

TRANSPORT STATEMENT

June 2020

Highcroft, North Hill Road, London, N6 4RD

989.TS01

Prepared by Clements and Porter Architects

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4. SUMMARY

1. INTRODUCTION

This Transport Statement (TS) has been prepared by Clements & Porter Architects on behalf of the applicant, Church Road Estates Ltd, in support for proposals at Highcroft, North Hill, London, N6 4RD.

The applicant, Church Road Estates Ltd is wholly owned by existing apartment leaseholders who share freehold of the building.

The proposed development comprises a single storey extension provide 6 additional flats to the existing blocok of 37 flats.

The TS is being provided following pre-app consultation with Haringey regarding the proposed development.



Figure 1: Existing building

2. EXISTING CONDITIONS

2.1 Existing site

The proposed development site is the existing Highcroft apartment building. The building comprises 37 flats over 5 floors. Please note there is no flat 13 for historic reasons hence the flats count up to no.38. The building is located on the corner of North Hill and Church Road.

2.2 Existing Road Network

The property is located on the east side of North Hill (B519) which is maintained by London Borough of Haringey. North Hill joins the A1 just to the north providing links to a major arterial route out of London with connections to the M1, A1(M), and M25. To the south North Hill runs into Highgate Village.

To the south of the site is Church Road which is simple residential street connecting North Hill to Archway Road. The site is bounded to the east by a private lane providing access to the properties rear as well as adjacent properties.

