

Transport Statement

Land rear of 168, Muswell Hill Road, N10.

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112, Southbury Road,

Enfield.

EN1 1YE

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3rd April 2024

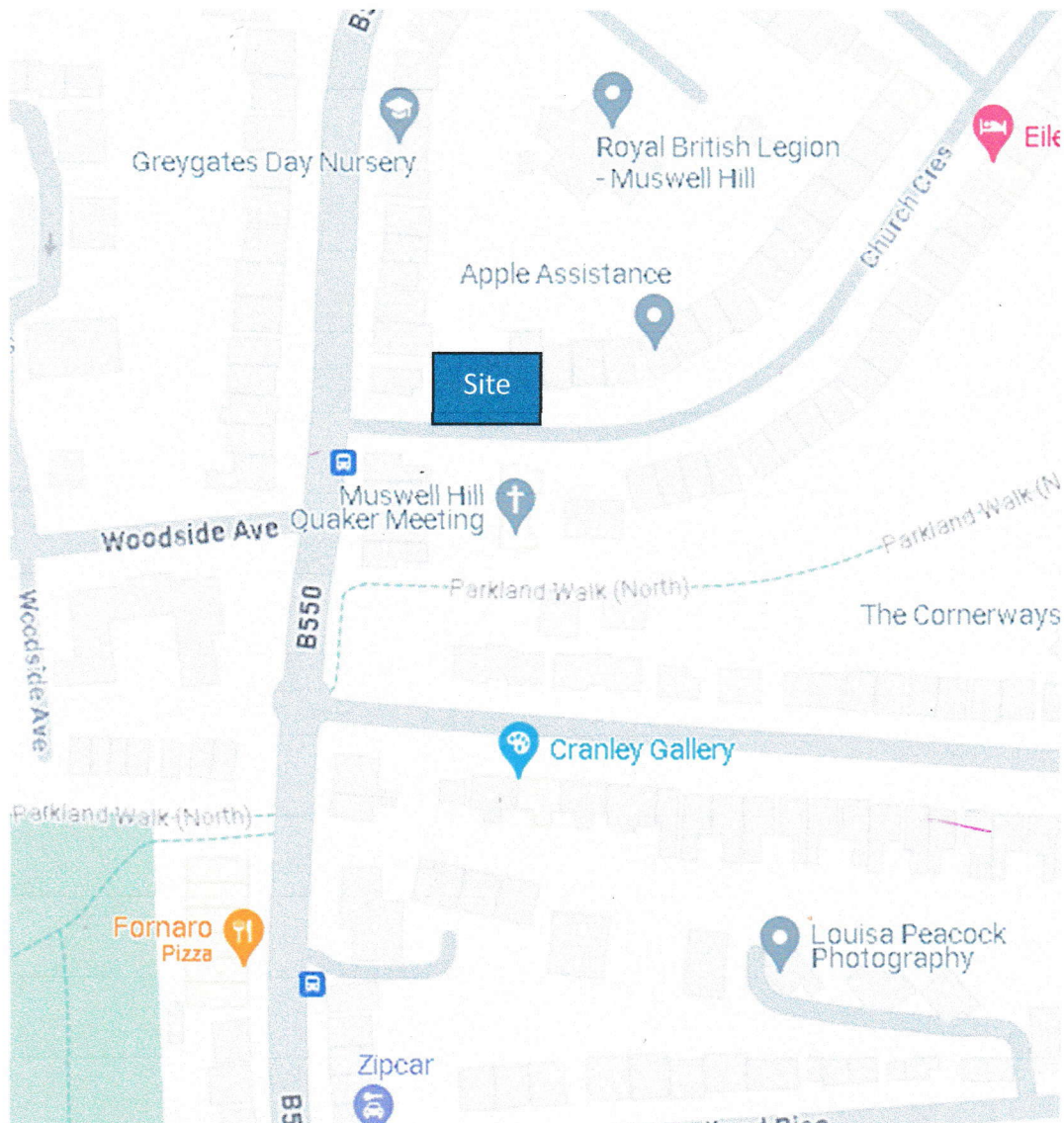
Land Rear of 168 Muswell Hill Road

1.0 Background Policy In compliance with the National Planning Policy Framework (NPPF) (2019), this Transport Note (TN) accompanies the planning application for the proposed development and has been prepared in accordance with the relevant sections of the National Planning Guidance (NPPG) (2014), the London Plan (2021), the Mayor's Transport Strategy (2019) and the London Borough of Haringey's Local Plan.

