

Granville Road

London Borough of Barnet

Transport Assessment Addendum

December 2014

New Granville LLP





Transport Planning Ltd

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1 Introduction

- 1.1 This report has been prepared by EAS on behalf of New Granville LLP. It summarises the transport related responses to planning application F/04474/14 on Granville Estate for 132 new dwellings and provides responses to the questions and objections raised.
- 1.2 Response considered are:
- Barnet Highways response 24 October 2014;
 - Transport for London response 9 October 2014;
 - Barnet Planning Officer comments 9 October 2014; and
 - Concerns understood through discussion with Barnet to be raised by residents.
- 1.3 The full responses received are included in Appendices A to C.
- 1.4 The comments are dealt with in sections that relate to:
- Section 2 deals with Barnet Highways, Barnet Planning and TfL Comments;
 - Section 3 deals with Granville Residents comments;
 - Section 4 summarises clarifications and corrections to the submitted Transport Assessment.; and
 - Section 5 summarises the key responses.

2 Barnet and TfL Comments

Introduction

- 2.1 This section deals with comments made by Barnet Highways Officers, Barnet Planning Officers and TfL in their consultation responses. The main comments are from Barnet Highways. Comments from the Barnet Planning Officer and TfL have dealt with as part of the Barnet Highways response as they arise, and then any additional ones dealt with at the end of this section.
- 2.2 Barnet highways Consultation response is a 19 page report and this section deals with the substantive comments requiring clarification or comment and does not address all of the general factual statements within the Highways Report.

Comments on Proposed Residents' Parking

- 2.3 Barnet highways conclude that for existing residents (page 4 Barnet Highways response):

“the assessment carried out to establish the existing parking demand is robust and meets the highway approval”

and

“an appropriate level of parking is provided for the existing residents.”

- 2.4 Barnet accepts the assessed need for approximately 146 cars for the existing 236 units, based on 2011 census data showing 0.62 cars owned per dwelling.
- 2.5 For new development, Barnet accepts that parking is in accordance with Barnet's own standards based on the type and location and level of accessibility of the area (page 5 Barnet Highways response).
- 2.6 TfL's response on parking (TfL response point 1) is that the development is overproviding parking and the amount of proposed parking should be reduced to bring it more in line with expected need (ie. 0.62 cars spaces per dwelling based on 2011 census).

Applicants Response on Residents' Parking

- 2.7 The applicant has agreed the number of parking spaces with Barnet and accepts that the number of spaces provided will lead to spare parking capacity. As stated in the Transport Assessment (paragraph 6.49):
- 2.8 *“Clearly the proposed allocation is robust, being about 40% above the estimated levels of car ownership and with a total existing allocation of 196 spaces, around 10% above the observed on-street parking of 184 cars.”*



- 2.9 Parking will be actively managed by One Housing Group and this will help ensure that all existing and new residents will have convenient access to parking close to their homes in accordance with their expected needs.

Comments on a Controlled Parking Zone (CPZ) Contribution

- 2.10 Barnet Highways suggests that the proposed development may have a detrimental impact upon local roads because (pages 5 & 6):

“Due to the proposed internal Control Parking Zone it is likely that the residents owning more than one car could park on public highway where there is no CPZ or limited controls and this could have a detrimental impact on the roads in close proximity of the site. Therefore, we need to have mitigation measures to address any overspill of parking on neighbouring roads;

The existing non estate based parking including the commuter parking could seek to park elsewhere once the development commences and local controls are in force on the estate resulting in parking overflowing on to roads in the vicinity and creating additional parking demand which could have a detrimental impact on public highway in the vicinity of the development site. Therefore, we need to have mitigation measures to address any overspill parking on neighbouring roads.”

- 2.11 TfL suggests in the first point on parking:

“there is existing evidence that commuter parking has been causing stress on Granville Road; this should be addressed by extending the existing CPZ.”

Applicants’ Response on the CPZ Contribution

- 2.12 Barnet Highway’s agrees with the applicants parking numbers and says the assessment meets their approval. The Transport Assessment suggests that spare parking capacity lies somewhere between 10% and 40%, or between circa 30 and 130 spare parking spaces. Based on this, it is clear that new or existing estate residents will not in future park off the estate because there will be sufficient onsite parking spaces. This is supported by TfL who clearly believe there is too much parking.
- 2.13 Therefore there will be no impact on the surrounding roads from new or existing residents parking off site.
- 2.14 The “non-estate” parking referred to by Barnet Highways will in future not be able to park on the estate. As TfL has stated, this “non-estate” parking is already inappropriate commuter parking. The proposed development will not increase the level of this commuter parking, but the proposed parking management will displace it. It therefore makes sense to consider how the proposed development may affect this parking in future.
- 2.15 A site visit undertaken at Granville Road on Wednesday 12 November 2014 suggests that many of the

existing industrial units along Granville Road have onsite parking. However Granville Road along its length, both on and off the estate itself, has very little daytime spare parking capacity. Therefore it might be that local employees chose to park on Granville Road as well as on site.

2.16 If the estate section of Granville Road becomes private then, because the remainder of Granville Road is already heavily parked during the day, commuters will have to park elsewhere other than Granville Road itself. The only streets within reasonable walking distance of Granville Road that are not already part of a CPZ are:

- Granville Road;
- Cloister Road; and
- Garth Road.

2.17 Therefore, in future commuter or non-estate cars will park on these roads, or will be displaced into existing on-site employment parking. There is already little available daytime capacity on Granville Road itself, probably due to commuters choosing to park here first as its closest to the employment. Therefore it is likely that the majority of parking could be displaced onto sections of Cloister Road and Garth Road closest to Granville Road or onto on-site employee parking.

2.18 From this analysis it is reasonable to conclude that:

- The existing CPZ should be extended to cover the section of Granville Road that will be in future outside the estate, all of Cloister Road and Garth Road;
- Barnet and the applicants should agree a reasonable contribution towards extending the CPZ in this way; and
- As a result of extending the CPZ it is likely that existing commuter [parking on Granville Road both on and off the estate will be removed.

2.19 The level of the contribution should be agreed as part of the S106.

Comments on Disabled Parking

2.20 Barnet Planning has requested clarification as to why 10% of all parking spaces are not being provided as disabled.

2.21 Barnet Highways comments that:

“14 disabled parking spaces are proposed for the existing use which exceeds the current provision of 13 disabled parking spaces.

14 additional disabled parking spaces are proposed for the new development.”

Applicants Response on Disabled Parking

- 2.22 The proposed 14 disabled spaces for new development will be 10% of the total 137 parking spaces for new dwellings. The proposed 14 disabled parking spaces for existing residents is below 10% of the proposed 196 spaces, which would require 20 disabled spaces. However the proposed allocation exceeds the known existing need of a maximum of 13 spaces.
- 2.23 Relevant policies relating to provision of residential disabled parking have been reviewed. Barnet Local Plan Policy paragraph 18.8.3 states
- “Appropriate parking for disabled people should always be provided for all development”*
- 2.24 London Plan policy states:
- “Adequate parking spaces for disabled people must be provided, preferably on-site”*
- 2.25 The London Plan then references Mayor Guidelines on Wheelchair Accessible Housing which states (Page 8: Basic Design Considerations) that:
- “Generally one blue badge parking space will be required for each wheelchair accessible unit [.....] The parking strategy should include a management plan for the enforcement of designated bays and how fluctuating demand and supply for blue badge bays will be dealt with in the future.”*
- 2.26 The draft Parking Management Plan submitted with the application states at paragraph 3.18:
- “Each blue badge holder resident, new or existing, will receive a parking permit. Disabled bays are marked upon the parking plan shown in Appendix D and only cars displaying both a blue badge and a correct permit may use them. As part of the management of the parking, should disabled residents require a bay for a property not shown as close to a disabled bay, then One Housing Group will seek to allocate an individual bay as disabled as close as possible to the relevant house. Because the estate roads are private, individual bays can be allocated to individual dwellings if necessary and this will apply to disabled bays if required.”*
- 2.27 It can be seen that disabled parking provision meets London Plan and Barnet standards by providing disabled parking in line with need, and meets the London guidance by seeking to manage future need appropriately.

