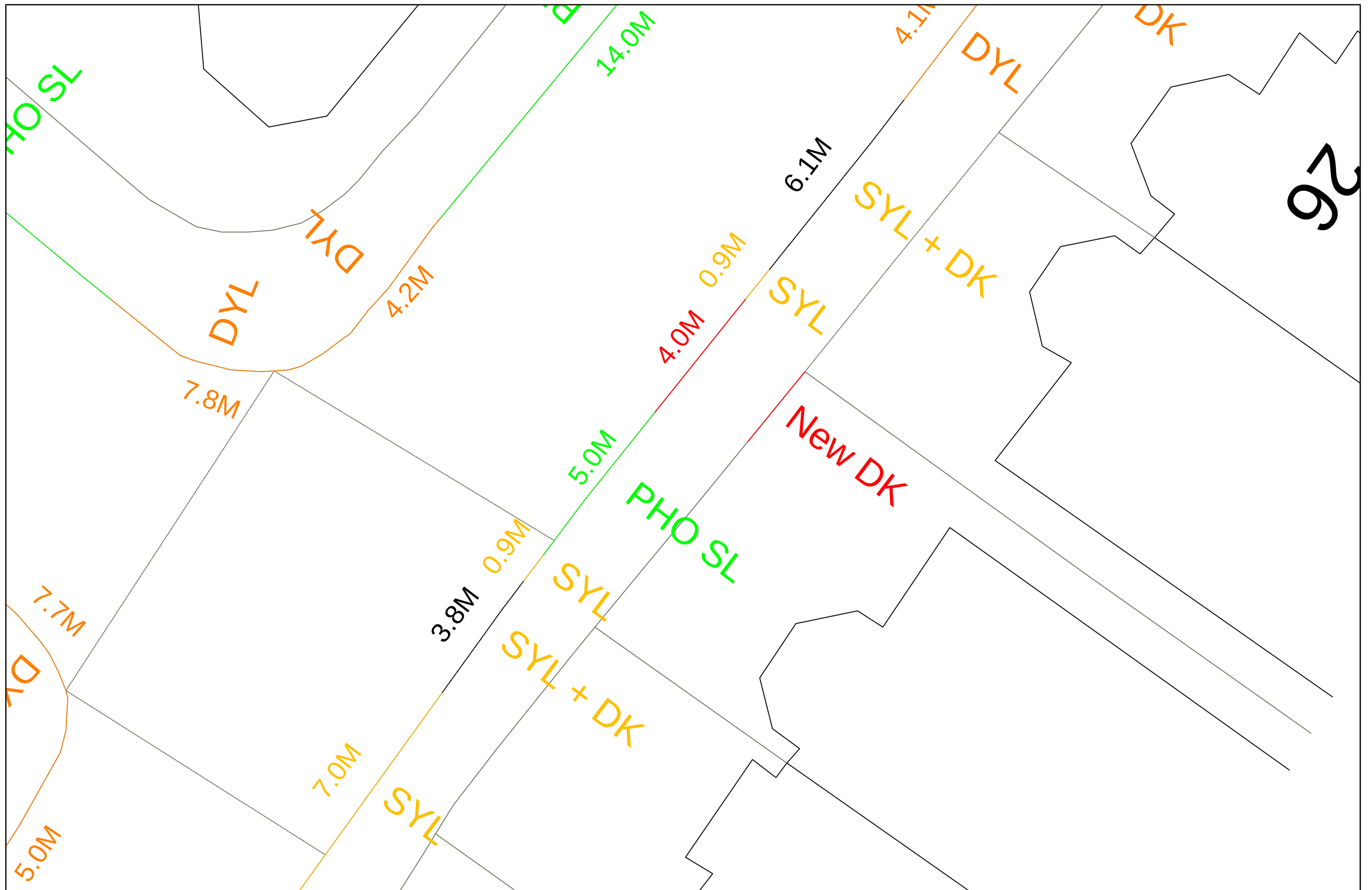


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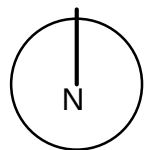


P2192: 30 Church Crescent, London, N10 3NQ
 Figure 3.c
 Kerb Side Inventory


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Date: September 2019
 Scale: 1:100@A3
 Source: OS/PMA
 Drawing No. P2192/TS/04

