

PROOF OF EVIDENCE

# Citystyle Fairview VQ LLP

Land Formerly Known as British Gas Works, Albert Road,  
New Barnet, EN4 9SH

June 2022

Appeal Reference: PP-09983846

LPA Reference: 21/3676/FUL

---

Proof of Evidence

---

Ian Dix BSc (Hons), MSc, MCIT, MCIHT

## Contents

1	Introduction .....	1
2	Background.....	4
3	Relevant Policy Considerations.....	22
4	Car Parking .....	32
5	Other Transport Matters.....	47
6	The Rule 6 Party – The New Barnet Community Association.....	50
7	Third Party Comments.....	52
8	Summary and Conclusions.....	57

## Figures

ID2.1	- Site Location Plan
ID2.2	- Local Context Plan
ID2.3	- Local Facilities Plan
ID2.4	- Existing Public Right of Way Crossing
ID2.5	- Future Public Right of Way
ID2.6	- Walking Route: Lawton Road to Cromer Road School
ID2.7	- Walking Route: Cromer Road School to New Barnet Leisure Centre
ID2.8	- Walking Route: Victoria Road to Cromer Road School
ID4.1	- Current PTAL using TfL WebCAT
ID4.2	- 640 metres & 960 metres walking isochrone
ID4.3	- Full Car Driving Licence Holders Aged 17-20 Years
ID4.4	- Existing Parking Restrictions
ID5.1	- Travel Pattern Change as a result of Lockdowns

## Appendices

Appendix ID1	- Existing Public Right of Way
Appendix ID2	- Future Public Right of Way
Appendix ID3	- Stopping Up Notice and Draft Order
Appendix ID4	- Detailed PTAL Calculation

# 1 Introduction

## Witness Introduction

- 1.1 My name is Ian Gordon Dix. I have a degree in Geography with Computing from the University of Lancashire and a Master of Science degree in Transport Planning and Management from the University of Westminster. I am a Chartered Member of the Chartered Institute of Logistics and Transport and a member of the Institution of Highways and Transportation. I have around 32 years' experience in the design and assessment of highway and transport schemes.
- 1.2 I am one of the Founding Directors of Vectos, consultants in traffic and transport, where I have worked since the company was established in October 2011. In March 2021 Vectos became part of the SLR Group and my role continues as a Director. Before this I was a Director of Savell Bird & Axon, consultants in traffic and transport, where I worked for approximately 10 years. Prior to this I worked for Hertfordshire County Council, for over 11 years, with my final post as a Principal Engineer responsible for considering the highway and transportation aspects of major planning applications and local plans.
- 1.3 I have experience of working on a wide variety of development projects in both the public and private sectors including a large number of new residential areas which have been successfully implemented, three examples of which are set out below.
- **Chilmington Green:** This scheme will provide 5,750 new homes in three neighbourhoods, as well as retail, community, social and recreational facilities. Following the submission of the planning application a consortium of housebuilders commissioned Vectos to address transport planning concerns. Vectos' Supplementary Transport Assessment considered timing of major highway improvement works, implementation of site-specific traffic calming measures, bus priority, procurement of a dedicated bus service, and pedestrian and cycle connection to Ashford. The project received a resolution to grant planning permission, subject to finalising a Section 106 agreement, by Ashford Borough Council's Planning Committee in October 2014.
  - **Former TRL Site, Bracknell:** Preparation of a Transport Assessment Report and Travel Plan in support of a planning application for 1,000 residential units on the site with ancillary facilities. This also included the preparation of representations to the Local Development Framework to ensure that the site was allocated as a strategic housing site. This scheme has the benefit of planning consent and is now within the implementation phase with Vectos appointed to undertake the detailed design of the offsite highway works.
  - **Marshgate Drive, Hertford:** This site is located in the centre of Hertford close to the town centre and one of the town's railway stations, Hertford East. The scheme was for 375 residential dwelling comprised of 346 apartments and 29 houses with ancillary uses with 318 car parking spaces. Vectos prepared the Transport Assessment and Travel Plan in support of the planning application and then prepared the transport evidence for the public inquiry when the scheme was refused by the local planning authority. One of the concerns being the level of car parking proposed. It was demonstrated that the proposed level of

parking was suitable for a site in this accessible location and at the appeal was allowed. The scheme is now under construction.

- 1.4 I understand my duty to the Inquiry to help the Inspector on matters within my expertise and that this duty overrides any obligation to the person from whom I have received instructions or by whom I am paid. I have complied, and will continue to comply, with that duty. I confirm that the evidence in this note identifies all facts which I regard as being relevant to the opinion that I have expressed, and that the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion. I believe that the facts stated within this proof are true and that the opinions expressed are correct.

### **Involvement in the Project**

- 1.5 An application for full planning permission was submitted to the London Borough of Barnet (LBB) on 2 July 2021 and validated the same day (ref. 21/3676/FUL). The application proposed the following:
- “Redevelopment of the site to provide 539 residential units (Use Class C3) within 13 buildings ranging from 4 to 7 storeys, with 267.1sqm of retail/commercial space and 112.7sqm of community space (Use Class E and F) at ground floor, new public realm with communal landscaped amenity areas, alterations and additions to existing highways arrangements plus the removal of existing elevated footbridge and creation of new pedestrian routes, 334 car parking spaces (including car club and accessible provision) with basement and surface level provision, secure cycle parking, servicing and other associated development”
- 1.6 I was commissioned by Citystyle Fairview VQ LLP to provide highway and transport advice in relation to the proposed development of the site. This was from the early stages of the project including providing advice on the design of the scheme producing the supporting documentation for the planning application, including the Transport Assessment (**CD1.13**) and the post submission discussions with LBB.

### **Reasons for Refusal**

- 1.7 The application was reported to the Planning Committee on 22nd February 2022 (**Core Document (CD)3.1**) with an Officers' recommendation that planning permission should be granted subject to the completion of a S106 Agreement. However, Members of the Committee resolved to refuse planning permission for three reasons. To date, no decision notice has been issued. Although none of the three Reasons for Refusal specifically related to transport there is a transport element within the third Reason for Refusal:

*In the absence of a Section 106 Agreement, the application does not include a formal undertaking to enable an amendment to the Traffic Regulations Order and to secure the planning obligations which are necessary to make the application acceptable.*

- 1.8 On 16<sup>th</sup> June 2022 the Council's Strategic Planning Committee resolved to withdraw reason for refusal 2 concerning living conditions.
- 1.9 My evidence considers this reason for refusal in detail including the transport related policies referred to.

- 1.10 At the time of preparing my evidence a draft S106 Agreement (**CD14.9**) had been prepared and was under discussions with LB Barnet with the expectation that this would be agreed before the inquiry commences. The draft S106 Agreement includes all of the transport related planning obligations sought by the Council and agreed by the Appellant.

### **Rule 6 Party**

- 1.11 In addition to the Council, the New Barnet Community Association (NBCA) has been accepted as a Rule 6 party and has prepared a Statement of Case for the inquiry (**CD7.3**). Within this NBCA raise some transport related matters and these are considered in Section 6 of my evidence.

### **Third Parties**

- 1.12 A number of third parties made comments in response to the planning application for the proposed development. The transport related comments are considered in Section 7 of my evidence.

### **Statement of Common/Uncommon Ground (SoCUG)**

- 1.13 At the time of preparing my evidence SoCUGs were under discussion with the Council (**CD7.5**) and with NBCA (**CD7.6**) and where relevant this is referred to in my evidence.

### **Structure of Evidence**

- 1.14 My evidence undertakes a short review of the transport aspects of the proposed development, considers the accessibility of the development site in detail and then considers other transport matters including comments made by third parties to the proposed development.
- 1.15 The remainder of my evidence is structured as follows: -
- **Section 2** – Background;
  - **Section 3** – Relevant Policy Considerations;
  - **Section 4** – Vehicle Parking;
  - **Section 5** – Other Transport Matters;
  - **Section 6** – New Barnet Community Association;
  - **Section 7** – Third Party Objections; and
  - **Section 8** – Summary and Conclusions.

## 2 Background

### Proposed Scheme

2.1 The transport element of the proposed scheme is set out in detail the Transport Assessment that was submitted in support of the planning application (**CD1.13**) including access.

### Site Location

2.2 The site location is shown in the wider and local contexts in **Figures ID2.1 and ID2.2** below including the location of identified key junctions and the local transport facilities.

**Figure ID2.1: Site Location Plan**

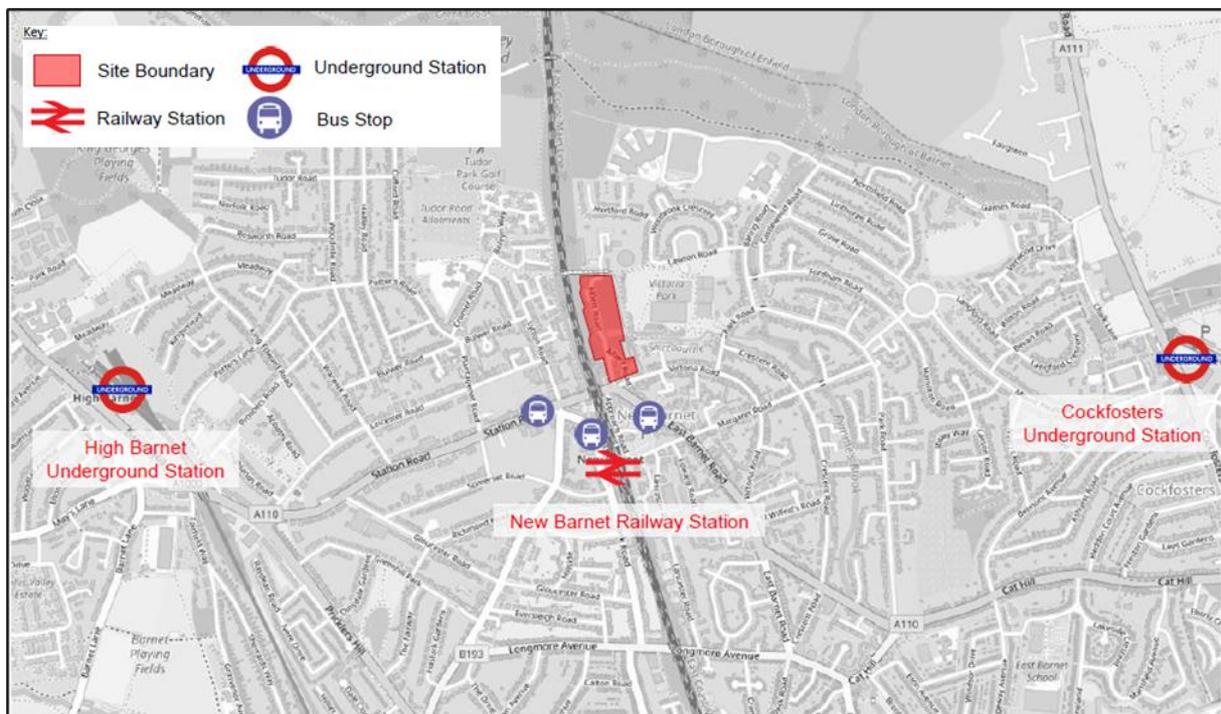
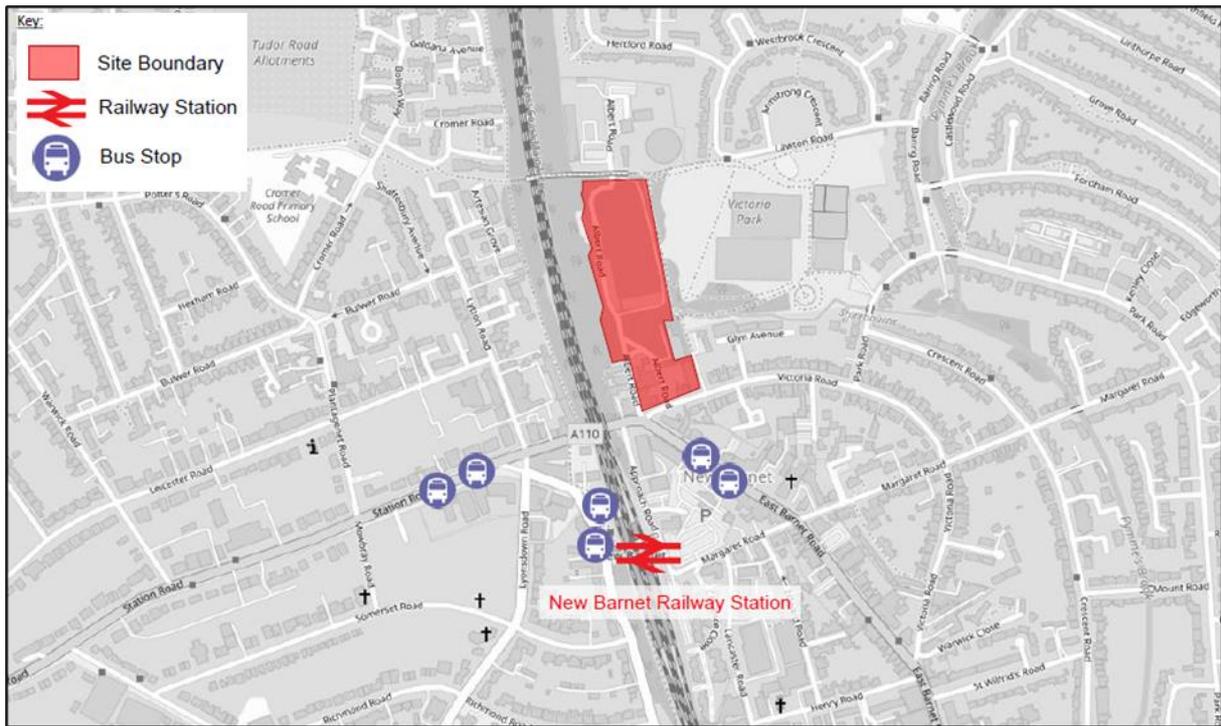
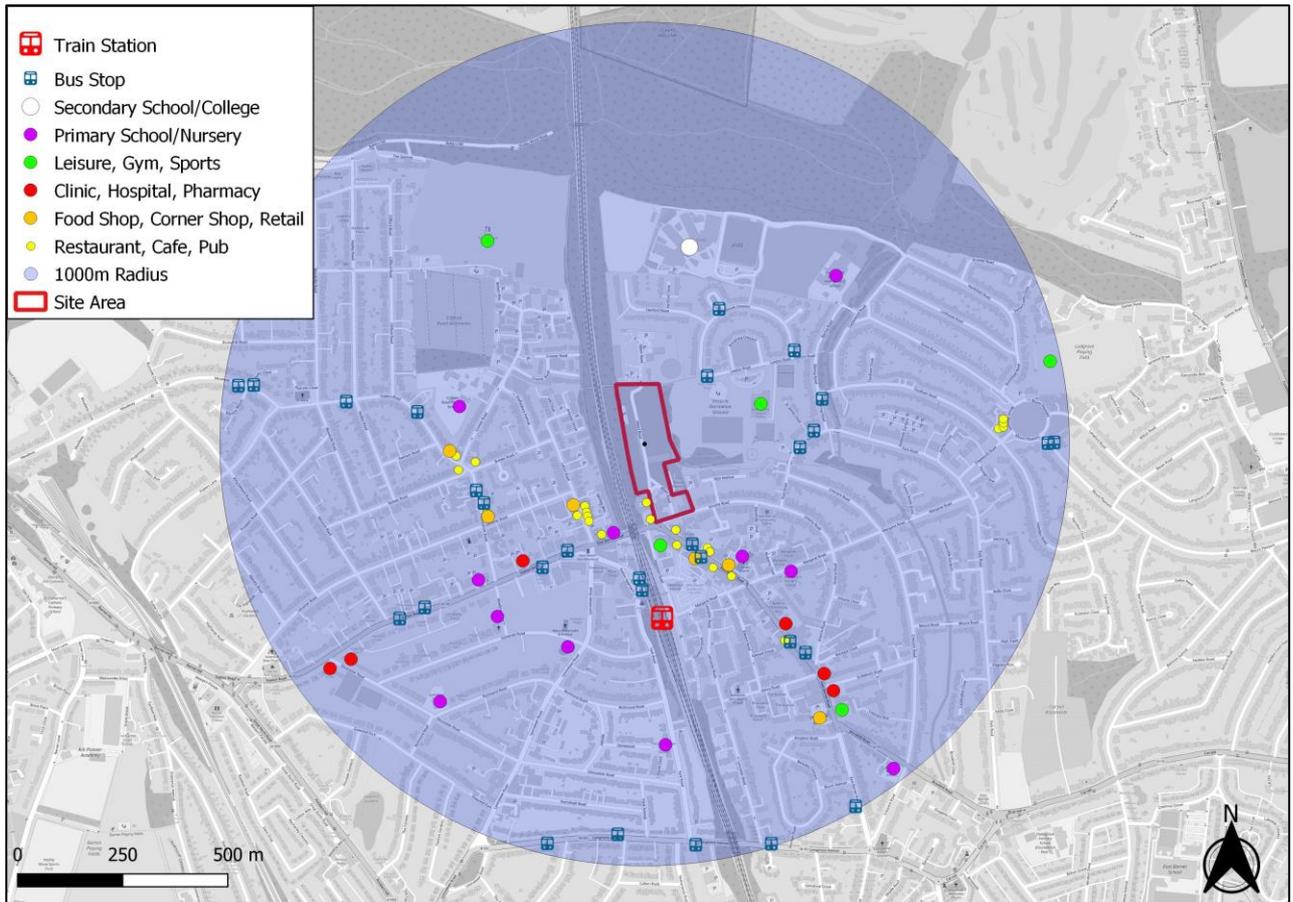


Figure ID2.2: Local Context Plan



2.3 As demonstrated in the assessment work and detailed in my evidence the site is in an accessible location and the proposed package of transport measures will further enhance this. The local facilities surrounding the site are shown in **Figure ID2.3**.

