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**PROPOSED CONVERSION TO
HOUSE IN MULTIPLE OCCUPATION
8 HUTTON GROVE, NORTH FINCHLEY, LONDON N12

TRANSPORT STATEMENT**

BY

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HOUSE IN MULTIPLE OCCUPATION
8 HUTTON GROVE, NORTH FINCHLEY, LONDON N12**

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1 INTRODUCTION

- 1.1 This statement addresses the transport implications of the proposed conversion of the family house at no 8 Hutton Grove, North Finchley, London N12 to a house in multiple occupation (HMO) for 5 people.
- 1.2 This statement should be read in conjunction with the scheme drawings and other submissions in support of the development.

2 SITE, SURROUNDINGS AND ACCESS

- 2.1 The site location is shown in Figure 1 and its immediate surroundings in more detail in Figure 2. The site lies off the north side of Hutton Grove, close to the A598 Ballards Lane, in the immediate hinterland of North Finchley town centre. The site is occupied by a two storey semi detached house with a paved forecourt which is used to park two cars, and a private side passageway to the back of the property.
- 2.2 Hutton Grove is part of a network of predominantly residential local back streets off the west side of Ballards Lane. The predominant built form is two-storey terraced or semi-detached housing of apparently late Victorian or Edwardian origin, with small front gardens and longer back gardens, but with some later infill or redevelopment, including a modern lowrise flats development, with on-site parking, on the south side of Hutton Road opposite no 8.
- 2.3 The Ballards lane is a traditional built-up single carriageway main road lined by a mix of various housing types, shops and other commercial premises. The A598, of which it forms part, runs from the A41 at West Hampstead to the A1000 at North Finchley.
- 2.4 A controlled parking zone (CPZ) operates 9am – 5pm Monday – Saturday in Hutton Grove and the surrounding area, including on Ballards Lane.
- 2.5 The site is within a short walk of the wide range and large number of shops and other services and facilities, and possible sources of employment, nearby in North Finchley town centre, including a large Waitrose supermarket just round the corner in Ballards lane, and parades of small shops and other services on the opposite side of Ballards Lane.
- 2.6 The site in relation to the public transport network is shown in Figure 3. The site is well served by public transport, with:-
 - High frequency all-day daily London bus services 82,182,125 and 221 plus night bus services N13 and N20 running along Ballards Lane calling at stops less than 5 minutes walk from the site.
 - High frequency all-day daily bus service 134 and 263 calling at stops on Kingsway about 5 minutes walk from the site; the 134 service also running through the night.
 - The well served West Finchley underground station on the Northern Line High Barnet branch, 1Km /0.62 mile, ie less than 10 minutes walk from the site.
 - The even better served Finchley Central underground station, the junction of the Northern Line High Barnet and Mill Hill East branches, accessible by a short bus ride.

- 2.7 This good accessibility is somewhat understated in the site's PTAL 3 rating (medium accessibility), though close to a PTAL 4 area, produced by the conservative TfL Webcat assessment system which excludes the train services at West Finchley as beyond the arbitrary cutoff walk distance embedded in the PTAL methodology. In the real world West Finchley station would be perceived by most people of no more than ordinary fitness as well within reasonable walk distance.
- 2.8 The site in relation to the designated London Cycle Network (LCN) is shown in Figure 4. A designated LCN route runs along Ballards Lane though no specific cycle facilities look to have been implemented along it, in contrast to nearby LCN route 6 along the High Road where there are advisory cycle lanes and cycle logos along both sides of the carriageway. The generally light traffic in local roads and the flat or gently undulating terrain are also conducive to cycling.
- 2.9 The site thus has good accessibility by all relevant non-car travel modes, and the proposed dwellings would thus be well placed to attract occupants who would not need or wish to own cars even if they could afford to, particularly in the light of the recent extension of the London Ultra-Low Emission Zone (ULEZ) throughout outer London including this area, which will make car ownership and use even more unaffordable for many people.

3 THE DEVELOPMENT

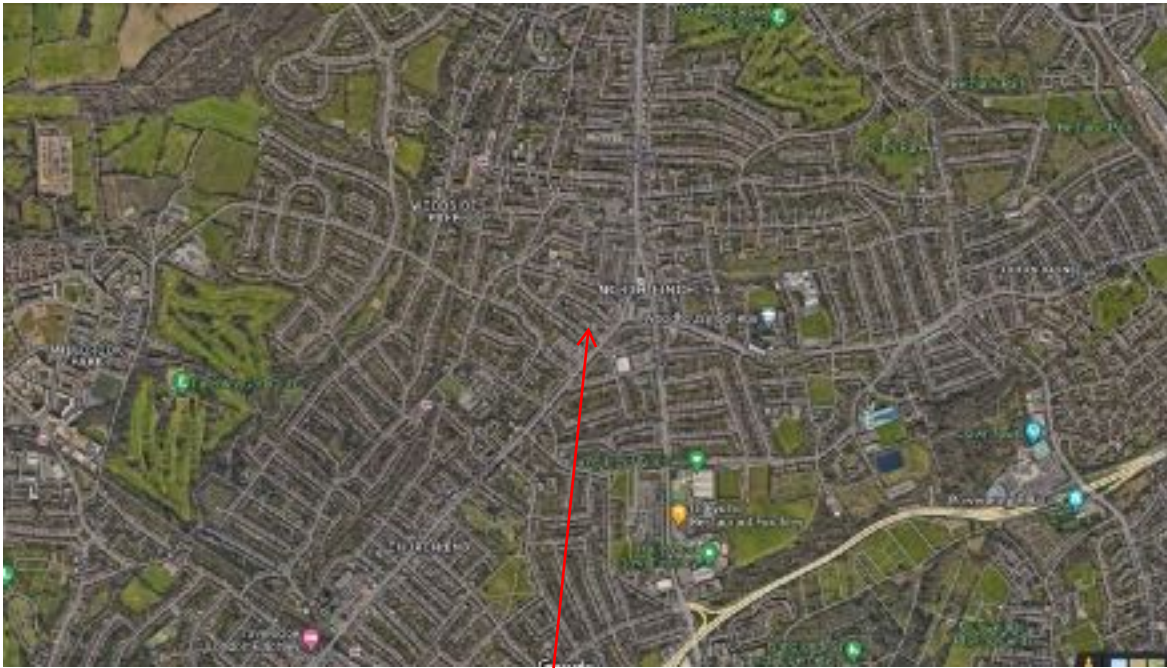
- 3.1 The building will be converted internally to provide single room dwellings for 5 people with communal facilities. Secure covered cycle storage/ parking facilities will be provided for one cycle per dwelling. The forecourt will be retained unaltered and available on a 'first come first served basis' for parking by any of the residents who have the use of a car or equivalent vehicle.
- 3.2 All deliveries and other servicing including refuse/ recycling collection will be from the highway, as for most other existing dwellings in this and adjacent streets. The refuse/ recycling bins will be kept, as currently, on the open passageway along the eastern boundary of the site, close to the highway.