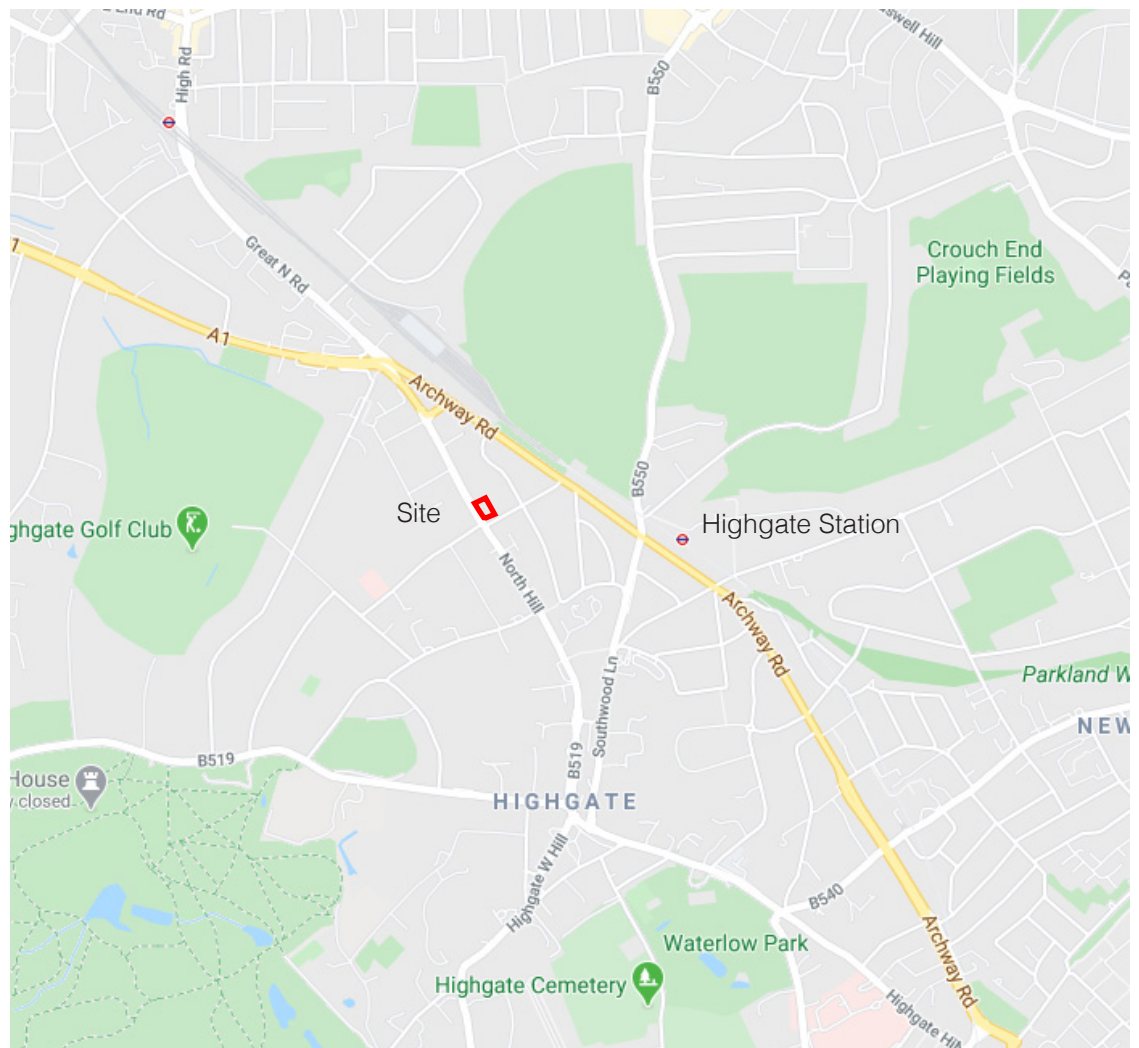


Figure 2: Location of site within local area

2.3 Existing on site vehicle access

There is vehicular access to the site via the shared private access lane running along the eastern boundary of the site. This provides access to the 10 garages and service yard via large double gate.

2.4 Parking

The only parking onsite for the 37 flats is the provision of 10 garages. The level to which these are used for parking is unknown. As the site is fully developed at ground floor level there is no possibility of increasing the provision of car parking onsite.

The building is situated within the Highgate Station Outer Zone CPZ where parking without a permit is restricted between 10am-12pm on weekdays. The nearest on street parking along Church Road is within Highgate Station A CPZ which has a more restrictive 8am-6:30pm Monday to Saturday restriction on non-permit holders.

It is proposed that the new additional flats will be covered by a s106 car-free agreement ensuring that the development would not have access have access to resident parking permits during controlled thus having no impact on usage of available bays. This is supported by the location which although in a location with PTAL of 3 it is only a short walk to Highgate Station and on the fringe of PTAL rating of 4. This part of Haringey's encouragement to use sustainable transportation solutions.

There is currently only 9 uncovered cycle parking spaces available for residents, using sub-standard wall mounted butterfly stands. The proposal is to improve on this see 3.5 below.



Figure 3: Photo of existing private lane on eastern boundary with access to garages and service yard