Figure ID2.3: Local Facilities Plan



- 2.4 In addition to the local transport facilities there are a wide variety of local facilities available within a reasonable walking distance of the site.
- 2.5 As set out in paragraph 3.4 of the SoCUG with the Council (**CD7.5**) the site is located within a short walking distance of both the local train station and local bus stops:

*The nearest national rail station to the site is New Barnet Station. The station is located 270m walking distance from the site frontage (if using the Nirvana Close footpath) with Great Northern and Thameslink providing regular services towards destinations such as Welwyn Garden City, Moorgate and London Kings Cross. The closest bus stops are located on East Barnet Road (A110), a 100m walk to the eastbound stop and 140m to the westbound stop; further bus stops are provided at New Barnet Station and Station Road which are located approximately 300m to the west of the site. The nearest London Underground stations are High Barnet (1.7km walk to the west) and Cockfosters (2.0km walk to the east). High Barnet is a terminus on the Northern Line, while Cockfosters is a terminus of the Piccadilly Line. The majority of the site has a Public Transport Accessibility Level (PTAL) score of 3 although this drops to 1b for a section at the northern end of the site.*

- 2.6 The Council have confirmed that they agree the site is in an accessible location as illustrated by paragraph 7.10 of the SoCUG (**CD7.5**) which states:

*The site is in an accessible location, having regard to public transport, shops and services.*

## Chronology of Planning Applications

2.7 The site benefits from a number of relevant planning permissions set out below.

- i) **Application ref. B/04834/14:** Permission was granted in May 2015 for 305 residential units including 15% affordable and 674sqm mixed-use commercial space, with heights from three to six storeys. This included creation of new public open space; the removal of the existing elevated footbridge and creation of new pedestrian routes together with associated works including landscaping, provision of basement and surface car parking, servicing and plant area. A number of conditions relating to the site clearance, demolition and remediation have been discharged. The permission has been implemented.
- ii) **Application ref. 16/7601/FUL:** Permission was granted in July 2020 to cover an additional piece of land to the front of the site as well as part of the existing site. This was for an additional 104 residential units (net increase of 52 units), 623sqm of mixed-use commercial floorspace, the creation of new publicly accessible open spaces, pedestrian routes and car parking, cycle parking and landscaping.
- iii) **Application ref. 17/5522/FUL:** The third application was granted in July 2020, which relates to the southern area (front part – Block J) of the site to construct 39 residential units and 265sqm of commercial/retail/office floorspace, the creation of new publicly accessible open spaces and pedestrian routes together with associated access, servicing, car parking, cycle parking and landscaping.

2.8 The above extant planning permissions resulted in a combined scheme which provided a total of 371 units; 18% affordable by habitable rooms; 618sqm of mixed-use commercial floorspace in buildings up to a maximum of eight storeys; and 396 car parking spaces along with the other improvements to the surrounding area. The S106 Agreement for B/04834/14 was varied to include applications 16/7601/FUL and 17/5522/FUL and combines all three applications.

- iv) **Application ref. 20/1719/FUL** was submitted in 2020 for 652 units and 423sqm commercial space within 14 buildings ranging from 1 to 10 storeys, a scheme which would have superseded the composite applications. The scheme was refused on 16 December 2020, with the reasons for refusal set out below.

2.9 Application no. 4 (20/1719/FUL) was reported to committee with an Officer recommendation for approval on 2 September 2020. The Chairman moved a motion to defer the vote on the reasons for refusal, which had been outlined at the meeting, in order that he could prepare well-worded and detailed grounds for refusal in discussion with Planning Officers, to be agreed at the next meeting of the Committee. The application was then refused by the Council's Planning Committee on 12 October 2020 and the decision notice was issued on 16 December 2020. The appellant chose not to appeal in this instance but to work with the Council to address the reasons for refusal.

### Reasons for refusal for previous application ref. 20/1719/FUL

- 2.10 Despite receiving Officer recommendation for approval, the 2020 scheme was refused by Members. Four reasons for refusal were given, which have not been reduced to three with the subsequent removal of the original reason for refusal 2. Insofar as transport matters are concerned, only the final reason relating to the absence of a Section 106 Agreement to secure planning obligations is relevant.

### Position reached on highway matters

- 2.11 National Highways (formally Highways England) the strategic highway authority for trunk roads raised no objection to the proposed scheme.
- 2.12 Transport for London (TfL) raised no objection subject to securing a financial contribution towards bus improvement works and controlled parking zones within the S106 Agreement. Delivery & Servicing Plan and Construction Logistics Plan to be secured by condition.
- 2.13 The financial contributions have been agreed with TfL and the stipulated requirements to be secured by condition have been agreed.
- 2.14 Transport Officers at LBB provided a consultation response in respect of the planning application which raised a number of issues that required clarity or further information. A note responding to the consultation response was prepared by Vectos (**CD9.1**) and submitted to LBB. Following this note, the highway officers raised no objection to the planning application as detailed in the planning officer report to committee (**CD3.1**) where it is stated on page 68:

*'No objections subject to appropriate conditions and heads of terms'*

- 2.15 In the Committee Report (**CD3.1**) transport related matters are considered in Section 3.5 with the following a precis of the matters considered by the Council.
- i) Para 3.5.1 confirms officer's view that the key local policies are Policy CD9 of the Barnet Core Strategy and Policy DM17 of the Barnet Development Management Plan
  - ii) Paras 3.5.2 to 3.5.7 set out in detail why officers believe the proposed level of parking within the scheme is acceptable. This is considered in more detail in Section 4 of my evidence
  - iii) Paras 3.5.8 and 3.5.10 set out the improvement measures agreed to support the proposed development
  - iv) Para 3.5.11 confirm agreement that a Healthy Streets approach has been taken in line with the London Plan
  - v) Para 3.5.12 confirms agreement to the site access
  - vi) Para 3.5.13 states that the one bus route where additional capacity may be needed is Route 384 and a contribution is agreed to achieve this
  - vii) Para 3.5.14 confirms the level of cycle parking is acceptable

- viii) Para 3.5.15 confirms that Construction Management/Logistics Plans are needed and can be secured by conditions
- ix) Para 3.5.16 confirms that delivery and servicing arrangement including refuse and recycling collections are accepted and that full details can be secured by a condition.

2.16 There are no outstanding transport related concerns arising from the proposed development set out in the Committee Report (**CD3.1**). The identified mitigation package can be secured through planning obligations and conditions. The S106 Agreement (**CD14.9**) to achieve the first part of this is well progressed and this together with the relevant planning conditions will be discussed at the Inquiry.

### **Chronology of Transport Proposals**

- 2.17 A comparison of the transport proposals across the consented and proposed schemes is summarised in **Table 2.1** below. The table and section below outline the pertinent matters relating to:
- Number of units consented / applied for;
  - Number of car parking spaces proposed; and
  - Approved / proposed access arrangements.

**Table ID2.1: Summary of Application Transport Proposals**

Application Ref	Submission Year	Units	Retail (sqm)	Commercial (sqm)	Car Parking	Outcome	Year
B/04834/14	2014	305	116	558	390 residential 10 visitor spaces  418 cycle spaces for the residential element	Granted - subject to conditions	2015
16/7601/FUL	2016	104 (increase of 52 residential units across the area)	623		60 parking total 45 standard 12 disabled, 3 visitor 2 car club Cycle parking in line with standards. 83 spaces submitted as part of a temporary application	Approved following legal agreement	2020
17/5522/FUL	2017	39 (increase of 14)	265		8 spaces - cycle parking in line with standards	Approved following legal agreement	2020
Combined Scheme (B/04834/14 & 16/7601/FUL & 17/5522/FUL)	-	371 units	618		396 car parking spaces		
20/1719/FUL	2020	652	327		305 standard (basement), 50 standard (ground), 17 blue-badge (ground), 15 blue-badge (basement), 4 car club bays. Cycle - Residential - 1,206 long term and 17 short term cycle parking Commercial - 2 long stay and 8 short stay	Refused	2020
21/3676/FUL	2021	539	267		334		

2.18 The access designs associated with each of the applications are as follows:

- i) B/04834/14 – Principal vehicular access via the existing priority junction of Albert Road (east) and Victoria Road. Minor improvements proposed to the Albert Road (east) / Victoria Road priority junction involving moving the give-way slightly further forward and providing a Zebra crossing facility to the west of the priority junction between Albert Road (east) and East Barnet Road.
- ii) 16/7601/FUL – The main vehicular access to the proposed development and National Grid site to the north will be facilitated by the Albert Road (E) arm, which is configured to accommodate two-way flow. Access to the site proposed via the existing Albert Road (East) access on to Victoria Road. It is proposed to amend the existing alignment to provide tighter radii at the bends.
- iii) 17/5522/FUL – no changes proposed to the vehicular access from Victoria Road compared to the consented Victoria Quarter Scheme
- iv) 20/1719/FUL – Two-way access for vehicles in to and out of the site will be retained from Albert Road East and its junction with Victoria Road. Albert Road itself is to be completely redesigned to provide an enhanced street environment. However, access for vehicles will be retained.
- v) 21/3676/FUL – As such vehicular access to the site will be taken from Albert Road East, continuing to allow two-way vehicle movements, Albert Road West will continue to be exit only but will be improved to provide a more suitable environment for pedestrians and cyclists

2.19 The parking ratio for the consented scheme works out as 1.3 parking spaces per dwelling, whereas, within the 2020 application it was 0.6 parking spaces per dwelling, this has not changed within the 2021 application. The justification for the level of parking provision is set out within **Section 5** of my evidence.

2.20 **Table ID2.2** below highlights the trip generation figures submitted as part of each application.

**Table ID2.2: Trip Generation Comparison**

Application Ref	Units	Total Vehicle Weekday 0800 – 0900 (two-way)	Total Vehicle Weekday 1700 – 1800 (two-way)
B/04834/14	376	90	83
16/7601/FUL	115 (increase of 63 units)	28	25
17/5522/FUL	3	0	1
20/1719/FUL	652	101	99
21/3676/FUL	544	63	53

- 2.21 It should be noted that the number of units assessed as part of the Transport Assessment (**CD1.13**) differs slightly from the approved number of units presented in **Table ID2.2**.
- i) B/04834/14 – within the Transport Assessment, 376 residential units were assessed – this included the application site & National Grid site potential future application – whereas only 305 units were applied for – this means that there was a robust assessment carried out for additional units;
  - ii) 16/7601/FUL – within the Transport Assessment 115 units (an increase of 63 units) was assessed using the methodology agreed as part of the B/04834/14 application. Again, more units were assessed within the Transport Assessment than were applied for, presenting a robust assessment;
  - iii) 17/5522/FUL – within the Transport Assessment note, only an additional 3 dwellings were assessed when comparing the increase of 14 units to what was assessed within the TA. This is because as part of the previous application, 115 units were assessed, whereas within this revised application 118 dwellings were being proposed;
  - iv) 20/1719/FUL – within the Transport Assessment a total of 652 dwellings were assessed, this is in line with the application;
  - v) 21/3676/FUL – within the Transport Assessment (**CD1.13**) a total of 544 dwellings were assessed within the trip generation assessment this is an additional 5 dwellings in comparison to the application. As more units were assessed within the Transport Assessment (**CD1.13**) than were applied for this presents a robust assessment.

## Transport Mitigation

### B/04834/14 – 2014 Application Mitigation Package

- 2.22 The Transport Assessment for the 2014 application identified the following mitigation measures:
- i) New Zebra crossing on Victoria Road, providing a connection to the centre and public transport services;
  - ii) Contributions towards enhancing the route to bus stops and the rail station to include improved signing, and lighting under the railway bridge;
  - iii) Improvements to bus stop infrastructure in the form of low floor accessibility kerbs and shelter improvements;
  - iv) Potential widening on the Victoria Road arm at the mini roundabout; and
  - v) A Puffin crossing to replace the existing zebra crossing on East Barnet Road adjacent to Lytton Road (with associated white lining improvements).
  - vi) The proposed development includes significant improvements to Albert Road which will benefit pedestrian and cycle movements. The route across the railway line to the west will be improved with a new structure provided. Pedestrian facilities at the Victoria Road / East. Barnet Road mini-roundabout will be enhanced and the zebra crossing on East Barnet Road replaced with a puffin crossing. The facilities will benefit future residents and existing residents and visitors to the area in addition to improving access to Victoria Park, assisting wider health and well-being objectives. The proposed changes to the layout of Victoria Road / East Barnet Road min-roundabout will bring significant benefits to pedestrians and cyclists. This is the right approach to mitigating the potential impact of the proposed development in the light of the Mayor's Healthy Streets agenda.

### 21/3676/FUL – 2021 Proposed Transport Package

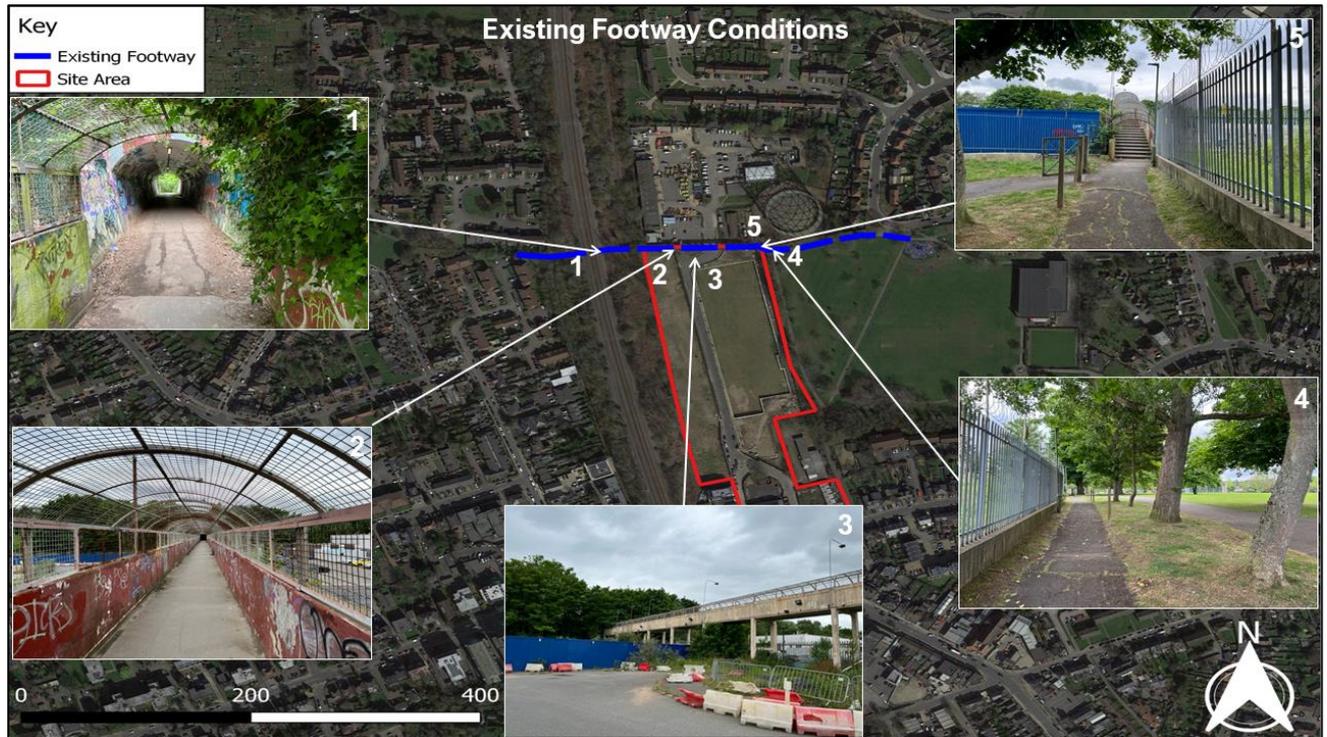
- 2.23 The following is a summary of the package of transport related measures that are proposed in relation to the proposed development: -
- i) The removal of an existing elevated pedestrian bridge and replacement with improved access and public realm and further improvements to the west of site i.e. resurfacing Network Rail land including the pedestrian tunnel resurfacing and vegetation clearance
  - ii) Pedestrian improvements to consist of improved signing, and lighting under the railway bridge on East Barnet Road
  - iii) Provision of new pedestrian crossing facility on Victoria Road (north east of mini roundabout junction) (Since the completion of the Transport Assessment (**CD1.13**) and the Committee Report (**CD3.1**) this crossing has been provided)
  - iv) Replacement of an existing Zebra Crossing on East Barnet Road to Puffin Pedestrian Crossing south east of East Barnet Road and Lytton Road junction

- v) Junction Improvements to Victoria Road and East Barnet Road including carriageway and footway widening and all associated highway works
- vi) Pedestrian improvements to consist of improved signing and lighting under the railway bridge on East Barnet Road;
- vii) Improvements to Albert Road East and West (including being designed for low speeds, raised table provision, enhanced footway provision);
- viii) Contribution towards the consultation and implementation of a local CPZ;
- ix) Traffic Management Order: A contribution of £5,000 (per phase if applicable) towards the amendment of Traffic Management Order (TMO) to ensure that the new occupants are prevented from purchasing parking permits in local CPZs.
- x) Improved access to Victoria Park for all people;
- xi) Provision of four car club spaces with electric vehicle charging points;
- xii) Travel Plan for the site to include car club membership and welcome packs for first residents;
- xiii) Commercial Travel Plan for the non-residential uses;
- xiv) Residential Travel Plan Incentives Fund: £300 per unit Residential Travel Plan Incentive Fund to be used by 1st occupiers;
- xv) Travel Plan Monitoring Contribution of £15,000 to the Council;
- xvi) A contribution of £5,000 towards the monitoring of the S106 agreement;
- xvii) High levels of cycle parking provision across the site for residents and visitors including provision for cargo bikes;
- xviii) Provision of car parking below maximum standards representing a reduction in absolute numbers and proportions when compared to previous planning consents.
- xix) Financial contribution of £120,000 towards local bus stop enhancements.
- xx) A financial contribution of £25,000 towards a Pedestrian and Cycling Feasibility Study.
- xxi) A sum not exceeding £100,000 towards implementing the outcomes of the study.

