



Crosby Transport Planning Limited
Willow House
Forest Close
East Horsley
Surrey KT24 5BU
T: 01483 282560
E: contact@crosbytp.com

TRANSPORT TECHNICAL NOTE

PROPOSED UPWARDS EXTENSION AT 25-28 BUCKINGHAM COURT, 27 WATFORD WAY, LONDON NW4 4TD

Prepared on behalf of Eddie Dujon

August 2021

Reference: P2170 TN/PC

Introduction

- 1** This Transport Technical Note is prepared on behalf of Eddie Dujon (the “applicant”) and sets out the highways and transport considerations in relation to their Permitted Development application for the addition of two stories of C3 residential use at 25-28 Buckingham Court, 27 Watford Way, London NW4 4TD, located within the London Borough of Barnet (LB Barnet).
- 2** 25-28 Buckingham Court is presently a detached three storey building wholly in residential use and the applicant proposes a two storey rooftop extension of 4 x 2-bedroom flats under Class A of Part 20 of The Town and Country Planning (General Permitted Development) (England) Order 2015 No. 596, as amended by The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 No. 428.

- 3 Class A of Part 20 of the GPDO requires the developer to apply to the local authority for prior approval as to transport and highways impacts of the development and the provisions of paragraph B (prior approval) will apply.
- 4 Paragraph B(5)(b) requires *“where in the opinion of the local authority the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site the local planning authority must consult the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority”*.
- 5 Paragraph B(15)(b) stipulates that the local authority must, when determining an application for Prior Approval, have regard to the National Planning Policy Framework (NPPF) so far as is relevant to the subject matter of the prior approval, as if the application were a planning application.
- 6 Paragraph 111 of the NPPF 2021 states *“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 would be severe”*.
- 7 This report considers the transport and highways effects of the proposed two storey upwards extension, including accessibility, parking provision and traffic generation, in order to assist LB Barnet as local authority in their determination of whether *‘the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site’*.

Site Location

- 8 The site is situated within a predominantly suburban, residential area between the A41 Watford Way to the east and the M1 motorway to the west. The centre of Hendon is within a 1km walk distance to the southeast and Colindale underground station is a 1.5km walk distance to the west.

- 9 The location of the site in the context of the wider highway network is shown in **Figure 1** below.