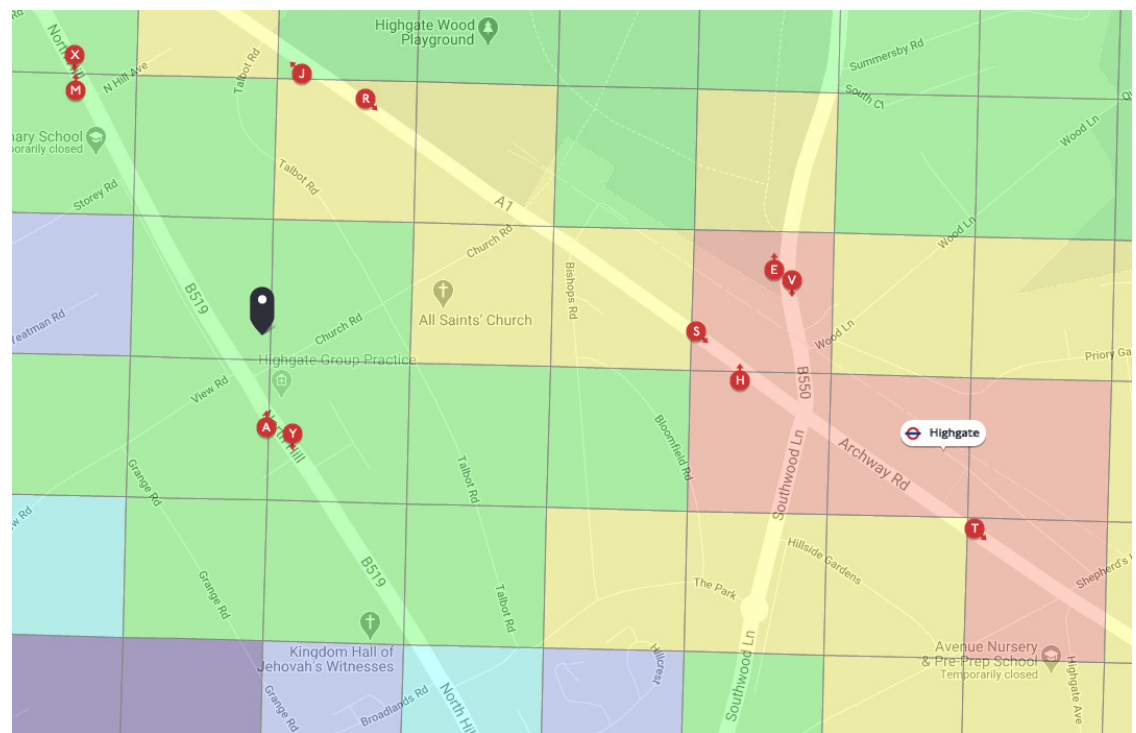
2.5 Public Transport

Access to the site is good with bus and trains services all within 10 minutes walk.

The nearest station is Highgate Station which is on the London Underground Northern Line High Barnet branch. This provides access to central London and the wider tub network.

The local bus routes include 43, 134, 143, 263, and 603. These provide local connections to Archway, Finchley, Hendon, Brent Cross, Swiss Cottage and Highbury.

The PTAL rating for the site is 3 which represents good public transport accessibility levels.



Map key - PTAL

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

Figure 4: PTAL map of local area using WebCAT planning tool TFL

3. PROPOSED DEVELOPMENT

3.1 Proposed development

The proposed development is for a single storey extension to provide an additional 6 flats over and above the existing 37 flats.

3.2 Deliveries and Servicing

It is proposed that the existing servicing arrangement of access via the private lane on the eastern boundary. Due to the scale of the proposed development is it considered it will result in a negligible change in overall delivers. The increase in refuse storage from 9 bulk bins to 11 bulk bins for refuse and recycling will not require any change from the current refuse arrangements where collection is completed from the rear.

3.3 Construction Traffic

A Construction Management Plan (CMP) will be formulated and submitted to the Council for agreement prior to works commencing on site. The applicant is happy for the provision of this document to be conditioned. The intention of the Plan will be to minimise the impact of construction traffic on the local network and to avoid unnecessary disruption residents. As the development is being led by the residents minimising disruption during construction will be critical part of the development brief. The intention is that offsite construction will be used as much as possible facilitate this aim. The CMP will detail the following.

- Details of access for construction vehicles to the site
- Routes to the site for construction vehicles
- Management of construction vehicles throughout the construction period

3.4 Parking

It is proposed that no additional parking will be provided onsite as this is not possible. It is proposed that the new flats will be covered by a car-free agreement to ensure that the development will have no impact on local parking stress.

3.5 Cycle parking

Secure cycle parking for residents is being provided for the new flats in accordance with the London plan requirements. Further to this cycle storage arrangements will be greatly improved. The following bicycle storage solutions will be provided:

- 6 secure cycle lockers measuring 2000x900x1200mm internally and suitable for the storage of 2 bicycles each alongside ancillary equipment will be provided. Total - 12 bicycle spaces
- 2 semi vertical bicycle racks will be fitted with weatherproof canopies. Total - 36 bicycle spaces

Taken together the proposed development will provide 48 secure and weatherproof bicycle spaces.

