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transport planning specialists

Braemar Avenue Ltd.

Braemar Avenue Church

Transport Statement

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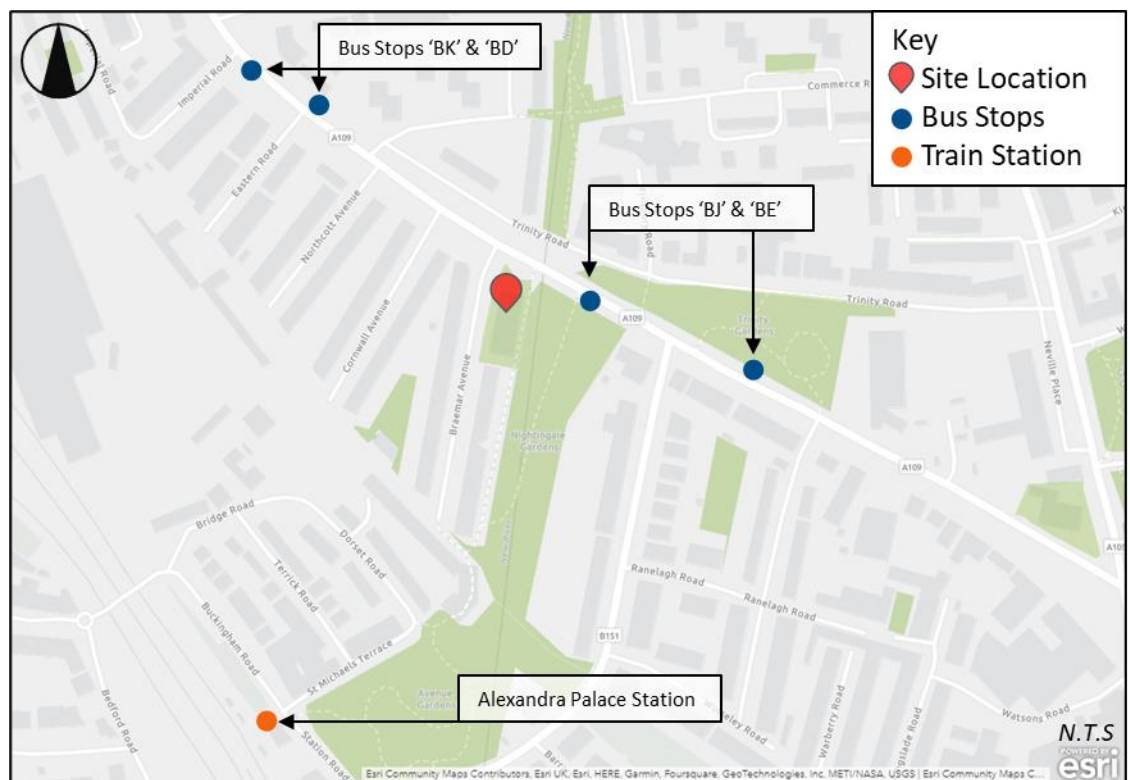
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Braemar Avenue Ltd. (the Applicant) to provide traffic and transport advice in relation to the development proposal for Braemar Avenue Church, in the London Borough of Haringey.
- 1.2 The site is located on the southeast corner of the Braemar Avenue and Bounds Green Road junction. It is situated within a highly accessible area which achieves a Public Transport Accessibility Level (PTAL) rating of 6a. As such, there are a number of public transport facilities within walking distance, including Alexandra Palace Station and Wood Green Station, as well as bus routes available from Bounds Green Road. The surrounding area is predominantly residential, with neighbouring roads comprising mostly two-storey, terraced dwellings. A site location plan is shown in Figure 1.1.

Figure 1.1 – Site Location Plan



- 1.3 The existing site comprises Braemar Avenue Church at the northern extent and a tin tabernacle to the southern extent. The proposal seeks the demolition of the existing church hall, to allow construction of a part 3, part 4 storey building (over basement) comprising new church hall extensions (206sqm) and 15 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements. It is proposed to provide a new/replacement church hall and entrance as part of this redevelopment.