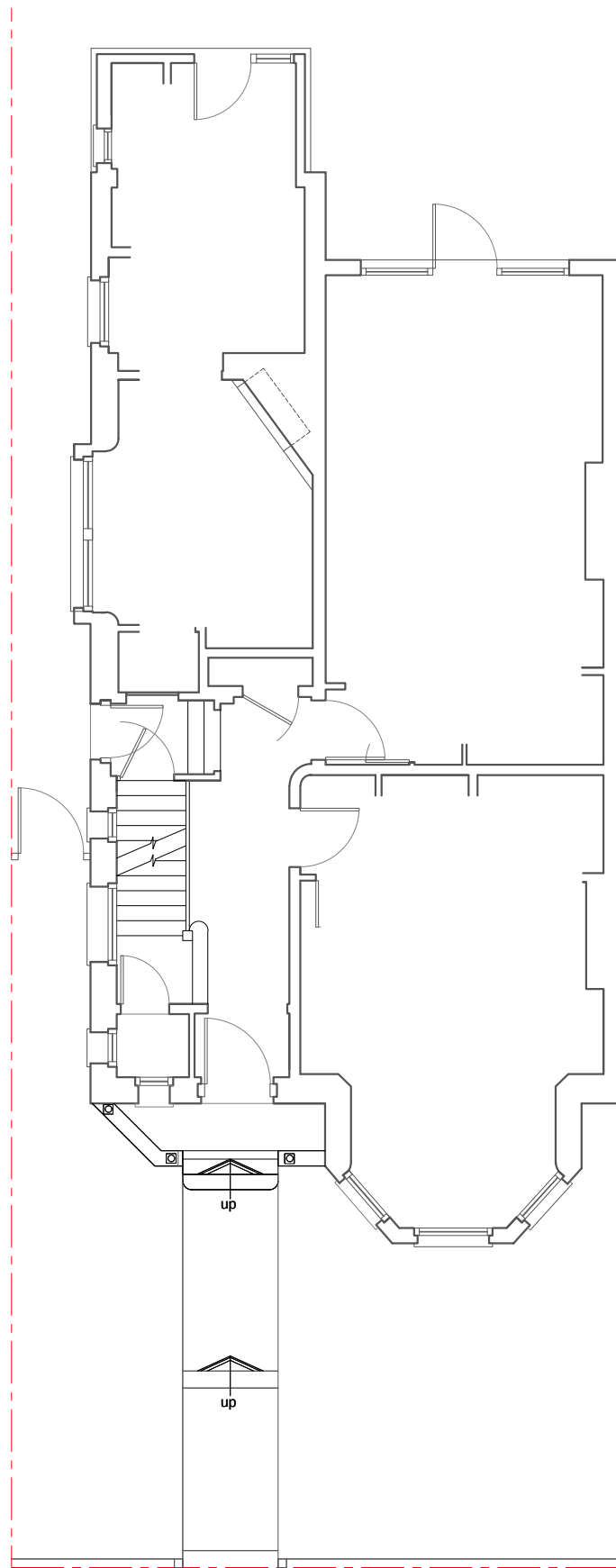


P2192: 30 Church Cres NI0 3NQ
 Figure 4.
 Proposed Dropped Kerb Impact


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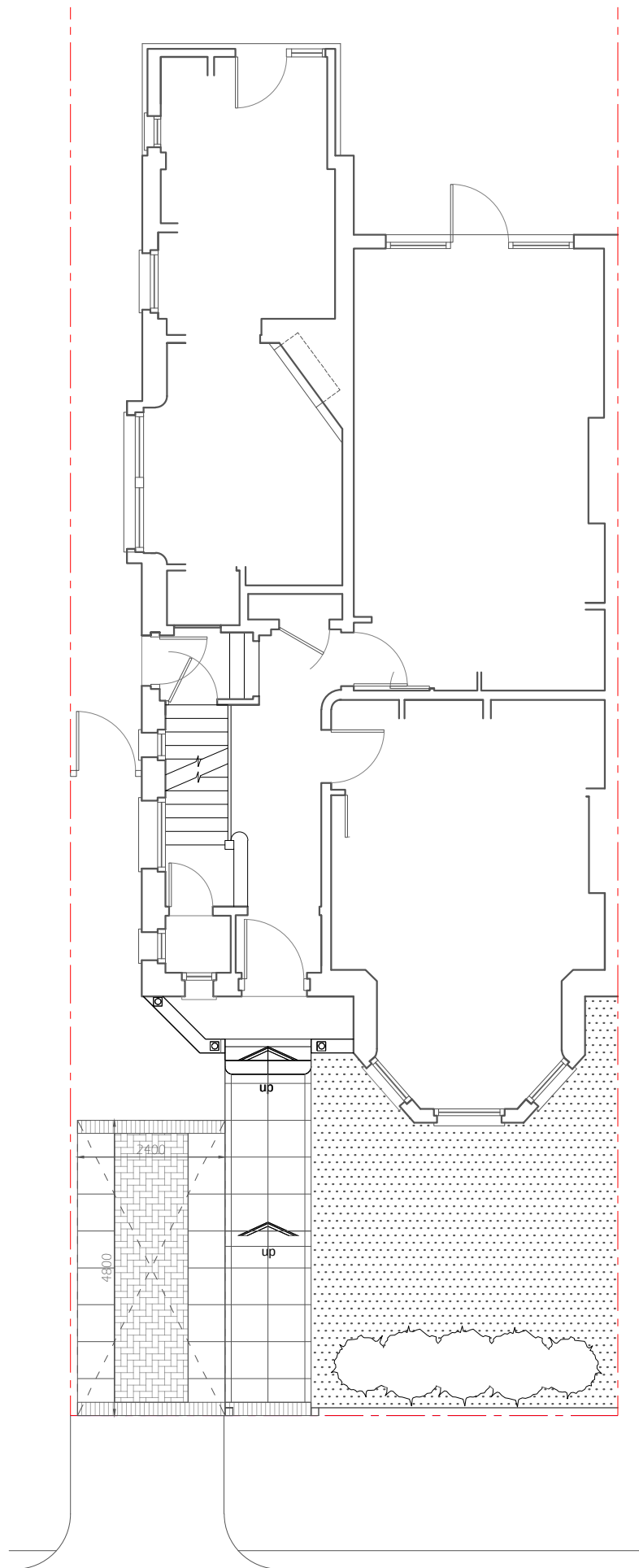
APPENDIX A

