



ttp consulting

transport planning specialists

**33-47 Grovebury Court,
London, N14 4JR**

**Transport Statement – Construction
of 5 New Apartments**

March 2024

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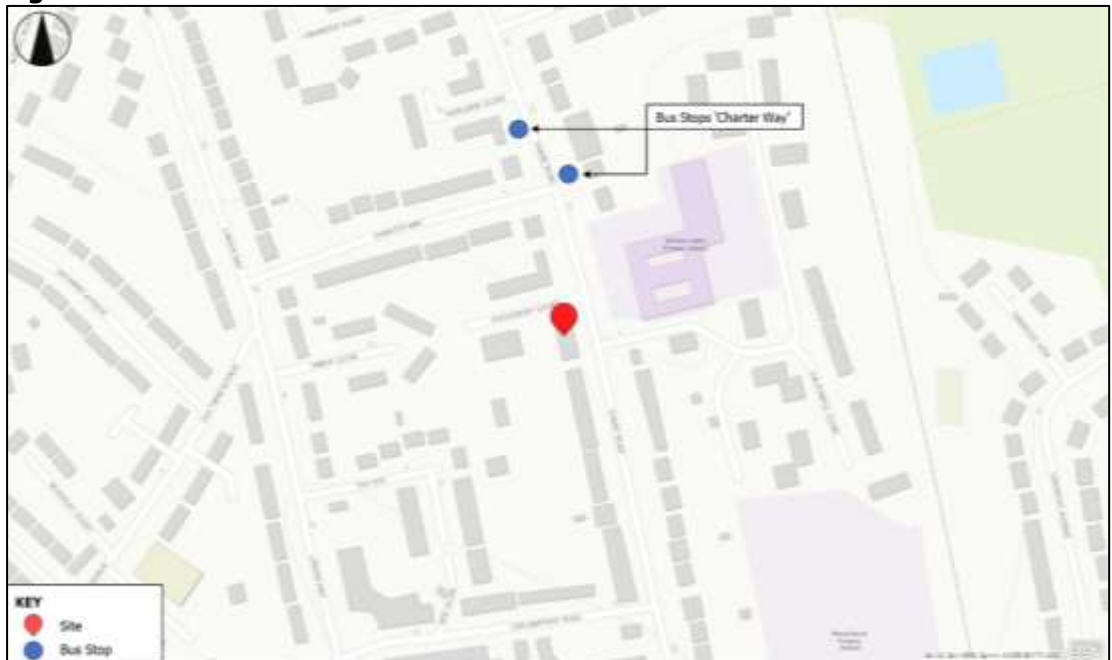
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed development at 33-47 Grovebury Court (the Site) which is located in the London Borough of Enfield (LBE).
- 1.2 The Site is located on the corner of Chase Road and Charter Way approximately 750m north of Southgate Underground Station as shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3 The Site comprises of a 3 storey building (ground plus 2) with landscaping in front and parking to the rear. There are currently a total of 15 one-bedroom apartments across the three floors.
- 1.4 In January 2023, an Appeal was allowed, and prior approval was granted for the provision of 5 additional flats in a single storey extension (21/04160/PRA). The Inspector stated that *"Notwithstanding the shortfall in available parking spaces, when measured against the maximum standard, I find that there would be sufficient on-street parking available to safely accommodate any increase in demand arising from 5 one-bedroom flats. It is therefore unlikely that the proposal would cause significant highway safety problems for vehicle users or pedestrians. Nor, taking into account the potential level and nature of vehicle movements, is it likely that there would be any materially adverse effect on the free flow of traffic."*
- 1.5 This report has been prepared to support an application to create an additional 5 apartments across one floor thereby increasing the overall number to 20 apartments, i.e. the same as currently permitted.

1.6 This report considers the effect of development in transport terms including accessibility, trip generation, car parking, cycle parking, deliveries and servicing. The remainder of the report is as follows:

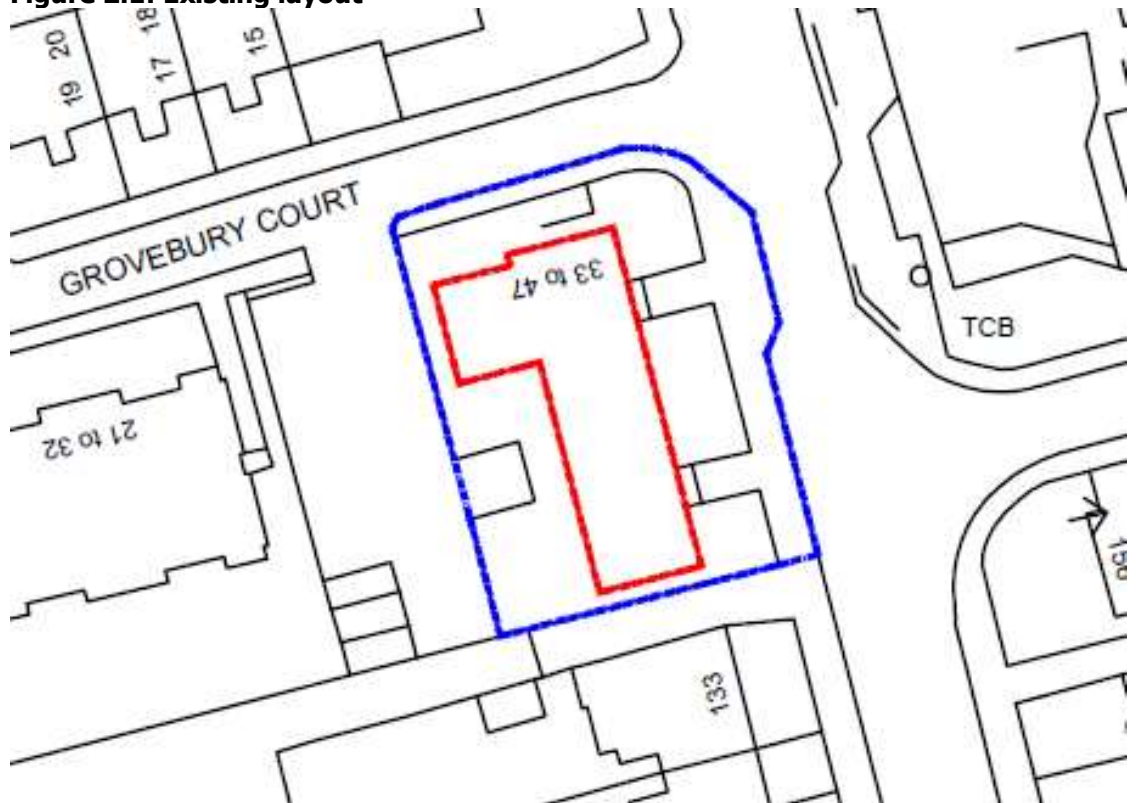
- Section 2 describes the existing situation;
- Section 3 presents the proposed development and the potential effects; and,
- Section 4 provides a summary and conclusion.

2 THE EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The Site is situated within the cul-de-sac of Grovebury Court which is a private highway facilitating access to the Site and adjacent building.

Figure 2.1: Existing layout

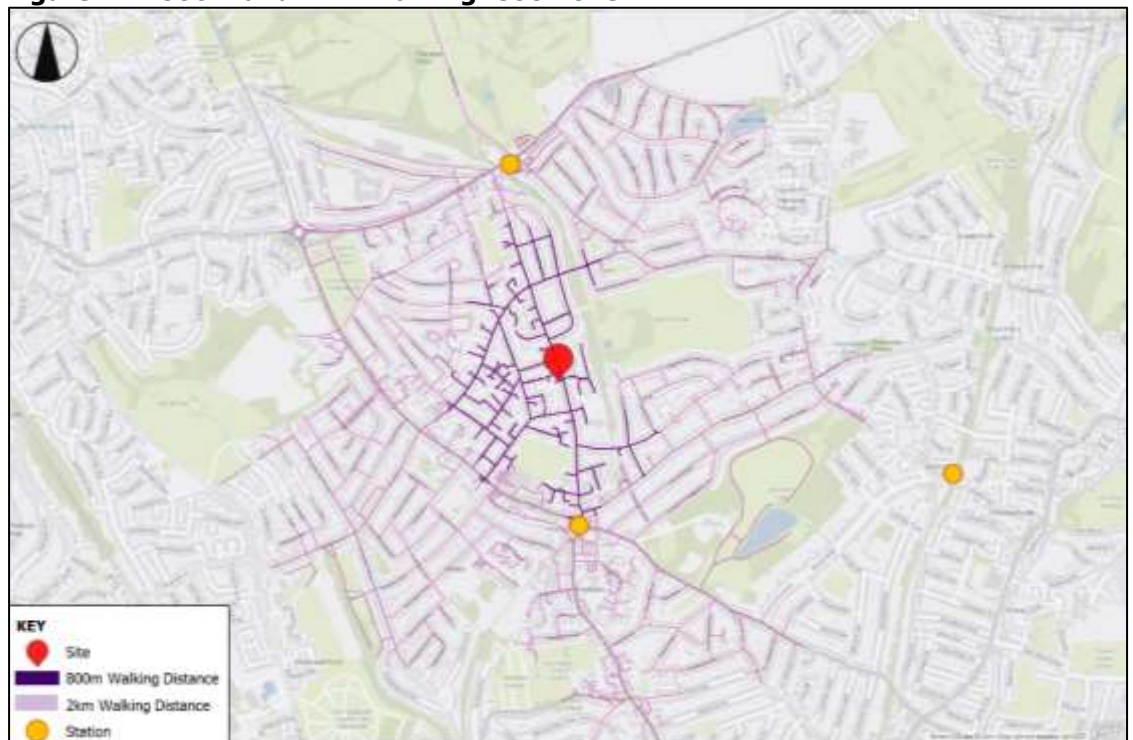


- 2.2 The Site is located within a predominantly residential area surrounded by residential properties to the north, south and west. The site is bound by Chase Road to the east which serves a mixture of residential and commercial developments, as well as Wolfson Hillel Primary School.

Access on Foot

- 2.3 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube/train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes. Walking is considered to be an acceptable mode of transport to replace car and public transport journeys up to 2km in length with factors such as health, weather, facilities along with access to a car and journey purpose all influencing a person's choice to walk.
- 2.4 There are footways provided on both sides of Chase Road which provide connections to the wider pedestrian network that serve public transport facilities and amenities.
- 2.5 **Figure 2.2** provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the Site. Within a 20-minute walking distance the site benefits from access to destinations such as Arnos Grove, Osidge, Oakwood and Grovelands Park.

Figure 2.2: 800m and 2km Walking Isochrone



2.6 The Site is within an acceptable walking distance from a range of local amenities in the form of retail facilities, schools and local amenities.

- **Table 2.1** shows approximate distances between the Site and nearby public transport stops. This illustrates that there are a number of public transport facilities within a short walking distance given an assumed average walking speed of 80 metres per minute.
- **Table 2.2** sets out the approximate distances and walk times to local facilities and amenities which includes a school, banks, a post office, convenience stores and cafes

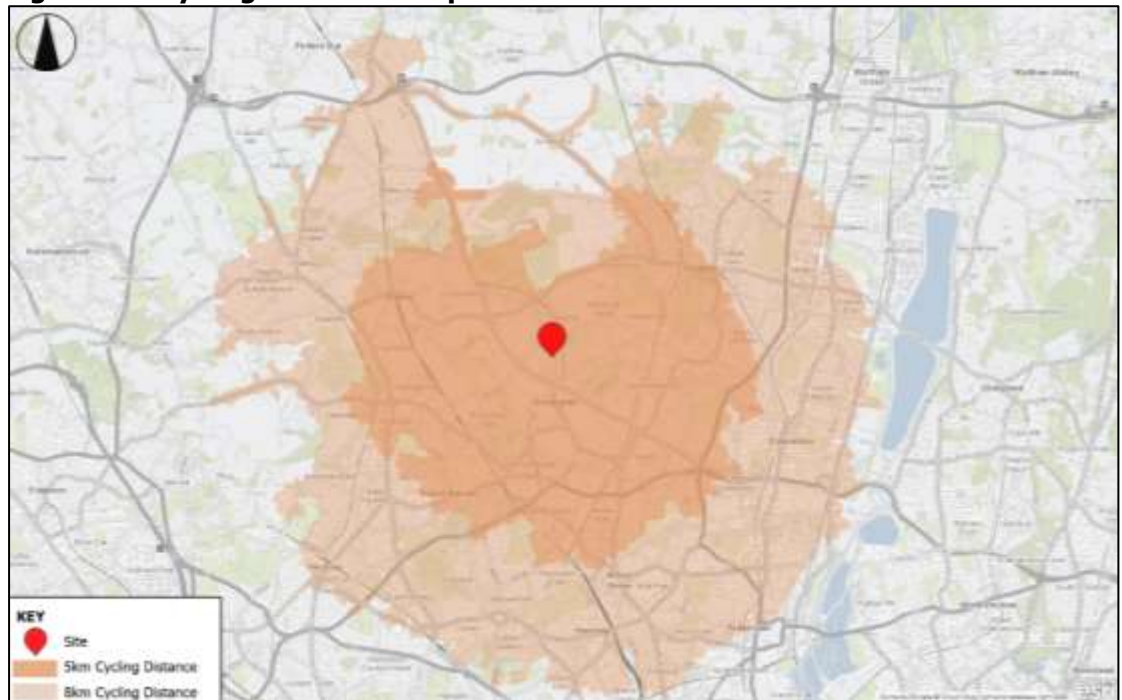
Table 2.1: Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walk Time*
Bus Stops			
Charter Way	Chase Road	80m	1 minute
West Grove Primary School	Chase Road	350m	4 minutes
Southgate	Chase Road	810m	10 minutes
Stations			
Southgate	Chase Side	800m	10 minutes
*Based on a walking speed of 80 metres per minute			

Table 2.2: Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walk Time*
Wolfson Hillel Primary School	Chase Road	80m	1 minute
Gym	Winchmore Hill Road	750m	10 minutes
Asda	Chase Road	900m	11 minutes
Post Office	Chase Road	900m	11 minutes
Southgate Leisure Centre	Winchmore Hill Road	900m	12 minutes
Library	High Street	1km	12 minutes
Oakwood Park	Oakwood Park	1.1km	15 minutes
*Based on 80m per minute			

Access by Bicycle

- 2.7 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. **Figure 2.3** shows a 5km and 8km cycling catchment from the site. The map shows that a number of residential areas are within a 5km cycle of the site including Southgate, Barnet, Enfield and Frien Barnet. Additionally, Edmonton, Wood Green, Tottenham, Hornsey and Finchley are within an 8km cycle of the site.