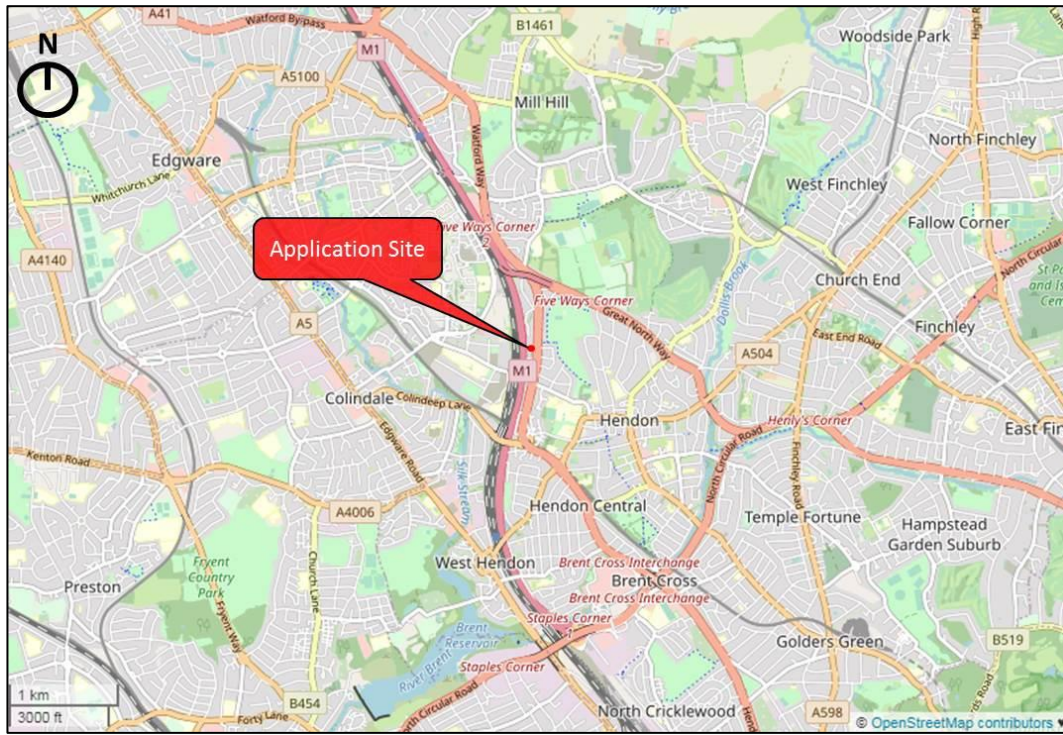


Figure 1: Site Location

- 10 The site is located at the northwestern end of Buckingham Court which forms a left in/left out priority junction with the northbound carriageway of the A41 Watford Way some 50 metres to the east of the site.
- 11 In the vicinity of the site, the A41 Watford Way is a dual carriageway with three lanes in each direction separated by a central barrier. Watford Way is a 'red route' forming part of Transport for London's (TfL) road network and is subject to a 50mph speed limit. Some 650 metres to the north, the A41 forms a connection with the A1 Great North Way/Watford Way.
- 12 Access to the A406 North Circular can be gained at the Brent Cross Flyover some 2.8km to the southeast of the site. The M1 motorway can be accessed via the A406 North Circular at Junction 1, a further 800 metres to the west.

- 13** Buckingham Court is a two-way single carriageway road that serves the development site as well as further residential development and associated parking areas to the south. Buckingham Court is signed as a private road and is subject to a 10mph speed limit, with pedestrian footway along the southern side. Parking on Buckingham Court is signed for residents only and a car park management company is in place to enforce parking on street and within courtyards.
- 14** There is a small number of unrestricted, marked parking bays located alongside the northbound carriageway of the A41 Watford Way within a 200m walk distance of the site. Elsewhere, Watford Way and Buckingham Court are comprehensively controlled through enforceable restrictions. Consequently, there are no unenforceable, unsafe on-street parking opportunities on the surrounding highway network whereby overspill parking could take place to the detriment of highway safety.
- 15** The site itself is accessed from Buckingham Court via a two-way single carriageway access that runs along the southern perimeter of the building and provides access to an unmarked surface level parking area that is for use by existing residents only. The site presently comprises 2 x 1-bedroom flats and 4 x 2-bedroom flats, of which no more than three flats are occupied at the time of writing.

Accessibility

- 16** The site is located within a predominantly residential area, although there are a number of local amenities and facilities within a short walk distance (400m) of the site including convenience store/newsagents, hot foot takeaway, restaurant, café, gym, cycle shop, children's day nursery and Sunny Hill Park and playground. In addition, the site is within a 1km walking distance of the centre of Hendon.

- 17** As the site is situated within an established suburban location it benefits from extensive pedestrian and cycle infrastructure in the locality. Along the northbound carriageway of the A41 Watford Way is an off-carriageway shared cycleway/footway, and some 70 metres to the north and 200 metres to the south of the site are pedestrian subways which provide connections to the eastern side of the A41 Watford Way.
- 18** The cycle route along the A41 Watford Way forms part of a wider network of on-street and off-street cycle routes that link to local destinations including Hendon and Colindale rail stations, Brent Cross, Staples Corner, local schools and recreational parks

Public Transport

- 19** When considering access by public transport, a PTAL assessment is a standard tool for quantifying the accessibility of a Point of Interest (POI). The PTAL methodology is adopted by TfL for this purpose.
- 20** TfL PTAL guidance states that for a bus route to be included in the assessment, the POI must be within an 8 minute walk or 640m of a Service Access Point (SAP), assuming a walk speed of 4.8kph.
- 21** The nearest bus stop to the site is located on Watford Way immediately to the north of the junction with Buckingham Court, within a 60 metre walk distance of the site. The stop provides access to the 113 bus service which provides frequent and regular services between Edgware and Oxford Circus. Additionally, the 125 and 186 bus services are accessible from stops located at the approaches to the Aerodrome Road/Watford Way junction, within a 500 metre walk distance of the site. These provide frequent and regular services to Brent Cross, Northwick Park, Colindale and Winchmore Hill.
- 22** A summary of the bus services and the walk distances to the nearest stops is shown in Table 1 below.