- 1.4 The proposed use for the church is a new fully accessible church hall with a basement level connected via an internal stairway and compliant lift. The new residential building is proposed to be set over basement, ground to second floor with the third floor set back on all elevations. The new development would provide enclosed secure residential refuse and cycle stores. The development will be car-free with the exception of a proposed disabled parking space on Braemar Avenue.

The Mayor's Transport Strategy

- 1.5 The Mayor's Transport Strategy was published in March 2018. The central aim in the Mayor's Transport Strategy is to achieve 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The mayor wants to encourage this more to create a future London that is not only home to more people, but a better place for all of those people to live in. The three key themes at the heart of the strategy relate to healthy streets and healthy people, a good public transport experience, new homes and jobs. This is also combined with encouraging key transport principles in relation to 'Good Growth' including good access to public transport, car-free, accessible and inclusive environments.

Healthy Streets

- 1.6 The principles of Healthy Streets and active travel is considered to be at the heart of the proposed development. Healthy Streets is a human-centred framework for embedding public health in transport, public realm and planning. The 10 Healthy Streets Indicators focus on the human experience needed on all streets, everywhere, for everyone, see Figure 1.2 (TfL Extract). The following paragraph provides a description of the streets which provide access to the site from a healthy streets perspective.
- 1.7 The nature of the development in itself being a car-free development with the exception of disabled parking helps to deliver the Healthy Streets Approach by improving air quality, reducing congestion and vehicle dominance, encouraging walking and cycling, and by helping the local community to become greener, healthier and more attractive place to live, work, play and do business.
- 1.8 The footways are level and there is step-free access to bus stops and local facilities and amenities. The footways are level with a smooth surface and little gradient in the vicinity of the site.

- 1.9 The location of the site and its very good accessibility, combined with the restrictions on parking and substantial level of cycle parking provision will all lend itself to reducing reliance on the private car.

Figure 1.2 – 10 Healthy Streets Indicators



Scope of Report

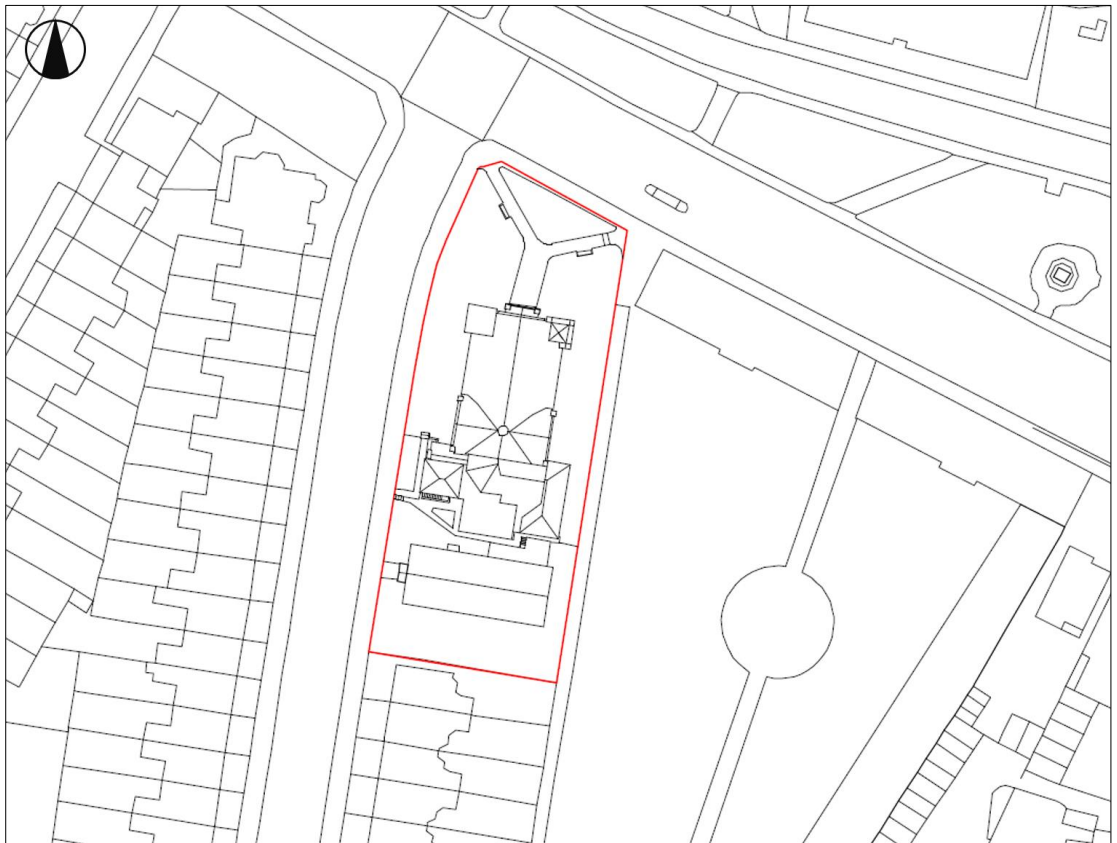
- 1.10 Pre-application meetings have been held with the Council regarding this application. This report considers the effect of development in transport terms including accessibility, trip generation, access, parking, and servicing arrangements.
- 1.11 The remainder of the report is structured as follows:
- Section 2 summarises the existing conditions;
 - Section 3 describes the accessibility of the site;
 - Section 4 reviews the relevant transport policies;
 - Section 5 sets out the development proposals and considers the potential effects and;
 - Section 6 provides a summary and conclusion.