1.2 Site Location

As shown in Figure 1, the site is located to the rear of 168 Muswell Hill Road (B550) on Church Crescent some 30 metres to the east of the Muswell Hill Road, Church Crescent is semi-circular in nature with both access on Muswell Hill Road.

Figure 1



1.3 The existing site use

The site extends to approximately 160 m². It is delimited by close boarded fences in poor state of repair and is partly occupied by two garages, which are not in use. Manual For Streets (8.3.39-40) notes that garages are not always used for parking, and research shows that many are used as storage or have been converted to living accommodation.

1.4 Pre-application Consultation.

The pre-application meeting of the 12 October 2020, noted the following points in relation to Highways and Transportation:

- *More information is required on the existing use of the site, in specific which buildings the garages were / are associated with. It appears as though there is parking in front of the garages even if these are not currently occupied."*

- *There is a private (non-commercial) arrangement in place to allow for one car to be parked on the property.*
- *“Cycle provision and refuse storage should be provided in accordance with London Plan standards depending on the size of unit that eventually comes forward.”*
- *There is provision for an integral cycle and refuse storage at the rear of the building “As proposed it is appropriate for a single parking space for a dwelling of that size given the site’s low PTAL.*
- *However, the parking requirement may not be required if the size of dwelling is reduced, and reinstatement of the dropped kerb occurs with compensatory provision of an additional parking space.”*
- *There is a lack of parking spaces that can only be exacerbated by new developments without additional parking arrangements. It is proposed to use the dropped kerb to access the new parking bay located within the site.*

These comments will be addressed as part of the Transport Statement.

1.4 Report Structure

Section Two outlines the Planning Policy and Guidance documents which underpin the development proposals

Section Three outlines the developments transport planning context.

Section Four pre-application response

Section Five Construction management

Section Six Conclusion and recommendation.

2.0 Transport Policies and Guidance

This section details the relevant planning policies and guidance at National, Strategic and Local levels. In summary this includes:

- National Planning Policy Framework (2021). •

The London Plan (2021).

- The Mayor’s Transport Strategy (2018).

- Haringey Local Plan (2013)

2.1 National Transport Policy

National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 104 setting out that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued.*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places*

A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) are set out below:

"110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Design Code: and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated on the road network would be severe.*

111. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

2.2 Strategic Transport Policy

2.21 London Plan (March 2021)

The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the Proposed Development are set out below.

“Policy GG2 Making the best use of land – Point G: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions.”

2.22 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

“B) When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics

Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.”

2.23 Policy T6 addresses car parking, stating:

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

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

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

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

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

2.24 Paragraph 10.6.1 goes on to state that “Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles.”

2.25 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

i. “G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street.

Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments”.

2.26 The requirements for cycle parking are set out in Table 2.1 below.

Table 2.1 London Plan and Cycle Parking standards		
Use Class	Minimum long stay cycle Parking	Minimum Short-stay Cycle Parking
	1 space per studio or 1 person 1-bedroom dwelling	
	1.5 spaces per 2 person 1-bedroom dwelling	
C3 (Dwelling)	2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

The development will be providing 2 sheltered cycle parking spaces to the rear of the development in line with the London Plan, this was considered acceptable during the pre-application meeting.

2.3 Mayor's Transport Strategy (March 2018)

2.31 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

2.32 The Mayor's Transport Strategy vision states: "The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

2.33 The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

Central to this vision are the following three transport aims:

- 1. "By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
- 2. For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
- 3. To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041.*

2.4 Local Transport Policy

2.41 Haringey Local Plan Strategic Policies (2013)

Haringey's Local Plan Strategic Policies document (formerly the Core Strategy) sets out the vision and key policies for the future development of Haringey through to 2026. The document outlines how the Council will address local and strategic development needs including housing, employment, leisure and retail provision.

2.42 One of the key principles of the spatial vision, is the following:

"Integrate transport and land use – creating a comprehensive public transport network that is accessible and safe for all and encourages residents to choose more sustainable modes of transport including public transport, walking and cycling."

