



Aztec House, 397-405 Archway Road, London

TRANSPORT STATEMENT

for Residential Development
on behalf of EvolveBridge Developments

2026/9396/TS01

June 2026

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 This Transport Statement is prepared by RGP on behalf of EvolveBridge Developments to provide highway and transport planning advice in relation to a proposed residential development at Aztec House, 397-405 Archway Road, London N6 4ER. The site is located within the boundaries of the London Borough of Haringey (LBH).
- 1.1.2 The development proposals seek the redevelopment of the current office building to provide for 18 residential dwellings (with ground floor retained retail) subject to a Class MA application. A copy of the proposed site layout plan is attached at **Appendix A**.
- 1.1.3 Throughout this report 'the site' refers to the land located at the aforementioned address and the 'development' refers to the homes that are to be built in the future. The site location is illustrated within **Figure 1**.

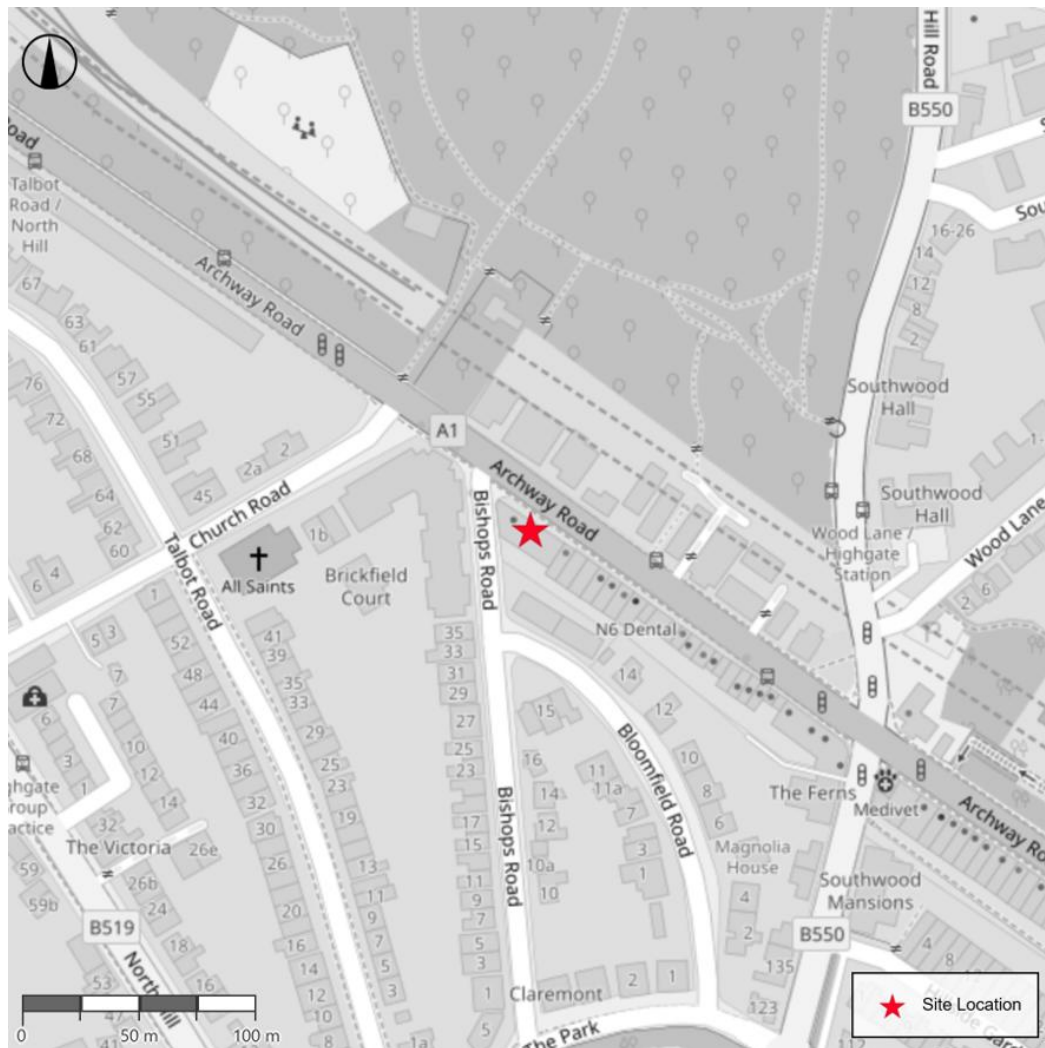


Figure 1 Site Location

- 1.1.4 The site comprises Aztec House, 397-405 Archway Road, Highgate, London N6 4ER, situated on the western side of Archway Road (A1).

1.2 Scope of Assessment

- 1.2.1 This Transport Statement has been prepared to consider the acceptability of the proposals from a highway and transportation perspective. Particular consideration has been given to the accessibility credentials of the site, the proposed access, parking and servicing arrangements and the impact of the proposed development on the local highway network.
- 1.2.1 The NPPF confirms at Paragraph 118 that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”.
- 1.2.2 This Transport Statement (TS) considers the appropriateness of the proposed development in this location in the context of transport-related policy at both the national and local level.
- (i) This report considers the following:
 - (ii) Baseline Conditions;
 - (iii) Policy and Guidance Review;
 - (iv) Development Proposals;
 - (v) Trip Generation Assessment; and
 - (vi) Summary & Conclusions.
- 1.2.3 This TS also considers the implications of development-related traffic on the operational and safety characteristics of the surrounding highway, demonstrating that the local highway and transport networks can accommodate the proposed development.

2 POLICY REVIEW

2.1.1 This section of the report summarises the key transport policy information at a national, regional and local level. Policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

2.2 The National Planning Policy Framework (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) was published in December 2024 by the 'Ministry of Housing, Communities and Local Government' and is the primary source of national planning guidance in England. The NPPF contains the Government's strategies for economic, social and environmental planning policies and it is designed to be a single, tightly focused document.

2.2.2 Under the heading 'Promoting Sustainable Transport' paragraph 109 of the NPPF requires transport issues to be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

2.2.3 Paragraph 116 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.2.4 Paragraph 118 of the NPPF states that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

2.3 National Planning Practice Guidance (March 2014)

2.3.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it states:

"They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.3.2 The production of this Transport Statement provides an assessment of the proposed development in the context of its location and proposed use.

2.4 The London Plan (March 2021)

2.4.1 The London Plan was adopted on 2nd March 2021, therefore, pursuant to Section 38 (5) of the Planning and Compulsory Purchase Act 2004 that states: 'If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.' Subsequently, parking standards as set out within the March 2021 London Plan will be applied to the development proposals.

- 2.4.2 Chapter Three of the New London Plan considers design matters. Policy D1 relates to London's form and characteristics and Section 3.3.16 states that "the design and layout of development should reduce the dominance of cars and provide permeability to support active travel (public transport, walking and cycling), community interaction and economic vitality."
- 2.4.3 The policy goes on to say that development plans should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.
- 2.4.4 In terms of parking, Policy L requires that on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Pedestrian crossings should be regular, convenient and accessible.
- 2.4.5 Chapter 10 of the New London Plan considers transport, Policy T2 (A) states that "Development proposals and Development Plans should deliver patterns of land use that facilitate making shorter, regular trips by walking or cycling."
- 2.4.6 The New London Plan expects development proposals to demonstrate the application of the Mayor's Healthy Streets approach in order to reduce car dominance, road danger, community severance, emissions and noise.

2.5 Healthy Streets for London (February 2017)

- 2.5.1 The Healthy Streets for London document was published by TfL and details their new approach to transport and land use planning, with a system of policies and strategies that prioritise walking, cycling and the use of public transport. The Healthy Streets approach provides the framework for putting human health and experience at the heart of planning the city. It uses ten evidence-based indicators, as follows:
- (i) **Pedestrians from all walks of life** - London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
 - (ii) **People choose to walk, cycle and use public transport** - Walking and cycling are the healthiest and most sustainable ways to travel. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.
 - (iii) **Clean air** - Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
 - (iv) **People feel safe** - The whole community should feel comfortable and safe on our streets at all times.
 - (v) **Not too noisy** - Reducing the noise impacts of motor traffic will directly benefit health.
 - (vi) **Easy to cross** - Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
 - (vii) **Places to stop and rest** - A lack of resting places can limit mobility for certain groups of people.

- (viii) **Shade and shelter** - Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
- (ix) **People feel relaxed** - A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
- (x) **Things to see and do** - People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within a short distance.

2.5.2 Page 22 of the Healthy Streets for London document goes on to explain that car ownership is the greatest factor that influences how often Londoners walk and cycle. The document establishes that car ownership has a bigger impact than gender, income, employment, ethnicity and disability, in all parts of the Capital. Most car trips made by Londoners could be undertaken on foot, or by cycle.

2.5.3 The Healthy Streets approach seeks to find design solutions to minimise road danger, delivering streets where everyone feels safe walking, cycling and using public transport. Road danger disproportionately affects the number of people travelling on foot, by cycle or by motorcycle. Adopting a Vision Zero approach (working towards the elimination of road traffic deaths by reducing the dominance of motor vehicles on our streets) will serve to put the needs of vulnerable road users first.