Proposed Dropped Kerb Plans



CHURCH CRESCENT

ground floor plan - as existing



CHURCH CRESCENT

ground floor plan - as proposed



Ordnance Survey, (c) Crown Copyright 2012. All rights reserved. Licence number 100020449

location plan



scale 1:1000

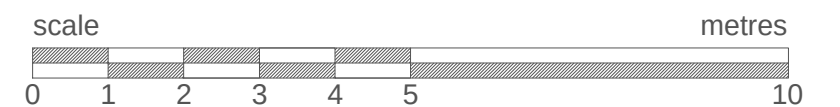
No	Revision	Date
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Job Title

30 CHURCH CRESCENT N10 PROPOSED PARKING SPACE

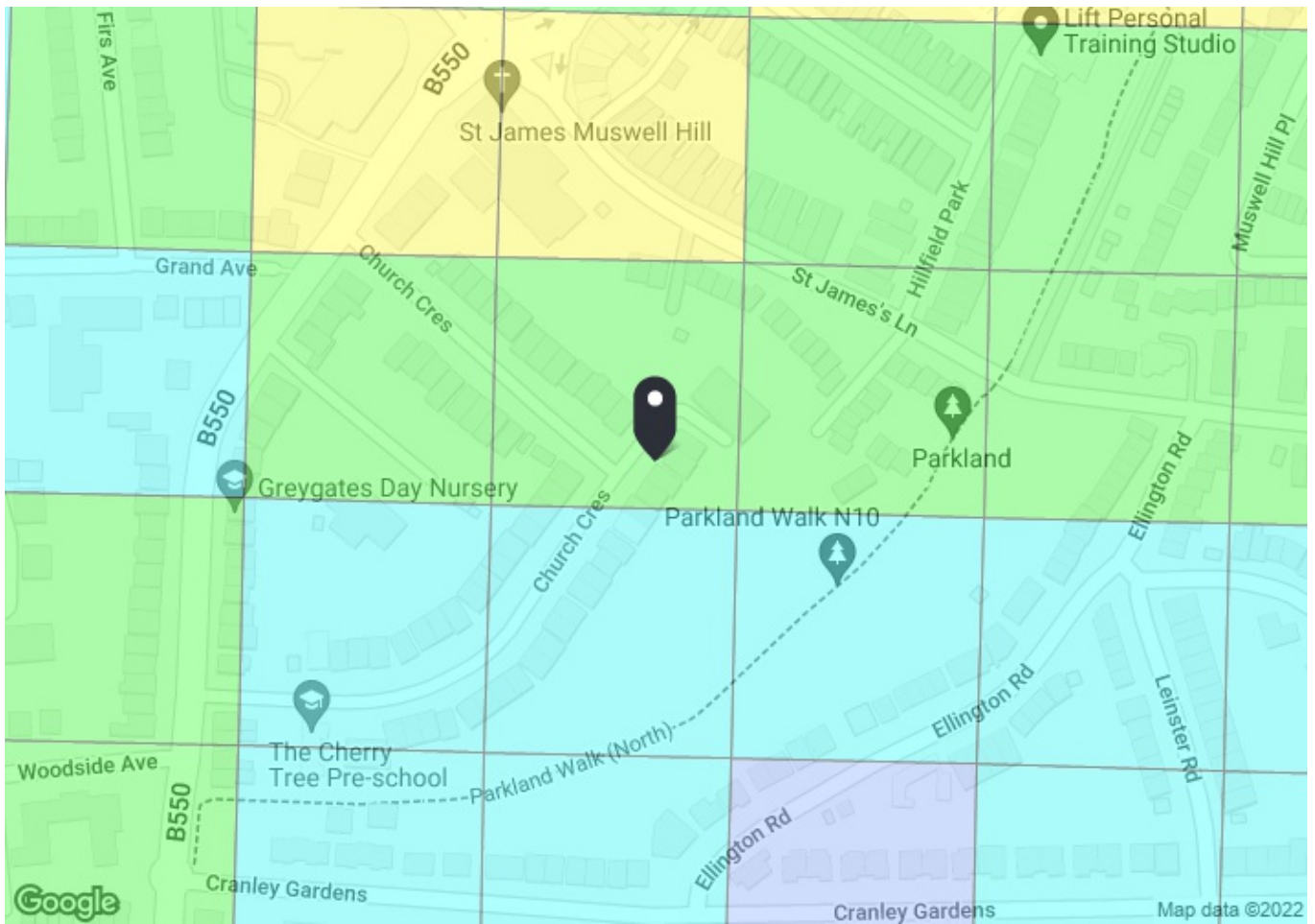
date: April 2019 scale: 1:100 @ A3 drawing no.: 30.CC.CP 01

flemming@btinternet.co.uk



APPENDIX B

TfL PTAL Export



PTAL output for 2021 (Forecast)