2 EXISTING CONDITIONS

Site and Surrounding Area

- 2.1 The existing site comprises the Braemar Avenue Church as well as an unused tin tabernacle to the southern extent. The main entrance to the church is located off set from the street on Bounds Green Road whilst the tin tabernacle can be accessed via a pathway on Braemar Avenue. There is no car parking provided on-site. Refuse bins are stored within the main church grounds near the southwest corner of the main church building and collected on-street via Braemar Avenue. A site plan is contained in Figure 2.1 and Appendix A.

Figure 2.1 – Site Plan



- 2.2 The surrounding area comprises mostly residential dwellings, with the adjacent and nearby roads featuring Victorian terraces of two storey red brick dwellings set under pitched tiled roofs. The site is well connected to public realm areas of green space, with Nightingale Gardens abutting the eastern boundary of the site and Trinity Gardens located across Bounds Green Road to the east.

Local Highway Network

- 2.3 The site is located on the south-eastern corner of the Braemar Avenue and Bounds Green Road junction.
- 2.4 Braemar Avenue is a no through road which operates north to south connecting to Bounds Green Road at a priority junction. It has a 20mph speed restriction. The road is subject to residential parking controls operating from 8:00am – 6:30pm. Intermittent single yellow lines are located alongside the eastern side of the road and bike hangar cycle parking facility is located on the carriageway in front of the site. There are a mixture of parallel and echelon marked parking spaces on Braemar Avenue.
- 2.5 Bounds Green Road (A109) provides a two-way carriageway operating southeast to northwest. It has a 20mph speed restriction. In the vicinity of the site there are double yellow lines with double blips on Bounds Green Road and there are cycle lane markings with advisory white lines on the eastbound lane and solid white lines on the westbound lane. There is a pedestrian crossing facility on Bounds Green Road to the east.
- 2.6 To the southeast, Bounds Green Road connects to High Road (A105) whilst to the northwest it becomes known as Station Road beyond the junction with the North Circular Road (A406), which is part of the Transport for London Road Network. Access onto the North Circular Road can also be taken from the A105 Green Lanes to the northeast. To the south, the A105 connects to Seven Sisters Road (A503), also part of the TLRN, at Manor Road Station.