### **The Public Right of Way**

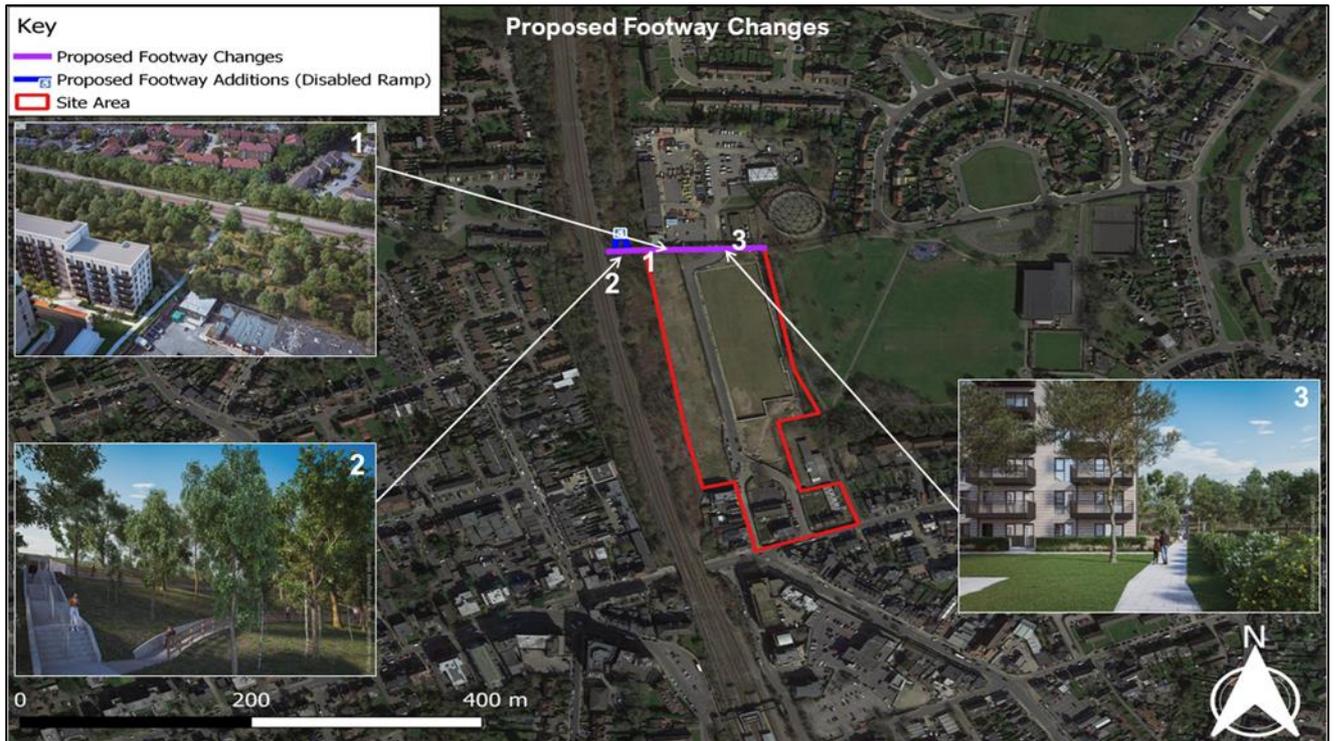
2.24 **Figure ID2.4** shows the current public right of way to the north of the site, a site visit was undertaken in May 2022 to capture the existing characteristics of the PROW. A copy of the images associated with the site visit are available in **Appendix ID1**.

**Figure ID2.4: Existing Public Right of Way Crossing**



- 2.25 In paragraph 3.3 of the SoCUG with the Council (**CD7.5**) the current footpath is described as follows:
- An elevated, caged pedestrian walkway (approx. 3-4m above ground level) crosses the site from east to west and provides a pedestrian route via a tunnel beneath the network rail track between Victoria Park (to the east) and Cromer Road (to the west). This is a public right of way.*
- 2.26 As part of the Proposed Development it is proposed to remove the elevated section of the footpath as it crosses the site including the removal of the steps from Victoria Park and to provide steps and DDA compliant ramps within the railway line embankment to reach the underpass under the railway line.
- 2.27 The underpass will be refurbished and steps and a DDA compliant ramp will then be provided on the western side of the railway line within the railway embankment.
- 2.28 This will provide a significant benefit for pedestrians using the crossing and will greatly improve the footpath route including making it more attractive to use with less potential personal security fears.
- 2.29 The need for these improvements was identified within the Transport Assessment (**CD1.13**) as part of the Active Travel Zone Assessment that was undertaken in the area.
- 2.30 **Figures ID2.5 and Appendix ID2** below show CGIs of the future route as it crosses the site and move up to the underpass under the railway line.

Figure ID2.5: Future Right of Way



2.31 Since 2019 the Appellant has held discussions with Network Rail including hosting a site visit to agree the principle of the works needed within the railway embankment which is within Network Rail’s ownership.

2.32 The position that has been reached is that a Basic Asset Protection Agreement (BAPA) has been agreed in principle to allow the works to proceed. Using Network Rail’s definition, a BAPA is:

*A simple agreement for straightforward, low risk Customer led work, on the controlled railway infrastructure, where Network Rail facilitates the Customer's project through asset protection*

2.33 This shows the progress that has been made to date and now the BAPA can be progressed and then the detailed design undertaken to allow implementation.

2.34 The improvements to the footpath are one of the planning obligations included in the S106 agreement that is being drafted. In summary the main elements of this being:

- The works will be carried out before more than 75% of the proposed units can be occupied
- The Appellant will secure the agreement of the Council to the proposed improvements and will agree a S38/S278 Agreement as needed to facilitate the works on the site both 25 months after the completion of the S106 Agreement and prior to first occupation

- The Appellant has a two year period from the date of the completion of the S106 Agreement to use reasonable endeavours to reach agreement with Network Rail for the works on the railway embankment
- After this the Council has a further two years to try to reach agreement with Network Rail
- After this an alternative improvement scheme will be developed and agreed with implementation being to a programme to be agreed

2.35 This is a many layered approach to achieving the improvement of the footpath both within and beyond the site recognising that agreement is needed from Network Rail for any works on the railway embankment. Ongoing positive discussions are underway with Network Rail who have accepted the principle of the proposed works subject to the detailed design being undertaken. There is no reason why the proposed works cannot be achieved.

### **Temporary Diversion of the Public Right of Way across the Development Site**

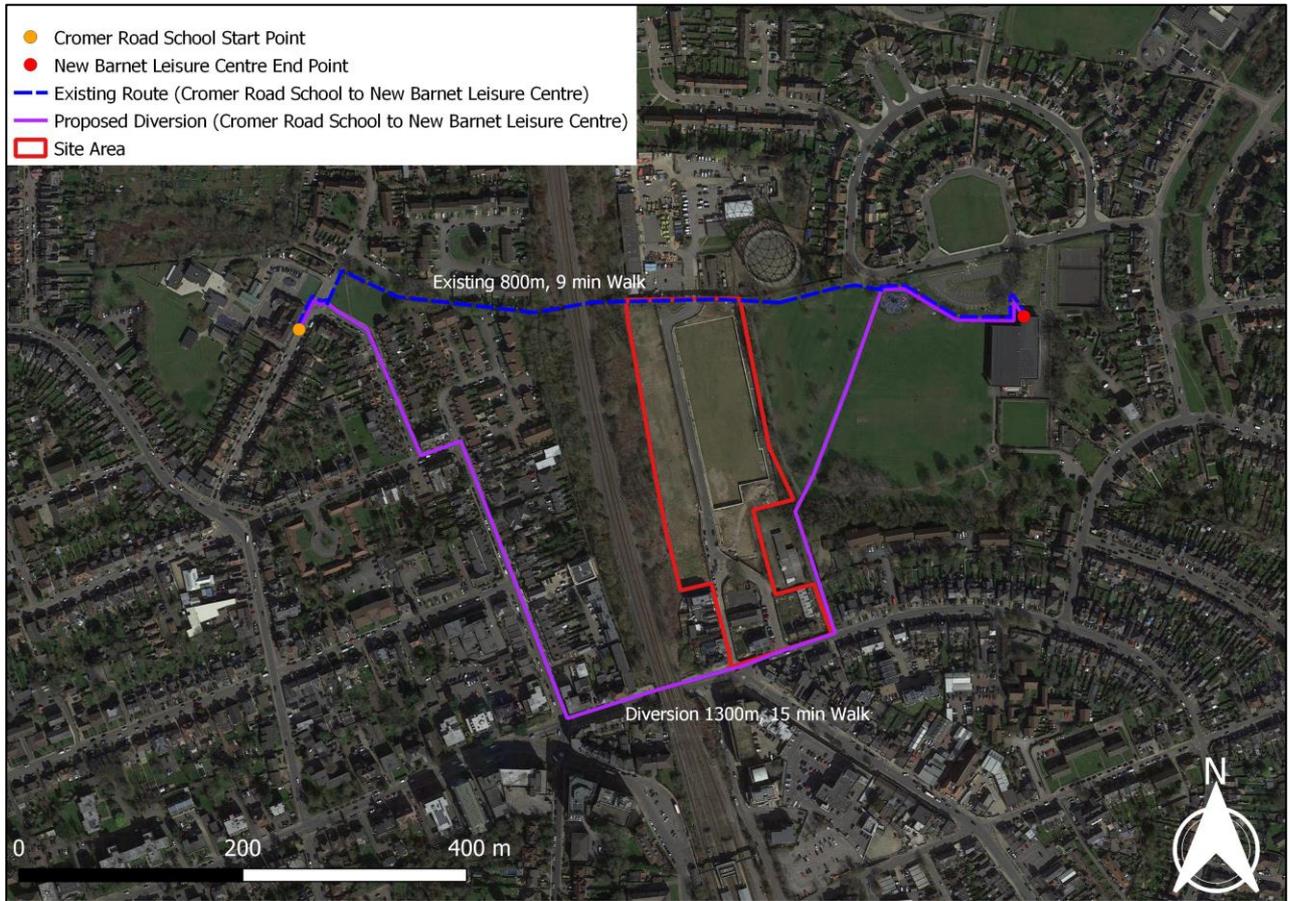
- 2.36 To allow the footpath works to be undertaken there will be a period when the footpath will need to be closed, the existing bridge removed and the new footpath construction. This will be necessary to allow the route to be improved.
- 2.37 It has been raised by some of the objectors to the proposed development that while under construction, there will be disruption to local users and residents who use the crossing.
- 2.38 In the current programme the footpath would be closed for around 10 to 12 months to allow the bridge to be removed and the new footpath constructed.
- 2.39 To consider this temporary disruption the following routes have been assessed in comparison to using the existing PROW route to understand the level of disruption:
- Lawton Road to Cromer Road School
  - Cromer Road School to New Barnet Leisure Centre; and
  - Victoria Road to Cromer Road School.
- 2.40 The routes are summarised in **Figure ID2.6** to **Figure ID2.8** below.
- 2.41 On all of the figures the existing routes are shown as a blue dotted line and are compared to the revised route that local users will have to take when the PROW is under construction

Figure ID2.6: Walking Route: Lawton Road to Cromer Road School



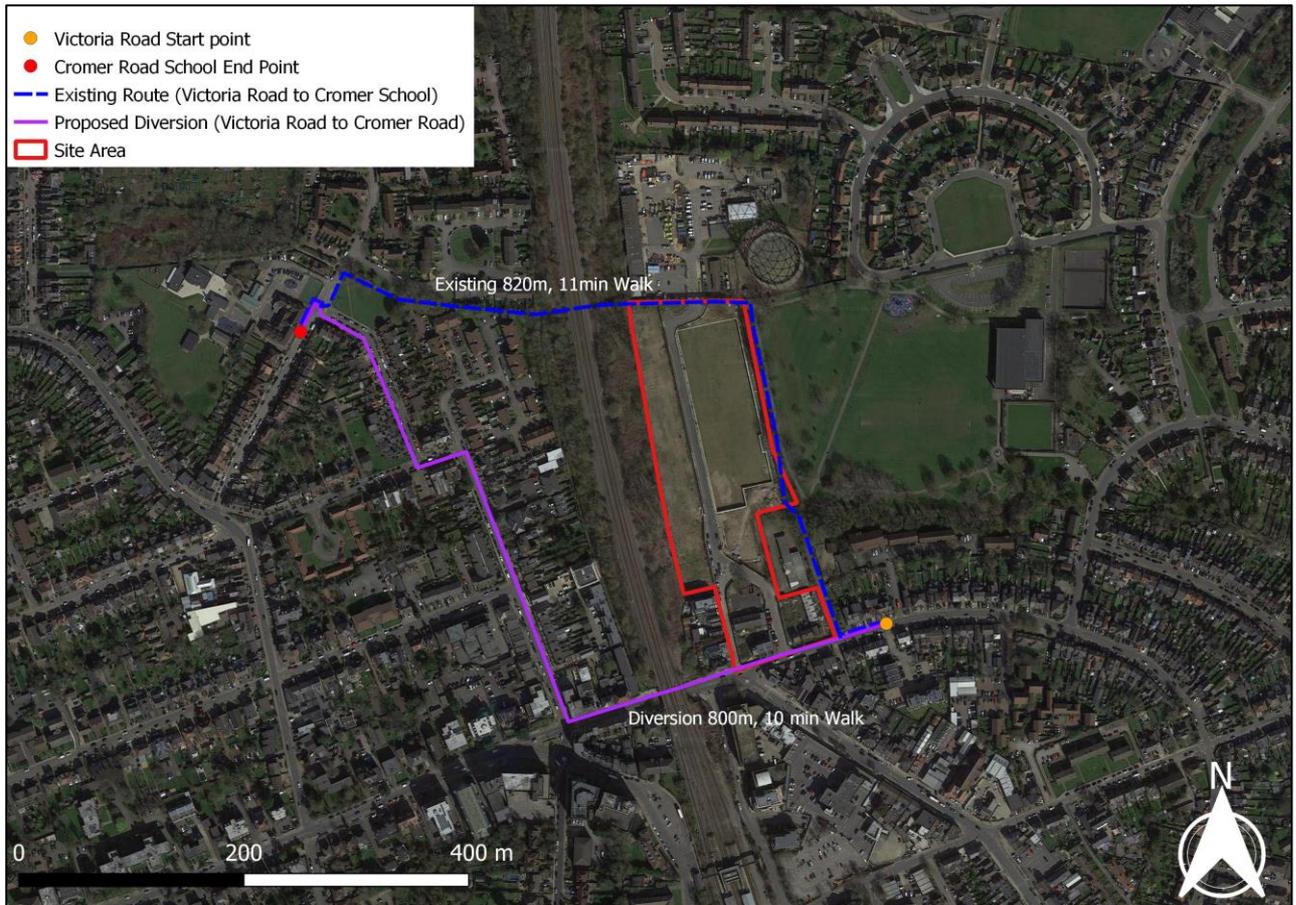
2.42 The diversion would result in an additional 420m to walk, which at an average walking speed is less than 6 minutes additional walking through Victoria Park and then on footways.

Figure ID2.7: Walking Route: Cromer Road School to New Barnet Leisure Centre



2.43 The diversion would result in an additional 500m to walk, which at an average walking speed is around 6 minutes additional walking through Victoria Park and then on footways.

**Figure ID2.8: Walking Route: Victoria Road to Cromer Road School**



- 2.44 The diversion is actually a slightly shorter distance than walking through Victoria Park using existing footways.
- 2.45 Of the routes considered the maximum additional walking distance is 500m which is around 6 minutes walking time at an average speed.
- 2.46 To allow the existing footpath to be improved disruption to the route is unavoidable, there are alternative routes which can be used (including routes parallel to the railway line) which do not disproportionately effect users.
- 2.47 It is considered that the benefits of the improved PROW greatly outweigh the temporary disruption experienced.
- 2.48 A temporary footpath closure order would need to be obtained to allow the improvements to be undertaken and this would be applied for at the appropriate time.

### Stopping Up Order

- 2.49 The proposals incorporate changes to the street layout across Albert Road (both the west and east routes) to the south of the site. The changes to the street layout are proposed to enhance accessibility for pedestrians and cyclists, better define vehicle routes, deter use of Albert Road (west) and to improve the overall urban realm.
- 2.50 The improvements to the street require sections of the highway to be formally stopped up, in addition to offering new areas of highway.
- 2.51 Whilst the precise layouts are different, the changes to Albert Road are a requirement of the previous and now implemented consents for development of the site. The requirement to apply for the formal stopping up of sections of the highway is therefore not a new requirement.
- 2.52 A submission to London Borough Barnet requesting an Order be made under Section 253 of the Town and Country Planning Act 1990 (as amended by section 11 of the Growth and Infrastructure Act 2013) and subject to planning permission being granted, authorise the stopping up of the highway under Section 247 of the Act was made in September 2021.
- 2.53 London Borough of Barnet confirmed its intent to issue the Notice of Intent to make a Stopping Up Order on the 26th May 2022. The notice includes details of both the areas of highway to be Stopped Up and areas of highway to be amended. A copy of the Notice and Draft Order are contained in **Appendix ID3**.
- 2.54 At the time of completing my evidence the statutory consultation period was still open. Discussions are ongoing with statutory undertakers relating to the potential need to divert some of their equipment in the light of comments made. There have been no objections to the stopping up order from third parties.

### S106 Agreement and Planning Conditions

- 2.55 As has been stated above a draft S106 Agreement is under discussion between the Council and the Appellant with the intention that this is completed before the inquiry commences.
- 2.56 This includes all of the transport measures listed in both the SoCUG (**CD7.5**) and above in this section of my evidence.
- 2.57 The completion of this S106 Agreement (**CD14.9**) will address fully the Council's Third Reason for Refusal.
- 2.58 As stated in the SoCUG (**CD7.5**) at Section 9, the Council and the Appellant will present a schedule of conditions for consideration at the Inquiry.

