

Redevelopment of the Former Peel Centre, Colindale

Draft Travel Plan Framework

August 2014



PC17

PEEL CENTRE, COLINDALE

Draft Travel Plan Framework

August 2014

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Foreword

This foreword explains the following:

- The type of application that has been submitted;
- The documents that have been submitted; and
- What happens next?

The Application

A Hybrid Planning Application ('the Application') has been prepared for the redevelopment of the former Peel Centre site ('the Site') and is submitted by Redrow Homes London ('the Applicant'). A Hybrid Planning Application is one that seeks Outline Planning Permission for one part and Full Planning Permission for another part of the same site.

This Foreword, which appears at the front of every submission document, has been prepared to explain how the many submission documents fit together in order to help stakeholders and interested parties to navigate the Application.

The paragraphs below explain the documents that have been submitted within the Application and the inter-relationship between them.

The Documents

The Application includes a number of documents that are submitted for approval which relate to the Proposed Development in its entirety, with others that pertain only to the outline or detailed components.

The paragraphs below explain the purpose of each document, how they inter-relate with one another and how they have been used to define the Proposed Development.

A number of documents are submitted for approval ('the Primary Control Documents'), whilst others will provide background, illustrative and supporting information ('the Secondary Control Documents') to help the London Borough of Barnet (LBB) and Greater London Authority (GLA) to reach their decision as to whether to grant permission for the application being made.

A Planning Application Specification Document is submitted to describe the Hybrid Planning Application.

The Primary Control Documents

The documents submitted for approval in respect to the entire Application are:

- **Red Line Boundary Plan**, identifying the extent of the Application Site (within which development is proposed) and the extent of land within the ownership of the Applicant.

The detailed component of the Hybrid Planning Application includes the following documents which are submitted for approval:

- Detailed Plans, Sections and Elevations, setting out in full how the detailed components will be developed, including full details on matters of layout, scale and appearance of the buildings, landscaping and access arrangements.
- Detailed Development Schedule, setting out the quantity and mix of development proposed for the detailed components within the context of the site-wide allowable quantity and mix.

The outline components of the Hybrid Planning Application are set out within three Primary Control Documents, which define the Specified Parameters of the Proposed Development and are submitted for approval. These are as follows:

- **Parameter Plans** defining the extent of the proposed routes, spaces and buildings against allowable deviations/tolerances. Each of these component parts is identified as a Development Zone which is identified by a letter (e.g. Development Zone A) or a number (e.g. Public Space 1). While not a legal requirement, these are submitted at the request of LBB and GLA.
- **Outline Development Schedule** setting out the type (uses) and quantity of development that could be provided within each of the Development Zones (as identified in the Parameter Plans) within the context of the site-wide allowable quantity and mix.
- **The Design Principles Document** provides overarching guidance for future design teams involved in the preparation of Reserved Matters Applications for the development of the outline components, including buildings, landscape/public realm and routes. Future Reserved Matters Applications are likely to need to comply with the Design Principles Document if they are to be considered acceptable.

While these documents must be read together to understand the development potential of each Development Zone, the Design Principles Document sets out how the Hybrid Planning Application is organised and is likely to provide the best starting point for the reader.

The Secondary Control Documents

In addition to the above, a range of other documents are submitted to provide information to help the LBB and GLA to consider the proposals and determine the Application. A full suite of supporting documents is submitted which relates to both the outline and detailed components of the Hybrid Planning Application.

A number of these documents make commitments and recommendations in order to make the Proposed Development acceptable (including for example the Energy Statement). Where this is the case, it is clearly stated, along with the mechanism for securing the commitment (e.g. through a planning condition).

- **Illustrative Masterplan** provides an indication of what the overall Proposed Development could look like. It is not submitted for approval, but shows one way in which a development of the type and scale proposed might fit within the Specified Parameters for the outline components, for which Planning Permission is being sought.
- **Planning Statement** explains how the Proposed Development responds to the planning policies of London Borough of Barnet and the Mayor of London. It also sets out why the Proposed Development is being promoted and what benefits are expected to flow from it.
- **Design & Access Statement** statutory document explaining the design evolution of the Proposed Development (the detailed and outline components). It explains how the amount, scale, layout, appearance, landscaping, and inclusive design and community safety issues have been developed. It includes a landscape strategy, details of the access design and the evolution of the Masterplan. The DAS also includes illustrative design principles for the student housing and driving school sites, along with a demonstration of how the masterplan could respond to future works to the roundabout on Colindale Avenue and the TfL/LUL preferred option for improving Colindale Tube Station.
- **The Environmental Statement and Non-Technical Summary** statutory documents containing the technical environmental assessments that have been undertaken to understand the likely significant environmental effects of the Proposed Development. These assessments are based on the Primary Control Documents and, where appropriate, also test the Illustrative Masterplan. The ES takes account of the proposed variation in layout, scale and appearance of future development and access arrangements as allowed for in the control documents and is based on the 'worst case scenarios' (which may vary from topic to topic).

A number of topic based technical reports complete the suite of supporting documents, including for example the Transport Statement, Energy Strategy and Sustainability Statement.

The table below provides a complete schedule of the documents which support the Application:

REFERENCE	DOCUMENT TITLE
FORMS	
PC1	APPLICATION FORMS
BACKGROUND DOCUMENTS	
PC2	PLANNING APPLICATION SPECIFICATION
PC3	EXISTING SITE LAYOUT AND SECTIONS
PRIMARY CONTROL DOCUMENTS	
PC4	RED LINE BOUNDARY PLAN
PC5	DEVELOPMENT SCHEDULE
PC6	PARAMETER PLANS (OUTLINE COMPONENTS)
PC7	DESIGN PRINCIPLES DOCUMENT (OUTLINE COMPONENTS)
PC8	PLANS AND ELEVATIONS (DETAILED COMPONENTS)
PC9	LANDSCAPE DRAWINGS (DETAILED COMPONENTS)
PC10	HIGHWAYS DRAWINGS (DETAILED COMPONENTS)
SECONDARY CONTROL DOCUMENTS	
PC11	ILLUSTRATIVE MASTERPLAN
PC12	PLANNING STATEMENT
PC13	DESIGN AND ACCESS STATEMENT (VOLUMES I, II, III)
PC14	ENVIRONMENTAL STATEMENT (VOLUMES I, II, III)
PC15	ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY
PC16	TRANSPORT ASSESSMENT
PC17	DRAFT TRAVEL PLAN FRAMEWORK
PC18	AFFORDABLE HOUSING & VIABILITY STATEMENT
PC19	RETAIL IMPACT ASSESSMENT
PC20	TOWN CENTRE USES OPERATOR REQUIREMENTS STATEMENT
PC21	OPEN SPACE, SPORTS AND RECREATION STRATEGY
PC22	WASTE MANAGEMENT PLAN
PC23	SUSTAINABILITY STATEMENT
PC24	ENERGY STATEMENT
PC25	FLOOD RISK ASSESSMENT
PC26	TREE SURVEY AND ARBORICULTURE STATEMENT
PC27	FOUL AND SURFACE WATER DRAINAGE ASSESSMENT
PC28	UTILITIES STRATEGY
PC29	VENTILATION AND EXTRACTION PRINCIPLES
PC30	CONSTRUCTION MANAGEMENT PLAN AND DELIVERY STRATEGY
PC31	OUTLINE ESTATE MANAGEMENT STRATEGY
PC32	STATEMENT OF COMMUNITY INVOLVEMENT

What Happens Next?

LBB will formally consult on the Applicant's proposals for a period of no less than 21 days, during which time interested parties have the opportunity to make any representations that they may wish to make.

If you are an interested party and you have any questions about the Application that has been made, please direct these in the first instance to the LBB case officer dealing with the Application, Josleen Chug (Josleen.Chug@barnet.gov.uk) or to Becky Cocker (Becky.Cocker@gva.co.uk) or Nick Alston (Nick.Alston@gva.co.uk) at GVA, the Applicant's planning advisors.

1 Introduction and Context

1.1 Appointment

1.1.1 This Framework Travel Plan accompanies the Transport Assessment for a Hybrid Planning Application ('the Application') dated August 2014 seeking permission for residential led mixed use redevelopment at the former Peel Centre site ('the Site') in Colindale in the London Borough of Barnet.

1.1.2 The Application is for part Full Planning Permission and part Outline Planning Permission (with all matters reserved except access) and is submitted by Redrow Homes London ('the Applicant'). This Framework Travel Plan has been compiled by WSP UK Limited on behalf of the Applicant.

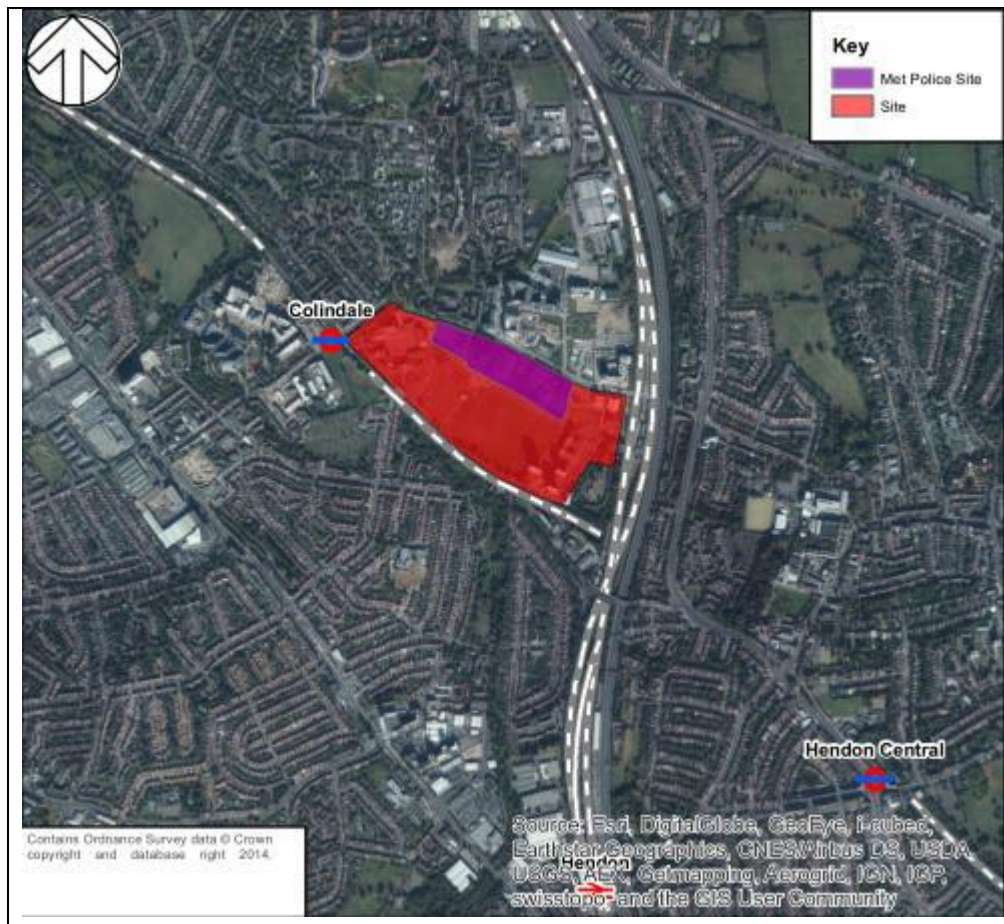
1.2 Background

1.2.1 The application site comprises an area of approximately 20.36 hectares and is located in Colindale, LBB.

1.2.2 The Site is bound by Aerodrome Road to the north and Colindale Avenue to the west. The southern and eastern edges of the site are bound by railway lines, including the Northern Line to the south.

1.2.3 A Site Location Plan is shown below in **Figure 1.1**.

Figure 1.1 Site Location



1.3 The Proposed Development

1.3.1 This Report is submitted in support of a Hybrid Planning Application, and the formal description of development to which the Application relates is as follows:

‘Comprehensive redevelopment of the former Peel Centre site to include the demolition of existing buildings and provision of residential-led mixed use development comprising use classes C3, A1/2/3/4 and D1/2, with associated site preparation/enabling works, transport infrastructure works, landscaping works and provision of car parking’

1.3.2 In summary, the Proposed Development includes the following key characteristics:

- Up to 2,900 new dwellings across the Site (within Development Zones A – Z) with a mixture of houses, duplexes and apartments;
- A new neighbourhood centre around Colindale Avenue with shops, cafes and restaurants, a food store, community and leisure uses, and car parking;
- A new 3 form entry primary school and nursery;
- A minimum of 4 hectares of Public Open Space across the Site;
- A network of new streets, pedestrian and cycle routes, including a new pedestrian underpass connection.

1.3.3 A Hybrid Planning Application is one that seeks Outline Planning Permission for one part and Full Planning Permission for another part of the same site. The Application seeks approval for three primary development stages.

1.3.4 Full Planning Permission is sought for the majority of Stage 1 (hereafter referred to as ‘the detailed components’). Full details are submitted of the proposed layout, scale, appearance, access and landscaping. The detailed components include:

- 12 buildings (H, J, K, L, M, N, P, Q, R, S, T and U), comprising a total of 888 new residential dwellings;
- Associated site preparation/enabling works;
- Landscaping works (including the Local Park);
- Transport infrastructure and car parking.