Comments on Car Parking Management

- 2.28 Drawing **No 2928A-D_922 Rev. P6** for Strategy submitted with the planning application shows the parking allocation for the existing and the proposed development. Barnet Highways has said that
- “the assessment of the drawing identified the following issues that would need to be resolved.*

- *The parking provision for the Granville Point is indicated as 48 but on counting the number of parking spaces provided is 47.*
- *The disabled parking space provided next to the Harpenmead Point will cause an obstruction for cars parked in the parking spaces fronting Harpenmead Point by the boundary line as 6m manoeuvring space is required fronting a parking space. The disabled parking space will need to be relocated.”*

Applicants Response on Car Parking Management

- 2.29 The plan was incorrectly marked with 47 spaces for Granville Point and 49 spaces for Harpenmead whereas the correct number should be 48 in each case.
- 2.30 The disabled bay outside Harpenmead has been moved slightly to provide adequate access to adjoining spaces.
- 2.31 Following a full review of the parking management plan P922 the following changes have been made:
- The spaces for Granville Point and Harpenmead have been correctly labelled at 48 each;
 - The disabled space outside Harpenmead has been moved to avoid obstructions to other parking spaces;
 - the disabled space outside plot 43 at Nant Road/Granville Road junction has been labelled as disabled ensuring that there are a total of 18 surface level and 10 basement level disabled parking bays;
 - the total motorcycle spaces has been labelled as 11 surface and 4 basement spaces;
 - a total of 18 Sheffield cycle stands have been indicated for visitors placed on the estate in convenient locations; and
 - the number of house parking spaces shown has been corrected from 75 to 74 by removal of one space on Mortimer Close and relocation of the proposed Mortimer Close car club space.
- 2.32 This final revision was because the Parking Management Plan 2982 D 922 P6 was incorrectly showing 75 parking spaces rather than the correct total of 74 house parking spaces to be provided for the proposed 58 new houses.
- 2.33 The revisions are shown on plan 2982A D 922 Rev P8 included in Appendix D.
- 2.34 Plan 2982A D 922 P8 should replace the plan P922 P6 shown in both the submitted Transport Assessment and the Parking Management Plan.

Comments on Cycle Parking Provision

- 2.35 Barnet Highways and TfL refer to TfL emerging cycle parking standards which require 1 visitor cycle parking space per forty units or three additional visitor cycle parking spaces.

Applicants Response on Cycle Parking Provision

- 2.36 As discussed above and shown on plan 2982A D 922 Rev P8 Sheffield cycle stands have been provided

for visitors with a total of 18 cycle stands (each providing parking for two cycles) located at convenient points on the estate.

Comments on PERS Audit

- 2.37 Barnet Highways requests that the following be provided to improve the pedestrian environment:
- *“Improving permeability of links by providing formal parking for all resident’s cars with crossing points and dropped kerbs to relive the problems of lack of dropped kerbs and dense and informal parking obstructing crossing points;*
 - *Providing level and good quality pedestrian footways along desire lines; and*
 - *Providing home zone like features including diverting traffic around the square and surface treatments to help achieve a maximum traffic speed through the estate of 20mph.*
 - *Provision of dropped kerbs and tactile paving along sections of Nant Road, Llanelly Road and Crewys Lane close to the Granville Estate;*
 - *Improvements to alleyways between Granville Estate and Cloisters Road and also Nant Road and Hodford Road leading to Childs Hill Park; and*
 - *A pedestrian signage strategy including signs for local Childs Hill shops and facilities and Childs Hill Park.”*

Applicants Response on PERS Audit

- 2.38 The applicant will implement all of the onsite improvements requested as part of the planning permission. The applicant will contribute towards the offsite requested by Barnet that were identified within the PERS Audit. Note that TfL also accepts the findings of the PERS Audit and recommends that the identified improvements are secured through a S106 agreement. It is the applicant’s view that the improvements should be secured via the S106 agreement and that the applicants will provide a contribution towards these works. The level of contribution will need to be agreed with Barnet.

Comments on Traffic Impact Assessment

- 2.39 Barnet Highways has requested that the evening peak hour vehicle trip rates used be summarized in the main text of a revised TA.
- 2.40 Barnet Highways accepts in their responses that in the expected year of completion of development in 2018:
- There will be an increase of 21 vehicles on the Granville Estate in the morning peak hour or less than one vehicle every two minutes;
 - The increase in traffic on Granville Road in the morning peak hour towards the Vale is about one vehicle every 6 minutes and this does not have any significant adverse impact on existing users of this road;
 - Impacts on local junctions with known significant morning peak hour queues and delays is not significant; and
 - The evening peak hour impact is similar to the morning; and

- Therefore there is no overall significant traffic impact due to the development in 2018.

2.41 Barnet Highways further accepts that the traffic impacts in 2026 with Brent Cross are almost identical to those in 2018 and therefore there is no impact in 2026 due to the development.

Applicants Response on Traffic Impact Assessment

2.42 The applicants welcome Barnet Highway's response on the impact assessment on pages 11 and 12 which concludes that the level of impact is not significant in the morning or evening peak in either 2018 (the year of completion of development) or 2026 (the year of completion of Brent Cross Regeneration).

Comments on Travel Planning and Refuse Collection

2.43 Barnet Highways is satisfied that swept paths analyses meet their requirements for service vehicles.

2.44 Barnet Highways has requested a Travel Plan be provided in the S106 agreement and outlines the requirements for the plan that includes the provision of two car club spaces.

Applicants Response to Travel Planning and Refuse Collection

2.45 Barnet's comments and requirements on Travel Planning are accepted by the applicants.

TfL Comments on the Application

2.46 TfL provided 8 areas of comment. The key ones were:

- The development is providing too much car parking based on London Plan policy guidance;
- Electric charging points should be provided to London Plan Standards; and
- Cycle parking should be provided to latest revised London Plan standards.

2.47 The first and last of these comments have been covered in the text above relating to Barnet's comments. The second comment on electric charging points is covered in the Transport Assessment itself (for example paragraph 4.33):

"Overall 20% or 30 new residents' parking spaces will be provided with electric charging points and a further 20% or 30 will be passive provision for electric charging. The majority of electric charging points will be in the basement."

2.48 The remaining five areas of comment relate to PERS, Car Club provision, Travel Planning, Car Parking Management Plan and a Construction Management Plan. These issues will all be conditioned or otherwise dealt with in agreement with the applicant.

3 Residents' Comments

Introduction

3.1 This section deals with highways and transport issues raised by residents as passed on in general terms by Barnet. This section refers to the broad areas of residents' concerns which it is understood are:

- Granville Road as a through route;
- Parking Impact;
- Cumulative impact;
- Traffic Impact assessment and the scoping methodology; and
- Accessibility (PTAL scores) and pedestrian environment auditing.

Granville Road as a Through Route

3.2 The width restriction on Nant Road will not be removed. This was considered at an early stage, but following consultation with Barnet it was agreed that this width restriction should remain in place.

3.3 Mortimer Close will not be opened up to traffic and will remain as a Cul-de-Sac.

3.4 It is proposed to link Granville Road to Llanelly Road. This will allow estate traffic to enter and exit Granville Road from either The Vale direction or from Crewys Road. The estate road linking Granville Road to Crewys Road will be in the form of a home zone and will not encourage through traffic. The most likely effect of the new link will be to increase convenient access to the estate for residents who will be able to access parking close to where they live.

Granville Future Parking

3.5 Parking has been assessed a number of times and in consultation with residents and Barnet. The proposed level of parking for existing residents is 196 allocated spaces. This compares to the existing situation with approximately 150 existing allocated spaces for an observed 184 parked cars. The parking will be allocated according to need using a Parking Management Plan that will be agreed with Barnet. This plan will ensure that everyone currently owning a car or cars will have sufficient space to park in future close to where they live.

3.6 There should in future be no competition for spaces from non-residents who will not be able to park on site. Because adequate formal spaces will be provided, residents will also be able to park and allow refuse and service vehicles easy access to the estate. This is currently not the case as cars are frequently parked on corners or in turning areas because there is currently insufficient formal parking spaces on site.

Cumulative Impacts

- 3.7 The Transport Assessment (TA) has taken account of all proposed development requested by Barnet Planning and Highways and these developments are
- 713 Finchley Road;
 - 765 Finchley Road; and
 - The Brent Cross Cricklewood Regeneration Scheme.
- 3.8 In addition to this, the assessment considers background traffic growth using the Department for Transport's growth factors. These are known as TEMPRO growth.
- 3.9 The future years assessed are:
- 2018 year of opening with TEMPRO growth plus schemes 713 and 765 Finchley Road; and
 - 2026 – year of completion of the Brent Cross Regeneration scheme with TEMPRO growth to 2018 plus Brent Cross traffic post 2018.
- 3.10 These assessments are robust because they account for local traffic changes via the agreed local Finchley Road schemes, plus the more strategic traffic growth due to regional development. The TEMPRO growth factors are between 6 and 9% traffic growth to 2018.
- 3.11 Barnet has also suggested that there are concerns from residents about the development of 124-128 Granville Road (application F/03325/11) for 12 flats. This has not been assessed individually. However 12 flats would generate up to a maximum of 2 cars per hour in each of the morning and evening peak hours and this would not significantly impact upon the network. This impact of 2 additional vehicles compares to the assessed growth in traffic between 2014 and 2018 (year of completion) of 12 new peak hour car trips. Therefore the tested future scenario has allowed for future traffic growth on Granville Road.
- 3.12 Details of each of the schemes assessed and TEMPRO growth is discussed in section 6 of the TA under Committed Development (Pages 38 to 40). Based on the assessment scenarios agreed with Barnet and carried out as part of the Transport Assessment, cumulative impacts have been robustly assessed.