Parking Controls

- 2.7 The site is located within Controlled Parking Zone (CPZ) 'WG' with parking controls operating from 8:00am – 6:30pm. On Braemar Avenue the parking spaces on-street directly outside the site are shared use resident permit holders and pay by phone bays (max stay 2 hours, no return 2 hours). To the south and on the opposite side of the road the parking spaces are resident permit holders only.

Parking Survey

- 2.8 A parking beat survey was conducted on Wednesday 29th and Thursday 30th June 2022, with beats undertaken during the periods of highest demand where residents are parked at home overnight. The surveys covered on-street parking opportunities within a 200m walking distance of the site, in accordance with the Lambeth methodology. The full dataset is contained in Appendix B.

2.9 The results of the parking beat survey are summarised in Table 2.1 with the analysis accounting for each parking space measuring 6m in accordance with Haringey's preferred methodology, with 255 potential opportunities to park in the survey area. The results as analysed through 6m assessment shows that 66%-69% of spaces were occupied overnight, with 80-87 available spaces.

Table 2.1 – Parking Beat Survey Results						
Road	Wednesday 29th June 2022 Time: 03:15			Thursday 30th June 2022 Time: 04:30		
	Parked	Available Spaces	% Restriction Stress	Parked	Available Spaces	% Restriction Stress
Braemar Avenue	43	31	58%	47	27	64%
Cornwall Avenue	37	18	67%	38	17	69%
Bounds Green Rd	0	0	0%	0	0	0%
Northcott Avenue	36	12	75%	38	10	79%
Eastern Road	35	5	88%	34	7	83%
Trinity Road	15	14	52%	16	12	57%
Finsbury Road	2	7	22%	2	7	22%
Total	168	87	66%	175	80	69%

2.10 Table 2.2 provides an assessment of the survey results applying 5m per parking space. With a shorter length parking space this increases the parking supply resulting in there being 285-286 parking opportunities, an increase of circa 30 spaces compared to Table 2.1. The results analysing using a 5m assessment demonstrates that 62%-64% of spaces were occupied overnight, with 104-109 observed spaces.

Table 2.2 – Parking Beat Survey Results						
Road	Wednesday 29th June 2022 Time: 03:15			Thursday 30th June 2022 Time: 04:30		
	Parked	Available Spaces	% Restriction Stress	Parked	Available Spaces	% Restriction Stress
Braemar Avenue	37	26	59%	38	25	60%
Cornwall Avenue	36	15	71%	38	12	76%
Bounds Green Rd	36	15	71%	38	12	76%
Northcott Avenue	35	8	81%	34	9	79%
Eastern Road	15	20	43%	16	19	46%
Trinity Road	2	5	29%	2	8	20%
Finsbury Road	15	20	43%	16	19	46%
Total	176	109	62%	182	104	64%

Car Ownership

- 2.11 Table 2.3 demonstrates car ownership levels taken from the 2011 Census for privately owned, flatted development in Haringey by number of bedrooms. This indicates that, for example, 1-bed units have on average 0.48 cars per household. It also shows the percentage of cars owned by number of bedrooms per unit.

Table 2.3 – Car ownership for privately owned flatted development in Haringey				
Bedrooms per unit	No cars or vans in household	1 car or van in household	2 cars or vans in household	Cars / Household
Studio	76%	23%	0%	0.24
1-bed	56%	40%	3%	0.48
2-bed	48%	46%	5%	0.58
3-bed	38%	54%	7%	0.71

Car Clubs

- 2.12 There are five car club vehicles located within a 14-minute walk of the site as detailed in Table 2.4, with the closest being on Finsbury Road circa 350m to the north (5-minutes walk).