2.6 Mayor's Transport Strategy (March 2018)

2.6.1 Alongside the new London Plan, the Mayor's Transport Strategy provides a blueprint for better connectivity throughout London. Using the Healthy Streets approach, the Transport Strategy encourages a new type of thinking to be put into practice in order to reduce car dependency, promote an active lifestyle and more sustainable travel. It requires an understanding of how Londoners interact with their city with particular attention to the streets where daily life plays out.

2.7 Transport for London, Vision Zero Action Plan (July 2018)

2.7.1 The Mayor of London's aim is for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. This Vision Zero approach is based on the fundamental conviction that loss of life and serious injuries are neither acceptable nor inevitable. The Vision Zero ambition is inextricably linked to the Healthy Streets approach, which puts human health and experience at the heart of city planning.

2.7.2 People face an even greater challenge to their health and wellbeing than that posed by traffic collisions. A lack of physical activity is now one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression, heart disease and cancer. The Healthy Streets approach, alongside Vision Zero, seeks to tackle inactive lifestyles and encourage journeys to be made on foot or by cycle, in an environment that is conducive to these modes of travel.

2.7.3 The Action Plan goes on to detail strategies that target reducing the likelihood and severity of collisions, by lowering vehicle speeds and focusing action on the most dangerous locations, particularly junctions. In addition, the Action Plan employs a framework of interventions around five pillars of action, namely:

- (i) Safe speeds;
- (ii) Safe streets;
- (iii) Safe vehicles;
- (iv) Safe behaviours; and
- (v) Post-collision response.

2.7.4 It is acknowledged that those involved with designing, building, operating, managing and using our streets have a responsibility to reduce danger. Within this TA the primary focus relates to safe speeds and safe streets on the highways that surround the site. Safe vehicles and safe behaviours are considered within associated 'Travel Plan' and 'Delivery and Servicing Plan' documents, which have been submitted as part of the planning application as standalone documents.

2.7.5 The development seeks to incorporate reasonable measures within its design to reduce risk to people, and in doing so it is intended that the development will support TfL's Vision Zero Action Plan.

2.8 Policy Summary

2.8.1 This Transport Statement seeks to assess the development proposals against the criteria outlined in the above policy documents and compare the assessments with the given criteria. The compliance with the policies will be referenced throughout this document.

3 BASELINE CONDITIONS

3.1 Site Location and Context

- 3.1.1 The site comprises Aztec House, 397-405 Archway Road, Highgate, London N6 4ER, situated on the western side of Archway Road (A1) within the London Borough of Haringey. The location of the site in the context of the surrounding area and local facilities is illustrated in **Figure 2**.



Figure 2 Site Context Plan

- 3.1.2 The site occupies a highly sustainable urban location immediately adjacent to Highgate Underground Station and within an established mixed-use corridor characterised by a combination of commercial, residential, retail and community uses. The surrounding area includes Highgate Village to the west, the Archway district to the south and East Finchley to the north, with extensive residential neighbourhoods and local services located within convenient walking distance.

3.2 Surrounding Highway Network

- 3.2.1 The surrounding context is characterised by a mix of commercial, office, retail, and residential land uses, typical of a town centre environment, with active ground-floor frontages and associated pedestrian activity.
- 3.2.2 The Site therefore benefits from close proximity to employment opportunities, local amenities and public transport services, consistent with the spatial planning objectives of the London Plan and Haringey's Local Plan in promoting development within accessible locations that reduce reliance on private car travel. The Site lies within London's urban area and forms part of a well-established transport corridor where higher density development and sustainable travel patterns are actively encouraged. Highgate Underground Station is located approximately 100 metres from the Site, providing immediate access to the London Underground network.
- 3.2.3 Vehicular access to the Site is obtained directly from Archway Road (A1), a principal Transport for London Road Network (TLRN) route forming a strategic north-south corridor between Central London and north London. Archway Road serves an important movement function and provides direct connectivity to the wider strategic highway network. To the south, the A1 extends towards Archway, Holloway and Islington before connecting with Inner London strategic routes and the Central London road network. To the north, the A1 provides access towards East Finchley, Finchley and the M1 motorway corridor via connections with the A406 North Circular Road and A41.
- 3.2.4 The A406 North Circular Road is located approximately 3 km to the north-west of the Site and forms one of London's principal orbital routes, facilitating east-west movements across Greater London and providing connections to the strategic motorway network including the M1, M11 and M4 corridors. The surrounding local highway network comprises a hierarchy of classified and residential roads including North Hill (B550), Muswell Hill Road (A504) and Wood Lane, which provide local connectivity to surrounding residential and commercial areas. Archway Road is maintained by Transport for London and performs both movement and place functions, accommodating significant public transport provision alongside general traffic movements.

3.3 Accessibility Credentials

- 3.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's (CIHT) Guidelines for Providing Journeys on Foot (2000).
- 3.3.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local vehicle trips, thus reducing the traffic volumes on the surrounding highway network.
- 3.3.3 The site is well integrated into the surrounding pedestrian network. Continuous footways are provided on both sides of Archway Road, with formal crossing facilities available in the vicinity of Highgate Underground Station and adjacent junctions.

- 3.3.4 The surrounding area benefits from a dense network of pedestrian routes connecting the Site with Highgate Village, local retail facilities, community services, residential areas and public transport infrastructure. The urban form and mixed-use character of the area support walking as an attractive mode of travel for short-distance trips. The presence of local amenities within convenient walking distance further enhances opportunities for linked trips and reduces the need for car-based journeys.
- 3.3.5 The site benefits from access to the wider north London cycling network via local roads and strategic corridors linking Highgate, Muswell Hill, Archway, Camden and Central London. Although Archway Road performs a strategic traffic function and carries relatively high traffic volumes, alternative local routes are available which are suitable for less confident cyclists and provide connections to existing and emerging cycling infrastructure across the boroughs of Haringey, Islington and Camden. The surrounding highway network incorporates cycle parking facilities at key destinations and public transport interchanges, while the highly accessible location supports multimodal journeys combining cycling with public transport. The Site's location within an established urban area, close to a major Underground station and local services, creates favourable conditions for cycling as a practical and sustainable mode of travel.

3.4 Public Transport Accessibility Level (PTAL)

- 3.4.1 The site achieves a Public Transport Accessibility Level (PTAL) rating of '4', thereby demonstrating excellent levels of public transport accessibility. Highgate Underground Station, located immediately adjacent to the Site, is served by the Northern Line (High Barnet branch), providing direct connections to Camden Town, King's Cross St Pancras, the City of London, London Bridge and Central London destinations. The station lies within London Fare Zone 3 and represents the principal public transport node serving the area.
- 3.4.2 Numerous bus services operate along Archway Road and nearby roads, including routes 43, 134 and 263, which provide frequent connections to Central London, Islington, Moorgate, Barnet, Finchley and other destinations across north London. Bus stops are located within a short walking distance of the Site on Archway Road and adjacent streets. The combination of Underground and bus services provides a high level of accessibility for employees, visitors and customers travelling by sustainable modes.
- 3.4.3 As summarised above, there are numerous opportunities for residents to make journeys throughout the locality and for commuting purposes by sustainable modes.

4 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The development proposals seek the redevelopment of the current office building to provide for 18 residential dwellings (with ground floor retained retail) subject to a Class MA application. A copy of the proposed site layout plan is attached at **Appendix A**.

4.2 Proposed Access Arrangements

- 4.2.1 Vehicular access would be provided via the existing vehicle access that leads onto Bishops Road which currently serves the existing offices and ground floor retail. **Drawing 9396-AZT-RGP-XX-XX-DR-T-001** demonstrates a standard car entering / egressing the proposed parking area safely and conveniently.

4.3 Proposed Residential Car Parking Provision

- 4.3.1 Currently the rear parking area provides 12 parking spaces shared between the former offices and retail uses on site.
- 4.3.2 As set out within the London Plan, Policy T6, new residential developments should not exceed the maximum parking standards set out in Table 10.3. London Plan Policy T6.5 also requires a minimum of three per cent of dwellings to be provided with at least one designated disabled persons parking bay per dwelling which should be available from the outset.
- 4.3.3 London Plan Policy T6 (B) goes on to state that car-free developments should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, such as the site.
- 4.3.4 As part of the proposals, two disabled parking spaces will be provided for the residential units, which represents a 11.1% provision. Given the site's good PTAL rating and its frequent and reliable access to public transport provision locally, it is considered that a car-lite strategy accords with the aspirations of the NPPF, the London Plan.
- 4.3.5 In accordance with London Plan Standards, 20% of new parking spaces shall have active Electric Vehicle Charging Points (EVCP). It is anticipated that future residents of the development would not be permitted to apply for on-street parking permits, the development would be car capped.
- 4.3.6 The site is located in a controlled car parking zone and to avoid impact on the operation of the highway the development site would be car capped, meaning that residents would not be permitted to apply for an on-street car parking permit and parking conditions for existing local residents will therefore be unaffected by the development's additional parking demand.
- 4.3.7 A total of two standard customer parking spaces and one disabled parking space shall be retained for the ground floor commercial operation. Given that the existing retail unit sells tiles, customers may be purchasing and collecting boxes of tiles directly from the premises. As these products can be heavy and bulky, access to a vehicle in close proximity to the unit is often necessary to facilitate collection.