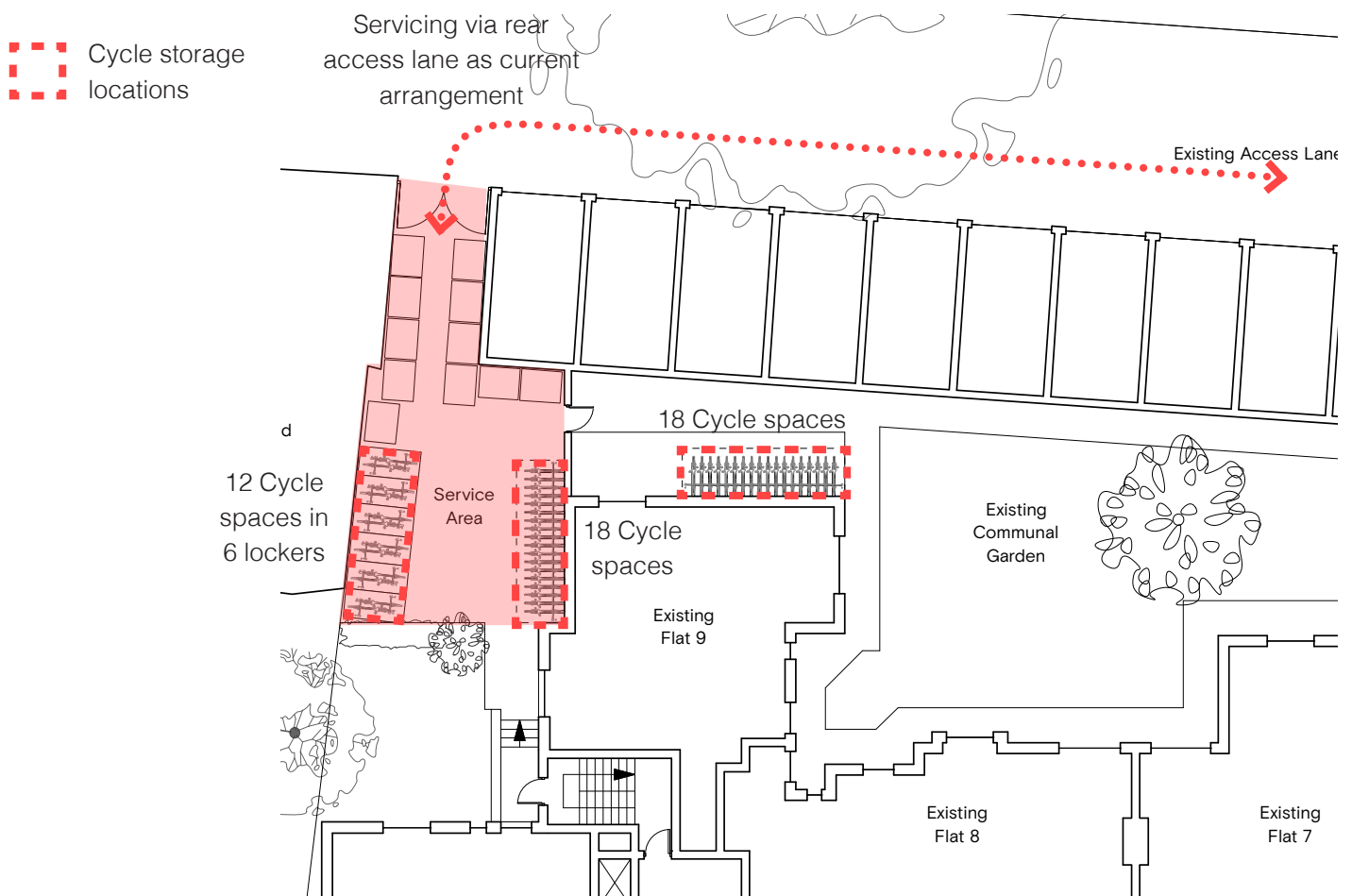


Figure 5: Ground floor plan indicating proposed servicing locations and cycle storage

4. SUMMARY

The proposed development mitigates for the transport impacts as follows:

- Car-free agreement for additional flats will prevent any impact on existing parking stress.
- Small scale of development will have negligible impact on the existing servicing requirements.
- New flats will be provided with cycle storage in accordance with London Plan.
- Additional and improved cycle storage will be provided for existing residents.
- Construction Management Plan will be provided as part of a planning condition.