1.3.5 Outline Planning Permission is sought for the remainder of Stage 1, Stage 2 and Stage 3 (hereafter referred to as ‘the outline components’). All matters are reserved except for access which is submitted for approval in detail. The outline components include:

- The school in Stage 1;
- 7 buildings in Stage 2 within Development Zones A, B, C, D, E, F and G, comprising up to 1,160 residential dwellings and up to 13,000 square metres of town centre uses (A1-4, D1 and D2) including a food store (of up to 3,000 square metres net sales GIA);
- 4 buildings in Stage 3 within Development Zones V, X, Y and Z, comprising up to 852 residential dwellings;
- Associated site preparation/enabling works;
- Landscaping works (including Colindale Square and Peel Square);
- Transport infrastructure and car parking.

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- 1.3.6 A more detailed description of the Proposed Development can be found in the Planning Application Specification submitted in support of the Application.

1.4 Report Purpose

- 1.4.1 This Travel Plan Framework has been prepared in accordance with TfL's Travel Plan Guidance (November 2013). This guidance marks a move towards integrating deliveries and servicing into the Travel Planning process together with a requirement to identify funding and budgets for each element of the plan including marketing and measures.
- 1.4.2 The document is to support a hybrid planning application with the Illustrative Masterplan being submitted as outline with Stage One being prepared as a detailed application. The school and supermarket are submitted in outline only.

1.5 Travel Plan Overview

Travel Plan Structure

- 1.5.1 The structure of the Travel Plan has been prepared to reflect the structure advised within TfL's Travel Planning for New Development in London guidance as follows:
- Section 2: Relevant Planning Policy;
 - Section 3: Baseline Conditions and Site Assessment;
 - Section 4: Travel Plan Strategy;
 - Appendix A: Residential Travel Plan :
 - Objectives and Targets;
 - Travel Plan Measures – details the sustainable travel principles incorporating a range of 'hard' (engineering) and 'soft' (marketing and management) measures that will be implemented; and
 - Monitoring and Review.
 - Appendix B – Framework School Travel Plan:
 - Objectives and Targets;
 - Travel Plan Measures – details the sustainable travel principles incorporating a range of 'hard' engineering) and 'soft' (marketing and management) measures that will be implemented; and
 - Monitoring and Review.
 - Appendix C – Framework Retail Travel Plan:
 - Objectives and Targets;
 - Travel Plan Measures – details the sustainable travel principles incorporating a range of 'hard' engineering) and 'soft' (marketing and management) measures that will be implemented; and
 - Monitoring and Review.
 - Appendix D – ATTrBuTE Score.

2 Planning Policy

2.1 National Policy

National Planning Policy Framework – 2012

- 2.1.1 The National Planning Policy Framework (NPPF) was adopted in March 2012. The NPPF replaces existing national planning policy guidance and statements, such as PPG13 and PPS3, with a single more concise document. The NPPF aims to enable local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 2.1.2 The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main dimensions: economic; social and environmental (Paragraph 7 and 14).
- 2.1.3 The NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion (Paragraph 29 and 30).
- 2.1.4 Relating to facilitating economic growth Paragraph 32 of NPPF sets out that:
- *“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
 - *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.*
 - *Safe and suitable access to the site can be achieved for all people; and*
 - *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*
- 2.1.5 The NPPF sets out that those developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to (Paragraph 35):
- *“Accommodate the efficient delivery of goods and supplies;*
 - *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; avoiding street clutter and where appropriate establishing home zones;*
 - *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *Consider the needs of people with disabilities by all modes of transport.”*
- 2.1.6 Travel Plans are considered a key tool in achieving the above, and should be provided where developments generate significant amounts of movement (Paragraph 36).

Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009)

- 2.1.7 The DfT guidelines are intended to assist all stakeholders, in both the public and private sectors, to secure an effective policy framework, determine when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process.
- 2.1.8 The document comprises technical guidelines and does not set out any new policy or legal requirements.
- 2.1.9 It recognises that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure and help to reduce CO₂. Travel Plans are important for major new developments in order to:
- Support increased choice of travel modes;
 - Promote and achieve access by sustainable modes;
 - Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
 - Promote a partnership between the authority and the developer in creating and shaping 'place'.
- 2.1.10 The document also recognises *“that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought”*.

The travel plan pyramid



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- 2.1.11 The DfT's Travel Plan Pyramid, shown above, helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

Residential Travel Plans

- 2.1.12 The DfT guidance recognises that the actual content of a Residential Travel Plan will be tailored to the site in question, however it should address all aspects of life that create a need to travel and aim for in a reduction in the number of car journeys.
- 2.1.13 The guidance describes how Residential Travel Plans *“focus on travel by residents in housing developments and are designed to encourage more sustainable travel from the origin of journeys and across the full range of journey purposes.”*
- 2.1.14 The document recognises that Residential Travel Plans *“place a strong emphasis on the choice of location and on the design of the development to reduce the need to travel. This can be achieved through the provision of local facilities and by ensuring high levels of connectivity with good public transport. Residential Travel Plans may also incorporate personalised Travel Planning, car clubs and improved public transport. Travel awareness is integrated into the marketing and occupation of the site.”*
- 2.1.15 The guidance notes that residential Travel Plans can release land for housing that would otherwise be used for parking and make sites more accessible to those without access to a car as well as improve the quality of the design and layout.

School Travel Plans

- 2.1.16 It is noted that where new school are built, there is a duty to consider and promote sustainable travel to and from the school.
- 2.1.17 The guidance states that there should be a *“focus primarily on travel to and from school or college by schoolchildren but may also include strategies to make staff or visitors’ travel more sustainable or address other trips made by schoolchildren in the course of the school day”*.
- 2.1.18 The School Travel Plan generally includes *“on-site measures to facilitate sustainable travel (such as cycle stands) and on-going education and awareness raising within the school community.”* There is also an *“opportunity to ensure that schools are better designed”*, including measures such as school entrances which give priority to those on foot, cycle and public transport, and offering safe, direct and convenient access away from site traffic.
- 2.1.19 The guidance presents options for encouragement of different modes of travel:
- *“higher levels of walking and cycling are linked to extensive highways safety measures and safety improvements in the surrounding area;*
 - *“high levels of cycling are linked to the presence of off-road cycle lanes and good cycling conditions in the surrounding area, together with cycle parking at the school;*
 - *“high levels of bus use have been linked to new or improved services, low fares and fare reduction schemes; and*
 - *“parking restrictions are linked to lower level of driving to school.”*

Workplace Travel Plans

- 2.1.20 The DfT document identifies that workplace Travel Plans focus primarily on commuter travel and travel in the course of work, but can and should also include strategies to make visitor and freight travel more sustainable. These Travel Plans typically combine measures to support walking, cycling, public transport and car sharing, reinforced with promotion and incentives and the management of workplace parking. Workplace Travel Plans also include actions to reduce the need to travel – for example, policies to encourage home working and video conferencing.

‘Making Residential Travel Plans Work: Good Practice Guidelines for Development’ (DfT 2005) and Summary Document (DfT, 2007)

- 2.1.21 DfT’s ‘Making Residential Travel Plans Work’ (2007) reiterates the importance of getting the process right from the outset and sets out the DfT’s experience of residential Travel Planning to date and key lessons learned as follows:
- Developers and local authorities need to discuss the transport aspects of the site as early as possible, before submitting an application. The access requirements of the site need to be built into the design process. Once all the Travel Plan needs are identified they should be clearly set out in a Section 106 agreement.
 - Residential Travel Plans are generally developed in advance of site occupation, and Travel Plan targets and monitoring arrangements should also be agreed from the outset. As soon as residents move in, the developer should work with them to make sure that the commitments of the plan are understood and can be implemented.
 - The plan needs to be reviewed in light of the practical reality on the ground. This helps ensure that the plan is regularly updated, and that targets are met. The developer has the prime responsibility for the plan until a satisfactory outcome is achieved.
 - In the long term, the success of Residential Travel Plans depends on ensuring that ownership for the plan ultimately rests with the residents who recognise the benefits and are aware that the plans are in their best interest. There needs to be an agreed mechanism for the handover of responsibility for the Travel Plan from the developer to residents. A residents’ committee or a management company may be the best way to take forward the plan in the future.
- 2.1.22 The DfT also promotes a range of measures known as ‘smarter choices’ that have been found to be effective in reducing traffic and improving accessibility in residential areas. ‘Smarter choices’ include *“car clubs, car sharing schemes, travel awareness and individualised marketing campaigns, and measures to reduce the need to travel such as promoting tele-working and video-conferencing”*.

2.2 Regional Policy

The London Plan 2011

- 2.2.1 The London Plan was adopted in July 2011 and replaces the former London Plan (2008). The London Plan sets out to ensure that London’s transport is easy, safe and convenient for everyone and encourage cycling, walking and the use of electric vehicles.
- 2.2.2 The London Plan states that London should be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames.
- 2.2.3 The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient

functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.

2.2.4 Policy 6.1 stresses the importance of closer integration of transport and development and hopes to encourage this by (inter alia):

- Encouraging patterns of development that reduce the need to travel, especially by car;
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
- Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
- Improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London;
- Facilitating the efficient distribution of freight whilst minimising its impacts on the transport network;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
- Promoting greater use of low carbon technology so that CO₂ and other contributors to global warming are reduced;
- Promoting walking by ensuring an improved urban realm; and
- Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

2.2.5 Policy 6.3, regarding the effects of development on transport capacity, stresses that new developments that will give rise to significant numbers of new trips should be located either where there is already good public transport accessibility with capacity adequate to support the additional demand. Phasing development, the use of Travel Plans and addressing freight issues may all help reduce the impact of the development.

2.2.6 With regard to parking; Policy 6.13 states that an appropriate balance must be struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. These new developments should not only adhere to the maximum parking standards but also meet the minimum disabled and cycle parking standards and also ensure that 1 in 5 spaces (active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.

2.2.7 It should be noted that the Draft SPG on Housing states that 'Car Ownership is something which many Londoners value. The Plan recognises this, and in light of its central axiom to look at development alongside transport capacity and relates levels of parking provision to levels of public transport accessibility through Policy 6.13 and Table 6.2, (where housing is dealt with specifically).

The London Plan Revised Early Minor Alterations (October 2013)

- 2.2.8 The Revised Early Minor Alterations, (REMA), published in October 2013, set out the proposed changes to London Plan Policy. The REMA underwent Examination in Public in November 2012.
- 2.2.9 Paragraph 6.8 restates the use of Travel Plans in the reduction of emissions, by promoting alternatives to the car.
- 2.2.10 The updated Table 6.3 within the document contains details of the proposed new cycle standards required to be incorporated into a new development, this will supersede the standards contained within the London Plan once adopted. The REMA includes proposed changes to paragraphs 6.35 and 6.36 supporting Policy 6.9 on cycling.
- 2.2.11 In addition, the residential cycle parking standards for residents are supplemented by 1 space per 40 units for visitors, and visitor provision is also included for other development categories.
- 2.2.12 Examples of the updated minimum cycle parking standards include:
- A1 Food: 1 space per 125m² gross floorspace in centre, or 350m² out of centre;
 - A1 Non-food: 1 space per 300m² gross floorspace in centre, or 500m² out of centre;
 - A2 Financial / Professional Services: 1 space per 125m² for staff and visitors;
 - A3 - A5 Cafes and Restaurants: 1 per 20 staff and 1 per 20 customers;
Drinking Establishments 1 per 100m² for staff and visitors;
Take aways 1 per 50m² for staff and visitors.
 - Offices (B1): 1 space per 150m² gross floorspace for staff and visitors;
 - Residential (1-2 bed): 1 space per unit plus 1 space per 40 units for visitors;
 - Residential (3+ bed): 2 spaces per unit plus 1 space per 40 units for visitors; and
 - School: 1 per 10 staff and 1 per 10 students.
- 2.2.13 Additionally, Paragraph 6A.3A states that the Mayor is currently reviewing residential car parking standards in conjunction with Transport for London, in particular regarding the potential for greater flexibility in different parts of London depending on local car usage, public transport accessibility, land use and car parking management situations. Further amendments to the relevant sections of the London Plan may therefore be forthcoming in the future.

The Mayor's Transport Strategy

- 2.2.14 Formally adopted in May 2010, the Mayor's Transport Strategy sets out the Mayor's vision for transport in London for the period 2009 - 2031. It describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.
- 2.2.15 The strategy outlines several transport challenges to be addressed, including improving quality of life, enhancing safety and security on the transport network, and addressing transport impacts on climate change.
- 2.2.16 The strategy includes elements that take into account the needs of business as part of transport planning, and also the provision of enhanced journey planning information across London.

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- 2.2.17 The policies and strategies contained in the Mayor's strategy also influence the London Plan, acknowledging transport as vital to the continued success of the city.
- Policy 1 - The Mayor, through TfL, and working with the DfT, Defra and other government agencies, regional development agencies, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to develop London's transport system in order to accommodate sustainable population and employment growth.
 - Policy 3 - The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to improve public transport accessibility and conditions for cycling and walking in areas of lower PTAL, where there is an identified need for improving accessibility; and to improve access to economic and social opportunities and services for all Londoners.
 - Policy 9b - The design and layout of development sites (will) maximise access on foot, cycle and to public transport facilities, for example, via safe walking and cycling routes and provision of secure cycle parking.