Figure 2.3: Cycling Isochrone Map



- 2.8 The Site benefits from being in proximity to a number of TfL cycle routes which facilitate access to areas such as Enfield and Edmonton. Cycle Superhighway 8 can be accessed via the High Street approximately a 7-minute cycle south of the Site.
- 2.9 TfL's Journey Planner tool allows for cycle route planning dependent on the difficulty of the route, being fast, moderate, or easy. From the Site the following destinations can be reached within various journey times:
- Enfield (5.5km) – 15min / 20min / 27min.
 - Tottenham (7.4km) - 21min / 27min / 36min.
 - Finchley (9.7km) – 25min/ 36min/ 50min.

Access by Public Transport

Bus Services

2.10 The Site is well served by buses with the nearest bus stops located to the northeast on Chase Road (Charter Way Bus Stops); both northbound and southbound bus stops are located within a minute's walk of the Site. A summary of the services available from the bus stops available within walking distance of the site is shown in **Table 2.3**. The relevant TfL bus route map is included at **Appendix B** and a plan showing stops is shown in **Figure 2.4**.

Figure 2.4: Map of Local Bus Stops

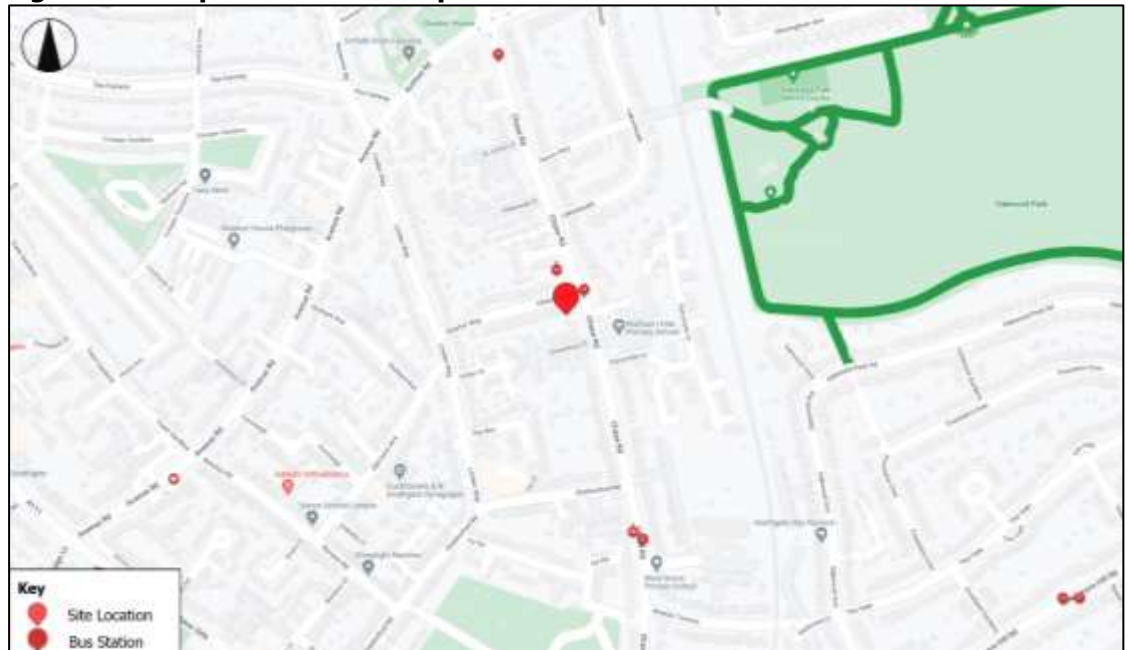


Table 2.3: Summary of Local Bus Services

Bus Stop	No.	Route	Frequency (every 'x' minutes)		
			Mon-Fri	Saturday	Sunday
Chase Road	121	Enfield Island Village / Turnpike Lane Station	7 - 11	9 - 10	13 - 14
	N91	Cockfosters Station - Whitehall / Trafalgar Square	30	30	30
Southgate (Stop G & H)	299	Queens Avenue / Cockfosters Station	13 - 14	14 - 20	30
	125	Station Road - Colindale Station	10 - 14	10 - 13	16 - 20
	298	Arnos Grove Station - Potters Bar Station	20	20	30
	382	Southgate Station - Millbrook Park	20	20	30

Underground/Rail Services

- 2.11 Southgate station is located 750m (10-minute walk) south of the Site and offers a Piccadilly Line service between Uxbridge, Heathrow and Cockfosters with approximately 24 trains per hour operating in both directions. The Piccadilly line also offers a night tube service between Heathrow Terminal 5 and Cockfosters with a service operating every 10 minutes.

Public Transport Accessibility Level

- 2.12 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a given point, up to 960m from the site.
- 2.13 The PTAL is categorised in six levels, 1 to 6, where 6 represents a high level of accessibility and 1 a low level of accessibility. The TfL output identifies that the Site has a PTAL rating of 3, demonstrating that it has moderate levels of accessibility to public transport. The PTAL report is included at **Appendix C**.

Local Highway Network

- 2.14 Grovebury Court which is a private highway runs in a broadly east to west orientation joining with Chase Road in the east and is a no through road to the west. Grovebury Court offers two-way traffic flow subject to a shared single carriageway. Additionally, the carriageway along Grovebury Court is shared with on-street residential parking which reduces the effective width of the carriageway.
- 2.15 Chase Road operates in a broadly north to south orientation joining with the A110 Bramley Road in the north and Winchmore Hill Road in the south. Chase Road offers two-way traffic flow operating on single carriageways in both directions and is a regular bus route. The highway network serves a mostly residential community with some commercial developments and is subject to a speed limit of 30mph. Both sides of the carriageway accommodate on-street residential parking at intermittent locations.

Parking Survey

- 2.16 The parking surveys undertaken in September 2021 with the previous application / appeal revealed a total of 70 spaces available with 200m of the Site.
- 2.17 Updated parking surveys have been undertaken to support this application; a Lambeth Methodology parking survey was undertaken at 0200 on Friday 1st December and again at 0445 on Tuesday 5th December 2023 to cover a the area within approximately 200m distance of the Site.
- 2.18 The survey identified a total of 118 on-street parking opportunities excluding along Grovebury Court, with 83 cars (70%) parked on the 1st December 2023 and 81 cars (69%) parked on the 5th December 2023; the survey picked up 1 car parked on double yellow lines and 2 cars across dropped kerbs on the 1st December. Generally there was good availability in the unrestricted areas. The survey identified parking for approximately 39 cars along Grovebury Court with 30 cars parked on the 1st and 27 cars parked on the 5th December; the numbers include 10 space on the Site, with 7 cars parked on the 1st and 5 cars on the 5th December 2023.
- 2.19 **Table 2.4** provides a summary of the survey with the full parking survey data provided at **Appendix D** for reference.

Table 2.4: Summary of December 2023 Parking Surveys					
		1st Dec 2023 (0200)		5th Dec 2023 (0445)	
		Occ.	Free	Occ.	Free
On-Street	Disabled	1	0	1	0
	Double Yellow Lines	1	-	-	-
	Dropped Kerbs	2	-	0	-
	Lay-By	0	3	0	3
	Nose in Parking	8	1	8	1
	Off Road Parking Bays	12	5	12	5
	Unrestricted	59	29	58	30
	Total	83	38	81	40
Grovebury Court	Grovebury Court	15	6	15	6
	21 – 32 Parking Court	8	0	7	1
	33 – 47 Parking Court	7	3	5	5
	Total	30	9	27	12

3 POLICY

National Planning Policy Framework

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

3.2 When considering the transport effects of a development, NPPF states at paragraph 117 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3 Paragraph 115 advises 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 would be severe."

The London Plan

3.4 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.5 Policy T1 'Strategic approach to transport', states that:

A. *"Development Plans should support, and development proposals should facilitate:*

1) The Delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

3.6 Policy T5 'Cycling' describes that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by supporting the delivery of London-wide cycle networks and secure cycle parking should be provided.

Table 10.2 of the London Plan summarises the minimum cycle standards for different land uses.

Table 3.1: Minimum Cycle Parking Standards		
Use Class	Long-stay	Short-stay
Residential Use (all dwellings)	1 space per studio or 1 person 1 bedroom dwelling; 1.5 spaces per 2-person 1 bedroom dwelling; 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

- 3.7 Policy T6 'Car Parking' outlines that car parking should be restricted to existing and future public transport accessibility and connectivity levels. Moreover, car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport, and car parking should follow the maximum standards set out in Policy 6.1 and Policy 6.5 relating to residential and disabled parking, respectively.
- 3.8 Policy T6.1 'Residential Parking' outlines that new residential developments should not exceed the maximum parking standards set out in Table 10.3, which states that residential developments of PTAL 5 – 6 should be car free.

Local Policy

The Enfield Plan Core Strategy 2010 – 2025

- 3.9 The Enfield Local Plan Core Strategy sets out a spatial planning framework for the long-term development of the Borough. It provides a broad strategy for the scale and distribution of development and the provision of supporting infrastructure to ensure development is sustainable.
- 3.10 Paragraph 7.45 in relation to the council's policies on Transport states that "*The underlying approach is to ensure that travel choices across the Borough are enhanced so as to provide everyone with the opportunity to decide how they choose to travel, be that by car, public transport or walking and cycling.*"
- 3.11 Paragraph 7.46 notes that the Core Strategy seeks to address a number of key transport issues including "*The need for good access to the strategic road network to support the needs of business and industry away from residential neighbourhoods*"
- 3.12 Core Policy 25 Pedestrians and Cyclists states that the council will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes by:
- "*Developing and implementing improvements to strategic and local walking and cycle routes in the Borough;*"
 - "*Improving the quality and safety of the public realm, implementing streetscape improvements to be outlined in the Enfield Design Guide and relevant area action plans, fostering road safety, and implementing 'Streets for People' initiatives;*" and
 - "*Working with Department for Transport, Network Rail and Transport for London to ensure that West Anglia rail line improvements address the barrier to east-west movements for pedestrians and cyclists caused by the line in the east of the Borough, including the identification of alternative crossing points.*"

Enfield Development Management Document (2014)

3.13 The Enfield Development Management Document builds on the Core Strategy's objectives and policies and sets out the council's policies to ensure sufficient quality affordable homes for families, supporting healthy living, and tackling climate change.

Policy DMD 45 sets out the council's parking standards. It states that car parking standards will be considered against the standards set out in the London Plan and:

- The scale and nature of the development;
- The public transport accessibility (PTAL) of the site;
- Existing parking pressures in the locality;
- Accessibility to local amenities, and the needs of the future occupants of the developments.

3.14 In regard to cycle parking the document states that new developments should make provision for cyclists and powered two wheelers in accordance with the standards set out in the London Plan.

3.15 Policy DMD 48 Transport Assessments states that all major development proposals should be accompanied by a transport assessment and that for minor developments a transport statement may be required. A Travel Plan will be required where the transport assessment or transport statement identifies the need to improve modal choice, pedestrian accessibility, minimise congestion or reduce pollution. Given the scale of the proposed development, no Travel Plan is deemed necessary.

4 DEVELOPMENT PROPOSALS AND EFFECTS

- 4.1 The proposal seeks to provide an additional storey at No. 33 – 47 Grovebury Court to accommodate an additional 5 one bedroom apartments (3 x 1 bed 1 person and 2 x 1 bed 2 person) under the Permitted Developments right Class AA. The proposed layout plans are included at **Appendix A**.