### 3 Relevant Policy Considerations

3.1 In this section I provide a summary of the current transport related policies most relevant to the development proposals at national and local level. A detailed review of transport planning policy is provided within the updated Transport Assessment **(CD1.13)**. The following documents have been considered:

- National Planning Policy Framework (NPPF) (2021) **(CD4.1) – Table ID3.1**
- The London Plan (2021) **(CD5.1) – Table ID3.2**
- London Borough of Barnet Core Strategy (2012) **(CD6.1) – Table ID3.3**
- London Borough of Barnet Development Management Policies (2012) **(CD6.2) – Table ID3.3**
- Emerging London Borough of Barnet Local Plan (Reg 19) (2021) **(CD6.8) – Tables ID3.4**

3.2 The emerging Local Plan has only been considered in terms of car parking policy as it is mentioned by the Council in the Committee Report which refers to both current and emerging policy.

#### Statutory Development Plan

#### National Guidance – NPPF (2021) (CD4.1)

**Table ID3.1: National Policy Review**

Policy	Review
<p>104. “Transport issues should be considered from the from the earliest stages of plan-making and development proposals, so that:</p> <p>a) the potential impacts of development on transport networks can be addressed;</p> <p>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</p> <p>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</p> <p>the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</p>	<p>The potential impacts of the development have been assessed and identified within the Transport Assessment <b>(CD1.13)</b>. These have been addressed within the package of mitigation works listed above.</p> <p>This is a highly accessible site close to the town centre, railway station and bus station. The facilities provided cater for all users. Existing and proposed transport infrastructure will be enhanced/provided to match the scale and location of the development.</p> <p>The proposed development includes provision for new and improved routes for pedestrians and cyclists on routes to key local facilities including schools, the train and bus station and the town centre.</p>

<p>d) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”</p>	
<p>105. “the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”</p>	<p>This is a highly accessible site close to the town centre, railway station and bus stops. The facilities provided cater for all users. Existing and proposed transport infrastructure will be enhanced/provided to match the scale and location of the development.</p>
<p>106. “a) Support an appropriate mix of uses across the area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;</p> <p>b) Be prepared with the active involvement of local highway authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned. [...]</p> <p>[...] d) Provide for attractive and well-designed walking and cycling networks with supporting facilities and secure cycle parking(drawing on Local Cycling and Walking Infrastructure Plans) [...]”</p>	<p>The design of the scheme has been created with the objective of minimising trips in mind. Primarily, the site location This is a highly accessible site close to the town centre, railway station and bus stops. The facilities provided cater for all users. Existing and proposed transport infrastructure will be enhanced/provided to match the scale and location of the development.</p> <p>The proposed development includes provision for new and improved routes for pedestrians and cyclists on routes to key local facilities including schools, the train and bus station and the town centre.</p>
<p>107 If setting local parking standards for residential and non-residential development, policies should take into account:</p> <p>a) the accessibility of the development;</p> <p>b) the type, mix and use of development;</p> <p>c) the availability of and opportunities for public transport;</p> <p>d) local car ownership levels; and</p> <p>e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</p>	<p>These factors have been taken into account when determining the level of parking that forms part of the proposed development.</p>
<p>110. “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured:</p> <p>a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;</p>	<p>See the response given above</p>

<p>b) Safe and suitable access to the site can be achieved for all users;</p> <p>c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and</p> <p>d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”</p>	
<p>111. “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.”</p>	<p>See the response given above and also the following section of my evidence.</p> <p>The proposal will not have any unacceptable impact on highway safety. Further, as the proposed development will not give rise to any severe residual cumulative impacts, it complies with the NPPF and should not be prevented on highway grounds.</p>
<p>112. “Within this context, applications for development should:</p> <p>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</p> <p>b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</p> <p>c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p> <p>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and;</p> <p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.”</p>	<p>The proposed development includes provision for new and improved routes for pedestrians and cyclists both on the site and off the site on routes to key local facilities including schools, the train and bus station and the town centre.</p> <p>A financial contribution is being provided towards the provision of bus services.</p> <p>The facilities provided cater for all users.</p> <p>The proposed development will safely accommodate all servicing and emergency vehicles.</p> <p>Provision is made within the development for 10% EV charging spaces with the facility for this provision to be increased.</p>
<p>113. “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts proposals can be assessed.”</p>	<p>A Draft Travel Plan has been prepared to support the proposed development and a detailed Transport Assessment (<b>CD1.13</b>) was submitted in support of the planning application.</p>

**Table ID3.2: Regional Policy Review**

<b>The London Plan (2021) (CD5.1)</b>	
<p>Policy T2 Healthy Streets</p> <p>A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.</p> <p>B Development Plans should:</p> <ol style="list-style-type: none"> <li>1) promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.</li> <li>2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant</li> </ol> <p>C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.</p> <p>D Development proposals should:</p> <ol style="list-style-type: none"> <li>1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance</li> <li>2) reduce the dominance of vehicles on London’s streets whether stationary or moving</li> <li>3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.</li> </ol>	<p>A Healthy Streets Transport Assessment (<b>CD1.13</b>) was undertaken as part of the application. This took into account the Mayors Healthy Streets Approach. An assessment of local walking/cycling routes was undertaken which proposed local improvements that could be implemented.</p> <p>Council officers confirmed their agreement that a Healthy Streets approach has been taken to the proposed development within the Committee Report.</p>
<p>Policy T4 Assessing and mitigating transport impacts</p> <p>A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.</p>	<p>The Transport Assessment (<b>CD1.13</b>) and Travel Plan (<b>CD1.14</b>) prepared in support of the planning application were consistent with the guidance with this policy and followed the Healthy Street approach.</p>

<p>B When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.</p> <p>C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.</p> <p>D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.</p> <p>E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigate</p>	<p>The identified mitigation package associated with the proposed development is consistent with promoting the use of active modes and public transport.</p>
<p>Policy T5 Cycling</p> <p>Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.</p> <p>This will be achieved through:</p> <ol style="list-style-type: none"> <li>1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure</li> <li>2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision....</li> </ol>	<p>Cycle parking has been provided in line with Policy T5 Cycling referring to Table 10.2. Moreover, cycle parking has designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.</p>

<p>Policy T6 Car parking</p> <p>Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.</p> <p>B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.</p> <p>C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.</p> <p>D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.</p> <p>E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.</p> <p>F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.</p> <p>G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.</p>	<p>Car parking at the site has been restricted in line with levels of existing and future public transport accessibility and connectivity.</p> <p>Car parking has been provided at a rate of 0.62 car parking spaces per dwelling which has been agreed as appropriate with LBB.</p> <p>The rationale and justification for the parking levels at the site have been set out in Section 4 of my evidence. Moreover, a review of on-street parking is also contained within Section 4 of my evidence.</p>
---	--

**Table ID3.3: Local Policy Review**

<b>The London Borough of Barnet Core Strategy (2012) (CD6.1)</b>	
<p>Policy CS9: Providing safe, effective and efficient travel</p> <p>... ensure major planning proposals incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans, mitigation measures and S106 contributions/planning conditions and that adequate capacity and high quality safe transport facilities are delivered in line with demand for schemes that have phased delivery programmes...</p>	<p>A Healthy Streets Transport Assessment (<b>CD1.13</b>) was undertaken which included a review of the transport implications of the site and the mitigation proposed. A travel plan was also submitted alongside the Transport Assessment (<b>CD1.13</b>).</p> <p>A package of transport related improvements measures has been identified and is included in the S106 agreement (<b>CD14.9</b>) that is under discussion.</p>
<b>The London Borough of Barnet Development Plan Document (2012) (CD6.2)</b>	
<p>DM17: Travel impact and parking standards</p> <p>a: Road safety The council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.</p> <p>b: Road hierarchy The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy. In taking into account the function of adjacent roads the council may refuse development proposals which would result in inappropriate road use, or adversely affect the operation of roads in an area.</p> <p>c: Development, location and accessibility The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes.</p> <p>d: Transport assessment In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.</p> <p>e: Travel planning 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</p>	<p>A road safety audit was undertaken as part of the Transport Assessment (<b>CD1.13</b>)</p> <p>The internal site layout is appropriate for the size of proposed development.</p> <p>This is a highly accessible site close to the town centre, railway station and bus stops. The facilities provided cater for all users. Existing and proposed transport infrastructure will be enhanced/provided to match the scale and location of the development.</p> <p>A Healthy Streets Transport Assessment (<b>CD1.13</b>) was undertaken which included a review of the transport implications of the site and the mitigation proposed. A travel plan was also submitted alongside the Transport Assessment (<b>CD1.13</b>).</p> <p>A financial contribution is being provided towards the provision of bus services.</p> <p>The proposed development will enhance the local walking and cycling routes by providing a redevelopment PROW bridge as well as other local ped/cycle facilities such as zebra crossings.</p> <p>Car parking has been provided at a rate of 0.62 car parking spaces per dwelling which has been agreed with LBB.</p> <p>A parking survey was undertaken as part of the Transport Assessment (<b>CD1.13</b>) which highlighted spare parking capacity on the local highway network. The client is willing to offer a contribution to the introduction of a CPZ however, the proposed development is not reliant on this.</p>

<p>delivering this the travel plan will need to contain measurable outputs so that they can be monitored.</p> <p>f: Local infrastructure needs</p> <ul style="list-style-type: none"> <li>i. Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.</li> <li>ii. The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.</li> <li>iii. The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the council will require Construction Management and/or Delivery and Servicing Plans.</li> <li>iv. Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.</li> </ul> <p>g: Parking management</p> <p>1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:</p> <ul style="list-style-type: none"> <li>i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);</li> <li>ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).</li> </ul> <p>2. Residential development may be acceptable:</p> <ul style="list-style-type: none"> <li>i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.</li> </ul>	
---	--

<p>ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.</p>	
--	--

**Table ID3.4: Emerging Local Policy**

<b>Emerging London Borough of Barnet Local Plan (Reg 19) (2021) (CD6.8)</b>																											
<p>Policy TRC03 – Parking Management The Council will expect development to provide parking in accordance with the London Plan standards (Policy T6. Car Parking and Policies T6.2-T6.5.), except in the case of residential development.</p> <p>a) The Council will expect residential development to provide parking in accordance with Table 23.</p> <p>b) Where development is proposed, and it is deemed a CPZ is necessary then it should be in place within the surrounding area of the development before occupation. A developer contribution towards the implementation and monitoring of the CPZ will be agreed as part of the planning permission.</p> <p>c) Residential parking permits will only be available to Blue Badge holders in car free developments. Disabled Persons parking should be provided in accordance with London Plan Policies T6.1 and T6.5.</p> <p>d) Where development proposals involve a reduction of existing off-street car parking spaces, the developer must demonstrate that sufficient parking will remain in the area to serve local needs.</p> <p>e) Cycle parking is to be delivered in accordance with London Plan Standards set out in Policy T5 Cycling.</p> <p>f) Electric Vehicle charging points to be delivered in accordance with London Plan Standards as appropriate for the use.</p> <p>g) Spaces should be available for car club vehicle parking along with car club membership for future residents of the development within the agreed car parking provision.</p> <p>h) Appropriate provision should be made for efficient deliveries and servicing</p>	<p>The proposed level of parking on the site is consistent with this policy.</p>																										
<p><b>Table 23 – Residential Car Parking Standards</b></p> <table border="1"> <thead> <tr> <th rowspan="2">PTAL</th> <th colspan="2">Maximum spaces per unit*</th> </tr> <tr> <th>LBB Proposed Parking Standards for 1/2 bed units</th> <th>LBB Proposed Parking Standards for 3+ bed unit</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>1.25</td> <td>1.5<sup>^</sup></td> </tr> <tr> <td>1</td> <td>1.25</td> <td>1.5<sup>^</sup></td> </tr> <tr> <td>2</td> <td>0.75</td> <td>1</td> </tr> <tr> <td>3</td> <td>0.75</td> <td>1</td> </tr> <tr> <td>4</td> <td>0.5-0.75#</td> <td>0.5-0.75#</td> </tr> <tr> <td>5</td> <td>Car free ~ !</td> <td>Car free ~ !</td> </tr> <tr> <td>6</td> <td>Car free ~</td> <td>Car free ~</td> </tr> </tbody> </table>	PTAL	Maximum spaces per unit*		LBB Proposed Parking Standards for 1/2 bed units	LBB Proposed Parking Standards for 3+ bed unit	0	1.25	1.5 <sup>^</sup>	1	1.25	1.5 <sup>^</sup>	2	0.75	1	3	0.75	1	4	0.5-0.75#	0.5-0.75#	5	Car free ~ !	Car free ~ !	6	Car free ~	Car free ~	<p>Table 2.3 has maximum parking standards of 0.75 per unit for 1 and 2 bed units and 1 per unit for 3 bed units and above in PTAL zones 2 and 3.</p>
PTAL		Maximum spaces per unit*																									
	LBB Proposed Parking Standards for 1/2 bed units	LBB Proposed Parking Standards for 3+ bed unit																									
0	1.25	1.5 <sup>^</sup>																									
1	1.25	1.5 <sup>^</sup>																									
2	0.75	1																									
3	0.75	1																									
4	0.5-0.75#	0.5-0.75#																									
5	Car free ~ !	Car free ~ !																									
6	Car free ~	Car free ~																									

## 4 Car Parking

- 4.1 This section of my evidence explains why the level of provision of vehicle parking proposed is appropriate.
- 4.2 The proposed level of parking provision with the scheme is 334 car parking spaces for the 539 residential units which equates to an overall parking ratio of 0.62 spaces per unit.
- 4.3 The justification for the proposed level of car parking is set out in the Transport Assessment **(CD1.13)** that supported the planning application for the proposed development. This is not repeated in my evidence, but the key elements are explored and the approach adopted explained.

### Car Parking Standards

- 4.4 The relevant existing car parking standards are those within the London Plan **(CD4.1)** and Local Plan as set out in the Barnet Development Plan Document **(CD6.2)**.
- 4.5 For residential sites, the starting point is that all developments should be car-free as set out within the London Plan **(CD4.1)**:

*“Policy T6 Car parking*

*A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*

*B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.”*

- 4.6 This is the approach that has been adopted in the design of the proposed Development.
- 4.7 The London Plan (2021) **(CD4.1)** parking standards take the Public Transport Accessibility Level (PTAL) of a site into consideration. For an Outer London site with a PTAL of 3 (which most of the site falls into), it suggests a maximum car parking provision of up to 0.75 spaces per dwelling for 1-2 beds and up to 1 space per dwelling for 3+ bed units.
- 4.8 It should be noted that these are described as *maximum* standards.
- 4.9 Policy DM17 of the Barnet Development Plan Document (2012) **(CD6.2)** states:

*1. The council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:*

*i. 2 to 1.5 spaces per unit for detached and semi detached houses and flats (4 or more bedrooms);*

ii. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

2. Residential development may be acceptable:

i. with limited or no parking outside a Controlled Parking Zone (CPZ) but only where it can be demonstrated through a survey that there is sufficient on street parking capacity.

ii. with limited or no parking within a CPZ, where it can be demonstrated that there is insufficient capacity on street the applicant will be required to enter into a legal agreement to restrict future occupiers from obtaining on street parking permits. For proposals in close proximity to the edge of a CPZ a survey will also be required to demonstrate that there is sufficient on street parking capacity on streets outside the CPZ.

4.10 The London Plan (CD4.1) and Barnet policies are inconsistent with one another. Given that the London Plan standards are from 2021 (CD4.1) and the Local Plan standards are from 2012 (CD6.2), I understand that as a result of section 38(5) of the Planning and Compulsory Purchase Act 2004, it is the London Plan policy which is to be applied. This is further supported by the standards set out in the Emerging London Borough of Barnet Local Plan (Reg 19) (2021) (CD6.8):

*Policy TRC03 – Parking Management The Council will expect development to provide parking in accordance with the London Plan standards (Policy T6. Car Parking and Policies T6.2-T6.5.), except in the case of residential development.*

a) *The Council will expect residential development to provide parking in accordance with Table 23.*

b) *Where development is proposed, and it is deemed a CPZ is necessary then it should be in place within the surrounding area of the development before occupation. A developer contribution towards the implementation and monitoring of the CPZ will be agreed as part of the planning permission.*

g) *Spaces should be available for car club vehicle parking along with car club membership for future residents of the development within the agreed car parking provision.*

4.11 Table 23 of the Emerging London Borough of Barnet Local Plan (Reg 19) (2021) (CD6.8) then contains the following standards:

Table 23 – Residential Car Parking Standards

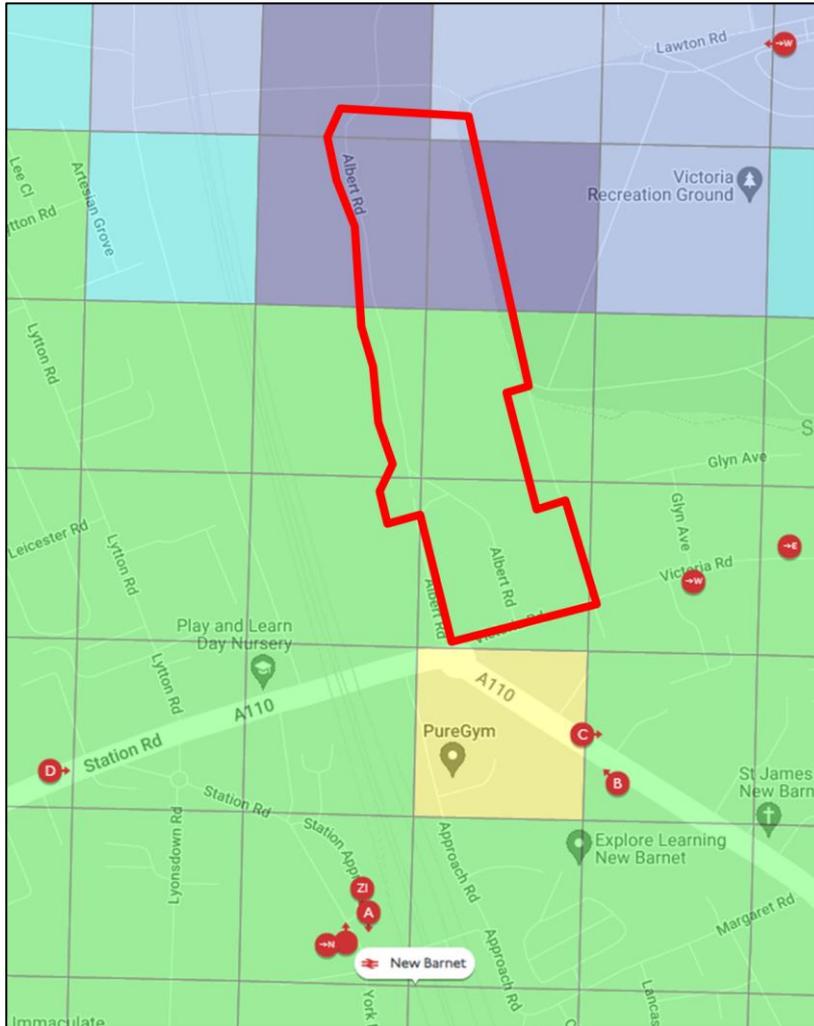
PTAL	Maximum spaces per unit*	
	LBB Proposed Parking Standards for 1/2 bed units	LBB Proposed Parking Standards for 3+ bed unit
0	1.25	1.5 <sup>A</sup>
1	1.25	1.5 <sup>A</sup>
2	0.75	1
3	0.75	1
4	0.5-0.75 <sup>#</sup>	0.5-0.75 <sup>#</sup>
5	Car free ~ !	Car free ~ !
6	Car free ~	Car free ~

- 4.12 Again, it should be noted that these are described as maximum standards.
- 4.13 Applying the standards from the London Plan (**CD4.1**) and from the Emerging London Borough of Barnet Local Plan (**CD6.8**) would allow a maximum of 434 parking spaces on the site.
- 4.14 The proposed level of parking is less than this maximum and so is consistent with these policies. The next stage is therefore to consider whether the proposed level of parking would meet future demands and is consistent with the wider policy aspirations of reducing car usage and promoting the use of more active modes of travel and public transport as encapsulated in the London Mayor's target for 80% of all trips in London to be made by foot, bicycle or public transport by 2041.
- 4.15 The proposed level of car parking spaces ensures space is available to enhance the wider offer of the scheme and enhance the design to achieve the best design possible. If a higher level of parking were to be provided this would negatively affect the scheme design by reducing the space available for other features.