4.4 Proposed Cycle Parking Provision

- 4.4.1 Minimum cycle parking requirements are set out within Policy T5 and in Table 10.2 of the London Plan, based on this the proposals shall provide a total of 22 long stay and 4 short stay spaces for the site as a whole. In addition, there are additional on-street Sheffield stands immediately outside at the end of Bishops Road.
- 4.4.2 The proposed cycle parking spaces are illustrated on the ground floor layout attached hereto at **Appendix A**, in excess of London Plan standards. In accordance with London Cycle Design Guidance, 20% of the long stay cycle spaces will be provided using Sheffield style stands with a quarter of these provided with sufficient space for larger types of cycles.

4.5 Delivery, Servicing and Waste Collection Arrangements

- 4.5.1 Residential units typically generate deliveries of an ad-hoc nature, such as general postal services and other online / internet-based deliveries which are usually undertaken by transit type vans. Deliveries typically take up to 5 minutes to complete and would be comfortably accommodated within the site's curtilage, given their sporadic nature, consistent with the existing arrangements in this area.
- 4.5.2 The refuse collection strategy from Bishops Road is shown in **Drawing 9396-AZT-RGP-XX-XX-DR-T-002** and **9396-AZT-RGP-XX-XX-DR-T-003**. All refuse collection shall be undertaken by a private waste collection contractor and a tug shall be provided to move bins within the site to the collection point by the Management Company on collection day.

5 TRIP GENERATION AND IMPACT

5.1.1 This section of the report considers the traffic generation potential associated with the proposed development against the existing office space at the site.

5.2 Trip Generation Assessment

5.2.1 A comparison has been undertaken using publicly available TRICS-derived rates and apply recognised daily-to-peak-hour relationships between the existing office use comprising 1,250sqm and the proposed development comprising 18 one-bedroom privately owned residential apartments.

5.2.2 The assessment has been informed by publicly available TRICS-derived survey data for Office and Flats Privately Owned land uses. Person trip generation has been calculated for the weekday AM peak hour (0800-0900), weekday PM peak hour (1700-1800) and average weekday daily period. Vehicle trip generation has subsequently been derived using a conservative 20% vehicle mode share, reflecting the highly accessible location immediately adjacent to Highgate Underground Station. Error! Reference source not found. summarises the likely total person trips that could be generated by the site.

Land Use	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	Daily Two-Way Trips
Existing Office	18.1	2.0	20.1	2.7	17.8	20.5	136.4
Proposed 18 Flats	1.4	9.5	11.0	8.2	3.3	11.5	99.0
Net Change	-16.7	+7.5	-9.1	+5.5	-14.5	-9.0	-37.4

Figure 3 Total Person Trip Generation Comparison

5.2.3 Error! Reference source not found. summarises the likely levels of vehicular trips that could be generated by the site.

Land Use	AM Arrivals	AM Departures	AM Total	PM Arrivals	PM Departures	PM Total	Daily Two-Way Trips
Existing Office	3.6	0.4	4.0	0.5	3.6	4.1	27.3
Proposed 18 Flats	0.3	1.9	2.2	1.6	0.7	2.3	19.8
Net Change	-3.3	+1.5	-1.8	+1.1	-2.9	-1.8	-7.5

Figure 4 Vehicle Trip Generation Comparison

- 5.2.4 The assessment demonstrates that the proposed residential development generates a lower overall level of travel demand than the existing office use across all assessment periods. During the weekday AM peak hour, total person trips reduce by approximately 9.1 two-way movements, whilst the weekday PM peak hour experiences a reduction of approximately 9.0 two-way movements. Across an average weekday, total person trips reduce by approximately 37 two-way movements.
- 5.2.5 Applying a conservative vehicle mode share indicates a corresponding reduction in highway demand. The proposed development is anticipated to reduce vehicular activity by approximately 1.8 two-way vehicle trips during both peak hours and approximately 7.5 two-way vehicle movements across an average weekday.
- 5.2.6 The redevelopment of the site from office to residential use therefore results in a net reduction in both person and vehicle trip generation. The forecast level of vehicle activity associated with the proposed development remains extremely low and is not anticipated to give rise to any material impact upon the operation, capacity or safety of the surrounding highway network.

5.3 Net Impact

- 5.3.1 It is therefore evident that the proposed development would result in a reduction of vehicle trips on the local highway. As a result, the proposed development would not have an unacceptable impact on highway safety or severe residual cumulative impacts on the road network, as per NPPF Paragraph 116.

6 SUMMARY AND CONCLUSIONS

6.1.1 This Transport Statement is prepared by RGP on behalf of EvolveBridge Developments to provide highway and transport planning advice in relation to a proposed residential development at Aztec House, 397-405 Archway Road, London N6 4ER. The development proposals seek the redevelopment of the current office building to provide for 18 residential dwellings (the ground floor retail retail) subject to a Class MA application. This TS concludes the following:

- (i) The site benefits from convenient access to a range of public transport services locally and good walking infrastructure in the vicinity of the site;
- (ii) Vehicular access would be provided via the existing vehicular access from the Bishops Road;
- (iii) The development proposals would provide sufficient parking on-site to meet demand in the context of the sites highly accessible location;
- (iv) Sufficient cycle parking would be provided in accordance with London Plan guidance;
- (v) The servicing arrangements would be accommodated within the site's curtilage in a similar way to the existing strategy; and
- (vi) This Transport Statement concludes that the proposals do not give rise to a severe residual cumulative impact on the highway network when considered in the context of the definition of 'impact' contained within the National Planning Policy Framework.

6.1.2 Overall, it is demonstrated that the proposed development would not result in any detrimental or 'severe' impact on the local highway network.

6.2 Conclusion

6.2.1 In conclusion, the National Planning Policy Framework (December 2024) Section 116 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe."* This report has established that the development would not result in a significant impact on the surrounding highway network.

6.2.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 116 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

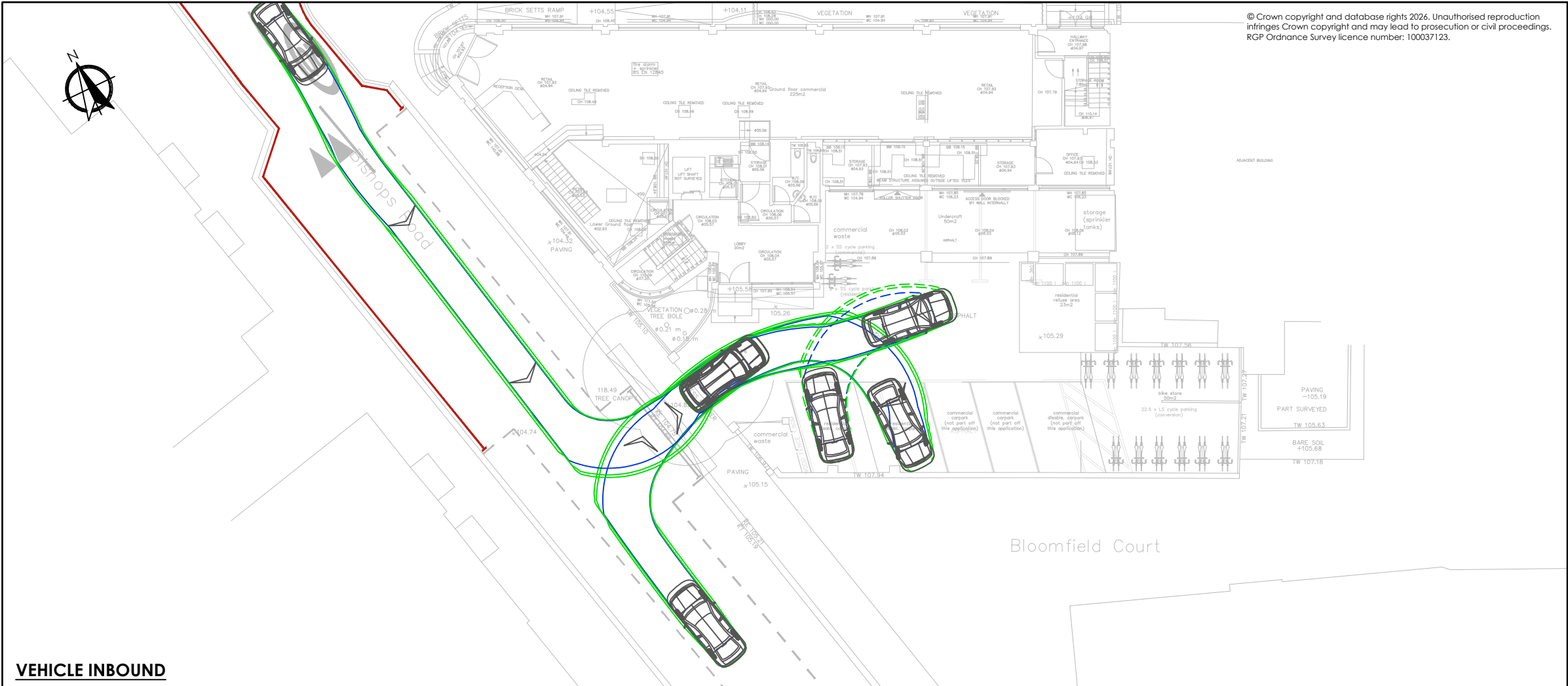
www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

