

Transport Statement

The Goat, 250 High Street, Ponders End, Enfield,
London, EN3 4HB

Prepared for Ponders End Properties Limited

By YES Engineering Group Limited

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Revision History

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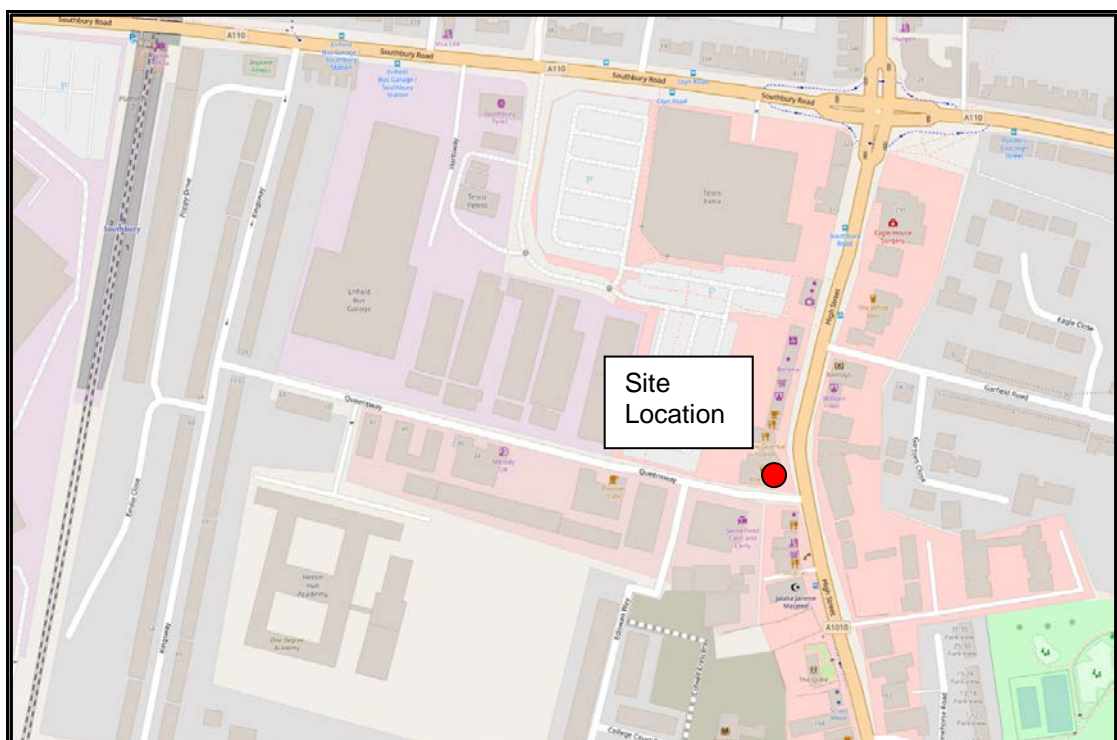
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1 Introduction

YES Engineering Group Ltd has been instructed by Ponders End Properties Limited to prepare a Transport Statement (TS) to accompany a planning application for the demolition of a rear extension of The Goat public house, re-provision of pub floorspace in a single storey side extension with a roof terrace, and development of car park to the rear of The Goat public house to provide nine dwellings in a three storey building with associated car parking, cycle storage and refuse and recycling storage.

As shown in **Figure 1.1** it can be seen that the site is situated on the eastern side of High Street (A1010) and on the northern side of Queensway.

Figure 1.1 – Location Plan



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The site lies within the administrative area of the London Borough of Enfield (LBE) and the Greater London Authority (GLA).

1.1 Development Proposals

The development proposals are for the redevelopment of the car park to the rear of The Goat public house to provide 9 residential units comprising of 5 no. one-bedroom flats, 2 no. two-bedroom flats and 2 no. three-bedroom flats with the public house re-provided at the ground floor.

The existing public house will be reconfigured predominantly at ground floor level and first floor level. The proposed demolition of pub floorspace amounts to 140sqm whilst the proposed new pub extension amounts to 167 sqm.

Single storey modern extensions will be demolished to the rear of the pub. These house a function space or saloon bar, kitchen, stores and w/c.

A new single storey side extension (to the north) will be built. This will help form a more cohesive pub space with an improved and more accessible kitchen. The extension will feature large, windows to the front creating an active frontage and the connection between the old and the new will be clearly visible in a glazed setback at the connection point.

A roof terrace will sit on top of the extension to provide outside space for the pub. A small bar and storage area to the rear will provide a buffer between the terrace and the residential development behind it

The proposed layout for the ground floor level is shown on the architect's plan attached at **Appendix A**.

Access

As shown in **Figure 1.1** above the proposed development has direct frontage to High Street to the east and Queensway to the south. The existing vehicular access with dropped kerb from Queensway will be moved around 15m closer to the junction with High Street for the proposed scheme, providing access to the car and cycle parking spaces and the bin store.

Pedestrian access for the residential units will be from Queensway as shown on the architect's plans attached at **Appendix A**. Pedestrian access to the public house will be directly from High Street and a side entrance on Queensway (as per the existing situation).

There is a pelican crossing containing dropped kerbs and tactile paving located immediately adjacent to the site on High Street. This provides safe passage for pedestrians crossing the road to access the site, bus stops and shops on the opposite side of the road. There is also a zebra crossing on Queensway adjacent to the western boundary.

Cyclists can enter the cycle store located on the ground floor at the northern end of the site via the Queensway access and courtyard area.

Parking

It is proposed that 5 car parking spaces consisting of 4 regular and 1 Blue Badge car parking spaces will be provided on-site at ground floor level for residential users only. **Figure 1.2** demonstrates that cars can turn on-site and return to the carriageway of Queensway in a forward gear.

Draft London Plan standards are now being considered and have weight. Policy T6 states "Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy".

The policy goes on to confirm "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". Therefore, the proposed car parking provision is in accordance with both the existing and Draft London Plan. The number of proposed parking spaces is also broadly similar to car ownership levels for flatted developments in Croydon as discussed in Section 2.

The Mayor's Outer London Fourth Report states car ownership is heavily influenced by parking availability as established in the Mayor's Outer London Commission produced their Fourth Report under the London Plan 2015 Implementation Framework. This report sets out evidence that parking provision of over 0.5 per unit encourages residents to own and run a car and there is an element of self-selection of where people live depending on whether there is parking available. Those for whom access to a car is essential or particularly important may

only opt to live in a development with parking available. It is therefore appropriate to provide a lower level of car parking at this site to ensure residents are not encouraged to own a car.

Future residents will be fully aware if the property they were buying/renting came with or without a car parking space and would be less likely to purchase/rent a property if they required a parking space and one was not available with the unit.

As discussed in Section 1.3 below, a recently consented planning application confirmed that the car park was no longer used by patrons of the public house. Therefore, the loss of the car park would not increase the parking stress on the surrounding roads from the continued public house use.

16 cycle spaces plus 2 visitor spaces will be provided in the cycle store located to the north of the building at ground floor level. This is in excess of London Plan standards to encourage sustainable travel.

Servicing

As shown on the Architects plans a refuse store for both the residential and public house use will be created adjacent to the Queensway vehicular access.

It is proposed that refuse collection for both the residential development and the public house will take place from Queensway as per the existing situation.

Other service vehicles (on-line shopping, Amazon etc) can stop on-site or within the service road adjacent to the site on High Street.

1.2 Pre-Application Consultation

Pre-application consultation was undertaken with LBE. The consultation discussed the opportunity for refurbishment and reconfiguration of existing public house and development of its vacant car park to provide 18 flats. LBE subsequently provided an response letter (LBE reference: 18/02781/PREAPP), dated the 14th March 2019).

Page 17 of this letter (**Appendix B**) covers traffic and transportation and reads as follows:

The site is located on a principal road and has a PTAL 4 rating with a number of bus routes in the vicinity.

DMD8 requires that adequate access, parking and refuse storage be provided in accordance with adopted standards. Policy DMD45 of the DMD states that parking layouts must provide adequate sight lines and meet all manoeuvring requirements.

Policy DMD47 requires that cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private motor car and ensure that adequate, safe and functional provision is made for refuse collection.

The London Plan requires less than 1 space per unit. Whilst this is expressed as a maximum, the provision of 5 spaces is below the standards set out in the London Plan and there is the strong likelihood of overspill on to the adjoining highway given the number of units proposed. It is noted that the PTAL is only 4, which is moderate, so a full relaxation of the parking standards would not be appropriate. The proposed parking spaces should also be 100% electric convertible ie should have charge points fitted.

Vehicle Parking Layout

The car park layout looks like it meets the standard design of bays being 4.80m x 2.40m (+0.60m for the disabled bays), with 6.0m turning space behind them. However not enough

spaces are being provided so the usability of the proposed layout is immaterial. Adequate parking spaces for disabled people must be provided preferably on-site.

Vehicular Access

Access will be from a revised access point. There are no objections to this in principle although the existing access will need to be reinstated at the expense of the applicant.

Servicing

The applicant should confirm how the existing pub is serviced ie from the car park or from the frontage. If it is from the site frontage (the service road), then this could continue as existing. If it's from the rear, there are concerns that this servicing space will be lost, and therefore a loading bay on Queensway may be required. This would need to be paid for by the applicant (this could also be used for deliveries to the residential units).

Cycle Parking

Cycle parking provision is 1xspace per 1xbed and 2xspaces per 2xbed+. These are shown located adjacent to the parking spaces and are acceptable in number, but they also need to be secure and covered. There may also be a requirement to short stay spaces to the front of the site although this is subject to a review of existing spaces being undertaken.

S106 contributions

The provision of a net increase of 18 units will require a contribution towards mitigating the impact of the increase in traffic (including pedestrian, vehicular, and bicycle). Expected contribution will be £15,000 but this will be subject to an internal review

1.3 Previous Applications

The London Borough of Enfield planning website was interrogated to establish whether previous applications had been considered for the development site and surrounding area and it was confirmed there have been recent applications which should be considered.

Application No. 18/00554/FUL was for the change of use from car park to car wash (Sui Generis) with a standalone cabin at the car park to the rear of The Goat public house 250 High Street, Enfield, EN3 4HB. As part of this application it was demonstrated that the car park was no longer in use by patrons of the public house and was granted permission.

1.4 Policy

NATIONAL POLICY

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport, paragraph 102 of the framework details *'the need for transport issues to be considered at the early stages of plan making and development proposals, so that:*

- a) *the potential impacts of development on transport networks can be addressed*
- 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*

- c) *opportunities to promote walking, cycling and public transport use are identified and pursued*
- d) *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*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

Considering development proposals, paragraph 108 states *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- b) *safe and suitable access to the site can be achieved for all users*
- c) *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.'*

NPPF paragraph 109 states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

In the context of this guidance, applications for development should:

- 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*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
- 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*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

NPPF paragraph 111 states all *'developments which generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement of transport assessment so that the likely impacts of the proposal can be assessed.'*

REGIONAL POLICY

The London Plan, Spatial Development Strategy for Greater London – March 2016

Further Alterations to the London Plan were adopted in March 2016 within the latest version of the London Plan. The Mayor of London is responsible for producing a planning strategy for London and relevant policies relating to transport are set out below.

Policy 6.1 – Strategic Approach

- A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:
- a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs
 - b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs
 - c supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (see Policy 8.2).
 - d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)
 - e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use
 - f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network
 - g supporting measures that encourage shifts to more sustainable modes and appropriate demand management
 - h promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced
 - i promoting walking by ensuring an improved urban realm
 - j seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.
- B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes into account of the different roles of roads for neighbourhoods and road users in ways that support the Policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.

It is considered that given the proposed level of car parking within the development and access to public transport that the development application is in line with London Plan Policy 6.1.

Policy 6.2 – Providing Public Transport Capacity and Safeguarding Land for Transport

- B Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused.

Policy 6.3 – Assessing Effects of Development on Transport Capacity

- A Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.
- B Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for

this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

- C Transport assessments will be required in accordance with TfL's *Transport Assessment Good Practice Guidance* for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

Policy 6.9 – Cycling

Developments should:

- a. provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)
- b. provide on-site changing facilities and showers for cyclists
- c. contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)
- d. provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands'
- e. facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity.

Policy 6.10 – Walking

Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.

6.12 – Road Network Capacity

In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

- a. the contribution to London's sustainable development and regeneration including improved connectivity
- b. the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced
- c. how net benefit to London's environment can be provided
- d. how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved
- e. how safety for all is improved.

Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

Policy 6.13 – Parking

The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see policy 2.8).

In addition, developments must:

- a. ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

- b. provide parking for disabled people in line with Table 6.2
- c. meet minimum cycle parking standards set out in Table 6.3
- d. provide for the needs of businesses for delivery and servicing.

The car parking provision in Table 6.2 is dependent on the number of bedrooms to be provided within the residential units. This information is reproduced in Section 5.3 below.

New Draft London Plan (2018)

The New London Plan has been out for public consultation and is currently being considered in an Examination in Public. The most notable change in this document is with respect to parking standards set out in Policy T6. This is taken into consideration in Section 4 of this TS.

Policy T6 – Parking states:

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

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').

The policy goes on to confirm “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”.

Policy T6 also sets out revised maximum parking standards which are as follows:

Location	Draft London Plan
Central Activity Zone Inner London Opportunity Area Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	Car-free
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0-1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0-1	Up to 1.5 spaces per dwelling

It can be seen that up to 0.5 parking spaces would be applied for this site as the PTAL is a 4 in order to comply with policy once adopted.

LOCAL POLICY

New Local Plan (2018-2036)

London Borough of Enfield are currently working towards a New Local Plan to shape how Enfield is developed in the future. The key challenges that they are addressing are:

- ensuring there is enough housing to meet everyone's needs
- creating better employment opportunities and promoting economic growth
- reviewing infrastructure and community facilities
- the future role of our town centres
- creating places that promote health and wellbeing
- ensuring development is high quality and protects the environment

The first preliminary consultation was undertaken between December 2015 and February 2016. Enfield holds to consult on the next version of the Local Plan in early 2020.

The Enfield Plan – Core Strategy (2010 – 2025)

The Enfield Plan Core Strategy was adopted in November 2010. The Enfield Plan sets out key visions and policies for the future development of the borough up to 2025. The Core Policies relevant to transport for this development are set out below.

CORE POLICY 24 - THE ROAD NETWORK

The Council working with partners will seek to deliver improvements to the road network to contribute to Enfield's economic regeneration and development, support businesses, improve safety and environmental quality, reduce congestion, and provide additional capacity where needed. In particular the following key improvements have been identified:

- Priorities for improvements to the main road network will be:
 - A406 North Circular Road;
 - A1055 Bullsmoor Lane / Mollison Road / Meridian Way;
 - A110 Southbury Road including the one-way system in Enfield Town;
 - A10 Great Cambridge Road; A1010 Hertford Road; and
- To improve accessibility to the Upper Lee Valley, particularly east-west connections, linking areas on either side of the West Anglia rail line.
- The Council will also work with the Department for Transport, Transport for London and Network Rail to ensure adequate alternative arrangements are provided in association with any closure of level crossings on the West Anglia Main Line in association with increased rail service frequencies;
- The Council will identify and safeguard land required for the construction of major transport projects in the relevant area action plan or Site Schedule Document;
- The Council will encourage sustainable travel choices and reduce growing congestion levels through the promotion of Travel Demand Management Programmes, and will support the use of low carbon vehicles, including electric vehicles. Standards for the provision of off-street parking in new developments and requirements for transport assessments, travel plans, car clubs and car share schemes will be set out in the Development Management Document; and
- The Council will work with partners to continue to consider the potential merits, benefits and impacts of a Northern Gateway Access Package to improve accessibility and movements within north east Enfield and to support existing and new businesses in the Upper Lee Valley.

CORE POLICY 25 - PEDESTRIANS AND CYCLISTS

The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes by:

- Developing and implementing improvements to strategic and local walking and cycle routes in the Borough;

- Improving the quality and safety of the public realm, implementing streetscape improvements to be outlined in the Enfield Design Guide and relevant area action plans, fostering road safety, and implementing 'Streets for People' initiatives; and
- Working with Department for Transport, Network Rail and Transport for London to ensure that West Anglia rail line improvements address the barrier to east-west movements for pedestrians and cyclists caused by the line in the east of the Borough, including the identification of alternative crossing points.

Priority will be given to schemes that overcome community severance, particularly those linking communities on either side of the West Anglia Main Line, routes to schools, town centres and recreational resources including greenways and the Lee Valley Regional Park.