### **Public Transport Accessibility Level**

- 4.16 In considering the car parking standards to be applied to the proposed development a key consideration is the Public Transport Accessibility Level (PTAL) for the site.
- 4.17 PTALs are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 4.18 The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility. The WebCAT online planning tool indicates the site currently has a PTAL of 3 at the southern end of the site, where it fronts onto Victoria Road and 1a towards the northern end of the site, although this is more a factor of its former use. This suggests that the site has a mix of 'moderate' and 'very poor' connectivity to public transport, depending where in the site the person is situated.
- 4.19 The current level of PTAL is highlighted in **Figure ID4.1** below.

Figure ID4.1: Current PTAL using TfL WebCAT



4.20 The TfL WebCAT PTAL calculation uses 100m cells to rate locations by the distances from frequent public transport services. It should be noted that PTAL ratings are a high-level indicative assessment of access to public transport modes, while in reality this site benefits from having very close access to National Rail and public bus routes, with London Underground routes also available in the wider area, which can be reached on foot, by cycle or by bus. Whilst the London Underground routes are located further away from the site, there is still likely to be a reasonable amount of demand generated for these services by the development on the basis that there are multiple ways in which to access them.

4.21 Due to the size of the site, the site stretches across multiple 100m cells between a rating of 1a - 3. It should be noted within the committee report (**CD3.1**) it states at Para 3.5.6 that:

*With regards to the official PTAL rating for this site, it should be noted that the proximity to the gasworks skews the levels and is somewhat misleading. This is due to inherent limitations in the PTAL calculation methodology itself.*

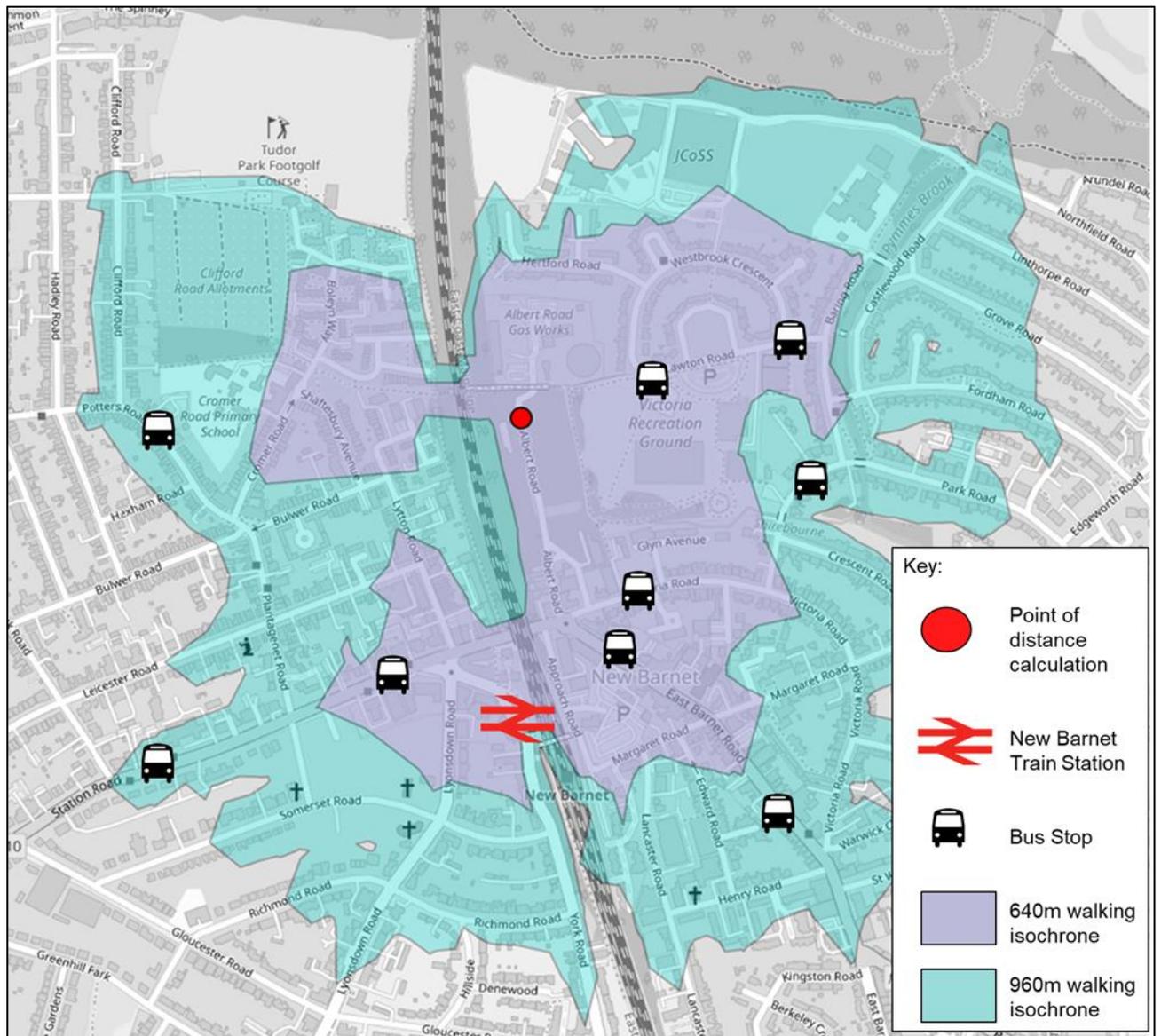
4.22 The calculation assumes that people will walk up to 640 metres (approximately eight minutes) to a bus service and up to 960 metres (12 minutes) to a rail or Tube service. However, this does not appear to be represented by the PTAL online. On page 10 of ‘Assessing transport connectivity in London’ paper produced by TfL it does state that:

*It is therefore important to use professional judgement when analysing PTAL outputs and to interpret any result in the relevant context*

4.23 The WebCAT assessment tool also uses historical public transport services and therefore to ensure as accurate assessment as possible existing public transport services should be used.

4.24 Therefore, a manual PTAL calculation has been undertaken to highlight the difference in calculations. This will provide a more accurate assessment of the PTAL of the whole site. To aid this, **Figure ID4.2** shows the calculation areas.

**Figure ID4.2: 640 metres & 960 metres walking isochrone**



- 4.25 A manual PTAL calculation shows that all of the site including the northern portion in fact benefits from a PTAL of 3 a 'moderate' rating. The TfL PTAL summary report, and the manual PTAL assessment are shown in **Appendix ID4**.

### **Car Parking Demand**

- 4.26 A total of 334 car parking spaces are proposed (including car club bays), which equates to 0.62 spaces per dwelling. This level of provision is considered reasonable, due to the site's proximity to the underground and railway stations, local bus services and the fact that many key facilities (i.e. supermarkets, schools, post office, recreational space, gym) can all be reached within a short walk of the site (which is not captured within the PTAL calculation).
- 4.27 It is considered that the proposed level of parking finds a balance between ensuring there is sufficient parking on the site to meet future demands and recognising the need to reduce car usage and promote the use of active travel modes and public transport in line with wider transport national, regional and local policies.

### Census Data

- 4.28 As a starting point the Transport Assessment undertook a calculation of potential demand using data on car ownership from the 2011 national census. This remains the most up to date data available but does not reflect future trends.
- 4.29 Using this data, in 2011 41% of households (flats and apartments) in the local area do not own a car. 48% of households own a single car and 11% two or more.
- 4.30 If this is applied to the proposed scheme, then there would be car ownership of 367 in the new units. In 2011 the proposed development would have needed 367 parking spaces to accommodate car ownerships levels at that time.
- 4.31 In addition to providing parking for new residents on the site consideration also needs to be given to providing some parking for visitors to the site.

### Future Trends

- 4.32 The next step is then to look at what has happened since 2011 and what future trends there will be that would affect car parking demand.

### *Car Clubs*

- 4.33 As part of the proposed development there would be 4 car club cars provided on the site parked in 4 of the spaces to be provided.
- 4.34 Car clubs are membership schemes that offers people the use of a car on a pay-as-you-go basis. The schemes save the additional costs and inconvenience of residents owning or using their own car and means that residents have easy access to a car for those occasional journeys.

- 4.35 All new residents will receive memberships (and free drive time credit). Additionally, free commercial memberships and business accounts would be included for the non-residential land uses on site.
- 4.36 The provision of four car club spaces is designed to make it easy for residents to live at the site without owning their own car thereby encouraging sustainable travel habits.
- 4.37 According to the Carplus Good Practice guidance, 'The Carplus Annual Survey suggests that one car club car in London replaces up to 17 privately owned vehicles that are sold, disposed of or purchase deferred in the past 12 months'.
- 4.38 As such the ability for the proposed four car club spaces and membership incentives offered to residents as part of the development has the potential to reduce car ownership and associated car parking demand. The simple consideration of the effectiveness of Car Clubs would in itself represent a significant measure to reduce car parking demand. Where each space has the potential to remove 17 vehicles, this represents 68 vehicles / spaces across the development.
- 4.39 If this reduction is applied to the 367 spaces identified to support car ownership in 2011 this would mean that only 299 car parking spaces would be needed as part of the scheme. However, as set out above there does need to be some allowance for visitors. The additional 31 spaces (334 in total, less 4 for car clubs and 299 to meet revised car ownership) would provide some allowance for visitors.
- 4.40 In the CoMoUK 2021 Car Club Annual Report for London it is stated that '24 private cars replaced by each car club vehicle in London in 2021'. This is more evidence to support car clubs reducing car ownership and parking demand.
- 4.41 If this higher reduction is applied to the 367 spaces identified to support car ownership in 2011 this would mean that only 271 car parking spaces would be needed as part of the scheme. In this case this would leave 59 spaces as an allowance for visitors.

#### *Transport Classification of Londoners*

- 4.42 In the Transport Assessment (**CD1.13**) consideration was made about future travel demand using one of the reports published by TfL on travel in London titled '*Transport Classification of Londoners (TCoL): Presenting the Segments*' (February 2017). This document summarises the TCoL as a multi-modal customer segmentation tool. The TCoL categorises Londoners on the basis of the travel choices they make and the reasons for making them.
- 4.43 The TCoL identifies nine segments and provides a profile of residents across each of the segments for all of the London Boroughs. The profile for the borough of Barnet is provided in **Table ID4.1** below which is taken from **Table 2.1** of the Transport Assessment.

**Table ID4.1: London Borough of Barnet TcoL**

Transport Classification of Londoners	%
Affordable transitions	0
City living	1
Detached retirement	45
Educational advantage	3
Family challenge	9
Settled suburbia	3
Students & graduates	10
Suburban moderation	25
Urban mobility	4
Total	<b>100%</b>

- 4.44 Based on the information presented in **Table ID4.1**, the Transport Classification of Londoners (TcoL) says that 70% of Barnet residents fall within ‘Detached Retirement’ and ‘Suburban Moderation’ segments. Students & Graduates and Urban Mobility accounts for only 14% of Barnet residents.
- 4.45 Detached retirement would be classed as those typically in the “empty nest” or retired life stage group that are looking to live in greener suburbs on the fringes of London. Travel for this group is largely dominated by car with some use of rail and very little bus or active modes typically used.
- 4.46 Suburban moderation would be classed as those who are likely to have at least one child at home and has around the average level of change. This travel profile has car use high on the list, with use of public transport and active modes below average.
- 4.47 The results of the TcoL are Borough wide and represent a snapshot in time. They should be not taken as an indication of the likely types of residents of the proposed homes that the Victoria Quarter development would provide.
- 4.48 The proposed development does not preclude people from any of the identified segments from becoming future residents. However, it is anticipated that the majority of future residents will be those within the urban mobility, students and graduates and city living segments. The reasons for this are the short journey time commuting into London, the site’s links to public transport and access to amenities on foot and by cycle. Car ownership and use is expected to be low as a result.

- 4.49 The site will provide both an internal space for the community and an outdoor landscaped area which will also be designed as a space for the public and will be situated adjacent to the access to the park. These facilities will attract people from the local area and will act as a community hub where residents of New Barnet can meet, relax and unwind.
- 4.50 The playground area included as part of this public space will appeal to families with young children and offer a place for them to enjoy the facilities in a safe and protected environment.
- 4.51 This all show a trend towards reduced car ownership within the site when compared to the information in the 2011 census and therefore supports the level of parking provision at the site.

*Proportions of Car Drivers*

- 4.52 There is an ongoing major shift in the way in which transport planning for residential developments is undertaken, including a major shift in planning policy (mainly the London Plan). It is now not the norm that residential units are guaranteed a parking space due to a variety of factors such as trends of less car ownership, travel pattern changes (accelerated because of the Covid-19 pandemic) and the type of people living on site.
- 4.53 An example of this is the following quote from Mimi Sheller, a sociology professor at Drexel University and Director of the Centre for Mobilities Research and Policy about younger adults and their attitudes to car ownership.

*“The millennials don’t value cars and car ownership, they value technology — they care about what kinds of devices you own.”*

- 4.54 In support of this an assessment has been undertaken of the number of 17 to 20 years old who possess a driving licence using data from the DfT’s National Travel Survey.

**Figure ID4.3 Full Car Driving Licence Holders Aged 17-20 Years**



- 4.55 In 1993 48% of people aged 17-20 possessed a car licence. In 2014 the proportion had reduced to 29%, reflecting the changing priorities of young people and in 2020 this further reduced to 28%.

- 4.56 The travel patterns and behaviour of young people is critical given the needs of the people who will be living at the proposed development in the future rather than design and forecast based on historic travel patterns and behaviour.
- 4.57 This is a further trend to show that using historic car ownership is not appropriate to determine existing and future travel demand, car ownership and car parking demand.

### Council Officers' Comments

- 4.58 The Council's Committee Report **(CD3.1)** set out the Council's consideration of car parking provision in detail in paragraphs 3.52 to 3.57. These paragraphs are repeated below with my commentary added where appropriate:

*3.5.2 The London Plan 2021 sets out the standards for residential parking based on inner/outer London and PTAL. Outer London PTAL 2 is up to 1 space per dwelling and Outer London PTAL 3 requires 0.75 spaces per dwelling*

*3.5.3 Car parking standards for residential development are also set out in the Barnet Local Plan and recommend a range of parking provision for new dwellings based on the on a sites Public Transport Accessibility Level (PTAL) and the type of unit proposed. Policy DM17 of the Local Plan sets out the parking requirements for different types of units with the range of provision is as follows:*

- four or more bedroom units - 2.0 to 1.5 parking spaces per unit*
- two and three-bedroom units - 1.5 to 1.0 parking spaces per unit*
- one-bedroom units - 1.0 to less than 1.0 parking space per unit*

*3.5.4 The development proposes a total of 334 parking spaces across the site at a ratio of 0.62 spaces per unit. The level of parking provided is therefore below what would be expected through local planning policy. The Transport Assessment (TA) submitted in support of the application sets out justification in respect of the reduced levels of parking. It considered that the site is readily accessible by non-car modes of transport and is suitable for high density residential development. The TA states the site has a good level of access to public transport modes and on this basis a relatively low car parking provision has been proposed.*

- 4.59 Officers have confirmed the relevant adopted policies that the site has been assessed against. It confirms that the Transport Assessment **(CD1.13)** provided a justification for the level of parking proposed.

*3.5.5 The London Plan outlines maximum car parking standards for residential developments. It sets out that developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit based on the majority of the development being one and two bedroom flats. With 80% of the flats being developed as either studio, one or two bedroom flats, this process is consistent with applying a lower parking ratio. The Stage 1*

*response from the GLA noted that the car parking provision was in line with the car parking ratio for outer London site with similar PTAL, set out in the London Plan*

- 4.60 This confirms the approach taken that as the site has good accessibility to public transport that the level of parking provision should be less than 1 per unit.