3

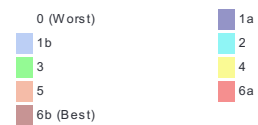
30 Church Cres, Muswell Hill, London N10 3NQ, UK

Easting: 528663, Northing: 189313

Grid Cell: 127935

Report generated: 28/10/2022

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MUSWELL HILL CLOCK TOWER	144	473.65	8.28	5.92	5.62	11.54	2.6	0.5	1.3
Bus	MUSWELL HILL CLOCK TOWER	W7	473.65	19.66	5.92	3.53	9.45	3.18	0.5	1.59
Bus	MUSWELL HL BDY C HATCH L	299	480.49	4.14	6.01	9.25	15.25	1.97	0.5	0.98
Bus	M'WELL HILL R FORTIS G R	134	224.94	12.42	2.81	4.42	7.23	4.15	1	4.15
Bus	M'WELL HILL R FORTIS G R	43	224.94	10.35	2.81	4.9	7.71	3.89	0.5	1.95
Bus	FORTIS G R M'WELL HILL R	234	220.48	5.18	2.76	7.8	10.55	2.84	0.5	1.42
Bus	FORTIS G R M'WELL HILL R	102	220.48	7.76	2.76	5.86	8.62	3.48	0.5	1.74
Total Grid Cell AI:										13.13

APPENDIX C

LB Lambeth Parking Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

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APPENDIX D

Overnight Parking Results

P2192: 30 Church Cres Overnight Parking Survey Results

Sum of 16/09/2019 01:00	Kerb Type		
Road Name	Single Yellow Line	SL (Mon-Fri 11am-1pm)	Grand Total
Church Crescent	2	79	81
Muswell Hill Road	0	3	3
Grand Total	2	82	84

Sum of 17/09/2019 01:15	Kerb Type		
Road Name	Single Yellow Line	SL (Mon-Fri 11am-1pm)	Grand Total
Church Crescent	2	78	80
Muswell Hill Road	0	4	4
Grand Total	2	82	84

APPENDIX E

Previous Appeal Statement



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

APPEAL STATEMENT

Author:	Paul Mew Associates
Date:	14th January 2020
Project:	P2192: 30 Church Crescent, London, N10 3NE
Subject:	Appeal Statement

INTRODUCTION

- I.1 Paul Mew Associates (PMA) is instructed by D Powley in relation to the proposed development at 30 Church Crescent, London, N10 3NE.
- I.2 The application site's location is presented on a map in Figure 1 of this report. The local planning and highway authority is the London Borough of Haringey (LBH).
- I.3 PMA previously provided a Transport Statement (TS) for submission to appeal the refusal regarding an application to provide a single off-street parking space to the front of the property which will be accessed directly from Church Crescent, along with alterations to the front garden.

PLANNING HISTORY

- I.4 The planning application has been submitted to LBo Haringey under planning reference HGY/2019/1651 and subsequently refused.
- I.5 The application was refused on the following highways grounds:

"1. The proposed vehicular crossover and off-street parking space would result in an unacceptable loss of on-street parking within a Controlled Parking Zone, thereby worsening pre-existing problems with on-street parking stress, and would worsen highway and pedestrian safety in the locality, contrary to policy DM33 of the Haringey Development Management Plan 2017."

1.6 Further detail is provided within the Officers Report for the previously refused scheme:

"The site is located to the eastern side of Church Crescent, diagonally opposite a 'T' junction. It has a PTAL value of 3, considered 'moderate' accessibility to public transport services. 7 different bus services are accessible within 3 to 7 minutes' walk of the site.

It is also located within the St. Luke's CPZ, which has operating hours of 11.00 – 13.00 Monday to Friday. Historically under The Unitary Development Plan it was within the Muswell Hill Restricted Conversion Area, which is known to have high parking stresses and issues for local residents. It is understood that this situation remains.

The provision of a new crossover would result in the loss of at least one on street parking space, further reducing the availability of on street parking within Church Crescent, thus increasing parking stresses in an area already known to be experiencing high levels of parking stress.

In addition to this it would also result in an excessively long crossover as the adjacent properties have crossovers, and this would 'join them up'. This would result in a less safe and poorer environment for pedestrians, including the mobility impaired and parents with pushchairs. There would be a long length of footway that vehicles will traffic over when entering or leaving driveways necessitating pedestrians to be alert.

The Borough's Development Management DPD includes Policy DM33, which specifically relates to crossovers. The Policy states that new crossovers will only be supported where it is demonstrated that the proposal does not result in;

(a) A reduction in pedestrian or highway safety;

(b) A reduction of on-street parking capacity within a Controlled Parking Zone

(c) A visual intrusion to the street scene

In this instance there are issues will all three of the criteria referred to above. Therefore, From the transportation perspective a new crossover and off street parking space at No. 30 Church Crescent is opposed."