Traffic Impact Assessment

- 3.13 The applicants have been in discussion on transport assessment with Barnet since May 2013. This is in line with Government policy on planning where it is important to agree the scope of any assessment and as much background information as possible so as to ensure the assessment is acceptable.
- 3.14 The TA section refers to two pre-application meetings on highways (paragraph 2.24) in February 2014 and May 2014. In fact a draft Transport Assessment was sent to Barnet for comment first in October 2013 and it was this draft along with some updated plans and survey data that was discussed at the February 2014 meeting. Barnet therefore had from October 2013 to February 2014 to review the draft

report. This report included a full Traffic Impact Assessment and results.

- 3.15 It was after this meeting and review period that Barnet concluded that the Traffic Impact conclusions were accepted. The final methodology was expanded to include some sensitivity analyses requested by Barnet to ensure the final assessment was as robust as possible. The main change from the draft to final assessment was the reduction in the number of dwellings proposed from 149 to 132 units which reduced the highways impact.
- 3.16 Both Barnet Highways and Transport for London have now be fully consulted as part of the planning application. Both has concluded that they accept the transport impact conclusions. Barmet Highways has recommended no objection on highways grounds. It is now up to Barnet in the form of the Planning Committee through consultation with all stakeholders including Granville Road Estate Residents, to come to their conclusion before granting or refusing planning permission, having taken into account everyone's views.

Use of TRAVL Trip Rates

- 3.17 The TRAVL data used in the assessment has been used according to TfL's guidelines at the time (note these have changed since the assessment as guidance is continually updated, but the method used is still valid and a correct application of current guidance). The full TRAVL reports are included in Appendix W of the TA and this allows each TRAVL dataset used to be verified ensuring complete transparency in the methodology.
- 3.18 The TRAVL datasets are essentially a database of traffic counts for other residential developments in London and the ones chosen to represent Granville Road have similar characteristics to Granville Road: they have a similar level of accessibility to public transport (PTAL) and they are also in Outer London Boroughs. This choice of trip rates is set out for example in table 5.2 of the TA.
- 3.19 TRAVL data is collected by questionnaire survey and by observation. Residents are either counted leaving their houses by mode, or they are asked to fill in a diary for one specific day recording modes used. Therefore the accuracy of the modes used depends partly on the respondents understanding of "main mode of travel" which usually means the longest part of ones journey. So if you walk to the bus stop and travel 10 miles by bus, then bus is the main mode.
- 3.20 However, the reported car mode shares are usually reliable because if people drive, they will record this as their main mode, and observed surveys are only done on sites where parking and hence car drivers are easily identifiable.
- 3.21 Therefore the impact of traffic in terms of generated car trips is likely to be accurate and the mode shares estimated by TRAVL in terms of car versus non-car shares are also likely to be accurate. There is then less certainty about the breakdown of the non-car trips into public transport, walking, cycling and other modes.

- 3.22 The comparison between Census data modes of travel and TRAVL data modes is valid as a good “broad brush” comparison. The census data is only recorded for commuter journeys, and these only make up less than half of all trips even at peak times (they don’t record journeys to school for example – many of which may be on foot). In this TA, the census data suggests that car driver main mode at 26% is almost half that recorded by TRAVL at 47% and this suggests that the TA may be overestimating car travel from Granville. For the purposes of the TA this is good because it means that the actual generated traffic is if anything likely to be lower than predicted meaning less of an impact.

PERS Audit

- 3.23 The statement that most of the links assessed meet the 5Cs of the TfL Guidance in the TA paragraph 3.16 (for example) is followed by the PERS Audit assessment conclusions detailing improvements that could be made. There is no contradiction between possible improvements whilst generally meeting TfL’s 5C which are: connected, convivial, conspicuous, comfortable and convenient.
- 3.24 With the exception of the alleyways that connect parts of Granville to the wider area, all routes are indeed connected, conspicuous, comfortable and convenient. Some routes require improvements such as dropped kerbs to make them fully usable by all users, and some require maintenance to make them as good as they can be. The alleyways do suffer from being not overlooked, potentially in shadow and not convivial. But the proposed improvements address this as far as is possible, for example by suggesting lighting improvements.
- 3.25 All of the low PERS scores have been recorded as such and all the interventions if made would result in excellent PERS scores for all the surrounding routes. The full PERS audit report was submitted with the application as well as summarised in the TA. This full report contains sufficient information on individual link scores to determine the exact links with low scores and why they scored low.
- 3.26 Barnet has requested that all improvements to local walking and cycling routes suggested by the PERS audit should be implemented. This is agreed by the applicants subject to a suitable S106 agreement between Barnet and the applicants. This agreement will be done as part of the planning application process.

PTAL

- 3.27 The site has a PTAL of 3 (average) throughout except for one relatively small area in the centre (furthest from bus stops at either end) that is 2 (or poor).
- 3.28 PTAL measures accessibility to public transport based on agreed TfL criteria. It is one measure of accessibility (and therefore sustainability) that also includes accessibility to all day-to-day facilities such as schools, healthcare, employment and leisure.
- 3.29 There are other means of measuring accessibility and these include reviewing the site in relation to this



range of facilities as many will be within walking distance. Also local car ownership and observed means of travel by existing residents provides a good indication of accessibility. Using all these criteria, and in particular the observed 26% of commuters who travel to work by car, it is clear that residents may live on Granville Estate and access a wide range of facilities without the need to access a car. This therefore characterizes a sustainable and accessible location.

- 3.30 It should be noted that an average PTAL means that there are over 60 bus services per hour within 10 minutes' walk from the site and Golders Green Tube and Cricklewod Rail Sttaion are both about 1km walk away. Note that the census data shows over 30% of the local population use tube or rail to travel to work.

4 Clarifications and Summary

Clarifications

- 4.1 The Barnet Planning Officer has noted that in places the TA refers to a 135 unit scheme. A 135 unit scheme is referenced on pages 1, 8 and 35. For the avoidance of doubt, the scheme is 132 units and the correct figures have been used in all analyses and tables.
- 4.2 Barnet Highways requested that a table be added to the TA showing the actual assessed evening peak car trip rates. These are as shown in table 4.1 below. This data is implicit in the report and there are a number of tables giving multi-modal trip rate data by housing type.

Trip Rates	AM			PM		
	In	Out	Total	In	Out	Total
New Granville Main Assessment Rates	0.051	0.238	0.288	0.165	0.104	0.268

Table 4.1: Assessment Morning and Evening Peak Trip Rates

Applicants Summary Responses

- 4.3 Barnet Highways has requested a £75,000 contribution to review and extend the existing CPZ. The applicants consider that:
- The existing CPZ should be extended to cover the section of Granville Road that will be in future outside the estate, all of Cloister Road and Garth Road;
 - Barnet and the applicants should agree a reasonable contribution towards extending the CPZ in this way; and
 - As a result of extending the CPZ it is likely that existing commuter parking on Granville Road both on and off the estate will be removed.
- 4.4 Barnet Planning wishes to understand why only new development will receive 10% disabled parking (14 spaces out of 137) and existing residents will receive less than 10% (14 spaces out of 196). This is because standards correctly require disabled parking to be provide to meet need. The identified need for existing residents is a maximum of 13 existing spaces. The identified need for future residents would be one space per wheelchair accessible unit or 10% or 14 spaces. Therefore it can be seen that disabled parking provision meets London Plan and Barnet standards by providing disabled parking in line with need, and meets the London guidance by seeking to manage future need appropriately.
- 4.5 Emerging TfL cycle parking standards require 1 visitor cycle parking space per forty units or three visitor cycle parking spaces in addition to secure residents' cycle parking. A total of 18 additional Sheffield cycle stands have been provided at convenient locations on the estate which significantly exceeds the

emerging minimum TfL standard.