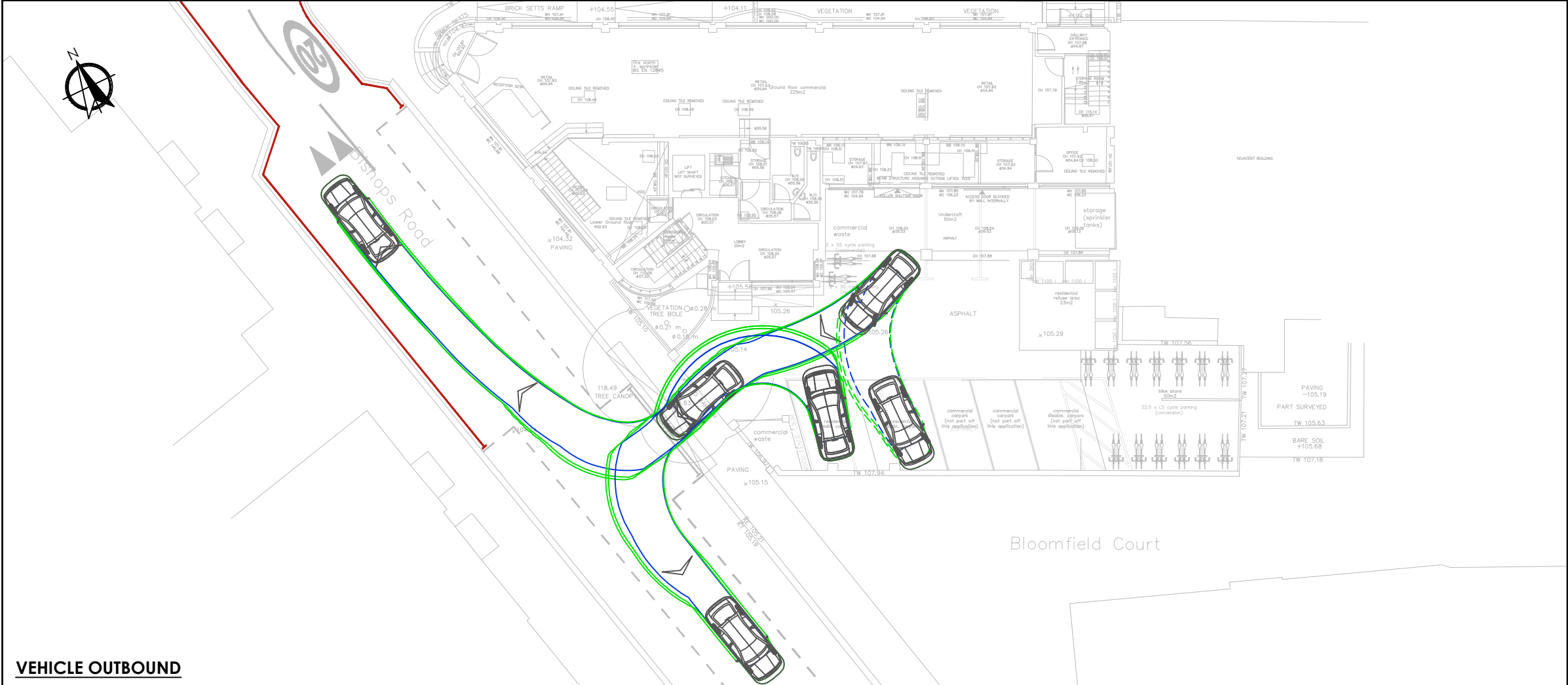
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T: 020 7078 9662



DRAWINGS



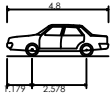
VEHICLE INBOUND



VEHICLE OUTBOUND

Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.



Standard Car (4.8m)
Overall Length 4.800m
Overall Width 1.769m
Overall Body Height 1.458m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

P01	First issue	11.06.26	DH	BCC	BCC
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk



Transport Planning and Infrastructure Design Consultants

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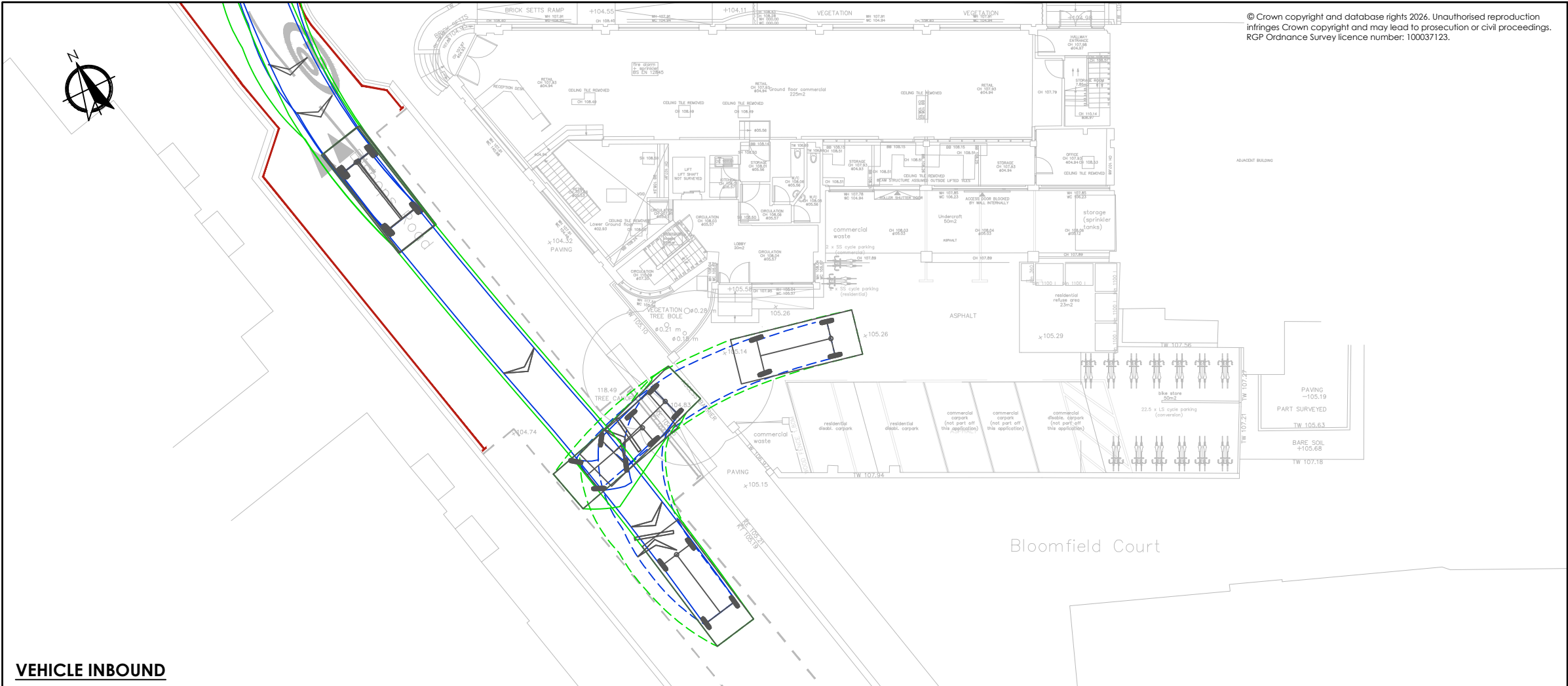
Client:
EvolveBridge Developments

Project:
Aztec House,
397-405 Archway Road,
London

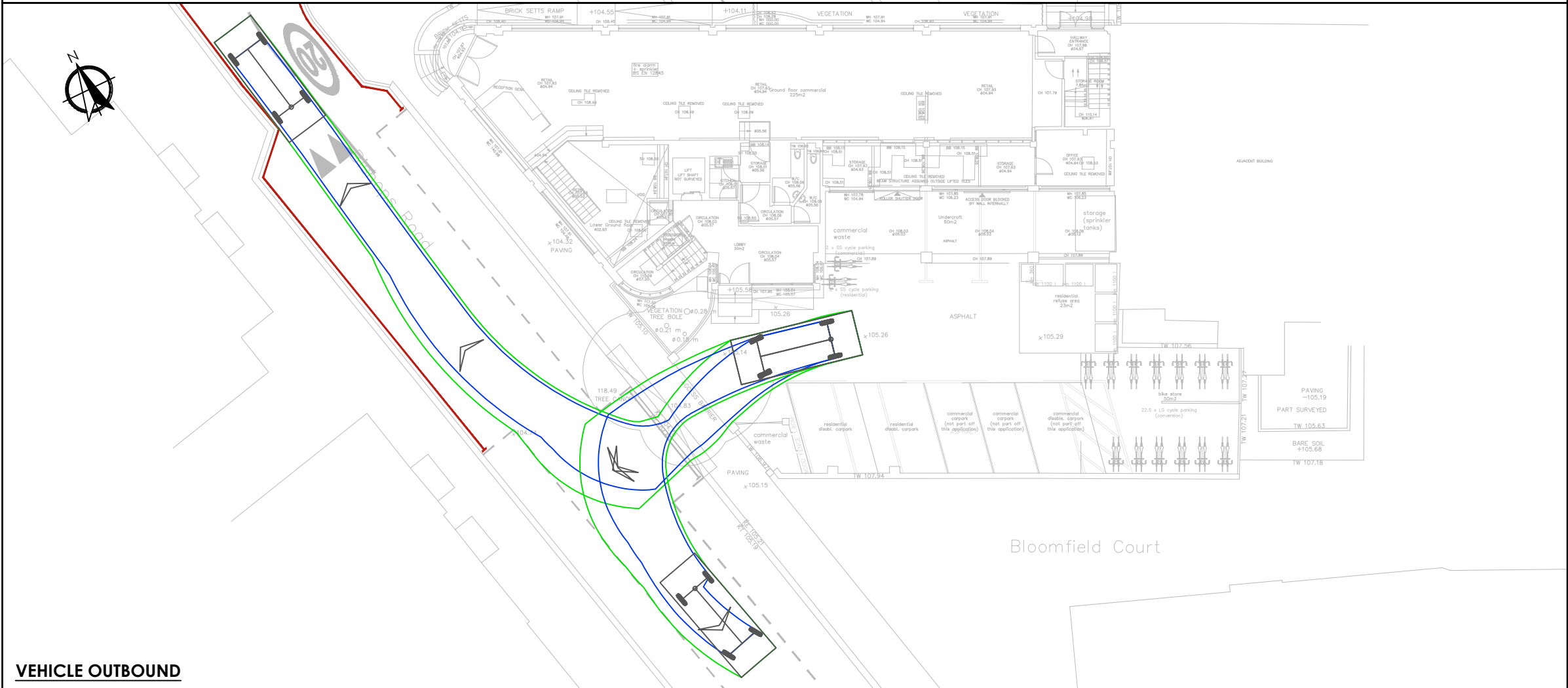
Drawing Title:
Swept Path Analysis
- Standard Car