Access Arrangements

- 4.2 The proposals do not include any changes to the access arrangements.

Car Parking

- 4.3 The results of the parking surveys revealed that there were 30 cars parked on Grovebury Court on the 1st December 2023 including 7 on the Site, with a further 83 cars parked on-street. The material submitted with the application for the consented scheme suggested that at most the additional 5 units would generate a demand for 3 cars; adopting the same approach for this application would suggest a demand for an additional 6 spaces when compared to the existing demand.
- 4.4 Notwithstanding the above, we have undertaken a further review of the Census data taking into account the location along with the size and type of dwelling, i.e. small apartments with a summary provided in **Table 4.1**; the data shows that whereas car ownership in the immediate area is circa 0.92 cars per household, data for the borough as a whole demonstrates that apartments and in particular smaller apartments having lower car ownership.

Table 4.1: Summary of Census Data (Enfield)					
	No cars or vans	1 car or van	2 cars or vans	3 + cars or vans	Cars per HH
Overall (Houses and Apartments)	32%	43%	18%	6%	0.98
Overall (Houses)	22%	44%	25%	9%	1.22
Overall (Apartments)	50%	42%	7%	1%	0.59
1 – 3 Room Apartments	59%	37%	4%	0%	0.46

- 4.5 Based on the above, the potential unfettered demand of the proposed additional 5 units could generate a demand for 2 to 3 spaces. **Table 4.2** provides a summary of the Observed, Consented and Proposed Development anticipated demand for car parking based on Census data, with the figures suggesting that the anticipated level of increase could be accommodated along Grovebury Court, with further available capacity in the immediate area.

Table 4.2: Summary of Parking Demand on Grovebury Court				
	1st Dec 2023 (0200)		5th Dec 2023 (0445)	
	Occ.	Free	Occ.	Free
Observed Scenario	30	9	27	12
Consented 5 Apartments Demand	3 spaces		3 spaces	
Observed + Consented Scenario	33	6	30	9
Proposed 5 Apartments Demand	3 spaces		3 spaces	
Observed + Development Scenario	33	6	30	9

Cycle Parking

- 4.6 The proposals associated with this application include the construction of 5 one bedroom apartments with 3 by 1 bedroom / 1 person apartments and 2 by 1 bedroom / 2 person apartments; as such, parking will be required for 6 bicycles. It is proposed to provide parking for 6 bicycles in a secure shelter in close proximity to the building as illustrated on the plans in **Appendix A**.

Deliveries and Refuse Collection

- 4.7 The proposals do not include making any changes to the delivery strategy for the Site the majority of which currently take place from Grovebury Court with vehicles able to exit and enter the adopted highway in forward gear using the parking courts to turn around; the vast majority of deliveries are likely to take place using a transit or similar sized vehicle, and associated with on-line purchases.
- 4.8 Residential developments usually typically generate of the order of 0.12 deliveries per unit per day, i.e. on average 1 per week per unit. This suggests that the 5 units would generate on average 1 delivery per day, some of which would be linked with a delivery to an existing dwelling in the local area. Overall, the anticipated increase in the number of deliveries is considered negligible and not impact on the operation of the local or wide highway network.
- 4.9 The proposals includes increasing the size of the existing bin storage, located external to the building to accommodate a total of 6 bins with 5 by 1,100ltr Eurobins with 3 for recyclables and 2 for general waste, plus one by 360ltr bin for food waste.
- 4.10 The bins will collected by the council as per existing.

Trip Generation

- 4.11 The 5 apartments would have capacity for up to 7 people with occupancy levels most likely to be between 5 and 6 persons assuming all of the units were occupied. As such, it is anticipated that there could be 5 - 6 departures during the morning peak period (7 – 10am) and 5 - 6 arrivals in the weekday evening peak period (4 – 7pm) with on average 2 - 3 arrivals or departures in any one hour; fewer movements are anticipated through the day. This number of trips is considered to be negligible and will fall within the daily fluctuation of trips and not impact on the surrounding highway or transport network with most residents expected to travel by sustainable modes.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed development at No.33-47 Grovebury Court.

5.2 In summary:

- The Site currently comprises of a 3 storey (ground plus 2) apartment block; there are a total of 15 one-bedroom apartments. It achieves a PTAL rating of 3 and located within walking distance of a number of local amenities and public transport services.
- Consented has been granted at Appeal to permit an extension to create a further 5 one bedroom apartments with associated cycle parking and refuse storage, with no additional car parking.
- The proposals associated with this application seek permission to construct 5 new one bedroom apartments, i.e. the same as consented.
- Cycle parking will be provided in accordance with the London Plan with parking provided for up to 6 bicycles. The cycle parking will be located external to the building at ground floor level in a safe and secure cycle store.
- The proposed 5 one bedroom apartments are expected to generate a demand for 2 to 3 parking spaces based on census data. Parking surveys demonstrate that capacity exists to accommodate any potential demand without impacting on the availability of parking in the wide area.
- Deliveries and refuse collection will be undertaken as per the existing situation, making use of the available space on-street the forecourt area of the cul-de-sac;
- The resultant number of trips would not impact on the highway of public transport network.

Conclusion

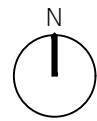
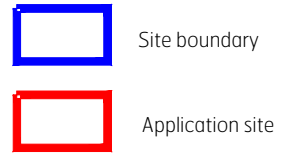
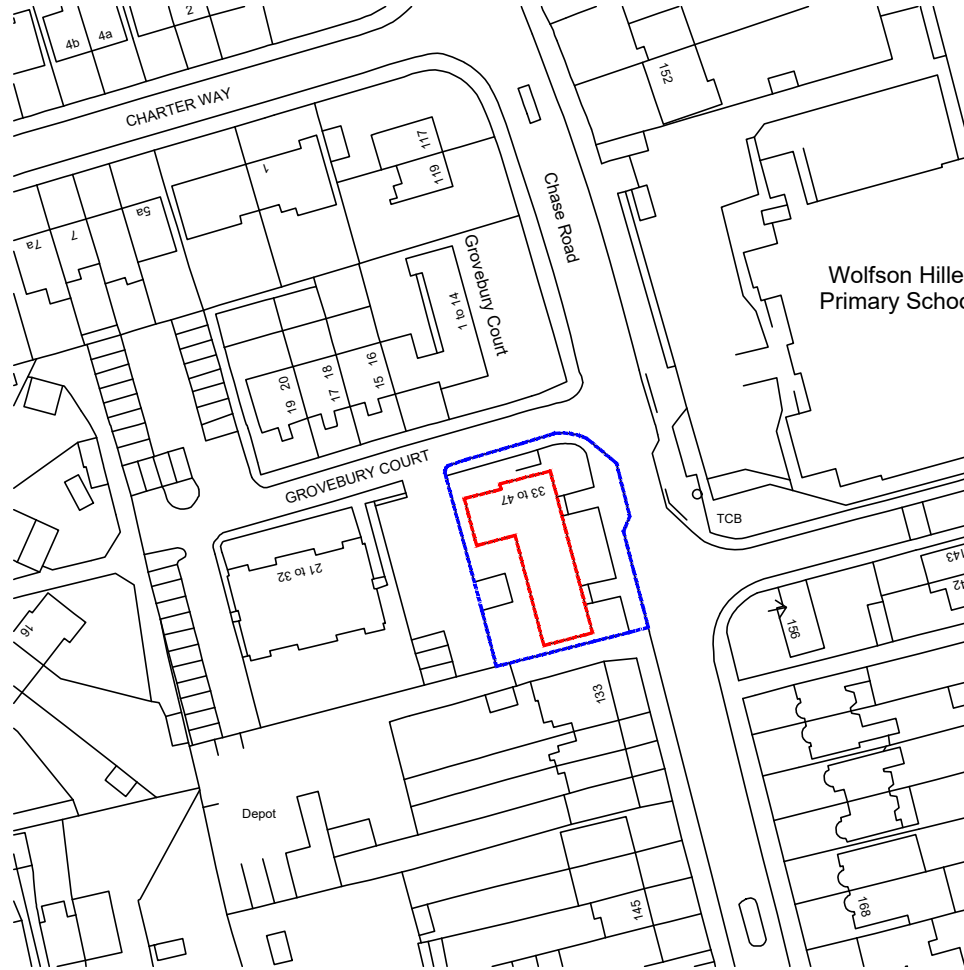
5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts, and as such should not be refused on highways and transport grounds.

Appendix A

(Application Plans)

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REV	AMENDMENT	BY	DATE



Site Location Plan

1:1250 @ A4

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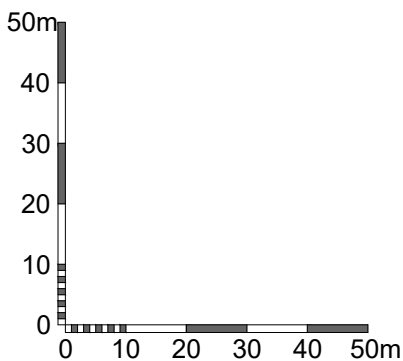
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DATE:
 February 2024

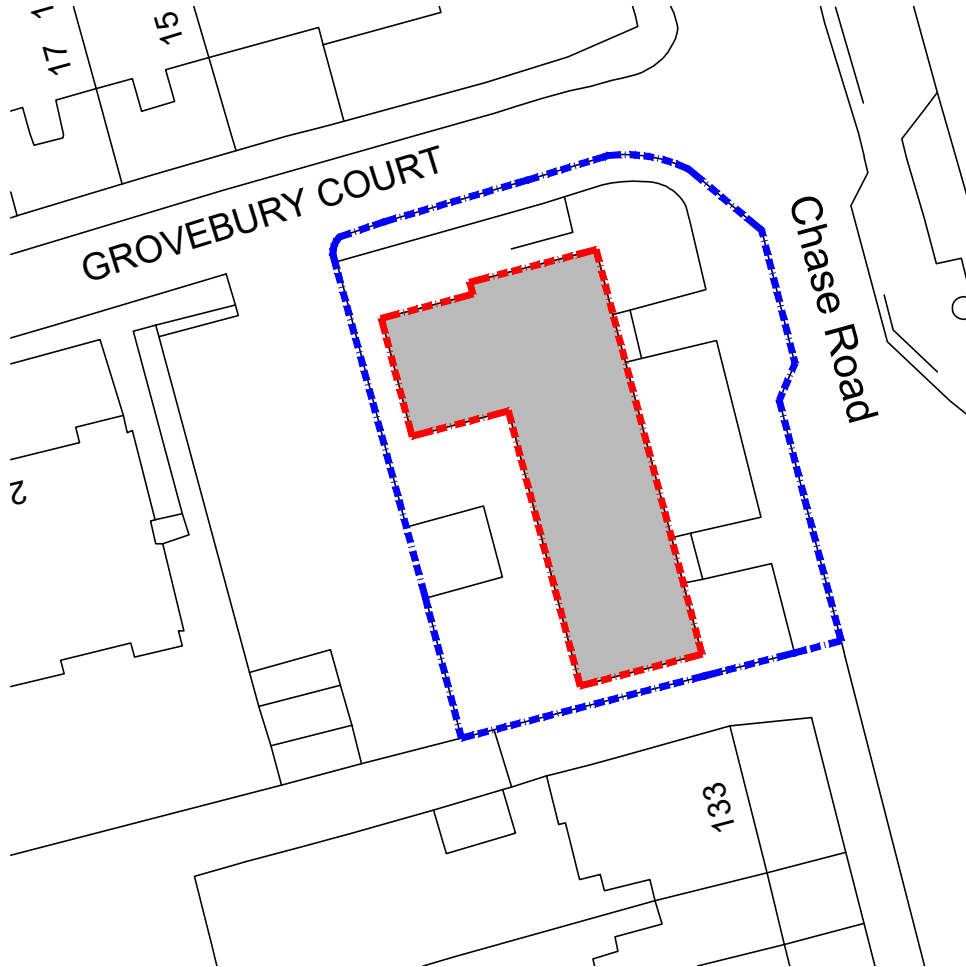
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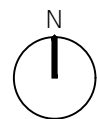
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REV.	AMENDMENT	BY:	DATE
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Existing Block Plan