- 4.6 Barnet Highways accepted the Traffic Impact Conclusions of the TA within the TA itself following significant time jointly reviewing the assessment starting in May 2013. The applicants have demonstrated to Barnet's satisfaction that:
- vehicle trip rates are based on the industry standard TRAVL database and use accepted Transport for London methods to derive them;
 - the vehicle trip rates are "validated" ie. they are similar or greater than observed local vehicle trip rates; and
 - the level of impact was circa 1-2% based on agreed trip rates and agreed baseline traffic counts – and this level of impact in this location is not significant.
- 4.7 The width restriction on Nant Road will not be removed. This was considered at an early stage, but following consultation with Barnet it was agreed that this width restriction should remain in place. Mortimer Close will not be opened up to traffic and will remain as a Cul-de-Sac.
- 4.8 It is proposed to link Granville Road to Llanelly Road. This will allow estate traffic to enter and exit Granville Road from either The Vale direction or from Crewys Road. The estate road linking Granville Road to Crewys Road will be in the form of a home zone and will not encourage through traffic. The most likely effect of the new link will be to increase convenient access to the estate for residents who will be able to access parking close to where they live.
- 4.9 Parking has been assessed a number of times and in consultation with residents and Barnet. The proposed level of parking for existing residents is 196 allocated spaces. This compares to the existing situation with approximately 150 existing allocated spaces for an observed 184 parked cars. The parking will be allocated according to need using a Parking Management Plan that will be agreed with Barnet. This plan will ensure that everyone currently owning a car or cars will have sufficient space to park in future close to where they live.
- 4.10 The site is described by the applicants as accessible and sustainable even though the PTAL is generally only average because there are means other than PTAL of measuring accessibility. These include reviewing the site in relation to this range of facilities as many will be within walking distance. Also local car ownership and observed means of travel by existing residents provides a good indication of accessibility. Using all these criteria, and in particular the observed 26% of commuters who travel to work by car, it is clear that residents may live on Granville Estate and access a wide range of facilities without the need to access a car. This therefore characterizes a sustainable and accessible location.

Conclusion

- 4.11 Following review of the application responses received, the applicants believe that the original TA remains robust and valid. Together with the additional information and clarifications in this Addendum, it has been demonstrated that the development remains acceptable in highway terms



Appendices

- Appendix: A Barnet Highways Report
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Appendix: A

BARNET HIGHWAYS REPORT

LONDON BOROUGH OF BARNET

TRAFFIC AND DEVELOPMENT

MEMORANDUM

To: Principal Planning Officer
Attn: Kevin Waters

From: Kishore Joshi Ext 3046
Traffic and Development

Your Ref: F/04474/14

Date: 24/10/2014

Location: Granville Road Estate, Granville Road, Childs Hill London, NW2

Proposal: Demolition of Beech Court, garages and other ancillary buildings and the erection of new buildings (including an extension to Nant Court) between two and six storeys in height (with additional basement levels in places) to provide 132 new dwellings in total (all use class C3), comprising 74 flats and 58 houses, together with associated reconfiguration of the site access arrangements and alterations to parking, landscaping, refuse, recycling and other storage facilities and the provision of new play and communal amenity space.

Drawing Numbers: 2928A-P4-D_010 Rev P4, 2928A-P3-D_040 Rev P3, 2928A-P3-D_041 Rev P3, 2928A-P3-D_059 Rev P3, 2928A-P4-D_060 Rev P4, 2928A-D_907 Rev P7, 2928A-D_908 Rev P7, 2928A-D_925 Rev P6, 2928A-D_927 Rev P5, 2928A-D_929 Rev P3

I have the following observations:

The Existing Conditions:

The development site is located to the east of A41 Hendon Way and northwest of Finchley Road and Cricklewood Lane junction.

The existing residential estate in Granville Road was constructed in 1960's. The estate consists of three 15 storey tower blocks namely, Harpenmead Point, Templewood Point and Granville Point and three lower rise blocks namely, Mountfield, Nant Court and Beech Court. Garth House and Garth Community

Halls were demolished due to fire damage in October 2008. The existing Granville Estate provides a total of 257 units. The 21 units at Beech Court are to be replaced as part of the development proposal therefore, 236 existing residential units will remain.

The existing parking in the estate including on Granville Road is uncontrolled. However, one Hour control parking is in operation in Nant Road, Crewys Road and Llanvanor Road.

The Existing Highway Access:

The access to the site is from Granville Road (Granville Road within the estate is private), Nant Road, Llanelly Road (the turning head is private) and Montrose Avenue. However, there is no through route and a width restriction is in place in Nant Road.

Public Transport:

Bus Services:

The following bus routes are within walking distance of the estate as follows:

- 13 – Golders Green, Aldwych
- 82 - North Finchley Bus Stn, Victoria Bus Stn
- 102 – Golders Green, Brent Cross, Edmonton Bus Stn
- 113 – Edgware Bus Stn, Marble Arch
- 226 – Golders Green, Ealing Broadway
- 245 – Golders Green, Alperton
- 260 – Golders Green Stn, White City Bus Stn
- 328 – Golders Green, Chelsea
- 460 – North Finchley Bus Stn, Willesden

Train Services:

Golders Green underground station and Cricklewood Rail Station are approximately 1km walk from Granville Road.

PTAL Assessment:

The Public Transport Accessibility Level (PTAL) is graded from 1 for very poor accessibility to 6 for excellent accessibility. The PTAL Score for the site is 3 which is considered as medium accessibility.

Development Proposal:

The development proposal consists of provision of 132 new residential units in total including the replacement of 21 one bedroom units at Beach Court. The mix of development is as follows:

Proposed new Flatted Development:

74 flats comprising 32 x 1bedroom units and 42 x 2bedroom units will be provided in 3 new blocks of flats as follows:

- The Court which will replace Beech Court with 40 flats;
- The Square opposite Harpenmead with 31 flats;
- The Gateway alongside Nant Court with 3 new flats;

Proposed New Houses:

58 houses comprising 2 x 2bedroom units, 26 x 3bedroom units and 30 x 4bedroom units are also being provided as part of the development.

This will result in a net increase in the dwelling by 111 units in addition to the existing 236 units. Therefore a total of 368 units will be provided on the Granville estate.

Transport Assessment:

The Transport Assessment (TA) was prepared by EAS Transport Planning Ltd., detailing the transportation and highways implications of the proposed development for Granville Estate site and its impact on public highway.

Parking Provision:

Parking provision for the existing development:

The consultants interrogated the Census Data to assess the car and vans ownership for 2001 to 2011. The results are shown in the Table below.

	Barnet 041A		Childs Hill		Barnet	
	SOA		Ward		London Borough	
	2001	2011	2001	2011	2001	2011
All Households	660	669	6851	7686	126944	135916
Total Bedrooms (2011 only)		1495		20123		363552
All Cars	388	414	6341	6370	138587	144717
Cars per Household	0.59	0.62	0.93	0.83	1.09	1.06
Cars Per Bedroom		0.28		0.32		0.40

The above car ownership data was collated for the Granville Road area, Child Hill Ward and Barnet as a whole to assess the parking demand for the estate.

The local census areas are the Barnet Super Output Area (SOA) 041A and the Childs Hill Ward.

The Childs Hill Ward which extends westwards to Cricklewood and eastwards to Golders Green. The Super Output Area (SOA) 41A covers the Granville Road estate and also includes:

- Nant Road;
- Most of Crewys Road;
- Llanvanor Road;
- Cloister Road; and
- Long Berrys.

The table above shows that:

- Local households (in the Barnet SOA 041A) own on average 0.62 cars in 2011 compared to 0.59 in 2001 which is a slight increase;
- The trend for the Childs Hill Ward and Barnet is lower car ownership in 2011 than 2001. Childs Hill Ward and Barnet have a ratio of 0.83 and 1.06 in 2011 which are higher than Barnet SOA 041A.

This would equate to car ownership of approximately 146 cars for the existing 236 units.

Also a parking beat survey was carried out by an independent survey company commissioned by the applicant to establish the existing car parking in the estate. Result of the survey indicated that there were 184 cars parked in the estate at the time of the survey.

Beech, Athena and Aphrodite parking courts were excluded from the survey count and all calculations as they are not part of the proposed development.

The parking survey therefore could have been an overestimation accounting for the existing parking by the residents of the above courts as well as the local residents living in the adjacent street could be parking on the estate and this would have resulted in increased parking demand for parking within the estate. Therefore the assessment carried out to establish the existing parking demand is robust and meets the highway approval.