Scale @ A3: 1:250	Date: 11.06.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9396	Drawing No: AZT-RGP-XX-XX-DR-T-001	Revision: P01
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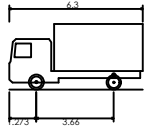
VEHICLE INBOUND



VEHICLE OUTBOUND

Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.



Supermarket GOL Vehicle
Overall Length 6.300m
Overall Width 2.300m
Overall Body Height 3.077m
Min Body Ground Clearance 0.336m
Max Track Width 1.990m
Lock to lock time 4.00s
Wall to Wall Turning Radius 7.000m

P01	First issue	11.06.26	DH	BCC	BCC
Rev	Details	Date	By	Chkd	Appd

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GU7 1HP

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E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status:

INFORMATION

Client:

EvolveBridge Developments

Project:

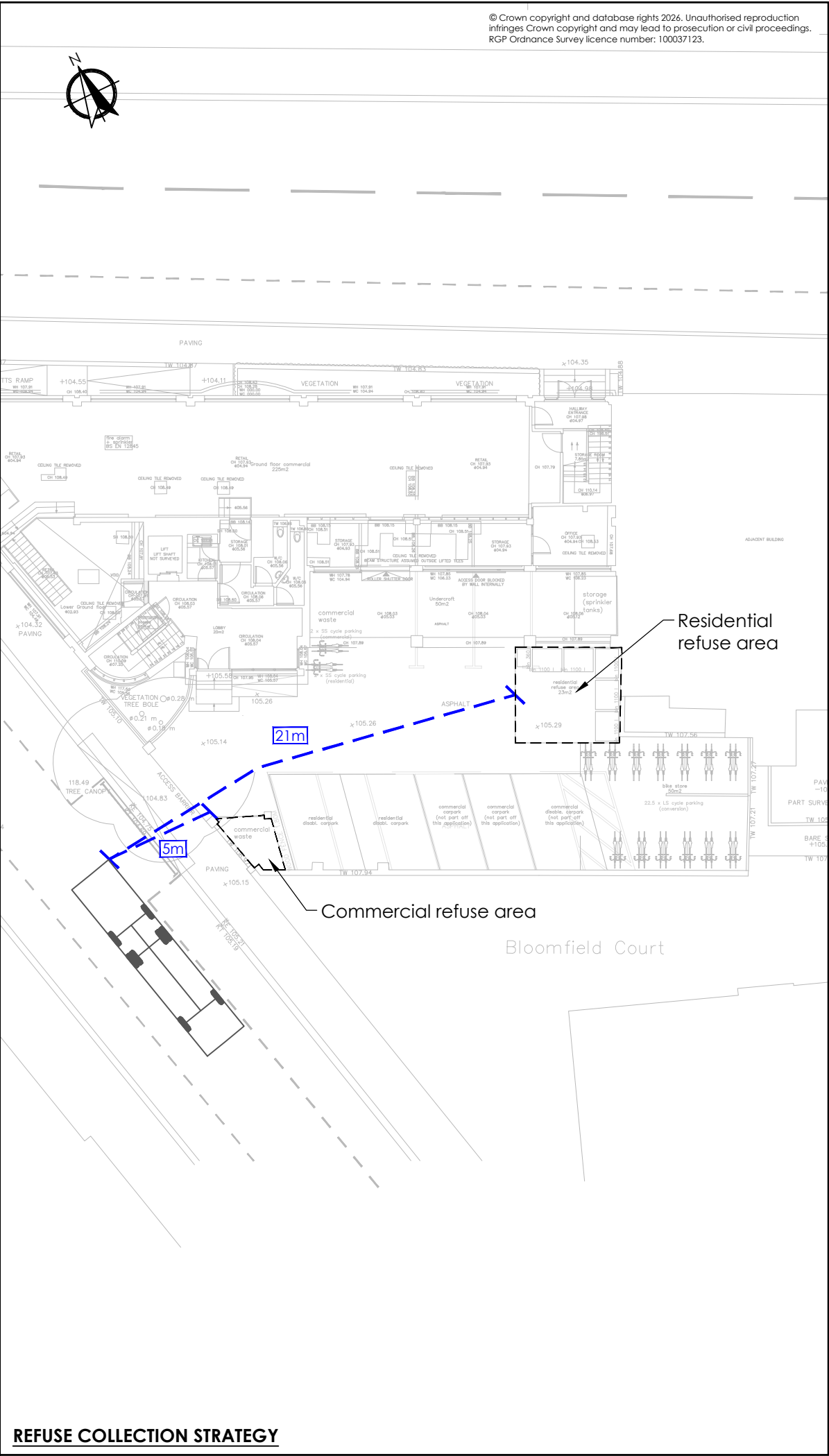
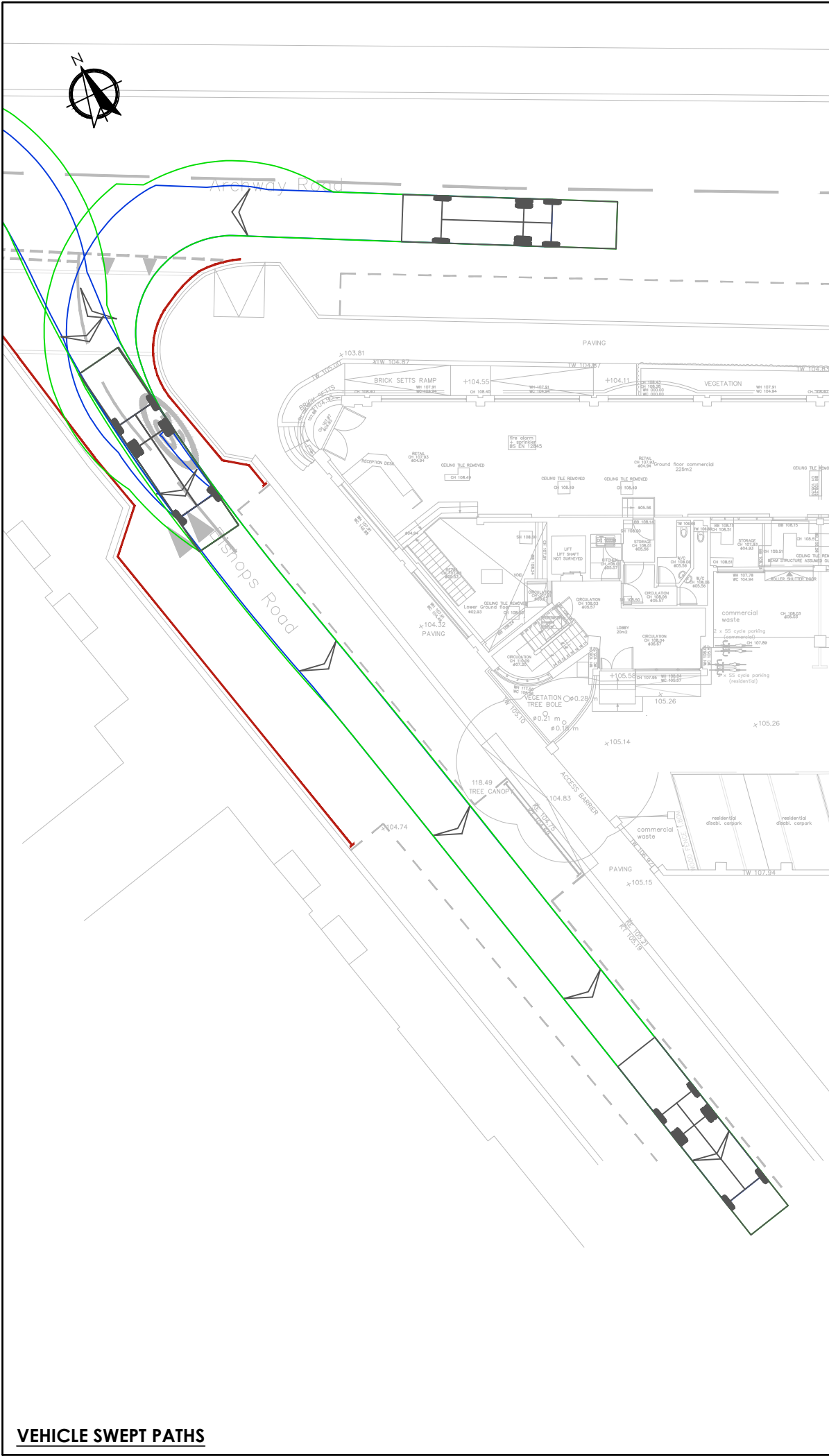
Aztec House,
397-405 Archway Road,
London

Drawing Title:

Swept Path Analysis
- Delivery Vehicle

Scale @ A3: 1:250	Date: 11.06.26	Drawn: DH	Designed: DH	Checked: BCC	Approved: BCC
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Project No: 9396	Drawing No: AZT-RGP-XX-XX-DR-T-002	Revision: P01
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Notes:

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- All dimensions are in metres unless noted otherwise.
- All levels are in metres above ordnance datum (AOD).
- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.