1:500 @ A4



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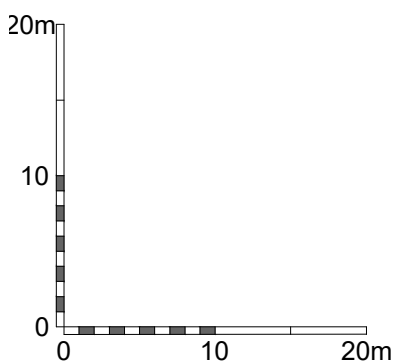
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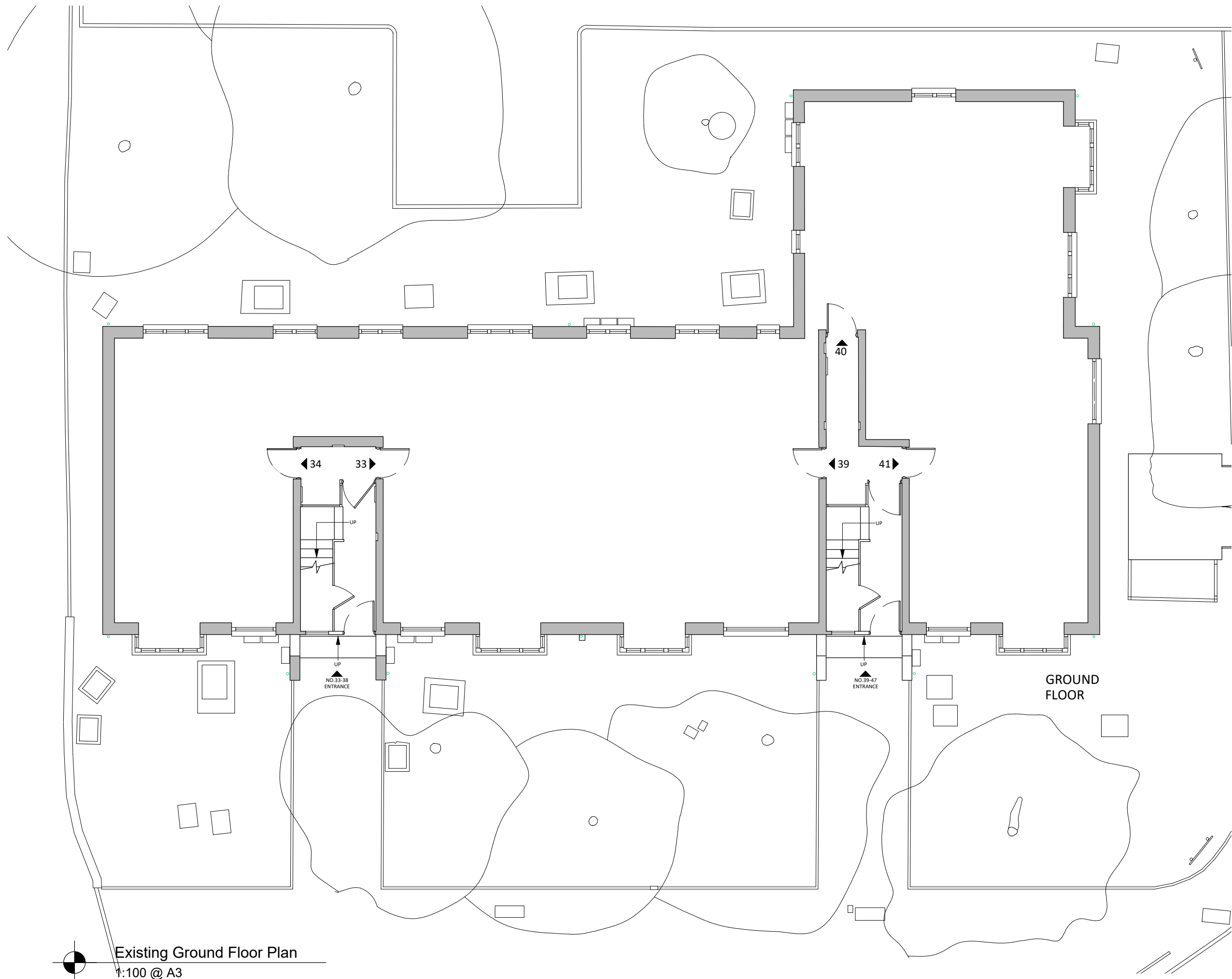
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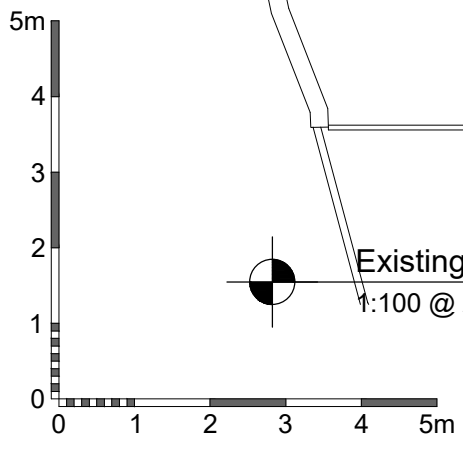


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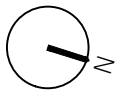
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GROUND FLOOR



Existing Ground Floor Plan
1:100 @ A3



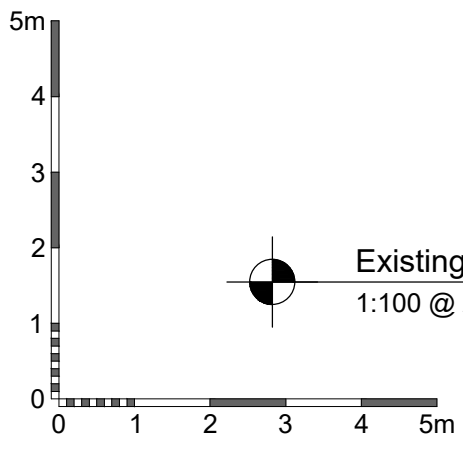
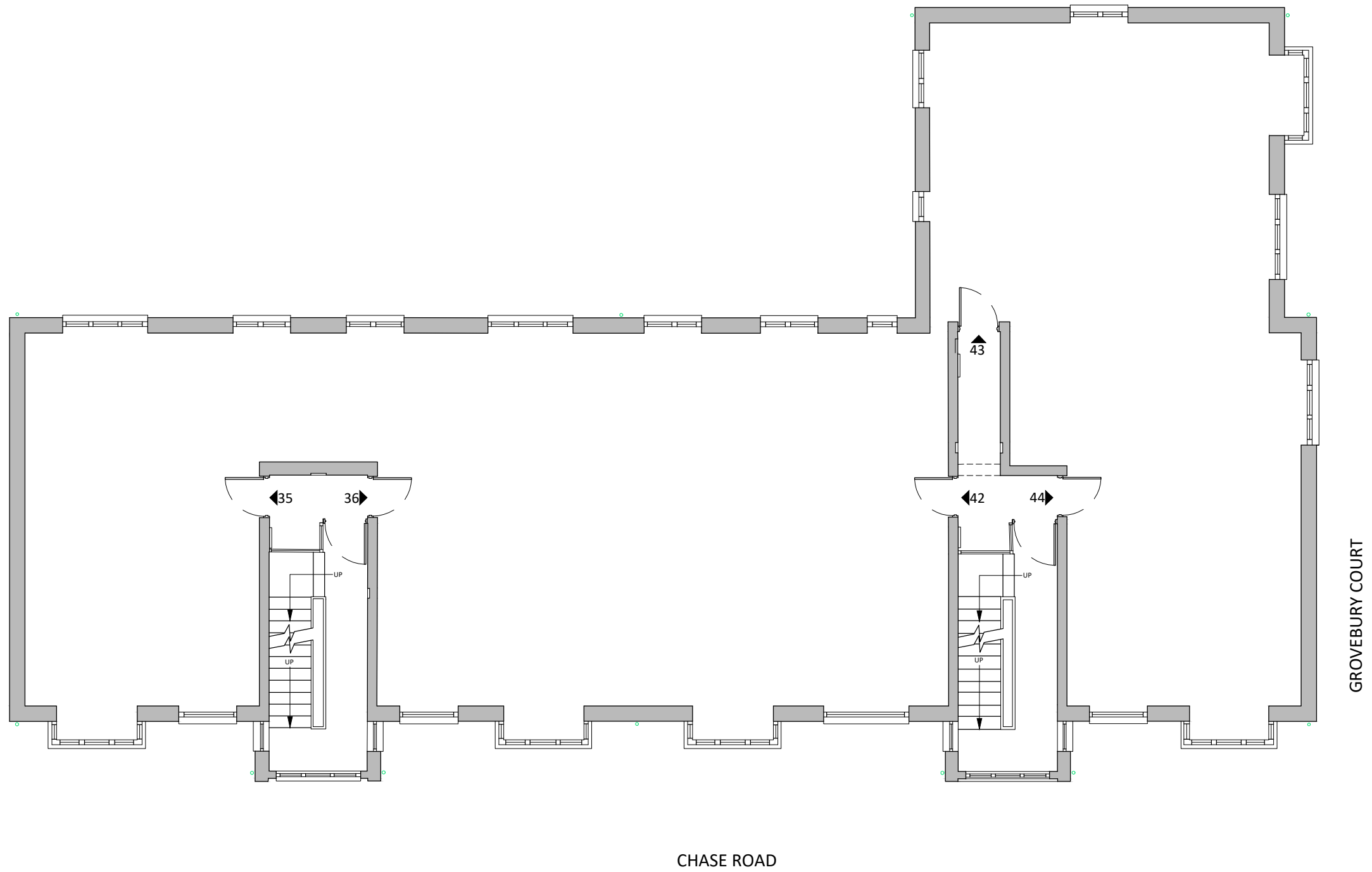
Brooks Murray Architects
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+44 (0)2077399955 architects@brooks-murray.com



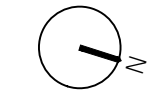
CLIENT:	Grovebury Southgate LTD
JOB:	Grovebury Court London N14 4JR
DRAWING TITLE:	Existing Ground Floor Plan
SCALE:	1:100@A3
DATE:	February 2024
STATUS:	Permitted Development
DRAWING NUMBER:	1357.01.010
REV:	
ISSUED BY:	TS

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REV.	AMENDMENT	BY:	DATE
-			



Existing First Floor Plan
1:100 @ A3



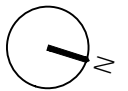
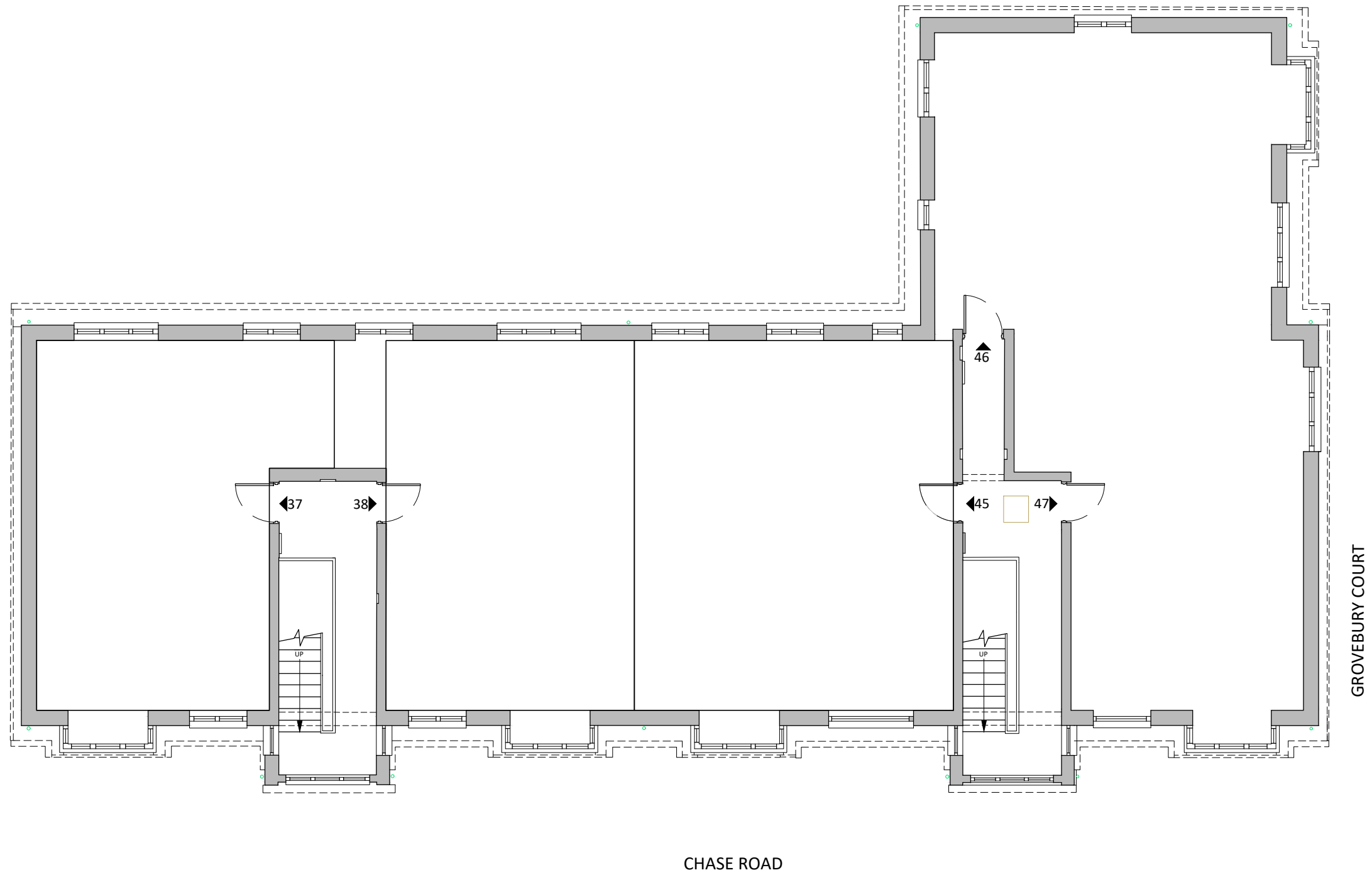
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CLIENT:	Grovebury Southgate LTD	
JOB:	Grovebury Court London N14 4JR	
DRAWING TITLE:	Existing First Floor Plan	
SCALE:	1:100@A3	
DATE:	February 2024	
STATUS:	Permitted Development	
DRAWING NUMBER:	REV:	ISSUED BY:
1357.01.011		TS

