



*Aerial view of Land off Blake Road, London
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**CLASS MA CONVERSION
OF FORMER GLENCAIRNS BOWLS CLUB
LAND OFF BLAKE ROAD, LONDON N11 2AF**

Lousada PLC

HIGHWAY IMPACT ASSESSMENT

JULY 2021 [REVISED AUGUST 2021]

REPORT REF: HAS/21-040/HIA REV A

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GLOSSARY

Abbreviations

AQMA	Air Quality Management Area
CIHT	Chartered Institution of Highways & Transportation (formerly the IHT)
CIL	Community Infrastructure Levy
DCLG	Department for Communities & Local Government
DfT	Department for Transport
DMRB	Design Manual for Roads & Bridges
DPD	Development Plan Document
GEA / GIA	Gross External Area / Gross Internal Area
HAS	Highway Access Solutions
HGV / LGV	Heavy Goods Vehicle / Light Goods Vehicle
LBH	London Borough of Haringey
MfS / MfS2	Manual for Streets / Manual for Streets 2
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PIA / PIC	Personal Injury Accident / Personal Injury Collision
PPG	Planning Policy Guidance
PRoW	Public Rights of Way
PTAL	Public Transport Accessibility Level
RCC	Roman Catholic Church
s106 / s278	Section 106 Agreement / Section 278 Agreement
SPD / SPG	Supplementary Planning Document / Guidance
'the School'	St. Martin of Poores RC Primary School
TfL	Transport for London

Common Units of Measurement

m / km	Metres / Kilometres	(distance)
kph / mph	Kilometres / Miles per Hour	(speed)
m/s	Metres per Second	(speed)
m/s ²	Metres per Second squared	(acceleration / deceleration)
s	Seconds	(time)
sqft / sqm	Square Feet / Square Metres	(area)

1.0 INTRODUCTION

- 1.1 Highway Access Solutions [HAS] have been commissioned on behalf of Lousada PLC to provide highways and transportation consultancy advice in relation to land at the former Glencairns Bowls Club, off Blake Road in London, N11 2AF. The site is located within the (Outer) London Borough of Haringey [LBH], approximately 500m within the North Circular Road. The location of the site is illustrated at **Figures 1 and 2**, while site boundary plans are included at **Appendix A**.
- 1.2 The land is bound to the northwest by the St. Martin of Poores RC Primary School, to the northeast by a private access road, to the southeast by existing residential development fronting Blake Road, and to the southwest by cut-and-cover railway tunnels (forming part of the national railway network).
- 1.3 The private access road on the northeastern boundary provides access to both the site and St. Martin of Poores RC Primary School, connecting both directly to Blake Road. It is approximately 105m in length, and is understood to be owned by the local Diocese of the Roman Catholic Church [RCC]. The site (and former Glencairn Bowls Club) benefit from rights-of-access along this private road. A close-boarded wooden fence separates the site and private road, with access being via a gateway located approximately 50m from Blake Road.

Previous Proposals

- 1.4 During late 2016, Lousada PLC previously applied for planning permission for 8 four-bedroom houses at the site (application reference HGY/2016/4166). However, the application was withdrawn following opposition from the LBH Highways department, the School and local residents. Concerns raised included the scale of the development, impacts on local parking availability and access to the school for routine and emergency purposes.
- 1.5 Lousada PLC subsequently considered a revised application during 2017, preparing an alternate 8-house scheme. HAS were appointed to advise Lousada PLC in this regard, ensuring that the overall design addressed the concerns of the Borough and School. However, Lousada PLC ultimately decided not to proceed with the alternate residential scheme.
- 1.6 Subsequently, during 2020, Kids Care Ltd proposed an alternate re-use of the site, as a small private Nursery with capacity for up to 24 children. This proposal would lead to their acquiring the site from Lousada PLC. HAS were again retained to provide advice regarding this scheme, which obtained planning consent via Prior Approval on 8th March 2021 (Haringey reference HGY/2021/0228). The Nursery would be formed by conversion of the existing clubhouse building and grounds. Details of the consent and approved layout are included here at **Appendix B**.

Class MA Proposal

- 1.7 With the introduction of the Class MA change-of-use provisions due to come into force from 1st August 2021, Lousada PLC now wish to consider a possible, alternate proposal for conversion of the former Glencairns Bowls Club (which is now considered to be a vacant 'Class E' development). This would see the existing building converted into a single residential dwelling (essentially comprising a large bungalow).
- 1.8 Noting its setback from the public highway and the need to avoid parking along the school access road, the proposed dwelling would be provided with two parking spaces. In principle, the conversion would have significantly lower traffic, noise and other amenity impacts on the local area than any of the previous proposals made by Lousada PLC or Kids Care Ltd.
- 1.9 The Gross External Area [GEA] of the existing clubhouse is only 319sqm (with the Gross Internal Area [GIA] being smaller still). On this basis, no formal Highways assessment is required to support the proposal for a single residential dwelling. Nonetheless, HAS consider the submission of a Highway Impact Assessment in support of the Class MA proposal to be good practice (consistent with the approach taken in relation to the preceding proposals).

Background Information

- 1.10 Representatives of HAS first visited the site on Wednesday 12th July 2017, between 0800 and 1600 hours, examining the site, its access and the local highway network. During the visit conditions were hot, with a light overcast. A beat parking survey and speed survey were conducted during the site visit. No roadworks were observed in the vicinity of the site, nor were there any unusual conditions that may have influenced the findings made.
- 1.11 It had been hoped that, by late 2020, the current COVID-19 pandemic would have abated sufficiently for HAS to conduct a repeat site visit inclusive of repeat survey work. However, regrettably, the pandemic has continued throughout 2020, potentially impacting on-street parking, traffic flows and highway user behaviour.
- 1.12 HAS did conduct a short, socially-distanced site visit on 11th November 2020. Noting that conditions at the site are fundamentally unaltered since 2017, it is proposed that the 2017 data be referred to within this report, in place of any atypical 2020/21 data (gathered under pandemic conditions).
- 1.13 It is noted that a new 'London Plan' and revised 'National Planning Policy Framework' [NPPF] have both been published recently. These documents, and other matters pertaining to planning policy and guidance have been considered in detail by Marrons

Planning, acting on behalf of Lousada PLC. Noting this fact, this Highway Impact Assessment does not include any detailed discussion of planning policy. Instead, reference will be made to specific policies within the report text (where applicable). Additionally, this report is also prepared with due regard to numerous other items of Highways guidance, including but not limited to:

- Manual for Streets [DfT, 2007] / Manual for Streets 2 [CIHT et al, 2010]
- The Design Manual for Roads & Bridges [DfT]
- Pedestrian Comfort Guidance for London [TfL, 2010]
- Better Streets Delivered / Better Streets Delivered 2 [TfL, 2013 / 2017]
- Streetscape Design (Fourth Edition) [TfL, 2019]
- The Haringey Local Plan [LBH, consolidated 2017]

Report Structure

1.14 This report is structured as follows:

- **Chapters 2 through 4** provide context on the existing conditions at the site, with regard to the following:
 - Chapter 2 details the layout, geometry and so forth of the site, its access road and Blake Road;
 - Chapter 3 presents the results of various surveys undertaken by HAS; and;
 - Chapter 4 considers the various sustainable travel opportunities afforded by the site
- **Chapter 5** summarises the proposed development;
- **Chapter 6** considers the trip generation of the existing, consented and proposed uses at the site, as well as the net impact of the newly proposed Class Ma conversion upon the highway network; and,
- **Chapter 7** provides a summary of the report.

2.0 EXISTING CONDITIONS – DEVELOPMENT SITE & PRIVATE ROAD

Site Conditions

- 2.1 At present, the site itself is largely derelict. The former bowls green is overgrown, while a clubhouse located in the southern corner of the site is no longer used.
- 2.2 The site is enclosed by overgrowth and fencing (of various types) on all sides, with the access gate being located on the northeastern boundary. As a result of its former use, it is largely level. A partially-overgrown parking area (with approximate dimensions of 18m by 11m) is located in the southern corner of the site, adjacent to the retained pavilion.
- 2.3 The site access, located approximately 50m from Blake Road remains in use and is normally secured by means of metal fencing and a padlock (except when access is required for maintenance). The extents of the access are clearly defined by a dropped kerb approximately 7.5m in length (or over 9m in length inclusive of the transitional kerbstones). Overgrowth in the vicinity of the access has periodically been cleared to ensure unrestricted access

Private Access Road – Layout

- 2.4 The private access road serving the site and School passes between Numbers 68 and 70 Blake Road. It lies within a corridor of approximately 9.6m width (as established by topographical survey). Working from northeast to southwest, this width comprises the following features:
- a wooden fence (with concrete posts) bounding Number 68
 - a footway of approximately 2.9m width;
 - a carriageway of approximately 5.5m width;
 - an overgrown verge of approximately 1.2m width; and,
 - a wooden fence (with concrete posts) bounding Number 70.
- 2.5 The access road connects to Blake Road at a simple, priority-controlled T-junction. No give-way markings are present, kerb radii are limited to around 3m (without dropped kerbs or tactile paving). “SCHOOL – KEEP CLEAR” markings of approximately 37m length are centred on the access. Associated signage prohibits parking on these markings between the hours of 0800 to 1630 hours, Monday to Friday.
- 2.6 A single street lighting column is located on the access road, to the rear of the footway and approximately 45m from Blake Road (opposite site access). Additional lighting columns of a similar style is also located with the site of the School itself.

- 2.7 Both the footway and carriageway of the private road are in relatively poor but passable condition. They appear to be constructed from concrete, with a thin wearing course of bituminous material having been added to some sections at a later date.
- 2.8 It is understood that maintenance of the private access road and footway is the responsibility of their landowner (the Diocese). It is also understood that the School previously applied to the Diocese for funds to undertake works to the road and footway, but were unsuccessful in obtaining these.

Private Access Road – Gates

- 2.9 The access road features two sets of gates. The first of these is located on the Blake Road frontage, immediately to the rear of the public footway (less than 3m from the Blake Road carriageway). These comprise a pair of manually-operated vehicle gates, of metal frame-and-rail construction each approximately 2.9m in width and 2m in height. They open inward and to the sides of the private access road. An adjacent pedestrian access gate of only 1m width is provided to their north (this being significantly narrower than the 2.9m wide private footway beyond).
- 2.10 The above access gates appear to be kept open at all times when the School is open, being closed only at weekends and during school holidays. It should be noted that the Bowls Club had (and their subsequent successors-in-title have) the right to open the gates to obtain access at any and all times.
- 2.11 The second set of gates is located approximately 60m from Blake Road. These are of a very similar nature to the gates at Blake Road. However, they are electrically-operated, and the vehicular gate comprises only a single barrier (opening inward and to the south). The second set of gates is generally kept closed at all times, being opened only for access to the School.
- 2.12 The electric vehicle gate can be opened by a keypad located approximately 4m outside of the gate (using a staff code or keycard), by a simple push button located a similar distance inside of the gate, and from the School office. Oddly, the outer keypad is located on the northern kerbline. This forces vehicles entering the site to cross to the wrong side of the access to reach it.
- 2.13 The pedestrian gate can be opened by a keypad on its outer face, and by a simple push button inside the site (and also from the School office).

Public Rights-of-Way

- 2.14 No Public Rights of Way [PRoW] pass through the site, nor along the private access road detailed above. Access is only permitted for persons associated with the School, and for access to the development site.