Transport for London (TfL), Travel Planning Guidance November 2013

- 2.2.18 In November 2013 TfL published a new guidance document to combine and simplify the previous Travel Plan document 'Travel Planning for New Development in London: Incorporating Deliveries and Servicing' (January 2012).
- 2.2.19 One of the purposes of the guidance is to ensure that deliveries and servicing are taken into account from the earliest stage in the planning process. However, the document recognises that the level of detail provided in a Travel Plan about goods/servicing aspects will depend on the nature and scale of the development.
- 2.2.20 The guidance document sets out the core elements of a Travel Plan that are deemed essential. The essential elements are as follows: Objectives, Targets, Measures, Management, Action Plan, Securing, and Monitoring and Review.
- 2.2.21 According to the guidance, class use C3 (residential) between 50 and 80 units requires a Travel Plan Statement. This should include positive measures which promote sustainable transport along with an action plan for their implementation.

2.3 Local Policy

Barnet Adopted Local Plan - Core Strategy Development Plan Document (September 2012)

- 2.3.1 The London Borough of Barnet Local Plan was published in September 2012. Chapter 14 sets out the transport policies for the borough. Barnet considers that :
- 'It is crucial to match everyone's needs to transport provision at lowest cost whilst improving safety and maintaining freedom to move. Providing effective and efficient travel services and facilities across the borough is essential to delivering successful growth in Barnet, which will help ensure that economic prosperity is maintained and enhanced.'

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- 2.3.2 There are four inter-related and complementary transport priorities which together create Policy CS9, which aims to provide safe, effective and efficient travel. These are as follows:
- *‘Ensuring more efficient use of the local road network.’*
 - *‘Taking a comprehensive approach to tackling the school run.’*
 - *‘Delivery of high quality transport systems in regeneration areas and town centres.’*
 - *‘More environmentally friendly transport networks.’*
- 2.3.3 Ensuring more efficient use of the local road network:
- In order to enable traffic to flow more smoothly we will prioritise the reduction of congestion, including through encouraging trips to route according to the road hierarchy, the implementation of development related schemes that also address pinch points, a review of traffic signals, parking management measures and more efficient freight movements.
 - We will continue to invest in improvements to the condition of roads and footways in the borough, to ensure that the local road network operates efficiently and safely, and seek to improve co-ordination of maintenance and utility works.
 - We will continue to manage a parking regime which recognises that many Barnet residents will continue to own and travel by car.
 - We will work with TfL to review and improve the bus networks.
 - We will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops as well as delivering, where resources permit, targeted local safety schemes.
- 2.3.4 Taking a comprehensive approach to tackling the school run:
- We will seek to improve the effectiveness of School Travel Plans to achieve a greater reduction in car based journeys and increase levels in walking and cycling to and from school.
 - We will implement complementary traffic management schemes outside schools, including preventing pupil parking.
- 2.3.5 Ensuring delivery of high quality transport systems in regeneration and town centres:
- CS1 (Barnet’s place shaping strategy – the Three Strands Approach), CS 6 (Promoting Barnet’s town centres).
 - Deliver high quality public transport improvements along the A5 corridor.
 - We will promote through Town Centre Frameworks and other planned approaches, town centre development opportunities and enhancement programmes to improve the public realm, public transport services, and interchange, short-trip making by walking, parking and servicing controls and accessibility improvements.
 - We strongly support improvements to rail services in the borough including upgrades to the Thameslink and Northern Line routes.
- 2.3.6 Providing more environmentally friendly transport networks:
- We will support the use of low emission vehicles including electric cars through provision of charging points in new developments.
 - We will encourage mixed use development that will help to reduce the distances people need to travel to access everyday goods and services.
 - We will seek to make cycling and walking more attractive for leisure, health and short trips.

Barnet Local Plan - Development Management Policies

- 2.3.7 The Development Management Policies relating to the Local Plan were published in a separate adopted Development Plan Document in September 2012.
- 2.3.8 Policy DM17 addresses Travel Impact and Parking Standards. In terms of Travel Planning, the relevant text under subsection E is shown as follows:

“For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the Travel Plan will need to contain measurable outputs so that they can be monitored”.

3 Baseline Conditions and Site Assessment

3.1 Introduction

3.1.1 This section provides a review of the accessibility of the site by non-car modes of transport.

3.2 Pedestrian Accessibility

Pedestrian Access to Local Amenities

Education

3.2.1 The Proposed Development includes a three form entry Primary School and Nursery.

3.2.2 There are a number of additional nursery schools within a 10 minute walk of the site, these are:

- Bright Horizons Beaufort Park Nursery School to the north on Heritage Avenue; and
- Joel Nursery to the south of the site on Colindeep Lane.

3.2.3 There are two state secondary schools within a 1.5km walk of the site, these are:

- St James' Catholic High School is located around a 15 minute walk to the north of the site; and
- St Marys C of E High School is located to the east of the site in Hendon.

3.2.4 The nearest higher education centre is Middlesex University, with the main campus around 800 metres from the site to the east in Hendon, accessed via Greyhound Hill.

Retail

3.2.5 The Site is proposed to provide a supermarket as part of the Proposed Development.

3.2.6 The nearest convenience store is a Tesco Express. This is located on Heritage Avenue within a 5 minute walk from the north of the site. There are a number of stores, businesses, and other facilities within this the Beaufort Park site, such as 'The Beaufort' public house, a restaurant and coffee shop.

3.2.7 There are a number of smaller convenience stores within a short walk of all areas of the Site, including on Colindale Avenue, within Graham Park Estate and other shops at the Greyhound Hill/Aerodrome Road junction.

3.2.8 The nearest larger supermarket is on Edgware Road. It is an 'Asda' and is located to the south of the junction with Colindale Avenue, a new Morrisons store is also proposed. There are Sainsbury Supermarkets to the south in Hyde, and further north at Edgware Town centre.

3.2.9 There is a Post Office located on Colindale Avenue around 500 metres from the site.

Healthcare

3.2.10 There are a number of healthcare facilities provided within walking distance of the site.

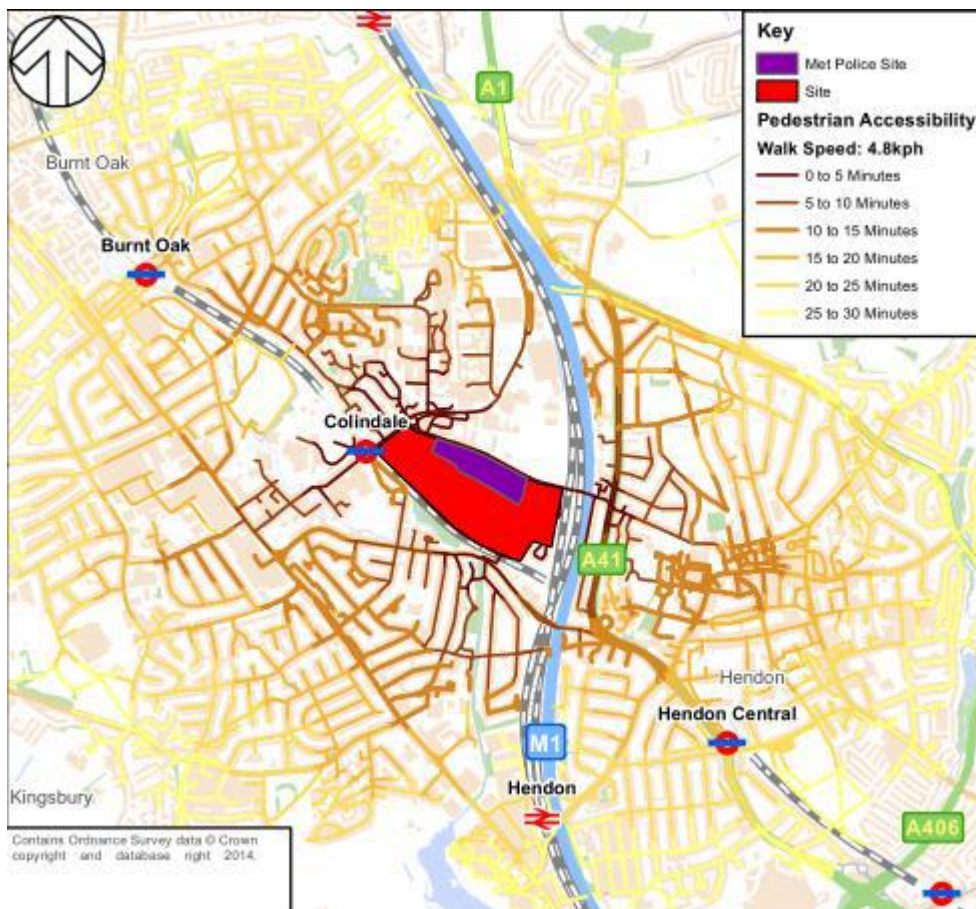
3.2.11 There are two General Practice surgeries close to the site; Dr Dattoo Surgery is located on Watford Way to the east of the site and Colindale Medical Centre which is located on Colindeep Lane. Colindale Dental Practice is the closest dentist located on Colindale Avenue.

3.2.12 Edgware Walk-In Centre is the nearest emergency care centre to the Site, around 2km to the north of the site, accessible by bus route 204. The closest Accident and Emergency facility is at Northwick Park Hospital, around 5km away.

Leisure

- 3.2.13 A significant amount of open space will be provided as part of the Proposed Development. In addition to this there are a wide range of leisure facilities available within walking distance of the site. Close to the site is Colindale Park, with Montrose Playing Fields and Grahame Park within 1km from the Site.
- 3.2.14 Within a 10 minute walk of the site is Middlesex University Gym, and the nearest leisure facility is Burnt Oak Leisure Centre providing a gym, astro-turf pitches and a sports hall.
- 3.2.15 The RAF Museum is located close to the site which is a key local visitor attraction and includes exhibition space as well as café facilities.
- 3.2.16 PPG13, which has now been superseded by NPPF, noted in paragraph 75 that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres (25 minute walk). This statement remains relevant and has been traditionally accepted for many years. Existing walking isochrones for the site are shown in **Figure 3.1**, demonstrating that Colindale Underground station can be reached from within a 10 minute walk across the site. Given the size of the site, destinations accessible within a 25 minute walk will vary depending on the start location within the Site. As a result, the pedestrian isochrones map shown in **Figure 3.1** indicates a point in the centre of the site and walk times to certain locations may vary accordingly. Hendon and Burnt Oak can be reached within an approximate 2 kilometre walk of the site. An extract from the pedestrian isochrone figure is shown below in **Figure 3.1**.