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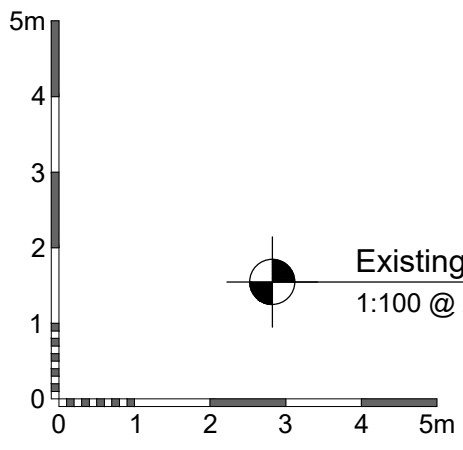
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 Existing Second Floor
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SCALE:
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DATE:
 February 2024

STATUS:
 Permitted Development

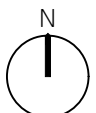
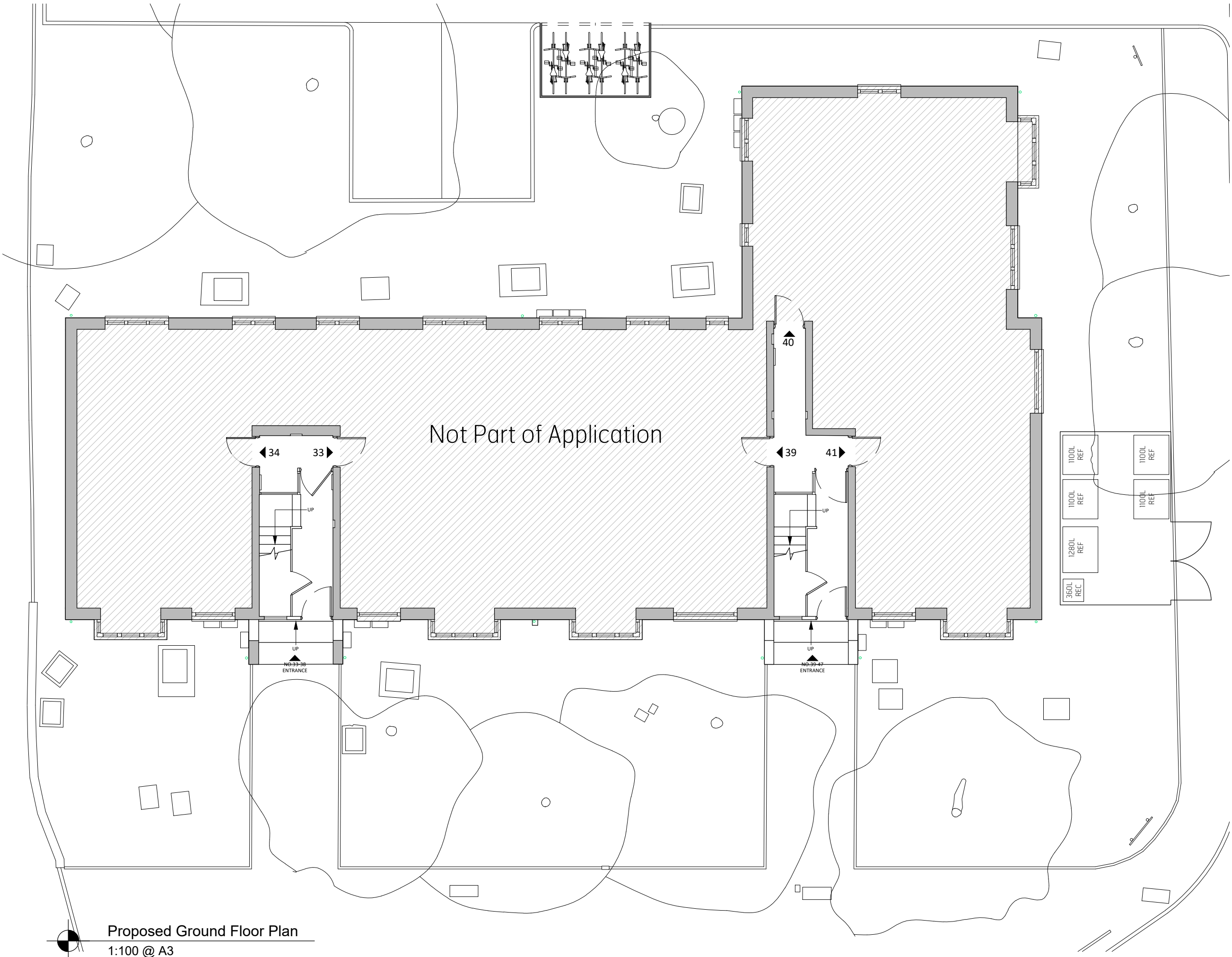
DRAWING NUMBER: 1357.01.012 REV: ISSUED BY: TS



Existing Second Floor Plan
 1:100 @ A3

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REV.	AMENDMENT	BY:	DATE
-			

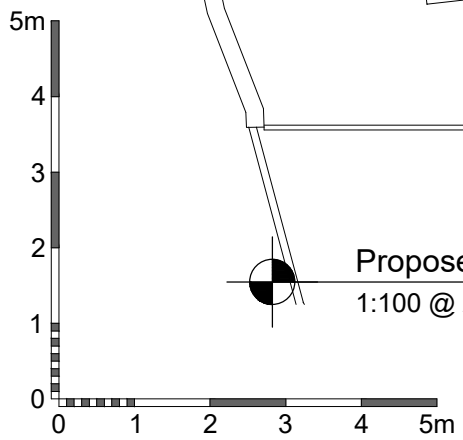


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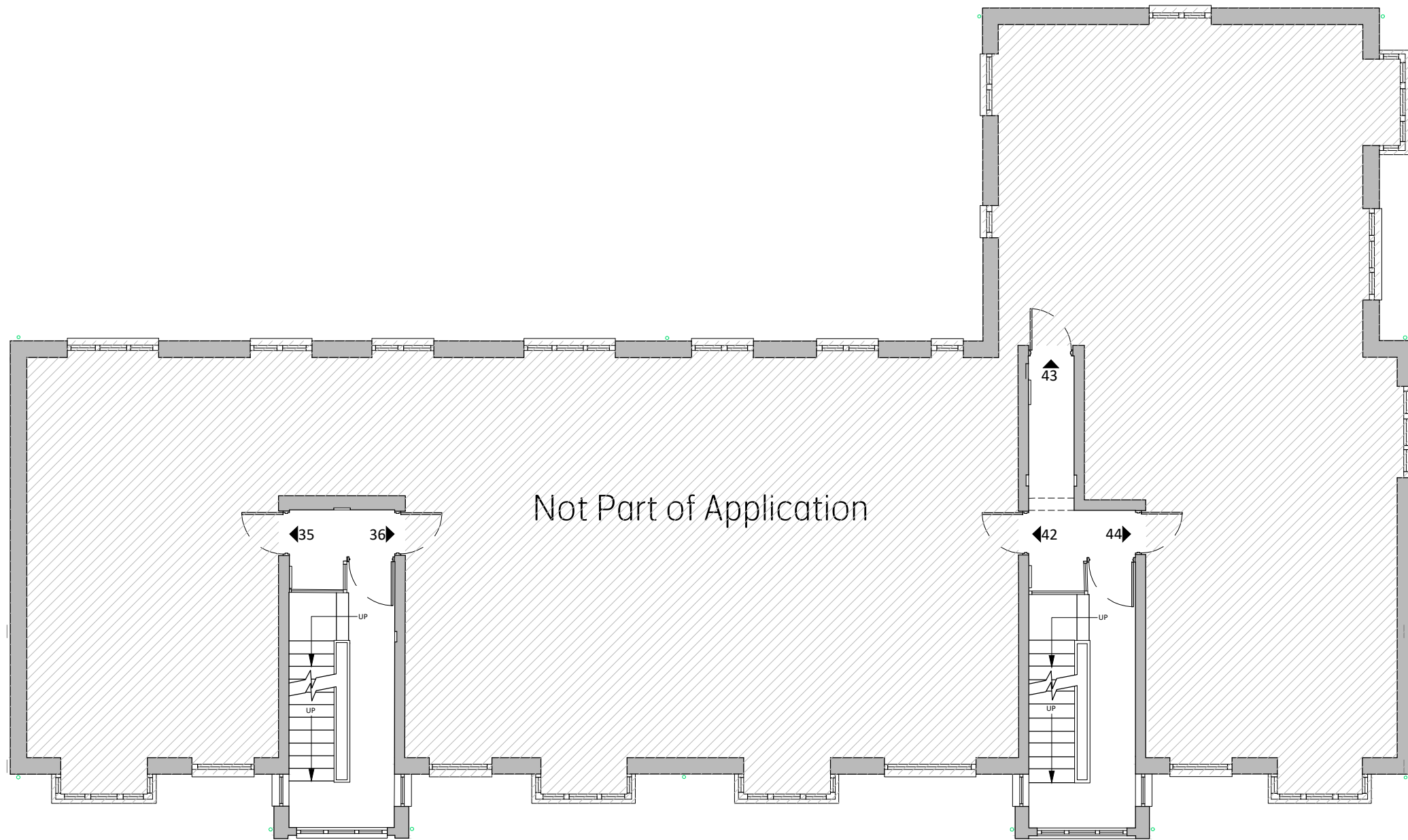
CLIENT:	Grovebury Southgate LTD
JOB:	Grovebury Court London N14 4JR
DRAWING TITLE:	Proposed Ground Floor Plan
SCALE:	1:100@A3
DATE:	February 2024
STATUS:	Permitted Development
DRAWING NUMBER:	1357.01.100
REV:	TS
ISSUED BY:	

Proposed Ground Floor Plan
 1:100 @ A3



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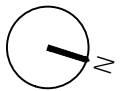
REV.	AMENDMENT	BY:	DATE
-			



GROVEBURY COURT

CHASE ROAD

Not Part of Application



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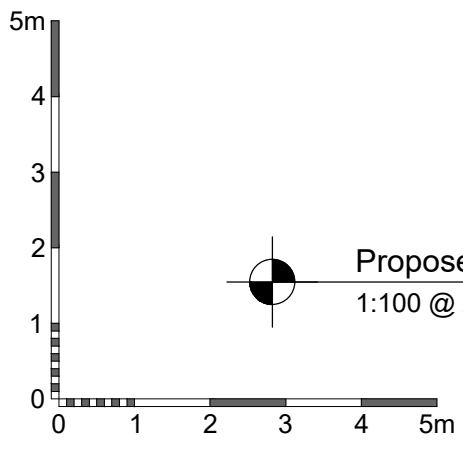
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SCALE:
 1:100@A3