Table 2.4 – Local Car Club Operators			
Operator	Location	Distance from Site	Walking Time
Zipcar	Finsbury Road	350m	5-minutes
	Cranbrook Park	480m	7-minutes
	River Park Road	640m	9-minutes
	Parkland Road	960m	12-minutes
	Clyde Road	1.1km	14-minutes

Accident Data

- 2.13 A review of local accident data statistics from the Crashmap website has indicated there have been 4 recorded incidents of slight severity within the last 5 years on Bounds Green Road:
1. Accident involved a car and a pedestrian. There is no detailed information.
 2. Accident involved two cars. The two cars were proceeding normally along the carriageway and one went into the back of the other.
 3. Accident involved a car which hit the road sign/traffic signal at the crossing.
 4. Accident involved three cars with one car hitting the car in front causing it to shunt forward into another car.

- 2.14 The reports are contained in Appendix C. Reviewing the information available, the evidence suggests that the cause of the accidents was due to some form of driver error.

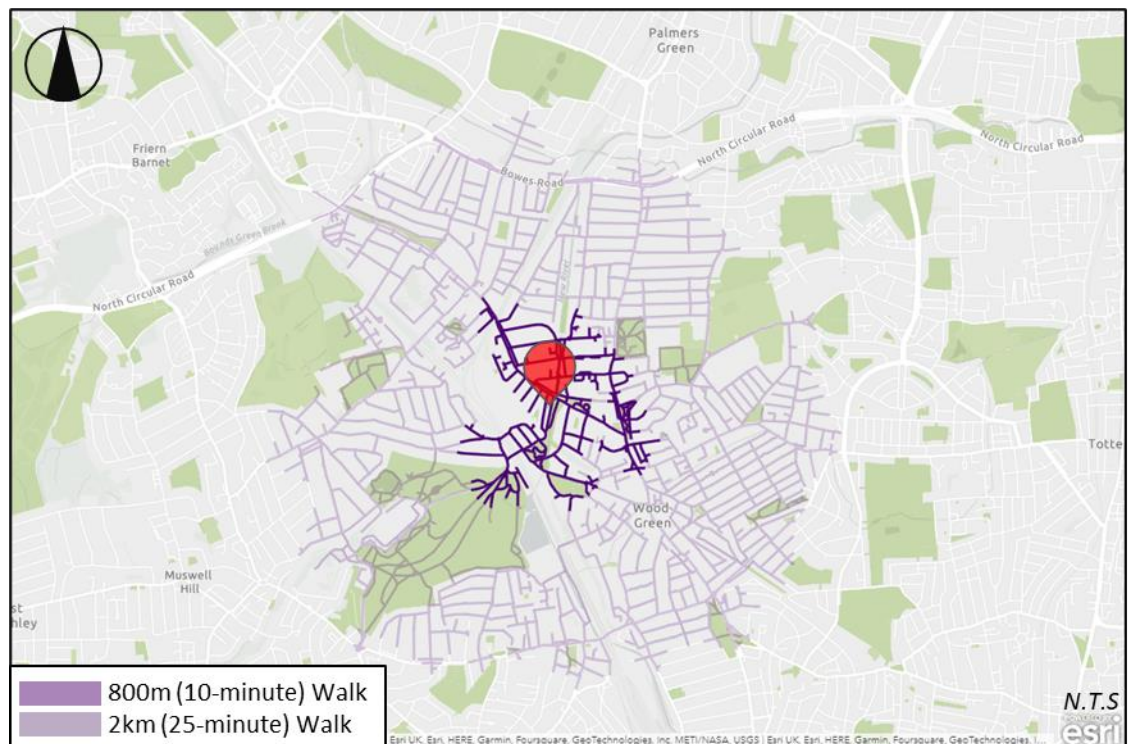
3 SITE ACCESSIBILITY

- 3.1 The site is accessible by a variety of modes of transport with a large number of amenities within a short walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

- 3.2 Like much of London the site benefits from being within a short walking distance of public transport opportunities, local facilities, and amenities as well as residential areas. Figure 3.1 shows an 800m (10-minute) and 2km (25-minute) walk catchment zone surrounding the site.