The applicant has allocated 196 parking spaces for the existing residents of the development which allows additional parking capacity for the residents. Therefore it is considered that an appropriate level of parking is provided for the existing residents.

All parking spaces for the existing residents are to be located either on-street or in parking courts close to the dwellings including those associated with Mountfield, Templewood Point, Harpenmead point, Granville Point and Nant Court.

Parking provision for the new development:

The table below shows the parking provision required for the proposed development in accordance with the parking standards as set out in the Barnet Local Plan, Development Management Policy adopted in September 2012.

Type of Units	Total Units	LBB maximum Parking Range	LBB Parking spaces (low end of range)	LBB Parking spaces (high end of range)
1 bedroom	32	(0.0-1.0) =	0	32
2 bedroom	44	(1.0-1.5) =	44	66
3 bedroom	26	(1.0-1.5) =	26	39
4 bedroom	30	(1.5-2.0) =	45	60
Total	132		115	197

This equates to parking provision for the proposed development ranging between 115 - 197 parking spaces to meet the parking standards set out in the DMP approved September 2012. A total of 134 parking spaces are being provided.

The parking provision for the new development is within the range of parking provision as indicated in the table above.

14 disabled parking spaces are proposed for the existing use which exceeds the current provision of 13 disabled parking spaces.

14 additional disabled parking spaces are proposed for the new development.

Taking into consideration that the site is located close to a town centre location and local amenities and with a PTAL score of 3, the parking provision is in accordance with the Parking Standards as set out in the Barnet Local Plan, Development Management Policy adopted in September 2012.

Most parking spaces for the new residents of the housing are located on-streets in The Close and along Granville Road and few on-plot parking spaces.

Parking for the residents of the new flatted blocks The Court and The Square is provided in underground car park. The access to the underground parking will be via a one way ramped access with 1:10 gradient and will be controlled by a traffic signal system. The consultant has stated in the TA that all underground parking layouts will be designed to the Institute of Structural Engineers Design Recommendation for Multi-storey and Underground Car Parks.

However, the applicant is advised that the proposed development could have a detrimental impact on roads in the vicinity of the development in the absence of suitable controls for following reasons:

- Due to the proposed internal Control Parking Zone it is likely that the residents owning more than one car could park on public highway where there is no CPZ or limited controls and this could have a detrimental impact on the roads in close proximity of the site. Therefore, we need to

have mitigation measures to address any overspill of parking on neighbouring roads.

- The existing non estate based parking including the commuter parking could seek to park elsewhere once the development commences and local controls are in force on the estate resulting in parking over spilling on to roads in the vicinity and creating additional parking demand which could have a detrimental impact on public highway in the vicinity of the development site. Therefore, we need to have mitigation measures to address any overspill parking on neighbouring roads.

The council is therefore seeking S106 contributions of £75,000 to ensure that the impact of the proposed development is appropriately mitigated through a review and potentially altering the existing CPZ in the vicinity of the development and the implementing of a suitable CPZ on roads currently not within the CPZ areas.

The applicant has confirmed that in accordance with the London Plan Parking Standards, 20% of the total parking spaces will be equipped with Electric Vehicle Charging Points (EVCP) and 20% with passive provision for the future conversion in accordance with the London Plan requirements.

Car Parking Management:

A Car Parking Management Plan has been submitted with the planning application. The estate's parking will be managed by One Housing Group for and on behalf of New Granville residents including issuing of permits and enforcing and managing spaces.

Drawing **No 2928A-D_922 Rev. P6** for Strategy submitted with the planning application shows the parking allocation for the existing and the proposed development. However, the assessment of the drawing identified the following issues that would need to be resolved.

- The parking provision for the Granville Point is indicated as 48 but on counting the number of parking spaces provided is 47.
- The disabled parking space provided next to the Harpenmead Point will cause an obstruction for cars parked in the parking spaces fronting Harpenmead Point by the boundary line as 6m manoeuvring space is required fronting a parking space. The disabled parking space will need to be relocated.

Cycle Parking Provision:

A total of 188 cycle parking spaces are provided. However, the applicant is advised to accord with the most up to date TfL emerging cycle parking standards as per the TfL comments below. 11 motorcycle parking spaces are also provided.

Accident Records:

Accident records have been obtained by the consultants from Transport for London (TfL) for the last five years to 31st March 2013. The summary of the accidents is as follows:

The A41 Hendon Way junction with The Vale:

These data show that there were 21 personal injury accidents at the junction of The Vale with The A41 Hendon Way of which 19 were slight of which the majority were rear ends shunts in queuing traffic including 1 serious and 1 fatal. The serious accident involved a pedestrian stepping into the path of a vehicle on the A41 and the fatal accident was a collision between two vehicles due to one driver running a red light and hit a right turning driver.

The junction of Cricklewood Lane and Hendon Way:

There were 29 personal injury accidents recorded at this junction. 23 accidents were slight accidents and 6 were serious. Of the 6 serious accidents, 4 were vehicle collisions, one was a car colliding with Motorcyclists and one involved a pedestrian.

At the junction of Cricklewood Lane and Finchley Road:

Six personal injury accidents were recorded at above junction. One of the accidents was a serious accident. The serious accident involved a car turning right colliding with straight on driver. 5 Accidents were slight accidents including two which involved pedestrians crossing into the path of vehicles.

The junction of Cricklewood Lane and Crewys Road:

There were two slight accidents involving vehicles only.

The junction of Dunstan Road and Hodford Road:

There were 9 personal injury accidents of which two were serious accidents and 7 were slight accidents. The two serious accidents involved drivers failing to give way and colliding with other car on main road.

On Granville Road:

One slight personal injury accident was recorded in Granville Road involving a driver hitting another driver exiting a car.

On Cricklewood Lane:

There were 8 slight vehicle only accidents.

Finchley Road:

There were 11 personal injury accidents recorded on Finchley Road in the vicinity of the development site. 2 of the accidents were serious involving two vehicles colliding with each other and one driver reversing into a pedestrian.

The accident analysis shows that there are no significant accident problems on the local road network with the exception of the A41 Hendon Way. Accident numbers are high at the junctions of the A41 Hendon Way with The Vale and Cricklewood Lane, but this reflects the high traffic volumes on this major route into London and as the road is part of the Transport for London Road Network the management of the road is the responsibility of TfL.

Design principles for the new highway:

The following design principle was established for the new highway design.

- A minimum of 4.8m clear two-way road widths where there are parallel residential parking bays;
- A minimum of 6m clear two-way road widths where there are perpendicular residential parking bays;
- A minimum of 3.7m one way road widths; and
- 2m footways or 3.1m footways where there are trees or planting within the footway.

Access Arrangement for the New Development:

It is proposed that the existing Granville Road cul-de-sac will be replaced with a residential street linking Llanelly Road to Granville Road whilst the priority at the junction of Granville Road and Nant Road will be changed to ensure all non-Granville Estate traffic will continue to use Nant Road and Crewys Road.

These proposed changes to vehicle access will allow new and existing Granville residents to choose to access Granville Road either via Granville Road north and The Vale, or via Llanelly Road, Crewys Road and Cricklewood Lane. This change will make vehicle access to Granville Road more convenient, whilst ensuring that any non-local traffic remains on Crewys Road.

Granville Road itself between Nant Road and Llanelly Road will be a private road. The design of the road will be a Home Zone, with design speeds for traffic of 20mph. The width of Granville Road will be 4.8m. This will allow two cars to pass each other and a refuse truck or larger vehicle to pass a car. The route is designed with in-built traffic calming measures to avoid 'rat running' through the site.

No through route is proposed to Mortimer Close. The access from Mortimer Close will only allow access to new build houses in The Close and Mountfield.

Pedestrian Access Arrangement:

The consultants in the TA have identified the main pedestrian desire lines as follows:

- North along Granville Road towards The Vale and the bus stops nearby;
- East along Nant Road and into Childs Hill Park or continuing west along Nant Road and footpaths to Dunstan Road towards Finchley Road bus stops and towards Golders Green;
- West via footpaths to Cloister Road towards Childs Hill Primary School and Cricklewood; and South via Mortimer Close to Cricklewood Lane and Childs Hill shops, bus stops, All Saints Primary School and other local facilities.