2.43 The Policy SP7 priority is to deliver regeneration and access. In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local / strategic access to London, employment areas and local services.

2.43 The targets of SP7 are as follows:

- a. "Promote public transport, walking and cycling (including minimum cycle parking standards).*
- b. Delivery of 80 additional car club bays across the borough.*
- c. Adopt maximum car parking standards.*
- d. Minimise congestion and address the environmental impacts of travel.*
- e. Promote road safety and pedestrian movement particularly in town centres and close to local services.*
- f. Locate major trip generating developments in areas with good access to public transport.*
- g. Mitigate the impact of road-based freight and promote alternatives.*
- h. Support measures to influence behavioural change.*
- i. Require the submission of transport assessments and travel plans for large scale proposals.*
- j. Delivery of key transport infrastructure programmes as set out in the Infrastructure Delivery Plan*

3.0 Site and Surroundings

This chapter of the report provides an overview of the existing site in the context of, connectivity to the transport network, access to sustainable travel, public transport

availability, pedestrian connectivity and cycling infrastructure. The site's proximity to amenities, educational facilities and services.

3.01 The application site is located near the south end of Church Crescent, in a residential area just outside Muswell Hill town centre in the London Borough of Haringey. The property comprises two attached one storey garages, with front ramp and a small side garden which is accessed from Church Crescent, the site currently has a crossover onto Church Crescent which is approximately 5.29 metres in width, the site is located in the St Lukes CPZ which operates Monday- Friday 11-am to 1pm.

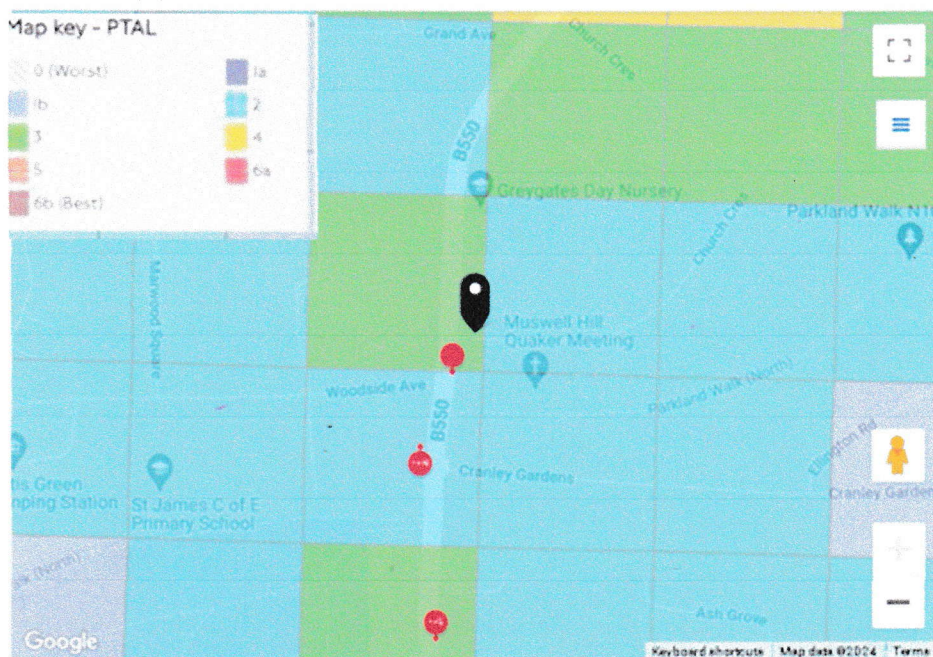
The existing walking routes to the site is generally in a good condition with sufficient footways width to accommodate any pedestrian traffic generated by the proposed development. The site is located with 15-minute cycle of Archway, East Finchley, and Muswell Hill Town Centre.

3.1 Public Transport Accessibility

3.11 The Public Transport Accessibility Level (PTAL) index is a measure which rates locations by distance from frequent public transport services and is used for various planning processes in London. PTAL values range from zero to six, where the highest value represents the best connectivity. The methodology considers bus service access points up to 640 metres and rail or Underground services up to 960 metres from a site or point of interest, which equate to 8 and 12 minutes' walk at 80 metres per minute. It can be seen from Figure 4.1 below that the PTAL of the site is 3 which is considered as moderate accessibility.

