

HIGHGATE NEWTON COMMUNITY PARTNERS TRANSPORT ADDENDUM



SYSTRA

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TRANSPORT ADDENDUM

IDENTIFICATION TABLE

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TABLE OF CONTENTS

1.	INTRODUCTION	4
1.1	GENERAL	4
1.2	PLANNING HISTORY	4
1.3	PROPOSED DEVELOPMENT	4
1.4	REPORT STRUCTURE	4
2.	POLICY & GUIDANCE REVIEW	6
2.1	GENERAL	6
2.2	NATIONAL POLICY	6
2.3	REGIONAL POLICY	6
2.4	REGIONAL POLICY	7
3.	BASELINE CONDITIONS	8
3.1	GENERAL	8
3.2	SITE LOCATION	8
3.3	TRANSPORT ACCESSIBILITY	8
3.4	CHANGES TO BASELINE CONDITIONS	9
4.	DEVELOPMENT PROPOSALS	10
4.1	OVERVIEW	10
4.2	TRIP GENERATION	11
5.	SUMMARY	12

LIST OF FIGURES

Figure 1.	Site Location Plan	8
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LIST OF TABLES

Table 1.	Residential Unit Overview	10
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1. INTRODUCTION

1.1 General

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by the London Borough of Camden (the Client) to prepare a Transport Addendum in support of development proposals at Highgate Newton Community Partners, at 25 Bertram Street, London, N19 5DQ (the Site). The Local Planning Authority and Local Highway Authority is the London Borough of Camden (LBC).

1.2 Planning History

1.2.1 Planning permission was granted (ref: 2016/6088/P) in July 2017 for the redevelopment of the existing Highgate Newtown Community Partners (HNCP) and Fresh Youth Academy (FYA) and the change of use of the People’s Mission Gospel Hall to provide replacement community facilities and 31 residential units with associated public open space, landscaping, cycle storage, plant and disabled parking.

1.2.2 Planning permission was subsequently granted in March 2019 (ref: 2018/5774/P) for a revised scheme whereby the principles of development remained the reprovision of community facilities and new residential units, but incorporating standalone residential and commercial buildings and an increase in residential units to 41 from 31 (the Consented Development). The Consented Development includes the provision of cycle parking facilities and refuse storage.

1.2.3 SYSTRA prepared a Transport Statement (dated 03/11/2016) and Transport Technical Note (dated 20/11/2018) to support the respective applications.

1.3 Proposed Development

1.3.1 The Client is seeking an amendment to planning permission 2018/5774/P. The principals of development remain the same; however, it is proposed for the residential units to become 100% affordable housing to help house Afghan refugees. A total of 36 units would be provided across three buildings, comprising 1x studio, 19x one-bed, 8x two-bed, 3x three-bed, 3x four-bed and 2x six-bed (the Proposed Development).

1.3.2 The Proposed Development will remain car-free, in line with the current permitted scheme.

1.3.3 Access arrangements, car parking and cycle parking provision remain as per the Consented Development.

1.4 Report Structure

1.4.1 This Transport Addendum provides an overview of the transport-related changes associated with the Proposed Development. Elements of the scheme that remain as approved are not addressed in detail within this Transport Addendum.

1.4.2 Following this introductory section, the remainder of this Transport Addendum is structured as follows.

- **Section 2: Policy & Guidance Review** – Outlines changes to the policy context in which the Proposed Development sits.

- **Section 3: Baseline Condition** – Provides an overview of changes to transport conditions in the vicinity of the Site.
- **Section 4: Development Proposals** – Details the development including access arrangements, car and cycle parking provision and servicing.
- **Section 5: Summary** – Provides a summary of the key points of arising from the work carried out to inform this Transport Addendum.

2. POLICY & GUIDANCE REVIEW

2.1 General

2.1.1 This section provides an overview of changes to national, regional and local level policy published since the previous planning permissions were granted.

2.2 National Policy

National Planning Policy Framework (NPPF) (2021)

2.2.1 The revised NPPF was published in July 2021. The NPPF sets out the Government’s policy framework for the planning system, and guides how development plans should be prepared by planning authorities. At the heart of the NPPF is a presumption in favour of sustainable development, affecting both plan-making and decision-taking.