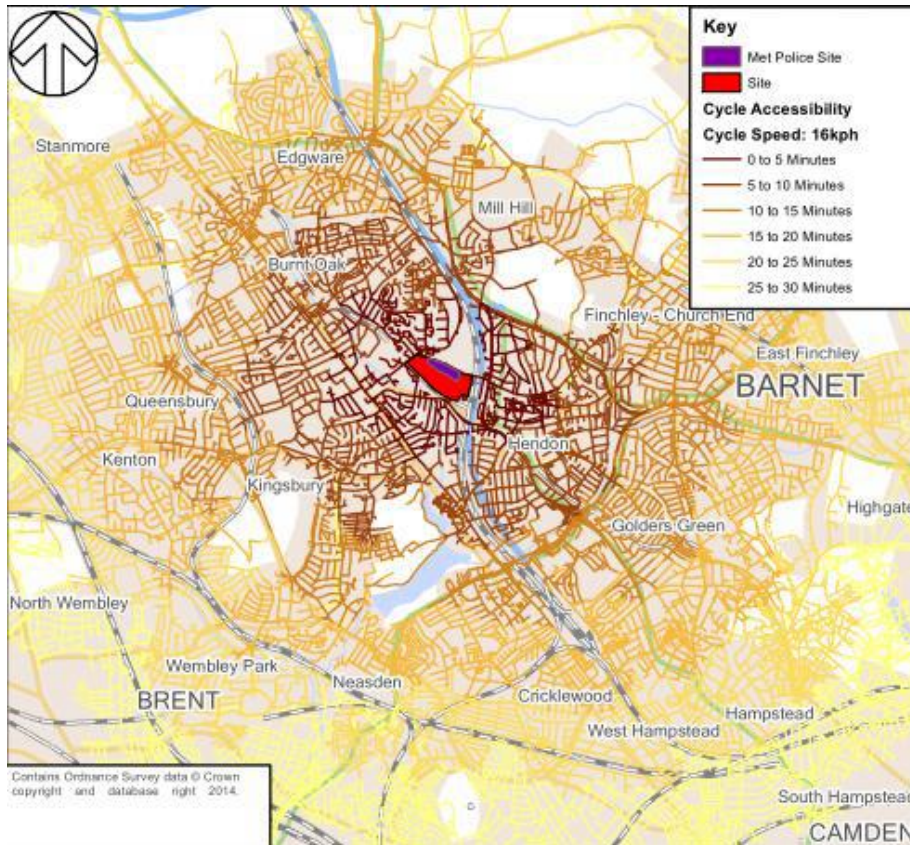
Figure 3.1 Pedestrian Isochrones



3.3 Cycle Accessibility

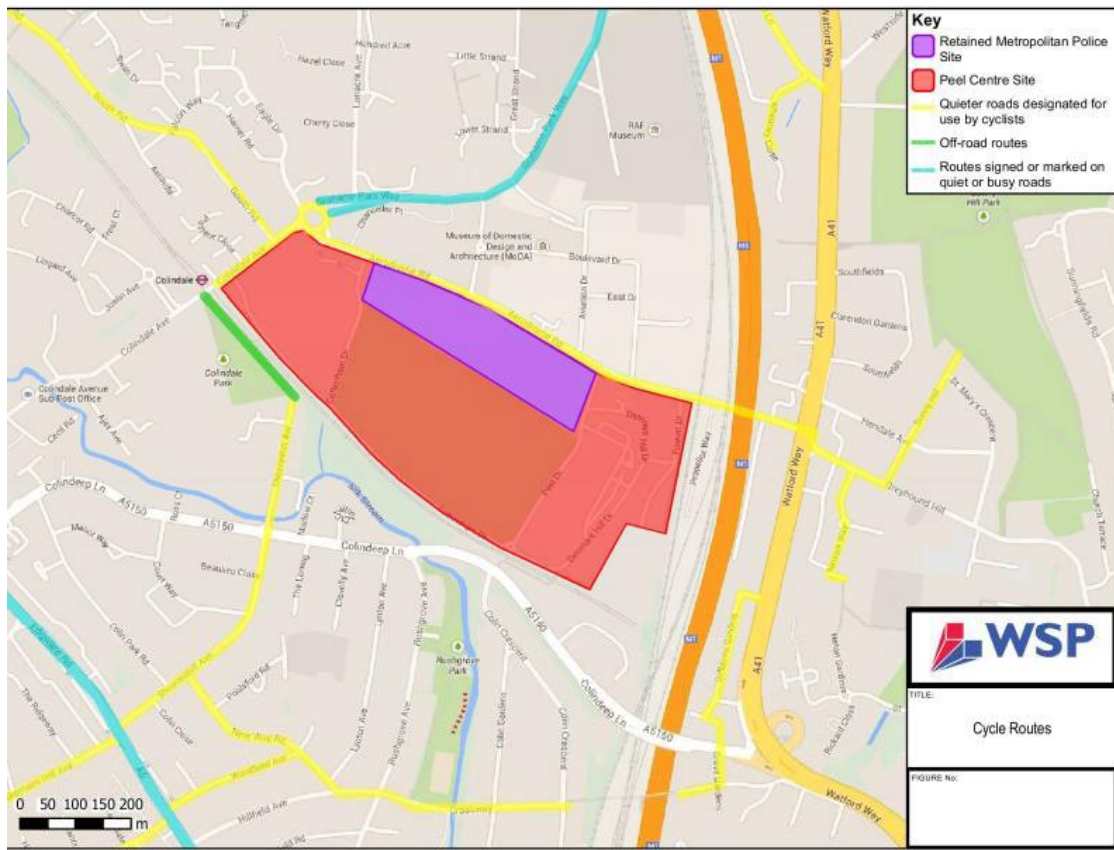
3.3.1 It is traditionally considered that cycling also has the potential to substitute short car trips, particularly those under 5 kilometres. Cycling isochrones for the Site are shown in **Figure 3.2**. Within a 20 minute cycle of the site, areas such as Finchley, Queensbury and Edgware can be reached. Hampstead, Wembley and Stanmore can be reached within a 30 minute cycle ride. An extract of the cycle accessibility figure is presented on **Figure 3.2** below.

Figure 3.2 Cycle Isochrones



3.3.2 The Site is well located in terms of cycling with the roads that bound the site designated as a quieter road for use by cyclists. To the right of the site, Aerodrome Road links in with the subway across Watford Way (A41) which connects to Greyhound Hill. The cycle routes in the vicinity of the site are shown below on **Figure 3.3**.

Figure 3.3 Cycle Routes

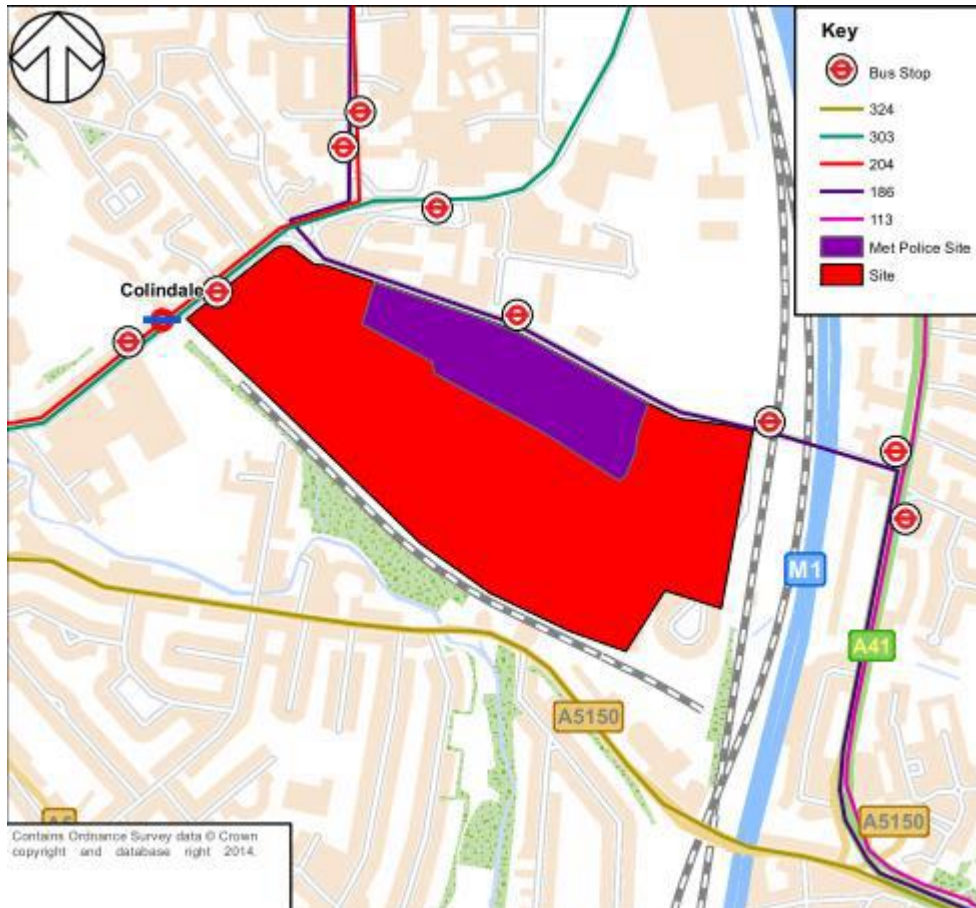


3.3.3 In the wider area, 'Cycle Superhighway 11' is being considered by TfL for Brent Cross to Marylebone along part of the A41, however, this is not planned to be built until 2019. It is understood that the route will provide a cycle connection between Central London and Brent Cross to the south-east of the Site.

3.4 Public Transport Accessibility

3.4.1 The public transport provision in the vicinity of the site is shown in **Figure 3.4**. An extract of this is inserted below.

Figure 3.4 Public Transport Facilities



Bus

3.4.2 There are five main bus routes and one night bus route (N5) that operate close to the site.

3.4.3 There are a number of bus stops that are conveniently located around the edge of the Site. Aerodrome Road is served directly eastwards by bus route 186, and Colindale Avenue is served by bus routes 204 and 303. Colindeep Lane to the south of the Site is served by bus route 324, and there are a number of bus stops along Watford Way which serve this bus route and 113.

3.4.4 Timetables suggest typical journey times of six minutes to Hendon, 10 minutes to Brent Cross and 20 minutes to Edgware.

3.4.5 **Table 3.1** summarises the frequencies of local bus services.

Table 3.1 Summary of Available Bus Services

Service No.	Route	Direction	First Bus / Last Bus	Approximate Frequency (per hour)	
				AM Peak Hour	PM Peak Hour
113	Edgware Station – Hendon Central – Finchley Road – St Johns Wood – Marble Arch	Northbound	06:03 / 01:32	6	6
		Southbound	04:45 / 00:14	6	6
186	Northwick Park Hospital – Edgware Station – Mill Hill Broadway – Colindale – Brent Cross	Eastbound	06:16 / 00:51	5	5
		Westbound	05:21 / 23:56	5	5
204	Sudbury Town – Kingsbury – Colindale – Edgware	Northbound	05:59 / 00:57	6	6
		Southbound	05:27 / 00:46	6	6
303	Edgware – Mill Hill Broadway – Colindale Asda	Northbound	05:27 / 00:06	4	4
		Southbound	05:35 / 00:14	4	4
324	Stanmore – Kingsbury – Colindale – Hendon Central – Brent Cross	Eastbound	05:40 / 00:35	3	3
		Westbound	05:12 / 00:37	3	3
N5	Edgware – Colindale – Hendon Central – Finchley Road – Camden – Whitehall	Northbound	00:39 / 06:23	4	
		Southbound	23:33 / 05:19	4	

3.4.6 Local bus services are frequent and provide access to an extensive area as well as interchange opportunities. There are some 23 buses an hour in each direction operating close to the Site.

Underground

- 3.4.7 Colindale Underground Station is located to the north-west corner of the site, providing access to Northern Line. The Northern Line provides direct access as far as Morden in the southwest (although many services terminate at Kennington), and providing many interchange opportunities in Central London. Table 3.2 summarises the services from Colindale Underground Station and the interchange opportunities available.

Table 3.2 Northern Line at Colindale Underground Station

Direction	First Train / Last Train	Connecting Station	Journey Times (mins)	Connecting Lines
Northbound	05:41 / 01:07	Edgware	6	-
Southbound (Charing Cross branch)	05:27 / 00:48	Euston	23	Victoria
		Leicester Square	29	Piccadilly
		Waterloo	33	Jubilee, Bakerloo
Southbound (Bank branch)		Kings Cross St Pancras	25	Victoria, Piccadilly, Metropolitan, Circle, Hammersmith and City
		Bank	34	Central, District, Circle, DLR
		London Bridge	36	Jubilee
		Elephant and Castle	39	Bakerloo

- 3.4.8 The Northern Line currently has an operational service frequency of some 18 trains per hour operating in both directions during peak periods. This equates to a capacity of 14,634 passengers per hour per direction (pphpd), based on the practical capacity identified by London Underground Ltd.

Plans and Commitments

- 3.4.9 The Northern Line is currently being upgraded in order to increase the line capacity by 20%, expected to be completed in 2014. Work is underway on the Edgware branch.

National Rail

- 3.4.10 The Site is located between the two mainline rail stations of Mill Hill Broadway and Hendon, around 2km from each. Mill Hill Broadway is easily accessible from the Site by bus routes 113, 186 and 303. Hendon is not directly accessible by the bus routes in the vicinity of the Site, however is a short walk from Hendon Central, accessed through routes 113, 186 and 324.
- 3.4.11 Table 3.3 shows the direct rail services that can be accessed from Hendon Central.

Table 3.3 Rail Services – Hendon Central

Destination	Typical Frequency (services per hour)			
	AM Peak	PM Peak	Saturday	Sunday
Central London	4	4	4	2
Sutton	3	2	4	2
Luton	1	1	2	2
St. Albans City	4	4	4	2

- 3.4.12 There are additional services between Bedford and Sevenoaks, running every 2 hours during weekdays.
- 3.4.13 Timetables suggest that travel time into Central London is around 23 minutes, and to St. Albans City is around 18 minutes.

Public Transport Accessibility Level

- 3.4.14 The Public Transport Accessibility Level (PTAL) methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given Site.
- 3.4.15 The PTAL methodology takes into account the time taken to access the public transport network, including:
- The walk time to various public transport services;
 - The average waiting time for each service; and
 - The reliability of each service.
- 3.4.16 The methodology is based on a walk speed of 4.8km/h and considers rail stations within a 12 minute walk (960m) of the Site and bus stops within eight minutes' walk (640m), with the PTAL assessment being undertaken using the morning peak hour operating patterns of existing public transport services.
- 3.4.17 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the Site based on the criteria described above. These individual EDF values are weighted to provide an accessibility index (AI) value for each service accessible from the Site. The sum of the AI's for each mode are aggregated to provide a single measure of accessibility for the Site. The Total AI value is then compared against the accessibility level bands summarised in **Table 3.4** overleaf.

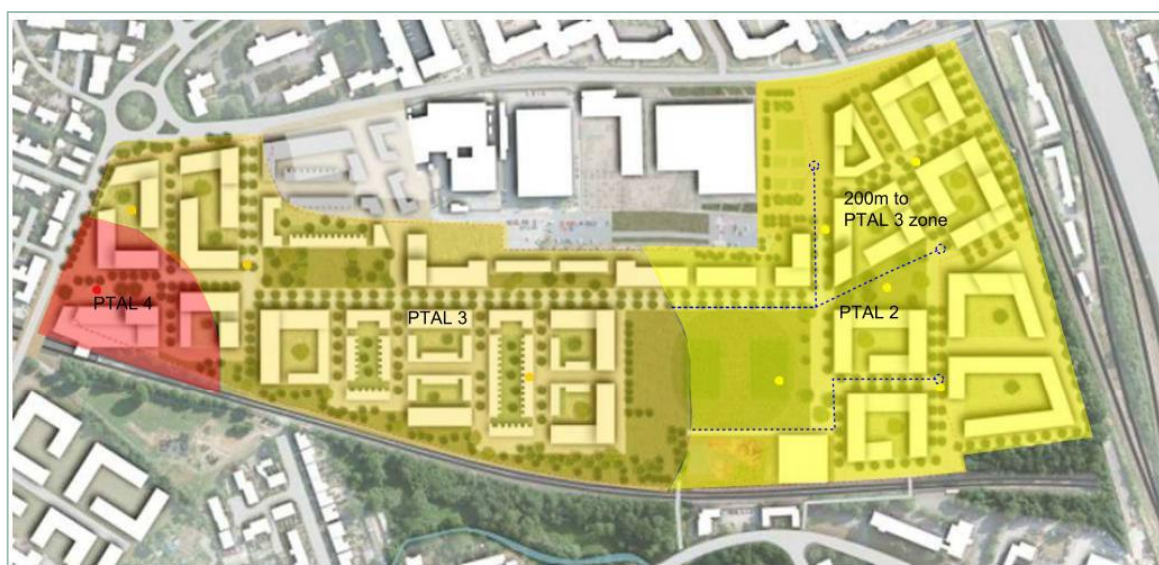
Table 3.4 Accessibility Level Bandings

PTAL Score	Range of Index (AI)	Description
1a	0.01 – 2.50	Very Poor
1b	2.51 – 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b	> 40.01	Excellent

3.4.18 Site specific PTAL calculations have been undertaken by TfL based on the contracted public transport service frequencies during the morning peak period between 08:15 and 09:15. The PTAL varies across the site from a PTAL of 4 in the southwest corner of the site to a PTAL of 1b in the south-east corner. However, as is common with GIS based tools, there can be pedestrian only connections that are omitted from the calculations. In this case, the existing footbridge to the south of the site over the rail line that connects the site with Colindeep Lane has been omitted.