| Service | Walk Distance | Route Towards | Frequency (minutes) | | |
|---------|---------------|----------------|---------------------|----------|--------|
| | | | Weekday | Saturday | Sunday |
| 113 | 230m | Oxford Circus | 5-9 | 7-10 | 10-13 |
| | 60m | Edgware | 5-9 | 7-9 | 9-13 |
| 125 | 500m | Colindale | 7-11 | 10-14 | 15 |
| | 500m | Winchmore Hill | 9-12 | 10-12 | 15 |
| 186 | 400m | Brent Cross | 10-13 | 9-13 | 20 |
| | 500m | Northwick Park | 11-13 | 11-12 | 20 |

Table 1: Local Bus Services

- 23** With reference to TfL’s online Planning Information Database, the site scores a Public Transport Accessibility Level (PTAL) rating of 1b which is classed as a ‘very poor’ level of accessibility. The PTAL output is contained at **Appendix A**.
- 24** However, it has been established that the site is within an established location and within walking distance of local amenities and frequent and regular bus services. Furthermore, whilst the walk distances to the nearest rail stations at Colindale and Hendon Central (1.5km and 1.8km respectively) exceed the arbitrary 960m walk distance stipulated within the PTAL calculation, such distances are considered acceptable for commuting purposes, particularly if undertaken by bicycle. Therefore, it is not unreasonable to assume that in practice, travel by rail will be entirely feasible for some future residents.

Proposals

- 25** The Prior Approval application is for an additional two stories of C3 residential use comprising of 4 x 2-bedroom flats at third and fourth floor levels.
- 26** The site layout and proposed floor plans are shown within the drawings which accompany the application.

- 27** For Prior Approval applications, it is established that the provision of cycle parking relates to convenience only, rather than an impact on transport and highways. However, the applicant recognises the importance of encouraging residents to cycle and therefore the opportunity can be taken to provide secure and sheltered cycle parking facilities for both the existing and proposed residential units.
- 28** The existing building comprises 2 x 1-bed units and 4 x 2-bed units and consequently the cycle parking requirement for both the existing and proposed units is a minimum of 19 spaces (i.e. 1.5 spaces per 1-bed 2-person unit and 2 spaces per 2-bed unit in accordance with the London Plan 2021 standards.
- 29** Details of the intended cycle store arrangements are shown within the proposed site layout plan which accompanies the submission.
- 30** The bin storage area for the existing building is presently located externally along the southern perimeter of the building. It is understood that refuse vehicles utilise the carriageway of Buckingham Court and the site access to turn and therefore are able to collect refuse by reversing towards the bin storage area. These existing refuse collection arrangements shall remain appropriate for the proposed additional units. Details of the refuse and recycling bin storage arrangements are shown within the submission drawings.

Car Parking Provision and Car Ownership

- 31** Residents will be entitled to apply for car parking permits to park within the site. As discussed earlier, the application site is inclusive of an unmarked area within which existing residents with permits are entitled to park. The proposed site plan illustrates how the car park can be marked out to provide a minimum of 8 individually accessible car parking spaces.
- 32** The cumulative car parking provision for the existing and proposed units therefore equates to a car parking ratio of 0.8 spaces/unit.

33 Paragraph 107 of the National Planning Policy Framework (NPPF) states that *“If setting local parking standards for residential and non-residential development, policies should take into account:*

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

34 In order to determine the appropriateness of the car parking provision for the existing and proposed units, existing car ownership levels for the local area have been reviewed using the most recently available 2011 Census data obtained from the Office of National Statistics (ONS). The data provides existing levels of car ownership by habitable room for defined areas and in this case the data for the Hendon ward, within which the development site is located, has been reviewed.