PERS Audit:

Pedestrian Environment System (PERS) Audit was commissioned by the applicant and the following improvements were proposed to maintain all pedestrian desire lines, through addressing many of the points on site and off site raised by the PERS Audit as follows:

- Improving permeability of links by providing formal parking for all resident's cars with crossing points and dropped kerbs to relive the problems of lack of dropped kerbs and dense and informal parking obstructing crossing points;
- Providing level and good quality pedestrian footways along desire lines; and
- Providing home zone like features including diverting traffic around the square and surface treatments to help achieve a maximum traffic speed through the estate of 20mph.
- Provision of dropped kerbs and tactile paving along sections of Nant Road, Llanelly Road and Crewys Lane close to the Granville Estate;
- Improvements to alleyways between Granville Estate and Cloisters Road and also Nant Road and Hodford Road leading to Childs Hill Park; and
- A pedestrian signage strategy including signs for local Childs Hill shops and facilities and Childs Hill Park.

All offsite highway improvements shall be carried out under Section 278 of the Highways Act 1980 and will be implemented by the applicant.

Trip Generation:

The consultants assessed the baseline and development traffic to establish the hours with the greatest combined traffic. The morning peak (AM peak) hour was established as 8-9am and the evening peak (PM Peak) as 5-6pm. All reference to AM and PM Peaks in comments refer to these periods.

Existing Residential Trip Generation:

Traffic surveys were undertaken for Granville estate at the junction of Nant Road and Granville Road counting all cars entering and leaving Granville Road south of Nant Road and also all cars entering and leaving Nant Court and Nant Road itself. Therefore these counts provide an estimate of trip generation for the dwellings served by Granville Road south (i.e. the Granville Estate), Nant Court and Nant Road.

The counts also observed turning traffic at each of the junctions of Nant Road with Granville Road, Crewys Road and Llanvanor Road.

The tables below show the summary of the observed peak hour trip rates and the trips respectively.

Peak Hour Trip Rates:

		in	out	total
AM Peak	Trip Rate	0.159	0.189	0.348
PM Peak	Trip rate	0.123	0.115	0.238

Peak Hour Trips:

		in	out	Total
AM Peak	count	36	43	79
PM Peak	count	28	26	54

The table above shows that the Granville Estate housing has an estimated two way trip rate for morning peak hour of 0.348 cars per dwelling and 0.238 two way car trip rate during the evening peak. These peak hour trip rates were based on the observed trips and a number of dwellings generating these trips. The table below shows a list of dwellings used to establish the trip rates.

Granville Point	60	Flats
Harpenmead Point	60	Flats
Nant Court	41	Flats
Athena/Aphrodite Houses	16	Flats
Nant Road	48	Houses
Total Dwellings	225	mixed

The consultants have confirmed that Templewood and Mountfield dwellings were not included in the trip generation for Granville Road because it was assumed that residents of these flats who own cars are likely to park in parking courts accessed from Llanelly Road. Similarly, Beech Court drivers were also excluded as they were not included in the observed Granville Estate traffic count.

Estimated Trip Generation for the proposed development

To estimate the trips for the proposed new development the consultants have derived trip rates from industry standard TRAVL data base. The estimated AM and PM trips are shown in the following table.

Trip Rates	AM			PM		
	In	Out	Total	In	Out	Total
New Granville Main Assessment Rates	0.051	0.238	0.288	0.165	0.104	0.268

The PM trip rates shown in the table above were provided by the consultants on request in addition to the information submitted in the TA as it was omitted in the TA. This information should be provided in an updated TA. The table below shows the two way vehicular trips during the AM and PM peak hours for the new development.

Two way new trips	AM Peak	PM Peak
All Trips	73	62
Vehicle Trips	32	30

Traffic Impact Assessment:

The Consultants undertook traffic impact assessments for 2018 the year of completion of the New Granville Estate and 2026, the year of completion of the Brent Cross Regeneration Project based on TRAVL data.

Traffic Impact Assessment in 2018: The Year of Completion

The new development is expected to generate 363 new daily vehicle trips of which 32 will be in the morning peak and 30 in the evening peak. All other periods will have lesser impacts.

Morning Peak hour:

Based on the TRAVL data the largest increase in traffic is in the morning peak hour on Granville Estate with 17 new northbound car trips and 4 southbound. This increase of 21 vehicles in the morning peak hour represents less than one car every two minutes.

The second biggest increase is predicted on Mortimer Close in the morning peak hour with 13 new southbound vehicle trips and 3 northbound. This increase in Mortimer Close will bring the total traffic at the junction of Mortimer Close and Cricklewood Lane to 29 vehicles of which 18 will be leaving The Close. This equates to one vehicle every three minutes. This junction is adequate to meet this level of demand safely.

Due to reconfiguration of the road layout, Granville Estate residents will not need to use Crewys Road between Nant Road and Llanelly Road to access Cricklewood Lane therefore Nant Road is likely to a fall in traffic.

Predicted increase in the number of vehicles in the morning peak in Granville Road north at the junction of The Vale is 11 vehicles or about one vehicle every six minutes compared to the current two-way flow of 190 vehicles does not have any significant adverse impact on existing users of this road.

Predicted traffic increase on the Vale towards Hendon Way of 7 vehicles in the morning peak hour is 2% increase. This is likely to increase queues and delays in traffic on this approach to the junction by 2%.

Increase in traffic is also predicted on Cricklewood Lane towards Finchley Road of 6 vehicles in the morning peak hour which equates to a 1% increase.

The predicted increase in traffic on Cricklewood Lane towards Hendon Way is about 8 vehicles or a 2% increase.

Queues and delays at these junctions are not currently a significant issue and the additional traffic is unlikely to impact on these junctions.

The impacts on local junctions with known significant peak hour queues and delays are between 1 and 2% of expected baseline 2018 traffic and represent absolute increases of 8 vehicles per hour at most which equates to about 1 vehicle every six minutes. This level of impact is not significant.

Evening Peak Hour:

The estimated evening peak development traffic is 30 vehicles during the peak hour. This is similar to the expected 32 vehicles in the morning peak. The assessment carried out by the consultants in the TA has shown that the impacts in the evening peak are similar to the morning peak. All other periods will have lesser impacts. There is therefore no overall significant traffic impact due to the development.

Traffic Impact in 2026: Including Brent Cross Regeneration Traffic

The consultants assessed the morning and evening peak impacts in 2026 with Brent Cross traffic assigned to the local road network.

Although the Brent Cross regeneration changes will result in changes in traffic to the network, the overall traffic impact of the development on each junction will be relatively small. The overall impact is expected to be very similar to that in 2018 without Brent Cross.

The consultants have compared the traffic impacts during the morning peak and during the evening peak for the year 2026. The assessment indicated that the percentage impact due to new Granville Road traffic is identical for each link assessed with the exception of Cricklewood Lane junction with Finchley Road where the western Cricklewood Lane approach has reduced impact to 0% compared to 1%.

These changes are insignificant and therefore it was concluded that the traffic impacts for 2026 with Brent Cross are almost identical to those set out above for 2018, year of completion of development.

Stopping Up of highway and established rights of Ways:

All existing highway within the Granville Estate affected by the proposed development will require to be stopped up under S247 of The Town and County Planning Act (TCPA). Highway Officers have advised the applicant on the legal requirements as well as the processes that need to be followed to make the necessary statutory orders to stop up the highways.

Refuse Collection:

The road layout has been designed to ensure that the refuse bin stores are all located within maximum distance of 25m as recommended in Manual for Streets and approximately 10 metres from the highway and the access for refuse vehicles.

A satisfactory swept path analysis has been submitted for a large refuse vehicle as recommended and therefore meets the Council's requirements.

Travel Plan (TP):

A draft Travel plan has submitted with the planning application; however,

Full Residential TP will need to be submitted to cover all units on the estate including the existing and new, that meets the criteria in the 2013 TfL Travel Plan guidance required at least 3 months prior to occupation that is ATTrBuTE and TRAVL/TRICS compliant.

The Travel Plan will be included in the S106 Agreement. One of the initiatives of the Travel Plan Incentives is setting up of a car club and provision of 2 parking spaces located in different parts of the site for the car club. This would need to be included in the S106 Agreement. The Council will also be seeking contributions as outlined under the S106 Agreement towards Travel Plan monitoring.

As part of the Travel plan commitment 2 spaces have been identified for the Car Club.

Response to Consultations with Transport for London (TfL):

TfL were consulted on the proposal for the regeneration of Granville Estate. TfL offers the following observations and comments:

1. The proposal provides 132 residential units in form of 58 houses and 77 flats, and retaining the existing 236 units. A total of 196 allocated parking spaces will be provided for existing residents, this equates to a ratio of 0.83. However, 134 spaces will also be provided to 132 units proposed, this equates to a ratio of 1.015. Given the site has an average public transport accessibility (PTAL 3), accessible by number of bus routes and is about 1km from tube and rail station, with car ownership ratio is approx. 0.62 as indicated in the 2011 Census data, the demand lead approach to parking provision, in particular for the new built is unacceptable and

contrary to London Plan policy '6.13 Parking'. Over provision of parking will attract increase in car ownership, and will further contribute toward congestion on the A41 Finchley Road and other surround SRN routes. Furthermore, there is existing evidence that commuter parking has been causing stress on Granville Road; this should be addressed by extending the existing CPZ.