Refuse carry distance

10.23m Refuse Vehicle - Haringey

Overall Length	10.230m
Overall Width	2.250m
Overall Body Height	3.690m
Min Body Ground Clearance	0.250m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.900m

Residential refuse area

Commercial refuse area

Bloomfield Court

P01	First issue	11.06.26	DH	BCC	BCC
Rev	Details	Date	By	Chkd	Appd

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Status: INFORMATION

Client: EvolveBridge Developments

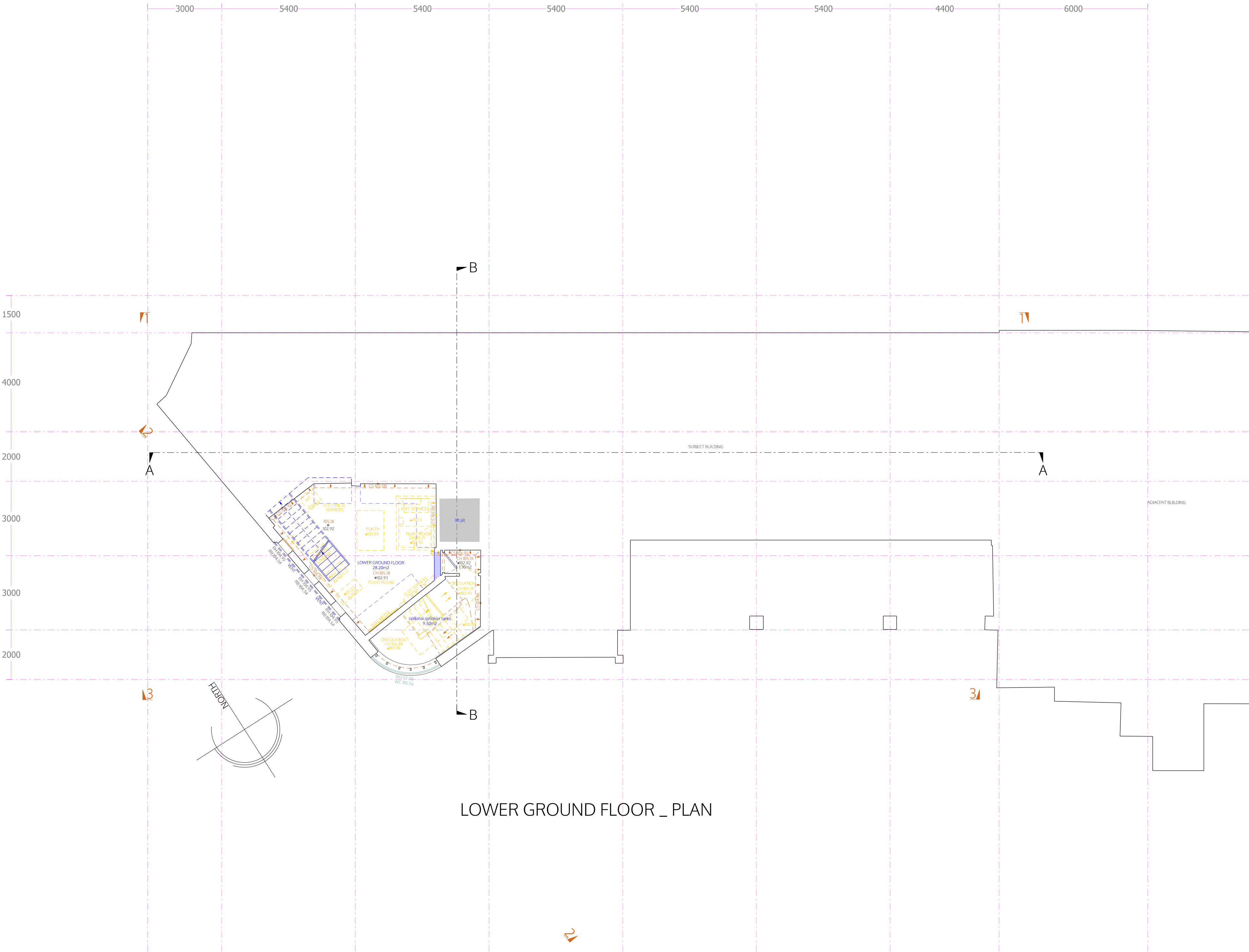
Project: Aztec House,
397-405 Archway Road,
London

Drawing Title: Refuse Collection Strategy

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	11.06.26	DH	DH	BCC	BCC

Project No:	Drawing No:	Revision:
9396	AZT-RGP-XX-XX-DR-T-003	P01

APPENDIX A



LOWER GROUND FLOOR _ PLAN

LOWER GROUND FLOOR _ PLAN

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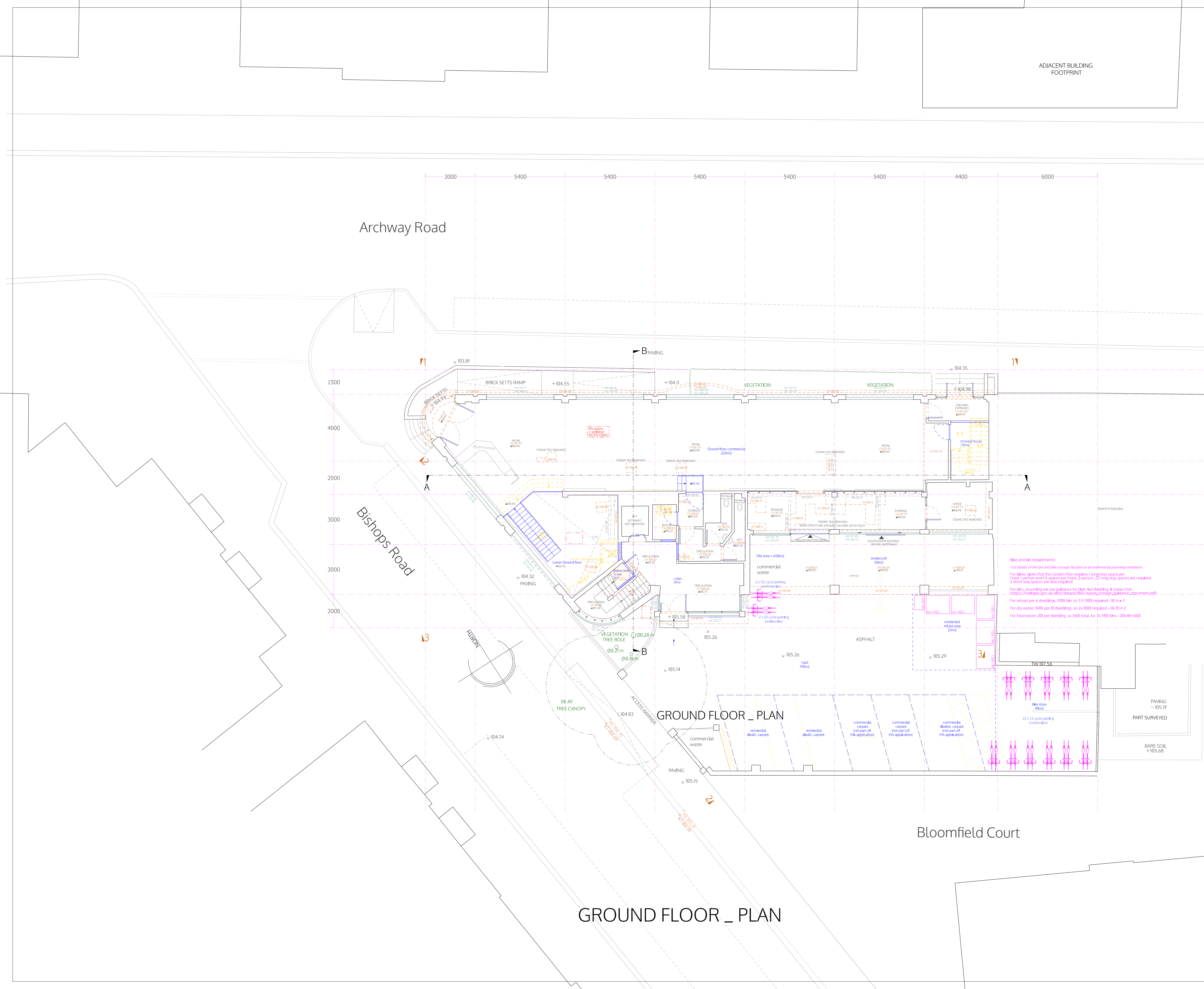
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Watford