3.4.19 Further PTAL calculations have been completed, which denote the improvements to the connectivity within the site and access to public transport in line with the Proposed Development. The output is presented on **Figure 3.5**. Such improvements included in the PTAL calculations are new bus stops on Aerodrome Road, a well-designed direct route focussed on Colindale station, as well as the proposed introduction of the Peel Link pedestrian and cycle route connecting to Colindeep Lane, improving accessibility to the 324 Hail and Ride service.

Figure 3.5: Future PTAL

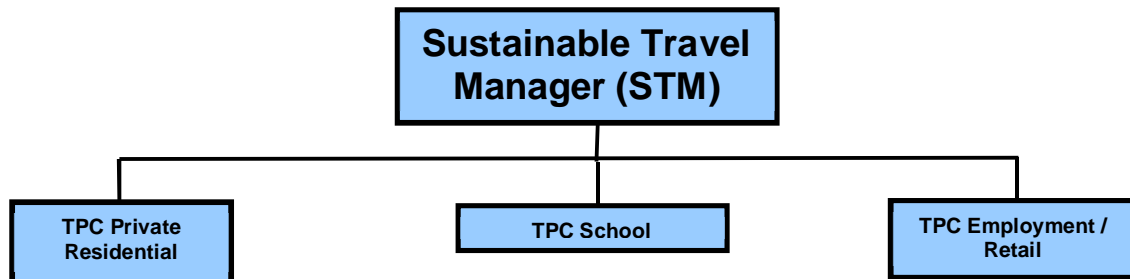


3.4.20 The increased permeability and connectivity across the Site and the improvements mentioned above result in the eastern part of the development PTAL increasing from 1b to 2, and large parts of this area are within a 3 minute walk (200m) from the PTAL 3 zone. The entire site is located within 900m of Colindale Underground Station through the new landscaping proposed.

4 Travel Plan Strategy

4.1 Management

4.1.1 The structure of how the Travel Plans will be managed is set out below:



4.2 Sustainable Travel Manager

4.2.1 A Sustainable Travel Manager (STM) will be appointed to take responsibility for the Site and management of the plan, and for ensuring its delivery. The Sustainable Travel Manager role for the Site will be fulfilled by an appointed consultant or the Site management company. It will be the responsibility of the developer to ensure that a Sustainable Travel Manager is appointed prior to the first occupation of the Site. The roles and responsibilities of the STM are set out below:

- Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- Liaising with public transport operators and other service providers such as car club operators;
- Overseeing the monitoring and reporting of the Travel Plan including liaising with the Local Authority where appropriate;
- Monitoring and where necessary revising Travel Plan targets; and
- Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are permanent for the duration of the plan.

4.3 Travel Plan Co-ordinators

4.3.1 To ensure that there is Site-wide adoption of the Travel Plan, the STM will be assisted in delivering the measures by Travel Plan Co-ordinators (TPCs). The STM will facilitate the appointment of TPCs for the residential land use and the school, and with them jointly promote the Travel Plan. The TPCs role will involve:

- Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice;
- Implementing any additional measures;
- Giving advice and information on transport-related subjects to residents and visitors;
- On-site co-ordination of data collection for the plan;
- Helping establish and promote the individual measures in the plan; and
- Providing on-site support to the STM, as required.

4.4 Marketing

- 4.4.1 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan and disseminate travel information and notification of events and facilities provided. Full details of the marketing strategy for the Site are contained within the individual measures chapters for the Travel Plan. The marketing activities to be undertaken include:
- Provision of links to relevant journey planning information and timetable for public transport services on TfL's website will be provided within promotional material distributed to residents; and
 - It is recognised that the Site may also generate other types of trips from the wider surrounding area such as visitor trips to the residential element of the scheme and customers to the retail element. Although it is not practicable to provide information to or survey these groups using the same method, all available opportunities will be pursued to ensure that their exposure to material which can influence their choice of mode is maximised, such as information sent out when being invited to a meeting at the office accommodation and details on the Site website.

4.5 Securing the Travel Plan and Funding

- 4.5.1 The provision of an approved Travel Plan in accordance with current TfL guidance, together with the implementation of site wide 'action' type targets, will be secured through its incorporation into a signed S106 agreement for the Application.
- 4.5.2 A commitment to the Travel Plan strategy for the Site will be secured through its inclusion within the tenancy agreement for each resident.
- 4.5.3 Funding for the monitoring and management of the Travel Plan is to be secured by the developer. The costs will relate to the implementation of measures outlined within the Travel Plan and also for surveys and monitoring to occur through the lifecycle of the Travel Plan. Costs associated with these are outlined within the individual Travel Plan for this document.

4.6 Monitoring

- 4.6.1 It is proposed that Travel Plan monitoring is coordinated between all elements of the Site, in order that the Sustainable Travel Manager will be able to manage the process and report findings in a single Monitoring Report. The coordination of travel plan monitoring will also assist the Local Authority in assessing the performance of the overall site-wide Travel Plan. It is therefore proposed that the travel surveys for each element are carried out at the same time as each other, once trigger points have been reached.
- 4.6.2 Details of the monitoring schedules are shown within each component Travel Plan, detailed in Appendices A to C.

Appendices

Appendix A Residential Travel Plan

Objectives and Principles

The objectives and principles for this Travel Plan have been drafted in the context of Department for Transport (DfT) guidance on residential Travel Plans as follows:

- Encouraging good urban design principles that open up the permeability of the Site for walking and cycling;
- Address residents' needs for access to a full range of facilities and services – for work, education, health, leisure, recreation and shopping;
- To raise awareness and increase the attractiveness of alternative modes of transport available to and from the Site for residents and, in particular the benefits associated with walking and cycling for short journeys; and
- Reduce traffic generated by the Site to lower levels of car trips than would be produced for a Site without a Travel Plan.

Targets

TfL provide recommendations on the requirements of targets as follows:

- Should be SMART (Specific, Measureable, Attainable, Realistic, and Time-bound), and should link to the objectives of the Travel Plan;
- Should enable measurement of success in achieving objectives of the Travel Plan;
- Enable enforcement; and
- A minimum five-year time frame, with interim targets at year three of implementation (year one, three and five targets are required as a minimum). For larger developments, an extended monitoring period may be required and targets may need to be set beyond five years.

The forecast mode share is calculated from the trip generation shown in the Transport Assessment. This is considered to be an appropriate target for the Travel Plan for the Proposed Development, as the level of trips assessed within the TA will be agreed through planning as being acceptable. This level of trip generation is considered to be acceptable, and does not have a material impact upon the surrounding transport network and mitigation has been identified where appropriate. The specific mode split target for the AM and PM peak hours is provided in Table A1.

Table A1 Average AM (0800-0900) and PM (1730-1830) Peak Hour Mode Split Target

Mode	Target Mode Split (AM)	Target Mode Split (PM)
Underground	13%	13%
Bus	12%	11%
Taxi	0%	0%
Car Driver	29%	28%
Car Passenger	6%	6%
Motorcycle	0%	1%
Bicycle	2%	6%
Walk	37%	35%
Total Person	100%	100%

*Source: Peel Centre - Transport Assessment, WSP

These mode splits will be agreed through planning as being realistic and achievable for the proposed development and are therefore realistic and achievable targets.

This mode split target will require refinement once the results of the initial Travel Survey have been reviewed. The agreed residential targets will have an initial five year timeframe from the Year 1 surveys (triggered by reaching 25% occupation). The five year period will continue on a rolling five year (1, 3 and 5) basis if targets are not met (provided that agreed targets are no more onerous than those set out in Table A1) within the initial monitoring period until no later than 5 years from the date of the first occupation of the last residential block to be constructed

Progress towards these targets will be measured through a suite of surveys as set out in detail in the Monitoring and Review of this Residential Travel Plan.

Measures

Introduction

This section details the strategy of the Residential Travel Plan and identifies the 'hard' (engineering) measures incorporated into the design of the Site together with the key services and facilities and the 'soft' (marketing and management) measures which will be implemented as part of the Proposed Development to ensure that sustainable travel behaviour is maximised.

The measures have been grouped into three types as follows:

- 'Hard' engineering measures incorporated into the design of the Site;
- 'Key services and facilities' secured through the Section 106 agreement; and
- 'Soft' marketing and management measures which will be implemented as part of the Proposed Development to ensure that sustainable travel behaviour is maximised.

'Hard' Measures – Site Design

It should be recognised that many physical aspects of the design of new development will influence travel patterns, and will have a significant impact upon reducing dependence upon the private car from the outset (occupation). The hard engineering measures that will be incorporated into the design of the Site are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of each building and landscaping within the Site prior to occupation and will be funded by the developer.

Permeability

Within the Site, the pedestrian environment will be of high quality with the provision of attractive public open spaces; well-maintained and legible routes; lighting; signage and the use of quality materials. Pedestrians would feel safe and secure within the Site with a mixture of uses providing activities both day and night, thus providing natural surveillance.

The pedestrian connections to the wider surrounding network are provided on the main pedestrian desire lines connecting to convenient routes towards local facilities and public transport service access points within the immediate surrounding area, as outlined within Section 3 of this Travel Plan. The permeability of the Site and its proximity to local shops, services and facilities will provide the opportunity for residents within the Site to meet most of their daily needs on foot or bicycle, therefore reducing dependence upon the private car.

Car Parking Provision

The car parking spaces are provided for residents of the Site that will be controlled through a management plan to ensure it is used only by residents and their visitors. Car parking spaces would not be available for commuters and other unauthorised vehicles.

The car park will operate in accordance with a Car Park Management Plan to be secured by planning condition. The operation of the car parking provision within the Site would be enforced by the Site management company as stated above through a private permit system.

Cycle Parking Provision

The provision for alternative transport modes within the Site focus on making walking and cycling realistic alternatives to the private car for short journeys by ensuring good facilities and direct routes for each are provided.

Safe and secure cycle parking will be within the Proposed Development to exceed the demands of residents and visitors to the Site in line with both TfL and LBB standards. The usage of cycle parking will be monitored as part of the overall monitoring strategy on the site.

Key Services and Facilities

A number of key services and facilities to compliment the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes. Details of each of the proposed key services are set out in turn below:

Car Park Management

Residents will be given the opportunity to purchase the right to park within the Site. Car parking spaces will be controlled by on-site management and managed in such a way as to ensure that they are used for authorised parking only and that any use by commuters using the nearby connections to public transport facilities is actively discouraged.

Details of the car parking allocation and management strategy will be communicated at the sales and induction stage and will be included within all marketing material produced for the Site.

Provision of Broadband Access in Homes

All homes within the development will be able to access broadband subject to signing up to an Internet Service Provider. This would provide residents with the ability to consider working from home, web based shopping and access to travel information and service information.

Personalised Journey Planning

The residential Travel Plan Coordinator will provide personalised Travel Planning advice to residents of the development. The TPC will provide information to identify routes to public transport services for residents travelling to work, schools and other key facilities. This will therefore facilitate the use of public transport, walking and cycling.

Facilities for Mobility Impaired Persons

The personalised journey planning service detailed above will also extend to cover the specific journey planning requirements of mobility impaired persons residing within the Site.

Car Club

The feasibility of implementing a car club within or adjacent to the Site has been investigated and up to 8 vehicles will be provided – see Appendix G of the Transport Assessment. This will be particularly useful for residents who only need to use a car occasionally, such as making a ‘big shop’ at the supermarket, or a late-night journey, whilst preferring to walk, cycle or use public transport at other times.

Deliveries

The Site management office will provide a facility to allow deliveries of small items to be made to the private tenure units within the Site during the day, even when residents are not at home. The estate management will be responsible for signing for deliveries and storing packages in secure locations until they are picked up and signed for by the intended recipient. Deliveries of perishable items will not be accepted by Site management.

The provision of this service will therefore contribute to reduce the number of repeat deliveries to the Site or the need for residents to make additional journeys to collect undelivered packages by car. This service will be operational on first occupation of the Site.

‘Soft’ Measures - Marketing and Promotion

The location of the Site, its design and proximity to public transport services and future facilities / amenities within the surrounding area should create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Full details of proposed the communication strategy is set out below:

Website Information

Links to relevant public transport travel information websites will be provided to residents along with the ability to connect to the internet. Such information links include:

- TfL journey planner; specific public transport operators; and London Borough of Barnet websites; and
- Ticket / Travelcard ordering facility including Oyster Auto-top up services.