*3.5.6 This has been reviewed by the LBB highways team and the parking provision ratio of 0.62 is considered acceptable in principle, given wider London policy framework, TfL's Healthy Streets Policy, current and emerging Borough Policy, and previous LBB approvals for schemes with similar accessibility levels. This is also on the basis of the significant improvements to the site and surrounding area which would be secured through the s106 and 278 works. With regards to the official PTAL rating for this site, it should be noted that the proximity to the gasworks skews the levels and is somewhat misleading. This is due to inherent limitations in the PTAL calculation methodology itself. However, they confirm that a further reduction to 0.5 would not be acceptable.*

- 4.61 This confirms officers' agreement to the proposed level of parking in the light of the evidence presented on existing and future travel and car ownership.

*3.5.7 The TA states that the Transport Classification of Londoners (TCOL) assessment revealed that Barnet residents largely fall into the categories of 'Detached Retirement' and 'Suburban Moderation', both of which are groups which rely heavily on car use. It has been determined that it is likely that these are unlikely to be the classifications which are most likely to inhabit the development, instead 'Urban Mobility', 'Students and Graduates' and 'City Living' are anticipated to be the most common future resident types. All of which are less likely to rely on private car. Travel trends particularly amongst younger generations are showing a greater tendency to utilise active and shared travel modes. It is therefore anticipated the future residents would be less car reliant than existing residents in Barnet (based upon the TCOL assessment) and thus a high proportion of commuters would travel using sustainable modes.*

- 4.62 As set out in my evidence this is an example of a future trend in transport that will lead to lower car ownership and therefore a lower level of car parking provision being needed.
- 4.63 In the SoCUG (CD7.5) at paragraph 7.11 it is confirmed by the Council that they agree the proposed level of car parking by stating:

*The proposed level of car and cycle parking is acceptable.*

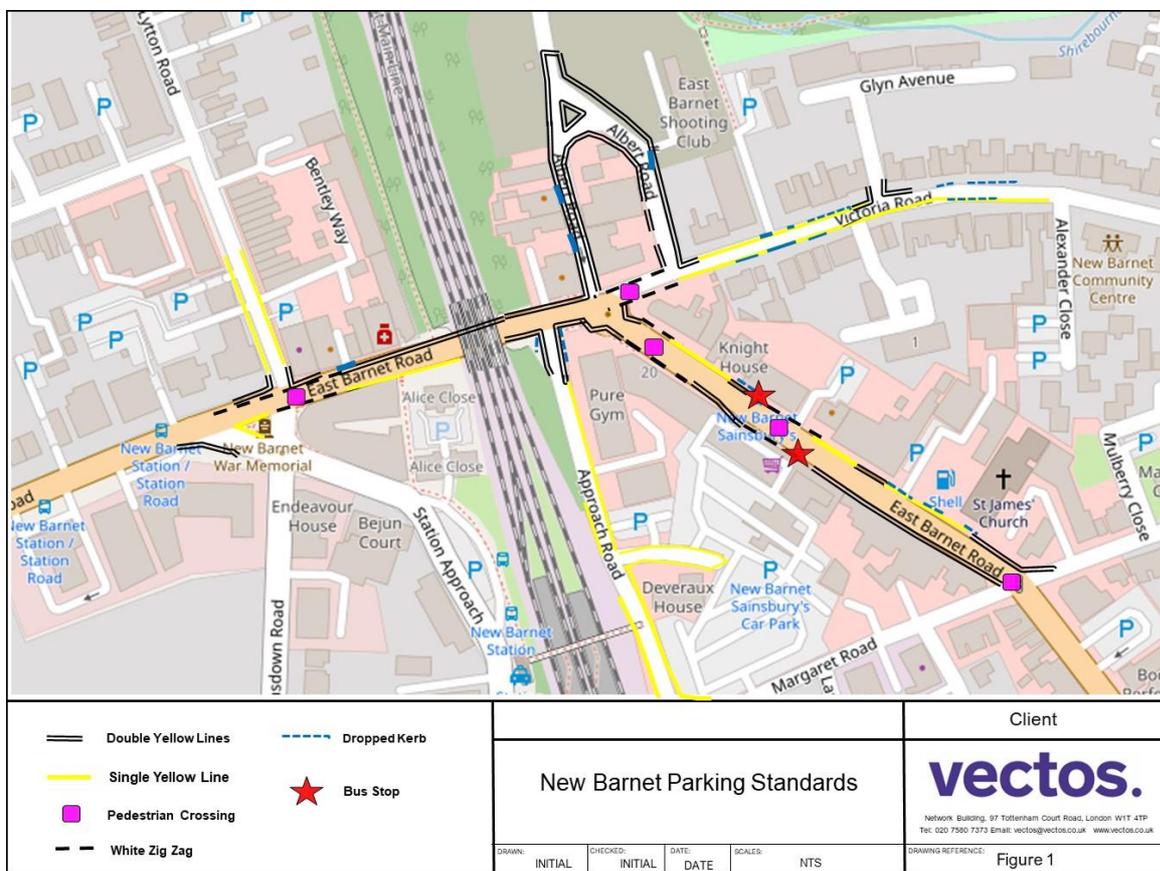
- 4.64 Both the Council and TfL believe that the level of parking proposed will accommodate future demand.

### **Off Site Parking**

- 4.65 Within the submitted Transport Assessment, a survey of existing offsite parking demand was undertaken using the Lambeth's methodology.

- 4.66 This was undertaken to ensure consistency with Policy DM17 even though the level of parking provided on the site would meet future demands and there would be no additional on-street parking.
- 4.67 The survey showed that across the two days surveyed there was approximately 21 spaces available overnight (based on the parking beat at 05:00 on the Tuesday surveyed). This suggests that there some parking capacity available for overnight parking which is when demand for residential parking is highest.
- 4.68 To ensure that the survey remains up to date in terms of the existing parking a site visit was undertaken in May 2022 to ensure the parking restrictions are still being accurately reflected. The findings of this are shown on **Figure ID4.4**.

**Figure ID4.4: Existing Parking Restrictions**



- 4.69 The two changes notes were:
  - The introduction of the zebra crossing on Victoria Road;
  - The Introduction of 21m of single yellow line along Approach Road – this change would mean you would lose 3 or 4 parking spaces from the unrestricted parking stock.
- 4.70 The latter changes means that at worse there would be a change of 3 to 4 parking spaces in the unrestricted parking stock i.e., where parking is available at all times. Neither change affects either the facts that there is some on-street parking available in the surrounding area at all times or the

availability of parking overnight which, as stated above, is the key consideration for residential developments.

- 4.71 The parking survey was undertaken to provide information to support the planning application. However, it remains the case that as demonstrated above the proposed development includes sufficient parking to accommodate future demand. This means that there would be no increase in on-street parking demand in the area.
- 4.72 Despite there being no impact on parking on the roads around the site a contribution has been offered to the Council to implement a CPZ if this is desired. This is included in the S106 Agreement that is being prepared. It will also be the case that no new residents on the site will be able to apply for residents permits within any CPZs in the wider area.
- 4.73 The proposed development does not rely on the CPZ being introduced.

### Examples

- 4.74 The following are examples of recently consented schemes in LB Barnet that have been granted planning consent or are under discussions with either similar or lower levels of parking provision proposed. These examples are set out in the context of the proposed scheme:

#### Victoria Quarter (21/3676/FUL)

- The proposed development is for 539 units of which the majority are studios, one and two bed units.
- The site is in an area of 1b to 3 using the WebCAT tool or 3 using a more detailed site-specific assessment.
- There is no CPZ in place. A parking survey has shown there is some spare capacity in the surrounding area. It is proposed to restrict future residents from being able to apply for local car parking permits. There is also funding in place to implement a CPZ should this be decided by the Council to be needed.
- The proposed level of parking is 334 or 0.62 per unit.
- The planning application is the subject of this appeal.

#### Edgware Community Hospital (21/0274/OUT)

- This proposed development is for 129 units of which the majority are one and two bed units.
- The site is in an area with a PTAL of 3 to 4 using the WebCAT tool.
- There is an existing CPZ in place. It is proposed to restrict future residents from being able to apply for local car parking permits
- The proposed level of parking is 13 spaces or 0.1 spaces per unit.

- The planning application has not yet been determined.

#### The Hyde Electrical Works (18/0352/FUL)

- The proposed development is for 505 units of which the majority are studios, one and two bed units.
- The site is in an area with a PTAL of 2 using the WebCAT tool.
- There is no CPZ in place. The site is situated within an area with loading and waiting restrictions in place. There are waiting and loading restrictions along Hyde Estate Road and Edgware Road. These restrictions are enforced by the London Borough of Barnet by means of Civil Parking Enforcement under the provisions of the Traffic Management Act (2004). No funding for a CPZ has been agreed.
- The proposed level of parking is 251 spaces or 0.5 spaces per unit.
- The scheme was granted consent in January 2020 subject to the completion of a S106 Agreement.

#### Douglas Bader Park Estate (20/6277/FUL)

- The proposed development is for 753 units which are all one and two bed units.
- The site is in an area with a PTAL of 1b to 2 using the WebCAT tool.
- There is a CPZ in place.
- The level of parking is 386 spaces or 0.51 spaces per unit.
- The scheme was granted consent in July 2020 subject to the completion of a S106 Agreement.

#### Silk Park, Hendon (19/4661/FUL)

- The proposed development is for 1,309 units of which the majority are studios and one and two bed units.
- The site is in a PTAL of 2 to 3 using the WebCAT tool.
- There is no CPZ in place and no funding was sought to implement one.
- The level of parking proposed is 423 spaces or 0.33 spaces per unit.
- The scheme was granted consent in March 2023 subject to the completion of a S106 Agreement.

4.75 While the level of parking proposed within a new development needs to be considered within the context of a wide variety of factors this shows the approach being taken on this site is consistent with

the approach being taken by the Council in line with both the London Plan and the emerging Local Plan.

- 4.76 The proposed development that is the subject of this appeal has the highest level of parking proposed, while there is no CPZ around the site parking is generally restricted, new residents would not be able to apply for parking permits for any local CPZs and there is funding available should the Council decide a CPZ is needed.

### **Section Summary**

- 4.77 The level of parking with the proposed scheme is consistent with existing and emerging policies and standards.
- 4.78 The level of parking would meet future demands arising from the proposed scheme within the site.
- 4.79 Despite there being no increase in on street parking the Appellant has offered a contribution towards the implementation of a CPZ should the Council consider this to be desirable.
- 4.80 No new residents on the proposed scheme would be able to apply for residents parking permits in any CPZ in the area.

## 5 Other Transport Matters

5.1 This section of my evidence considers sets out the approach to various transport related matters which have been raised by the objectors to the proposed scheme in addition to car parking provision. These matters being:

- Traffic Generation
- Implications for the Surrounding Road Network
- Capacity of Public Transport to accommodate Future Demand

### Traffic Generation

5.2 The trip generation methodology used within the Transport Assessment (**CD1.13**) has been previously presented to TfL in a note following the submission of the previous planning application (20/1719/FUL), this methodology was agreed.

5.3 As set out in the Transport Assessment (**CD1.13**) the level of vehicular traffic associated with the proposed development is low being 77 movements (15 in/62 out) in the weekday AM peak hour and 66 movements (45 in/21 out) in the weekday PM peak hour. This is a low level of traffic, and the Council has accepted there would not be a material impact arising from this level of traffic on the surrounding highway network as confirmed with the SoCUG as set out below.

### Implications for the Surrounding Road Network

5.4 A highway capacity assessment was undertaken as part of the TA. It showed that, the road network nearby to the site will operate above capacity regardless of whether the development comes forward.

5.5 The proposed development will not introduce additional vehicle trips over and above those already approved through previous consented schemes. As discussed within the Trip Generation section, the number of vehicle trips is reduced when compared to previous applications on site.

5.6 Moreover, car parking will not be significantly increased from that previously approved.

5.7 Significant mitigation including the proposed changes to the layout of Victoria Road / East Barnet Road mini roundabout will bring significant benefits to pedestrians and cyclists. This is the right approach to mitigating the potential impact of the proposed development in the light of the Mayor's Healthy Streets agenda.

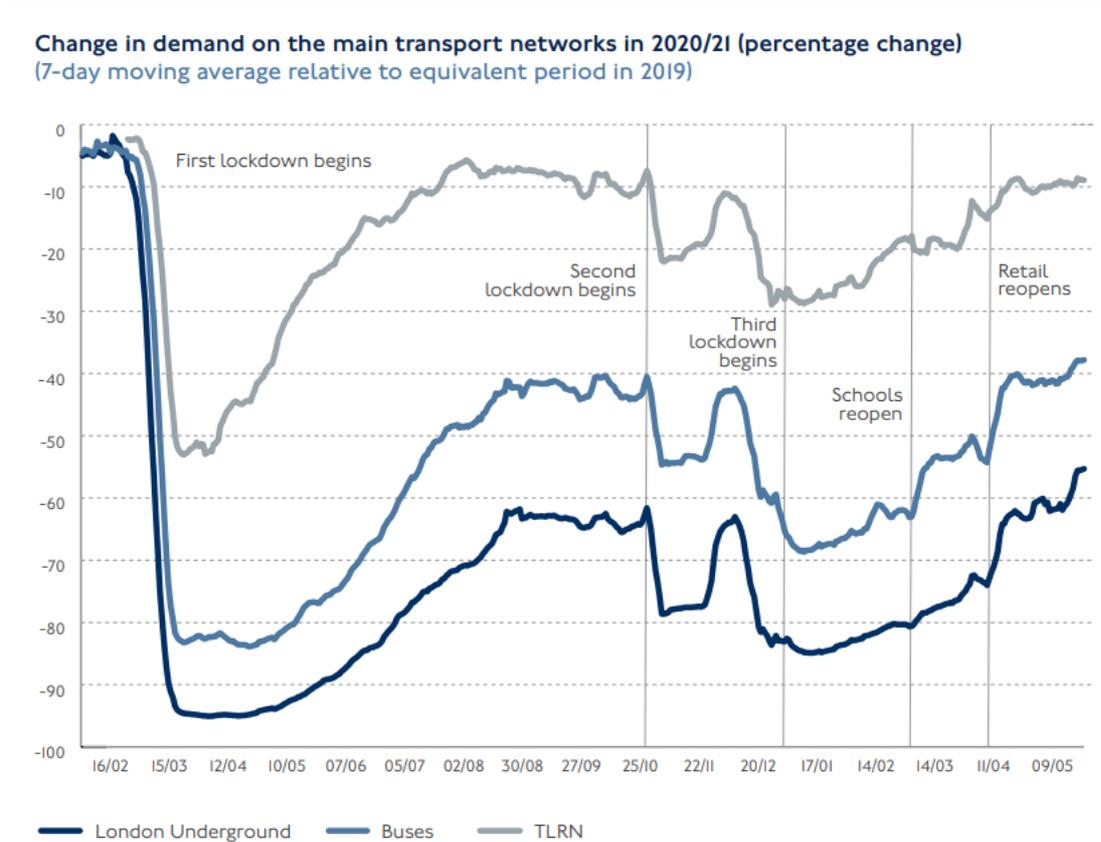
5.8 In paragraph 7.9 of the SoCUG (**CD7.5**) the Council confirm that they do not have any concerns on access and highway capacity stating:

*The proposed access to and within the site is acceptable. There are no objections on highway grounds.*

### Capacity of Public Transport to accommodate Future Demand

- 5.9 Within the Transport Assessment (**CD1.13**), a Public Transport Impact Assessment was undertaken the scope of which was agreed by TfL.
- 5.10 The assessment showed that the impact of the development on the underground network was negligible.
- 5.11 The TA (**CD1.13**) stated a maximum of 3 additional passengers per service in the AM peak hour on the 383 service towards Woodside Park Station and on the 307 service towards Barnet Hospital. The analysis suggests that for route 384 there are anticipated to be 1 to 2 additional passengers per service as a result of the development.
- 5.12 For train travel, a forecast additional 15-18 passengers were not considered to give rise to concerns of capacity or overcrowding. This assessment does factor in the effect of the Covid-19 pandemic and trends for working from home that the SNB note recognises. Journeys by bus were also assessed with existing provision considered to have sufficient capacity to meet demand.
- 5.13 It should be noted that the effects of the Covid-19 pandemic are still having an impact on how people Travel around London having created new travel habits, as shown in **Figure ID5.1**. This is highlighted within 'They Mayors Transport Strategy Updated 2020-2021' which shows the effect on travel as a result of the various lockdowns.

**Figure ID5.1: Travel Pattern Change as a result of Lockdowns**



5.14 Nonetheless, the applicant recognises the wider requirements to contribute towards mobility improvements in the area and will provide financial contributions as set out within **Section 2**.

**Section Summary**

5.15 Within the committee report (**CD3.1**) it is stated at *Para 3.5.1* that new developments in London Borough of Barnet should accord with policies DM17 and CS9:

*Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.*

5.16 It is considered that the information supplied in the Transport Assessment (**CD1.13**) and my evidence above have shown this.

## 6 The Rule 6 Party – The New Barnet Community Association

6.1 This section considers the matters relating to transport as set out in the SoC (**CD7.3**) prepared by the New Barnet Community Association (NBCA).

### Car Parking Survey

6.2 In paragraph 5.2 of NBCA's Soc it is stated that:

*“The developer’s own transport consultant identifies that the reduction in on-site parking spaces will leave the site short of at least 47 spaces excluding those for any visitors. This will inevitably lead to a CPZ being introduced in New Barnet, even though this could be offset with a straightforward amendment to the design and as such is in breach of Planning Policy DM17;”*

6.3 The reference to the car parking strategy for the site leaving ‘the site short of at least 47 spaces’ and stating this as being identified by ‘The developer’s own transport consultant’ is a misinterpretation of what is outlined in the Transport Assessment.

6.4 The reference to 47 spaces relates to Table 3.4 of the Transport Assessment (**CD1.13**). This table outlines what demand for parking demand might be if the number and type of homes proposed through the development were applied to the car ownership details for the local area taken from the 2011 Census. It is not presented as a forecast due to reasons outlined in the Transport Assessment (**CD1.13**) including:

- Change in attitudes and car ownership since 2011;
- The type of people likely to live in the development;
- Changes in travel choice (accelerated as a result of the Covid-19 pandemic); and
- That people will move to the development knowing there is no car parking provision for some homes.