Lower ground floor plan
as proposed
Series C = (Conversion) Class MA

planning only	
	1:200 @A3
	1:100 @A1
	16.06.2026
	I.lezzi
ARC_C01a6	



no. name date scale status

PROJECT

client

title

all dimensions to be checked on site

20

18

16

14

12

10

8

6

4

2

0

m

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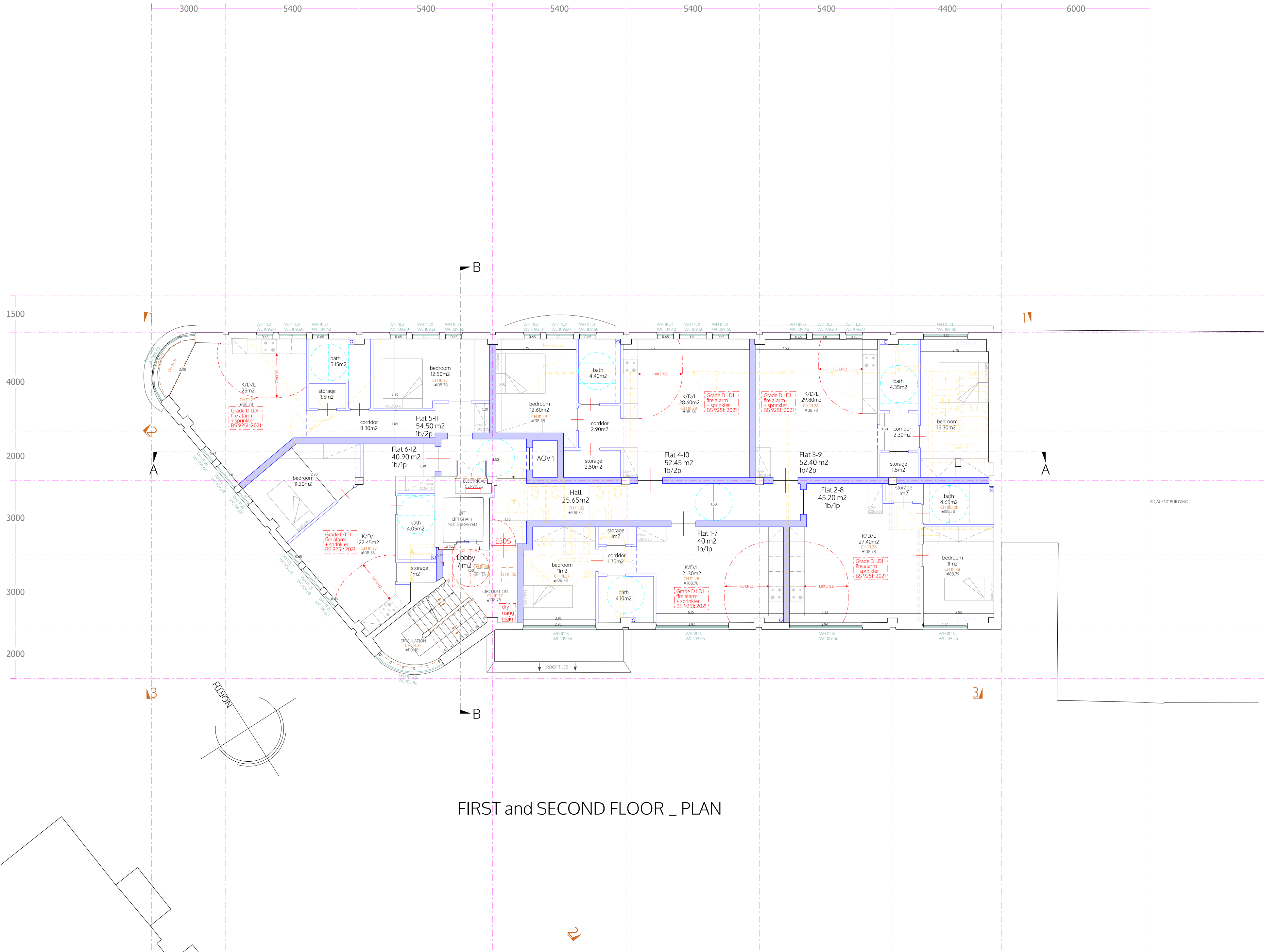
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Ground floor plan
as proposed
Series C = (Conversion) Class MA

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	1:100 @A1
	17.06.2026
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ARC_C02a6	



ARC - Schedule of accommodation revA4					
level	residential		acc.	comm. par commerci	
	No	m2		m2	m2
LG				9.5	28.2
GF				20	225
1F				31.65	
1F	1	40	1b/1p		
1F	2	45.2	1b/1p		
1F	3	52.4	1b/2p		
1F	4	52.45	1b/2p		
1F	5	54.5	1b/2p		
1F	6	40.9	1b/1p		
2F	7	40	1b/1p	31.65	
2F	8	45.2	1b/1p		
2F	9	52.4	1b/2p		
2F	10	52.45	1b/2p		
2F	11	54.5	1b/2p		
2F	12	40.9	1b/1p		
3F/mansard				31.65	
3F/mansard	13	37.4	1b/1p		
3F/mansard	14	41.65	1b/1p		
3F/mansard	15	50.35	1b/2p		
3F/mansard	16	50.05	1b/2p		
3F/mansard	17	42.3	1b/1p		
3F/mansard	18	41.8	1b/1p		
4	18	834.45	18b/26p	124.45	253.2

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First and Second floor plan
as proposed
Series C = (Conversion) Class MA

planning only	
1:200 @A3	1:100 @A1
16.06.2026	I.lezzi
ARC_C03a6	



ARC - Schedule of accommodation revA4					
level	residential		acc.		
	No	m2			
LG					9.5
GF					20
1F					31.65
1F	1	40	1b/1p		
1F	2	45.2	1b/1p		
1F	3	52.4	1b/2p		
1F	4	52.45	1b/2p		
1F	5	54.5	1b/2p		
1F	6	40.9	1b/1p		
2F					31.65
2F	7	40	1b/1p		
2F	8	45.2	1b/1p		
2F	9	52.4	1b/2p		
2F	10	52.45	1b/2p		
2F	11	54.5	1b/2p		
2F	12	40.9	1b/1p		
3F/mansard					31.65
3F/mansard	13	37.4	1b/1p		
3F/mansard	14	41.65	1b/1p		
3F/mansard	15	50.35	1b/2p		
3F/mansard	16	50.05	1b/2p		
3F/mansard	17	42.3	1b/1p		
3F/mansard	18	41.8	1b/1p		
4	18	834.45	18b/26p	124.45	253.2

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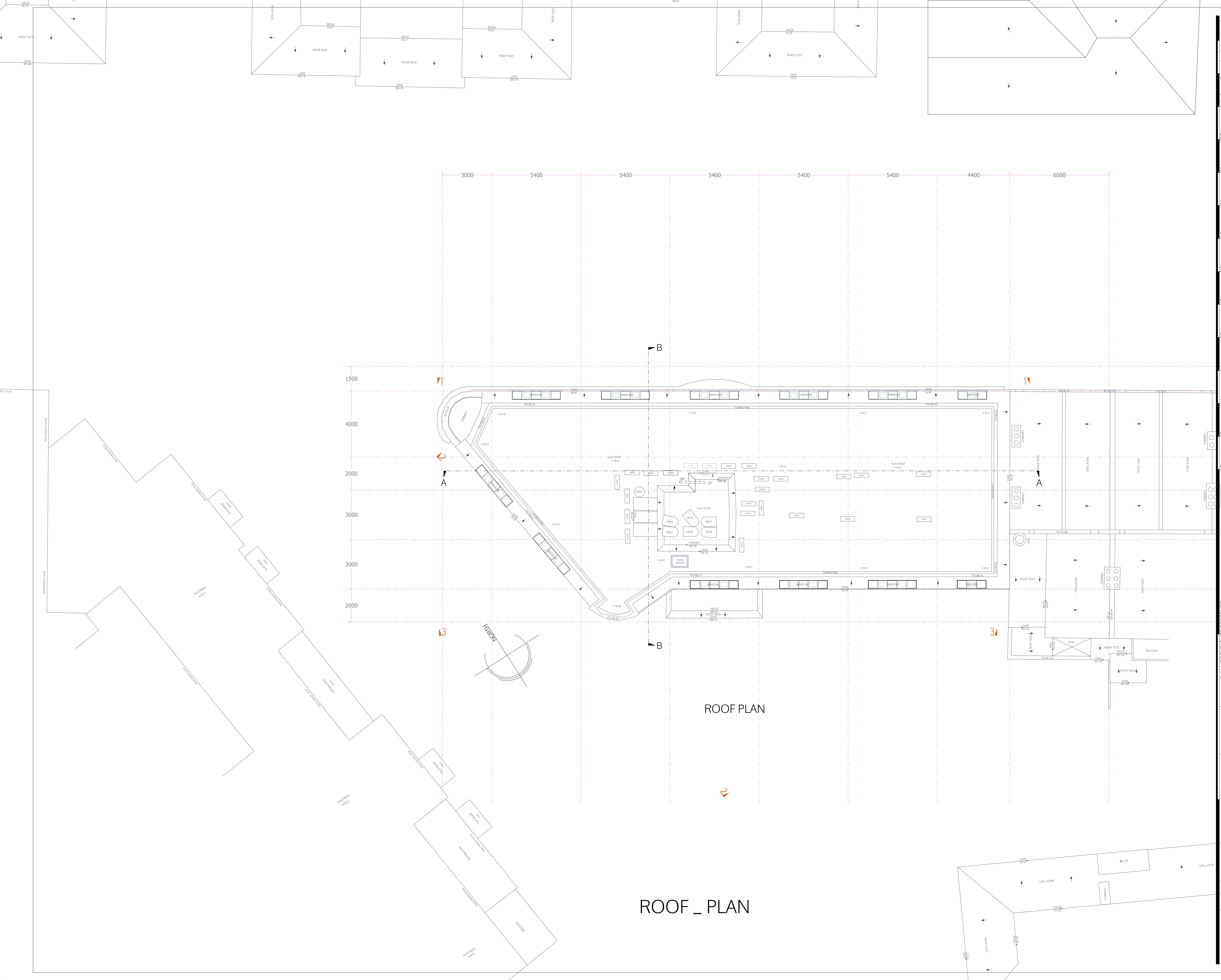
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Third floor plan
as proposed
Series C = (Conversion) Class MA

planning only

1:200 @A3
1:100 @A1
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Roof plan
as proposed
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1:100 @A1
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SIDE ELEVATION - 2 (East)