Figure 3.1 – Walking Isochrone Map



- 3.3 Table 3.1 shows the distances between the site and local public transport opportunities. This illustrates that there are bus stops within a short walking distance on Bounds Green Road and that both Overground and Underground stations can be reached within 11 minutes-walk of the site.

Table 3.1 – Appropriate Distances to Local Public Transport Opportunities

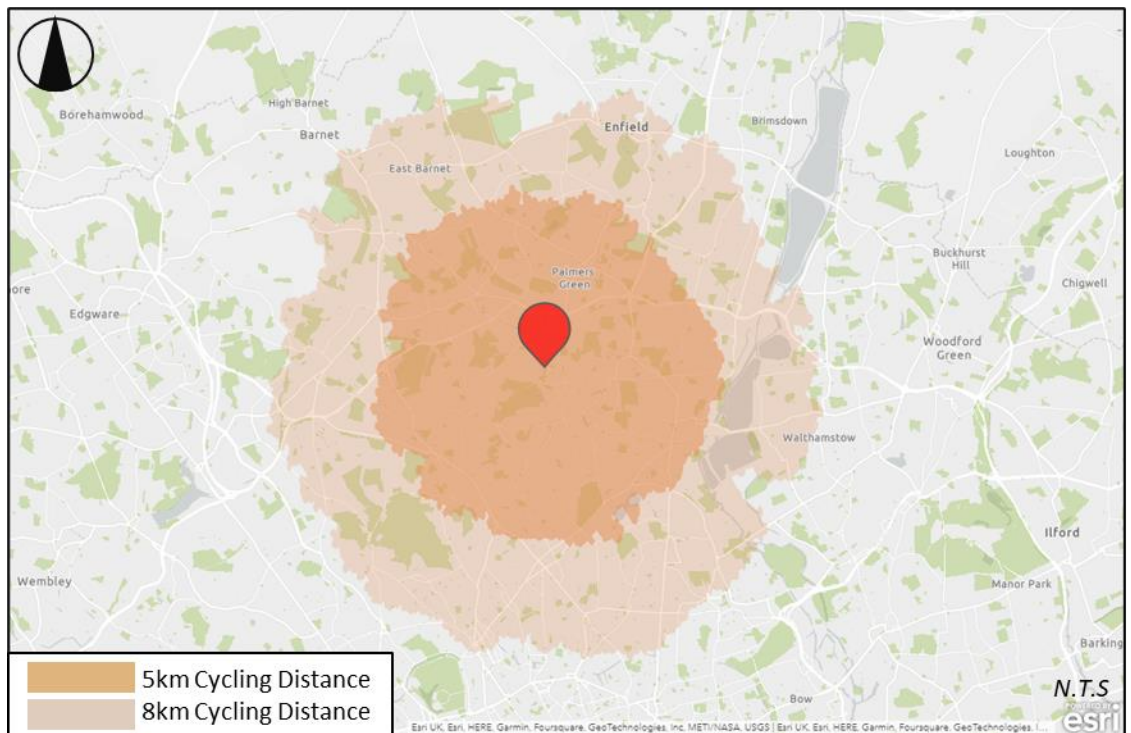
Stop / Station	Location	Distance	Appropriate Walking Time*
Bus Stops			
Park Avenue (Stop BJ)	Bounds Green Road	55m	1-minute
Park Avenue (Stop BE)	Bounds Green Road	190m	2-minutes
Nightingale Road (Stop BD)	Bounds Green Road	200m	3-minutes
Nightingale Road (Stop BK)	Bounds Green Road	320m	3-minutes
Train Stations			
Alexandra Palace Station	Station Road	480m	5-minutes
Wood Green Station	High Road	640m	9-minutes
Bounds Green Station	Bounds Green Road	870m	11-minutes
*Based on 80m per minute			

- 3.4 There are footways provided on both Bounds Green Road and Braemar Avenue. Both dropped kerbs and tactile paving can be found directly adjacent to the site at the Braemar Avenue / Bounds Green Road junction.
- 3.5 On Bounds Green Road there is a pedestrian crossing which has push-button facilities, dropped kerbs and tactile paving. There are pedestrian routes from Braemar Avenue to the south of the site, which link to roads such as Dorset Road and Buckingham Road, which connect to Alexandra Palace station.