3.12 The site is within the PTAL walking distance of bus routes: 144, W7, 299, 134, 43, 234 and 102, which provides high frequency connections to Finsbury Park and Highgate underground Stations.

Figure 3.1



You can click anywhere on the map to change the selected location

PTAL output for Base Year

3

51 Church Cres, Muswell Hill, London N10 3NG, UK
Easting 528491, Northing 189216

3.2 Parking Surveys,

3.21 No parking surveys were conducted for this application given the size of the application, which is for one residential unit, however we have reviewed the recently approved application for the Cranwood Care Home Development HGY/20201/2727 which was approved on the 10 October 2022.

3.22 The results of the parking survey include the entire length of Church Crescent, sections of Cranley Gardens, Woodland Rise, Muswell Hill Road and Wood Side Avenue.

The TA states:

In line with best practice guidance (the Lambeth methodology) the surveys were undertaken on two neutral weekdays (Wednesday 21st October 2020 and Thursday 22nd October 2020) during the following time periods:

- 04:00-05:00 (to record the time when most residents are likely to be at home)

In addition, as requested by Haringey officers, a morning and afternoon beat was undertaken to capture parking associated with the school operating times and to ascertain daytime use during the following times:

- 08:00-09:00

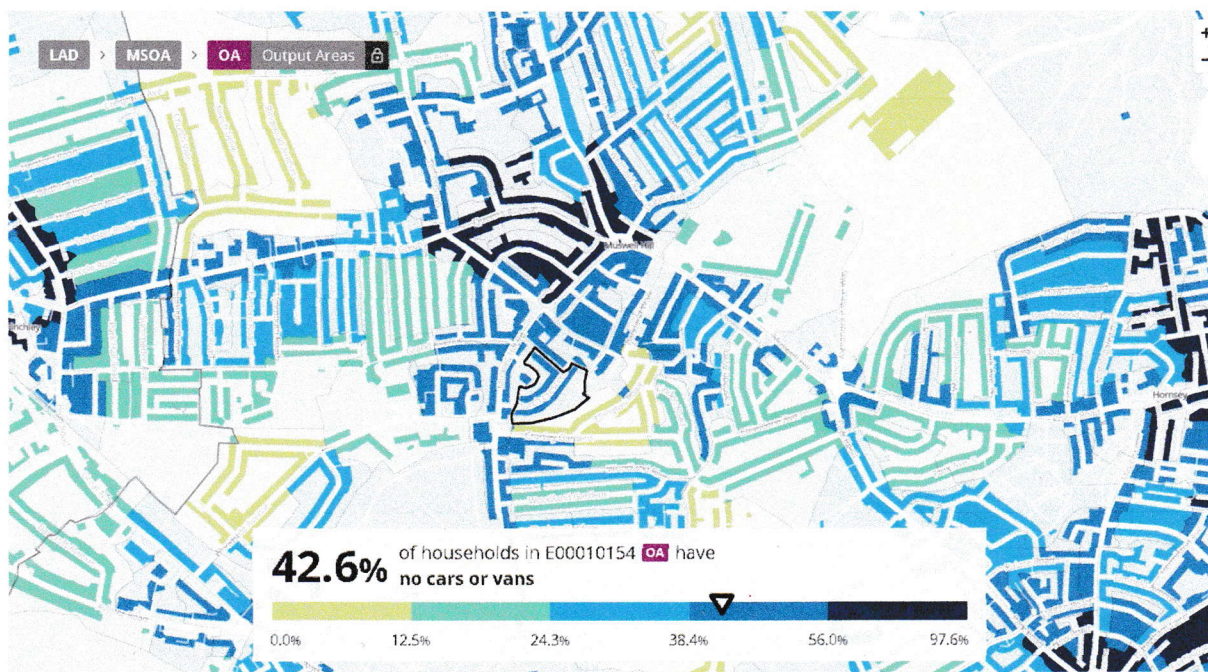
- 15:00-16:00

3.23 The results of the parking survey at 5m concluded that whilst some roads were recorded as having high car parking pressures, there was a total of 330 car parking spaces available within the surveyed area, during the overnight period 04:00-05:00 there was 20% spare capacity, this equates to 66 car parking spaces.