School Operations

- 2.15 The school day at St Martin of Poores RC runs from 0855 to 1520 hours. The School ask that children not arrive before 0845 hours and be collected promptly at the end of the day. When observed by HAS during 2017, arrivals in the morning period were observed to fall between 0840 and 0900 hours, while departures occurred from 1520 until approximately 1540 hours. Such movements are broadly consistent with the timings requested by the School.
- 2.16 The School is understood to have about ~20 teaching / learning support staff, as well as several caretakers, dinner supervisors, kitchen and administrative staff. At the time of the HAS site visit in July 2017, the Headteacher estimated around 30 staff would have been on-site during the school day itself.
- 2.17 For a period of approximately 20 minutes in the morning from around 0840 to 0900 hours), and for a longer period after 1500 hours, the electronic gates at the site are locked open. At this time, parents and children routinely walk along the road itself rather than the footway. Observations by HAS suggest that the primary cause of this is the narrow pedestrian gates provided, which serve to funnel pedestrians onto the road itself.
- 2.18 It is understood that only school staff (not parents) are permitted to enter the private road during the school day. The School currently permit staff to park on the road, with many choosing to do so (see the 'Parking Survey' results, below). Notwithstanding this restriction, numerous parents dropping off or collecting children were observed to turn around using the site access junction, during both the morning arrival and afternoon departure periods.
- 2.19 It is understood that the School inform parents not to make such manoeuvres (and not to stop on the "SCHOOL – KEEP CLEAR" markings) in periodic newsletters. However, this does not prevent such behaviour, and more active enforcement may be appropriate given the hazard of such manoeuvres.

3.0 EXISTING CONDITIONS – LOCAL HIGHWAY NETWORK & SURVEYS

Local Highway Network – Blake Road

- 3.1 Blake Road is a residential road with a carriageway of approximately 9.8m width. It has footways approximately 2.7m wide on both sides. On-street parking along the road is common. As such, HAS assess its typical passable width to be just over 5.5m (where parking is present on both sides).
- 3.2 In the vicinity of the site, Blake Road is subject to a 20mph speed limit and fronted on both sides by residential development. Street lighting is provided by lamp columns on alternate sides of the road, located on the footways immediately beyond their kerblines. At the junction with the private access road serving the site and the School, it has a gradient of around 3.5% (as established by topographical survey). This steepens significantly approximately 100m to the northeast of the access junction.
- 3.3 Two pairs of ‘build-outs’ are present on Blake Road, one to either side of the site/School access road junction. The northern pair lies approximately 28m northeast of the access, while the southern pair are around 18m to the southwest. The build-outs are approximately 2.4m in width and offset 0.9m from the kerblines into the carriageway (leaving a margin for drainage). As such, they reduce the width of Blake Road by about 6.6m, leaving a 3.2m clear width. They therefore require vehicles travelling in opposing directions to give-way to each other. No priority is indicated.
- 3.4 Pedestrian crossings have been included at both build-out locations, protected by bollards and including some tactile paving on the build-out themselves (but not the nearby kerblines). The build-outs have been supplemented by “SLOW” markings on the approaching carriageways and by carriageway markings similar to the standard triangular “School” warning sign. At the time of the most recent site visit, these markings were severely worn.
- 3.5 In general, Blake Road is very lightly trafficked. The majority of the traffic observed on 12th July 2017 appeared to be associated with the School, with very little traffic (often less than 20 vehicles per hour) observed during the middle of the day. Observations during 2020 showed similarly light traffic flows.
- 3.6 The nearest major road is the A609, located around 300m northwest of the site. This runs approximately perpendicular to the North Circular, which is in turn located approximately 450m to the northwest. In combination, these routes would allow traffic associated with the site to rapidly defuse onto the wider highway network.

Local Highway Network – Private Driveways

- 3.7 Several dwellings to the northwest of Blake Road have driveways on their frontages, usually accompanied by a suitable dropped kerb. From the design of the local area, it is clear such driveways would have been created subsequent to the houses themselves.
- 3.8 Driveways are much less common on the southeastern side of Blake Road. However, both Number 68 and 70 have such driveways. These are in very close proximity to the private access road serving the site and the School.

Speed Survey & Access Visibility

- 3.9 A speed survey was conducted on site on Wednesday 12th July 2017 between 0910 and 1400 hours (i.e. during the school day). Speeds were recorded from 10 minutes past the hour until 30 minutes past, and from 20 minutes to the hour until its end (allowing time for a parking beat survey every half-hour, as detailed below). Speed readings were therefore sampled across a total period of 200 minutes (or 3 hours 20 minutes).
- 3.10 HAS survey staff were positioned opposite the private site access, partially obscured from view by parked vehicles. The survey recorded only free-flow vehicle speeds. Vehicles stopping on-street, turning at the access junction or giving-way to oncoming traffic at the nearby build-outs were all disregarded. Given the very low traffic flows and above exclusions, only 61 readings were obtained for northeast-bound traffic, while 59 were obtained for southwest-bound traffic.
- 3.11 The results of this survey are included at **Tables 1a** and **1b**. Mean speeds of 24.2mph and 23.8mph were observed for northeast-bound and southwest-bound traffic, respectively. As such, it is clear that the 20mph limit on Blake Road is partially disregarded, with at least half of all drivers exceeding this by around 20%.
- 3.12 Allowing for wet-weather adjustments (made in line with the 'Manual for Streets' and DMRB), HAS have calculated 85th percentile design speeds for Blake Road to be 26.2mph (42.2kph) for northeast-bound traffic and 26.7mph (43.0kph) for southwest-bound traffic.
- 3.13 **Tables 2a** and **2b** show visibility splays calculations undertaken in accordance with Chapter 10 of 'Manual for Streets 2' (also known as MfS2). These take into account driver reaction times, the local carriageway gradient and the above design speeds. The calculations suggest that the junction between Blake Road and the private road should ideally benefit from visibility splays at least 37m in length. On-site observations suggest achievable visibility splays at the access junction exceed 37m, primarily owing to the wide footway.

Parking Survey

- 3.14 An on-street 'beat' parking survey was conducted by HAS at Blake Road, along the private access road and within the school car park during Wednesday 12th July 2017 (between 0800 and 1540 hours). Observations were taken every half-hour, starting at the top of the hour and at half-past the hour.
- 3.15 Observations were taken in six key areas. The maximum capacities of these areas have been estimated based on the lengths of carriageway involved and an assumption of 6m per car (with deductions being made for junction proximity, gates, private driveways, Keep Clear markings and other obstructions). The areas surveyed were as follows:
- | | |
|---|------------------------------|
| ▪ Blake Road (south of build-outs, to Tunnel Gardens) | Max. capacity 42 cars |
| ▪ Blake Road (between build-outs, near access) | Max. capacity 9 cars |
| ▪ Blake Road (north of build-outs, to Lynton Gardens) | Max. capacity 18 cars |
| ▪ Private road (between Blake Road and inner gates)* | Max. capacity 7 cars |
| ▪ Private road (inside both gates / School site) | Max. capacity 6 cars |
| ▪ School Car Park | Max. capacity 8 cars |
| ▪ TOTAL surveyed capacity | Max. capacity 90 cars |

Note: Maximum capacity of the Access Road has been estimated assuming no access to the derelict Bowls Club site. Were access to be required, capacity would not safely exceed 7 cars. If no parking is permitted within 25 feet of Blake Road, capacity drops to approximately 6 cars,

- 3.16 Full results of the survey are included at **Table 3**. These show that, in general, significant on-street parking opportunities were available on Blake Road during the school day. Peak demand occurred during the morning peak hour (when parents dropped off children at the School). There was a minimal increase in on-street parking demand prior to the end of the school day. In general, it appeared that more parents walked to school to collect their children than had done so when dropping them off.

2020 'Spot' Surveys

- 3.17 Whilst it was not considered appropriate to undertake a full set of surveys during November 2020 (owing to the COVID-19 pandemic, representatives of HAS did undertake 'spot checks' of the previous data.
- 3.18 A parking beat was conducted between 1230 and 1240 hours on 11th November 2020. This identified 54 parked vehicles, as compared with 57 during the July 2017 survey. HAS had actually expected to see a notable increase in parking demand owing to households 'working from home' during the pandemic, so this result potentially

suggests that local on-street parking demand (under normal conditions) may actually have fallen since 2017.

- 3.19 No formal speed survey measurements, but based on the known distances at Blake Road, representatives of HAS estimated the speeds of several sample vehicles. Having observed a half-dozen vehicles travelling along the road, all were estimated to be travelling between 20mph and 30mph, with most towards the lower end of the range. This indicates that the local 20mph limit is widely disregarded, but not to a significant extent.

Personal Injury Collision Records

- 3.20 Personal Injury Collision [PIC] data in the vicinity of the site has been obtained from the CrashMap website (www.crashmap.co.uk) for the 6-year period from 2015 to 2020 (inclusive). An extract of the data obtained is shown at **Figure 3**.
- 3.21 The absence of any PIC occurrences at Blake Road clearly demonstrates that, although the School drop-off area can be busy at peak times, it fundamentally operates on a safe-and-suitable basis.

4.0 EXISTING CONDITIONS – SUSTAINABLE TRAVEL OPPORTUNITIES

Potential for Journeys on Foot

- 4.1 Guidance on walking distances between residential developments and local amenities is commonly drawn from the document ‘Providing for Journeys on Foot’ (IHT, 2000). While somewhat dated, evidence suggests that the distances people are prepared to walk have not varied significantly since the late-20th Century. More recent guidance typically focuses on improvements to the pedestrian environment, rather than promoting changes to typical walking distances.
- 4.2 ‘Providing for Journeys on Foot’ suggests that for access to local shops and services (typical of a town or local centre) the preferred maximum distance is 800m.
- 4.3 Based on the same guidance, a walking distance of 1000m (1km) is acceptable for trips to work, with 2000m (2km) being stated to be the preferred maximum walking distance. A 1km walk is equivalent to approximately 12½ minutes, while a 2km walk is equivalent to approximately 25 minutes. **Figure 2** shows an indicative 2km catchment area centred on the site.
- 4.4 The Manual for Streets [MfS] reinforces the above advice, stating at Paragraph 4.4.1 that walking “...offers the greatest potential to replace short car trips, particularly those under 2km”. The MfS also indicates that the propensity to walk is influenced not only by distance but also the quality of the walking experience, as influenced by the overall environment, the perception of safety, vehicular traffic flows/speeds, etc.
- 4.5 In general, the pedestrian experience at Blake Road and other side roads in the vicinity of the site is pleasant, with wide footways, street trees in many areas and ample provision of crossing points. While the A609 is relatively busy, similar levels of pedestrian amenity can be found along much of its length.
- 4.6 On the above basis, it is apparent that the site is located within walking distance of significant residential areas. Additionally, numerous small retail and food outlets in the vicinity of Bounds Green Underground Station and along the length of A609 Bounds Green Road are within walking distance of the site). Of particular note are a Post Office, numerous small general / food stores and a ‘Pharmacare’ pharmacy, all of which may be convenient for site residents.
- 4.7 Overall, it is considered that the site offers reasonable opportunities for trips to be made on foot, both for trips made entirely by pedestrians, but also for those accessing public transport services.

Potential for Cycle Journeys

- 4.8 The National Statistics fact sheet 'Cycling in Great Britain' (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance, which stated that cycling offered strong potential to substitute for car trips for those journeys under 5km (especially those made as part of a multi-modal trip that includes cycling and public transport).
- 4.9 A 5km distance is equivalent to a typical cycling time of 15 to 20 minutes. **Figure 2** shows an indicative 5km cycle catchment centred on the site. On this basis, a significant majority of LBH lies within cycling distance of the site, as are the southern areas of the London Boroughs of Barnet and Enfield.
- 4.10 **Appendix C** of this report includes extracts from the 2017 TfL Cycle Map for the area surrounding the site, including relevant cycle routes, superhighways and quiet roads.
- 4.11 In general, it should be noted that the suburban nature of Haringey provides significant opportunities for cyclists to travel long distances using residential roads, crossing rather than travelling along major routes. As such, significant opportunities for travel by cycle are afforded by the location of the site.

Existing Local Bus Routes & Facilities

- 4.12 The TfL WebCAT / Public Transport Accessibility Level (PTAL) guidance suggests 640m to be the maximum catchment area for bus stops (this distance being considered equivalent to an 8-minute walk).
- 4.13 On this basis, bus stops located on the A609 Bounds Green Road are within walking distance of the site. The closest eastbound stop is located approximately 490m away on foot, while the westbound stop is around 580m away. Both stops feature a shelter with timetable information and seating. These bus stops are served by the following services:
- **Service 221** – operated by Arriva London for TfL
 - Turnpike Lane to Edgware, via Bounds Green, and North Finchley
 - Services operate between approximately 0600 and 0030 hours
 - Services operate on a 12-minute frequency
 - **Service N91 (Night Bus)** – operated by Metroline for TfL
 - Central London to Cockfosters, via Turnpike Lane and Bounds Green
 - Services operate between approximately 0100 and 0615 hours
 - Services operate on an approximate 30-minute frequency

- 4.14 The above services provide accessible public transport to and from the site on a 24-hour basis. In addition to the locations which can be reached using these services themselves, numerous opportunities exist for interchange onto other TfL bus services, most notably at Turnpike Lane. Finally, the 221 connects with the Northern Line at both Mill Hill East and Edgware.
- 4.15 Should further information be required, **Appendix D** includes TfL bus maps for both Bounds Green and Haringey.