2.2.2 The NPPF advocates that transport issues should be considered from the earliest stages of plan-making and development proposals. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

2.3 Regional Policy

The London Plan (2021)

2.3.1 The new London Plan was adopted in March 2021. It supports the concept of growth being socially, economically inclusive and environmentally sustainable, with a major focus on sustainable development.

2.3.2 Paragraph 1.0.8 states that planning new developments to reduce car dependency will improve Londoners’ health and make the city a better place to live. Policy T1 notes the strategic approach to transport that development should adopt and outlines that:

‘All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated’

2.3.3 Development proposals should:

‘facilitate the delivery of the Mayor’s strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041’; this increases to 95% for all trips within Central London.’

2.3.4 Policy T5 requires new development to provide appropriate levels of cycle parking that is fit for purpose, secure and well-located.

2.3.5 With regards to car parking provision at new developments, Policy T6 states:

‘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 (‘car-lite’).

Mayor of London’s Transport Strategy (2018) incorporating the Addendum Proposal 24.1 (2022)

2.3.6 The Mayor of London’s Transport Strategy sets out the Mayor’s policies and proposals of to reshape transport in London over the next 25 years. Its vision is to reduce car-based travel and encourage walking and cycling. The strategy aims to achieve a modal split of 80% of trips made by public transport, cycle or on foot by 2041. This represents a significant shift from existing travel patterns within London; at present, only 64% of journeys are sustainable and active modes.

2.3.7 The visions of the Strategy include to:

- Create Healthy Streets and therefore healthy people, facilitated through all Londoners undertaking 20 minutes of daily activity, reducing road traffic collisions, all taxis and private cars required to be zero emission by 2033, and reducing freight traffic throughout the day, including the standard network peak hours; and
- Create a good public transport experience, through the delivery of Crossrail 2 by 2033, creation of a London suburban metro by the late 2020s, and improvements to service accessibility and journey times.

2.4 Regional Policy

Camden Planning Guidance: Transport (CPG, 2021)

2.4.1 The Transport Camden Planning Guidance reiterates guidance set out within Candem’s Local Plan guidance, expecting car-free new development regardless of PTAL rating. Cycle parking facilities should align with standards stipulated within the London Plan as a minimum.

2.4.2 Chapter 9 of the CPG provides information on the layout of public spaces for ease of pedestrian and cyclist movement.

3. BASELINE CONDITIONS

3.1 General

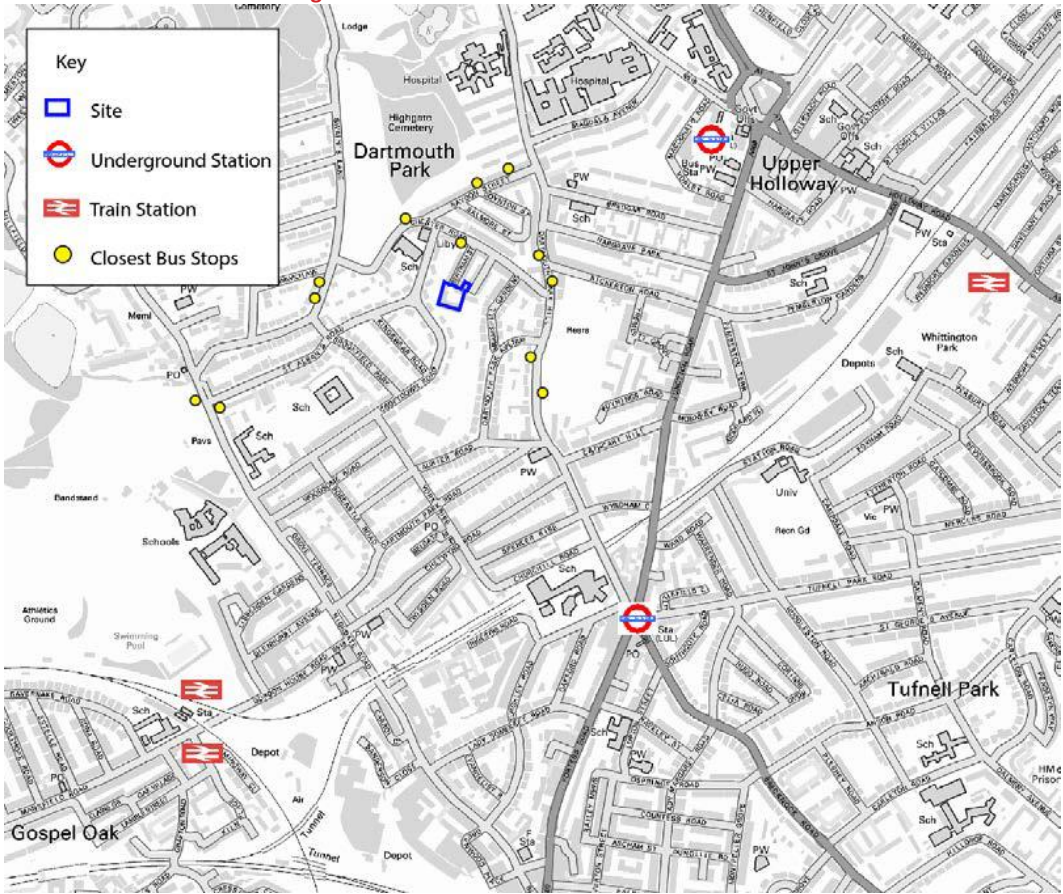
3.1.1 This section provides an overview of changes to existing transport conditions in the vicinity of the Site.