3.24 It is to be noted that with the removal of the crossover and the restatement of the footways, this will result in the creation of an additional on street car parking bay which will increase the overall general provision of car parking spaces in the local area.

3.25 Base on the Super output area for Church Crescent) [E00010154](#), 42.6% of household have no car or vans in their household which equates to a car ownership of 0.57 cars per household, using this figure the proposed development is likely to generate 1 on street car parking demand which will be mitigated by the removal of the crossover.

Figure 4.2



4.0 Response Pre-application

Pre-application Highways and Transportation

Pre-Application comments	Applicant Response
More information is required on the existing use of the site, in specific which buildings the garages were / are associated with. It appears as though there is parking in front of the garages even if these are not currently occupied	The garages are in state of dis-repair, in addition as per Manual for Streets garages are normally used for storage, the loss of the garages will not result in any significant displacement of parking which will result and adverse impact on the highways network. This is supported by the reviewed parking surveys.
There is a private (non-commercial) arrangement in place to allow for one car to be parked on the property	The use of the space fronting the garage is by permission of the owner and can only accommodate one car parking space, the use will be superseded by the grant of planning permission . The car is currently able to apply for a parking space within the existing CPZ and from the car parking surveys is can be seen that there is sufficient spare car parking within the local area to accommodate the displacement of parking. The car parking survey identified that there were 66 spare car parking space in the local area, with the development generating a maximum demand of two cars.
Cycle provision and refuse storage should be provided in accordance with London Plan standards depending on the size of unit that eventually comes forward	Cycle parking will be provide in line with the London Plan, two cycle parking spaces will be provide in the rear garden of the development. An enclosed refuse and recycling storage store, integrated in the proposed building, is able to accommodate the "Standard kerbside collection full set" as illustrated on the submitted ground floor plan. On collection day the occupants of the dwelling will move the relative bin within the area of the property but as close as possible to the access point to the property for the collection team
As proposed it is appropriate for a single parking space for a dwelling of that size given the site's low PTAL. However, the parking requirement may not be required if the size of dwelling is reduced and reinstatement of the dropped kerb occurs with compensatory provision of an additional parking space."	A PTAL calculation is included in the transport statement. The PTAL of the site is 3 moderate, and is within the St Lukes Control Parking Zone. The reinstatement of the drop kerb will allow for the creation of an additional on street car parking bay. In addition, the car parking surveys have demonstrated that there will be sufficient capacity within the local area.

There is a lack of parking spaces that can only be exacerbated by new developments without additional parking arrangements. It is proposed to use the dropped kerb to access the new parking bay located within the site.	The NPPF, London Plan and Local Plan, support the creation of new residential developments without the provision of car parking spaces. It has been demonstrated that the development will result in a maximum demand for 2 car parking spaces. The removal of the crossover and reinstatement of the footways will result in the creation of one additional on street parking space which will result in a residual of one parking space, which can be easily accommodated on the local highways network. This includes the potential displacement of the one car that is currently parked on site who is able to apply for an on street car parking space.
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5.0 Construction Management,

The development proposal will be supported by a Construction Management Plan which will be condition, the construction management plan will seek to minimise the impacts of the proposed development on the surrounding properties and highways network, the construction management plan will include the following headings:

1. Construction Programme

2. Construction Methodology
3. Impacts and mitigation on local highway network, including:
 - road closures
 - footpath closures
4. Safety measures, including:
 - pedestrians
 - cyclists
5. Site set up details.
6. Number of construction trips.

6.0 Conclusion and recommendations

The proposed development of one two bed unit will not result in generating any significant traffic and parking demand on the local highways network. The development proposal will provide cycle parking space in line with the London Plan, the construction of the development will result in the replacement of the crossover and creation of an additional on street car parking space in the St Lukes CPZ, which will mitigate against any additional demand that is generated by the creation of the additional unit. We have considered that given the PTAL of the site which is moderate and the creation of the additional on street car parking space this development proposal will have no impact on the transport and highways network and the development proposal accords with the NPPF, London Plan and Haringey's Local Plan policies.