Other Public Transport Routes & Facilities

- 4.16 The TfL WebCAT / Public Transport Accessibility Level (PTAL) guidance suggests 960m to be the maximum catchment area for rail and underground services (this distance being considered equivalent to a 12-minute walk).
- 4.17 Measurements by HAS indicate that Bounds Green Underground Station is located within this distance, although the official WebCAT reports available from TfL indicate otherwise. Notwithstanding this fact, access to the London Underground is considered achievable. Bounds Green provides direct access to the Piccadilly Line, with onward connections as shown on the map at **Appendix D**.
- 4.18 With regards to heavy rail services, Boyes Park is located approximately 1200m from the site (a short distance east of Bounds Green), while New Southgate is located just under 1 mile to the northwest. Both stations provide access to Great Northern rail services, while the latter also allows access to Thameslink services. A network diagram for these services is also included at **Appendix D** (with further details online).

Census Data Method of Travel to Work

- 4.19 In addition to the above review, HAS have also examined Census dataset QS701EW (Method of Travel to Work). The site is located with OA E0009897, which comprises a total of 117 households, located within an area approximately 400m across (primarily comprising Blake Road, Lynton Gardens and Woodfield Way).
- 4.20 A copy of this dataset is included in **Appendix E**. This indicates that local residents make significant use of public transport (with almost half of all journeys made by such modes), while only just under one-third of all journeys are made by private car drivers.

PTAL Rating

- 4.21 In comments on the preceding applications at this site, LBH referred to the site as having a PTAL Level 3 rating. Subsequent interrogation of the online WebCAT tool suggests that this is not the case, with the 100m 'cell' containing the site itself being

rated at PTAL Level 1a. Additionally, HAS have verified using the WebCAT tool that this is not expected to vary between the current date and 2031.

- 4.22 Copies of the applicable PTAL reports are included at **Appendix F**. The current site PTAL rating has been used by the project team to determine the appropriate provision of car parking for the proposed Class MA conversion.
- 4.23 PTAL ratings do not take into account the accessibility of a site on foot or by cycle, nor opportunities for car-sharing, etc. Based on this chapter, it is clear that the site is accessible by a wide variety of sustainable modes, including a major Underground line. On this basis, HAS consider the site a sustainable location well suited to a small, 'infill' development.

5.0 PROPOSED DEVELOPMENT

Class MA Conversion

- 5.1 It is proposed that the existing Clubhouse will be converted to a single, one-storey residential dwelling. The grounds would be converted to a large private lawn and gardens, with some outbuildings being removed and others renovated to provide exterior storage and suitable cycle parking.
- 5.2 Plans showing the proposed layout are included in the **Drawings** of this report (as amended by HAS to include only two parking spaces, plus a suitable residential turning head).

Access & Parking

- 5.3 Access to the proposed development would be taken from the private road serving the site, with the access positioned such that it falls within the footprint of the former Bowls Club access. The entrance itself would be of a 4.8m width, with a footpath (and associated dropped kerb) along its northern edge. These would connect to the proposed patio / terrace of the new dwelling.
- 5.4 It is understood that the Diocese (the access landowner) are obliged to ensure that the paving between the private access road and site boundary is maintained appropriately. HAS therefore understand that the owners of the site could insist that the site access be reinstated and/or 'made good' where necessary. Notwithstanding this, if the Diocese cannot fund such works, limited / essential repairs could be funded by the Class MA conversion.
- 5.5 With regard to parking provision, a total of 2 car parking spaces are proposed, inclusive of one disabled / accessible space. The parking area would be wholly located within the site, and paved as part of the overall development works. **Drawing Number 21-040/04** (presented here out-of-sequence) demonstrates how the parking area would permit light vehicles to turn around within the site itself, without utilising the School access road.
- 5.6 This level of parking is considered appropriate in light of the new London Plan. Table 10.3 of the plan recommends that, for dwellings in Outer London PTAL 0-1 areas, an average of 1.5 spaces are provided. The dwelling would be set back from the public highway and, as a bungalow, it would be well suited to occupancy by aged, infirm or disabled persons. As such, the provision of two spaces including a disabled-accessible space is considered appropriate. Such provision would also avoid any necessary for residents or guests to park on the private School access road.

- 5.7 In accordance with the requirements of the revised NPPF and new London Plan, it is proposed that the Class MA dwelling would be provided with an Electric Vehicle [EV] charging point.
- 5.8 A suitable street lighting scheme would be provided with the parking area and at the and site access, with some lighting 'spill' onto the private access road to promote favourable night-time visibility. It is anticipated that this would be of a 'low-level' nature, to avoid impacts on local dwellings on either side of the access road.

Site Access Visibility

Blake Road

- 5.9 **Drawing Number HAS/21-040/01** shows the site in context. It also includes a visibility assessment in relation to the junction of Blake Road with the private access road serving the site and adjacent school. The splays have been shown to the kerblines in accordance with standard practice. They are also illustrated to a tangent offset that acknowledges the nearby 'build-outs' located within the Blake Road carriageway.
- 5.10 As detailed previously within this report, a speed survey was conducted at Blake Road during 2017. HAS have considered its results, the lack of any significant alterations to the highway environment since, and national guidance set out in 'Manual for Streets 2'. We therefore considered that 2.4m by 37m visibility splays are appropriate for the site access.
- 5.11 It should be noted that such splays are 12m longer than those that would normally be specified for a road with a 20mph speed limit (and 4m longer than would be recommended for a 25mph design speed). The above drawing therefore clearly shows that suitable splay lengths can be achieved.
- 5.12 The Blake Road visibility splays have previously been accepted by LBH as suitable to support a small nursery with much higher levels of trip generation than the proposed Class MA conversion (see Chapter 6, below).

Site Entrance / Private Road

- 5.13 **Drawing Number HAS/21-040/02** shows a site access visibility splay along the length of the private road (measured to the driver's right on departure). It has been assumed that the access road should be subject to a design speed not higher than 20mph. As such, a splay length of 25m is shown, as recommended by Table 7.1 of the 'Manual for Streets'. The splay lies within the private access road corridor and would be readily achievable (subject to the maintenance of overhanging vegetation).

- 5.14 No visibility splay has been shown to the left of the access, owing to the presence of the School gate. This blocks traffic from approaching the site access junction at any significant speed. It is noted that the gates are kept open at school opening / closing times. However, during these periods, the full width of the access road is frequently used by pedestrians, necessitating that any traffic departing the School does so at very low speeds.

Access Road Gates

- 5.15 It is noted that the Diocese maintain gates at the Blake Road entrance to the school access road. These are closed at nights and at weekends, and may therefore impede access to the new dwelling. However, the rights of Lousada PLC (and any successor in title) allow for access to the site by any and all modes, at all times.
- 5.16 Noting the above, and that large, heavy gates may be inoperable by an elderly, infirm or disabled resident, Lousada PLC intend to secure a private agreement with the Diocese regarding how the gates can be altered. Whilst the details of this agreement are still pending, it is anticipated that the gates might be lightened, set-back from Blake Road and or converted to electric operation. In this regard, LBH could (if deemed necessary) place a suitable planning Condition upon any Class MA consent.

Emergency Vehicle Access / Tracking Assessment

- 5.17 In response to the concerns previously raised by the School, HAS have conducted a full emergency vehicle tracking assessment. This assessment utilised the AutoCAD Vehicle Tracking software, with the results being shown on **Drawing Number HAS/21-040/03**. A London Fire Brigade Tender has been utilised as the Design Vehicle (this being larger than an ambulance or Light Goods Vehicle).
- 5.18 The above assessment demonstrates that the site access and parking area is sufficient to accommodate the Tender. It would be necessary for the Tender to make a three-point turn within the private access road utilising the development access. This is considered acceptable for infrequent emergency access.
- 5.19 HAS note that, by the provision of a turning area outside the school gates, the Nursery proposal would actually improve emergency vehicle access at the site (especially should a power cut or fire render the School's electrical access gate inoperative).
- 5.20 With regard to the Blake Road gates, HAS note that the emergency services must already have arrangements in place to access the School itself (both during the school day and at night). As such, HAS are satisfied that the proposed development improves the overall level of emergency access at the site and adjacent School.

Residential Servicing / Refuse Collection

- 5.21 Noting that the School access road is of a private nature (and the safety considerations that surround this), it is not proposed that any refuse collection nor other residential service vehicles would routinely be allowed to enter the access road. Instead, it is anticipated that residential waste containers would be placed out at Blake Road as required, in order that these can be collected by LBH refuse operatives in the normal manner.
- 5.22 Deliveries to the Class MA dwelling would require vehicles to park briefly at Blake Road. Based on the generally ample availability of on-street parking during the day (and likelihood of similar, simultaneous deliveries to nearby properties), this is considered acceptable.
- 5.23 It is anticipated that any irregular / infrequent servicing of the proposed dwelling requiring direct access would be notified to the School in advance. Examples of such infrequent requirements might include tradespersons / builders during the conversion works, removals operatives, etc). Such access would be arranged such that it would not conflict with the School opening / closing hours of 0830 to 0915 hours and 1500 to 1545 hours.

6.0 TRIP GENERATION COMPARISONS & HIGHWAY IMPACT

Trip Generation / Parking Demand – Existing Use (Bowls Club)

- 6.1 Very little data is available for the number of vehicle movements generated by a Bowls Club. However, based on some knowledge of the game and first-principles estimates, it has previously been accepted by LBH that a typical set of weekday matches might see **up to 72 vehicular movements**. These would occur during daylight hours, i.e. primarily during the interpeak period, and could quite plausibly overlap with the end of the school day.
- 6.2 Based on the topographical survey of the site, it is apparent that a small car park was located between the site access and clubhouse. Based on its dimensions (18m by 11m), this could have accommodated around 6 cars. If players double-parked (as might be common at a social club), it could accommodate 8 cars. Additionally, it has previously been established up to 6 cars could park along the private road itself, and that Bowls Club users habitually did so around the time the School opened.
- 6.3 In total, parking accessed via the private road would therefore total between 12 and 14 cars for each fixture. These above calculations make no allowance for additional evening / weekend social events at the club. However, as these would have taken place outside of School hours, it is considered sufficient for this report simply to note that such movements would have been permitted.

Trip Generation / Parking Demand – Consented Use – Nursery (for up to 24 Children)

- 6.4 Nursery-aged children cannot arrive or depart the site independently. As such, a child arriving or departing actually generates two movements by a parent or carer. Thus, a 24-place nursery might generate 96 daily movements by parents / carers (assuming no discount for sibling groups).
- 6.5 Combined with staff arriving and departing, HAS have previously estimate the total number of 'adult person' movements would be 106 movements (by all modes). Based upon the typical modal balance of person movements in the local area, HAS estimated that around **46 daily movements would be by private car** (with up to 10 of these movements using the School access road to access the proposed staff-only car park). These figures were previously accepted by LBH in reference to Prior Approval HGY/2020/0228.
- 6.6 The Nursery would be provided with a five space car park, accessible only by staff or, where strictly necessary, by the carers of disabled children. Staff movements would occur outside of the School opening hours, owing the Nursery opening earlier than the School and closing later (so as to provide car throughout the day).

- 6.7 The Nursery would, necessarily, generate some short-term on-street parking demands at Blake Road when children are dropped off or collected (albeit the quantity and impact of these would be mitigated by a Site Management Plan).