CORE POLICY 26 - PUBLIC TRANSPORT

The Council, working with its partners, will seek to secure a comprehensive, safe, accessible, welcoming and efficient public transport network, capable of supporting the development proposals for the Borough and providing attractive alternative travel options by:

- Supporting proposals to upgrade the West Anglia Rail line in the Lee Valley to enable a four trains per hour service at local stations in Enfield;
- Working with Network Rail and other rail operators to strongly promote increasing the frequency of off peak rail services between Enfield Town and Seven Sisters in association with planned growth around Enfield Town station;
- Improving access to and safety of railway and underground stations, as well as associated environmental works to make these more attractive and welcoming. Accessibility improvements to Angel Road, Edmonton Green, Ponders End and Silver Street stations will be sought in conjunction with development at Central Leaside, North East Enfield and upgrades to the West Anglia rail line in the Lee Valley;
- Improving public transport interchanges to facilitate better wayfinding, integration between modes including provision for taxis, water based transportation and cycle parking and storage, particularly at Enfield Town, Edmonton Green, Ponders End, New Southgate and Southgate Circus;
- Working with Transport for London to enhance bus provision to offer a realistic alternative to the private car, focusing on areas with poor public transport accessibility, particularly in the Upper Lee Valley and orbital bus services. This will include new and diverted services, improving bus stop accessibility, reducing walk access time and improving safety;
- Ensuring new developments demonstrate that existing or proposed public transport levels can accommodate development proposals, and where necessary, identify opportunities for public transport improvements; and
- Promoting and providing accessible transport options for persons with reduced mobility including community transport vehicles, Dial-a-ride and Taxicard.

Consultation took place Enfield from December 2015 to February 2016 on a New Plan for to cover the period 2017 to 2032, but this document is yet to be adopted.

Development Management Document (2014)

Enfield Council adopted their Development Management Document in November 2014. This document builds upon the Core Strategy Objectives and Policies. Chapter 7 deals with transport and parking and the relevant policies are set out below.

DMD 45

Parking Standards and Layout

1. Car Parking

Car parking proposals will be considered against the standards set out in the London Plan and:

- a. The scale and nature of the development
- b. The public transport accessibility (PTAL) of the site;

- c. Existing parking pressures in the locality;
- d. Accessibility to local amenities, and the needs of the future occupants of the developments.

For developments where no standards exist, parking should be provided to ensure that:

- e. Operational needs are adequately met, having regard to the need to maximise use of sustainable modes of transport.

2. Cycle and Powered Two Wheelers Parking

New development should make provision for active and passive electrical charging points, cyclists and Powered Two Wheelers in accordance with the standards set out in the London Plan. For developments where no standards exist, required provision will be assessed on a case by case basis. Development must provide secure parking in safe, convenient and accessible locations with good natural surveillance.

3. Parking Design

All new development must be designed to be fully accessible for all mobility requirements and should maximize walkability through the provision of attractive and safe layouts for pedestrians. Major development proposals should include off-carriageway links for cyclists.

Car park surfaces requiring sustainable drainage systems (SUDS) must be designed to provide Heavy Goods Vehicles (HGV) access to allow for the maintenance of the attenuation areas or soakaways.

Parking layouts must provide adequate sight lines and meet all manoeuvring requirements, including those for emergency and servicing vehicles. The need for turning facilities should generally be avoided by designing layouts with through routes. Vehicle turn-tables and car stackers will not generally be permitted.

4. Limited Parking or Car Free Housing Development

Applicants may be required to contribute towards the implementation of parking controls to prevent on-street parking where development would otherwise affect traffic flow. For sites within existing or proposed controlled parking zones, residents of the new development may be prohibited from obtaining a parking permit, where demand for on street space is already high and would be worsened by the development proposal. This will be secured by a legal agreement.

Residential developments below London Plan parking standards will be considered if the site:

- a. Has good access to public transport services or will have good access as a result of proposed or planned improvements; and
- b. Is located within or in close proximity to a designated town centre.

Development involving limited parking or car free housing developments must demonstrate that any increase in on-street parking would not adversely affect traffic flows, bus movement, road safety or the amenity of local residents or the local environment. Development will only be permitted if:

- There is an adequate number of suitably located disabled parking spaces for residents/visitors and, where appropriate, for operational/servicing needs. A drop off point for older people, the disabled and emergency services may also be required; and
- Public transport infrastructure has sufficient capacity to accommodate increased demand as a consequence of the development.

5. Car Clubs

The Council will encourage proposals for car clubs, especially those that would; support lower levels of off-street parking in new developments; be available to the wider public; and where new car club bays would support or develop the existing car club network.

This policy should be read in conjunction with Core Strategy Policies 24, 25 and 26.

DMD 46

Vehicle Crossovers and Dropped Kerbs

Planning permission for new access onto “A” roads and other busy classified roads will not normally be permitted.

Vehicle crossovers and dropped kerbs that allow for off-street parking and access onto roads will be permitted where:

- a. There is no negative impact on the existing character of the area and streetscape as a result of the loss of a front garden or grass verges to hardstanding or loss of front garden walls;
- b. There is no loss of street trees;
- c. There is no increase in on-street parking pressures in areas already experiencing high on-street parking demand as a result of introducing a vehicle crossover;
- d. There is no adverse impact on road safety;
- e. There is no adverse impact on the free flow and safety of traffic on the adjoining highway and in particular on the effective movement of bus services;
- f. Vehicles can enter or exit the crossover in forward gear;
- g. It has been shown that there are no alternative opportunities for safe vehicular access to the property (for example to the rear or side); and
- h. The size of the off-street parking is sufficient to ensure that vehicles do not overhang the public footway.

This policy should be read in conjunction with Core Strategy policies 24 and 30 and Transport for London’s Technical Guidance on footways and carriageways

DMD 47

Access, New Roads and Servicing

1. Non- vehicular Access

a) Provisions for pedestrians

All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. New pedestrian accesses, routes and footpaths are encouraged and should link with the surrounding street and public right of way networks where appropriate. Development will not be permitted where it compromises existing rights of way, unless alternatives of equivalent or greater attractiveness and convenience are provided. Gated developments will be resisted.

b) Provision for cyclists

Cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private car. The Council will protect existing off-road routes and the alignment of proposed routes from development, unless alternatives of equivalent or greater attractiveness and convenience are proposed. Where appropriate the Council will seek the provision of segregated cycle routes to adoptable standards as part of a new development.

c) Public Transport

Applications for development should give consideration to the impact of development on public transport services. Major applications will be expected to demonstrate that existing or proposed public transport capacity can accommodate development proposals, and where necessary, identify opportunities for public transport improvements.

2) Vehicular access and servicing

New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.

New access onto roads with a speed limit above 40mph must comply with design standards within DMRB (The Design Manual for Roads and Bridges). New access onto all other roads must have regard to the Manual for Streets and Manual for Streets 2 or replacement publications.

New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.

New development will only be permitted where adequate, safe and functional provision is made for:

1. Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and
2. Emergency services vehicles (following guidance issued by the London Fire Brigade & Building Regulations); and
3. Operational needs for existing residents, visitor and user “drop-off” and “pick-up” areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic.

New highways should be built to adoptable design, construction, and safety standards. Should developers wish to have new roads adopted under Section 38 of The Highways Act 1980, then specific guidance is available separately. However, the Council will not necessarily adopt all highway layouts and early advice should be sought.

This policy should be read in conjunction with Core Strategy policies 24, 25, 26 and 27.

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Transport Assessments

- All major development proposals should be accompanied by a transport assessment. For minor developments a transport statement may be required.
- In exceptional circumstances, where minor development would place pressure on the existing transport network, the Council will request a transport assessment in order to establish the transport implications of the development.

Travel Plans

- A travel plan will be required where the transport assessment or transport statement identifies the need to improve modal choice, pedestrian accessibility, minimise congestion or reduce pollution.

Servicing and Delivery Plans and Construction Logistics Plan

- The development of servicing and delivery plans and construction logistic plans (CLP) will be encouraged for all major developments. The Council may stipulate the production of such plans to ensure that developments provide for safe and legal delivery, collection, construction and servicing, including minimising the risk of collision with cyclists and pedestrians and set appropriate obligations to ensure compliance. The plans may be requested alongside and in coordination with the documents outlined in this policy. The minimum safety requirements may be secured by legal agreements.

This policy should be read in conjunction with Core Strategy Policy 24 and London Plan Policy 6.3.

1.5 Scope of the Transport Statement

Following this introduction, the report is structured as follows:

Section 2.0, Baseline Conditions: Describes the existing land use, local area, existing road network, public transport, walking and cycling infrastructure, and other features pertinent to the development.

Section 3.0, Trip Generation: Considers the level of traffic to be attracted by the proposed development once occupied on the local highway network. This section will also set out estimated trips for all modes.

Section 4.0, Construction: Considers the construction trips generated, construction routes, and impacts on pedestrian routes/footways.

Section 5.0, Impacts: Considers the level of traffic and movements associated with all modes to be generated and attracted by the proposed development once occupied on the local highway network.

Section 6.0, Mitigations: Draws together the impacts and presents mitigation measures to ensure there is a nil detriment as a consequence of development.

Section 7.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 BASELINE CONDITIONS

2.1 Existing Development

The site contains a Public House called 'The Goat' (Class A4 Use) containing a car park at the rear of the site currently being used as a hand car wash facility (granted permission with application No. 18/00554/FUL) which will be redeveloped.

There is an existing vehicular access with dropped kerbs to the car park on Queensway and pedestrian access is provided on High Street and Queensway.

2.2 Local Highway Network

As shown in **Figure 1.1** it can be seen that the site is situated on the western side of High Street (A1010) and on the northern side of Queensway. The area is predominantly mixed commercial and residential with the existing Public House being located within a parade of retail units on both sides of the road and residential developments above.

High Street (A1010) is a single carriageway local distributor road with sufficient footways on both sides of the road. To the north and South of the site, High Street becomes known as Hertford Road. There are waiting restrictions in the form of zig-zag road marks immediately along the Site frontage and single yellow lines to prevent on-street parking however the majority of the on-street parking is unrestricted surrounding the site. There are Pay and Display (P&D) parking bays (Monday-Saturday 8.00am-6.30pm) surrounding to the site. No loading is permitted in these bays between the hours of 8am to 9.30am and 4.30pm to 6.30pm Monday to Friday however there is a loading bay south of the site on the opposite side of the road. Immediately adjacent the site is a slip road where on-street parking is permitted. P&D parking bays are present with a maximum 2-hour duration.

There is a pelican crossing containing dropped kerbs and tactile paving to aid the visually impaired, which provides pedestrians with safe crossing to the site, bus stops and shops on the opposite side of the road located immediately adjacent to the site on High Street. There are four bus stops on High Street in close walking distance from the development site, two bus stops north a distance of 140m (a 2-minute walk) and two bus stops south a distance of 210m (a 3-minute walk). These stops provide access to bus route nos. 279, 349, 377, 491 and N279. The road is subject to 30mph speed limit and is lit accordingly.

Queensway connects to High Street south-east of the development site and links to Kingsway at the western end. Queensway is generally industrial in nature however further west on Queensway residential developments are present. There are waiting restrictions in the form of single yellow lines on the southern side of the road and on-street parking is permitted on the northern side of the road. Loading bays (Monday-Saturday 7.00am-7:00pm) are present on the eastern side of the road and a zebra crossing provides pedestrians on foot safe passage. The road is subject to 30mph speed limit and is lit accordingly.

2.3 Existing On-Street Parking and Servicing Provisions

It is understood existing refuse collection is taken from the carriageway of Queensway for the existing property.

There are waiting restrictions in the form of zig-zag road marks immediately along the Site frontage on High Street and single yellow lines to prevent on-street parking however the majority of the on-street parking is unrestricted surrounding the site. There are Pay and Display (P&D) parking bays (Monday-Saturday 8.00am-6.30pm) surrounding to the site. No loading is permitted in these bays between the hours of 8am to 9.30am and 4.30pm to 6.30pm Monday to Friday however there is a loading bay south of the site on the opposite side of the road. Immediately adjacent the site is a slip road where on-street parking is permitted. P&D parking bays are present with a maximum 2-hour duration.

Queensway contain waiting restrictions in the form of single yellow lines on the western side of the road and on-street parking is permitted on the eastern side of the road. Loading bays (Monday-Saturday 7.00am-7:00pm) are present on the eastern side of the road.

A car club space is contained within the recently constructed Electric Quarter residential development immediately south of the site which future residents could use.

Parking surveys were undertaken at 3am on Tuesday 25th September and at 2.30am Wednesday 26th September 2018 in accordance with the Lambeth Methodology to establish whether all on-street parking spaces in the area are fully utilised. The results are attached at **Appendix C**.

The results indicate that there are 87 parking spaces available in the vicinity and at least 29 parking spaces were available for use, giving a parking stress of 67%. However, if just the unrestricted spaces on-street are considered a minimum of 12 of the 61 spaces were available for use, giving a parking stress of 80%.

2.4 Rail

Southbury Station is 650m to the north-west of the site (approximately an 8-minute walk). Southbury Station provides Overground services to destinations such London Liverpool Street and Cheshunt. This station operates an hourly service to each destination.

It can be seen that there is access to excellent rail services located in less than an 88-minute walk from the site.

2.5 Buses

There are eight bus services available within a short walk of the site. The nearest bus stops to the site are situated south on High Street just 68m (a 1-minute walk) and 210m (a 3-minute walk) providing access to route numbered 279, 349, 377, 491 and N279. There are further bus stops north on High Street approximately 110m (a 1-minute walk) and 140m (a 2-minute walk) providing access to route numbered 279, 349, 377, 491 and N279.

The spider map provided in **Appendix D** shows all of the services which are accessible within this range. The map show that the future residents and visitors will be able to directly connect to a range of transport interchanges and destinations. Details of each of the bus services with regards to the route and the general frequency of the service provision are outlined in **Table 2.1** below.

Table 2.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Frequency	Distance (m)
307	Brimsdown – Ponders End – Enfield – Oakwood – East Barnet – Barnet – Barnet Hospital	6	283m
121	Enfield Lock – Enfield Highway – Ponders End – Enfield – Oakwood – Southgate – Palmers Green – Wood Green – Turnpike Lane Station	6	283m
377	Oakwood – Lousdale Drive – Enfield – Bush Hill Park – Lincoln Road – Ponders End	2	89m
491	Waltham Cross – Innova Park – Enfield Island Village – Ponders End – Gelliard Estate – Edmonton – North Middlesex Hospital	4	89m
349	Ponders End – Edmonton – Tottenham	7.5	89m
279	Waltham Cross – Ponders End – Edmonton – Tottenham – Manor House	10.5	89m
313	Potters Bar – Botany Bay – Chase Farm Hospital – Enfield – Ponders End – Chingford	3	229m
191	Brimsdown – Carterhatch Lane – Enfield – Ponders End – Nightingale Road – Edmonton Green	6	229m

2.6 Public Transport Accessibility Level (PTAL)

For sites in London PTALs (Public Transport Accessibility Levels) are the most widely recognised form of measuring accessibility to the public transport network. The assessment combines data regarding the frequency of public transport services and walking distance between the site and the service to establish a measure of the relative density of the public transport network. PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.

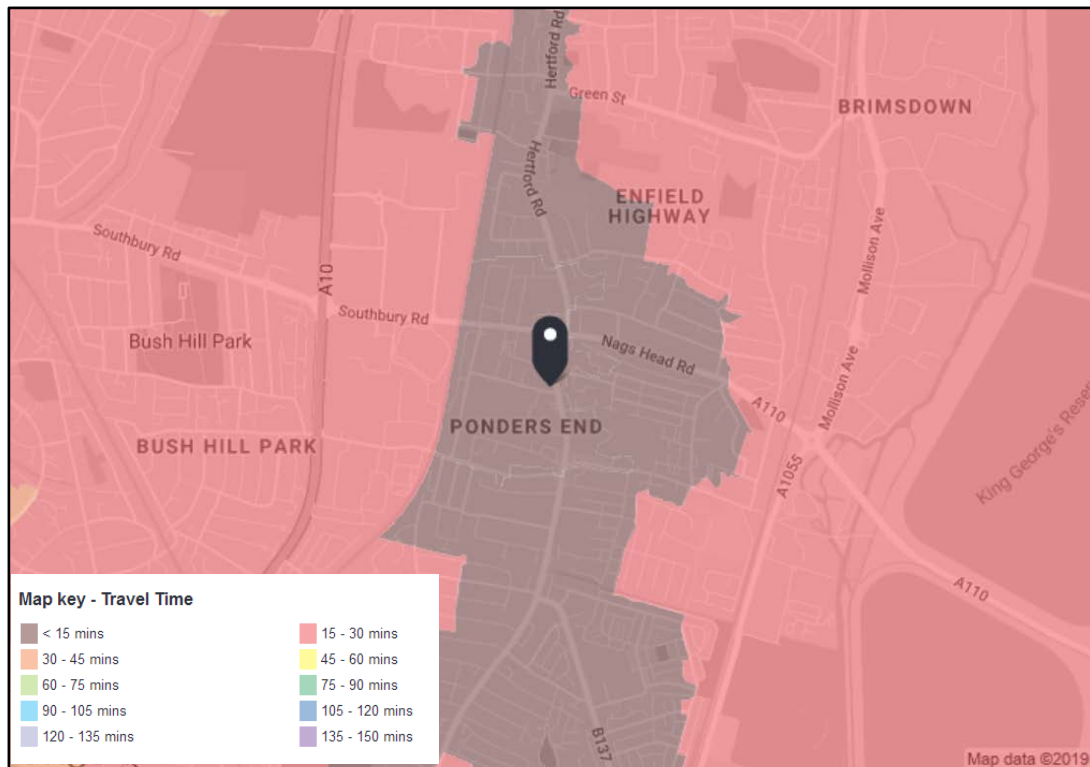
The postcode of the site (EN3 4HB) was put in TfL's Planning Information Database <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?intcmp=25932> in order to establish the PTAL. An accessibility index of 16.84 is calculated giving a corresponding PTAL of 4 representing a high level of public transport accessibility. The summary report obtained from this website is attached at **Appendix E**.