3.2 Site Location

3.2.1 The Site is located at the southern end of Bertram Street, a residential cul-de-sac in the London Borough of Camden. It is bound by Bertram Street to the north, properties fronting Croftdown Road to the west and south, and properties fronting Bramshill Gardens to the east.

3.2.2 A plan detailing the location of the Site in the context of the surrounding area is shown in **Figure 1**.

Figure 1. Site Location Plan



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3.3 Transport Accessibility

3.3.1 No changes to public transport accessibility have occurred since the previous planning permissions were granted. The Site is identified as being located within an area with a Public Transport Accessibility Level rating of 3 ('good').

3.3.2 Archway and Tufnell Park London Underground stations are situated approximately 650m northeast and 750m southeast of the Site respectively. The closest London Overground

stations are Upper Holloway (950m to the east) and Gospel Oak (950m to the southwest). Four daytime bus services operate within an accessible walk distance of the Site.

- 3.3.3 The Site is located in close proximity to a number of segregated cycle routes, as well as quieter roads recommended for use by cyclists. To the west of the Site, Highway West Hill and Highgate Road are signed or marked for use by cyclists, and there are off-road routes through Hampstead Heath. Whilst there are no marked cycle lanes, Chester Road, Raydon Street and Dartmouth Park Hill are considered suitable for cycling due to low vehicle speeds and flows on these roads.
- 3.3.4 Streets surrounding the Site are located within Controlled Parking Zone (CPZ) CA-U, which operates between the hours of 10:00 and 12:00, Monday to Friday. The majority of the parking bays on Chester Road, Croftdown Road and at the northern end of Bertram Street are for use by permit holders only during hours of operation of the CPZ; at other hours they are available to the general public without charge.
- 3.3.5 Bays on the northern end of Bertram Street and a limited number on Chester Road are for permit holders only on Mondays, Wednesdays and Fridays between 10:00 and 12:00, whilst bays at the southern end of Bertram Street are for permit holders only or Pay & Display during CPZ operational hours, with a maximum stay of 1.5 hours permitted. During all other time periods, vehicles can park in these bays for free.
- 3.3.6 There are a number of disabled parking bays on-street in the area, including one half way down Bertram Street, one adjacent to the Site entrance on Croftdown Road, one adjacent to the Croftdown Road/ Kingswear Road junction and one adjacent to the Croftdown Road/ York Rise junction.

3.4 Changes to Baseline Conditions

- 3.4.1 There is one minor change to the baseline conditions since the Consented approval, comprising removal of the Pemberton Gardens (Zipcar) car club, located 600m to the east of the Site. There are seven other car clubs within a 1.75km distance of the Site.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The Proposed Development incorporates the change in residential composition of the Site to provide 36 residential units in place of the consented 41 residential units. These would be 100% affordable housing to help house Afghan refugees. Non-residential elements of the development remain as consented.

4.1.2 Residential units will be provided across three blocks:

- **Block A:** 28 units;
- **Block C:** 1 units; and
- **Block D:** 7 units.