6.5 The justification for the level of parking is referred to in **Section 4** of my evidence above.

6.6 Paragraph 6.3.3 of NBCA's SoC (**CD7.3**) states:

*Misleading number of car parking spaces on East Barnet Road by including the road under the railway bridge to the junction with Lytton Road where, although it is single yellow line, a car parked there would gridlock the traffic. On Tewkesbury Close it states there are 9 places when in fact there are none as this is the entrance to Sainsburys car park (Transport Assessment Report).*

6.7 As set out in Section 4 of my evidence the parking restrictions in the area included in the parking survey have been examined during a site visit in May 2022. The changes identified do not affect the results of the parking survey which continues to show that there is some parking available overnight on the roads around the site.

6.8 In any event, the level of parking on the site would accommodate future parking demand and there would be no additional on-street parking arising from the proposed scheme.

### **Public Right of Way**

6.9 Paragraph 6.4 of NBCA's SoC (**CD7.3**) states:

*The applicant has had more than two years to prepare a design for the ramp connecting the new ground level public right of way to the pedestrian tunnel under the railway line. They did not provide details for the 2020 application, and they have still not provided it for this 2021 application, a concern raised by the GLA in their pre-app advice (paragraph 46) of 7 June 2021*

6.10 As set out in Section 2 of my evidence discussions have been held with Network Rail about the improvements to the PROW. Within my evidence I have included illustrative material on what the future route would look like.

6.11 There is a planning obligation within the S106 Agreement (**CD14.9**) that requires the submission of a detailed design for the PROW prior to first occupation.

6.12 The S106 Agreement (**CD14.9**) includes a layer approach to delivering the PROW improvements on Network Rail Land.

### **Construction Traffic**

6.13 Paragraph 6.5 of NBCA's SoC (**CD7.3**) states:

*The logistics route is still directing up to 40 HGVs daily across Hadley Common even though they have been told on repeated occasions that this route is entirely unsuitable for HGVs, demonstrating that the applicant simply is not listening.*

6.14 The final Construction Logistics Plan will be the subject of a planning conditions to be agreed prior to commencement. This will include the routing of traffic to/from the site.

6.15 The routes currently proposed are:

- M25 – Site using M25 Junction 24, A111 Stag Hill/Cockfosters Road, A110 Cat Hill/Brookhill Road/Barnet Road, Victoria Road, Albert Road
- A1 - Site using A1 Barnet Way, A411 Barnet Road/Barnet Hill, A110 Station Road, Victoria Road, Albert Road

6.16 This only uses main distributor roads as is appropriate for this type of traffic as far as possible.

6.17 There is no proposal to pass across Hadley Common.

6.18 The final routing will be agreed with the Council.

## 7 Third Party Comments

- 7.1 This section of my evidence responds to the transport comments made by Third Parties.
- 7.2 Due to the volume of comments received, only a summary has been provided within the document.

**Table ID7.1: Response to Third Party Comments**

Comment/Theme	Response
Development will cause traffic issues	
<p>“On any day of the week access along East Barnet Road is bumper to bumper as drivers try to avoid the congestion by cutting around the back of Sainsbury's and pull out in Station Road causing grid lock. This development would further exacerbate an already over developed area 544 residential units without further provision of infrastructure. This development will necessitate further school places primary and secondary and GP places, all of which are currently at full stretch. The roadways in the area cannot support the additional traffic. 334 car places for 544 homes, where will the other 210 dwellings park. Barnet council’s own website shows a surplus in the car to household ratio. If this is translated to this development, it would mean 200 plus cars looking for parking in the already saturated local streets.”</p>	<p>As discussed in <b>Section 5</b> of my evidence the site does not generate significant levels of additional traffic and the Council and TfL have not raised any highway capacity issues.</p>
<p>“To develop such high-rise monstrosities packed with people who can't park anywhere would bring the area on its knees. the traffic is terrible on the best of days and there is no enforcement!”</p>	<p>As set out in <b>Section 4</b> of my evidence the level of parking proposed will accommodate future demand on the site. As stated above, there will be no material impact on the operation of the highway network surrounding the site.</p>
<p>“Too much traffic and too few parking spaces. The November 2019 report by Vectos says "Victoria Road approaches threshold capacity in morning peak " and by 2025 " there would be decrease in operation of the already congested junction". 100 extra cars would be estimated to leave the site at</p>	<p>Same comments as above.</p>

<p>am peak if the development were allowed. There will also be additional cars from the approved Kingmaker House development and additional delivery vehicles from our online shopping</p>	
<p>Not enough parking/development will lead to overspill parking</p>	
<p>“Not enough parking allowed per unit.”</p>	<p>As set out in <b>Section 4</b> of my evidence the level of parking proposed will accommodate future demand on the site.</p>
<p>“Victoria Road is already a busy and congested road and with only 334 parking spaces allocated to this development, this will only get much worse. The increase in traffic, pollution and noise will not improve life for local residents.”</p>	<p>Same comment as above.</p>
<p>“The proposed decrease in car parking provision, compared to the 2017 consented plans, would leave almost half of the new households without on-site parking. This would increase parking in already overcrowded nearby streets &amp; could cause conflict with existing residents, who will wish to park near their homes. Traffic management to and from the Victoria Quarter development site will be a key issue due to the restrictive accessibility of the site itself. It is already very congested in and around Park Rd and the junction with Victoria Rd, thus it is imperative that only a manageable number of flats are built to ensure a minimal impact on the quality of life of existing residents.”</p>	<p>Same comment as above.</p>
<p>Footbridge</p>	
<p>“The removal of the existing footbridge is unacceptable and will cut the area of Victoria Park off from Cromer Road and the vague promise of new access or pedestrian routes will mean walking public pavements around New Barnet via Station Road”</p>	<p>As set out in <b>Section 2</b> of my evidence the existing PROW will be replaced with a new and improved PROW.</p>

<p>“To remove the footbridge is unacceptable without a firm, time limited and agreed replacement.”</p>	<p>Same comment as above.</p>
<p>“How will the removal of the footbridge affect access from the other side of the railway, will it be replaced with something or will everyone be forced to walk to the main road to gain access to the park and leisure centre.”</p>	<p>Same comment as above.</p>
<p>Access width</p>	
<p>“Access issues will produce a tailback of cars into and out of the site, diminishing the environment even further. There is very restricted access to the redevelopment site. The only access to the old gasworks site is via narrow Albert Road, and then onto Victoria Road and East Barnet Road. This restricted access must place limitations on the extent of any development of the site. The current proposal is designed to house a maximum of 1814 residents. This number of people trying to get to work or school in the mornings or returning at the end of the working day would create considerable congestion, not just for those living on the redeveloped site, but also for the whole area.”</p>	<p>The access will accommodate the proposed future traffic levels.</p>
<p>“There is very restricted access to the redevelopment site. The only access to the old gasworks site is via narrow Albert Road, and then onto Victoria Road and East Barnet Road. The proposed scheme would hugely slow down traffic in the whole of the local area by creating congestion, especially at the junction where Victoria Road and Albert Road join East Barnet Road.”</p>	<p>Same comment as above.</p>
<p>“Access routes are extremely limited due to railway, park etc, and the access roads (Victoria Road, East Barnet Road) are already congested, with particular safety issues in Victoria Road where it is already too narrow for two-way traffic. Introducing restrictions such as yellow lines here will be unfair to existing residents, and push parking problems and associated</p>	<p>Same comment as above.</p>

<p>traffic flow challenges to adjoining roads. The size of the development on a site with single access will exacerbate the congestion and danger of these narrow roads”</p>	
<p><b>Construction Traffic Routing</b></p>	
<p>“Routes for construction traffic are completely impractical e.g., HGVs through the Hadley Common gate!?!”</p>	<p>As set out in <b>Section 6</b> of my evidence there will be no construction traffic across Hadley Common and it will be directed onto main distributor roads which are designed to accommodate this type of traffic.</p>
<p>“Unacceptable plan for vehicle access to/from/into the site. During the construction phase to suggest that heavy articulated trucks/lorries can be routed along residential streets is ludicrous. Google map street view of Bakers Hill/Hadley Rd shows clearly that turning at single width 'gate' at boundary of Hadley Common is unsuitable for HGV. [The gates have architectural merit Grade II, are wooden so easily damaged]. Turning from A111 into Mount Pleasant is tight with traffic island, and parking narrows the road. Unacceptable on A111 given the Cockfosters development site also to use it to access M25. The expected 600 vehicle movements during construction (with reversing into the site), will cause 5.5 years of road disruptions and tailbacks - delaying buses further”</p>	<p>Same comments as above.</p>
<p>“Routes for construction traffic during building work are completely impractical and demonstrate a lack of understanding of the issues in the area suggesting that the Construction Logistics Plan has not been appropriately researched.”</p>	<p>Same comment as above.</p>
<p><b>Public Transport Infrastructure wouldn't be able to cope</b></p>	
<p>“Public transport is currently at full capacity during rush hour. The local train services are full at peak times (often unable to take on passengers due to overcrowding). Buses are equally full in rush hours, with standing room</p>	<p>The applicant has agreed to provide a contribution which will be secured through the legal agreement to help provide for a capacity uplift for local public transport.</p>

<p>only/unable to take on passengers. Travelling in and out of London is reasonably easy, travelling to the east or west of Barnet is very difficult. Since the 2019 survey, changes to the 384 bus route take it along Victoria Road and Park Road causing bottlenecks as cars and buses try to get past parked vehicles and each another”</p>	<p>This has been discussed in <b>Section 5</b> of my evidence.</p>
<p>“Public transport is already so busy and full.”</p>	<p>Same comments as above.</p>
<p>“Public transport is already severely overcrowded during rush hours and cannot support the additional burden of this proposed development.”</p>	<p>Same comments as above.</p>

## 8 Summary and Conclusions

- 8.1 My evidence has considered the transport and highway issues in relation to the proposed development at Land Formerly Known as British Gas Works, Albert Road, New Barnet, EN4 9SH.
- 8.2 The planning application was supported by a Transport Assessment (**CD1.13**) and further extensive detailed work was undertaken following the submission of the planning application in advance of the consideration of the application by LB Barnet, Transport for London and National Highways. This work demonstrated that with the proposed mitigation measures that the proposed development would not give rise to any highway or transport issues.
- 8.3 The site is in a location that is highly accessible for all modes of transport. There are a range of local facilities within reasonable walking distance of the site including the town centre, bus station and railway station.
- 8.4 The proposed scheme is in accordance with national, regional and local transport policies.
- 8.5 A package of transport related measures has been identified to further improve the accessibility of this highly sustainable site.
- 8.6 The existing PROW will be retained and improved. It will need to be closed for a period to allow the improvements to be undertaken, but there are reasonable alternative routes available while the route is being improved.
- 8.7 The level of car parking within the proposed development will accommodate future demand.
- 8.8 The proposed site accesses would safely accommodate traffic associated with the development that is the subject of this appeal and there would be no material impacts on the highway networks around the site.
- 8.9 There is sufficient capacity in public transport services to accommodate future demand.
- 8.10 Construction traffic will be managed through a Construction Logistics Plan that will be approved by the Council. This will ensure that construction traffic uses appropriate roads.
- 8.11 There will be no severe residual cumulative impact arising from traffic associated with the proposed development and therefore in line with the guidance in the NPPF the proposed development should not be resisted on transport grounds.

# Appendices

## Appendix ID1 - Existing Public Right of Way













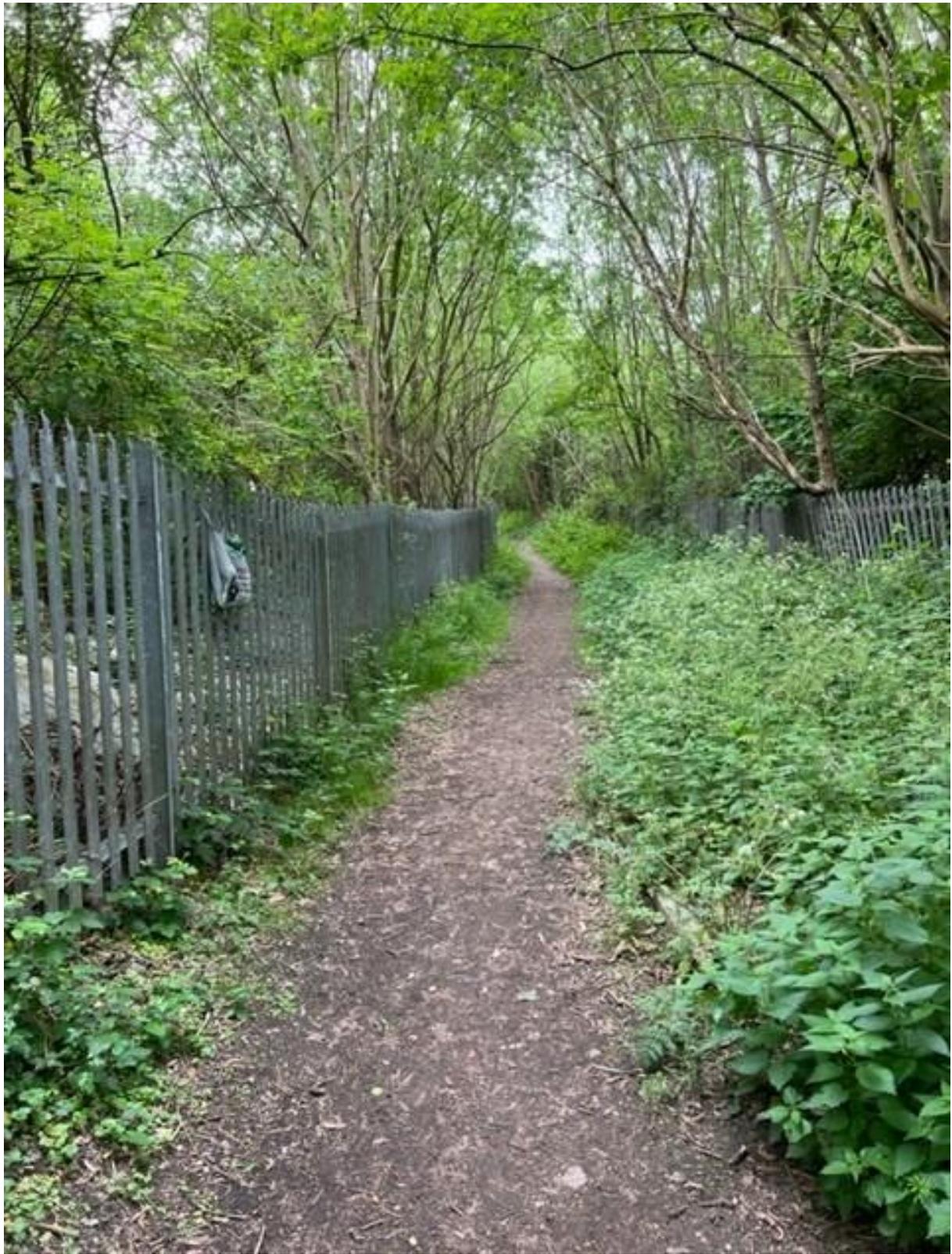




















## Appendix ID2 - Future Public Right of Way



© the visualiser - work in progress sketch

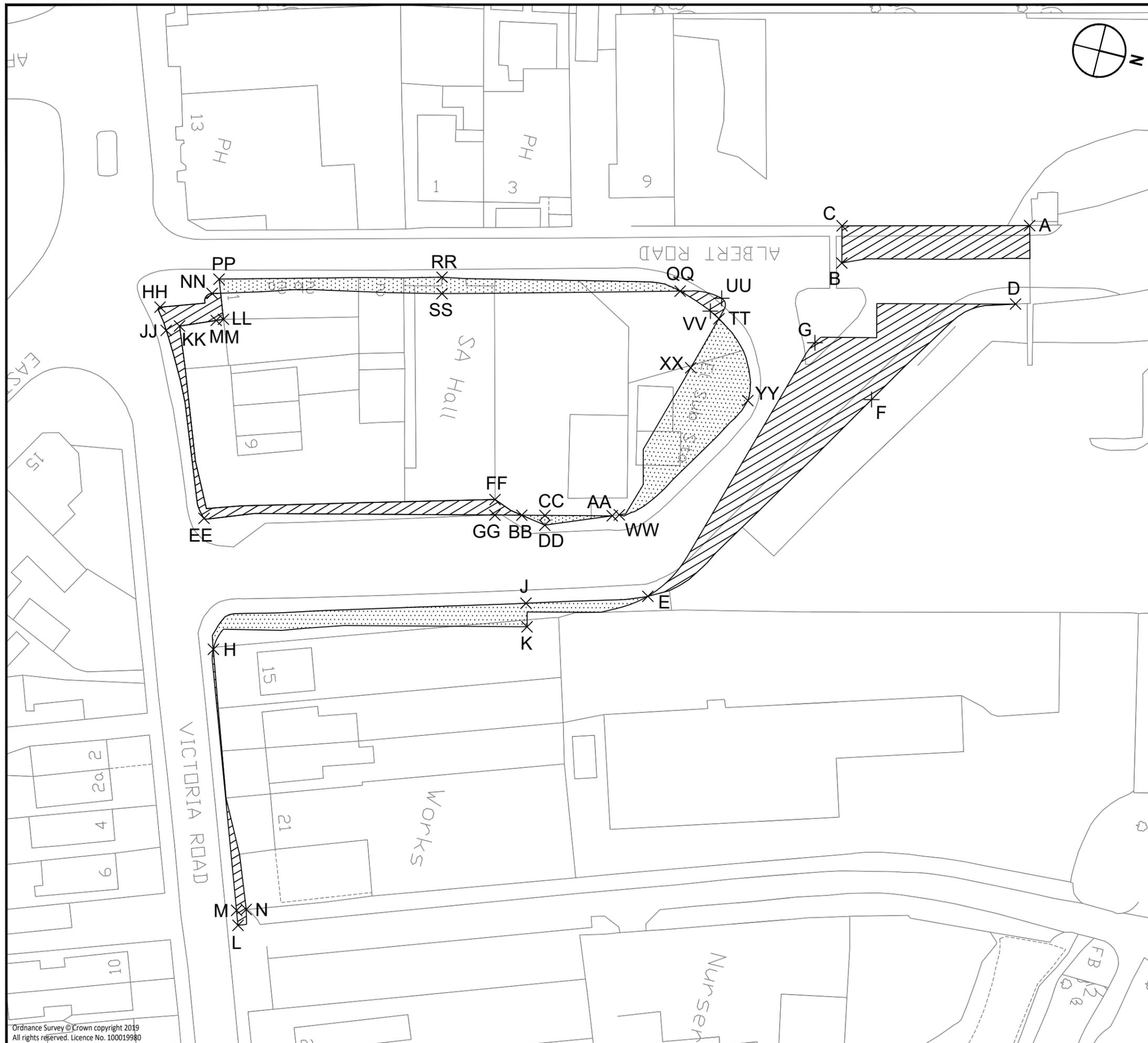


© the visualiser - work in progress sketch



© the visualiser - work in progress sketch

## Appendix ID3 - Stopping Up Notice and Draft Order



**Notes:**  
 1. This is not a construction drawing and is intended for illustrative purposes only.  
 2. White lining is indicative only.