Trip Generation – Proposed Use – Class MA Dwelling

- 6.8 Typically, a single family-sized dwelling house in the UK has historically been assumed to generate 6-8 vehicular trips per day (with the lower figure increasingly prevalent in recent years).
- 6.9 Within Outer London, figures of 4-6 vehicle trips per day are relatively commonplace. Whilst the site has a low PTAL rating, it must be noted that the site still benefits from excellent public transport accessibility by comparison to many dwellings in rural counties.

Net Vehicular Impact

- 6.10 On the basis of the above calculations, it is apparent that the consented nursery use would likely generate lower levels of vehicular movement than the Bowls Club (with an estimated 46 daily car movements, as opposed to an estimated 72 movements on days when the Bowls Club was open).
- 6.11 It is therefore clear that the Class MA conversion would generate lower levels of vehicular movement at the School access road than either the existing use of the site or consented nursery. In the context of Blake Road, the level of traffic generated would be much lower (around 10%) that of the approved Nursery proposal.

Context of Vehicular Movement

- 6.12 The Bowls Club had the right to park on the private access road, and was not bound by any agreement to avoid movements around School opening / closing times. As such, in the event at the site is not redeveloped for other uses, it is reasonable to suppose that such a sports club could well open at any time-of-day. This would result in significant levels of vehicular movement at the site access road, potentially when this is in use by school children.
- 6.13 In contrast, the consented Nursery use would be governed by a Site Management Plan specifically designed to minimise overlap between School and Nursery movements. The bulk of Nursery movements would occur before and after the school day, with only around one third of nursery children likely to arrive or depart the site during the school day.

- 6.14 The proposed Class MA dwelling could, theoretically, generate movements at any time during the day. However, these would be of such a low level that they would represent a negligible proportion of the daily vehicular movements along the school access road (arising from staff, visitors and occasionally parents). There is no reason to believe that the residential movements would be inherently more hazardous than those associated with the School – indeed, residents would be well aware of the School and need to exercise caution at the access road.

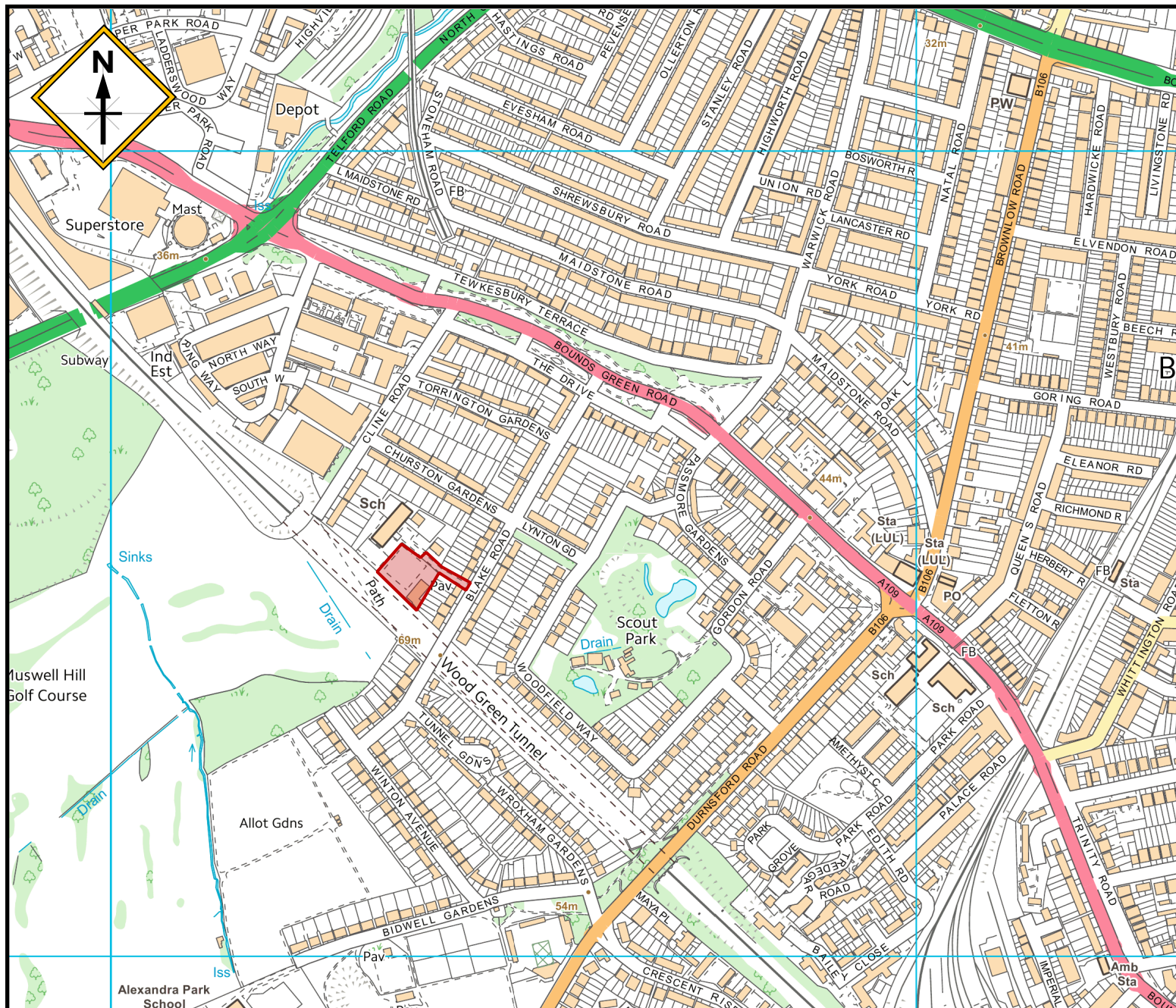
Overall Impact Assessment

- 6.15 Having considered all of the above findings, HAS are satisfied that conversion of the Bowls Club to a single Class MA dwelling would have no detrimental impacts on highway capacity, nor unacceptable impacts on highway safety.

7.0 SUMMARY & CONCLUSIONS

- 7.1 Highway Access Solutions [HAS] have been commissioned by Lousada PLC to provide highways and transportation consultancy advice in relation to land at the former Glencairns Bowls Club, off Blake Road in London, N11 2AF.
- 7.2 The site is currently occupied by a disused Bowls Club. Access to the site is via right-of-access along a private access road which serves the St. Martin of Poores RC Primary School. The site also benefits from consent for a 24-place Nursery. Lousada PLC now propose an alternate re-use of the site comprising a single 'Class MA' residential dwelling. This would be formed by conversion of the existing clubhouse building and grounds
- 7.3 Planning permission for a much larger development of 8 four-bedroom houses at the site was previously sought in late 2016 (application reference HGY/2016/4166). However, the application was withdrawn following opposition from the LBH Highways department, the School and local residents. Their objections related primarily to parking and pedestrian / vehicular safety concerns.
- 7.4 HAS have examined the site from a sustainability standpoint and consider it comparable with many infill schemes within Outer London Boroughs. The Piccadilly line and local bus services are both within walking distances of the site, as are numerous local facilities and employment opportunities. As such, residents of the proposed Class MA dwelling would likely make significant use of sustainable modes, although they may also require access and parking for private cars.
- 7.5 Based on a first-principles trip generation assessment HAS consider that, on a given weekday, the proposed Class MA development would significantly lead to lower levels of vehicular movement than either the existing Bowls Club or the contested 24-place Nursery. HAS have therefore concluded that the proposed development would not have any net detrimental cumulative impact on the site access or local highway network, nor on the private site access road.
- 7.6 Ultimately, Paragraph 111 of the (newly) revised NPPF is very clear that development should only be refused on highways grounds where there is a clear, detrimental impact on network capacity or an unacceptable road safety impact. Based on the findings of this report it is clear that no such impacts would occur as a result of the proposed development. On this basis, HAS ask that LBH give their 'in-principle' support to the proposed development (subject to suitable Conditions).

FIGURES, TABLES & DRAWINGS



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CLIENT:

Lousada PLC

FIGURE TITLE:

**DETAILED SITE
LOCATION PLAN**

PROJECT TITLE:

**LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF**

FIGURE #:

FIGURE 1

PROJECT #:

HAS/21-040

DATE:

15/12/2020

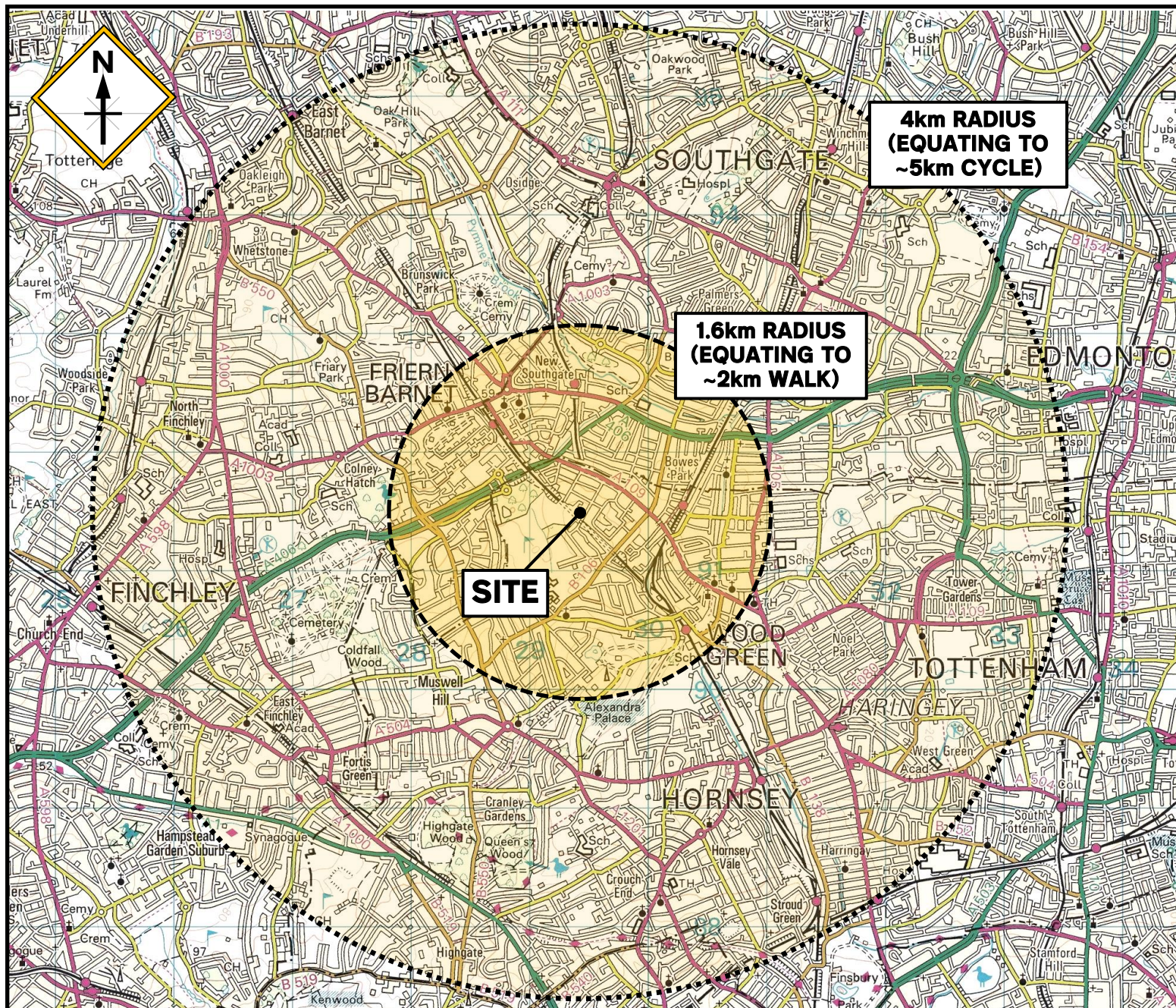
PREPARED BY:

ACD

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CLIENT:

Lousada PLC

FIGURE TITLE:

GENERAL SITE
LOCATION PLAN

PROJECT TITLE:

LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

FIGURE #:

FIGURE 2

PROJECT #:

HAS/21-040

DATE:

15/12/2020

PREPARED BY:

ACD

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Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
<15	0	-	-
15	1	15	225
16	0	0	0
17	2	34	578
18	4	72	1296
19	3	57	1083
20	4	80	1600
21	1	21	441
22	6	132	2904
23	4	92	2116
24	8	192	4608
25	6	150	3750
26	4	104	2704
27	7	189	5103
28	2	56	1568
29	2	58	1682
30	2	60	1800
31	0	0	0
32	1	32	1024
33	2	66	2178
34	1	34	1156
35	1	35	1225
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0

Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85+	0	-	-
Total Σ	61	1479	37041



Road: Blake Road, London N11
Direction: Northeast-bound traffic
Time: 0910 to 1540 hours
Date: Wednesday 12th July 2017
Weather: Dry / Sunny

Mean Speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 24.2 \text{ mph}$$

Standard Deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left(\sum fx^2 - \frac{[\sum fx]^2}{\sum f} \right)} = 4.4 \text{ mph}$$

85th %ile Spot Speed

$$P_{85} = \bar{x} + S_x = 28.7 \text{ mph}$$

Wet Weather 85th %ile Spot Speed

$$Wet P_{85} = (\bar{x} + S_x) - 2.48 = 26.2 \text{ mph}$$

Data Integrity

85th %ile / Mean Speed should equal 1.10 to 1.25

85th %ile / Mean Speed = 1.18

Standard Deviation / Mean Speed should equal approx 0.17

Standard Deviation / Mean Speed = 0.18

TABLE 1a: MANUAL SPEED SURVEY RESULTS
BLAKE ROAD, NORTHEAST-BOUND TRAFFIC

Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
<15	0	-	-
15	3	45	675
16	1	16	256
17	2	34	578
18	7	126	2268
19	1	19	361
20	3	60	1200
21	2	42	882
22	6	132	2904
23	8	184	4232
24	1	24	576
25	3	75	1875
26	3	78	2028
27	3	81	2187
28	4	112	3136
29	3	87	2523
30	4	120	3600
31	0	0	0
32	0	0	0
33	2	66	2178
34	1	34	1156
35	1	35	1225
36	1	36	1296
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0

Observed Speeds (mph)	# of Readings		
x	f	fx	fx ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85+	0	-	-
Total Σ	59	1406	35136



Road: Blake Road, London N11
Direction: Southwest-bound traffic
Time: 0910 to 1540 hours
Date: Wednesday 12th July 2017
Weather: Dry / Sunny

Mean Speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 23.8 \text{ mph}$$

Standard Deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left(\sum fx^2 - \frac{[\sum fx]^2}{\sum f} \right)} = 5.3 \text{ mph}$$

85th %ile Spot Speed

$$P_{85} = \bar{x} + S_x = 29.1 \text{ mph}$$

Wet Weather 85th %ile Spot Speed

$$Wet P_{85} = (\bar{x} + S_x) - 2.48 = 26.7 \text{ mph}$$

Data Integrity

85th %ile / Mean Speed should equal 1.10 to 1.25

85th %ile / Mean Speed = 1.22

Standard Deviation / Mean Speed should equal approx 0.17

Standard Deviation / Mean Speed = 0.22

**TABLE 1b: MANUAL SPEED SURVEY RESULTS
BLAKE ROAD, SOUTHWEST-BOUND TRAFFIC**



Formula for Sight Stopping Distance = $vt + v^2/2(d+0.1a)$
--

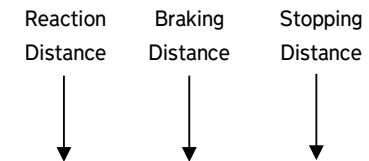
85th %ile Wet Weather Vehicle Speed = 26.2 mph (42.2 kph)	$v = 11.7 \text{ m/s}$ $v^2 = 137.1 \text{ m/s}^2$
---	---

Driver Perception-Reaction Time* = 1.5 s thus	$t = 1.5 \text{ s}$ $vt = 17.56 \text{ m}$
--	---

Deceleration Rate** = 0.45 g	$d = 4.415 \text{ m/s}^2$
------------------------------	---------------------------

Gradient*** = -3.5% thus	$a = -3.500$ $d+0.1a = 4.065 \text{ m/s}^2$
-----------------------------	--

Sight Stopping Distance (SSD) =	$vt + \frac{v^2}{2(d+0.1a)}$	=	17.56	+	$\frac{137.12}{8.13}$	=	17.56	+	16.87	=	34.43 m
---------------------------------	------------------------------	---	-------	---	-----------------------	---	-------	---	-------	---	---------



Assumed Bonnet Length (BL) = 2.40 m

Bonnet-adjusted SSD (SSD+BL) = 2.40 + 34.43 = 36.83 m

Rounded up = 37 m

* Time = 1.5s for speeds <60kph, 2.0s for speeds of 60kph+

** Rate = 0.45g for speeds <60kph and HGVs <5%, otherwise 0.375g, with 0.25g desirable for speeds of 60kph+

***Gradient established based on kerblne on apprtoach to access, taken from topogrphical survey

Note: Bonnet Length is added to the calculated visibility splay, as the bonnet protrudes ahead of the driver's position in an approaching vehicle

**TABLE 2a: 'MANUAL FOR STREETS 2' VISIBILITY SPLAY CALCULATIONS
BLAKE ROAD, NORTHEAST-BOUND TRAFFIC**



Formula for Sight Stopping Distance = $vt + v^2/2(d+0.1a)$

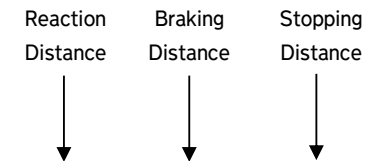
85th %ile Wet Weather Vehicle Speed = 26.7 mph (43.0 kph)	$v = 11.9 \text{ m/s}$ $v^2 = 142.4 \text{ m/s}^2$
--	---

Driver Perception-Reaction Time* = 1.5 s <i>thus</i>	$t = 1.5 \text{ s}$ $vt = 17.90 \text{ m}$
--	---

Deceleration Rate** = 0.45 g	$d = 4.415 \text{ m/s}^2$
-------------------------------------	---------------------------

Gradient*** = 3.5% <i>thus</i>	$a = 3.500$ $d+0.1a = 4.765 \text{ m/s}^2$
--	---

Sight Stopping Distance (SSD) =	$vt + \frac{v^2}{2(d+0.1a)}$	=	17.90	+	$\frac{142.41}{9.53}$	=	17.90	+	14.94	=	32.84 m
--	------------------------------	---	-------	---	-----------------------	---	-------	---	-------	---	---------



Assumed Bonnet Length (BL) = 2.40 m
--

Bonnet-adjusted SSD (SSD+BL) = 2.40 + 32.84 = 35.24 m
--

Rounded up = 36 m

* Time = 1.5s for speeds <60kph, 2.0s for speeds of 60kph+

** Rate = 0.45g for speeds <60kph and HGVs <5%, otherwise 0.375g, with 0.25g desirable for speeds of 60kph+

***Gradient established based on kerbline on approach to access, taken from topographical survey

Note: Bonnet Length is added to the calculated visibility splay, as the bonnet protrudes ahead of the driver's position in an approaching vehicle

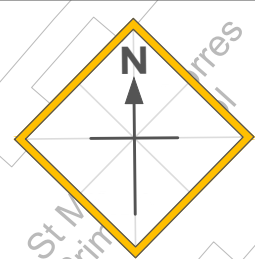
**TABLE 2b: 'MANUAL FOR STREETS 2' VISIBILITY SPLAY CALCULATIONS
BLAKE ROAD, SOUTHWEST-BOUND TRAFFIC**

TIME PERIOD	School Car Park		School Access		Shared Access		Subtotal	Blake Rd (South) to Tunnel Gardens		Blake Rd within build-outs		Blake Rd (North) to Lynton Gardens		Subtotal	TOTAL	Max.	
	Obs.	Max.	Obs.	Max.	Obs.	Max.		Obs.	Max.	Obs.	Max.	Obs.	Max.				
12th July 2017																	
0800 to 0810	5	8	3	6	3	7	11	32	42	6	9	18	18	56	67	90	
0830 to 0840	6		5		6		17	36		8		17		61	78		
0900 to 0910	6		5		3		14	33		7		14		54	68		
0930 to 0940	6		5		5		16	25		7		12		44	60		
1000 to 1010	6		5		5		16	24		7		13		44	60		
1030 to 1040	6		5		5		16	22		6		12		40	56		
1100 to 1110	6		5		5		16	22		7		12		41	57		
1130 to 1140	6		6		4		16	22		6		12		40	56		
1200 to 1210	6		6		6		18	24		6		13		43	61		
1230 to 1240	6		6		6		18	22		6		11		39	57		
1300 to 1310	6		6		7		19	22		6		11		39	58		
1330 to 1340	6		6		7		19	24		7		11		42	61		
1400 to 1410	6		6		6		18	24		7		11		42	60		
1430 to 1440	6		6		7		19	26		7		12		45	64		
1500 to 1510	6		6		7		19	26		6		14		46	65		
1530 to 1540	6		7		7		20	25		5		13		43	63		
11th November 2020																	
1230 to 1240	7	8	4	6	2	7	13	21	40	7	8	13	18	41	54	87	

TABLE 3: PARKING 'BEAT' SURVEY RESULTS - 12th JULY 2017 (PLUS 2020 SPOT CHECK)

DRAWING #:
HAS/21-040/01

REV:
-



ACCESS ROAD OVERVIEW 1:500 @ A3

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Pavilion House, 14-16 Bridgford Road
West Bridgford. Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

APPLICANT:
Lousada PLC

DRAWING TITLE:
SITE CONTEXT, INCLUDING
BLAKE ROAD VISIBILITY
ASSESSMENT

PROJECT TITLE:
LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

REV.	DATE	ALTERATION(S) MADE	BY
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DRAWING #:
HAS/21-040/01

REV:
-

DATE:
16/07/20201

PREPARED BY:
ACD

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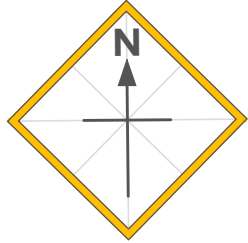
OVERHANGING
VEGETATION
TO BE CUT-BACK
AND MAINTAINED

PEDESTRIAN ACCESS
ROUTE VIA DROPPED KERB

4.8m WIDE VEHICULAR
SITE ENTRANCE

2.4m x 37m VISIBILITY
SPLAYS (SHOWN TO
KERBLINE AND TO
FOOTWAY BUILD-OUTS)

DRAWING #: HAS/21-040/02 REV: -



SITE ACCESS DETAIL 1:200 @ A3

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APPLICANT:

Lousada PLC

DRAWING TITLE:

SITE ACCESS DETAIL AND VISIBILITY ASSESSMENT

PROJECT TITLE:

**LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF**

REV.	DATE	ALTERATION(S) MADE	BY

DRAWING #:
HAS/21-040/02

REV: -

DATE:
16/07/2020

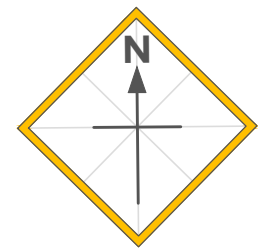
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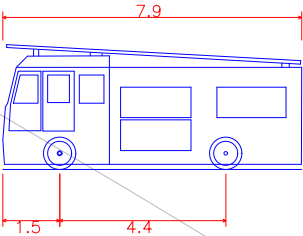
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DRAWING #:
HAS/21-040/03

REV:
-



SITE ACCESS TRACKING (IN) 1:200 @ A3



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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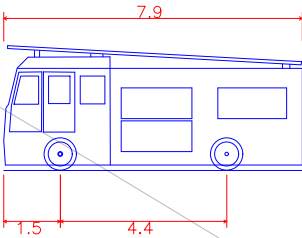


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Email: office@highwayaccess.co.uk

APPLICANT:
Lousada PLC

SITE ACCESS TRACKING (OUT) 1:200 @ A3



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

DRAWING TITLE:
FIRE TENDER TRACKING
AT PROPOSED
SITE ACCESS

PROJECT TITLE:
LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

REV.	DATE	ALTERATION(S) MADE	BY
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DRAWING #:
HAS/21-040/03