35 Table 2 below contains the data derived directly from the 2011 Census, and assumes that all 1-bed units have no greater than three habitable rooms and the 2-bed units have 4 habitable rooms.

| Area | Unit Type | No. Habitable Rooms | No. H/holds | No. H/holds – No cars or van | No. H/holds – 1 car or van | No. H/holds – 2 cars or van | No. H/holds – 3 or more cars or van | Total cars owned | Average cars per dwelling |
|-------------|--------------------|---------------------|-------------|------------------------------|----------------------------|-----------------------------|-------------------------------------|------------------|---------------------------|
| Hendon ward | Flat: Total Tenure | 1 – 3 rooms | 1,740 | 963 | 674 | 90 | 13 | 893 | 0.51 |
| | | 4 rooms | 1,669 | 601 | 861 | 198 | 9 | 1,284 | 0.77 |

Table 2: Local 2011 Car ownership census data

- 36** Based on 2011 Census data, it can be seen that the potential cumulative level of unrestrained car ownership for the proposed residential use would be 7.18 cars, i.e. no greater than 8 cars. It can also be seen that some 55% of 1-bed units and 36% of 2-bed units within the local ward are car-free, thereby illustrating that car-free living is entirely feasible in this location.
- 37** It is therefore considered that the provision of a minimum of 8 car parking spaces for the existing and proposed units would be entirely appropriate and would be highly unlikely to lead to an adverse impact on parking levels on the surrounding public highway network. Consequently, the parking demands of the existing and proposed units can be fully accommodated within the site.

Transport Impact

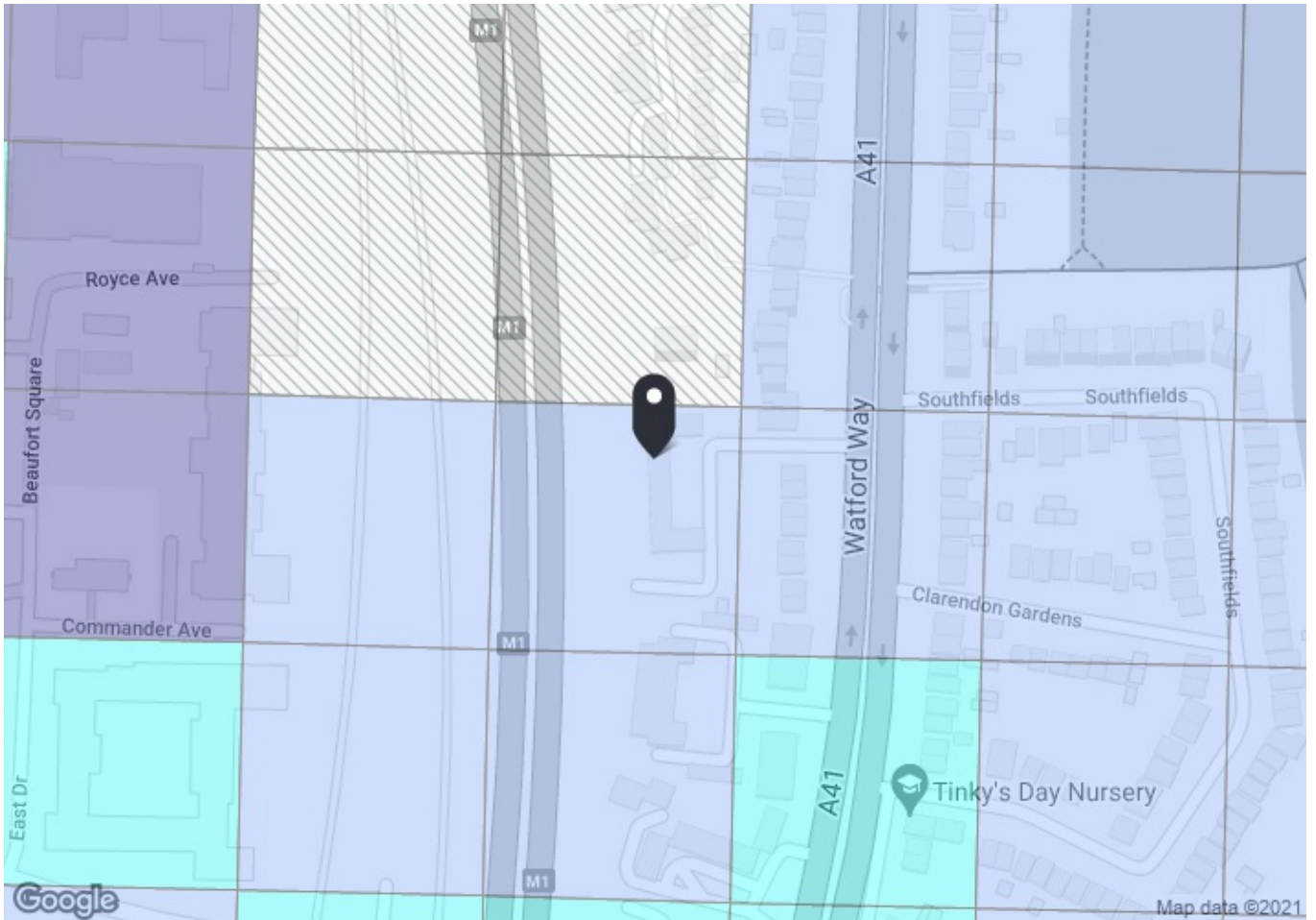
- 38** The proposed scheme is unlikely to result in any material impacts on the local transport networks. On the basis that a dwelling will typically generate 5-6 car movements per typical weekday, it is evident that the proposed four dwellings will generate a negligible increase in vehicle movements to and from the site.
- 39** In addition, the local pedestrian, cycle and public transport networks would undoubtedly be more than capable of accommodating any modest increases in potential patronage levels arising as a result of the development.
- 40** In terms of trip generation therefore, it is considered that the proposed scheme would cause no detriment to the local highway network.