**Key**

- Highway to be Stopped Up
- Land to be offered for adoption

REV.	DETAILS	DRAWN	CHECKED	DATE
C	Section of Highway to be Stopped Up removed between areas A-C & D-G.	JM	SM	08.02.2022
B	Proposed highway boundary extents updated in multiple areas.	JM	SM	29.11.2021
A	New Highway added.	JM	SM	14.10.2021

CLIENT:  
**Fairview New Homes**

PROJECT:  
**Victoria Quarter Barnet**

DRAWING TITLE:  
**Highway to be Stopped Up**

SCALES:  
**1:500 at A3**

DRAWN: JM    CHECKED: SM    DATE: 02.09.2021

**vectos.** | PART OF **SLR**

Network Building, 97 Tottenham Court Road, London W1T 4TP  
 t: 020 7580 7373    e: vectos@vectos.co.uk

DRAWING NUMBER: **216001/PD06**    REVISION: **C**

Ordnance Survey © Crown copyright 2019  
 All rights reserved. Licence No. 100019980

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.  
 IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

DATED \_\_\_\_\_ 2022

**LONDON BOROUGH OF BARNET**

**SECTION 247  
TOWN AND COUNTRY PLANNING ACT 1990**

**THE STOPPING UP OF HIGHWAYS  
(LONDON BOROUGH OF BARNET)**

**LAND AT VICTORIA QUARTER, NEW BARNET, FORMERLY KNOWN AS BRITISH GAS  
WORKS, ALBERT ROAD EN4 9SH  
(STOPPING UP ORDER No. 1 2022)**

DRAFT

**LONDON BOROUGH OF BARNET**

**SECTION 247 TOWN AND COUNTRY PLANNING ACT 1990**

**REDEVELOPMENT OF LAND AT VICTORIA QUARTER, NEW BARNET, FORMERLY KNOWN AS  
BRITISH GAS WORKS, ALBERT ROAD EN4 9SH**

**(STOPPING UP ORDER No. 1 2022)**

**MADE.....**

**THIS ORDER** is made by the London Borough of Barnet ("the Council") acting in its capacity as a local highway authority and in exercise of its powers under Section 247 of the Town and Country Planning Act 1990 ("the Act") as amended by Section 270 and Schedule 22 of the Greater London Authority Act 1999 and of all other powers enabling it in that behalf.

**BY THIS ORDER:**

1. The Council authorises the stopping up of the highways described in the First Schedule to this Order and shown on the Deposited Plan, in order to enable the development described in the Third Schedule to this Order to be carried out in accordance with the planning permission granted under Part III of the Act by the Council on xxx under reference number 21/3676/FUL.
2. The Council authorises the alternative highway to be provided as described in the Second Schedule to this Order and shown on the Deposited Plan.
- 3.. Where immediately before the date of this Order there is any apparatus of statutory undertakers under, in, on, over, along or across any area of highway authorised to be stopped up under this Order then, subject to Section 261(4) of the Act, those statutory undertakers shall continue to have the same rights in respect of that apparatus after that area of highway is stopped up as they had immediately before the making of this Order.
- 4.. References to the "**Deposited Plan**" shall mean the plan numbered 216001/PD06 Rev C deposited at the main reception London Borough of Barnet, 2 Bristol Avenue, Colindale, London NW9 4EW.

**DATE OF COMING INTO FORCE**

5.. This Order shall come into force on the date on which notice that it has been made is first published in accordance with Section 252(10) of the Act, and may be cited Stopping Up of Highways (London Borough of Barnet Redevelopment of Land At Victoria Quarter, New Barnet, Formerly Known As British Gas Works, Albert Road EN4 9SH Order No.1 2021).

## THE FIRST SCHEDULE

### Description of highways to be stopped up

The highway areas and sections listed below are shown on Drawing No. 216001/PD06 Rev C - "Highway to be Stopped Up". The dimensions quoted below are approximate averages and have been rounded to the nearest half metre. The drawing should be referred to for exact locations.

**Table 1**

Name / Reference of Highway	Address of Highway	Starting Grid Reference	Ending Grid Reference	Highway to be Stopped Up		
				Length (m)	Width (m)	Area (m <sup>2</sup> )
Area 1	A-B (Inc. C). Paving slabs and carriageway surfacing.	E 526477.650 N 196310.900	E 526488.717 N 196287.578	26	4.5-5	114.5
Area 2	D-E (Inc. F&G). Paving slabs and carriageway surfacing.	E 526488.362 N 196311.650	E 526538.648 N 196273.176	63.5	0-11	349.5
Area 3	H-L (Inc. M&N). Footway surfacing and paving slabs.	E 526559.901 N 196218.085	E 526595.138 N 196230.392	37.5	0-1.5	19
Area 4	BB-LL (Inc. FF&GG, EE, JJ&KK, HH, MM&NN). Footway surfacing and paving slabs.	E 526532.215 N 196254.014	E 526516.450 N 196208.550	43	0-3.5	109.5
Area 5	QQ-TT (Inc. UU&VV). Paving slabs and carriageway surfacing.	E 526497.718 N 196267.365	E 526500.050 N 196273.328	6.5	0-2.5	9.5

## THE SECOND SCHEDULE

### ALTERNATIVE HIGHWAY TO BE PROVIDED

The highway areas and sections listed below are shown on Drawing No. 216001/PD06 Rev C - "Alternative Highway to be Provided". The dimensions quoted below are approximate averages and have been rounded to the nearest half metre. The drawing should be referred to for exact locations.

**Table 1**

Name / Reference of Highway	Address of Highway	Starting Grid Reference	Ending Grid Reference	Highway to be Offered for Adoption		
				Length (m)	Width (m)	Area (m <sup>2</sup> )
Area 6	E-H (Inc. J&K). Footway surfacing and paving slabs.	E 526538.648 N 196273.176	E 526559.901 N 196218.085	59	0-3	123.5
Area 7	AA-BB (Inc. CC&DD). Footway surfacing and paving slabs.	E 526529.309 N 196265.863	E 526532.215 N 196254.014	12	0-1.5	8
Area 8	PP-QQ (Inc. RR&SS). Footway surfacing and paving slabs.	E 526511.350 N 196206.650	E 526497.718 N 196267.365	62	0-2	107
Area 9	TT-WW (Inc. XX&YY). Footway surfacing and paving slabs.	E 526500.050 Y 196273.328	E 526528.950 N 196266.750	29.5	0-9	168

**THE THIRD SCHEDULE**

**LOCATION**

Highway land at Victoria Quarter, New Barnet, Formerly Known as British Gas Works, Albert Road EN4 9SH

**THE DEVELOPMENT**

Redevelopment of the site to provide 539 residential units (Use Class C3) within 13 buildings ranging from 4 to 7 storeys, with 267.1sqm of retail/commercial space and 112.7sqm of community space (Use Class E and F) at ground floor, new public realm with communal landscaped amenity areas, alterations and additions to existing highways arrangements plus the removal of existing elevated footbridge and creation of new pedestrian routes, 334 car parking spaces (including car club and accessible provision) with basement and surface level provision, secure cycle parking, servicing and other associated development at Land Formerly known as British Gas Works, Albert Road, New Barnet EN4 9SH.

**Dated:** 2022

**THE COMMON SEAL OF THE MAYOR AND )  
BURGESSES OF THE LONDON BOROUGH )  
OF BARNET was hereunto affixed in the )  
presence of )**

Authorised Signatory

Authorised Signatory

**LONDON BOROUGH OF BARNET**

**STOPPING UP OF HIGHWAYS (LONDON BOROUGH OF BARNET) LAND AT VICTORIA  
QUARTER, NEW BARNET, FORMERLY KNOWN AS BRITISH GAS WORKS,  
ALBERT ROAD EN4 9SH  
(ORDER No.1 2022)**

**NOTICE OF INTENTION TO MAKE A STOPPING UP ORDER  
SECTION 247 TOWN AND COUNTRY PLANNING ACT 1990**

**NOTICE** is hereby given that the London Borough of Barnet (“the Council”) acting in its capacity as local highway authority proposes to make an Order under section 253 of the Town and Country Planning Act 1990 (“the Act”) (as amended by section 11 of the Growth and Infrastructure Act 2013) that, subject to planning permission applied for under reference 21/3676/FUL being granted, it proposed to make an Order under Section 247 of the above Act to authorise the stopping up of the highways described in the Schedule below as shown hatched with diagonal black lines on Drawing No. 216001/PD06 Rev C attached to the Order.

**IF THE PROPOSED ORDER IS MADE**, the stopping up will enable the development of the Land Victoria Quarter, New Barnet, formerly known as British Gas Works, Albert Road EN4 9SH as described in the Schedule to be carried out in accordance with the planning permission applied for under reference number 21/3676/FUL, subject to such planning permission being granted, and will be for no other purpose.

Alternative highway measuring 59 metres long and 0-3 metres wide, 12 metres long and 0-1.5 metres wide, 29.5 metres long and 0-9 metres wide at Albert Road East, and 62 metres long and 0-2 metres wide at Albert Road West as described in Schedule 2 below as shown dotted on Drawing No. 216001/PD06 Rev C attached to the Order shall be created to the reasonable satisfaction of the Council.

**COPIES OF THE DRAFT ORDER AND RELEVANT PLAN MAY BE INSPECTED** and / or obtained free of charge between the hours of 9.00am and 4.30pm Monday to Friday (excluding bank holidays and public holidays) for a period of twenty eight (28) days commencing on **26th May 2022** at the main reception London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW and can be contacted on [highway.development@barnet.gov.uk](mailto:highway.development@barnet.gov.uk) .

**ANY OBJECTION** to the making of the proposed Order must be made in writing within a period of twenty eight (28) days commencing on **26th May 2022** by sending written notice to the Traffic and Development Manager, Development Control Team, Traffic & Development Section, Development & Regulatory Services London Borough of Barnet, London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW **before 5pm on 29th June 2022.**

The Council may disclose the substance of any objection made to the making of the Order to other persons affected by it and that those persons may wish to communicate with the objector.

If no objections are duly made to the making of the Order, or if any objections are withdrawn, the Council may make the Order as an unopposed Order. Any objections duly made and which are not withdrawn will be referred to the Mayor of London.

**THIS NOTICE** is given by virtue of Section 252 of the Act.

## THE SCHEDULE

### DESCRIPTION OF HIGHWAYS TO BE STOPPED UP

The highway areas and sections listed below are shown on Drawing No. 216001/PD06 Rev C - "Highway to be Stopped Up". The dimensions quoted below are approximate averages and have been rounded to the nearest half metre. The drawing should be referred to for exact locations.

**Table 1**

Name / Reference of Highway	Address of Highway	Starting Grid Reference	Ending Grid Reference	Highway to be Stopped Up		
				Length (m)	Width (m)	Area (m <sup>2</sup> )
Area 1	A-B (Inc. C). Paving slabs and carriageway surfacing.	E 526477.650 N 196310.900	E 526488.717 N 196287.578	26	4.5-5	114.5
Area 2	D-E (Inc. F&G). Paving slabs and carriageway surfacing.	E 526488.362 N 196311.650	E 526538.648 N 196273.176	63.5	0-11	349.5
Area 3	H-L (Inc. M&N). Footway surfacing and paving slabs.	E 526559.901 N 196218.085	E 526595.138 N 196230.392	37.5	0-1.5	19
Area 4	BB-LL (Inc. FF&GG, EE, JJ&KK, HH, MM&NN). Footway surfacing and paving slabs.	E 526532.215 N 196254.014	E 526516.450 N 196208.550	43	0-3.5	109.5
Area 5	QQ-TT (Inc. UU&VV). Paving slabs and carriageway surfacing.	E 526497.718 N 196267.365	E 526500.050 N196273.328	6.5	0-2.5	9.5

## THE SECOND SCHEDULE

### DESCRIPTION OF ALTERNATIVE HIGHWAY TO BE PROVIDED

The highway areas and sections listed below are shown on Drawing No. 216001/PD06 Rev C - "Alternative Highway to be Provided". The dimensions quoted below are approximate averages and have been rounded to the nearest half metre. The drawing should be referred to for exact locations.

**Table 2**

Name / Reference of Highway	Address of Highway	Starting Grid Reference	Ending Grid Reference	Highway to be Offered for Adoption		
				Length (m)	Width (m)	Area (m <sup>2</sup> )
Area 6	E-H (Inc. J&K). Footway surfacing and paving slabs.	E 526538.648 N 196273.176	E 526559.901 N 196218.085	59	0-3	123.5
Area 7	AA-BB (Inc. CC&DD). Footway surfacing and paving slabs.	E 526529.309 N 196265.863	E 526532.215 N 196254.014	12	0-1.5	8
Area 8	PP-QQ (Inc. RR&SS). Footway surfacing and paving slabs.	E 526511.350 N 196206.650	E 526497.718 N 196267.365	62	0-2	107
Area 9	TT-WW (Inc. XX&YY). Footway surfacing and paving slabs.	E 526500.050 Y 196273.328	E 526528.950 N 196266.750	29.5	0-9	168

**Dated this 26<sup>th</sup> May 2022**

Signed:



Ian Edser  
Director of Highways and Transportation, Customer and Place  
On behalf of the London Borough of Barnet

## Appendix ID4 - Detailed PTAL Calculation

Location	Services	Route no./Route Description	Frequency (Services per Hour)
Lawton Road	Bus	384 - Cockfosters Station	4
	Bus	184	10
New barnet Sainsburys (Stop C)	Bus	307	6
	Bus	326	6
	Bus	383	2
New barnet Station Road (Stop D)	Bus	107	4
	Bus	384	3
New barnet Station	Rail	Welwyn Garden City	3
	Rail	Moorgate	4

<b>Transport Mode</b>	<b>Location</b>	<b>Distance between PT stop/Station and Site (m)</b>
<b>Bus</b>	<b>Lawton Road</b>	<b>236</b>
Bus	New barnet Sainsburys (Stop C)	465
Bus	New barnet Station Road (Stop D)	585
Railway	New barnet Station	670



Mode	Service	Frequency (Minutes)	Frequency (Services per Hour)	Walk Distance (m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF (Equivalent Doorstep Frequency, mins)	Weight	Public Transport Accessibility Index (PTAI)
Bus	384 - Cockfosters Station	15	4	236	8	3	12	2	0.5	1
Bus	384	6	10	465	3	6	11	3	1.0	3
Bus	307	10	6	465	5	6	13	2	0.5	1
Bus	326	10	6	465	5	6	13	2	0.5	1
Bus	383	30	2	465	15	6	23	1	0.5	1
Bus	107	15	4	585	8	7	17	2	0.5	1
Bus	384	20	3	585	10	7	19	2	0.5	1
Rail	Welwyn Garden City	20	3	670	10	8	19	2	0.5	1
Rail	Moorgate	15	4	670	8	8	17	2	1.0	2
<b>Overall PTAI</b>										<b>11.24</b>
<b>PTAI</b>										<b>3</b>

Reliability Factor (minutes)	
Bus	2.00
Rail/Tube	0.75
Rail/Tube	0.75

Public Transport Accessibility Level (PTAL)	Range of Public Transport Accessibility Index		Description
1a	0.01	2.50	Very Poor
1b	2.51	5.00	Very Poor
2	5.01	10.00	Poor
<b>3</b>	<b>10.01</b>	<b>15.00</b>	<b>Moderate</b>
4	15.01	20.00	Good
5	20.01	25.00	Very Good
6a	25.01	40.01	Excellent
6b	40.01	+40.01	Excellent

## Contact

---

### **London**

Network Building,  
97 Tottenham Court Road,  
London W1T 4TP.  
Tel: 020 7580 7373

### **Bristol**

5th Floor, 4 Colston Avenue,  
Bristol BS1 4ST  
Tel: 0117 203 5240

### **Cardiff**

Helmont House, Churchill Way,  
Cardiff CF10 2HE  
Tel: 029 2072 0860

### **Exeter**

6 Victory House,  
Dean Clarke Gardens,  
Exeter EX2 4AA  
Tel: 01392 422 315

### **Birmingham**

Great Charles Street,  
Birmingham B3 3JY  
Tel: 0121 2895 624

### **Manchester**

Oxford Place, 61 Oxford Street,  
Manchester M1 6EQ.  
Tel: 0161 228 1008

### **Leeds**

7 Park Row, Leeds LS1 5HD  
Tel: 0113 512 0293

### **Bonn**

Stockenstrasse 5, 53113,  
Bonn, Germany  
Tel: +49 176 8609 1360  
[www.vectos.eu](http://www.vectos.eu)

### **Registered Office**

**Vectos (South) Limited**  
**Network Building,**  
**97 Tottenham Court Road,**  
**London W1T 4TP**  
**Company no. 7591661**