4.1.3 Proposed architect plans prepared by RCKa Architects are contained at [Appendix A](#) for information.

4.1.4 A breakdown of residential units by number of bedrooms is provided in [Table 1](#) below.

Table 1. Residential Unit Overview

UNIT TYPE	CONSENTED SCHEME	NEW PROPOSALS	DIFFERENCE
Studio	1	1	0
One-Bed	19	19	0
Two-Bed	14	8	-6
Three-Bed	7	3	-4
Four-Bed	0	3	+3
Six-Bed	0	2	+2
Total	41	36	-5

4.1.5 No changes are proposed to access arrangements. Pedestrian access will be possible from both Bertram Street and Croftdown Road, with vehicular access via Bertram Street only. Vehicular access will be controlled and managed through use of a bollard.

4.1.6 The Site's internal courtyard has been designed as primarily a pedestrian space. However, all essential vehicular activity can be accommodated within the courtyard.

4.1.7 The Proposed Development will be car-free, in line with the Consented Development. Residents will be restricted from applying for on-street parking permits.

4.1.8 As part of the planning permission for the Consented Development, it was agreed that if any residential units were to be adapted for disabled residents, allocated disabled car parking spaces could be provided on-street, similar to those located on Croftdown Road.

4.1.9 The non-residential elements of the development will be car-free, with the exception of one disabled bay for use by community centre visitors. This will be located off-site on Croftdown Road, within a short step-free walk distance of the main access to the HNCP.

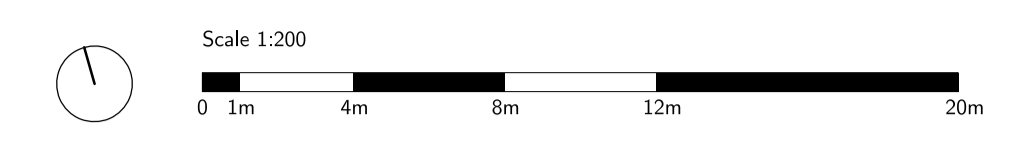
- 4.1.10 It is noted that any disabled users travelling by car to the community centre use will be able to be dropped off or picked up on-site; however, their vehicles will need to be parked off-site.
- 4.1.11 Cycle parking will be located within a cycle store in Block D. No changes to cycle parking provision is proposed compared to the Consented Development. Short-stay cycle parking will be provided within the internal courtyard, as shown in the architect plans contained at [Appendix A](#).
- 4.1.12 No changes to the servicing strategy are proposed as part of this application. The majority of servicing activity will be undertaken within the Site’s internal courtyard. Servicing activity associated with the unit located in Block C will be undertaken on-street from Winscombe Street.