Cycling

- 3.6 In terms of cycling infrastructure, there are cycle lane markings on Bounds Green Road in the vicinity of the site include dashed advisory lines on the eastbound lane and solid white line markings on the westbound carriageway. On Braemar Avenue there is a cycle bike hangar located within a parking bay on the eastern side of the carriageway.
- 3.7 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. In the wider area, the closest Transport for London cycle infrastructure 'Cycleway 1' can be accessed from Lordship Lane circa 3km to the east. Cycleway 1 connects Tottenham to the north to Old Street to the south.
- 3.8 Figure 3.2 shows a 5km and 8km cycling catchment from the site. The map highlights that areas such as Palmers Green, Tottenham, and East Finchley can be accessed within a 5km catchment area, whilst areas such as Enfield, Edmonton, Kentish Town, Clapton, and East Barnet can be reached within the 8km catchment area.

Figure 3.2 – Cycling Isochrone Map



Public Transport

Bus Services

- 3.9 The closest bus stops located on Bounds Green Road circa 50 - 200m east of the site provide access to two bus routes. Additional routes can be caught from bus stops located on High Road to the east and close to Alexandra Palace Station to the south. A summary of routes can be found in Table 3.2. The relevant Transport for London (TfL) bus spider map is included at Appendix D.

Table 3.2 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Park Avenue Stops 'BJ' & 'BE' on Bounds Green Road	221	Turnpike Lane to Edgware Bus Station	6 - 10	8 - 12	11 - 12
	N91	Cockfosters Station to Whitehall / Trafalgar Square	30	30	30
Alexandra Palace Stops 'G' & 'L'	184	Turnpike Lane to Chesterfield Road	7 - 10	8 - 12	11 - 12
	W3	Finsbury Park to Northumberland Park	5 - 9	6 - 10	9 - 13
High Road Stops 'BY' and 'BP'	121	Enfield Island Village to Turnpike Lane Station	8 - 11	9 - 12	15
	141	Tottenham Road to London Bridge Station	4 - 8	6 - 10	10 - 13
	232	Mitchell Way to Turnpike Lane Station	10 - 14	10 - 14	20
	329	Little Park Gardens to Turnpike Lane Station	6 - 10	6 - 10	7 - 10
	W4	Ulster Gardens to Ferry Lane Primary School	9 - 13	9 - 13	11 - 13

Rail Services

- 3.10 Alexandra Palace Station is the closest station to the site located approximately 480m (5-minute walk) south of the site. The station offers regular Great Northern and Thameslink services to Stevenage, Welwyn Garden City, Moorgate, and Hertford North. A summary of service frequencies can be found in Table 3.3.

Table 3.3 - Summary of Local Rail Services		
Station	Destination	Daytime Frequency (per hour)
Alexandra Palace	Hertford North	2 - 4
	Welwyn Garden City	2 - 5
	Moorgate	3 - 9
	Stevenage	6 - 9

Underground Services

- 3.11 Wood Green Station is the closest Underground station to the site located approximately 640m (9-minute walk) southeast of the site offering access to the Piccadilly Tube Line. The Piccadilly Line offers 14 -19 daytime services per hour between 07:00 – 19:00.

Public Transport Accessibility

- 3.12 Public Transport accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service accessibility. The method measures the density of the public transport at a particular point, providing a scale from a range of 0 (worst) to 6b (best), with 6b demonstrating excellent levels of accessibility. The site has a PTAL level of 6a, demonstrating that it has very high levels of accessibility to public transport. The PTAL report is included at Appendix E.