REV:
-

DATE:
16/07/20201

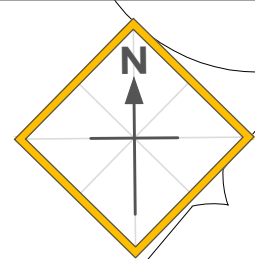
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DRAWING #: HAS/21-040/04
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DRIVEWAY TRACKING 1:100 @ A3

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West Bridgford. Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

APPLICANT:
Lousada PLC

DRAWING TITLE:
PRIVATE CAR TRACKING
AT DRIVEWAY

PROJECT TITLE:
LAND AT GLENCAIRNS
BOWLS CLUB,
OFF BLAKE ROAD,
LONDON N11 2AF

REV.	DATE	ALTERATION(S) MADE	BY
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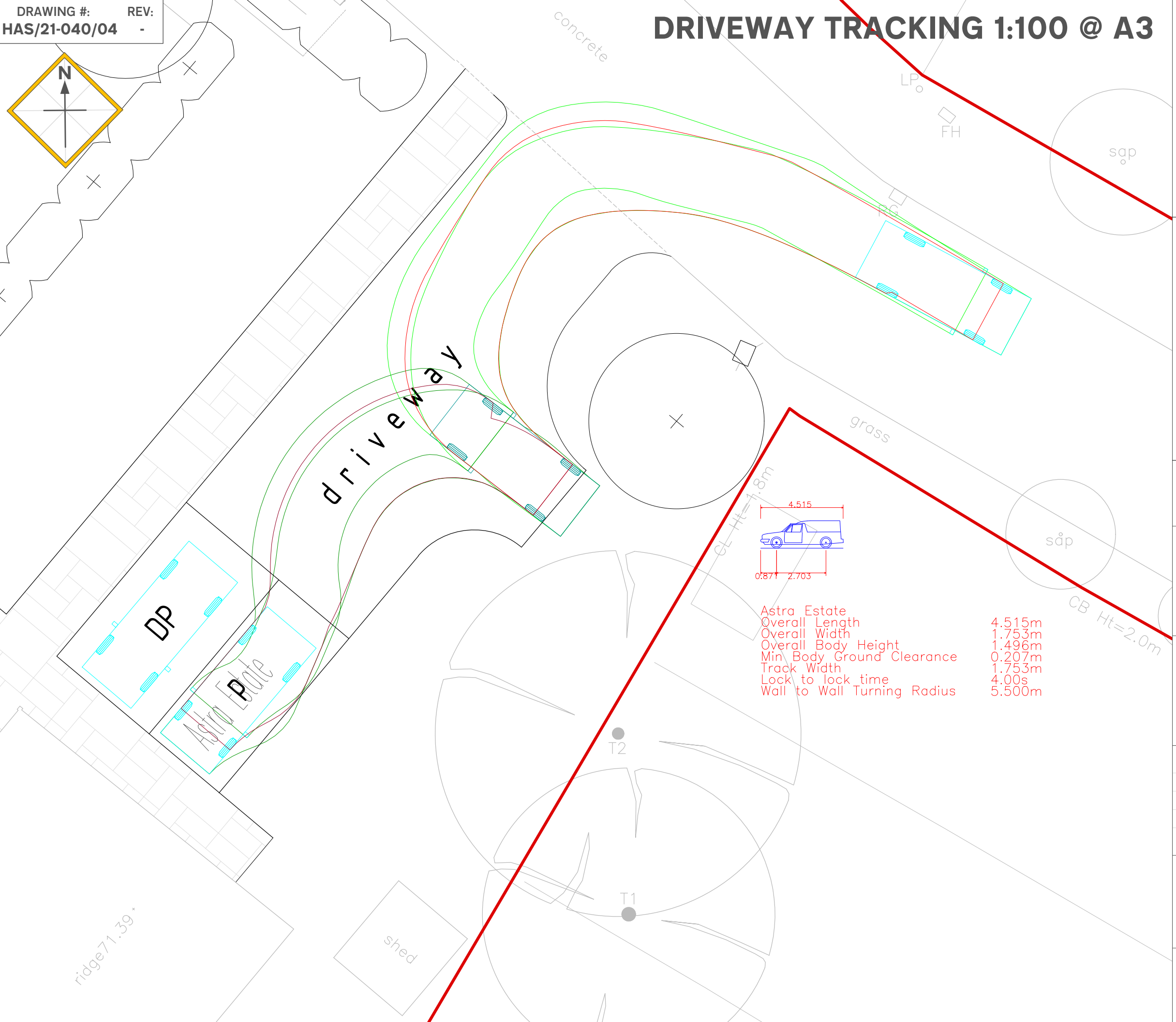
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16/07/20201

PREPARED BY:
ACD

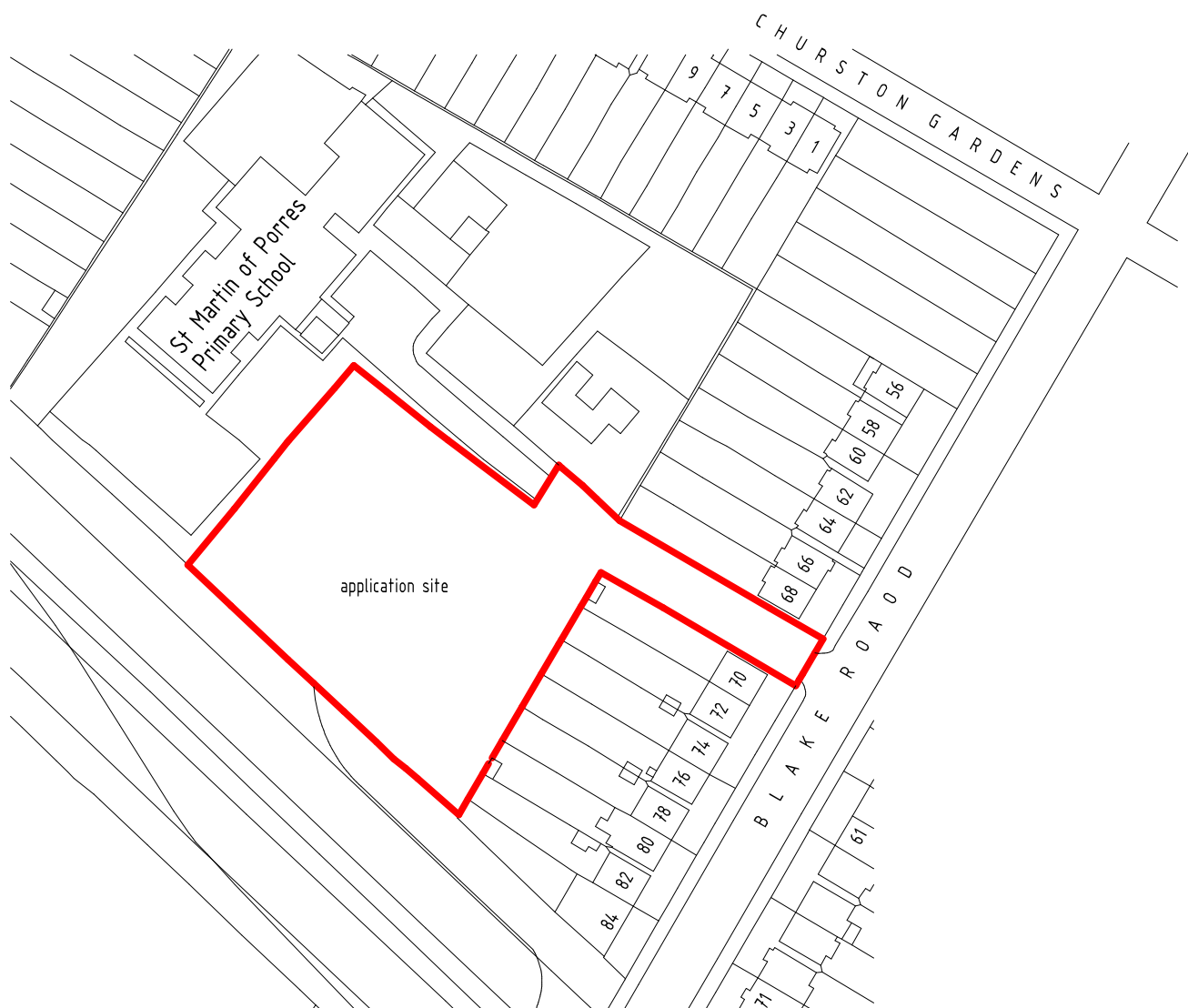
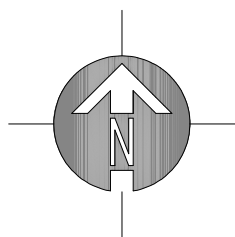
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REPORT APPENDICES

APPENDIX A:

SITE BOUNDARY PLANS



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LOCATION PLAN SCALE 1:1250

LAND AT GLECAIRN BOWLS CLUB SOUTHGATE. LONDON N12AF

SCALE BAR (m)



0 25 50 75 100 125

APPENDIX B:
CONSENTED NURESERY DEVELOPMENT
[HGY/2020/0228]

Planning Service

Rob Krzyszowski Interim Assistant Director Planning, Building Standards & Sustainability

Mr Brian Mullin
Marrons Planning
Two Colton Square
Leicester
LE1 1QH

On behalf of
Lousada PLC
C/O Agent

Planning Application Reference No. HGY/2021/0228

THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 DETERMINATION UNDER CLASS T, PART 3 OF SCHEDULE 2

Location: **Glencairn Sports Club, Blake Road, N11**

Proposal: **Prior Notification under Schedule 2, Part 3 Class T of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the Change of Use of Former Clubhouse and Curtilage (Class F2(c)) to Registered Nursery (Class E(f))**

Haringey Council, as local planning authority, hereby confirm that their Prior Approval is given for the proposed development at the address shown above, as described by the description shown above, and in accordance with the information that the developer provided to the local planning authority and drawing numbers: HAS/20-064/01, Site Management Plan, 1361/P3/2, HAS/20-064/03, Highway Impact Assessment, Location Plan, Noise Impact Assessment and Management, Phase 1 Land Contamination Risk Assessment, 1361/P3/3, HAS/20-064/02 & 1235/P3/1B

SEE SCHEDULE OF CONDITIONS ATTACHED

08/03/2021



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

Notes:

1. You can find advice in regard to your rights of appeal at: www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

Planning Service

Emma Williamson Assistant Director Planning Service

HGY/2021/0228

The following conditions have been applied to this consent and these conditions must be complied with:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The approved plans comprise drawing nos (HAS/20-064/01, Site Management Plan, 1361/P3/2, HAS/20-064/03, Highway Impact Assessment, Location Plan, Noise Impact Assessment and Management, Phase 1 Land Contamination Risk Assessment, 1361/P3/3, HAS/20-064/02 & 1235/P3/1B). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. a. Using the information already submitted in Phase 1 Land Contamination Risk Assessment with reference 30670 P1 Kids Play Childcare dated 5th January 2021 prepared by Castledine Environmental Ltd, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;

d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

Planning Service

Emma Williamson Assistant Director Planning Service

5. No development shall take place until details of all enclosures around the site boundary (fencing, walling, openings etc) at a scale of 1:20, have been submitted to and approved in writing by the Local Planning Authority. Details shall include the proposed design, height and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: In the interest of public safety and security and to protect the visual amenity of the locality consistent with Policy D6 of the London Plan 2020 and Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

6. The development hereby permitted shall be carried out and occupied in accordance with the approved Noise Impact Assessment and Management - document dated 1st December 2020. Controls shall be thereafter retained in perpetuity, unless otherwise specified in writing from the Local Authority.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2020 and Policy DM1 of The Development Management DPD 2017.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

08/03/2021



Dean Hermitage
Head of Development Management and Planning Enforcement
Planning Service

NOTES

1. All dimensions are to be checked on site prior to the commencement of work and any discrepancy is to be reported to the construction manager before construction.
2. All work is to comply with current Building Regulations and allied legislation.
3. All contractors and sub-contractors must ensure that they have the latest issue of this drawing and details before the commencement of work on site.
4. All materials are to be used and installed in strict compliance with the relevant manufacturers instructions and recommendations.
5. All works on site, managed and implemented as a result of the designs indicated on this drawing, are to be given full consideration for compliance with the Health and Safety CDH Regulations in respect of design and implementation on site and no works are to be undertaken if it is considered that compliance with the Building Regulations cannot be achieved.
6. All dimensions shown in millimetres.
7. Footprint of buildings shown 0.0m above ground level.