This level of accessibility provides the future residents and staff with a reasonable range of public transport alternatives to the private car.

2.7 Time Mapping (TIM)

TfL's Time Mapping analysis (TIM) assesses connectivity through the transport network or, in other words, how far a traveller can go within a given time from a specific destination. As shown in **Figure 2.1** below and at **Appendix F** from the site, a large area is accessible within 15 minutes allowing convenient access to numerous, retail, leisure, employment and commercial land uses.

Figure 2.1– TfL TIM Output



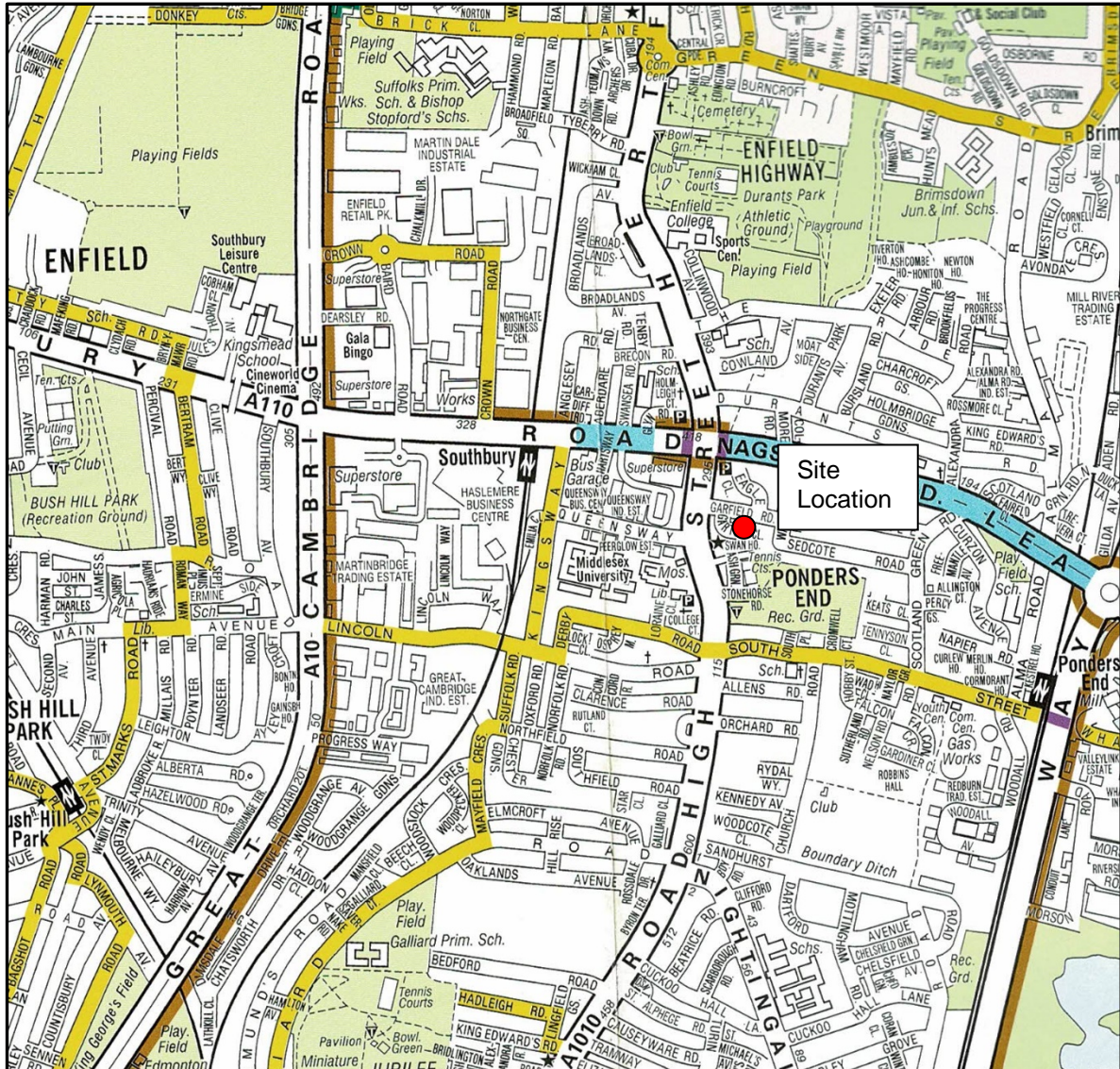
2.8 Walking and Cycling

The site is located within a mixed-use area and as such it benefits from the typical pedestrian facilities such as sufficient footway widths on both sides of the road, dropped kerbs, and street lighting. The area is subject to a 30mph speed limit at the site frontage.

The development site is located within a parade of retail units on both sides of the road containing residential development above on High Street including a Tesco's Extra located north approximately 600m (a 7-minute walk) providing future residents, visitors and staff with a wide range of shops, employment, education and healthcare.

Figure 2.2 below is an extract from TfL Local Cycling Guide 2 which shows the cycling environment surrounding the site. It can be seen that there are several roads including Kingsway and South Street signed for cyclist linking the site to the surrounding areas.

Figure 2.2 – TfL Local Cycling Guide Network



Note: **Yellow routes**= 'Route on quieter roads recommended by cyclists', **Brown routes** = 'Route adjacent to a busy road usually shared with pedestrians', **Blue routes**= 'Route signed for cyclist, may be on busy roads' **Green routes**= 'Route signed for cyclists, through a park or beside canal or river. Usually shared with pedestrians'.

The Site Plan as proposed contained within **Appendix A** shows the development proposals including bicycle and refuse stores.

From the above, it is apparent that the application site is accessible by modes of transport other than the private car. There are bus stops and Southbury Station is located to the close of the site. The public transport provision, along with the secure and covered cycle parking within the site, will encourage residents, visitors and staff to use an alternative mode to the private car.

2.9 Local Facilities

Guidance from the Institution of Highways and Transportation (IHT) 'Providing Journeys on Foot' suggests 'desirable', 'acceptable' and 'preferred maximum' walking distances for different types of journeys as shown in **Table 2.2** below.

The Department for Transport published a draft report in March 2016 for consultation entitled 'Cycling and Walking Investment Strategy'. This document aspires to double cycling in the UK by 2025 with a focus on this as being the choice of mode for journeys up to 3 miles in length.

Table 2.2 - Maximum Walking Distance

Criteria	Commuting/ School	Elsewhere (other than town centre)
Desirable	500m	400m
Acceptable	1000m	500m
Preferred Maximum	2000m	1200m

The development site is located in a parade of commercial and residential units. In addition, there are a wide variety of retail units, fast food outlets, banks, butchers and bakers on High Street within walking distance from the site. Tescos Extra is located north from the site approximately 600m (a 7-minute walk) on High Street. Tescos Extra also provides residents and staff with an Opticians and a Costa Coffee. As previously mentioned, a pelican crossing is located immediately adjacent to the site providing safe passage of pedestrians.

Employment opportunities are available within walking distance of the site. Contemporary Personnel Limited is a job centre located south on High Street approximately 250m (a 3-minute walk). For those wishing to travel further afield to work the site is accessible to public transport as discussed in Sections 2.4 to 2.6 above.

Heron Hall Secondary Academy is a secondary school (11 to 19-years) in Enfield situated on Queensway to the west of the site a distance of 210m (a 3-minute walk). Zion Tuition is a Saturday school in Enfield offering English, Maths and Science tuitions to 5 to 16-year olds, 100m (a 1-minute walk) south of the site on High Street. One Degree Academy is an all through school (4 to 19-years) in Enfield, south-west of the site on Queensway a distance of 450m (a 6-minute walk) and Southbury Primary School is a primary school (3 to 11-years) north-west of the site on Swansea Road, a distance of 500m (a 6-minute walk).

There are two GP surgeries and dental practices within walk distance of the site on High Street. Dean House is 140m (a 2-minute walk) south and Dr M Barns - Eagle House Surgery is 180m (a 2-minute walk) west. Ponders End Dental Practice is 190m (a 2-minute walk) north and Enfield Smiles Dentist is 130m (a 2-minute walk) south. There are chemists located on High Street.

It is clear that the proposed development site is in a highly sustainable location.

2.10 2011 Census Data

The 2011 Census data for car availability per accommodation type in the Ponders End Ward is shown in **Table 2.3** below and attached at **Appendix G**.

Table 2.3 – Accommodation type by car or van availability – 2011 Census – Ponders End Ward

Accommodation Type	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
All categories: Accommodation type	5,680	2,320	2,360	1,000
Whole house or bungalow	3,132	890	1,390	852
Flat, maisonette or apartment	2,548	1,430	970	148

Table 2.3 confirms that occupants of flats own less vehicles than other types of dwellings, with 56% of flats not owning a vehicle. Application of the above suggests that the 4 cars would be owned by the 9 units (38% of flats with 1 car and 6% of flats with 2 cars).

Future residents will be fully aware if the property they were buying/renting came with or without a car parking space and would be less likely to purchase/rent a property if they required a parking space and one was not available with the unit.

The Ponders End Ward data was also examined to establish the profile of residents' method of travel to work are contained in **Appendix G** and is set out in **Table 2.4** below. It can be seen that 23% of the working population in locality of the site use the car as a means to drive to work.

The Census data for the Ponders End Ward is taken into consideration for the car parking provision at the development site.

Table 2.4 –Mode of Travel to Work – 2011 Census – Ponders End Ward

Travel Mode	Percentage	No. People
Work Mainly at or from Home	1%	145
Underground, Metro, Light Rail, Tram	5%	529
Train	6%	644
Bus, Minibus or Coach	12%	1,286
Taxi	0%	24
Motorcycle, Scooter or Moped	0%	36
Driving a Car or Van	23%	2,582
Passenger in a Car or Van	1%	163
Bicycle	1%	84
On Foot	5%	521
Other Method of Travel	0%	36
Not in employment	45%	4,993
Total	100%	11,043

3 TRIP GENERATION

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the proposed use.

3.1 Existing/Proposed Use (A4 Use)

The existing public house is remaining in situ with some reconfiguration of the ground/first floor. The floor area is essentially as per the existing situation; therefore, the trip generation does not need to be considered further.

3.2 Proposed Use (C3 Use)

The development proposals are for the redevelopment of the car park to the rear of site to provide 9 residential units comprising of 5 no. one-bedroom flats, 2 no. two-bedroom flats and 2 no. three-bedroom flats.

The TRICS database has been interrogated for residential use for sites located in a similar position and PTAL rating to the proposed scheme. This trip data has been attached at **Appendix H** and the peak hour trip rates summarised in **Table 3.1** below with the resultant peak hour trip generation of the 9 residential units in **Table 3.2**.

Table 3.1 - Predicted Peak Hour and Daily Trip Rates (per unit)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.024	0.047	0.044	0.032
Taxis	0.008	0.008	0.006	0.005
OGVs	0.000	0.000	0.001	0.001
Cyclist	0.001	0.007	0.002	0.001

Table 3.2 - Predicted Peak Hour and Daily Trips (9 dwellings)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0
Taxis	0	0	0	0
OGVs	0	0	0	0
Cyclist	0	0	0	0

Table 3.2 above shows there would be no vehicular movements in the peak hours.

The number of vehicular movements associated with the proposed development will therefore have a negligible effect on the surrounding highway network.

4 CONSTRUCTION

The construction process of the development relates to a site which has direct frontage to the public highway. It therefore follows that there is a need for hoarding to be erected on the back edge of the footway, adjacent to the public highway.

4.1 Construction Routes

The construction routes will be established once it is known where the materials are going to be sourced. However, High Street is a bus route designed to accommodate heavy goods vehicle traffic and is the most appropriate to use.

4.2 Hours of Construction

Working hours will be agreed with Enfield Council, but are expected to be in accordance with the Control of Pollution and Noise from Demolition & Construction Sites (May 2008) Code of practice development used by London Boroughs

- Monday – Friday 08:00 – 18:00.
- Saturday 08:00 – 13:00.
- Sundays and Bank Holidays the site would be closed.

Vehicles would only travel to and from site between the hours set out above in order to avoid noise being generated by heavy goods vehicles close to residential and commercial properties around the site.

Notwithstanding this there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with Enfield Council.

The site will be manned during the working hours set out above.

4.3 Deliveries

This site will operate a material delivery scheduling and booking system to ensure that congestion is avoided on the surrounding highway. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes. Only one delivery will be permitted to visit the site at any one time.

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored and they will be required to book a delivery slot with the Traffic Controller. Contractors will be on hand to ensure the safety of pedestrians is maintained during the delivery process from the adjacent carriageway.

“Just in Time” scheduling of deliveries will be used where possible will minimise storage capacity required. Where “Just in Time” deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones.

Although abnormal loads are not anticipated, should it be necessary to deliver using abnormal loads the Local Authorities/Police will be notified in advance. All deliveries to site will be scheduled by the site manager.

4.4 Environmental Considerations

The site is located within an area that contains mixed-use development and it is the developer's intention to minimise the impact that the construction process could cause to the Local Environment and the neighbouring community. All care will be taken not to cause the primary environmental nuisances, noise and dust pollution. Below are some actions that will be carried out to abate these problems.

Reduction in Construction Noise:

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Using Acoustic hoarding where necessary.

Reduction in Dust Pollution and other Airborne Debris:

- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted.
- During dry periods the works are to be damped down to control the generation of dust.
- Ensuring materials have a minimum of packaging.
- Ensuring all polystyrene and similar light weight materials are weighted down.
- Making sure all dust generating materials are adequately packaged.
- Ensuring loads are covered where spoil or demolition material is being removed.
- Provide regular road cleaning using road sweepers or brushes to control dust and mud.
- Keeping the loading drop heights of spoil into lorries as low as possible.

Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

4.5 Impacts on Pedestrian Routes/Footways

It is considered that the impact on the pedestrian routes will be negligible during the construction period given that construction will be occurring at a location set back from the public highway.

5 IMPACTS

5.1 Road Network

The data provided in Section 3 above demonstrates that based on TRICS trip rates the proposed residential development is predicted to generate no vehicular movements in the peak hours.

The number of vehicular movements associated with the proposed development will therefore have a negligible effect on the surrounding highway network.

5.2 Parking Standards

The London Borough of Enfield rely on the London Plan for car and cycle parking standards. The London Plan parking standards (March 2016) for residential (C3) is set out in **Table 5.1** below.

Table 5.1 – Maximum Parking Standards

Use	London Plan – Cars	London Plan – Cycles
Residential (C3)	Less than 1.0 per unit (1-2 bed units) Up to 1.5 per unit (3 bed units) Up to 2 (4+ bed units)	<u>Long Stay</u> 1 space per studio/1 bed unit 2 spaces per 2+ bed units <u>Short Stay</u> 1 space per 40 units

Notes:

Adequate parking spaces for disabled people must be provided preferably on-site, 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

Policy T6 of the Draft London Plan also sets out revised maximum parking standards which are as follows:

Location	Draft London Plan
Central Activity Zone Inner London Opportunity Area Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	Car-free
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0-1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0-1	Up to 1.5 spaces per dwelling

It can be seen that up to a maximum 0.5 parking spaces would be applied for this site as the PTAL is a 4 in order to comply with policy once adopted.

5.3 Car Parking

Application of the standards presented in **Table 5.1** above to the proposed 9 dwellings comprising 5 no. one-bedroom flats, 2 no. two-bedroom flats and 2 no. three-bedroom flats leads to a maximum requirement of between 0 and 10 parking spaces using the London Plan. The new London Plan would require a maximum of 5 parking spaces at this location.

It is proposed that the development will provide 5 car park spaces for the residential units use, one of which will be a Blue Badge space. Parking spaces will be allocated to the largest units and residents without a parking spaces will be fully aware when purchasing or renting a property. This provision is in accordance with both the existing and draft London Plan.

The census data presented in **Table 2.3** confirms that flatted developments have much lower car ownership than houses or bungalows. Application of the census statistics suggests that the 4 cars would be owned by the 9 units (38% of flats with 1 car and 6% of flats with 2 cars). Therefore the proposed parking provision is adequate for the proposed development.

Draft London Plan standards are now being considered and carries weight. Policy T6 states “Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy”.

The policy goes on to confirm “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”. Therefore, the proposed car parking provision in accordance with both the existing and Draft London Plan. If required, the applicant will enter into an agreement with LBC whereby future tenants cannot apply for a parking permit should a Controlled Parking Zone be introduced in the future.