Summary and Conclusion

- 41** This report has been prepared in respect of Permitted Development proposals for the addition of two stories of C3 residential use at 25-28 Buckingham Court, 27 Watford Way, London NW4 4TD, located within the London Borough of Barnet.

- 42** It has been demonstrated that although the site scores a 'very poor' PTAL rating, the site is within an acceptable walking distance to local amenities and public transport services and is located adjacent to the local cycle network. It is therefore considered that residents would not necessarily be reliant on the use of a car for typical day-to-day journeys.
- 43** The proposals are able to incorporate sheltered and secure cycle storage for both existing and proposed units. The existing bin storage arrangements would remain appropriate for the proposed units.
- 44** The scheme would be accompanied by a level of on-site car parking provision that meets the anticipated demands of the existing and proposed units. Consequently, the proposals would be highly unlikely to lead to any adverse impacts on the local highway and transport networks.
- 45** It has therefore been demonstrated that the proposals would not have a material impact upon the operation of the adjoining highway network. Consequently it is concluded that the proposals would be entirely acceptable on transport and highways grounds and would not give rise to a *'material increase or a material change in the character of traffic in the vicinity of the site'*.

APPENDIX A:












PTAL output for Base Year 1b

NW4 4TD
London NW4 4TD, UK
Easting: 522362, Northing: 189973


Grid Cell: 131105

Report generated: 06/08/2021

Map key - PTAL

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

Map layers

 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|----------------------------|--------------------------|-------|-------------------|----------------|------------------|------------|------------|------|--------|-------------|
| Bus | WATFORD WAY AERODROME RD | 113 | 397.45 | 7 | 4.97 | 6.29 | 11.25 | 2.67 | 1 | 2.67 |
| Bus | WATFORD WAY AERODROME RD | 186 | 397.45 | 5 | 4.97 | 8 | 12.97 | 2.31 | 0.5 | 1.16 |
| Total Grid Cell AI: | | | | | | | | | | 3.82 |