Existing land use to be being changed to garden ground.

Existing CPL fence height 1.8m

Existing club house to be converted into residential property

Existing CL fence height 3m

PLAY AREA

PATIO/TERRACE

EXISTING BUILDING

driveway

7000

Existing CL fence height 1.8m

CDH 2.0m

existing road

existing private road

existing path

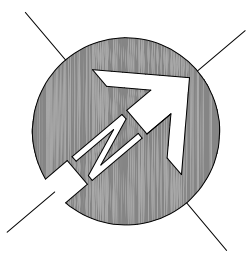
BLAKE ROAD

SITE LAYOUT PLAN
SCALE 1:250

SCALE BAR (m)



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A 18-12-2020 Comments incorporated

rev: date: description: 0.31 ha.

scale: 1:250 A1 date: 06/09/2016

drawing no: 1235 / P3 / 1^A drawn:

drawing: PLANNING PROPOSALS
SITE LAYOUT PLAN

project: GLENCAIRN BOWLS CLUB,
BLAKE ROAD, SOUTHGATE, N11 2AF

client: GARY EATON



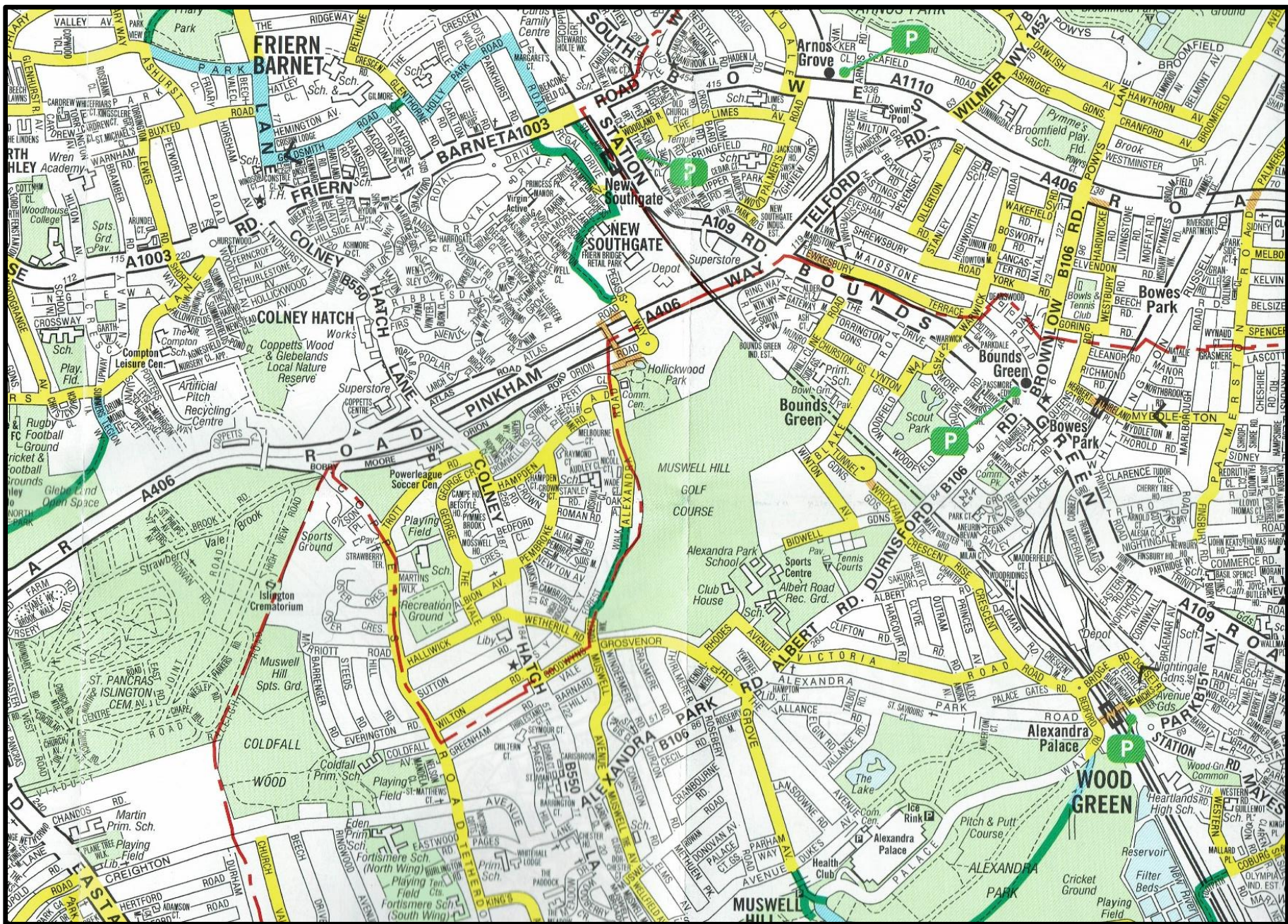
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print history: Friday, 18 December, 2020 15:19:16

S:\10\SEK\DWG\1235\1235\1235_GLENCAIRN BOWLS CLUB\P3\1235-P3-1 (1).dwg

APPENDIX C:

EXTRACT FROM TfL CYCLE MAP

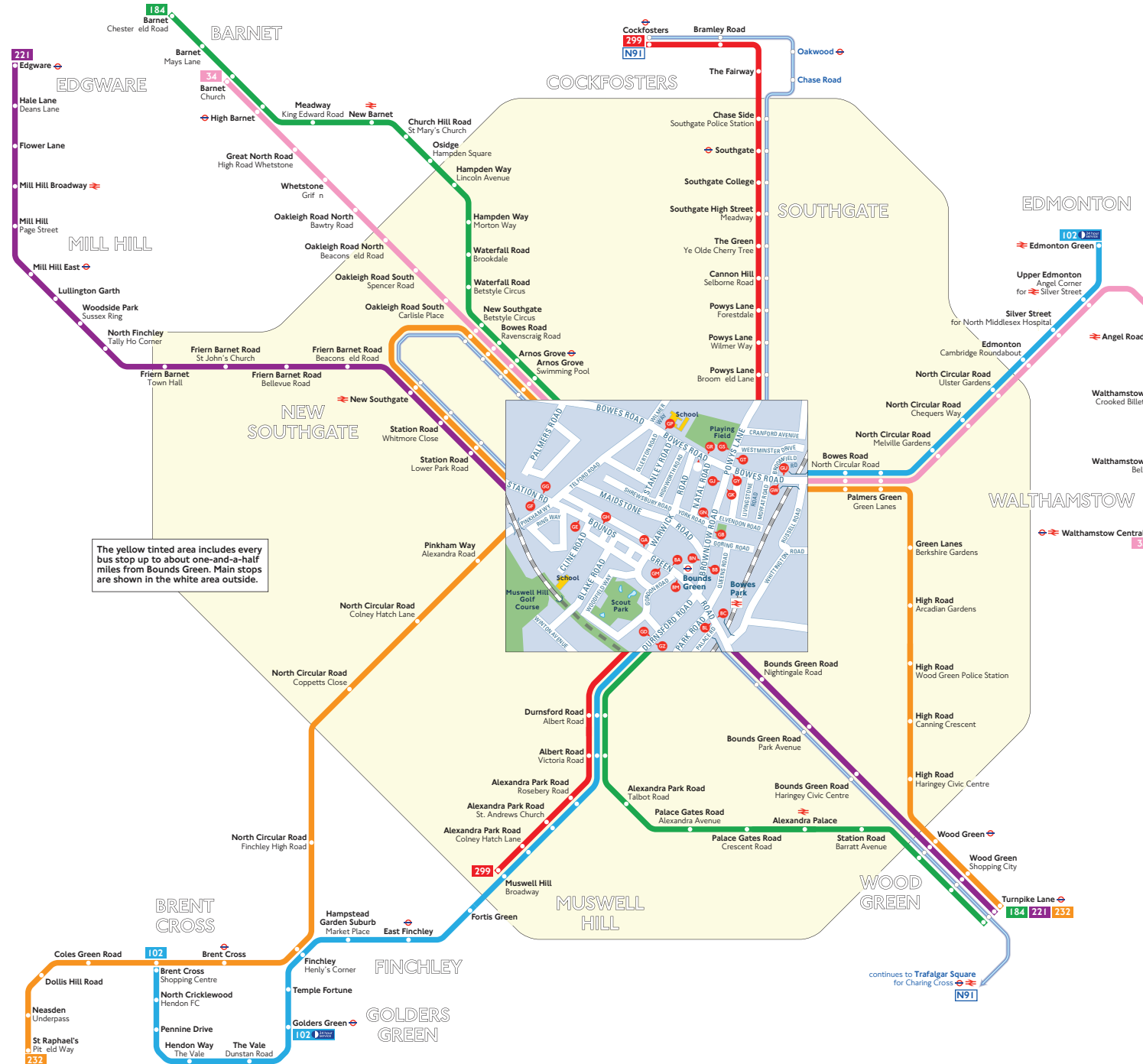


Extract from TfL Local Cycling Guide 4, 2017

APPENDIX D:

SELECTED PUBLIC TRANSPORT MAPS

Buses from Bounds Green



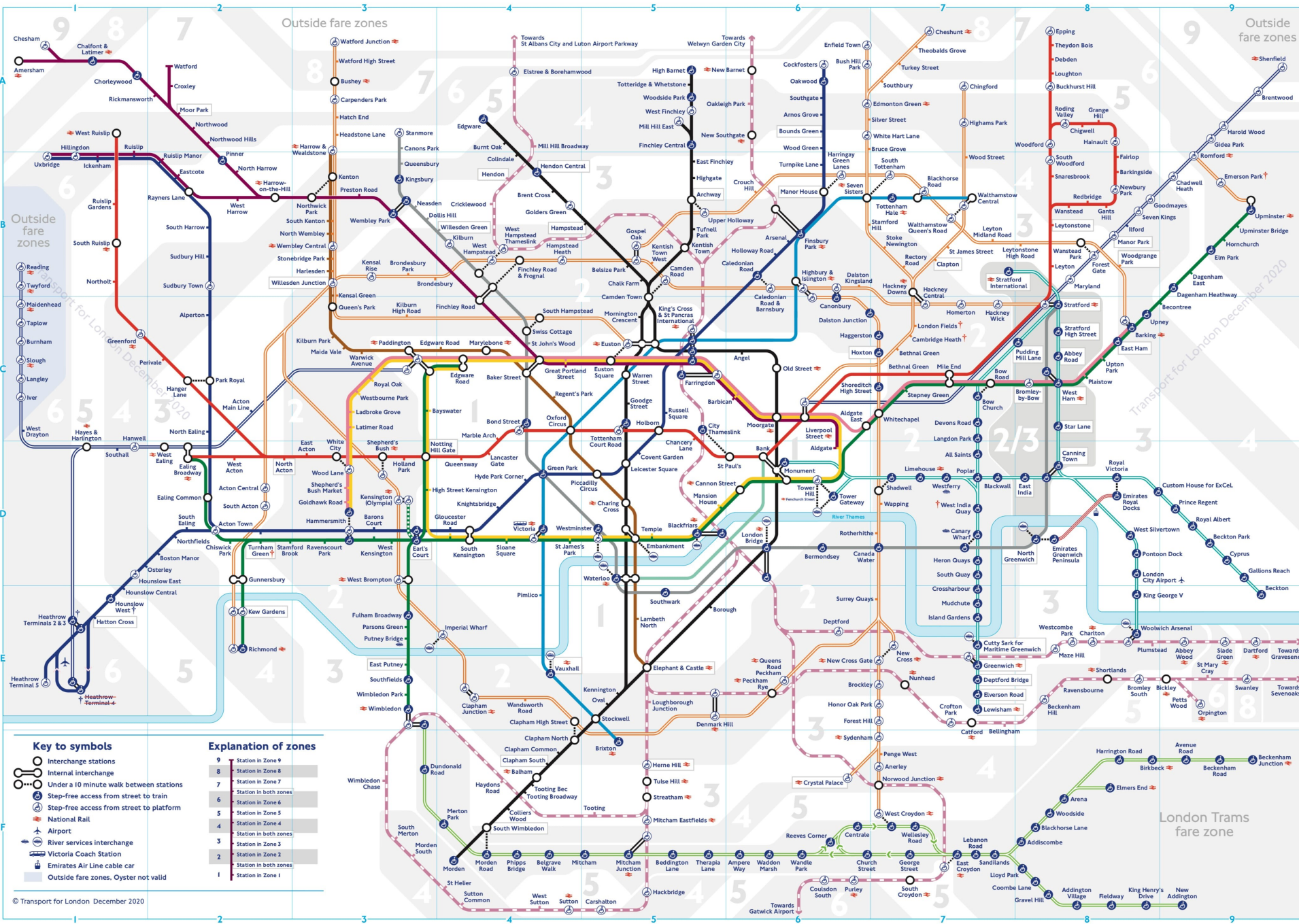
Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
34	Barnet	GW GT
	Walthamstow	GP GR GU
102	Brent Cross	BB GB GK GW GZ
	Golders Green	
184	Edmonton Green	BN BD BJ BN GN GU
	Barnet	BN BD BJ GN
221	Turnpike Lane	BS GB GR GP GZ
	Edware	BL BM BH GB GP GH
232	Turnpike Lane	BA BC BD GA GG GH
	St Raphael's	GG GW GY
299	Turnpike Lane	GF GP GR GU
	Cockfosters	BN BD BJ GN GS
	Muswell Hill	BS GB GR GT GZ