DATE:
 February 2024

STATUS:
 Permitted Development

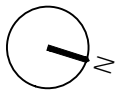
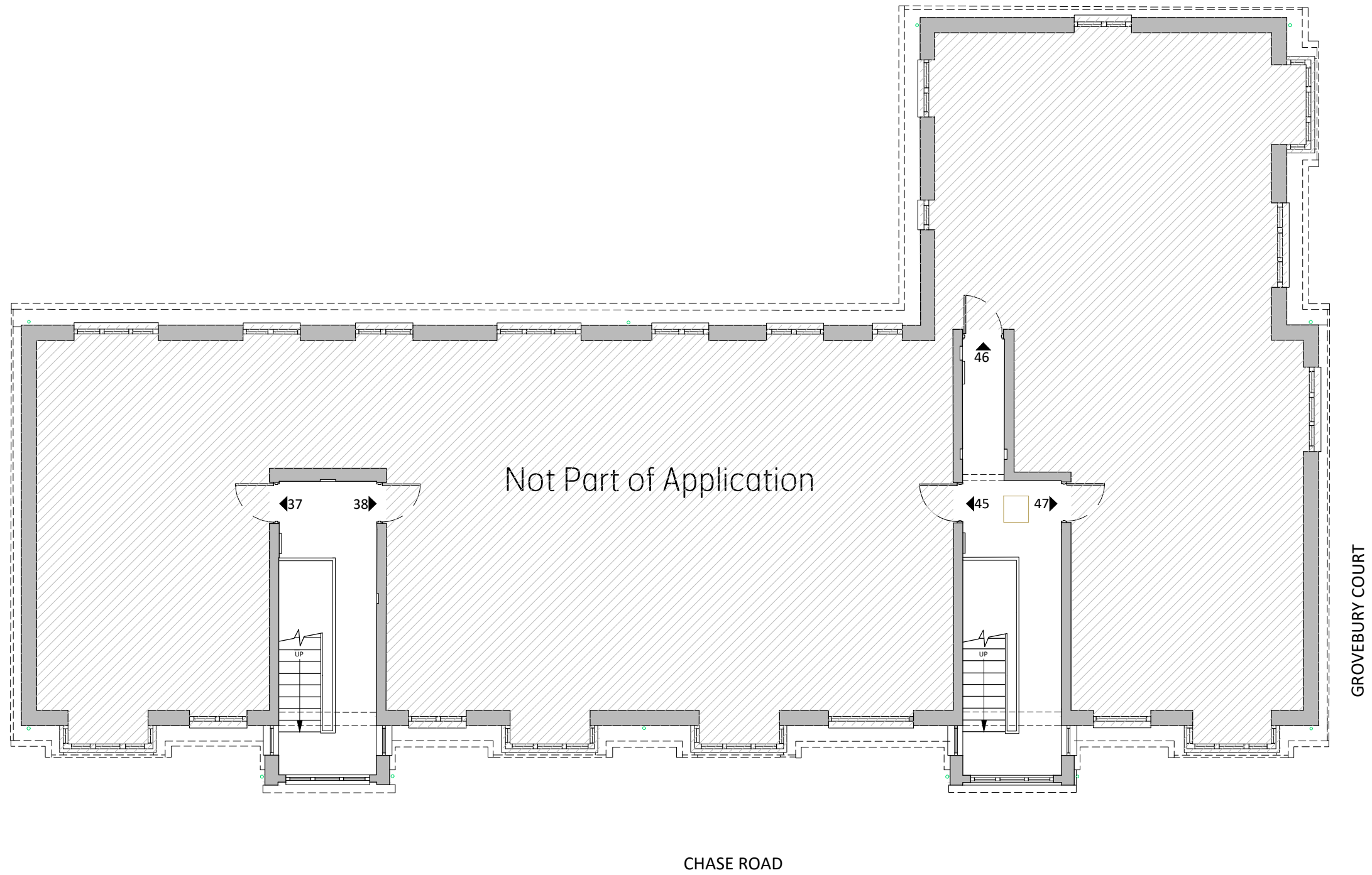
DRAWING NUMBER: 1357.01.101 REV: ISSUED BY: TS



Proposed First Floor Plan
 1:100 @ A3

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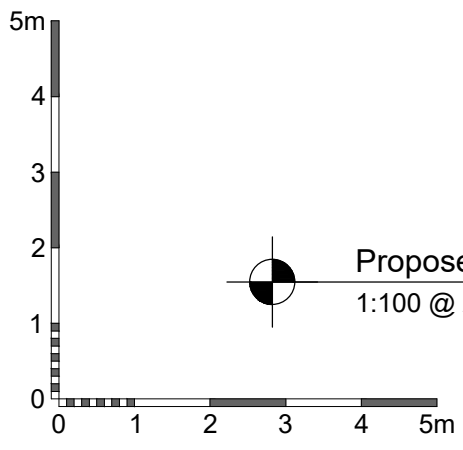
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 Plan

SCALE:
 1:100@A3

DATE:
 February 2024

STATUS:
 Permitted Development

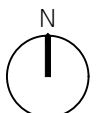
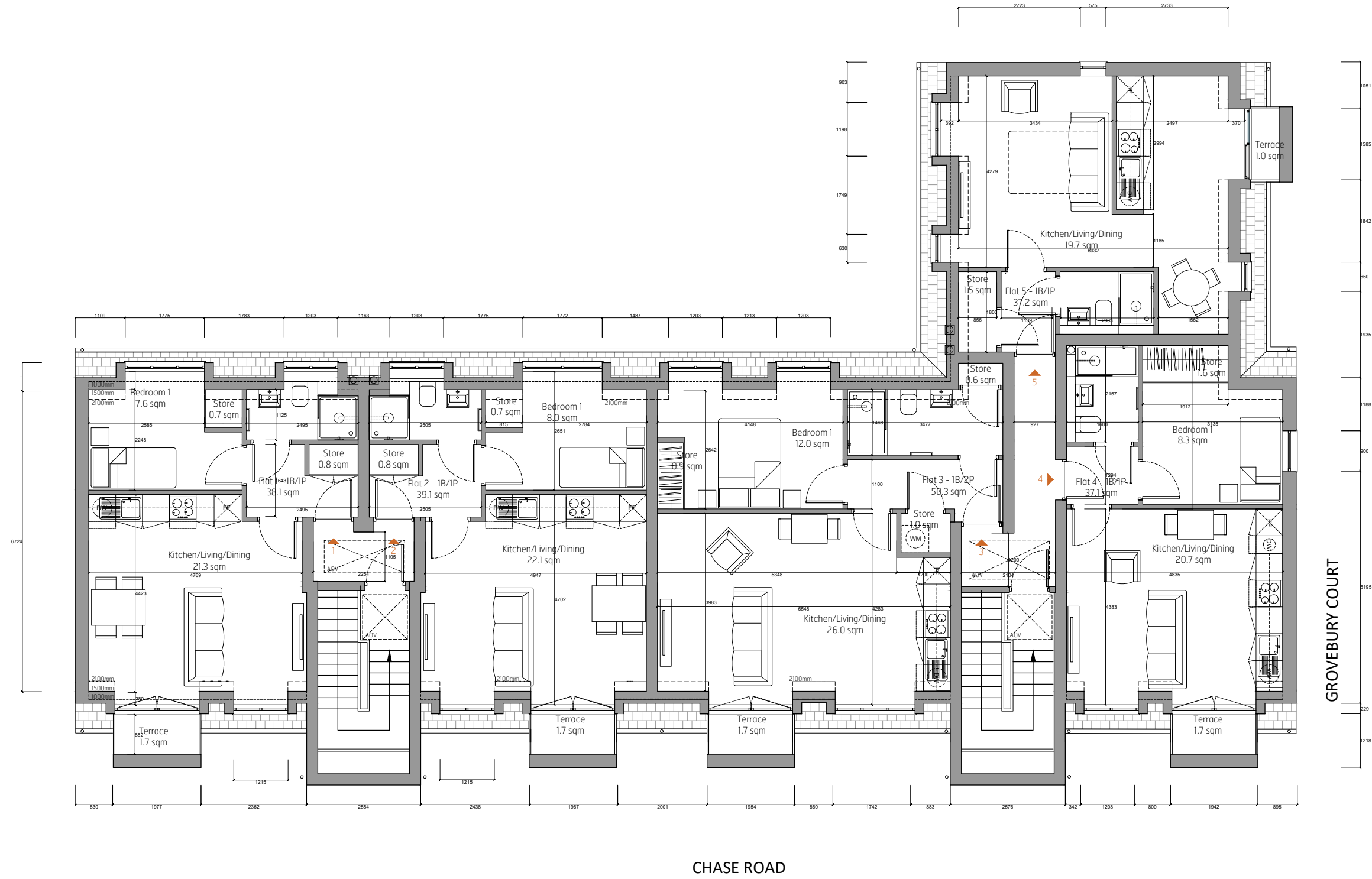
DRAWING NUMBER: 1357.01.102 REV: ISSUED BY: TS



Proposed Second Floor Plan
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REV.	AMENDMENT	BY:	DATE
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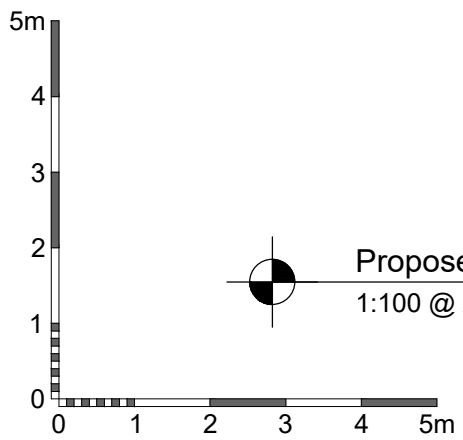
DRAWING TITLE:
 Proposed Third Floor
 Plan

SCALE:
 1:100@A3

DATE:
 February 2024

STATUS:
 Permitted Development

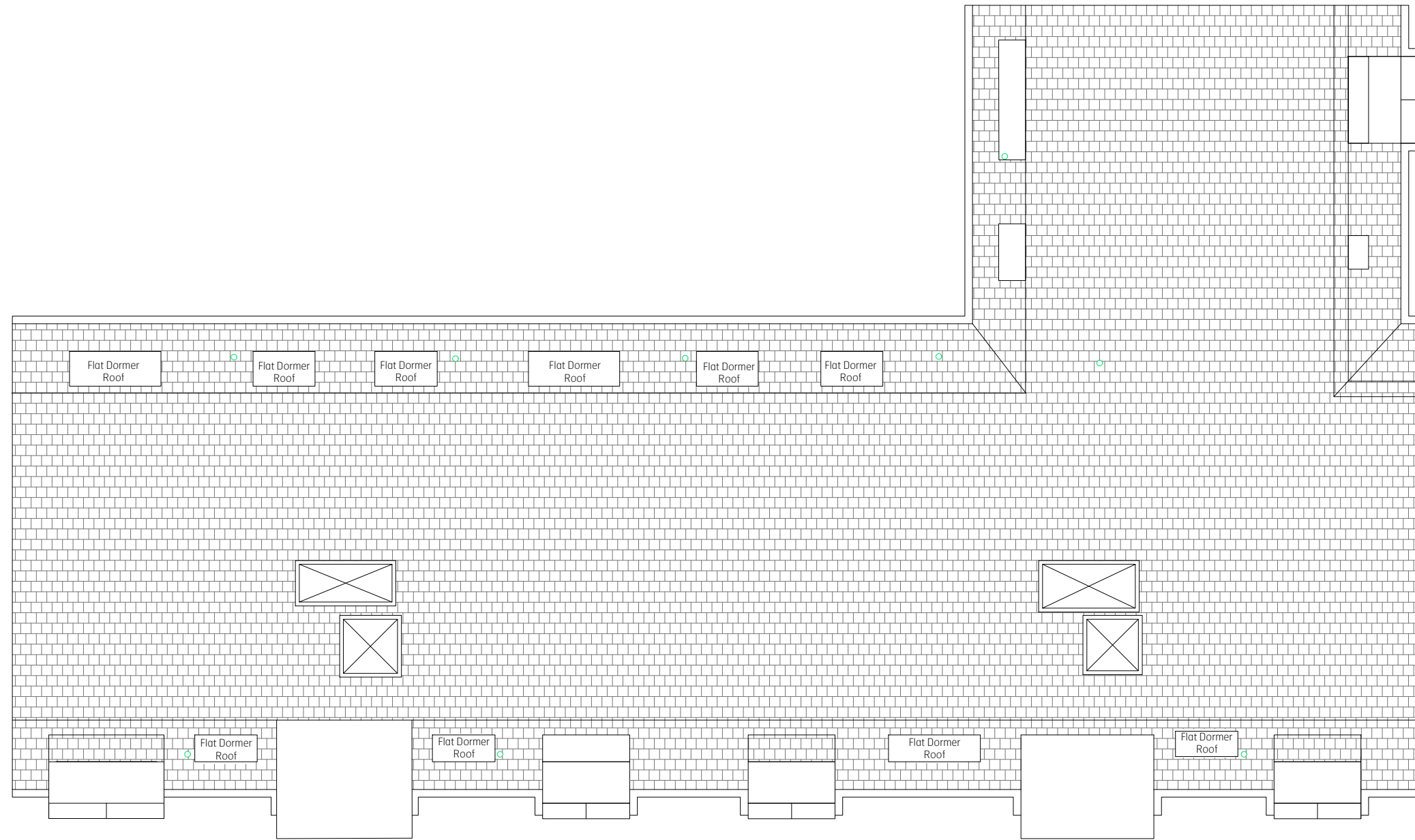
DRAWING NUMBER: 1357.01.103 REV: ISSUED BY: TS



Proposed Third Floor Plan
 1:100 @ A3

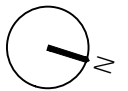
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REV.	AMENDMENT	BY:	DATE
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GROVEBURY COURT

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CLIENT:
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JOB:
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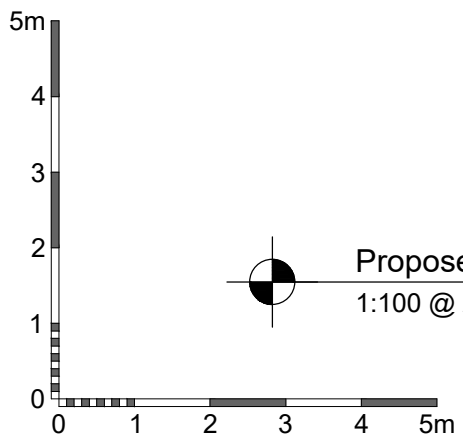
DRAWING TITLE:
 Proposed Roof
 Plan