An electronic version of the travel pack and travel leaflets including promotional details of the key services and facilities being provided will be available.

Promoting Cycling

Encourage the creation of a site wide Bicycle Users Group (BUG) for residents providing the opportunity for cyclists to meet informally and discuss cycling related issues, such as safe cycle routes within the surrounding area.

Reasonable endeavours will also be made to induce local cycle retailers to provide discounts on cycles, cycle equipment and servicing to residents.

Residential Travel Pack

Every resident will be provided with a Travel Pack upon occupation as this will also contain information on the facilities within the Site for the duration of the Travel Plan. If new residents were to move to the Site, then they would also receive a copy of the Travel Pack. The welcome pack will contain details of the cycling, walking and public transport routes to key local facilities, plus current timetables for local bus and rail services. A key role of

the welcome pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- **Promotion of key services and facilities:** Full details of the key services and facilities provided by the Travel Plan will be included within the Welcome Pack.
- **Promote membership to the London Cycling Campaign (LCC):** Promote the LCC which is a cyclists' organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough and organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at over 115 bike shops in London; exclusive cycle theft insurance packages; free third party insurance for damage or injury up to the value of £1 million; access to local LCC borough groups; and free legal advice. The details of the local LCC group together with membership information will be included within the resident welcome pack.
- **Promotion of Web Based Working from Home:** The Travel Plan will encourage the use of web-based working from home for residents to reduce the need to travel whilst providing benefits for the mobility impaired.
- **Promotion of Car Share Clubs:** Details of car sharing websites such as <http://www.carplus.org.uk> and www.liftshare.com will be included within the welcome pack.
- **Promotion of Car Clubs:** Details of Car Club provided within the site will be included.

The welcome pack will also invite those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration. The TPC will also be able to provide personalised Travel Planning advice to residents if required. A copy of this information pack will also be provided within the residential lobby of each building.

Community Notice Boards

Community notice boards providing travel and community information to residents within the Site will be placed in prominent locations.

Maps of the immediate local area will be displayed on the communal notice boards identifying locations of cycle parking, car club bays and public transport service access points. The notice boards will also be used to inform residents of any new travel initiatives or events organised by the STM and TPC.

Monitoring and Review

A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Sustainable Travel Manager with assistance from the Travel Plan Co-ordinator.

Monitoring

The STM and TPC will arrange the initial full multi-modal travel survey to be undertaken for the residential element of the Site once a trigger point of 25% occupation is reached.

The travel survey will then be undertaken at the first, third and fifth year after the trigger point has been reached. The specification and timing of the travel surveys will be agreed within the London Borough of Barnet prior to being undertaken (and will be undertaken at the same time as surveys for other uses on the site covered by the Framework Travel Plan where possible), however it is envisaged that they will comprise the following elements:

- Management questionnaire to identify Site specific details (to be completed by the on-site management company);
- Classified vehicle counts for every 15 minute time period undertaken at the vehicular access to the residential car parks within the Site (weekday);
- Pedestrian counts at the pedestrian access points into the Site;

-
- Questionnaire surveys of residents within the Site to identify the mode share of the Site, focusing on reasons for car use and barriers to more sustainable travel in the longer term; and
 - Visitor questionnaire surveys.

Monitoring will continue on a rolling five year (1, 3 and 5) basis if targets are not met within the initial monitoring period until no later than 5 years from the date of the first occupation of the last residential block to be constructed.

Review

The STM will report the survey results to LBB within one month of each survey. Borough officers together with TfL and the STM will then review the results and, if appropriate, revise the target accordingly. The results of the travel survey and revised targets will be included in the subsequent revision of this Travel Plan.

Action Plan

The programme for the implementation of the Travel Plan measures for the proposals will be produced, as and when they are brought forward for the Site.

The action plan for the Site will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated by the STM to reflect the outcome of consultation with the local planning authority, once the first full multi modal travel survey has been completed. The action plan for the Proposed Development is set out in Table A2 below.

Table A2: Action Plan

Action	Target (values)	Target Date	Funding	Indicator/ Measured by/	Responsibility
Appointment of Sustainable Travel Manager and Travel Plan Coordinators and training of sales & induction staff	N/A	Prior to occupation	Developer	Appointment of STM and TPCs by target date and details provided to LBB	Developer
Implementation and communication of car park management strategy	N/A	Prior to occupation	Developer	Inclusion of car park management strategy in marketing documentation	Developer/ STM
Provision of 'hard' engineering measures (Cycle parking & Car parking)	Car parking spaces provided for the residential use Cycle parking spaces will be provided in accordance to Local and Regional Policy Standards	Prior to occupation (phased)	Developer	Completion of on-Site car and cycle parking	Developer
Investigation of the operation of a car club	Establish interest from car club operators	Prior to occupation	Developer	Response from car club operator	Developer
Provision of Broadband access in Homes	All homes to be broadband enabled	Prior to occupation	Developer	Resident travel survey / questionnaire.	Developer
Residential travel packs	The welcome pack will be contained on the Site website which can be viewed by all residents	Upon occupation	Developer	Resident travel survey	STM / TPC
Undertake initial travel surveys	N/A	Within 1 month of reaching 25% occupation of Site	Developer	Receipt of survey results	STM / TPC
Agree target values for mode split with LBB	Target subject to negotiations with LBB	1 month after initial travel survey undertaken	Developer	Receipt of written agreement of targets.	STM / TPC
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results with LBB	N/A	Every other anniversary of the initial travel surveys	Developer	Receipt of survey results	STM / TPC
Achieve target mode split	Table A1	5 years after initial travel survey (25% occupation)	Developer	Multimodal resident travel surveys conducted in years 1, 3 and 5.	STM / TPC

Appendix B School Travel Plan

Objectives and Principles

The School Travel Plan will be supported by a number of objectives and principles:

- To ensure that all students and staff members of the proposed School are made aware of the Travel Plan;
- To encourage the use of non-car modes of transport of Staff and Students travelling to the proposed School;
- To promote healthy lifestyles by increasing activity due to walking and cycling;
- To reduce the single occupancy car mode share; and
- To maintain direction and progress in Travel Planning through continued management and review.

Targets

TfL provide recommendations on the requirements of targets as follows:

- Should be SMART (Specific, Measureable, Attainable, Realistic, and Time-bound), and should link to the objectives of the Travel Plan;
- Should enable measurement of success in achieving objectives of the Travel Plan;
- Enable enforcement; and
- A minimum five-year time frame, with interim targets at year three of implementation (year one, three and five targets are required as a minimum). For larger developments, an extended monitoring period may be required and targets may need to be set beyond five years.

The forecast mode share is calculated from the trip generation shown in the Transport Assessment. This is considered to be an appropriate target for the Travel Plan for the Proposed Development, as the level of trips assessed within the TA will be agreed through planning as being acceptable. This level of trip generation is considered to be acceptable, and does not have a material impact upon the surrounding transport network and mitigation has been identified where appropriate. The specific mode split target for the AM peak hour is provided in Table B1.

Table B1 AM and School PM Peak Hour Mode Split Target

Mode	AM Target Mode Split	
	Inbound	Outbound
Underground	1%	1%
Bus	16%	14%
Taxi	0%	0%
Car Driver	11%	24%
Car Passenger	9%	0%
Motorcycle	0%	0%
Bicycle	4%	8%
Walk	59%	52%
Total Person	100%	100%

*Source: Peel Centre - Transport Assessment, WSP

These mode splits will be agreed through planning as being realistic and achievable for the proposed development and are therefore realistic and achievable targets.

This mode split target will require refinement once the results of the initial Travel Survey have been reviewed. The agreed school targets will have an initial five year timeframe from the Year 1 surveys (triggered by the school first operating with at least a full one-form entry throughout all year groups). The five year period will continue on a rolling five year (1, 3 and 5) basis if targets are not met (provided that agreed targets are no more onerous than those set out in Table B1) within the initial monitoring period until no later than 5 years from the date of the school first operating with full three-form entry throughout all year groups.

Progress towards these targets will be measured through a suite of surveys as set out in detail in the Monitoring and Review of this School Travel Plan.

Measures

Introduction

This section details the strategy of the School Travel Plan and identifies the 'hard' (engineering) measures incorporated into the design of the School together with the key services and facilities and the 'soft' (marketing and management) measures which will be implemented as part of the Proposed Development to ensure that sustainable travel behaviour is maximised.

The measures have been grouped into three types as follows:

- 'Hard' engineering measures incorporated into the design of the School;
- 'Key services and facilities' secured through the Section 106 agreement; and
- 'Soft' marketing and management measures which will be implemented as part of the Proposed Development to ensure that sustainable travel behaviour is maximised.

‘Hard’ Measures – Site Design

It should be recognised that many physical aspects of the design of new development will influence travel patterns, and will have a significant impact upon reducing dependence upon the private car from the outset (occupation). The hard engineering measures that will be incorporated into the design of the Site are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of each building and landscaping within the Site prior to occupation and will be funded by the developer.

Accessibility

The proposed location for the school will provide access to convenient routes to and from local facilities and public transport service access points within surrounding area and should reduce dependence on the private car.

Pedestrian and Cycle Routes

The access routes on two sides of the proposed school location are to be designated as routes for pedestrian and cycle access only. These routes will also be adjacent to a significant area of green space. This arrangement should encourage an increase in the share of trips made on foot and by bicycle.

Cycling

Thus, it is recommended that the provision of adequate safe storage for cycles is made for pupils and staff who wish to cycle to school. Coupled with this, the installation of lockers which are large enough to store cycle helmets should also be implemented. For staff, the provision of showers and changing areas should be provided, as this may encourage more staff to cycle.

Pupil Drop-off

The primary school is proposed to be located at the rear of the Site with local residential roads available close to the school buildings. It is recognised that a number of parents will wish to drive children to school and a provision will be made for drop-off and pick-up parking on the roads close to the school. Parking will be available within blocks of car parking within the landscape and alongside the residential roads. Local restrictions managed by the Estate team will be in place to ensure on-street parking spaces are vacant at key school drop-off and pick up times.

‘Soft’ Measures

The location of the School, its design and proximity to public transport services and student homes within the surrounding area should create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Details of the communication strategy for the proposed School are set out below.

It should be noted that most schools now use email and web based communications to keep existing and prospective pupils as well as parents up to date.

School Website

- Links to relevant public transport travel information will be provided on the School's website. This will include links to:
 - TfL Journey Planner;
 - Google Maps and Travel Routes; and
 - Cycle Network and Safe Cycling Websites.

School Notice Boards

- School notice boards providing travel and community information to staff, parents and pupils will be incorporated into the school's website and placed in prominent locations within the school.
- Maps of the immediate local area will be displayed on the School notice boards identifying locations of cycle routes and parking, and public transport service access points. The notice boards will also be used to inform staff, parents and pupils of any new travel initiatives or events organised by the TPC, which would also be incorporated into the school's website.

School Travel Pack

- Every staff member and pupil will be provided with a website link to the School's Travel Pack. The Travel Pack will contain a high quality map of the surrounding area, showing cycling, walking and public transport routes to key local facilities, plus current timetables for local bus and rail services. A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:
 - **Promotion of key services and facilities:** Full details of the key services and facilities provided by the Travel Plan will be included within the Travel Pack;
 - **Promotion of health benefits associated with alternative modes of transport:** The travel pack will provide details of the health benefits associated with walking and cycling;
 - **Details of carbon foot-printing:** provision of details of established Act on CO2 carbon calculator and information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage; and
 - **Promotion of Car Share Clubs:** It is recognised that for some pupils there will be no other option available that to travel by car. Where this is the case, people will be encouraged to car share with fellow pupils. Details of the following car share databases will be provided, <http://www.carplus.org.uk> and www.liftshare.com
- The Travel Pack will also invite those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

Stagger the profile of arrival and departure times

It is recognised that there are opportunities to stagger school arrival and departure times. This would reduce the demand within individual time periods for all modes of travel.

A school Breakfast Club would be open to all students. It is envisaged that not all students would take up this opportunity which would result in a staggering of student arrivals; and

Extra-curricular Clubs which could include sports clubs which would take place at the end of the school day. It is envisaged that a different activity / club could be run on each day of the week. As a result, school departures could be staggered with those not taking part in activities leaving at approximately 1530 and those who are leaving say, an hour later.

Promotion

New pupils and parents, and new staff should receive information on travel options, as well as the aims and objectives of the School Travel Plan as part of a Welcome Pack. Information on walking, cycling and car free-events, as well as how to register with the car-share database should be posted on notice boards, school newsletters, parents' meeting and potentially on the School's website (if one is available) can also be used to disseminate such information. Letters home, posters and displays of pupils work can be used to raise awareness of the School Travel Plan objectives and the health benefits of walking and cycling.

Success of the School Travel Plan will also rely on the co-operation of school pupils, parents and staff with one another and the TP coordinator. Their involvement will be encouraged through liaison with School Travel Plan Co-coordinator and local authority representatives. Regular meetings with such representatives can further provide the opportunity for pupils and staff feedback and general liaison on matters relating to travel.

Bus timetable information, maps showing cycle and walk routes (annotated with distances) should also be provided in school newsletters, letters home, school website (if available), notice boards and areas where pupils and staff are likely to gather, such as school canteens and staff room.

Monitoring and Review

A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Sustainable Travel Manager with assistance from the Travel Plan Co-ordinator.

Monitoring

The STM and TPC will arrange the initial full multi-modal travel survey to be undertaken for the School once a trigger point a minimum of one form entry throughout all year groups is reached.