Night buses

Bus route	Towards	Bus stops
N91	Cockfosters	BL BM GE GF GN
	Trafalgar Square	BA BC CA GG GH



Key to symbols

- Interchange stations
- Internal interchange
- Under a 10 minute walk between stations
- Step-free access from street to train
- Step-free access from street to platform
- National Rail
- Airport
- River services interchange
- Victoria Coach Station
- Emirates Air Line cable car
- Outside fare zones. Oyster not valid

Explanation of zones

- 9 Station in Zone 9
- 8 Station in Zone 8
- 7 Station in Zone 7
- 6 Station in both zones
- 5 Station in Zone 5
- 4 Station in Zone 4
- 3 Station in both zones
- 2 Station in Zone 2
- 1 Station in Zone 1

Check before you travel

† Heathrow
TfL Rail customers should change at Terminals 2&3 for free rail transfer to Terminal 5.

† Heathrow Terminal 4
Closed until further notice.

† Hounslow West
Step-free access for manual wheelchairs only.

† Services or access at these stations are subject to variation.
To check before you travel, visit tfl.gov.uk/plan-a-journey

Key to lines

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City (Closed until further notice)
- DLR
- Emirates Air Line cable car (special fares apply)
- London Overground
- TfL Rail
- Thameslink - Not operated by TfL. If you need assistance, please speak to staff at your origin station so this can be arranged at the destination station or check assisted travel at www.thameslinkrailway.co.uk
- London Trams
- District open weekends and on some public holidays

SERVICES AND FACILITIES

This is a general guide to the basic daily services.

Not all trains stop at all stations on each coloured line, so please check the timetable.

REGULAR SERVICE

LIMITED SERVICE

Gatwick Express

Great Northern

Southern

Thameslink

Other train operators' routes

Bus links

Faygate*

Interchange with London Underground

Interchange with London Overground

Interchange with London Tramlink

Interchange with Eurostar

Interchange with other operators' train services

Ferry service routes

Hovercraft service routes

Oyster and Contactless area

Contactless only area

Pay as you go with contactless (card or device) in the grey shaded area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

Step-Free access between the street and all platforms

Some step-free access between the street and platforms

Step-free access is available in the direction of the arrow

No step-free access between the street and platforms

Notes:

Platform access points may vary and there may not be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible. We will always try to offer the best possible service. However, the shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844
For most up-to-date station facilities see [www.nationalrail.co.uk](#)

STAFF AVAILABILITY

On-train or station staff available at all times

On-train or station staff available at certain times only

No on-train or station staff available

Assisted Travel Support – Trial Station

Although this station isn't always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

- pressing the 'emergency assisted travel' Help Point button or;
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.

The map illustrates the extensive rail network around London, including the Underground, Overground, and National Rail services. Key features include:

- Services and Facilities:** Legend for Gatwick Express, Great Northern, Southern, and Thameslink, along with various interchange points and contactless payment areas.
- Accessibility:** Information on step-free access between the street and platforms, and between platforms.
- Staff Availability:** Details on staff presence on trains and at stations, including Assisted Travel Support at King's Lynn.
- Map Details:** Numerous station names, line colors, and symbols indicating specific services and facilities. The River Thames is shown flowing through the center of the map.
- oyster Logo:** A large logo in the center-left area with the text "Pay as you go with contactless (card or device) in the grey shaded area".

Produced by FWT London 24.1.2020 (GTR All Brands Diagram) [www.fwt-london.co.uk](#)

APPENDIX E:

METHOD OF TRAVEL TO WORK – HARINGEY CENSUS DATA (2011)

QS701EW - Method of travel to work

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Additional percentage calculations by Highway Access Solutions [HAS]

population All usual residents aged 16 to 74
units Persons
date 2011
rural urban Total

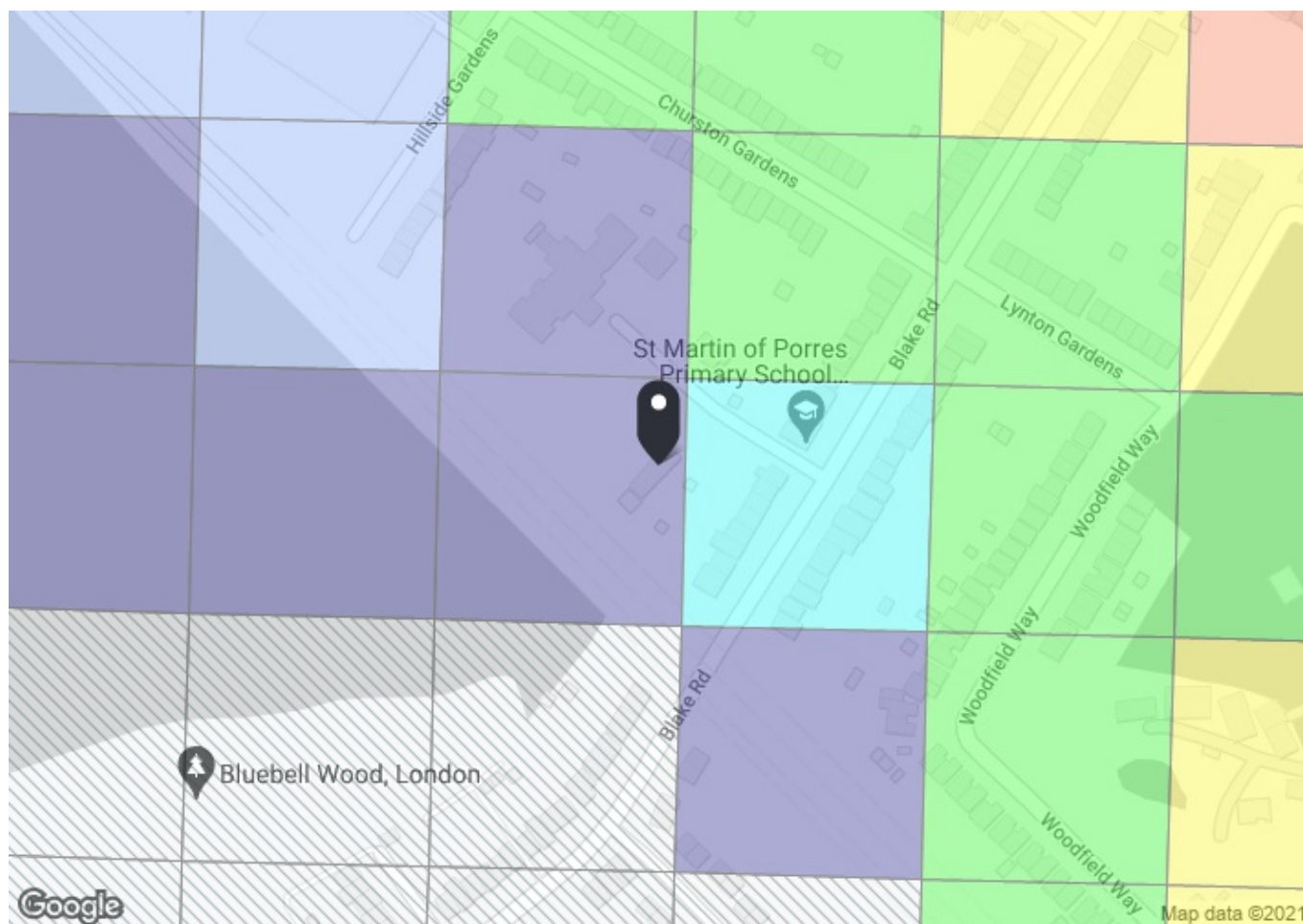
Method of Travel to Work	E00009897 (Output Area)			Bounds Green (Ward)			Haringey (Borough)			Greater London		
All categories: Method of travel to work	235	100.0%		10,593	100.0%		193,062	100.0%		7,286,602	100.0%	
Work mainly at or from home	10	4.3%		253	2.4%		6,910	3.6%		250,976	3.4%	
Underground, metro, light rail, tram	59	25.1%	36.9%	2,975	28.1%	44.5%	45,384	23.5%	38.7%	924,432	12.7%	20.2%
Train	10	4.3%	6.3%	659	6.2%	9.9%	9,158	4.7%	7.8%	630,506	8.7%	13.8%
Bus, minibus or coach	9	3.8%	5.6%	910	8.6%	13.6%	21,738	11.3%	18.5%	590,250	8.1%	12.9%
Taxi	1	0.4%	0.6%	25	0.2%	0.4%	290	0.2%	0.2%	24,618	0.3%	0.5%
Motorcycle, scooter or moped	2	0.9%	1.3%	83	0.8%	1.2%	1,609	0.8%	1.4%	53,786	0.7%	1.2%
Driving a car or van	52	22.1%	32.5%	1,402	13.2%	21.0%	23,023	11.9%	19.6%	1,607,977	22.1%	35.2%
Passenger in a car or van	4	1.7%	2.5%	83	0.8%	1.2%	1,360	0.7%	1.2%	102,851	1.4%	2.3%
Bicycle	10	4.3%	6.3%	182	1.7%	2.7%	6,142	3.2%	5.2%	178,377	2.4%	3.9%
On foot	12	5.1%	7.5%	337	3.2%	5.0%	7,909	4.1%	6.7%	423,672	5.8%	9.3%
Other method of travel to work	1	0.4%	0.6%	31	0.3%	0.5%	773	0.4%	0.7%	33,136	0.5%	0.7%
Not in employment	65	27.7%	-	3,653	34.5%	-	68,766	35.6%	-	2,466,021	33.8%	-
<i>Of those who travel to work</i>	<i>160</i>	<i>-</i>	<i>100.0%</i>	<i>6,687</i>	<i>-</i>	<i>100.0%</i>	<i>117,386</i>	<i>-</i>	<i>100.0%</i>	<i>4,569,605</i>	<i>-</i>	<i>100.0%</i>

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.

Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX F:

WEBCAT PTAL REPORTS



PTAL output for Base Year 1a

80 Blake Rd, London N11 2AH, UK
Easting: 529386, Northing: 191459

Grid Cell: 139168

Report generated: 28/07/2021

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 ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

Map key - PTAL

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

Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BOUNDS GRN RD WARWICK RD	221	609.53	5	7.62	8	15.62	1.92	1	1.92
Total Grid Cell AI:										1.92



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Listed in the Transport
Planning Society
Business Director



Members of the
East Midlands Chamber
[#434925]



Andrew Dennison
holds FSB Membership
[#51722048]