1.7 The appeal was subsequently made under PINS reference APP/Y54 0/W/19/3238737.

1.8 Since the appeal has been made the LBH has provided a Statement of Case, providing comment on the appellant's case. For ease of reference the highways comments relevant to this document have been copied herein:

"Public transport accessibility level (PTAL) of the area

4.2) Paragraph 2.7 of which the site is located, a PTAL 3 area, would be defined as benefitting from a good level of public transport accessibility. The LPA would argue that this is incorrect, as a PTAL level of 3 is generally understood to be considered as an average PTAL level, which range from PTAL 0 (the lowest, or 'worse level'), to 6b (best).

Pre-existing levels of parking stress

4.3) The LPA consider that the recorded parking stress levels resulting from the surveys is very high at 88%. At this level, it is very hard to find an on-street parking space. Therefore, the LPA do not agree with the claim in the appellant's transport statement that the parking surveys demonstrate that the uptake of kerb side parking in proximity to the appeal site is within reasonable levels. The LPA consider on the basis of the survey, that the area suffers from excessive parking stress and therefore the loss of a further on-street space in the Controlled Parking Zone (CPZ) is unacceptable.

The level of proposed off-street parking is in accordance with London Plan parking standards

4.4) The transport statement refers to the level of proposed off-street parking space being in compliance with parking standards as set out in London Plan policy T6. The level of off-street parking proposed does not form part of the concerns raised in the reason for refusal and is therefore not applicable to the determination of this appeal.

The creation of the vehicular crossover would in effect not result in the loss of any on-street parking space in the CPZ.

4.5) The appellant argues that at 9 metres, the length of development would only accommodate one parking space of 5 metres length, and as such, no on-street parking space in the CPZ would be lost. This argument is not robust because in practice, when parking stress is high (above 85%) as is the case in this location, the full 9 metres of space within this section of the CPZ plus the immediately adjacent 0.9 metre single yellow line area would be utilized for parking, as identified on plan no. P2192/TS/04 of the appellant's Transport Statement. This is confirmed as the case in practice, as shown in photographs taken during the case officer site visit on 21/06/2019, as well as aerial imagery on Google Maps. A copy of the case officer site photographs can be seen in Appendix 2. A copy of the aerial image of the site from Google Maps can be seen in Appendix 3. It can be seen from these images that in practice, the full length of the CPZ bay is used to accommodate two parking spaces. As such, the proposed development would result in the unacceptable loss of an on-street parking space within the CPZ.

The development would not result in an excessive length of crossover

4.6) The appellant argues that by virtue of the retention of the 0.9 metre single yellow line between the proposed crossover and the existing crossover serving neighbouring No. 28 Church Crescent, the dropped-kerb will not be joined up entirely.

4.7) While this may be the case, in practice the same concerns would arise with a scenario where if it was one continuous crossover, given such close proximity to each other. The expanse of crossover would have an adverse impact on pedestrian safety. This would result in a less safe and poorer environment for pedestrians, including the mobility impaired and parents with pushchairs. There would be a long near-continuous length of footway that vehicles will traffic over when entering or leaving driveways necessitating pedestrians to be alert, leaving partially sighted and children using the footway more vulnerable in terms of highway safety."

- I.9 This document has been prepared to provide comment on the Council's comments provided herein.

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL) OF THE AREA

- I.10 Within PMA's initial TS we stated that the site has a PTAL score of 3, which is defined by TfL as a 'moderate' score.
- I.11 As previously stated, the site is within walking distance of bus stops which provide access to seven different bus routes, with a total of 65.5 vehicles per hour according to TfL's PTAL export tool (as provided within the appendix of PMA's TS). This equates to an average of roughly one service every minute.

PRE-EXISTING LEVELS OF PARKING STRESS

- I.12 The LPA consider that the parking stress of 88% is very high.
- I.13 Whilst it is not explicitly stated with the Lambeth Parking Methodology, it is widely recognised within London Boroughs that 90% reflect a level of high stress. 90% reflects one in ten spaces being available, therefore on average people only have to walk 45 metres in order to find a space. The results within the parking surveys provided within the TS indicate a parking stress level of 88%, which should not be considered a high parking stress in accordance with precedent.