The full multi-modal travel survey will then be undertaken at the first, third and fifth year after the after the trigger point has been reached. The specification of the multi-modal surveys will be agreed within LBB prior to being undertaken.

The travel survey will then be undertaken at the first, third and fifth year after the trigger point has been reached. The specification and timing of the travel surveys will be agreed within the London Borough of Barnet prior to being undertaken (and will be undertaken at the same time as surveys for other uses on the site covered by the Framework Travel Plan where possible), however it is envisaged that they will comprise the following elements:

Review

The STM will report the survey results to LBB within one month of each survey. Borough officers together with TfL and the STM will then review the results and, if appropriate, revise the target accordingly. The results of the travel survey and revised targets will be included in the subsequent revision of this Travel Plan.

Action Plan

The programme for the implementation of the Travel Plan measures for the proposals will be produced, as and when they are brought forward for the School.

The action plan for the Site will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated by the STM to reflect the outcome of consultation with the local planning authority, once the first full multi modal travel survey has been completed. The action plan for the Proposed Development is set out in Table B2 below.

Table B2: Action Plan

Action	Target (values)	Target Date	Funding	Indicator/Measured by/	Responsibility
Appointment of STM and TPC	N/A	TPC to be appointed prior to opening	School	Appointment of roles by target date and details provided to LBB	School
Promote sustainable transport at open evenings, student interviews, & emails / newsletters	Student awareness of sustainable transport options prior to enrolment	Prior to occupation and annually	School	School travel survey	School
Provision of 'hard' engineering measures (Cycle parking)	Cycle Parking will be provided in accordance to Local and Regional Policy Standards	Prior to occupation	Developer of School	Completion of car and cycle parking	School
Stagger the profile of arrival and departure times	Availability of Breakfast club and extra curricular activities	Upon occupation	School	Uptake of Breakfast club and extra curricular activities	School
Production of School travel packs	Information published on school web site	Prior to occupation	School	School travel survey	School / TPC
Personalised Travel Planning	Carry out personalised travel planning with all students and staff members	Upon occupation	School	Annual Personalised Travel Planning Review	STM / TPC
Undertake initial travel surveys and analysis	N/A	Within 3 months one-full form entry being occupied	School	Receipt of survey results	STM / TPC
Agree target values for mode split with LBB	Target subject to negotiations with LBB	1 month after initial travel survey undertaken	School	Receipt of written agreement of targets.	STM / TPC
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results with LBB	N/A	Every other anniversary of the initial travel surveys	School	Receipt of survey results	STM / TPC
Achieve target mode split	Table B1	5 years after initial travel survey	School	Multimodal travel surveys conducted in years 1, 3 and 5.	STM / TPC

Appendix C Retail (Supermarket) Travel Plan

Objectives and Principles

The objectives and principles for this Retail Travel Plan have been drafted as follows:

- Encouraging good design principles that open up the permeability of the Site for walking and cycling;
- To raise awareness and increase the attractiveness of alternative modes of transport available to and from the Site for employees. It is important to promote the benefits associated with walking and cycling for short journeys; and
- Reduce traffic generated by the Site to lower levels of car trips than would be produced for a Site without a Travel Plan.

Targets

TfL provide recommendations on the requirements of targets as follows:

- Should be SMART (Specific, Measureable, Attainable, Realistic, and Time-bound), and should link to the objectives of the Travel Plan;
- Should enable measurement of success in achieving objectives of the Travel Plan;
- Enable enforcement; and
- A minimum five-year time frame, with interim targets at year three of implementation (year one, three and five targets are required as a minimum). For larger developments, an extended monitoring period may be required and targets may need to be set beyond five years.

The forecast mode share is calculated from the trip generation shown in Table 11.8 within the Transport Assessment. This is considered to be an appropriate target for the Travel Plan for the Proposed Development, as the level of trips assessed within the TA will be agreed through planning as being acceptable. This level of trip generation is considered to be acceptable, and does not have a material impact upon the surrounding transport network and mitigation has been identified where appropriate. The specific mode split target for staff travelling in the AM and PM peak hours is provided in Table C1.

Table C1 Average AM (0800-0900) and PM (1730-1830) Peak Hour Mode Split Target

Mode	Target Mode Split (AM)	Target Mode Split (PM)
Underground	13%	11%
Bus	20%	16%
Taxi	0%	1%
Car Driver	13%	19%
Car Passenger	4%	12%
Motorcycle	0%	0%
Bicycle	2%	2%
Walk	47%	39%
Total Person	100%	100%

*Source: Peel Centre - Transport Assessment, WSP

These mode splits will be agreed through planning as being realistic and achievable for the proposed development and are therefore realistic and achievable targets.

This mode split target will require refinement once the results of the initial Travel Survey have been reviewed. The agreed targets will have an initial five year timeframe from the Year 1 surveys (triggered at nine months from first occupation). The five year period will continue on a rolling five year (1, 3 and 5) basis if targets are not met (provided that agreed targets are no more onerous than those set out in Table C1) within the initial monitoring period until no later than 10 years from the date of the first survey.

Progress towards these targets will be measured through a suite of surveys as set out in detail in the Monitoring and Review of this Retail Travel Plan.

Measures

Introduction

This section outlines the 'hard' (infrastructure) and 'soft' (travel management) measures that will be implemented for the supermarket element of the Site to maximise sustainable travel behaviour.

It outlines the overarching measures which will be implemented on Site in order to achieve the objectives identified above. These measures are applicable to all land uses within the Site and therefore form the core of the Travel Plan. The measures have been grouped into three types as follows and considered in turn in the following sections:

- 'Hard' engineering measures incorporated into the design of the Site;
- Key services and facilities secured through the Section 106 agreement; and
- 'Soft' marketing and management measures which will be implemented as part of the Proposed Development to ensure that sustainable travel behaviour is maximized.

'Hard' Measures – Site Design

Many physical aspects of the design of a new development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the Site are set out below. It should be noted that appropriate hard engineering measures will be provided prior to occupation of the Site and will be funded by the developer.

Location

Given the Site location within the LBB, together with the foodstore's "good" public transport accessibility, it is considered that there is great scope for sustainable travel due its access to a wide range of transport choices in the surrounding area. Furthermore the context of the Site location within the LBB has the potential to encourage walking and cycle trips, given the walkability of the area and cycle links to destinations further afield.

Permeability

Pedestrian access points will be provided around the Site perimeter such that pedestrians are able to enter the public realm or the buildings themselves, (as set out in the parameter plans which accompany the application). It should be noted that all surfaces and entrances will be designed such that they are able to accommodate wheelchair users. The Site has been designed to meet the requirements of Part M of the Building Regulations and Equality Act 2010. The wider development has been designed to be highly permeable, this will be achieved through the creation of a number of interconnected streets, and the proposals for pedestrian and cycle routes throughout the Site which will connect to the roads surrounding the Site.

A new connection will be introduced with the provisional Peel Link for pedestrians and cyclists to link the Site to areas to the south of the Site.

Car Parking Provision

It is proposed that 130 car parking spaces will be set aside for the visitor and retail elements of the Site. It is envisaged that this level of car parking will encourage travel by sustainable modes.

Cycle Parking Provision

Cycle parking will be provided to a level to meet the requirements of TfL and the London Borough of Barnet.

The cycle parking spaces will be provided within the basement or the landscaped areas, with it being ensured that they are secure, sheltered and located within the Site buildings. The supermarket will provide shower facilities and lockers are also provided for use by staff.

Proposed cycle parking facilities caters for significant growth in cycle trips. The provision of cycle facilities will promote cycling and encourage employees to cycle to work.

Key Services and Facilities

A number of key services and facilities to compliment the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes. Details of each of the proposed key services are set out in turn below:

Cycle to Work Scheme

The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax free basis will be promoted to all retail occupiers for the benefit of their staff. Funding for this will be provided by the supermarket.

Details of the scheme will be included within the commercial travel pack that will be made available to employees of the foodstore upon occupation.

Cycle to Work Week

A cycle to work week will be organised by the Travel Plan Coordinator. The cycle to work week will be funded by the retail occupier to promote cycling to staff within the retail buildings. The event will be held within 12 months of the opening of the foodstore; and annually thereafter for a minimum period of 5 years. The event will be co-ordinated with the National Bike Week, where timescales permit.

Interest Free Season Ticket Loans for Employees

The occupier would be encouraged to provide and promote the availability of employee interest free loans for the purchase of public transport season tickets. The provision of interest free season ticket loans will be publicised (where appropriate) within the retail travel leaflets and internally at the foodstore.

Personalised Journey Planning

The Travel Plan Coordinator (with assistance from the Site based representatives) will provide personalised Travel Planning advice to employees. The TPC will identify routes to public transport services for employees travelling into work. This will therefore promote the use of public transport.

Facilities for Mobility Impaired Persons

The personalised journey planning service detailed above will also extend to cover the specific journey planning requirements of mobility impaired persons residing within the Site.

Sustainable Delivery Initiatives

Sustainable delivery initiatives will also be pursued where practicable. Such initiatives could include the synchronisation of deliveries from common suppliers therefore reducing both the number of deliveries to the Site whilst simultaneously reducing the economic and environmental costs associated with Light Goods Vehicle (LGV) and Heavy Goods Vehicle (HGV) deliveries.

This initiative will rest with the individual businesses on the Site but can be encouraged and coordinated by the Travel Plan Coordinator. Further details will be provided in the 'Delivery and Servicing Management Plan.'

'Soft' Measures - Marketing and Promotion

The location of the Site, its design and proximity to public transport services and future facilities / amenities within the surrounding area should create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Full details of proposed the communication strategy is set out below:

Retail Travel Leaflets

Retail travel leaflets or email equivalents will be distributed to employees. The leaflets will be produced by the Travel Plan Coordinator, funded by the developer, and branded where appropriate.

A key role of the retail travel leaflet will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- **Access initiatives:** The Travel Leaflet will contain a high quality map of the Site vicinity, showing cycling, walking and public transport routes to / from the Site, together with the locations of key local facilities such as shops, services and restaurants – all of which will be accessible on foot. Additional sources of further information such as TfL's Journey Planner website will also be provided.
- **Promotion of key services and facilities:** Details of the key services and facilities such as details of the location of cycle parking / maintenance facilities provided will be included within the Travel Leaflet. Sources of more detailed further information will also be included.
- **Promotion of health benefits associated with alternative modes of transport:** The travel leaflet will provide details of the health benefits associated with walking and cycling regularly.
- **Promotion of Barclays Cycle Hire Scheme:** The Barclays Cycle Hire scheme, which launched in the Summer of 2010, will be promoted to the employees. The scheme is a public bicycle sharing scheme for short journeys in and around central London, enabling users to travel by bicycle between any one of over 400 docking stations provided throughout the central London area. Bikes are available for use 24 hours per day 7 days per week. The nearest docking stations to the Site will also be identified within the travel leaflet.
- **Promotion of employee initiatives:** Details of car sharing websites such as <http://www.carplus.org.uk> and www.liftshare.com will be included for employees, together with information regarding the national cycle to work scheme and the availability of interest free season ticket loans (subject to occupier agreement).

The retail travel leaflet will also invite those persons wishing to raise specific transport-related matters to discuss them with the appropriate Travel Plan Co-ordinator for consideration. The Travel Plan Co-ordinator will also be able to provide personalised Travel Planning advice to employees if required.

A copy of the retail travel leaflet will be available from the Travel Plan co-ordinator. An electronic version of the travel pack and travel leaflets including promotional details of the key services and facilities being provided will be available.

Site Website

Links to relevant public transport travel information will be provided on the Site's website, together with an electronic version of the welcome pack including promotional details of the key services and facilities being provided.

Employee Notice Boards

Employee notice boards providing travel information will be placed in prominent locations. Maps of the immediate local area will be displayed on the employee notice boards identifying locations of cycle parking, car club bays and public transport service access points. The notice boards will also be used to inform employees of any new travel initiatives or events organised by the TPC.

Monitoring and Review

A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Sustainable Travel Manager with assistance from the Travel Plan Co-ordinator.

Monitoring

The STM and TPC will arrange the initial travel survey to be undertaken for the Site within nine months occupation of the supermarket (or in line with the annual residential survey of that year). This would allow the travel surveys to be coordinated with other land uses on site. This approach would also allow time for the supermarket to become established.

The travel survey will then be undertaken at the first, third and fifth year after the trigger point has been reached. The specification and timing of the travel surveys will be agreed within the London Borough of Barnet prior to being undertaken (and will be undertaken at the same time as surveys for other uses on the site covered by the Framework Travel Plan where possible), however it is envisaged that they will comprise the following elements:

- Management questionnaire to identify Site specific details (to be completed by the Site management company or managing agent);
- Vehicle parking count (by vehicle type) spread throughout the day;
- Classified vehicle counts (including vehicle occupancy) for every 15 minute time period undertaken at the vehicular access to the car park within the Site (weekday);
- Pedestrian counts at the pedestrian access points into the Site; and
- Self completion questionnaire surveys of employees within the Site to identify the mode share of the Site, focusing on reasons for car use and barriers to more sustainable travel in the longer term, in particular looking for barriers to cycling.

Monitoring will continue on a rolling five year (1, 3 and 5) basis if targets are not met within the initial monitoring period until no later than 10 years from the date of the first travel survey.

Review

The STM will report the survey results to LBB within one month of each survey. Borough officers together with TfL and the STM will then review the results and, if appropriate, revise the target accordingly. The results of the travel survey and revised targets will be included in the subsequent revision of this Travel Plan.