SCALE:
 1:100@A3

DATE:
 February 2024

STATUS:
 Permitted Development

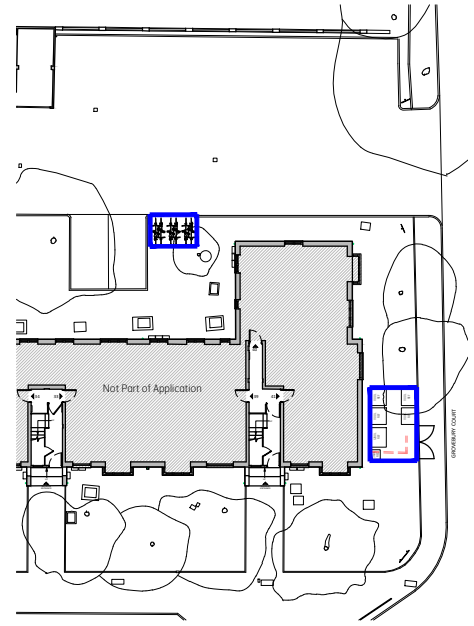
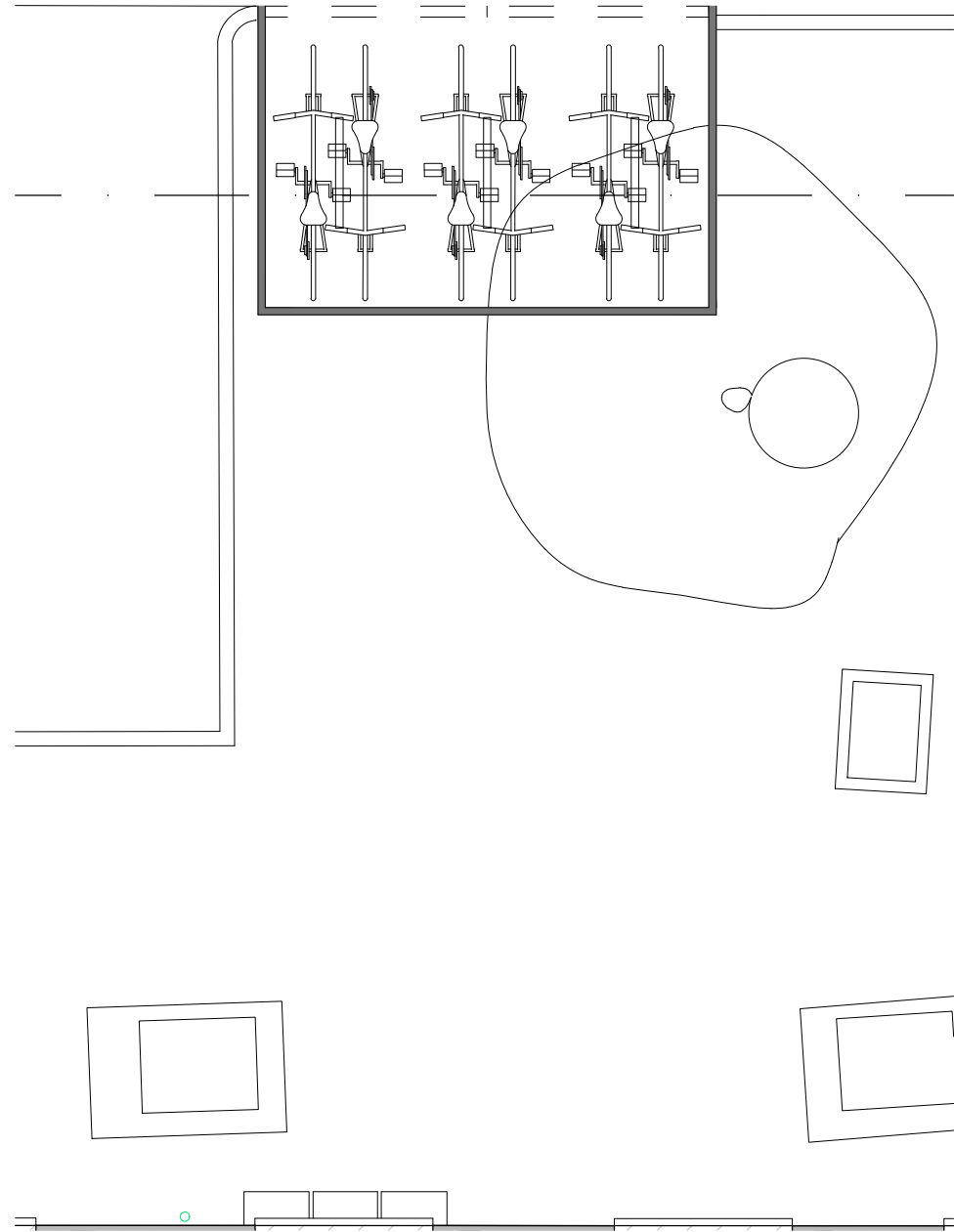
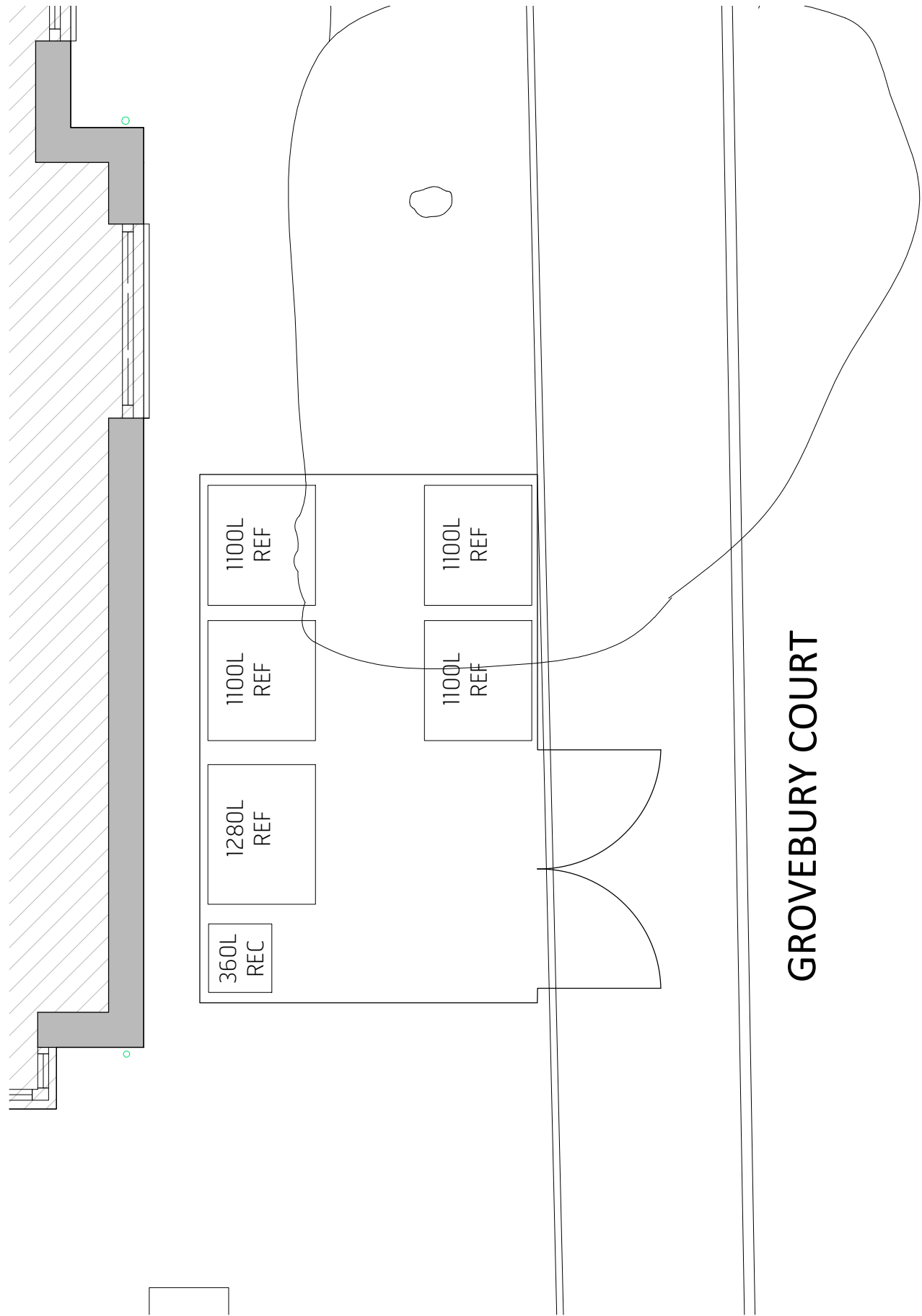
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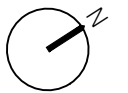
Proposed Roof Plan
 1:100 @ A3

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REV.	AMENDMENT	BY:	DATE



Key Plan
1:500 @ A3



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JOB:
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London
N14 4JR

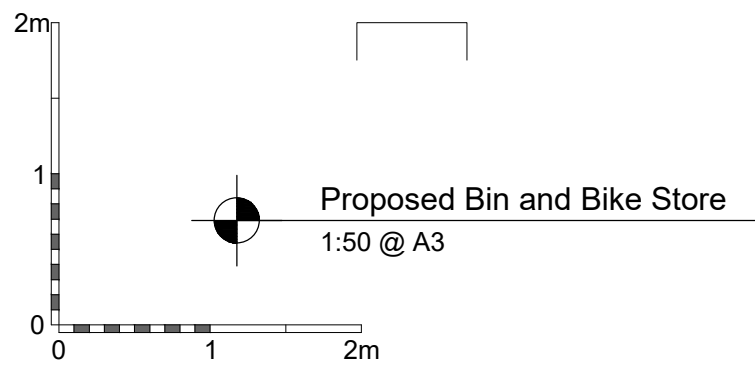
DRAWING TITLE:
Proposed Bin and Bike Store

SCALE:
1:50 @ A3

DATE:
February 2024

STATUS:
Permitted Development

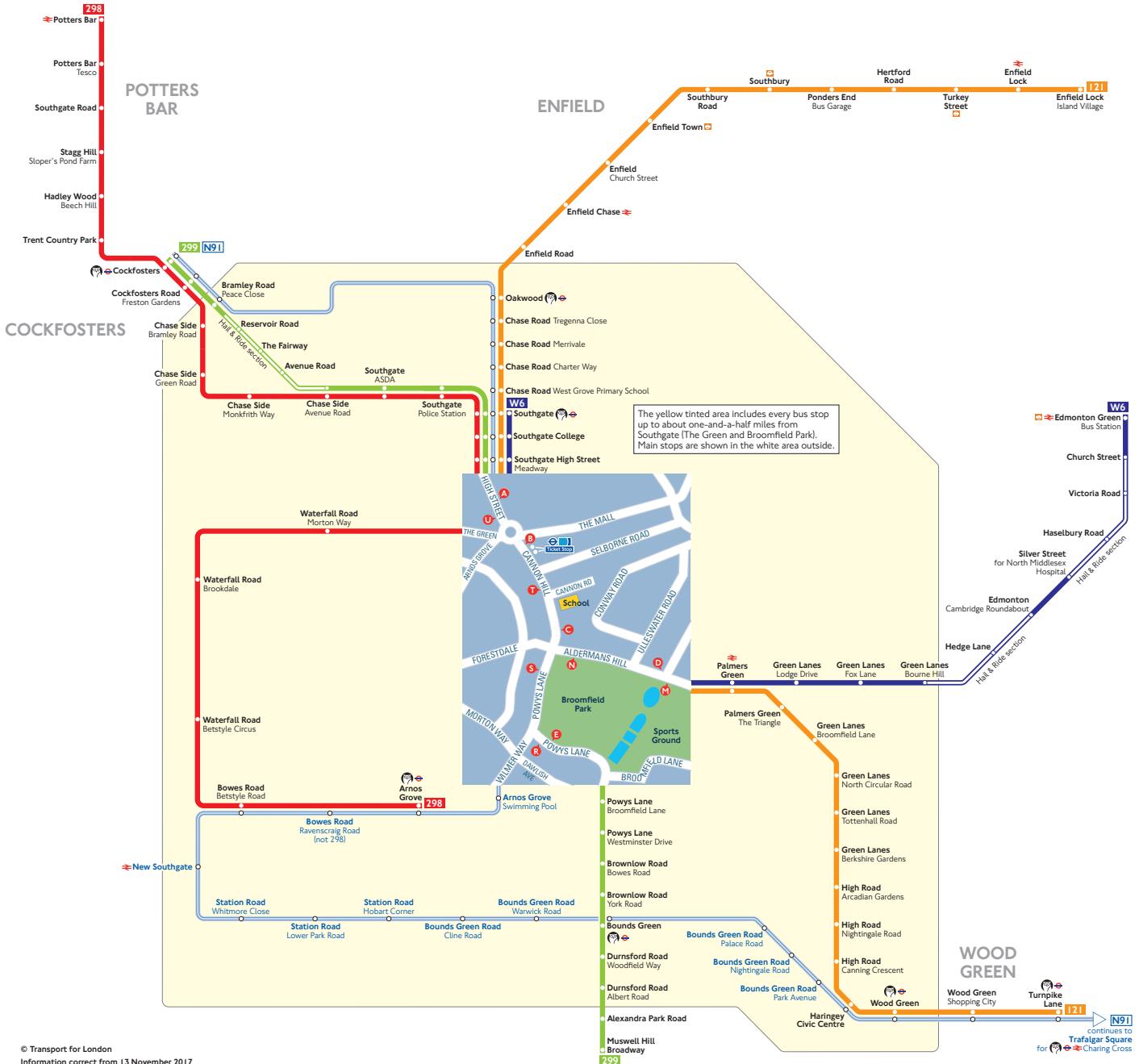
DRAWING NUMBER: 1357.01.105 REV: ISSUED BY: TS



Appendix B

(Bus Map)

Buses from Southgate (The Green and Broomfield Park)



Route finder

Bus route	Towards	Bus stops
121	Enfield Lock	M N T U
	Turnpike Lane	A B C D
298	Arnos Grove	A
	Pottery Bar	U
299	Cockfosters	R S T U
	Muswell Hill Broadway	A B C E
W6	Edmonton Green	A B C D
	Southgate	M N T U

Night buses

Bus route	Towards	Bus stops
N91	Cockfosters	S T U
	Trafalgar Square	A B C

Other buses

Bus route	Towards	Bus stops
616 Sch	Edmonton Green	A B C D
	Winchmore Hill	M N T U

Key

- 121 Day buses in black
- N91 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights
- Sch School journeys

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Sign up for an online account to top up online and see your travel history and spending.