The Mayor’s Outer London Fourth Report states car ownership is heavily influenced by parking availability as established in the Mayor’s Outer London Commission produced their Fourth Report under the London Plan 2015 Implementation Framework. This report sets out evidence that parking provision of over 0.5 per unit encourages residents to own and run a car and there is an element of self-selection of where people live depending on whether there is parking available. Those for whom access to a car is essential or particularly important may only opt to live in a development with parking available. It is therefore appropriate to provide a lower level of car parking at this site to ensure residents are not encouraged to own a car.

The census data presented in **Table 2.3** confirm that flatted development have much lower car ownership than houses or bungalows. Future residents will be fully aware if the property they were buying/renting came with or without a car parking space and would be less likely to purchase/rent a property if they required a parking space and one was not available with the unit.

The development site is in an area of medium/high accessibility to public transport (PTAL of 4) and there are local shops, restaurants and facilities such as schools, doctors’ surgeries, etc within a 15-minute walk, that should meet the needs of the new residents. It is therefore apparent that the need to own and run a car is reduced.

5.4 Cycle Parking

The London Plan Cycle Parking Standards require 1 space per studio/one bed unit and 2 spaces per two+ bedroom units, which amounts to a need for 13 cycle spaces. The proposed site layout will provide 16 cycle spaces, plus 2 visitor spaces in excess of London Plan standards.

Cycle parking will be provided on the ground floor level at the north of the building of the proposed development as shown on the plans attached at **Appendix A**.

5.5 Public Transport

Given the sustainable location of the development, it is considered that there would not be a material impact on the public transport network as a result of the proposed development.

5.6 Walking and Cycling

There are generous width footways in the vicinity for the benefit of safe pedestrian movement. The number of pedestrian movements can readily be accommodated on the existing pedestrian infrastructure within the vicinity of the proposed development.

TfL Local Cycling Guide 2 which shows the cycling environment surrounding the site. It can be seen that there are several roads signed for cyclist linking the site to the surrounding areas. Based on the forecast number of trips generated by cyclists as detailed above it is considered that the impact on the cycle network and local road network will be negligible.

5.7 Servicing

It is proposed that refuse collection for both the residential development and the public house will take place from Queensway as per the existing situation.

Other service vehicles (on-line shopping, Amazon etc) can stop on-site or within the service road adjacent to the site on High Street.

5.8 Cumulative Impacts

There are no cumulative impacts to take into consideration in this instance.

6 MITIGATION

6.1 Travel Plan

It is not anticipated that a Travel Plan will be required for development of this scale as it falls below TfL threshold.

6.2 Delivery and Servicing Plan

It is not anticipated that a Delivery and Servicing Plan will be required for development of this scale as very few service vehicle movements will be generated by 9 dwellings.

6.3 Construction Logistics Plan

It is not anticipated that a Construction Logistics Plan is not required at the application stage, however, this may be requested as a Planning Condition.

6.4 Planning Obligations/S278 Discussions

It has been established in this Transport Statement that no adverse impacts are expected as a consequence of development. It is therefore unnecessary to consider mitigation measures relating to vehicular traffic. However, the vehicular access will be modified leading to the need for a S278 Agreement.

7 SUMMARY AND CONCLUSIONS

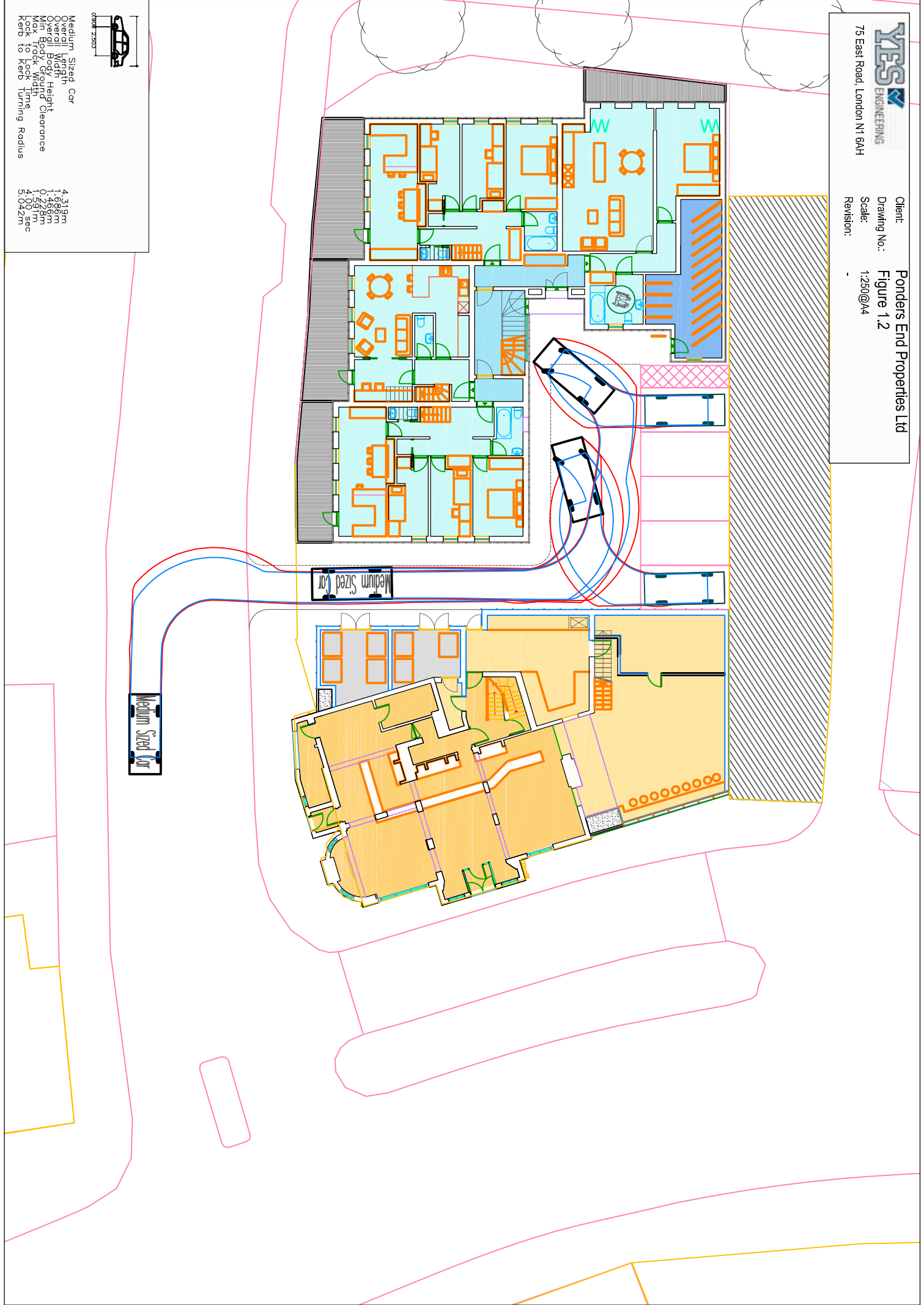
- a** YES Engineering Group Ltd has been instructed by Ponders End Properties Limited to prepare a Transport Statement (TS) to accompany a planning application for the demolition of a rear extension of The Goat public house, re-provision of pub floorspace in a single storey side extension with a roof terrace, and development of car park to the rear of The Goat public house to provide nine dwellings in a three storey building with associated car parking, cycle storage and refuse and recycling storage.
- b** The development proposals for the site are to provide 9 residential units comprising of 5 no. one-bedroom flats, 2 no. two-bedroom flats and 2 no. three-bedroom flats. The existing public house will be reconfigured predominantly at ground floor level to provide a replacement kitchen, WC's and function room. A new terrace is also created at first floor level. The overall floor area is comparable with the existing situation.
- c** Five car parking spaces will be provided for the residential development, consisting of 4 regular and 1 Blue Badge car parking spaces, in line with the both the existing and draft London Plan standards/policies. Parking spaces will be allocated to the largest units and residents without a parking spaces will be fully aware when purchasing or renting a property.
- d** The census data presented in **Table 2.3** confirms that flatted developments have much lower car ownership than houses or bungalows. Application of the census statistics suggests that the 4 cars would be owned by the 9 units (38% of flats with 1 car and 6% of flats with 2 cars).
- e** A total of 16 cycle spaces and 2 visitor spaces will be provided on the ground floor level, which is in excess of the standards set out in the London Plan.
- f** The application site is accessible (PTAL 4) by modes of transport other than the private car, with Southbury Station located 650m from the Site. There are eight bus services available within a short walk of the site. The nearest bus stops to the site are situated just 68m on High Street (a 1-minute walk).
- g** The public transport provision, the proximity to local facilities, along with the secure and covered cycle parking within the site will encourage future residents, staff and visitors to use an alternative mode to the private car.
- h** Based on TRICS trip rates the proposed development is predicted to generate no vehicular movement in the peak hours. The number of vehicular movements associated with the proposed development will therefore have a negligible effect on the surrounding highway network.
- i** It is considered that that there is adequate capacity on the footways fronting the site to accommodate pedestrian demands associated with the site.
- j** NPPF paragraph 109 states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.' As demonstrated within this report the impacts are not severe.
- k** Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development.

Figures

Figure 1.2



Medium Sized Car	
Overall Width	1.695m
Overall Height	1.466m
Min. Body Ground Clearance	0.428m
Min. Body Width	1.400m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.042m



Appendices

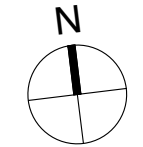
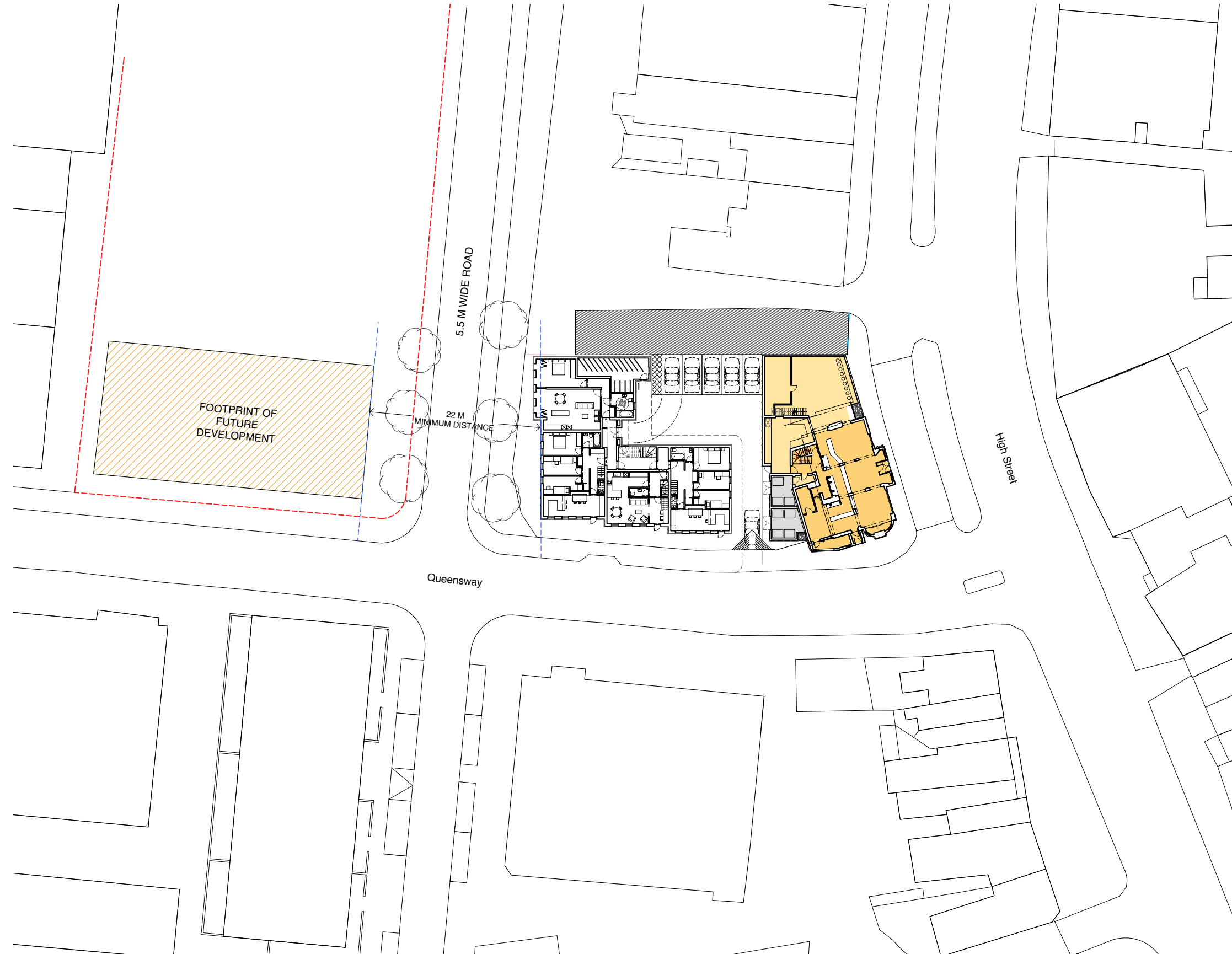
Appendix A – Proposed Ground Floor Layout Plan

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 02. All dimensions to be checked and any discrepancies to be reported to Vine Architecture Studio prior to construction
 03. Do not Scale from this drawing
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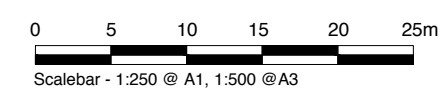
Notes:

Notes:

- This drawing is for planning purposes only



DRAFT



Revision	Description	Date
1	Planning Application	22/07/2019
*	Planning Application FINAL DRAFT	21/06/2019

Status	<input type="radio"/> Pre-Planning <input checked="" type="radio"/> Planning <input type="radio"/> Tender <input type="radio"/> Construction <input type="radio"/> As Built <input type="radio"/> Information <input checked="" type="radio"/> Discussion	Vine / Architecture Studio <small>Unit 3, 1a Vine Court, London E1 1JH www.vinearchitecture.com studio@vinearchitecture.com T 0207 377 5465</small>
Client Name	Ponders End Properties LTD	

Project Name	Ponders End Housing		Project Number	VINE92			
Date	18.07.2019	Scale	1:1000 @ A1 1:500 @ A3	Drawn by	PJ	Checked by	RPR
Drawing Name	Proposed Location Plan	Drawing No	P/000	Revision	1		

Appendix B – Informal Pre-Application Consultation Letter

Joe Haines
Savills
33 Margaret Street
London
W1G 0JD

Please reply to : Mr Joe Aggar
E-mail : joseph.aggar@@enfield.gov.uk
Phone : 0208 379 3577
Date : 14th March 2019
Ref : 19/00079/PREAPP

Dear Philip Freeman-Bentley,

Re: 250 High Street Enfield EN3 4EZ

Proposed redevelopment of site to create 18 residential units and remodelling of existing public house (follow up to 18/02781/PREAPP).

Thank you for your request for pre-application advice in respect of the above mentioned proposed development and please accept my apologies for the delay in providing this response.

The purpose of this letter is to provide general advice regarding the key planning considerations.

The views or opinions expressed in this letter are given in good faith but must be without prejudice to the formal process of consideration and decision of the Local Planning Authority. Accordingly, no favourable decision is guaranteed by this advice in respect of any future planning applications should you make amendments in accordance with the advice given, and you will appreciate that any planning application will be subject to formal consultation. Any comments received as a result of the consultation process will be material to our assessment of the proposal.

Notwithstanding the above, weight will be given to the advice contained in this letter when assessing any future application. However, it should be noted that little weight will be given to the content of this pre-application advice for schemes submitted more than three years after the date of this letter or if in the interim, there has been a material change in circumstances relating to the proposal, the application site or material planning policy.

Ian Davis
Director – Regeneration & Environment
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XY



Website: www.enfield.gov.uk

1. Site and surroundings

The application site is located on the corner of Hertford Road (principle road) and Queensway and is comprised of a locally listed public house with car park (vehicular access from Queensway). The public house is formed of two storeys with attic accommodation, and single storey structures to the rear. The subject building faces on to Hertford Road, with an access road immediately to the front. The host building has a prominent front gable and pitched roof and mock Tudor style. An outdoor seating/smoking area is adjacent to the public house, facing Hertford Road.

The rear of the site comprises a car park, with the southern and western boundaries lined with mature trees. Beyond this, is the substantial car park that serves a large supermarket. The northern boundary of the site is enclosed largely by a two-storey masonry flank wall of a commercial unit which faces onto Hertford Road.

The site is located in Ponders End Local Centre, the largest of the local centres in North East Enfield. The surrounding area comprises a mix of different types of uses including retail, residential, employment and community facilities. Buildings along Hertford Road show a mix of ages and styles and rise between two to three storeys. Towards Ponders End station, there are 1960's large-scale residential tower developments.

The application site is located in the proximity to an ongoing development, known as the 'Electric Quarter' comprised of 167 residential units and 1379sqm of commercial and community floor space. Phase 1 is completed, and works are commencing on Phase 2. The site is not located within a conservation area.