SIDE ELEVATION - 2 (East)

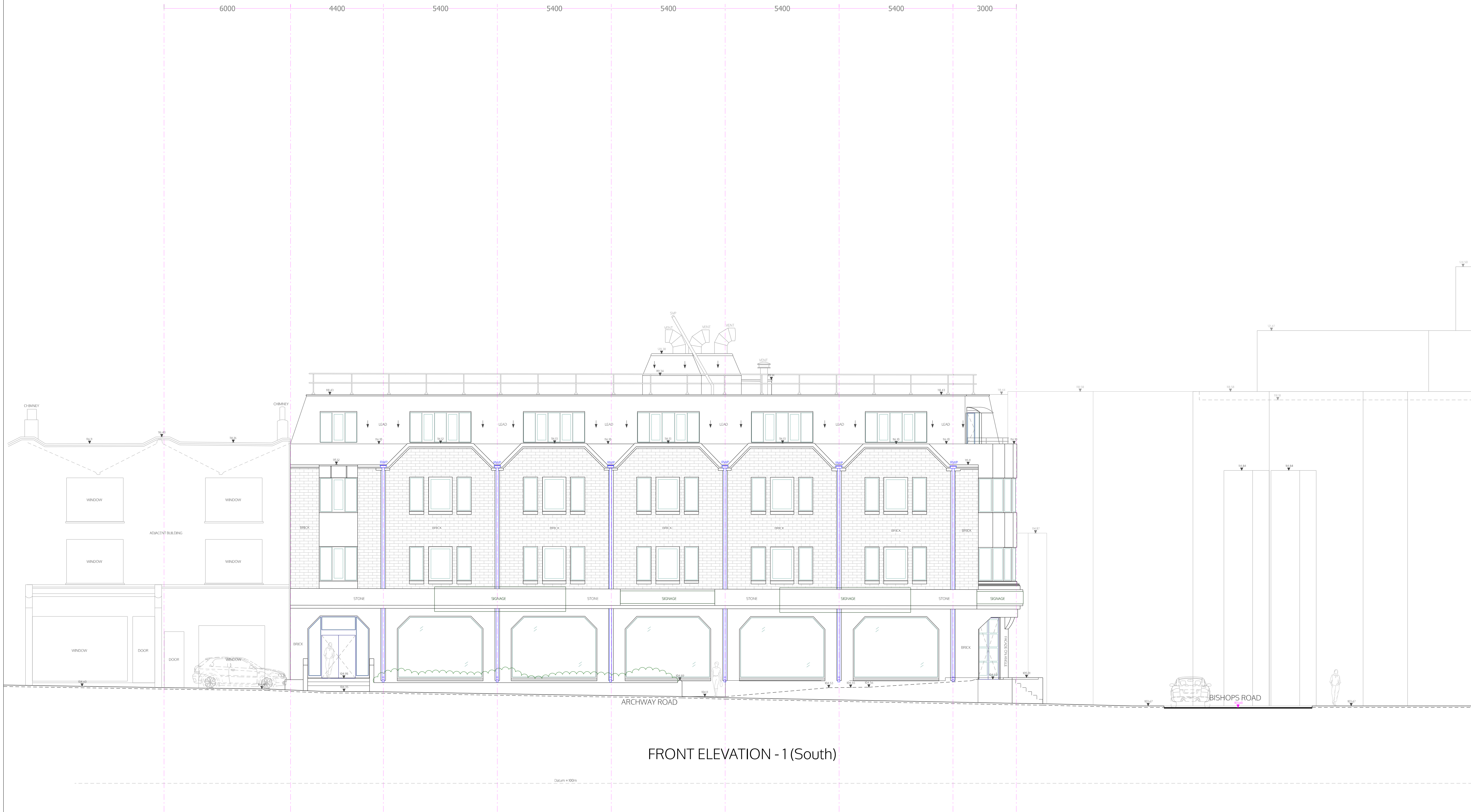
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CLIENT
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TITLE
Side Elevation (East)
as proposed
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	1:200 @A3
	1:100 @A1
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	ARC_C08a6



FRONT ELEVATION - 1 (South)

FRONT ELEVATION - 1 (South)

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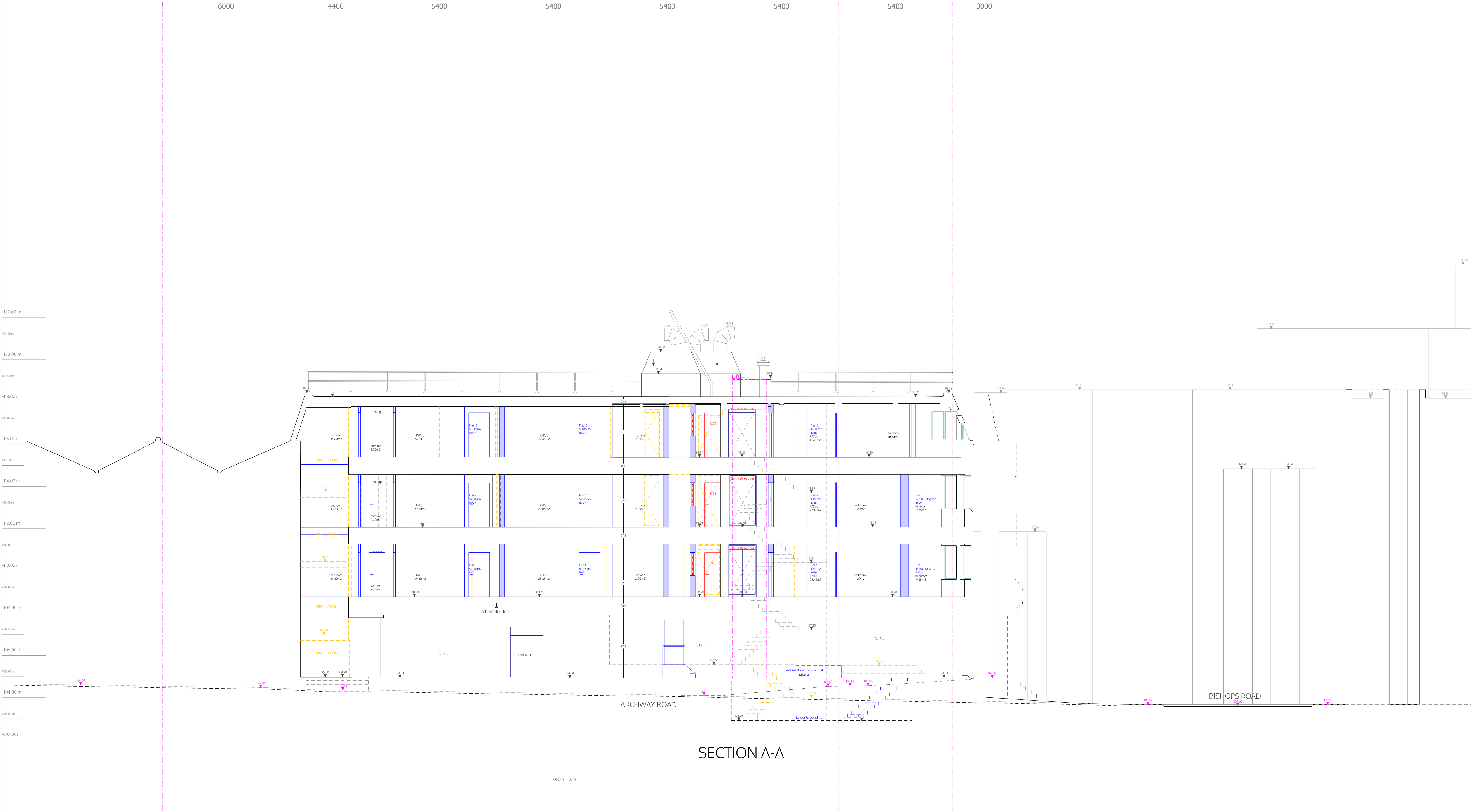
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Front Elevation (South)
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SECTION A-A

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SECTION A-A
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SECTION B-B
as proposed
Series C = (Conversion) Class MA

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