THE CREATION OF THE VEHICULAR CROSSOVER WOULD IN EFFECT NOT RESULT IN THE LOSS OF ANY ON-STREET PARKING SPACE IN THE CPZ

- I.14 The Council have rebutted PMA's statement that there would be no material loss to parking capacity due to the crossover using four metres within a section of CPZ where only one car could park due to the length of parking space being less than five metres (nine metres only provides space for one car, measured at five metres per space in accordance with the Lambeth Parking Methodology).
- I.15 The LPA have stated that *"This argument is not robust because in practice, when parking stress is high (above 85%) as is the case in this location, the full 9 metres of space within this section of the CPZ plus the immediately adjacent 0.9 metre single yellow line area would be utilized for parking"*.
- I.16 What this argument fails to consider is the additional spaces throughout the 200 metre parking inventory which would become potential parking capacity on the understanding that when parking stress is high, lengths of parking which are marginally under the five metres will be parked in (sections measured at 9.2 or 14.2, example).
- I.17 With this in mind, there are a total of seven instances where this occurs along Church Crescent (9m, 14m, 9.3m, 4.7m, 14.5m, 4.8m and 24.1m) and one instance on Muswell Hill (9.6 m). Refer to Figure 3 of PMA's TS for the kerb-side inventory. Within PMA's previous analysis these have all been rounded down to the nearest five metres, in accordance with the methodology. Whilst the inventory was rounded down it should be noted that if a car was parked within the rounded down space they were still counted as parking demand.
- I.18 The previous inventory (with the spaces rounded down) resulted in a total of 94 spaces (as per Table 1 of PMA's TS). Taking the above into consideration, an additional eight spaces provides a total of 102 parking spaces available to park in. An average total of 83 cars were parked within PHO SL. This provides an updated parking stress of 81%, down from 88%.
- I.19 Taking the proposals into consideration (i.e. the loss of one parking space due to 4m of CPZ being lost) the parking stress would increase by 1%, from 81%, to 82%, which is

minimal and will likely fall within nightly fluctuations. A parking stress of 80% reflects an average of one spaces in five being free, meaning users would have to walk around 20 metres to find a space.

- I.20 The LPA have stated that 85% represents a high parking stress, therefore 82% should not be considered as high.

THE DEVELOPMENT WOULD NOT RESULT IN AN EXCESSIVE LENGTH OF CROSSOVER

- I.21 As stated within PMA's TS, 0.9 metres of single yellow line will be retained in order to break up the crossover. This will not result in one long crossover.
- I.22 As stated within paragraph 4.22 of PMA's TS, the proposed layout is common place elsewhere within Church Crescent, with areas of dropped kerb interspersed with small sections of single yellow lines. A review of crash data for Church Crescent on Crash Map indicates that there have been zero incidents within the last 17 years.

APPENDIX F

Appeal Decision



Appeal Decision

Site visit made on 31 January 2020

by Thomas Bristow BA MSc MRTPI AssocRICS

an Inspector appointed by the Secretary of State

Decision date: 26 February 2020

Appeal Ref: APP/Y5420/W/19/3238737

30 Church Crescent, Hornsey London N10 3NE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 as amended against a refusal to grant planning permission.
 - The appeal is made by Mr David Powley against the decision of the Council of the London Borough of Haringey ('LBH').
 - The application Ref HGY/2019/1651, dated 10 June 2019, was refused by notice dated 2 August 2019.
 - The development proposed is described on the application form as the 'creation of a single off-street parking space to the front of the property and accessed direct from Church Crescent'.
-

Decision

1. The appeal is allowed and planning permission is granted for the creation of a single off-street parking space to the front of the property at 30 Church Crescent, Hornsey, London N10 3NE, in accordance with the terms of the application Ref HGY/2019/1651, dated 10 June 2019, subject to the schedule of conditions below.

Preliminary matters

2. No 30 is an end-of-terrace property within the Muswell Hill Conservation Area. It has an intricate planning history. I understand that No 30 is currently occupied as seven flats following the amalgamation of two former units around 2012. Permission has latterly been secured for an additional basement unit, albeit that has not been implemented (the '2018 scheme').¹
3. However the proposal here does not specifically relate to the 2018 scheme. Plan 30.CC.CP 01, the sole numbered plan before me, shows only the changes proposed to the ground floor. The appellant explains how this proposal is 'independent of that [2018] permission'. I have determined the appeal on that basis. In the event that this proposal and the 2018 scheme were both implemented, any interaction between the two would be a matter for the main parties to resolve as necessary.

Main issues

4. The main issues are (i) the effect of the development proposed in respect of on-street parking in the area, and (ii) whether or not the proposed access arrangements would be safe and suitable.

¹ To which appeal Ref APP/Y5420/W/16/3160569 and planning permission Ref HGY/2018/2285 relate.

Reasons

Parking

5. The appellant's Transport Statement ('TS') refers to Lambeth Council's 2009 parking survey guidance note ('Lambeth Guidance'). The approach that sets to gauging parking 'stress', based on establishing a ratio of spaces available to observed demand, has become common practice there and elsewhere. The Lambeth Guidance sets out a logical, standardised methodology.
6. Notably it guides that a survey of provision within a 200m radius should be undertaken, parking availability measured overnight when demand is likely greatest, and indicates how lengths of bay parking provision should be subdivided to arrive at a figure for individual spaces. LBH do not challenge the use of the Lambeth Guidance, nor the evidence in the TS. However the Council's position is that parking pressure here is 'very high', which would be unacceptably exacerbated by the proposal. I disagree.
7. TS figures 3.a-c represent on-street parking nearby. Divided into 5m lengths in line with the Lambeth Guidance, that results in an inventory of 94 permit holder only spaces ('PHO') within 200m (within the St Lukes' Controlled Parking Zone, 'CPZ'). A few opportunities to park overnight on single yellow lines also exist.²
8. TS table 2 sets out, expressed as the average of two weekday nights' surveys, that 83 cars were parked within the 94 PHO spaces. That represents a stress level of around 88%, i.e. only 12% of such spaces were available. Although not stated in the Lambeth Guidance, I understand that 90% is a widely-used rule-of-thumb for where parking stress is potentially unacceptably high.
9. The proposal is to create a parking space within the front garden of No 30, of standard 4.8m depth by 2.4m width. That would be aligned close to the common boundary with neighbouring No 28, resulting in the need to remove some existing low front boundary wall (a length of 2.5m cited by the Council). A greater length, approximately 4m, of the existing kerb would be affected in order to achieve the crossover (TS figure 4).³
10. The proposal would affect a section of marked bay parking in front of No 30, which measures about 9m and also extends a short distance beyond the common boundary with No 28 (the 'section').⁴ The Lambeth Guidance explains that vehicle length is assumed to be 5m, with subdivided stretches of provision 'rounding down to the nearest whole number'. Therefore $9/5 = 1.8$, which rounds to 1. Following the figures above, reducing the section length by 4m still returns the same rounded down figure ($5/5 = 1$). The appellant therefore argues that the proposal would reduce parking stress by virtue of providing an additional parking space in the area. I disagree with that position also.
11. Firstly 5m is greater than a standard parking space of 4.8m, as referenced above, and also than many vehicles. In that context the Lambeth Guidance