2. Proposal

Demolition of existing single storey rear extensions and single storey side extension to the existing public house and erection of part single part two storey extension side and rear additions. Redevelopment of car park to provide 18 self-contained units with cycle store, refuse and private car parking.

3. Constraints/Designations

The site is subject to the following designations/constraints:

- Residential CIL Rates £40 per sqm
- Contaminated Land- asbestos
- Ponders End Local Centre
- Place Shaping Priority Area
- Local Heritage asset
- Principal Road

4. Relevant planning decisions

250 High Street, 18/02781/PREAPP, Proposed redevelopment of site to create 20 residential units and remodelling of existing public house.

Car Park To The Rear Of The Goat, 18/00554/FUL, Change of use from car park to car wash (Sui Generis) with a standalone cabin was Granted 03.07.2018

5. Relevant planning policies

London Plan (2016)

Policy 2.6 - Outer London: Vision and Strategy

Policy 2.8 – Outer London: Transport

Policy 3.3 – Increasing housing supply

Policy 3.4 – Optimising housing potential

Policy 3.5 – Quality and design of housing development

Policy 3.8 – Housing choice

Policy 3.9 – Mixed and balanced communities

Policy 3.10 – Definition of affordable housing

Policy 3.11 – Affordable housing targets

Policy 3.12 – Negotiating affordable housing on individual private residential and mixed use schemes

Policy 3.13 – Affordable housing thresholds

Policy 3.16 – Protection and enhancement of social infrastructure

Policy 5.1 - Climate change mitigation

Policy 5.2 - Minimising carbon dioxide emissions

Policy 5.3 - Sustainable design and construction

Policy 5.5 – Decentralised Energy Networks

Policy 5.7 - Renewable energy

Policy 5.9 – Overheating and cooling

Policy 5.10 – Urban greening

Policy 5.11 – Green roofs and development site environs

Policy 5.12 – Flood risk management

Policy 5.13 - Sustainable drainage

Policy 5.14 - Water quality and wastewater infrastructure

Policy 5.15 - Water use and supplies

Policy 5.16 - Waste self sufficiency

Policy 6.3 – Assessing effects of development on transport capacity

Policy 6.9 – Cycling

Policy 6.10 - Walking

Policy 6.13 - Parking

Policy 7.1 - Building London's neighbours and communities

Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 - Local character
Policy 7.6 – Architecture
Policy 7.8 - Heritage assets and archaeology
Policy 7.14 – Improving Air Quality
Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
Policy 8.2 Planning Obligations
Policy 8.3 Community Infrastructure Levy
Policy 8.4 Monitoring and review

Core Strategy (adopted October 2010)

CP2 - Housing Supply and Locations for New Homes
CP3 - Affordable Housing
CP4 - Housing Quality
CP5 - Housing Types
CP6 - Meeting Particular Housing Needs
CP20 - Sustainable Energy use and Energy Infrastructure
CP21 - Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP22 - Delivering Sustainable Waste Management
CP24 - The Road Network
CP25 - Pedestrians and Cyclists
CP30 - Maintaining and Improving the Quality of the Built and Open Environment
CP31 - Built and Landscape Heritage
CP32 - Pollution
CP35 - Lee Valley Regional Park
CP36 - Biodiversity
CP41 - Ponders End
CP46 - Infrastructure Contributions

Development Management Document (adopted November 2014)

DMD1 – Housing on sites capable of providing 10 units or more
DMD2 - Affordable Housing for Developments of less than 10 units
DMD3 - Providing a Mix of Different Sized Homes
DMD6 - Residential Character
DMD8 - General Standards for New Residential Development
DMD9 - Amenity Space
DMD10 – Distancing
DMD 16 - Provision of New Community Facilities
DMD37 - Achieving High Quality and Design-Led Development
DMD45 - Parking Standards and Layout

DMD47 - New roads, access and servicing
DMD48 - Transport Assessments
DMD49 - Sustainable Design and Construction Statements
DMD50 - Environmental assessment methods
DMD51 - Energy efficiency standards
DMD52- Decentralised energy networks
DMD53 - Low and zero carbon technology
DMD54 - Allowable Solutions
DMD55 - Use of roof space/ vertical surfaces
DMD56 - Heating and cooling
DMD57 - Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58 - Water Efficiency
DMD59 - Avoiding and Reducing Flood Risk
DMD61 - Managing surface water
DMD64 - Pollution Control and Assessment
DMD66 - Land Contamination and Instability
DMD68 - Noise
DMD79 - Ecological enhancements
DMD80 - Trees and landscaping
DMD81 - Landscaping

Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
London Housing SPG
Social Infrastructure
Affordable Housing and Viability
North East Enfield AAP
Upper Lee Valley Opportunity Area Planning Framework
Draft London Plan
Nationally Described Space Standards (NDSS)
Refuse and Recycle Storage Guide Enfield (ENV 08/162)
S106 Supplementary Planning Document (2016)

Analysis

The main issues in this case are considered to be:

- Land Use
- Design and Appearance
- Housing Mix
- Affordable Housing

- Standard of Accommodation
- Impact on neighbouring amenity
- Access
- Highways Issues
- SuDS
- Sustainability and Energy
- Trees
- Biodiversity and Landscaping
- Planning Obligations
- CIL

Land Use

Alterations to the existing public house: The Goat public house current planning use is public house (A4) at ground floor with ancillary accommodation above. There are two single storey projecting elements to the rear public house (one original, one non-original). These contain the kitchen and 'function room'. It is proposed to remove both elements, along with a single storey side addition and erect a single rear extension and part single, part two storey side extensions.

The Social Infrastructure SPG provides guidance on London Plan policies 3.16, 3.17, 3.18 and 3.19. This places an emphasis on enhanced social infrastructure provisions which cover a wide range of facilities, including public houses, as these can be seen to contribute to making an area more than just a place to live. Policy DMD17 of the Development Management Document seeks to protect existing communities' facilities in the borough, including public houses.

The resultant development would remove approximately 140sqm of operational and ancillary floorspace at ground floor level from the existing pub. The resultant extensions would add 140sqm. There would be no net loss in terms of overall floorspace. Given the overall modernisation works to the existing public house and no net loss of floorspace, it is considered the proposal would comply with DMD 17, which seeks to protect existing community facilities.

Loss of pub car park: There is an extant planning permission for the use of the car park to a car wash (Sui Generis) with a standalone cabin. Given the car park is not considered ancillary to the function of the pub, the introduction of residential units to the car park is considered acceptable subject to compliance with other relevant policies.

Housing: The National Planning Policy Framework supports the objective of significantly boosting the supply of housing. London Plan Policy 3.3 states that boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target and to identify and seek to enable development capacity to be brought forward to meet these targets having regard to the other policies of the London Plan and in

particular the potential to realise brownfield housing capacity through sensitive renewal of existing residential areas.

London Plan Policy 3.4 (and table 3.2) seeks to maximise the supply of additional homes in line with the London Plan's guidelines on density, having regard to the site's characteristics in terms of urban design, local services and public transport, and neighbour amenity.

Policy 3.9 (Mixed and Balanced Communities) states that communities mixed and balanced by tenure and household income should be promoted across London through incremental small scale as well as larger scale developments which foster social diversity, redress social exclusion and strengthen communities' sense of responsibility for, and identity with, their neighbourhoods.

The site sits within the much broader Upper Lee Valley Opportunity Area. This occupies a strategic position in the London-Stansted-Cambridge-Peterborough growth corridor and provides a range of development opportunities, including for housing growth. This is supported by the Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF) was adopted by the Mayor in July 2013. The site is also located within the Place Shaping Priority Area, Ponders End. Core Strategy Policy 1 focuses future growing and development in four specific areas. This includes North East Enfield, in which the site is located. Core Policy 2 (CP) focuses housing growth in the Upper Lee Valley Opportunity Area, which also includes Ponders End.

CP 40 of the Core Strategy supports the scope to development 1,000 new homes in the North East Enfield Area. Specifically, CP 41 (Ponders End) seeks up to 1,000 new homes within the Ponders End Pace Shaping Priority Area. The scheme would introduce 18 units and would contribute to the boroughs overall housing target. Subject to compliance with other policies, the introduction of residential units is, in principle, supported.

Design and Appearance

The application site is located on prominent corner on Ponders End High Street. The street scene features a reasonably wide variety of built form giving it a fairly mixed character. There are nonetheless characteristics present that help to provide a degree of cohesion to the townscape in the vicinity of the application site. For instance, the buildings which line the street to Herford Road tend to be in use as shops or commercial premises at ground floor, typical of this kind of local centre, while the upper floors appear to be largely in residential use. Furthermore, although there is a range of heights and designs, the majority of the buildings are two/three-storey in scale and are located at the back of the pavement.

Queensway which runs perpendicularly to the site comprises two storey commercial blocks.

DMD 6 of the Development Management Document provides standards for new development with regards to scale and form of development, housing quality and density. DMD 8 provides general standards for new residential development and reiterates the requirement for a development to be of an appropriate scale, mass and bulk, provide high quality amenity space and provide access to parking and refuse areas. DMD 37 encourages achieving a high quality and design led development.

The above mentioned policies are considered to accord with the NPPF (2018). The NPPF, paragraph 131 states that, great weight should be given to innovative designs, but there is also the clear need to pay proper respect to the context of the local area. Additionally, London Plan Policy 7.4 requires buildings to provide a high-quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass (B a), and London Plan Policy 7.6 which requires architecture to make a positive contribution to a coherent streetscape and to incorporate design appropriate to its context (A).

The Local Planning Authority does not object to an infill development at the site, subject to a suitable design.

Impact on setting of the Locally listed building

No. 250, High Street comprises a 19th-century Locally Listed Public House with later 1930s alterations, built on the site of an earlier 18th century public house of the same name. As defined by the NPPF the building is designated as non-designated heritage asset.

The NPPF advises the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. Stylistically, the public house is of an 19th century design with later Tudorbethan style upper floors. The building features a 19th-century public house frontage to ground floor with later half timbering to upper floors, timber framed casements with divided lights, and pitched clay tiled roof with end stacks over. Whilst not statutorily listed the building is locally listed which represents its local significance based on its age, architectural quality, landmark status and social value.

The sites current appearance is rather at odds with the grain of the street scene in that it has an open appearance with mature trees and the land to the east is also something of an exception as it is undeveloped, given it features a large car park.

The existing pub car park space represents the historic garden which would have formed

part of the curtilage. The car park is currently being converted to a car wash.

The proposed residential building would be L-shaped and rise three to four storeys. One proposed elevation would face the Queensway frontage with a return four storey element, facing onto the adjoining Tesco car park.

It is considered the proposed built form which runs perpendicularly to the locally listed building would reduce the prominence of this corner building and fail to respect the townscape hierarchy.

The locally listed building is two storeys with attic accommodation. Consequently, even the 3 storey elements shoulder height would rise above the locally listed building and this would be further exacerbated by four storey elements beyond. Therefore, the proposal would read as taller than the adjoining locally listed building. Therefore, its relative height would, be at odds with the non-designated heritage asset.

In so far as it has an effect on scale and the amount of development, the flat roof of the proposal would cause harm from its height (at three storeys). Especially so, given the siting of the building close to pub which would present an imbalance between the volume of the building and the spaciousness of the plot, and an abrupt tightening in the spatial character of the setting of the locally listed building. The lack of balance between the siting and volume of this building in relation to its plot, and the incompatibility of its height and plot coverage in relation to the development which characterises this section of Queensway/Hertford Road would be considered to result in overdevelopment.

Given the proposed the development would visually dominate the public house. This would undermine its significance and also diminish the positive contribution the pub makes to the street scene. For these reasons the proposed development would be detrimental to the character and appearance of the area and harm the locally listed building.

Overall, therefore, the proposed development would have a harmful effect on the character and appearance of the surrounding area. Consequently, in that regard, it would conflict with Core Policy 30 (quality of the built and open environment) of the Core Strategy 2010 as well as with Policies DMD8 (standards for new residential development), and DMD37 (good design) of the Development Management Document 2014 (the DMD), Policy 10.2 (Ponders End Central) of the North East Enfield Area Action Plan 2016 (the NEEAAP) and with the principles of the PECPB SPD. The benefits would also not be outweighed by the harm identified to the non-designated heritage asset, which have been considered in accordance with Paragraph 197 of the Framework.

It is acknowledged that the Council has resolved to grant planning permission for extensive redevelopment to an area south of the application site, known as the 'Electric Quarter'. It appears the applicant has taken reference for a recently completed four

storey residential block to Queensway and some tall structures, including a seven-storey building that would sit partly within the site.

In contrast to the application scheme, the four-storey residential block was born out of the comprehensive redevelopment and has a different context and planning constraints to the subject application site. Moreover, the additional height of the proposed seven-storey building appears to be justified given its proposed civic use as a library, which is supported by the Council's adopted planning policy and is located some distance from the application site. Whilst there are higher developments within the vicinity these do not provide justification for the proposed height at the application site. Moreover, it is well known that each case is to be considered on its own merits.

The applicant is advised the Local Planning Authority could be supportive of a two and half storey built form to the Queensway elevation, only.

Alterations to Locally listed building

The proposal would involve the removal of non-original side extension and non-original rear extension as well as the original rear extension. Whilst the loss of the original rear element is regrettable given its low level and small scale there is not an in principle objection to the loss of this element.

The existing pub would be extended to the rear (single storey) and side (part one-part two storey) with outdoor area at first floor level. The form mass and scale of the new addition at ground floor is considered sympathetic. There is concern with the first-floor element, however this would be set back.

It is considered a glazed link is required (ideally double height, frameless structural glazing) to create a visual break between old and new. This could also afford views through to the back of the site and offer oblique views of the flank elevation of the locally listed building. It is also recommended to omit the balustrade detail to the glazed link and side extension, and simplifying its design to create a lightweight, parred back addition to the building.

The tiered appearance is considered unusual and uncharacteristic in relation to its siting adjacent to the pub. However, this may be considered acceptable, subject to the merits of the scheme as a whole.

Level of Harm

The NPPF advises, in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The proposed removal of the original rear extension and introduction of a setback first floor element are considered to result in minor harm to the locally listed building, albeit this is balanced with the removal of non-original additions.

Turning to the L-shaped block to the rear, this harm is considered to be less than substantial. But in any event, this harm needs to be outweighed by sufficient public benefits in order to justify any scheme and this should include high quality design. For the reasons outline above the proposed development is considered by reason of its height, bulk and scale to be excessive, in this location. Moreover, it is not considered that sufficient evidence has been submitted to demonstrate that development could be delivered on this site to a higher quality of design and without the harm proposed.

Drawing all the above factors together, it is considered that the combined public benefits (please see Conclusion) do not outweigh the harm identified to the non-designated heritage asset and, therefore, there is no clear and convincing justification as required by adopted policy. For these reasons a scheme based on this scale, height, bulk and mass will not be supported in its current form.

Adjoining Sites' Development Potential and Comprehensive Redevelopment

The Council has long standing redevelopment objectives for central Ponders End, notably the Tesco site to the north west of the application site. The Council's Core Strategy defines the Ponders End Place Shaping Priority Area, of which Ponders End Central forms a part. Core Strategy Policy 41 sets out planning policy for the area, and provides a range of objectives, including the following specific to Ponders End Central:

A holistic development at Ponders End Central incorporating the former Middlesex University campus, Queensway employment area, better use of land around the Tesco store and a vibrant, good quality local shopping centre and community hub, with vacant sites along Ponders End High Street redeveloped to complement the local offer.

The supporting adopted planning policy, such as the PECPB SPD, refers to the need for a comprehensive/holistic approach to be taken to the redevelopment of the land in question.

This kind of comprehensive approach may not necessarily require a single development and/or developer provided that any constituent, but separate elements of the greater development are well co-ordinated and complementary. In this case the pre-application and the potential development site at Tesco are not co-ordinated given one scheme is coming forward.

Irrespective of those particular proposals for the greater site, there is concern regarding the effect that the application development would have on the general redevelopment potential of the adjoining site. In particular, the elevation facing the Tesco car park

It is acknowledged that a potential road alignment within the Tesco site is shown in the NEEAP. However, it is only noted as a potential route and is not the subject of either a current application or planning permission. The Tesco site is of strategic importance and any development at 250 The High Street should not prejudice the redevelopment of the area.

Any development should not conflict with the Council's regeneration objectives for the area as expressed in its adopted planning policy. They would be particularly significant bearing in mind the application site's prominent location where the NEEAAP seeks to repair weak building frontages which relate poorly to the street and to ensure that new development is carefully designed so as to terminate views along streets and other public areas with positive building frontages.

Whilst there is no proposal for a route within the Tesco site at present any scheme should be cognisant of not inhibiting the development potential of this adjoining site. In this respect you should have regard to Policy DMD10 and the distancing requirements to site boundaries. In any event for the reasons outline above (Design and Appearance) the proposal is not considered to reconcile its position to the adjoining locally listed building and within the street and would therefore not be supported, as currently proposed.