4 ASSESSMENT

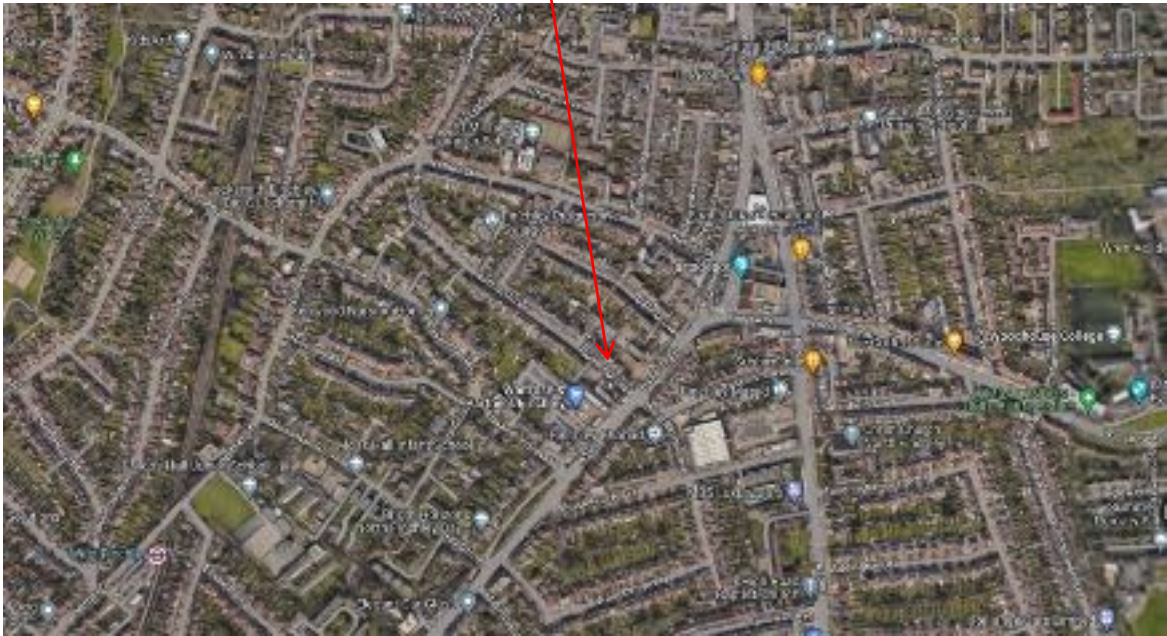
- 4.1 Such a small HMO conversion in such a built-up area will such good access by non-car means would be very likely to be occupied largely if not wholly by non car-owning residents, but even if not would be extremely unlikely ever to have more than one or two of its 5 residents owning or having the use of a car or equivalent vehicle.
- 4.2 It can therefore be safely concluded that the proposed development will have absolutely negligible, if any, impact on motor traffic or parking conditions on the highway.
- 4.3 At the same time, such a small development housing just 5 people will also have negligible impact on local public transport passenger loadings.
- 4.4 The development will include satisfactory provision for secure cycle parking/ storage.

5 CONCLUSIONS

- 5.1 The proposed development is in a highly sustainable location with good access by non-car means, and is therefore well placed to attract occupants who would not need or wish to own or use cars or other motor vehicles even if they could afford to.
- 5.2 The development includes satisfactory secure cycle parking/ storage provision, and secure refuse/ recycling bin storage.
- 5.3 The development can be satisfactorily serviced from the highway, as are most existing dwellings in the area.
- 5.4 The development will result in absolutely negligible impact on local parking or traffic conditions, and on public transport passenger loadings.
- 5.5 There is therefore no transport reason why the development should not be permitted, and no reason why residents of the development should not be allowed to buy resident parking permits for on-street parking if any of them own or have the use of a motor vehicle.



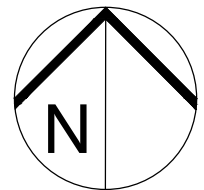
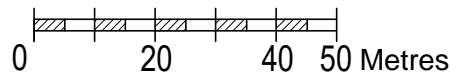
THE SITE



Site Location **FIGURE 1**



Scale 1:1250



Site and Surroundings **FIGURE 2**



FIGURE 3

Site and Public Transport Network

FIGURE 3



FIGURE 4

Site and London Cycle Network

FIGURE 4