Action Plan

The programme for the implementation of the Travel Plan measures for the proposals will be produced, as and when they are brought forward for the Site.

The action plan for the Site will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated by the STM to reflect the outcome of consultation with the local planning authority, once the first full multi modal travel survey has been completed. The action plan for the Proposed Development is set out in Table C2 below.

Table C2: Action Plan

Action	Target (values)	Target Date	Funding	Indicator/ Measured by/	Responsibility
Appointment of STM and TPCs	N/A	TPC to be appointed prior to opening	Initial appointment funded by occupier.	Appointment of TPC by target date	Developer
Provision of 'hard' engineering measures (Cycle parking & Car parking)	Car parking spaces provided for the retail use. Cycle parking spaces will be provided in accordance to Local and Regional Policy Standards	Prior to occupation	Developer	Completion of on-Site car and cycle parking	Developer
Provision of cycle maintenance facilities	N/A	Prior to occupation	Retail Occupier	Provision of cycle pumps and maintenance tools	Occupier
Cycle to Work Scheme	To make purchase of bicycles and equipment available via salary sacrifice	Organise within 12 months of the first occupation of the supermarket	Occupier	Uptake of scheme	Occupier
Cycle to Work Week	Promotion and delivery of cycle to work week	Organise within 12 months of the first occupation of the supermarket	Occupier	Retail travel survey	Occupier / TPC
Production of Retail travel leaflets including details of key initiatives such as interest free loans and personalised journey planning.	Issue of travel information leaflet to every employee upon occupation (possibly by email)	Upon occupation	Occupier	Retail travel survey	Occupier / TPC
Undertake initial travel surveys	N/A	Within 9 months of the first occupation of the supermarket	Occupier	Receipt of survey results	Occupier / TPC
Agree target values for mode split with LBB	Target subject to negotiations with LBB	1 month after initial travel survey undertaken	Occupier	Receipt of written agreement of targets.	STM / TPC
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results with LBB	N/A	Every other anniversary of the initial travel surveys	Occupier	Receipt of survey results	STM / TPC
Achieve target mode split	Table C1	5 years after initial travel survey (25% occupation)	Occupier	Multimodal travel surveys conducted in years 1, 3 and 5.	STM / TPC

Appendix D ATTrBuTE Score

Better Routes and Places

Travel Plan Comments

Below are comments and scores obtained using the ATTrBuTE tool. We encourage all Travel Plan authors to use ATTrBuTE to build and evaluate their own Travel Plan prior to submission. ATTrBuTE is available free on-line at www.attrbute.org.uk

ATTrBuTE uses both the 'Guidance for residential Travel Plans' and 'Guidance for workplace Travel Plans for development' adopted and published by TfL in March 2008, a requirement of Policy 3C.2 of the London Plan. ATTrBuTE does not predict the outcome of the Travel Plan, nor does it indicate that the Travel Plan is suitable for the location, use and scale of the development.

ATTrBuTE provides a common framework for evaluation and is used to ensure that all elements of the Travel Plan are included. The score indicates whether the information supplied is sufficient, the quality of the information and its effectiveness is evaluated in the relevant comments box. A pass score does not indicate that a Travel Plan is acceptable and will deliver adequate management of the developments transport impacts. Further details of ATTrBuTE can be found in Appendix 8 of the 'Guidance for workplace Travel Plans for development.'

Copy of scores from ATTrBuTE

The development	7/7
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	1
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	1
Does the travel plan include a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	3
Does the travel plan include a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	2
Policy	2/2
Does the travel plan include reference to relevant national, regional and local/borough... a) transport and spatial policy? b) travel planning guidance?	2
Site assessment	3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks and initiatives? b) existing travel initiatives available to all users?	3

Surveys	3/3
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	1
Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	2
Objectives	3/3
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	3
Targets	2/2
Are there targets linking directly to each objective?	1
Have targets appropriate to the phasing of the development been set?	1
TP Co-ordinator	3/3
Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	1
Has the framework travel plan co-ordinator.... a) roles and responsibilities been made clear? b) been allocated a sufficient amount of time to spend on the travel plan?	2
Measures	6/6
Is the action plan clear on how and when travel plans will be developed among occupying organisations?	1
To what extent do the site-wide measures... a) support the objectives of the travel plan? b) reflect the context of the site?	3
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	2
Monitoring	2/2
Is a clear site-wide monitoring programme that adheres to the standardised approach included?	1

Is it clear who is responsible for site-wide monitoring?	1
Securing and enforcement	1/1
Is it clear how the travel plan will be secured?	1
Funding	6/6
Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	3
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	3
Total - PASS	38

Appendix E Glossary of Key Terms

GLOSSARY OF KEY TERMS

KEY TERM	DEFINITION
Active frontages	<p>A building front that promotes activity and encourages movement between the building at public realm level and the adjacent public realm by the way the building front is designed or orientated.</p> <p>A building provides active frontage if the building at public realm level avoids blank walls and includes windows, doors and openings.</p>
Affordable housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
Amenity	Element of a location or neighbourhood that help to make it attractive or enjoyable for residents and visitors.
The Applicant	Redrow Homes London.
The Application	A Hybrid Planning Application for the redevelopment of the Site.
Biodiversity	The variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.
Building line	Where the elevation of a building should meet the ground.
Character	A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.
Code for Sustainable Homes	A national standard for sustainable design and construction of new homes launched in December 2006.
Community Infrastructure Levy (CIL)	A planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force on 6

KEY TERM	DEFINITION
	April 2010 through the Community Infrastructure Levy Regulations 2010.
Comparison shopping	Shops selling comparison goods (including Any other goods, including clothing, shoes, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects).
Convenience shopping	Shopping for everyday, essential items like food, drink, newspapers and confectionary.
Core Strategy	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.
Cumulative impact	A number of developments in a locality or a continuous activity over time that together may have an increased impact on the environment, local community or economy.
Density	In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
Design Principles	The Design Principles set out the principles by which any Reserved Matters Applications would need to follow (for the development of any of the Development Zone defined in the Parameter Plans if they are to be considered acceptable.
The detailed components	Parts of the Proposed Development for which Full Planning Permission is sought.
Development	This refers to development in its widest sense, including buildings, and in streets, spaces and places.
Development Plan	A Development Plan comprises a set of documents that set out the policies and proposals for the development and land use of an area. The relevant Development Plan for LBB is the London Plan (2011), Revised Early Minor Alterations and Further Alterations to the London Plan, and the LBB Local Plan which consists of the Core Strategy (2012) and Development Management Policies (DMP, 2012).
Development Schedule	A schedule which sets out the quantity and mix of development proposed.

KEY TERM	DEFINITION
Development Specification	The Development Specification provides a written account of the Primary Controls (the Proposed Development). It sets out the specification (form, scope and content) of the Application and is intended to inform preparation of the EIA, TA and other assessment work.
Development Zone	Zones identified within the Parameter Plans in which new buildings and key Public Open Spaces can arrive.
Environmental Impact Assessment (EIA)	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
Environmental Statement	Summarises the results of the EIA.
Equalisation Statement	A document which is submitted with each Reserved Matters application in order to ensure that the Proposed Development is built out in accordance with the Primary Control Documents. The Equalisation Statement will confirm that the remaining balance of uses for which Outline Planning Permission has been granted is capable of being delivered in a manner that satisfies the requirements of the Primary Control Documents and any relevant planning conditions or planning obligations.
Foreword	Introductory statement featured at the beginning of each document.
Frontage	Portion of building envelope built out to the Building Line.
Full Planning Permission	A detailed planning application for development.
Gross External Area (GEA)	Residential – This includes Gross External Areas of indoor space of the proposed residential units, core and plant areas on a typical floor level and lobby/entrance areas at ground floor but excludes car parking areas for residential use, cycle stores, refuse stores, concierge facilities, ground floor and basement plants, roof level plant, private terraces and gardens and any balcony space.
Gross Internal Area (GIA)	The area of a building measured to the internal face of the perimeter walls at each floor level.
Habitable rooms	Any room used or intended to be used for sleeping,

KEY TERM	DEFINITION
	cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition.
Hard landscaping	Hard landscaping is the provision of features such as paving, lighting, seating, etc.
Human scale	Providing a high quality environment in which buildings, places and spaces are accessible, easy to navigate and understand. This can be through the use of gateways, focal points and landmarks, as well as ensuring buildings create a positive relationship with street level activity and people feel comfortable within their surroundings.
Hybrid Planning Application	A Hybrid Planning Application is one that seeks Outline Planning Permission for one part and Full Planning Permission for another part of the same site.
The Illustrative Masterplan	The Illustrative Masterplan demonstrates one interpretation of the Specified Parameters.
Inclusive design	Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.
The indicative development phasing	The indicative sequence and timing of demolition and construction works for the Proposed Development. This is provided for assessment purposes only and is subject to change.
Lifetime Homes	The Lifetime Homes Standard is a series of sixteen design criteria intended to make homes more easily adaptable for lifetime use.
Lifetime Neighbourhoods	A lifetime neighbourhood is designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for people to enjoy a fulfilling life and take part in the economic, civic and social life of the community.

KEY TERM	DEFINITION
Limit of deviation	The extent to which defined boundaries and levels may deviate from those shown on plan.
LBB	London Borough of Barnet.
London Plan	The 'London Plan' is the name given to the Mayor of London's spatial development strategy for London.
Marker buildings	Buildings that could play a particularly prominent role in the enclosing of the public realm or marking ends of important vistas useful in navigation and the making of memorable places.
MPS	Metropolitan Police Service.
Mixed use development	Development for a variety of activities on single sites or across wider areas such as town centres.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the government's planning policies for England.
Open space	All Open Space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
The outline components	Parts of the Proposed Development for which Outline Planning Permission is sought.
Outline Planning Permission	The type of planning permission which is being sought for the outline components of the Proposed Development.
Overlooking	A term used to describe the effect when a development or building affords an outlook over adjoining land or property, often causing loss of privacy.
Overshadowing	The effect of a development or building on the amount of natural light presently enjoyed by a neighbouring property, resulting in a shadow being cast over that neighbouring property.
Parameter Plans	The Parameter Plans will define the extent of the proposed routes, spaces and buildings for the outline components against allowable deviations/tolerances.
Phasing	The phased construction of the development into

KEY TERM	DEFINITION
	manageable parts.
Planning obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Sometimes called Section 106 agreements.
Predominantly	Equates to at least 51% of the specified use, length, area, frontage, etc.
Primary Controls	<p>The detailed components of the Proposed Development are set out in the detailed Development Schedule and detailed plans, sections and elevations.</p> <p>The outline components of the Proposed Development are set out in three Primary Control Documents (the Parameter Plans, the Outline Development Schedule, and the Design Principles Document). These documents define the Specified Parameters for the outline components of the Proposed Development and are submitted for approval.</p>
The Proposed Development	The Application ('Hybrid Planning Application') will be made for the Proposed Development.
Public Open Space	Public Open Space is defined as those areas where access for the public is secured by virtue of a legal agreement (irrespective of ownership). In accordance with the definitions set out in the LBTH Open Space Strategy (2006) it does not include areas of water, private residential gardens or incidental areas, such as road verges, or streets (unless these form part of a link in the open space network).
Public Realm	Those parts of a village, town or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares and parks.
Reserved Matters Application	Outline Planning Permission is sought for the Outline Components and reserves details relating to matters of access, appearance, landscaping, layout and scale ('Reserved Matters'), for approval in 'Reserved Matters Applications'.
Retail	Use Classes A1, A2, A3, A4 and A5 as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended).

KEY TERM	DEFINITION
Retail floorspace	Total floor area of the property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas). Refer to Development Specification for permitted floorspace.
Secondary Controls	In addition to the Primary Controls, a number of documents are submitted to provide information to help the Authorities consider the proposals and determine the Application covering both the outline and detailed components. A number of these documents make commitments and recommendations in order to make the Proposed Development acceptable and, where this is the case, it is clearly stated along with the mechanism for securing the commitment (e.g. via a planning condition).
Secured by Design	The national police scheme which aims to minimise crime and opportunities to commit crime through better design of buildings and places.
The Site	The Site to which the Hybrid Planning Application relates.
Soft landscaping	Soft landscaping is the provision of plants, shrubs and trees to improve the quality of the environment.
Specified Parameters	The outline components of the Application are set out in three Primary Control Documents (the Parameter Plans, the Outline Development Schedule, and the Design Principles Document). These documents define the Specified Parameters for the outline components of the Proposed Development and are submitted for approval.
Statement of Community Involvement (SCI)	The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.
Supplementary Planning Document (SPD)	Supplementary Planning Document may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a Development Plan.
Supplementary Planning Guidance	Supplementary Planning Guidance may cover a

KEY TERM	DEFINITION
(SPG)	range of issues, both thematic and site specific and provide further detail of policies and proposals in a Development Plan.
Sustainable community	Places where people want to live and work, now and in the future; that meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.
Sustainable development	This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable urban drainage systems (SUDS)	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
Tall buildings	Tall Buildings are defined in the LBB Core Strategy as buildings of 8-storeys and above.
Town centre uses	Activities which can occur within the neighbourhood centre, including A1-4 uses (shops, financial and professional services, restaurants and cafes), D1 (non-residential institutions including health centres) and D2 (assembly and leisure, including gymnasium).
Wheelchair Accessible Housing	Homes that can be easily adapted for residents who are wheelchair users

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