Housing Mix

The NPPF acknowledges the importance of high quality and inclusive design for all development and requires boroughs to deliver a wide choice of quality homes. Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford, and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New developments are required to offer a range of housing choices in terms of the mix of housing sizes and types. The London Plan sets a clear priority to create communities that are mixed and balanced by way of tenure, fostering social diversity, responsibility and identity (Policy 3.9).

The need for an appropriate housing mix to address local needs is further reinforced in Enfield policies CP3, CP5 and DMD3. The proposal would create 18 residential units, comprising of 4 x studios, 4 x 1 bed (two person), 7 x 2 bed (3 person) and 3 x 2 bed (four person). Core Strategy Policy 5 seeks to ensure that new developments offer a range of housing sizes to meet housing need. Over the lifetime of the Core Strategy the Council will plan for the following borough-wide mix of housing:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses, (5-6 persons), 20% 4+ bed houses (6+ persons).
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

Having had regard to the site's local centre location, directly adjacent to a pub and lack of opportunity for private gardens for larger households the site does not lend itself to supporting family accommodation (3+ bedrooms). However, the applicant is advised to provide a larger range of 2 bed, four-person units, as these provide a greater degree of flexibility for future occupants.

Affordable Housing

London Plan policies 3.9 (mixed and balanced communities), 3.12 (negotiating affordable housing) and 3.13 (affordable housing thresholds) seek to provide a more balanced mix of tenures in all parts of London and that the maximum reasonable amount of affordable housing should be sought for all planning applications.

Core Strategy Policy 3 seek to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings. However, the Development Management Document notes that sites in the east of the borough are generally not as viable as those in the west and suggests that for some sites east of the A10 (that is, within the NEE area), a higher proportion of intermediate housing may be sought, with the split generally being 60% social rented and 40% intermediate.

This flexibility may be permitted if it is demonstrated that it would assist with viability and would maximise the delivery of new affordable homes, and contribute towards the creation of sustainable, mixed and balanced communities.

The S106 SPD states either the developer or registered provider will then be required to enter into a nominations agreement with the Council to ensure that affordable housing units are provided to people on Enfield Council's Housing Register. To ensure that affordable housing units are used, occupied and retained in perpetuity for the purposes of affordable housing, affordable housing will be secured in perpetuity through a Section 106 Agreement. The exception will be where the mortgagee exercises the rights to take possession; the tenants exercise the right to buy, and in the case of shared ownership units where 'staircasing' will enable an affordable housing unit to change tenure to market housing. Where, in exceptional circumstances, the payment of a financial contribution in lieu of on-site provision is considered acceptable the developer will be required to pay a contribution that reflects both the land value and build costs for the number of affordable units that should have been provided on site applying the 40% target. This will ensure that the contributions are 'of broadly equivalent value' to that which would have been secured through on-site provision.

The Affordable Housing and Viability SPD states, the percentage of affordable housing in a scheme should be measured by habitable rooms to ensure that a range of sizes of

affordable homes can be delivered, including family sized homes, taking account of local mix policies and having regard to site specific circumstances.

The applicant has not stated, nor provided information as to the overall percentage of affordable housing, nor the tenure split of affordable housing. In any event the Council would expect an overall minimum of 40% (subject to viability).

Quality of Accommodation

As set out in the London Plan 2016 (LP), Policy 3.5 requires that development is compliant with the minimum space standards set out in table 3.3. These reflect the standards identified in the Government's Technical Housing Standards – Nationally Described Space Standard document (2015). Minimum standards are specified as it has been identified as a strategic issue in respect of the quality of homes. Policy DMD8 of the Enfield Development Management Document 2014 (DMD) also requires compliance with the standards of the LP.

Internal Floorspace

The applicant should be cognisant of any proposal meeting the minimum floor standards within the NDSS and London Plan. The proposed unit sizes, based on the floorplans would meet the minimum floorspace standards and appear of a functional layout.

Outlook and privacy

Given the overall building envelope and the existing built form to the east and north, the ground floor units would be relatively hemmed in to the rear with some habitable windows facing directly onto a car park and turning area with an overhead walk way and pedestrian route. In terms of privacy, the rear ground floor units would face directly onto the rear car park area. There is the potential for direct overlooking into habitable windows.

There is also a lack of defensible space with some habitable windows being hard up against the back edge of the curb. Again, this would give the impression of being overlooked from the public realm and compromise the living conditions of future occupiers.

Bringing matters together, even taking into account the context of the urban environment, when considered together, the lack of outlook and privacy to the amenity spaces means that the proposal would give rise to a low standard of residential amenity notably to the properties at ground floor level, notably to flat 4 and 5 and would result in an unacceptably poor quality of accommodation for the future residents of those units. The poor quality of the units proposed is an indication of the overdevelopment of the site.

Private Amenity Space

There are private balconies proposed. Some of these are located at ground floor with little relief to the rear of these units. The units would become reliant of these front outdoor spaces at ground level and it is considered likely ad hoc screening would be erected. As such this could detract significantly from the appearance of the development and such issues should be designed out.

Noise

There are flues, used in conjunction with the operation of the pub. An Acoustic survey is required to ensure no undue harm to the amenity of future occupiers of the residential units.

Impact on neighbouring amenity

London Plan policy 7.6 (part B) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy 7.15 (part B) states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation; and promoting new technologies and improved practices to reduce noise at source. DMD 6 and 8 ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment.

The National Planning Policy Framework (the Framework) identifies as a core planning principle that planning should always seek a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings.

CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.

Sunlight/Daylight

Proposals where there may be a potential adverse impact on current levels of sunlight / daylight enjoyed by adjoining properties or building(s), including associated gardens or amenity space would require a Sunlight/ Daylight Assessment.

No sunlight/daylight information has been received. As such the council cannot comment in detail on potential impacts to any residential properties in the vicinity. Any sunlight/daylight assessment should conform to the methodology identified in the Building Research Establishment guidance 'Site layout planning for daylight and sunlight: A guide to good practice' (2011). It should identify and examine the impacts upon existing residential properties and amenity spaces to Gilda Avenue and Alma Road.

Outlook, Overlooking and Loss of privacy

The site is located on a prominent corner of Ponders End High Street. There is a car park to the west, public highway to the south, with commercial building beyond and public house to the east.

There is a long rectangular building to the north which faces out onto the High Street. It is not known if there are residential uses at the upper floors. Consideration should be given to the potential impact to any residential uses at this location.

Overall, however given the proposed relative height and separation distances to other built forms, it is considered there would be no adverse impact in terms of loss of outlook or increased sense of enclosure.

The first-floor roof terrace may give rise to increased noise levels given its elevated position from people gathering at roof level. Any potential sensitive receptors should be identified to ensure there is not adverse impact from the first-floor roof terrace, from the first floor level pub roof terrace

Access

The National Standard for Housing Design came into force in October 2015. The London Plan requirement is that, 90% of housing should be built to Building Regulation requirement M4(2): Accessible and adaptable dwellings with the remaining 10% meeting Building Regulation requirement M4 (3) wheelchair user dwellings.

Part M4(3) of the Building Regulations regarding „wheelchair user dwellings“ distinguishes between „wheelchair accessible“ (a home readily useable by a wheelchair user at the point of completion) and „wheelchair adaptable“ (a home that can be easily adapted to meet the needs of a household including wheelchair users). Wheelchair adaptable dwellings is the default for the ten per cent delivery of wheelchair user dwellings unless a planning condition is imposed on the grant of planning permission for wheelchair accessible dwellings (specified as Part M4(3)(2)(b)). Planning Practice Guidance⁶ states that Local Plan policies for wheelchair accessible homes should only be applied to those dwellings where the council is responsible for allocating or

nominating a person to live in that dwelling.

In accordance with Standard 18 of the Mayors Housing SPG each designated wheelchair accessible dwelling should have a car parking space that complies with Part M4 (3). The distance of the accessible car parking space to the home or to the relevant block entrance or lift core should be kept to a minimum.

A written statement in support of the application, explaining how each of the units meets the requisite standard would be required at validation.

Highways

The site is located on a principal road and has a PTAL 4 rating with a number of bus routes in the vicinity.

DMD8 requires that adequate access, parking and refuse storage be provided in accordance with adopted standards. Policy DMD45 of the DMD states that parking layouts must provide adequate sight lines and meet all manoeuvring requirements.

Policy DMD47 requires that cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private motor car and ensure that adequate, safe and functional provision is made for refuse collection.

The London Plan requires less than 1 space per unit. Whilst this is expressed as a maximum, the provision of 5 spaces is below the standards set out in the London Plan and there is the strong likelihood of overspill on to the adjoining highway given the number of units proposed. It is noted that the PTAL is only 4, which is moderate, so a full relaxation of the parking standards would not be appropriate. The proposed parking spaces should also be 100% electric convertible ie should have charge points fitted.

Vehicle Parking Layout

The car park layout looks like it meets the standard design of bays being 4.80m x 2.40m (+0.60m for the disabled bays), with 6.0m turning space behind them. However not enough spaces are being provided so the usability of the proposed layout is immaterial. Adequate parking spaces for disabled people must be provided preferably on-site.

Vehicular Access

Access will be from a revised access point. There are no objections to this in principle although the existing access will need to be reinstated at the expense of the applicant.

Servicing

The applicant should confirm how the existing pub is serviced ie from the car park or from the frontage. If it is from the site frontage (the service road), then this could continue as existing. If it's from the rear, there are concerns that this servicing space will be lost, and therefore a loading bay on Queensway may be required. This would need to be paid for by the applicant (this could also be used for deliveries to the residential units).

Cycle Parking

Cycle parking provision is 1xspace per 1xbed and 2xspaces per 2xbed+. These are shown located adjacent to the parking spaces and are acceptable in number, but they also need to be secure and covered. There may also be a requirement to short stay spaces to the front of the site although this is subject to a review of existing spaces being undertaken.

S106 contributions

The provision of a net increase of 18 units will require a contribution towards mitigating the impact of the increase in traffic (including pedestrian, vehicular, and bicycle). Expected contribution will be £15,000 but this will be subject to an internal review.

Sustainability and Energy

London Plan policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide (CO₂) emissions in accordance with the following energy hierarchy:

- Be Lean: use less energy; to ensure that the buildings within the development are as energy efficient as technically possible using passive and active design measures.
- Be Clean: supply energy efficiency; to ensure that all opportunities are taken for local generation and microgeneration of energy and recycling of heat and cooling; and
- Be Green: use renewable energy- to ensure that opportunities are harnessed for deriving renewable energy from the local environment around buildings.

Enfield's DMD policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51), seeking zero carbon developments (DMD50), using decentralised networks where feasible (DMD52), and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).

A detailed Energy Statement supports the application, this seeks to demonstrate how the proposed scheme complies with the above aspects of both the London Plan and the Development Plan. Please note this will be linked to any carbon offsetting requirements (see below).

Water Efficiency

Residential development should be designed so that mains water consumption would meet a target of 105 litres or less per head per day, excluding an allowance of 5 litres per head per day for external water use. This reflects the optional requirement" set out in Part G of the Building Regulations.

Decentralised Energy

Decentralised energy generation is supported by both national policy and the London Plan as a means of meeting the requirements of the Climate Change Act to reduce carbon emissions by 80% by 2050 (compared to the 1990 levels). The Mayor of London has also set a target that 25% of heat and power used in London is to be generated through the use of localised decentralised energy systems by 2025.

Feasibility work has confirmed that the Lee Valley Heat Network can deliver heat to sites across the Lee Valley, including those in Enfield, and will deliver significant economic, environmental and social benefits. These include facilitating inward investment and new jobs, supplying low carbon heat to residents, businesses, industries and the public sector to reduce London's carbon footprint. The Council has set up "Energetik" as an ethical operator in what is currently an unregulated heat market, to help protect consumers by ensuring a fair price and customer service terms. Consideration will need to be given to connecting to networks where these exist in their vicinity, unless it can be demonstrated that this is either not feasible or is unviable.

The applicant is advised to contact Energetik regarding the scope and feasibility of connecting to the DEN, given the recent development at the 'Electric Quarter'.

SuDS

According to DMD Policy, all major developments must achieve Greenfield runoff rates for 1 in 1 year and 1 in 100 year (plus climate change) year events and use SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train. This means that source control SuDS measures such as permeable paving, green roofs and rain gardens must be utilised throughout the development, and this must be reflected in the landscaping proposals.

A Sustainable Drainage Strategy would be required to accompany any application. LBE requirements for a SuDS Strategy are outlined here:

<https://new.enfield.gov.uk/services/planning/applying-for-planning-permission/sustainable-drainage-systems/>

In order to maximise the benefits of Sustainable Drainage Systems a concept SuDS Plan is encouraged at this stage. We are more than happy to engage in further pre-application advice.

Enfield SUDS Team are able to provide a Pre-Application Report with information and maps on topography, geology, flood risk, Greenfield runoff rates and recommendations for SuDS measures.

Biodiversity and Landscaping

The London Plan, Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 states that developments resulting in a net gain of one or more dwellings should provide on-site ecological enhancements and Policy DMD81 states that development must provide high quality landscaping that enhances the local environment. There is concern there is in

Trees

There are a number of on and off-site trees that provide constraints to any development. It is advised the applicant to commission a Tree Survey and Arboricultural Constraints Plan, in accordance with BS5837:2012, to help inform site layout and design. It appears that it is proposed to remove the trees on site to facilitate the development. Any loss of trees without appropriate justification or overriding benefits would likely lead to a reason for refusal and be contrary to DMD 81.

Mayor of London and Enfield CIL

As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. The residential development would be liable for a Mayor of London CIL (Community Infrastructure Levy) charge, which in Enfield is £40 per sqm of new floor area.

Please note the Mayoral CIL will increase to £60 per sqm as of 1st April 2019.

Planning Obligations

Education

Policy 16 of the Development Management Document (DMD) notes that new community facilities, which include Education and Libraries, will be required as part of development within the strategic growth areas. Policy 18 of the DMD sets criteria for Early Years Provision.

The Council will seek contributions for increased or improved education provision from residential development of 10 or more homes. Residential development on major sites will result in increased pressure on the availability of primary and secondary school places and in the current context of rising pupil numbers, will create demand for new or expanded provision.

Monetary contributions towards education facilities will be used to mitigate the impact of development and allocated to projects in line with the pooling restrictions set out by CIL Regulations 122 and 123.

Financial contributions are sought at a rate of £2,535 per dwelling, regardless of unit size. For larger residential developments, additional contributions may be sought given that child yields are greater from family housing, and that child yields can also vary according to the tenure of dwellings provided.

Carbon Offsetting

From 1 October 2016, the GLA will apply a 'zero carbon' standard to residential development. Zero carbon homes are homes which form part of major development applications where the residential element of an application achieves at least a 35% reduction in regulated carbon dioxide emissions (beyond Part L 2013 Building Regulations) on-site.

London Plan Policy 5.2 sets out that the carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere. Further detail is set out in the Greater London Authority guidance on preparing energy assessments and the Sustainable Design and Construction SPG.

Business and Skills

Developments consisting of 10 or more residential units will be required to ensure that contractors employ local labour in construction and provide appropriate work-based training/apprenticeships. (Subject to the size and scale of the proposals, other obligations may also be required).

Typical obligations in the S106 agreement may include some, or all of the following:

- A financial contribution towards delivering wider employment related regeneration benefits to the local area; and/or
- Developers to provide construction and/or post-construction on-site employment and training opportunities for local people both in their own business and among their suppliers; and/or
- Developers to work in partnership with local employment and training programmes to maximise opportunities for local people resulting from new developments.

Other Financial Obligations (as discussed)

- Affordable Housing
- Transport and Highways (as discussed)
- Local open space
- Trees

Conclusion

The principle of uplifting the number of residential units is considered acceptable in this location.

The proposal would utilise a brownfield site in a sustainable location close to public transport links. It would deliver residential properties which would help to meet housing need and London Plan targets. Additionally, the proposal would provide financial contributions towards Community Infrastructure payments which would help to deliver infrastructure. These are benefits of the proposal which accord with both national and local planning policies and count in the scheme's favour.

In terms of an overall planning balance, any benefits of the proposal are insufficient to outweigh both the harm to the setting of the locally listed building, the wider street scene and character of the area, the harm that would arise due to the proposal's failure to provide adequate living conditions for the future occupiers of Flat 4 and 5 and the inadequate parking, relative to the proposed number of units, along with the conflict with the development plan that arises in these regards. The loss of significant mature trees also without any overriding public benefits is also of significant concern.

In light of the above comments it is recommend the applicant significantly re-appraise the scheme.

Notwithstanding the above, please find below details in terms of requirements should a planning application be submitted.