LBB Response - Parking provision is in full accordance with LBB current Local Plan (LP) maximum Parking Standards, approved as a departure to those in the London Plan.

The table below shows parking requirement assessed in accordance with LBB's current LP maximum parking standards and the actual agreed parking provision.

Type of Units	Total Units	LBB maximum Parking Range	LBB Parking spaces (low end of range)	LBB Parking spaces (high end of range)
1 bedroom	32	(0.0-1.0) =	0	32
2 bedroom	44	(1.0-1.5) =	44	66
3 bedroom	26	(1.0-1.5) =	26	39
4 bedroom	30	(1.5-2.0) =	45	60
Total	132		115	197

The proposed parking provision of 134 parking spaces is within the range of parking provision required in accordance with the LBB current parking standards. Considering that the PTAL rating for the site is only 3 and there are competing pressures on the parking in the area the proposed parking provision is considered acceptable as any further reduction in parking is likely to have a detrimental impact on roads, both within the development and those in the vicinity of the site.

2. Electric vehicle charging points should be provided for a minimum of 20% of all of the allocated car parking spaces to be provided, with a further 20% passive provision.

LBB Response - A condition for the provision of EVCPs in accordance with the London Plan Policy will be applied.

3. The proposed cycle parking provision fall slightly short of the adopted standards in the Revised Early Minor Alterations to London Plan (REMA), which also requires one visitor cycle space be provided for every 40 units; therefore a minimum of addition 3 units should be provided. Nevertheless, TfL strongly encourage that further cycle parking be provided with reference to the emerging standards in the draft Further Alterations to London Plan (FALP).

LBB Response – A condition will be applied to secure cycle parking spaces in accordance with London Plan standards.

4. TfL welcomes that a PERS audit was provided and recommend that Barnet Council to secure the identified improvements by s106 obligations accordingly.

LBB Response - Head of Terms will be included in the S106 to secure the improvements identified in the PERS Audit.

5. The proposal to provide two car club spaces is welcomed; this should be secured by s106 obligations.

LBB Response: Point noted.

6. The submission and implementation of the final travel plan prior to occupation should be secured by s106 obligations.

LBB Response: Point noted.

7. The full car parking management plan shall be secured by condition/ s106 obligation.

LBB Response: Point noted.

8. The council shall secure the submission and implementation of the Construction management plan (CMP) and construction logistics plan (CLP) prior to commencement on site.

LBB Response: Planning condition will be applied to submit a CMP and a CLP.

S106 Obligations and Contributions:

Heads of terms for Travel Plan:

- Full Residential TP to cover all units on the estate– existing and new, that meets the criteria in the 2013 TfL Travel Plan guidance required at least 3 months prior to occupation that is ATTrBuTE and TRAVL/TRICS compliant.
- TP to have a lifespan of at least 5 years after first occupation of the final unit.
- £15,000 TP monitoring fee is required
- TP Champion in place prior to occupation and for lifespan of TP
- Residents Welcome packs
- A contribution of £39,600 towards the Travel Plan Incentives based on 132 new units proposed. Travel Plan Incentives would comprise of a Travel voucher/s per unit up to the value of £300 to be spent on 2 of the following:
 - £150 Oyster card

- Subsidised Car club membership to the value of £150 and/or towards car club hire
- Bike voucher to the value of £150

Head of Terms for PERS audit:

The following pedestrian improvement works on and off site identified in the PERS audit will be carried out at the applicant's expense.

- Improving permeability of links by providing formal parking for all resident's cars with crossing points and dropped kerbs to relive the problems of lack of dropped kerbs and dense and informal parking obstructing crossing points;
- Providing level and good quality pedestrian footways along desire lines; and
- Providing home zone like features including diverting traffic around the square and surface treatments to help achieve a maximum traffic speed through the estate of 20mph.
- Provision of dropped kerbs and tactile paving along sections of Nant Road, Llanelly Road and Crewys Lane close to the Granville Estate;
- Improvements to alleyways between Granville Estate and Cloisters Road and also Nant Road and Hodford Road leading to Childs Hill Park; and
- A pedestrian signage strategy including signs for local Childs Hill shops and facilities and Childs Hill Park.

The above offsite highway works shall be implemented under Section 278 of the Highways Act 1980

Head of Terms for the Control Parking Contributions:

A contribution of £75,000 is required towards reviewing and implementing existing parking controls on roads, as a result of the proposed development, in the vicinity of the site on full occupation.

Head of Terms for associated offsite highway works on public highway:

The applicant is expected to carry out any tying in works with the public highway resulting from the proposed amendments to public highway on roads as follows:

- Montrose Avenue at the point of entry into the development
- Llanelly Road at the point of entry into the development
- Nant Road at the point of entry into the development and at its junction with Granville Road;
- Any existing pedestrian footpaths linking the into the site

These highway works shall be carried out under S278 Agreement of the Highways Act 1980.

Recommendation:

The above application is recommended for approval on highway grounds subject to the above comments, S106 Agreement and the following conditions and informatives being included.

CONDITIONS:

Condition: Before the development hereby permitted is occupied the car parking spaces as shown on Drawing No. 2928A-D-922 shall be revised in accordance with the comments above and shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: Prior to the occupation of the development, a Car Parking Management Plan detailing the following shall be submitted to and approved in writing by the Local Planning Authority:

- i. location and layout of car parking spaces,
- ii. The allocation of car parking spaces;
- iii. On site parking controls and charges;
- iv. The enforcement of unauthorised parking; and
- v. disabled parking spaces
- vi. Electrical Vehicle Charging Points.
- vii. In line with the Travel Plan Incentives above 2 car club spaces at different locations on the site for use by the car club shall be provided.

The car parking spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles associated with the development. The Car Parking Management Plan shall be implemented in accordance with the approved details before the buildings hereby permitted are occupied and maintained thereafter.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: The approved development shall make provision for cycle parking and cycle storage facilities in accordance with London Plan Cycle Parking Standards that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to for each phase of the development and approved in writing by the Local Planning Authority. All works must be carried out in full accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: Before the permitted development commences details of the refuse collection arrangements shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: Before the permitted development commences details of the street lighting provision for the proposed development shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

Condition: Before the development hereby permitted development is occupied details of the Electric Vehicle Charging Points with 20% active and 20% passive shall be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full.

Reason: To ensure that the Electric Vehicular Charging provision is in accordance with the London Plan requirements.

Condition: Prior to the commencement of the development hereby approved, details and statutory orders of any highways required to be stopped up to facilitate the development shall made under Section 247 of the Town and Country Planning Act 1990. These shall be submitted to and agreed with the Local Planning and Highway Authority.

Reason:

To ensure that adequate public access is provided throughout the development.

INFORMATIVES:

Informative: Refuse collection point should be located at a ground floor level and within 10m of the refuse vehicle parking bay. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.

Informative: Any details submitted in respect of the Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact.

Informative: The applicant is advised that The Vale NW2 and Cricklewood Lane is Traffic Sensitive Road between 8.00am-9.30am & 4.30pm-6.30pm Mon-Fri and Finchley Road is Traffic Sensitive between 8.00am-9.30am & 4.30pm-6.30pm Mon-Fri and from 9.00 to 4.30pm on Saturday. Careful consideration must also be given to the optimum route(s) for construction traffic and the Development and Regulatory Services should be consulted in this respect.

Informative: The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.

Informative: Please note that there is an existing width restriction on Nant Road.