² 6 spaces as set out in TS table 1, albeit with lengthier operational hours than the CPZ.

³ Noting the discrepancy between plan 30.CC.CP 01 and three-dimensional images; the former appears to show quadrant rather than rectangular drop kerb stones.

⁴ I measured the length as fractionally shorter.

indicates that stress levels of over 100% may be recorded on account of smaller cars making more efficient use of space. The Lambeth Guidance also has continuous stretches of bay parking provision in mind; the example given in that document to establish the number of spaces based on five metres subdivisions relates to a run of 47m.

12. As such there is some tolerance in the Lambeth Guidance for manoeuvring in and out of spaces. Less space is needed for parking one or two cars in a bay where parallel parking between vehicles is not required, as here. There are also short stretches of single yellow lines either side of the section which may be transgressed at certain times. At the time of my site visit two cars were parked within the section, as was the case during a site visit undertaken by the Council, and is corroborated by aerial imagery.⁵ On balance, the section enables on-street parking for two vehicles at present. That is effectively the Council's position.
13. However, numerically, on that basis the net effect of the proposal on parking provision in the area would be neutral. One on-street space would be replaced with an off-street space, with the remaining section length sufficient for parking a single vehicle. That change effectively takes one space out of publicly available provision, replacing it with a privately-owned space. That may be problematic in certain areas. However in this specific instance there is no substantive evidence to indicate that preserving the former should take priority, in particular as No 30 is occupied as flats and will therefore almost certainly generate demand for parking exceeding a single space.
14. Potential loss by way of reduced applications for resident parking permits and associated income is not a local financial consideration,⁶ and in any event the implications thereof would be *de minimis*. Whilst raised in the representations before me, that is also not a matter cited by the Council.
15. All that said 88% represents relatively high parking pressure, and I have some sympathy with the consequences of that for individuals who will likely struggle to find conveniently-located parking on occasion. I understand that roads near the centre of Muswell Hill were 'restricted conversion areas' under former policy HSG11 of the Unitary Development Plan (adopted July 2006, the 'UDP'). Those were areas where the subdivision of larger properties had resulted in 'extreme parking pressure', and where further subdivision would have been restricted in order to avoid adverse further effects.⁷
16. However I need to follow the logic of reasoning in line with the Council as set out in paragraph 12 of this decision. On-street parking in the surrounding area is not continuous, but rather frequently broken (including in relation to other crossovers), and also interspersed with single yellow lines. Therefore considering the 'inventory' of parking spaces in five metre increments likely under-estimates the availability of parking spaces in practice.
17. That is addressed by the appellant. He explains that on eight occasions there are comparable 'remainders' to bay provision of 9m divided in half elsewhere

⁵ LBH statement of case, paragraph 4.5.

⁶ With reference to Section 143(4) of the Localism Act 2011.

⁷ UDP paragraphs 4.40 to 4.41.

within the 200m study area.⁸ Adding those in would bring the inventory to 102 spaces, resulting in a reduced parking stress of around 81% (such that mathematically you would likely find a parking space after four or five cars).

18. Arriving at an estimation of parking stress inevitably relies on certain assumptions and data generated via a limited study period. However the evidence before me indicates that, whilst high, parking pressures in this particular location are not exceptionally so. The provision of one off-street space in lieu of one on-street would not, therefore, be unacceptable with regard to policy DM33(b) of the Council's Development Management Development Plan Document (adopted July 2017, the 'DPD').