Requirements if Application Submitted

The following documents would need to be submitted along with the relevant planning application form and fee:

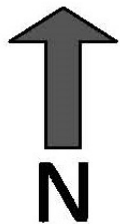
- Location plan (1:1250)
- Existing and proposed site / block plan (1:500)
- Existing and proposed plans (elevations, sections and floor plans,)
- Design and Access Statement (Visual Impact Assessment/street scene images)
- Planning Statement
- CIL form
- Noise Assessment (vibration)
- Daylight/Sunlight Report (including overshadowing)
- Energy Statement
- SuDS Plan
- Transport Assessment and Travel Plan
- Tree Survey/ Arboricultural Impact Assessment
- Ecological Statement
- Landscaping Details
- Sustainability Statement
- Affordable Housing Assessment
- Viability Assessment
- S106 Draft Heads of Terms
- Statement of Community Involvement
- Health Impact Assessment

All planning applications must be submitted in accordance with the 'Information requirements for full planning permission' document available on the Council's website.

Appendix C – Parking Survey Data

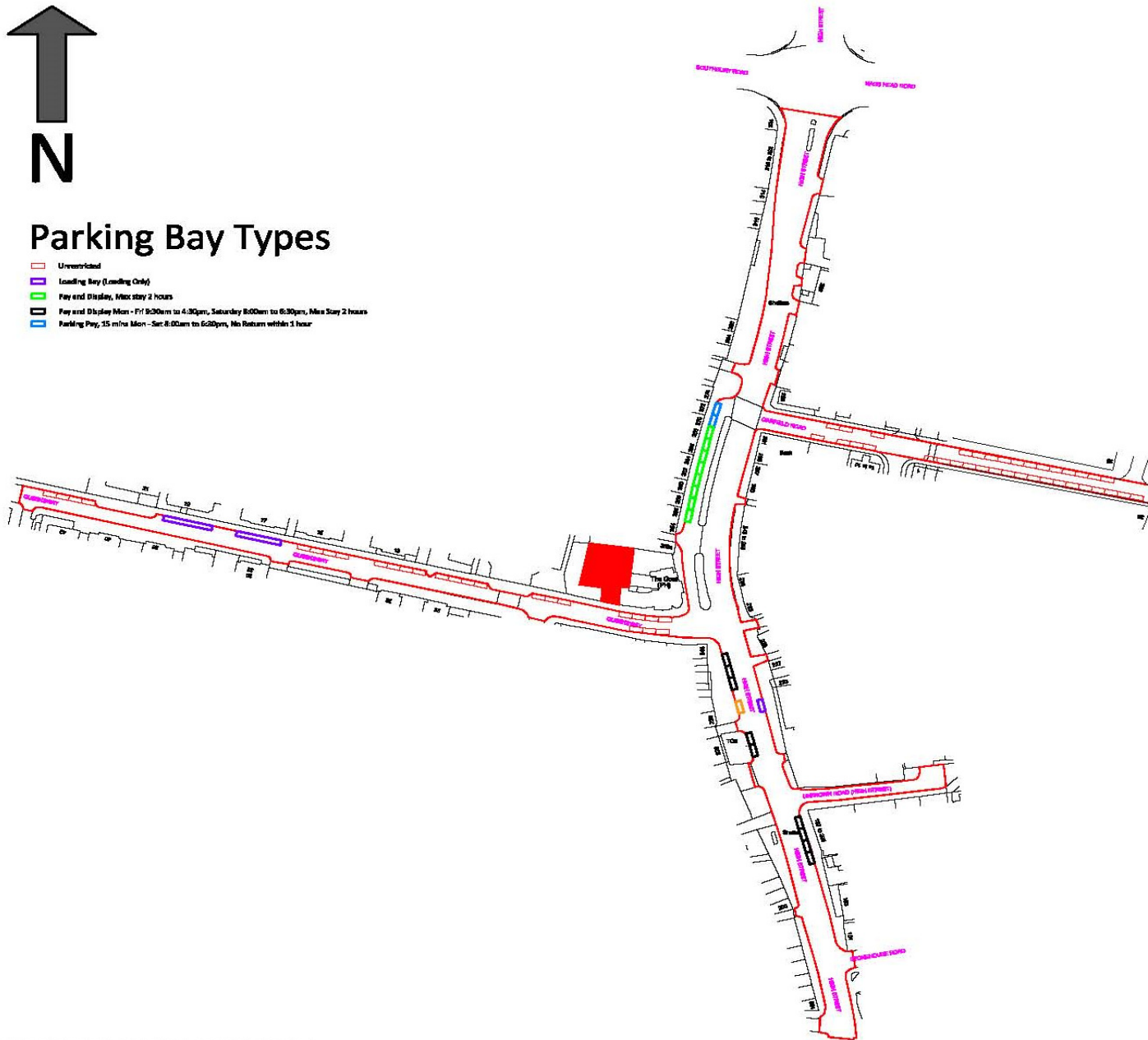
DATE : Tuesday 25th September and Wednesday 26th September 2018

LOCATION : The Goat, 250 High Street



Parking Bay Types

- ▭ Unrestricted
- ▭ Loading Bay (Loading Only)
- ▭ Pay and Display, Max stay 2 hours
- ▭ Pay and Display Mon - Fri 8:30am to 4:30pm, Saturday 8:00am to 6:30pm, Max Stay 2 hours
- ▭ Parking Pay, 15 mins Mon - Sat 8:00am to 6:30pm, No Return within 1 hour





DATE : Tuesday 25th September and Wednesday 26th September 2018

LOCATION : The Goat, 250 High Street

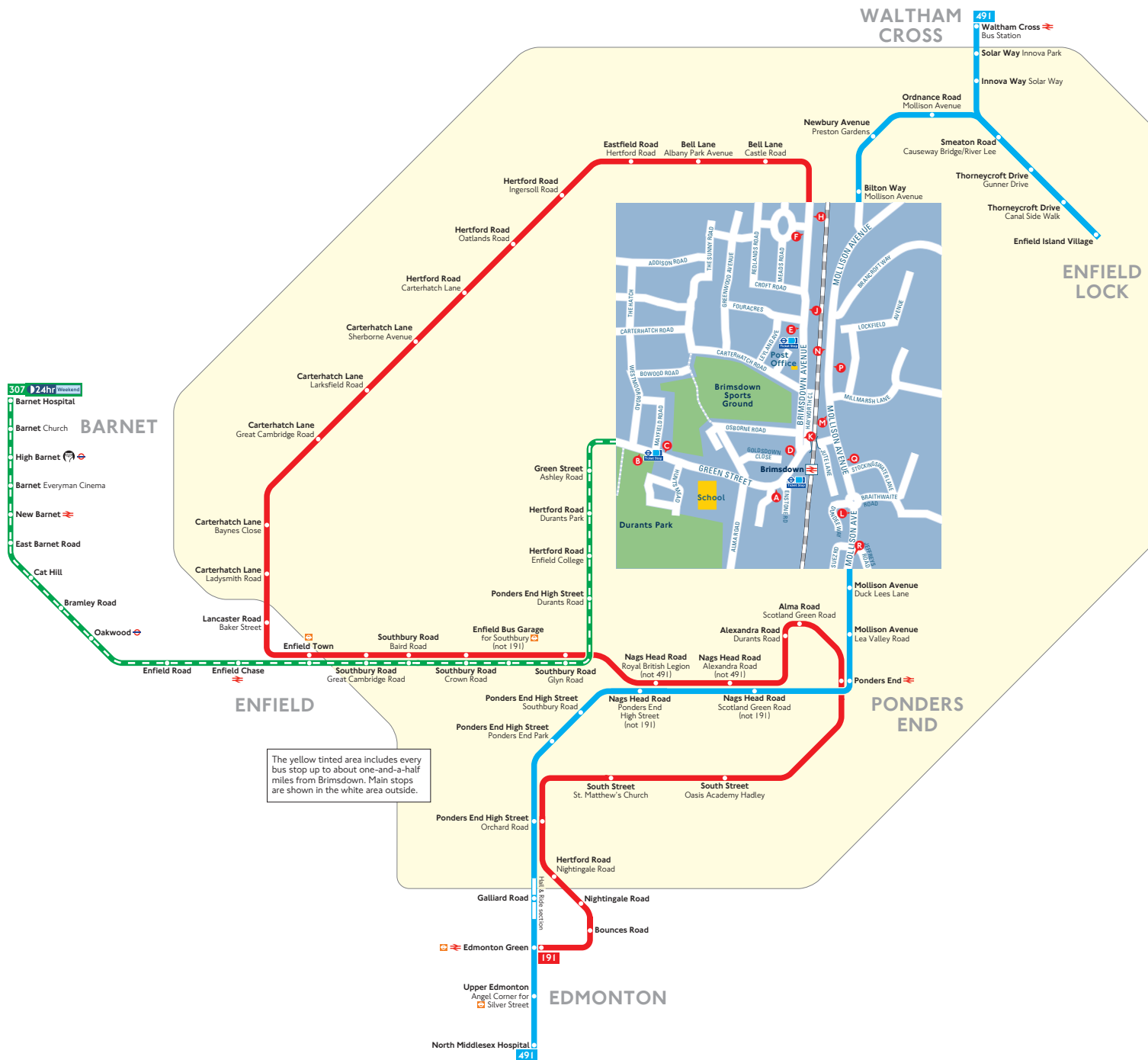
Tues: 3:00am														Wed: 2:30am																									
		UN RESTRICTED			BLUE BADGE			P&D, Mon- Saturday 8:00am to 6:30pm, Max Stay 2 hours			Loading Bay					SINGLE YELLOW LINES 07:00 - 19:00 Mon -Sat			DOUBLE YELLOW LINES AT ANY TIME			UN RESTRICTED			BLUE BADGE			P&D, Mon- Saturday 8:00am to 6:30pm, Max Stay 2 hours			Loading Bay			SINGLE YELLOW LINES 07:00 - 19:00 Mon -Sat			DOUBLE YELLOW LINES AT ANY TIME		
LOCATION	SIDE OF RD	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	LOCATION	SIDE OF RD	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE	TOTAL	PARKED	SPACE
HIGH STREET	E	0	0	0	0	0	0	4	0	4	1	0	1	0	0	0	0	0	0	HIGH STREET	E	0	0	0	0	0	0	4	0	4	1	0	1	0	0	0	0	0	0
	W	0	0	0	1	0	1	13	5	8	0	0	0	0	0	0	0	0	0		W	0	0	0	1	0	1	13	5	8	0	0	0	0	0	0	0	0	0
QUEENSWAY	N	23	18	5	0	0	0	0	0	0	8	4	4	0	0	0	0	0	0	QUEENSWAY	N	23	19	4	0	0	0	0	0	0	8	4	4	0	0	0	0	0	0
	S	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		S	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GARFIELD ROAD	N	15	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	GARFIELD ROAD	N	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	20	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		S	20	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UNKNOWN ROAD (HIGH STREET)	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	UNKNOWN ROAD (HIGH STREET)	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS		61	48	13	1	0	1	17	5	12	9	4	5	0	0	0	0	0	0			61	49	12	1	0	1	17	5	12	9	4	5	0	0	0	0	0	0

TOTAL SPACES	87
AVAILABLE SPACES	30
TOTAL PARKING STRESS (%)	65.5

TOTAL SPACES	87
AVAILABLE SPACES	29
TOTAL PARKING STRESS (%)	66.7

Appendix D – Bus Spider Map

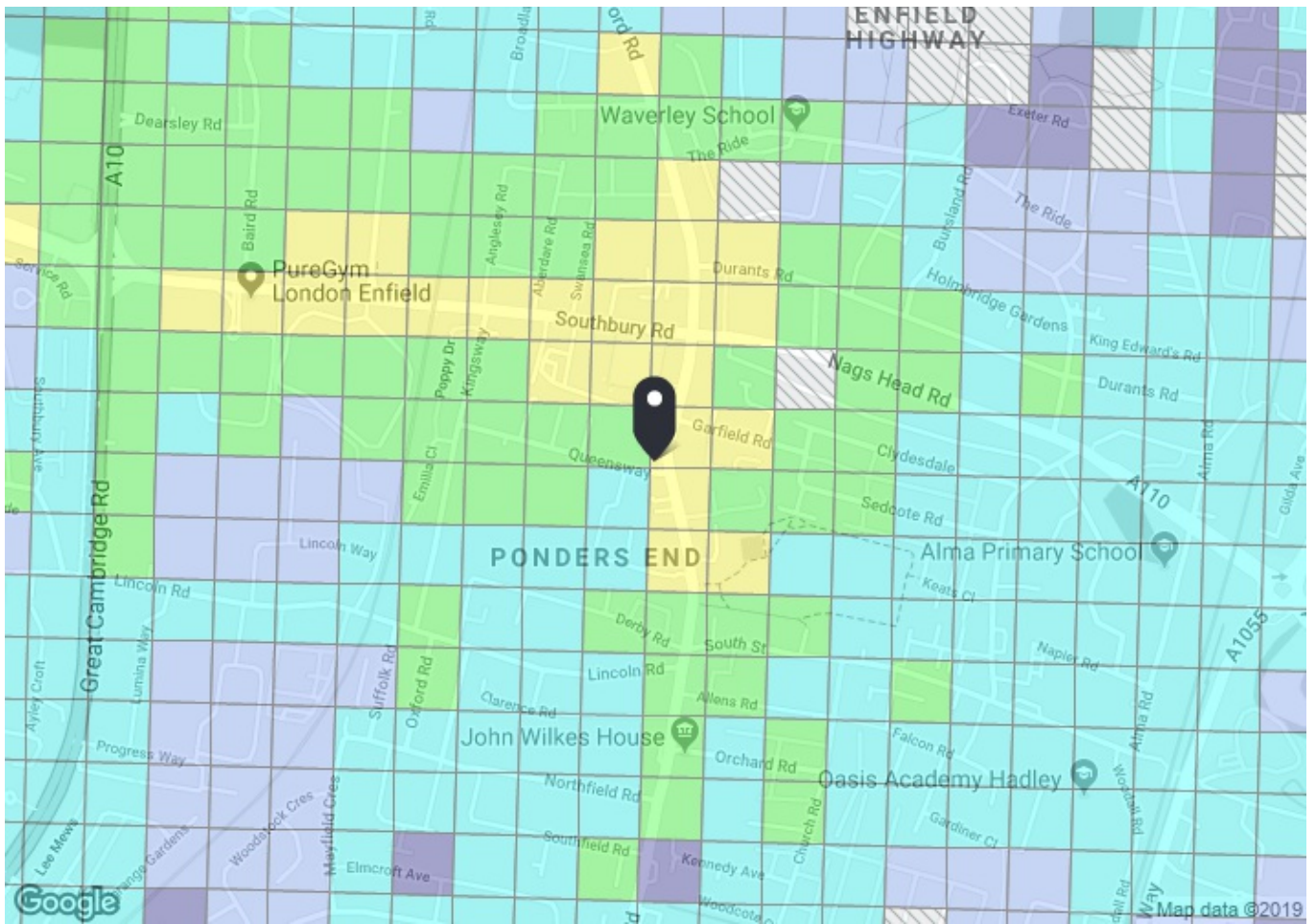
Buses from Brimsdown

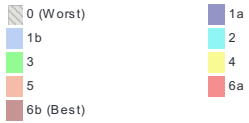


Route finder

Bus route	Towards	Bus stops
191	Edmonton Green	D E F
307 24hr Weekend	Barnet	A B
491	North Middlesex Hospital	P Q R
	Waltham Cross	L M N