Appendix: B

TFL REPORT

Paul Silcock

From: Matthew Blythin <matthew.blythin@dhaplanning.co.uk>
Sent: 10 October 2014 10:25
To: Paul Silcock
Cc: derek.alder@sherrygreenhomes.co.uk; Niall Farmer <niall.farmer@sherrygreenhomes.co.uk> (niall.farmer@sherrygreenhomes.co.uk); Julia Williams (juwilliams@onehousinggroup.co.uk)
Subject: FW: F/04471/14; Granville Road, Estate, Granville Road, Childs Hill, London NW2
Importance: High

From: Pak-Lim Wong [<mailto:PakLim.Wong@tfl.gov.uk>]
Sent: 09 October 2014 17:34
To: Waters, Kevin
Subject: Re: F/04471/14; Granville Road, Estate, Granville Road, Childs Hill, London NW2

Dear Kevin

Re: F/04471/14; Granville Road, Estate, Granville Road, Childs Hill, London NW2

With regards to the above mentioned site, TfL offers the following observations and comments:

1. The proposal provides 132 residential units in form of 58 houses and 77 flats, and retaining the existing 236 units. A total of 196 allocated parking spaces will be provided for existing residents, this equates to a ratio of 0.83. However, 134 spaces will also be provided to 132 units proposed, this equates to a ratio of 1.015. Given the site has a average public transport accessibility (PTAL 3), accessible by number of bus routes and is about 1km from tube and rail station, with car ownership ratio is approx 0.62 as indicated in the 2011 Census data, the demand lead approach to parking provision, in particular for the new built is unacceptable and contrary to London Plan policy '6.13 Parking'. Over provision of parking will attract increase in car ownership, and will further contribute toward congestion on the A41 Finchley Road and other surround SRN routes. Furthermore, there is existing evidence that commuter parking has been causing stress on Granville Road, this should be addressed by extending the existing CPZ.
2. Electric vehicle charging points should be provided for a minimum of 20% of all of the allocated car parking spaces to be provided, with a further 20% passive provision.
3. The proposed cycle parking provision fall slightly short of the adopted standards in the Revised Early Minor Alterations to London Plan (REMA), which also requires one visitor cycle space be provided for every 40 units; therefore a minimum of addition 3 units should be provided. Nevertheless, TfL strongly encourage that further cycle parking be provided with reference to the emerging standards in the draft Further Alterations to London Plan (FALP).
4. TfL welcomes that a PERS audit was provided and recommend that Barnet Council to secure the identified improvements by s106 obligations accordingly.
5. The proposal to provide two car club spaces is welcomed, this should be secured by s106 obligations.
6. The submission and implementation of the final travel plan prior to occupation should be secured by s106 obligations.
7. The full car parking management plan shall be secured by condition/ s106 obligation.

8. The council shall secure the submission and implementation of the Construction management plan (CMP) and construction logistics plan (CLP) prior to commencement on site.

In summary, TfL is unable to support the development in its current form, until parking for the new built is reduced to meet existing car ownership level.

Please do not hesitate to contact me if I can be of any further assistance.

PakLim Wong
Planning Officer
Borough Planning, Transport for London
10th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL
Tel: (020) 3054 1779 | Auto: 81779 |
Email: paklim.wong@tfl.gov.uk

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications?intcmp=3484>

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Appendix: C

BARNET PLANNING EMAIL

Email comments received from the Case Officer, Kevin Waters (9/10/2014) re: Transport Assessment

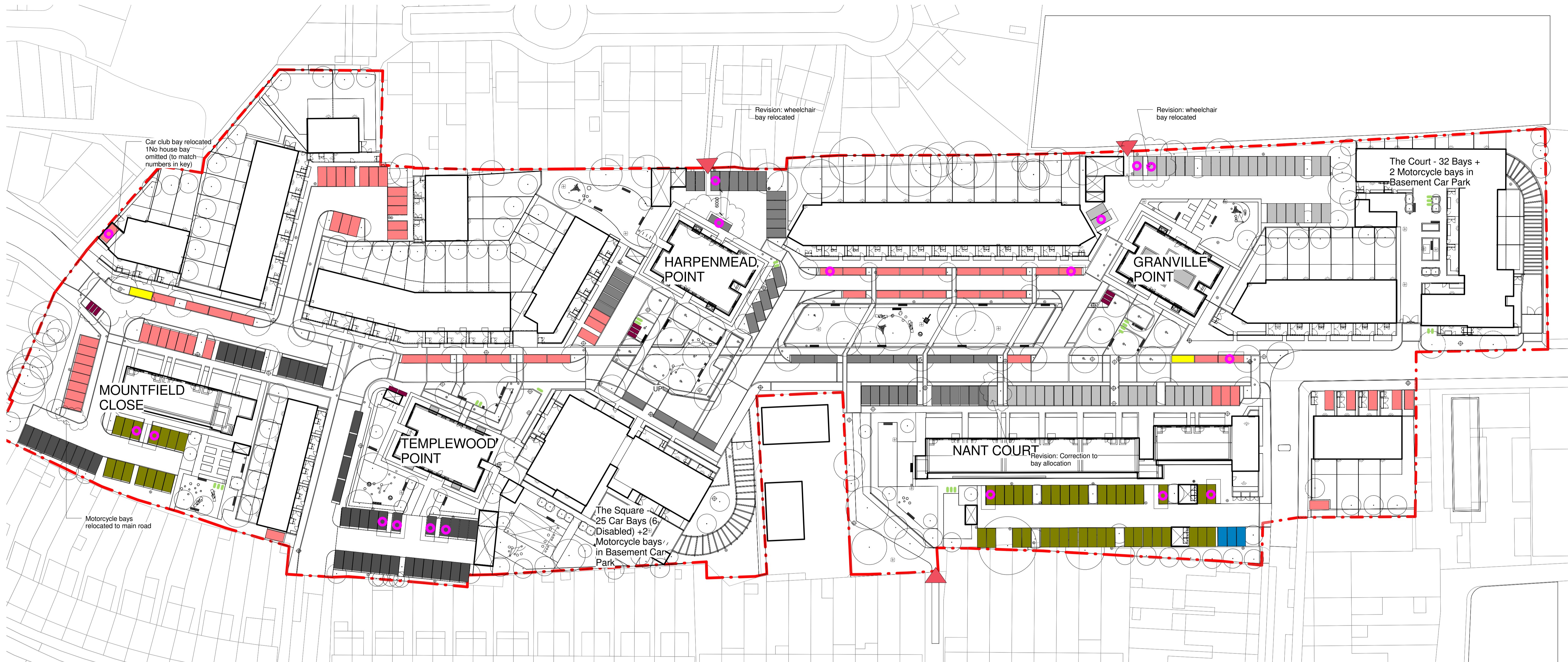
Transport Assessment

- See full comments, conditions and S106 requirements from Highway Officers once these have been received.
- In places the report appears to be assessing an old version of the scheme (e.g. see p1 and p8). This is not consistent with other parts of the document. For the avoidance of any doubt can it be confirmed which iteration of the proposal has been assessed.
- I am not currently completely clear why 10% of the proposed car parking spaces are not being delivered as disabled standard spaces?

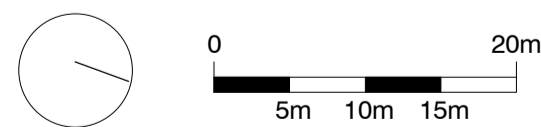


Appendix: D

PARKING PLAN D 922 P8



■ Granville Point - 48	■ The Square - 25	■ Car Club - 2	○ Disabled parking bays	18No on surface, 10No in basement (18 Total)
■ Harpenmead - 48	■ The Court - 32		○ Visitor Cycle parking	
■ Templewood - 48	■ The Gateway - 3			Revision: Indication of visitor parking 'Sheffield' cycle stands
■ Existing Apartments (Nant Court & Mountfield) - 52	■ Houses - 74			
Total - 196	Total - 134	Total - 2		
■ Total Motorcycle spaces	11No surface bays			
	4No Basement spaces			



standard notes

1. Do not scale this drawing.
2. All dimensions must be checked on site and any discrepancies verified with the architect.
3. Unless shown otherwise, all dimensions are to structural surfaces.

THIS IS NOT A CONSTRUCTION DRAWING. IT IS UNSUITABLE FOR THE PURPOSE OF CONSTRUCTION AND MUST ON NO ACCOUNT BE USED AS SUCH.

drawing notes

revisions

P1 30.04.2014 Draft Masterplan Issue
P2 16.06.2014 Issue to traffic engineer
P3 23.06.2014 Issue to traffic engineer
P4 26.06.2014 Planning Issue
P5 01.08.2014 Issue to consultants
P6 14.08.2014 Final Planning Issue
P7 02.12.2014 Planning comments - visitor cycle parking indicated
P8 17.12.2014 Amended following Planning comments

Granville Road

London Borough of Barnet

date 04/25/14	client New Granville LLP	Levitt Bernstein 1 Kingsland Passage London E8 2BB
scale 1 : 500	drawing Parking Strategy	t: 020 7275 7676 f: 020 7275 9348 w: levittbernstein.co.uk e: post@levittbernstein.co.uk
drawn MH	checked GT	Levitt Bernstein
drawing number 2928A	rev P8	