© Transport for London
Information correct from 13 November 2017

Appendix C

(PTAL Output)

WebCAT PTAL Report

=====

Site Details

Grid Cell: 151848

Easting: 529645

Northing: 194952

Report Date: 31/01/2024

Scenario: Base Year

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

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)			
SWT (mins)	TAT (mins)	EDF	Weight	AI				
Bus	CHASE ROAD	CHARTER WAY	121	158.42	6	1.98	7	8.98
3.34	1	3.34						
Bus	AVENUE ROAD	ORCHARD AVE	299	635.07	4	7.94	9.5	17.44
1.72	0.5	0.86						
LUL	Southgate	'Cockfosters-LHRT4LT'		782.69	4.67	9.78	7.17	
16.96	1.77	0.5	0.88					
LUL	Southgate	'RayLane-Cockfosters'		782.69	3.67	9.78	8.92	
18.71	1.6	0.5	0.8					
LUL	Southgate	'Oakwood-RayLane'		782.69	0.33	9.78	91.66	
101.44	0.3	0.5	0.15					
LUL	Southgate	'Nthfields-Cockfoster'		782.69	1	9.78	30.75	
40.53	0.74	0.5	0.37					
LUL	Southgate	'LHRT5-Cockfosters'		782.69	6	9.78	5.75	
15.53	1.93	1	1.93					
LUL	Southgate	'Uxbridge-Cockfosters'		782.69	3.67	9.78	8.92	
18.71	1.6	0.5	0.8					
LUL	Southgate	'Ruislip-Cockfosters'		782.69	2.33	9.78	13.63	
23.41	1.28	0.5	0.64					
LUL	Southgate	'Oakwood-Uxbridge'		782.69	0.33	9.78	91.66	
101.44	0.3	0.5	0.15					
LUL	Southgate	'Oakwood-Ruislip'		782.69	0.33	9.78	91.66	
101.44	0.3	0.5	0.15					

Total Grid Cell AI: 10.07

PTAL: 3

Appendix D

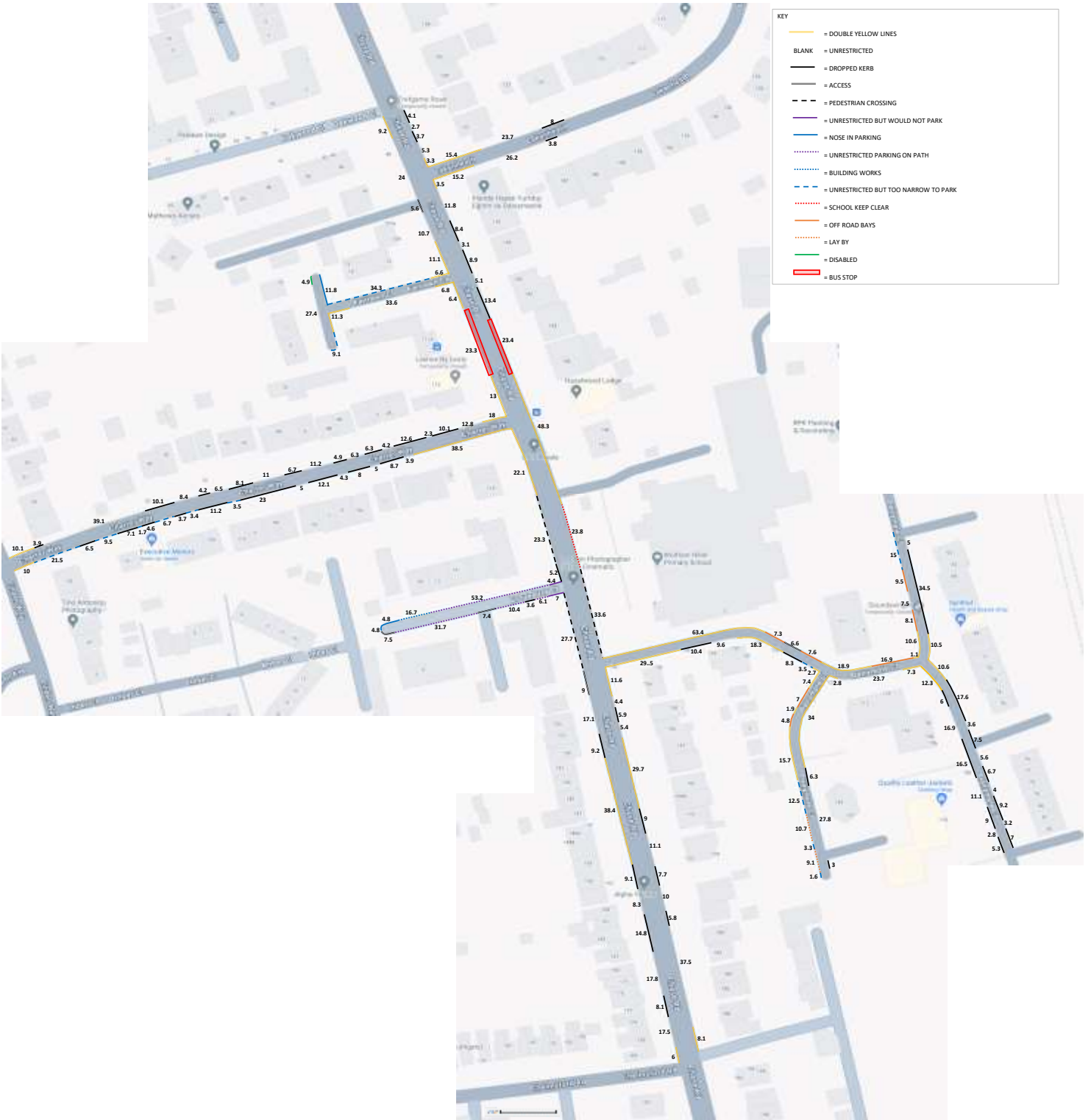
(Parking survey)

K&M TRAFFIC SURVEYS

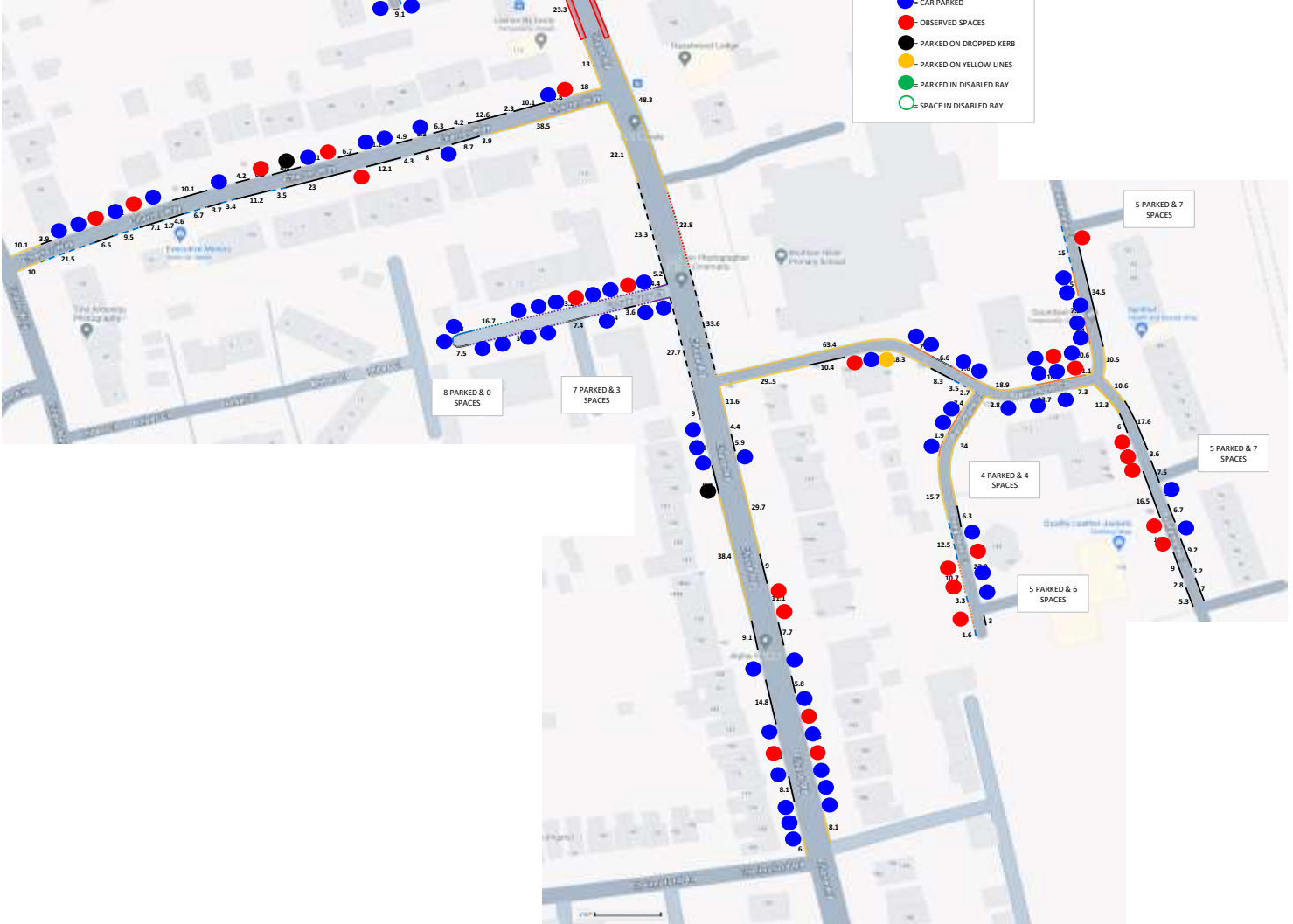
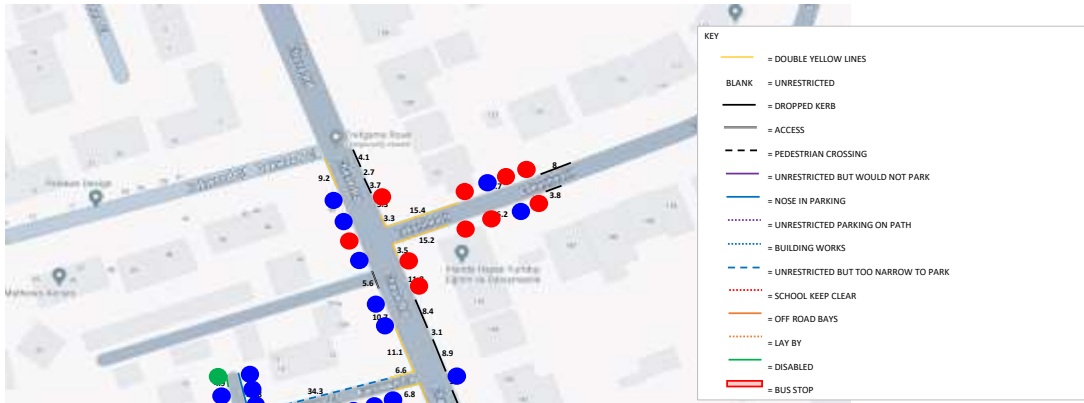
DATE: 1st & 5th DECEMBER 2023

DAY: FRIDAY & TUESDAY

LOCATION: GROVESBURY COURT, SOUTHGATE



TIME : 0200



TIME : 0445