Appendix E – PTAL



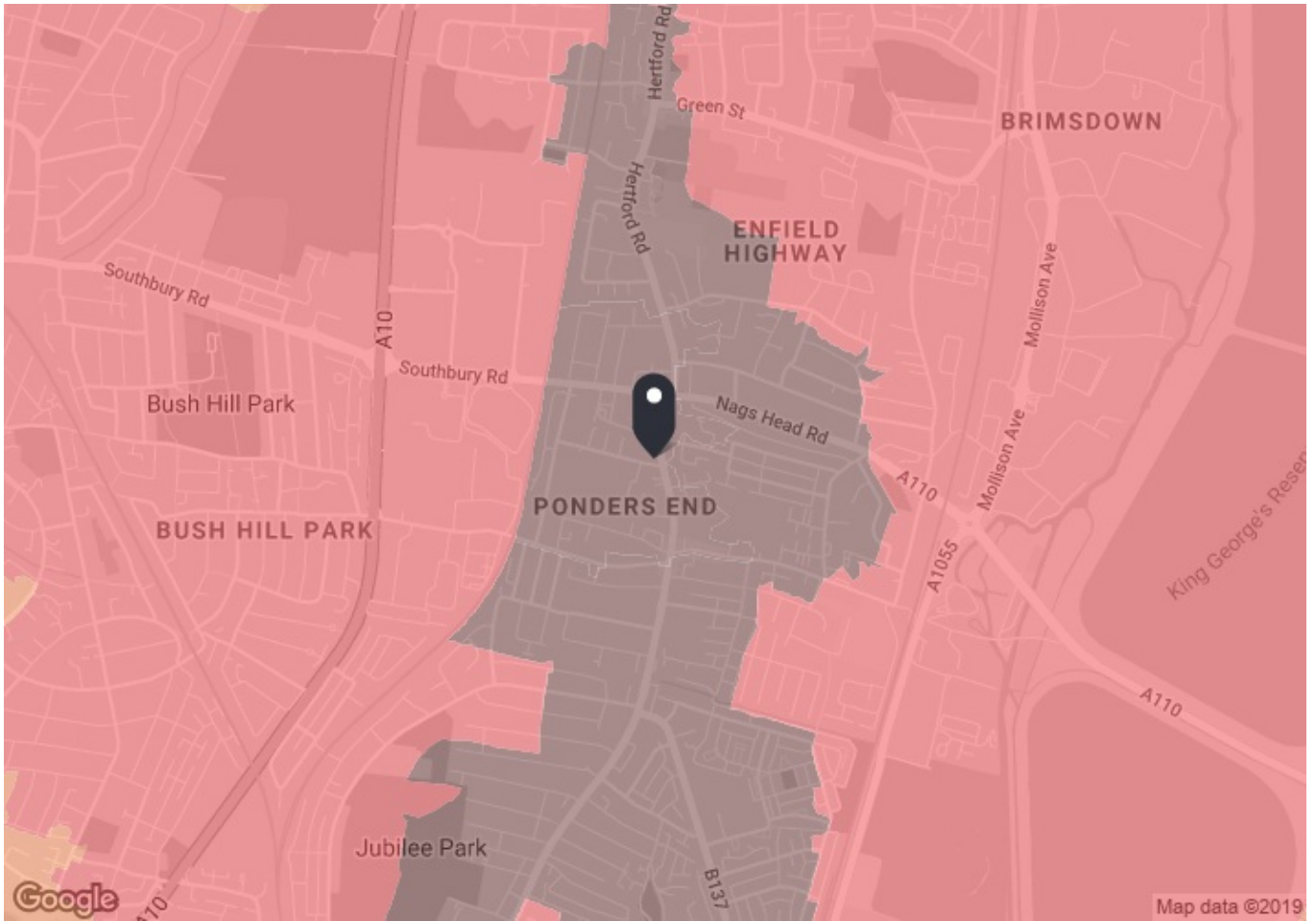
PTAL output for Base Year 4 250 High St 250 High St, Enfield EN3 4HB, UK Easting: 535208, Northing: 195999 Grid Cell: 153939 Report generated: 24/07/2019		Map key - PTAL 
Calculation Parameters		Map layers  PTAL (cell size: 100m)
Day of Week	M-F	
Time Period	AM Peak	
Walk Speed	4.8 kph	
Bus Node Max. Walk Access Time (mins)	8	
Bus Reliability Factor	2.0	
LU Station Max. Walk Access Time (mins)	12	
LU Reliability Factor	0.75	
National Rail Station Max. Walk Access Time (mins)	12	
National Rail Reliability Factor	0.75	

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HERTFORD RD NAGS HEAD RD	307	282.86	6	3.54	7	10.54	2.85	0.5	1.42
Bus	HERTFORD RD NAGS HEAD RD	121	282.86	6	3.54	7	10.54	2.85	0.5	1.42
Bus	PONDERS END WHITE HART	377	89.21	2	1.12	17	18.12	1.66	0.5	0.83
Bus	PONDERS END WHITE HART	491	89.21	4	1.12	9.5	10.62	2.83	0.5	1.41
Bus	PONDERS END WHITE HART	349	89.21	7.5	1.12	6	7.12	4.22	0.5	2.11
Bus	PONDERS END WHITE HART	279	89.21	10.5	1.12	4.86	5.97	5.02	1	5.02
Bus	NAGS HEAD RD NAGS HEAD	313	229.44	3	2.87	12	14.87	2.02	0.5	1.01
Bus	NAGS HEAD RD NAGS HEAD	191	229.44	6	2.87	7	9.87	3.04	0.5	1.52
Rail	Southbury	'CHESHNT-LIVST 2D03'	636.87	2	7.96	15.75	23.71	1.27	1	1.27
Rail	Southbury	'LIVST-CHESHNT 2D10'	636.87	0.33	7.96	91.66	99.62	0.3	0.5	0.15
Rail	Southbury	'LIVST-CHESHNT 2D12'	636.87	1	7.96	30.75	38.71	0.77	0.5	0.39
Rail	Southbury	'LIVST-CHESHNT 2D18'	636.87	0.67	7.96	45.53	53.49	0.56	0.5	0.28

Total Grid Cell AI: 16.84

Appendix F – TIM



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location







250 High St
250 High St, Enfield EN3 4HB, UK
Easting: 535208, Northing: 195999

Report generated: 30/07/2019


Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

 < 15 mins	 15 - 30 mins
 30 - 45 mins	 45 - 60 mins
 60 - 75 mins	 75 - 90 mins
 90 - 105 mins	 105 - 120 mins
 120 - 135 mins	 135 - 150 mins

Map layers

 Travel Times

Catchment data for your current selection

Population - Total: London 2011

Travel Time (mins)	Total: London (2011) 8,217,475
< 15	23871
< 30	152819
< 45	364572
< 60	1075686
< 75	2155860
< 90	3997945
< 105	6381843
< 120	7959307
< 135	8205263
< 150	8214323

Travel Time (mins)	Total: London & SE (2011) 21,126,595
< 15	23871
< 30	152819
< 45	364572
< 60	1226254
< 75	2485176
< 90	4606011
< 105	7711615
< 120	11458428
< 135	14598727
< 150	16686725

Travel Time (mins)	Households: London (2011) 3,278,323
< 15	8748
< 30	58217
< 45	139673
< 60	427339
< 75	886083
< 90	1633160
< 105	2569171
< 120	3177942
< 135	3273463
< 150	3276980

Travel Time (mins)	Households: London & SE (2011) 8,578,772
< 15	8748
< 30	58217
< 45	139673
< 60	488796
< 75	1023014
< 90	1881765
< 105	3115235
< 120	4585786
< 135	5853355
< 150	6701288

Travel Time (mins)	Working Age: London (2011) 5,487,531
< 15	14966
< 30	95047
< 45	228516
< 60	720016

< 75	1488723	
< 90	2770685	
< 105	4339259	
< 120	5326612	
< 135	5480333	
< 150	5485832	

Travel Time (mins)	Economically active: London (2011) 3,706,868	
< 15	8381	
< 30	58044	
< 45	142918	
< 60	466437	
< 75	963571	
< 90	1813152	
< 105	2894975	
< 120	3592184	
< 135	3701346	
< 150	3705518	

Travel Time (mins)	Pensioners: London (2011) 1,087,045	
< 15	2712	
< 30	20223	
< 45	51387	
< 60	131539	
< 75	253128	
< 90	455167	
< 105	781760	
< 120	1041994	
< 135	1084397	
< 150	1086117	

Employment - Jobs: London 2011

Travel Time (mins)	Jobs: London (2011) 4,895,753	
< 15	7283	
< 30	56438	
< 45	114881	
< 60	765768	
< 75	2364062	
< 90	3265744	
< 105	4197992	
< 120	4735944	
< 135	4891958	
< 150	4894318	

Travel Time (mins)	Jobs: London & SE (2011) 10,763,962	
< 15	7283	
< 30	56438	
< 45	114881	
< 60	820474	
< 75	2500969	
< 90	3557046	
< 105	4822834	
< 120	6340896	
< 135	7867072	
< 150	8836421	

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191
< 15	0
< 30	3
< 45	8
< 60	23
< 75	48
< 90	102
< 105	163
< 120	190
< 135	191
< 150	191

Travel Time (mins)	Metropolitan and major: London - 47
< 15	0
< 30	1
< 45	1
< 60	6
< 75	9
< 90	28
< 105	43
< 120	47
< 135	47
< 150	47

Travel Time (mins)	Metropolitan only: London - 12
< 15	0
< 30	0
< 45	0
< 60	1
< 75	1
< 90	4
< 105	9
< 120	12
< 135	12
< 150	12

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607
< 15	9
< 30	41
< 45	99
< 60	349
< 75	763

< 90	1382	
< 105	2148	
< 120	2555	
< 135	2606	
< 150	2607	

Travel Time (mins)	GP Surgeries: London - 1,454	
< 15	6	
< 30	32	
< 45	61	
< 60	193	
< 75	402	
< 90	752	
< 105	1179	
< 120	1434	
< 135	1453	
< 150	1454	

Travel Time (mins)	A&E departments: London - 31	
< 15	0	
< 30	0	
< 45	2	
< 60	5	
< 75	12	
< 90	19	
< 105	23	
< 120	31	
< 135	31	
< 150	31	

Education establishments - Primary schools: London

Travel Time (mins)	Primaryschools: London - 2,663	
< 15	8	
< 30	42	
< 45	118	
< 60	366	
< 75	687	
< 90	1251	
< 105	1961	
< 120	2565	
< 135	2660	
< 150	2661	

Travel Time (mins)	Secondaryschools: London - 756	
< 15	3	
< 30	16	
< 45	34	
< 60	91	
< 75	177	
< 90	302	
< 105	516	
< 120	725	
< 135	752	
< 150	754	

Travel Time (mins)	Further education colleges: London - 50
< 15	0
< 30	0
< 45	0
< 60	8
< 75	19
< 90	29
< 105	41
< 120	49
< 135	50
< 150	50

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Appendix G – Census Data

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population	All households
units	Persons
date	2011
area type	2011 wards
area name	E05000206 : Ponders End
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availability	5,680	3,132	2,548
No cars or vans in household	2,320	890	1,430
1 car or van in household	2,360	1,390	970
2 or more cars or vans in household	1,000	852	148

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 30 July 2019]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05000206 : Ponders End
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	11,043
Work mainly at or from home	145
Underground, metro, light rail, tram	529
Train	644
Bus, minibus or coach	1,286
Taxi	24
Motorcycle, scooter or moped	36
Driving a car or van	2,582
Passenger in a car or van	163
Bicycle	84
On foot	521
Other method of travel to work	36
Not in employment	4,993

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix H – TRICS Data – C3 Residential Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	HG	HARINGEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	1 days
	IS	ISLINGTON	1 days
	KN	KENSINGTON AND CHELSEA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 30 to 472 (units:)
 Range Selected by User: 9 to 200 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	5 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	3
Residential Zone	2
Built-Up Zone	1
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days
25,001 to 50,000 3 days
50,001 to 100,000 1 days
100,001 or More 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 1 days
500,001 or More 6 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days
0.6 to 1.0 6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 3 days
No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

3 Moderate 2 days
4 Good 1 days
5 Very Good 4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 170 <i>Survey date: WEDNESDAY 28/09/16</i>			
2	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 472 <i>Survey date: WEDNESDAY 30/11/16</i>			
3	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS		HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 30 <i>Survey date: WEDNESDAY 01/10/14</i>			
4	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total Number of dwellings: 42 <i>Survey date: WEDNESDAY 16/07/14</i>			
5	HO-03-C-02 HIGH STREET BRENTFORD	BLOCK OF FLATS		HOUNSLOW
	Town Centre Built-Up Zone Total Number of dwellings: 86 <i>Survey date: WEDNESDAY 03/09/14</i>			
6	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total Number of dwellings: 185 <i>Survey date: THURSDAY 06/06/19</i>			
7	KN-03-C-03 ALLEN STREET KENSINGTON	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total Number of dwellings: 72 <i>Survey date: FRIDAY 11/05/12</i>			

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 18 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	151	0.020	0.358	7	151	0.029	0.528	7	151	0.049	0.886
08:00 - 09:00	7	151	0.024	0.426	7	151	0.047	0.851	7	151	0.071	1.277
09:00 - 10:00	7	151	0.026	0.460	7	151	0.034	0.613	7	151	0.060	1.073
10:00 - 11:00	7	151	0.032	0.579	7	151	0.038	0.681	7	151	0.070	1.260
11:00 - 12:00	7	151	0.023	0.409	7	151	0.028	0.511	7	151	0.051	0.920
12:00 - 13:00	7	151	0.026	0.477	7	151	0.026	0.477	7	151	0.052	0.954
13:00 - 14:00	7	151	0.031	0.562	7	151	0.036	0.647	7	151	0.067	1.209
14:00 - 15:00	7	151	0.022	0.392	7	151	0.020	0.358	7	151	0.042	0.750
15:00 - 16:00	7	151	0.026	0.477	7	151	0.026	0.477	7	151	0.052	0.954
16:00 - 17:00	7	151	0.041	0.732	7	151	0.035	0.630	7	151	0.076	1.362
17:00 - 18:00	7	151	0.044	0.800	7	151	0.032	0.579	7	151	0.076	1.379
18:00 - 19:00	7	151	0.050	0.903	7	151	0.034	0.613	7	151	0.084	1.516
19:00 - 20:00	3	276	0.044	0.784	3	276	0.034	0.609	3	276	0.078	1.393
20:00 - 21:00	3	276	0.037	0.675	3	276	0.033	0.588	3	276	0.070	1.263
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.446	8.034			0.452	8.162			0.898	16.196

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	30 - 472 (units:)
Survey date date range:	01/01/11 - 06/06/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXI S

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 18 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	151	0.004	0.068	7	151	0.004	0.068	7	151	0.008	0.136
08:00 - 09:00	7	151	0.008	0.136	7	151	0.008	0.136	7	151	0.016	0.272
09:00 - 10:00	7	151	0.010	0.187	7	151	0.011	0.204	7	151	0.021	0.391
10:00 - 11:00	7	151	0.007	0.119	7	151	0.007	0.119	7	151	0.014	0.238
11:00 - 12:00	7	151	0.004	0.068	7	151	0.004	0.068	7	151	0.008	0.136
12:00 - 13:00	7	151	0.006	0.102	7	151	0.006	0.102	7	151	0.012	0.204
13:00 - 14:00	7	151	0.006	0.102	7	151	0.006	0.102	7	151	0.012	0.204
14:00 - 15:00	7	151	0.003	0.051	7	151	0.003	0.051	7	151	0.006	0.102
15:00 - 16:00	7	151	0.005	0.085	7	151	0.005	0.085	7	151	0.010	0.170
16:00 - 17:00	7	151	0.005	0.085	7	151	0.005	0.085	7	151	0.010	0.170
17:00 - 18:00	7	151	0.006	0.102	7	151	0.005	0.085	7	151	0.011	0.187
18:00 - 19:00	7	151	0.014	0.255	7	151	0.014	0.255	7	151	0.028	0.510
19:00 - 20:00	3	276	0.011	0.196	3	276	0.011	0.196	3	276	0.022	0.392
20:00 - 21:00	3	276	0.007	0.131	3	276	0.007	0.131	3	276	0.014	0.262
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.096	1.687			0.096	1.687			0.192	3.374

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
OGVS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 18 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	151	0.002	0.034	7	151	0.002	0.034	7	151	0.004	0.068
08:00 - 09:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
09:00 - 10:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
10:00 - 11:00	7	151	0.005	0.085	7	151	0.004	0.068	7	151	0.009	0.153
11:00 - 12:00	7	151	0.000	0.000	7	151	0.001	0.017	7	151	0.001	0.017
12:00 - 13:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
13:00 - 14:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
14:00 - 15:00	7	151	0.002	0.034	7	151	0.001	0.017	7	151	0.003	0.051
15:00 - 16:00	7	151	0.000	0.000	7	151	0.001	0.017	7	151	0.001	0.017
16:00 - 17:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
17:00 - 18:00	7	151	0.001	0.017	7	151	0.001	0.017	7	151	0.002	0.034
18:00 - 19:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
19:00 - 20:00	3	276	0.000	0.000	3	276	0.000	0.000	3	276	0.000	0.000
20:00 - 21:00	3	276	0.000	0.000	3	276	0.000	0.000	3	276	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.010	0.170			0.010	0.170			0.020	0.340

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 18 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	7	151	0.000	0.000	7	151	0.002	0.034	7	151	0.002	0.034
08:00 - 09:00	7	151	0.001	0.017	7	151	0.007	0.119	7	151	0.008	0.136
09:00 - 10:00	7	151	0.001	0.017	7	151	0.001	0.017	7	151	0.002	0.034
10:00 - 11:00	7	151	0.001	0.017	7	151	0.005	0.085	7	151	0.006	0.102
11:00 - 12:00	7	151	0.000	0.000	7	151	0.000	0.000	7	151	0.000	0.000
12:00 - 13:00	7	151	0.001	0.017	7	151	0.000	0.000	7	151	0.001	0.017
13:00 - 14:00	7	151	0.004	0.068	7	151	0.002	0.034	7	151	0.006	0.102
14:00 - 15:00	7	151	0.001	0.017	7	151	0.001	0.017	7	151	0.002	0.034
15:00 - 16:00	7	151	0.002	0.034	7	151	0.002	0.034	7	151	0.004	0.068
16:00 - 17:00	7	151	0.002	0.034	7	151	0.002	0.034	7	151	0.004	0.068
17:00 - 18:00	7	151	0.002	0.034	7	151	0.001	0.017	7	151	0.003	0.051
18:00 - 19:00	7	151	0.007	0.119	7	151	0.004	0.068	7	151	0.011	0.187
19:00 - 20:00	3	276	0.005	0.087	3	276	0.004	0.065	3	276	0.009	0.152
20:00 - 21:00	3	276	0.002	0.044	3	276	0.000	0.000	3	276	0.002	0.044
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.029	0.505			0.031	0.524			0.060	1.029

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.