4.2 Trip Generation

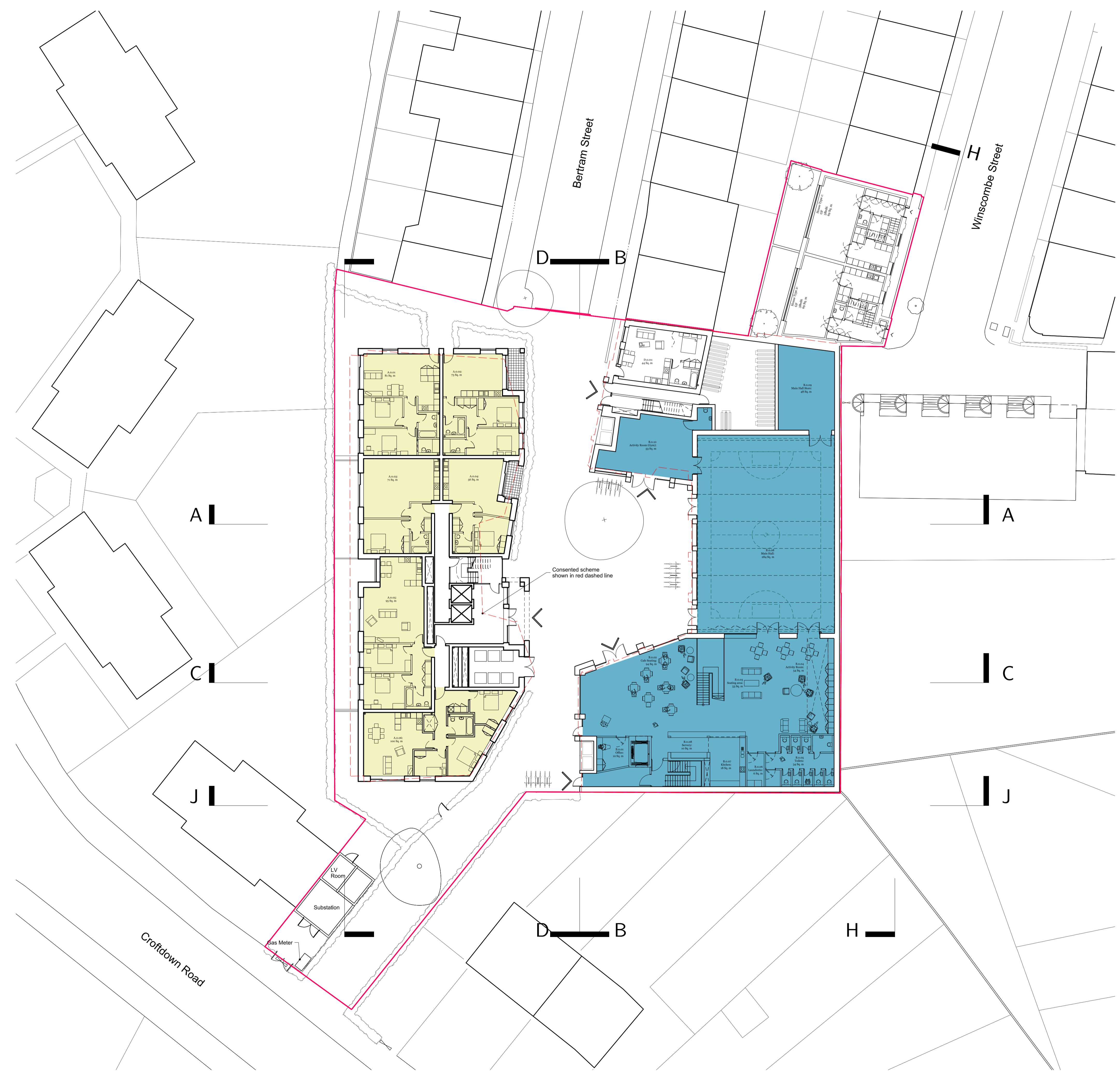
- 4.2.1 It is noted that the Proposed Development incorporates a reduction in residential units of five, from 41 to 36. However, the number of bedrooms provided across all units remains the same as consented, at 69. No changes are proposed to the non-residential elements of the development as part of this application.
- 4.2.2 As such, it can be expected that the trip generation impacts associated with the Proposed Development will not materially differ from those associated with the scheme that is consented. It is expected that the vast majority of trips will be undertaken by sustainable modes (on foot, cycle or public transport).
- 4.2.3 Furthermore, the Proposed Development is car-free, with residents to be restricted from obtaining on-street residential parking permits. The vehicular-based impact of the Proposed Development is expected to be minor.
- 4.2.4 Given the above, a revised trip generation assessment has not been undertaken in support of the Proposed Development.

5. SUMMARY

- 5.1.1 SYSTRA has been commissioned by the London Borough of Camden to provide transport support for proposed amendments to the approved development at Highgate Newton Community Partners, at 25 Bertram Street, London, N19 5DQ.
- 5.1.2 The principals of development remain as consented, with a reduction in residential unit numbers (from 41 to 36) proposed, and changes to the accommodation type to be provided. Access, parking and servicing arrangements remain as per the Consented Development, and no changes are proposed to the non-residential elements of the scheme.
- 5.1.3 The Proposed Development is consistent with national, regional and local planning policy in terms of supporting the use of sustainable transport modes, including as a car-free scheme, and the provision of high quality internal pedestrian-prioritised space.
- 5.1.4 It is considered that the transport-related impacts of the Proposed Development are negligible compared to the Consented Development, and no significant transport issues or concerns have been identified in the preparation of this Transport Addendum.



Planning



Revised Planning		02.11.18	AB	P
Revision description		Date	Auth	Rev
rcka				
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Title: Site Plan - As Proposed				
Project	Camden HNCC/FYA	Client	Camden Council	
Date	26.01.2016	Drawn by	AB	Checked DK Scale 1:200@A1
Job No	1415	Draw No	PL-GA-ST-800	Revision P
<small>©2018 RCKA. This drawing is not to be scaled - use written dimensions only. Any discrepancies to be reported to the architect. All dimensions to be checked on site.</small>				

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