Safety and suitability

19. The Council's decision notice sets out that the proposal would 'worsen highway and pedestrian safety' in conflict with policy DM33, criterion (a) of the DPD. The LBH transportation team's representation sets out how, in their view, the scheme would 'result in an excessively long crossover', being close to the crossover at neighbouring no 28 which is over 6m wide.⁹ That, I am told would result in a long 'near continuous' length of footway where pedestrians would need to be 'alert' to vehicular movements.
20. The position of LBH in this respect appears to pre-suppose that the creation of crossovers is detrimental to pedestrian safety, or that pedestrians will need to take more care than drivers. The first point is partially rebutted by the existence of permitted development rights for the creation of such, and also that DPD policy DM33 conditionally enables crossovers in certain locations.¹⁰ Drivers and pedestrians alike are generally equally keen to avoid conflict, and the need to be alert does not correlate with an environment which is unsafe. Arguably we should all try to be more present at all times.
21. Supporting paragraph 5.12 to policy DM33 sets out that 'in considering an application for a crossover the Council will assess the need for safe and efficient operation of an existing Controlled Parking Zone'. That is a somewhat complex statement. However it suggests that consideration will need to be given to the specific context in which a crossover is proposed. There is no evidence to indicate that any traffic collisions have occurred along Church Crescent within the last 17 years.
22. Moreover Church Crescent is subject to a 20mph speed limit. As the name implies it is not a through road, such that vehicular movements will in all likelihood be principally associated with the residential use of properties and by individuals familiar with the area. Moreover dropped kerbs are commonplace, such that they are now somewhat characteristic in the immediate vicinity. I saw that crossovers are present at neighbouring Nos 28, 32 and also at Nos 20, 24, 26, 32, 36 and 38.
23. The absence of such at No 30 at present may reasonably be said to be something of an exception in this precise location. There are also no

⁸ Paragraphs 1.17 to 1.19 of final comments submitted at appeal.

⁹ LBH officer report, paragraph 6.4.

¹⁰ Schedule 2, Part 2, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended.

impediments to visibility, such as road signage, telegraph poles or other clutter immediately around the site that would impede visibility. Consequently, and for the above reasons, I conclude that the proposal would not reduce, or materially affect, pedestrian or highway safety (in accordance with policy DM33(a) and paragraph 108(b) of the National Planning Policy Framework, 'NPPF').

Other matters

24. Paragraph 7.33 of the Muswell Hill Conservation Area Appraisal (adopted February 2008) explains how the removal of front boundary walls to allow for the creation of frontage parking has been detrimental to local character. However the implications of the proposal would be limited in that respect, enabling a good proportion of existing wall to be retained or replaced. Moreover, as set out above crossovers in this precise location are commonplace; the width of crossover proposed here is far less than at other properties (including immediate neighbours).
25. The Crossover Group contend that the existing wall is a good example of an original clinker (brick) front wall. However the stretch proposed for removal close to No 28 appeared to be rather principally rubblework with non-original pointing. There is also lesser continuity and historic integrity to front boundary features here than by 14 Elms Avenue, in respect of which refused application Ref HGY/2019/1384 has been brought to my attention.¹¹ The Council do not object to the effect of the proposal in terms of character and appearance, and given the above context I am of the same view.¹²
26. I have taken careful account of all representations in respect of the scheme, including as regards its potential effects in terms of accessibility to flats at No 30, disturbance, light, privacy, surface water run-off, and whether the scheme would be implementable on account of ownership arrangements. However the proposal would have little differential effect on pedestrian access to No 30, including ground floor flat No 3 (in respect of width, gradient, and alignment). Disturbance during construction would be temporary.
27. Given that the proposal is for low-level development, visually a parked car would be little different from items or planting that could be located here in any event, and as parking a car is an intermittent activity, I am not of the view that any effects in terms of noise, light, or privacy during operation would be unacceptable. Appropriate provision for surface water drainage on-site could be made through an agreed landscaping scheme secured by condition, and land ownership, easements or other rights, are separate matters to the acceptability of a proposal in planning terms. Consequently no other matters are sufficient to outweigh or alter my reasoning regarding the overall acceptability of the development proposed (as reasoned in the main issues in this case).

Conclusion

28. For the above reasons, having taken account of the development plan as a whole, the approach in the NPPF, along with all other relevant material

¹¹ There is also little information before me as to the comparability of existing circumstances there and here or to the nature of the development proposed.

¹² With regard to the statutory duty placed upon me in this respect by section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 as amended.

considerations, I conclude that the appeal should be allowed subject to the conditions set out below.

Conditions

29. In addition to securing commencement within the relevant statutory period, I have imposed conditions requiring compliance with the supporting plan, that suitable materials are used, and landscaping effected. Those are necessary so that the proposal is implemented as assessed above, and thereby integrates suitably with local character and appearance (in line with policy SP12 of the Haringey Local Plan and DPD policy DM1).¹³ In imposing conditions I have had regard to the tests in NPPF paragraph 55, the approach in the Planning Practice Guidance, and to relevant statute. Accordingly I have modified the wording of certain conditions proposed by the Council without altering their aims.

Thomas Bristow

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with approved plan 30.CC.CP 01 (other than as altered via details approved pursuant to condition 3).
- 3) Aside from site preparation and groundworks, no development hereby permitted shall be undertaken until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. Such details shall include boundary features, surface treatments, materials to be used, and soft landscaping. The development hereby permitted shall be undertaken in accordance with the details thus agreed, and retained as such thereafter.

¹³ The Local Plan having been adopted, with alterations, in July 2017.