Method of Travel to Work

- 3.13 Data from the 2011 Census has been integrated to establish existing travel to work patterns for local residents with the results summarised in Table 3.4.

Table 3.4 – 2011 Method of Travel to Work Haringey 004C		
Mode	Number	Percentage
Underground	276	38%
Train	115	16%
Bus	90	12%
Taxi	3	0%
Motorcycle	9	1%
Car Driver	150	20%
Car Passenger	7	1%
Bicycle	36	5%
Walking	47	6%
Total	733	100%

4 POLICY

National Policy

National Planning Policy Framework

4.1 The National Planning Policy Framework (NPPF) was most recently updated in July 2021 setting out the Government's planning policies for England and how these are expected to be applied.

4.2 Paragraph 111 advises 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."

4.3 Paragraph 112 states that:

"Within this context, 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; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.4 When considering the transport effects of a development, the NPPF states at Paragraph 113 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

London Plan

- 4.5 The London Plan was most recently updated in March 2021. Is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 4.6 Policy T1 'Strategic approach to Transport' states that development proposals should facilitate:
- *"The Delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041."*
- 4.7 In relation to development proposals Policy T2 'Healthy Streets' states that proposals should:
- *"Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
 - *Reduce the dominance of vehicles on London's streets whether stationary or moving; and*
 - *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*
- 4.8 Policy T4 'Assessing and mitigating transport impacts' requires that transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.
- 4.9 Policy T5 'Cycling' describes that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by supporting the delivery of London-wide cycle networks and secure cycle parking should be provided.
- 4.10 The cycle parking standards for the relevant land uses, as set out in Table 10.2, of the London Plan are summarised in Table 4.1.

Table 4.1 – Minimum Cycle Parking Standards		
Use Class	Long-stay	Short-stay
C3 (all dwellings)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
D1 Church	1 space per 8 FTE staff	1 space per 100 sqm (GEA)

- 4.11 Policy T6 'Car Parking' outlines that 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 planned to be) well-connected by public transport; and car parking should follow the maximum standards set out in Policy T6.1 relating to residential and Policy T6.5 relating to non-residential disabled parking, respectively.
- 4.12 Policy T6.1 'Residential parking' outlines that new residential developments should not exceed the maximum parking standards set out in Table 10.3, which states that: All developments in areas of PTAL 5-6 should be car free.
- 4.13 Policy T7 'Deliveries, servicing and construction' describes that a Delivery and Servicing Plan is required to ensure that the delivery and servicing requirements of the proposed development can be accommodated without adversely impacting the public highway.

Local Policy

- 4.14 Haringey's development plan is currently made up of the Strategic Policies, Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan.

Haringey Development Management Plan

- 4.15 The Development Management Policies DPD was adopted in June 2017 and sets out criteria-based policies against which planning applications will be assessed. With regards to transport, the main policies of relevance are DM31 and DM32.
- 4.16 Policy DM31: Sustainable Transport:
- *"The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel."*
 - *The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
 - *The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds."*

- 4.17 Chapter 05 Transport and Parking, Policy DM32: Parking states:
- *“Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
 - *The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
 - *The Council will support proposals for new development with limited or no on-site parking where:*
 - o *There are alternative and accessible means of transport available;*
 - o *Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - o *A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - o *Parking is provided for disabled people; and*
 - o *Parking is designated for occupiers of developments specified as car capped.”*

- 4.18 The Council has begun the process of preparing a New Local Plan which will replace the existing Local Plan documents adopted in July 2017.

Sustainable Design & Construction Supplementary Planning Document

- 4.19 The Sustainable Design & Construction SPD was adopted in March 2013. Section 11 focuses on sustainable transport.

Policy Summary

- 4.20 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations is restricted. It is evident that the site is in a sustainable location, being accessible by a choice of travel modes.

5 EFFECTS OF DEVELOPMENT

Proposal Overview

- 5.1 The proposal seeks the demolition of the existing church hall, to allow construction of a part 3, part 4 storey building (over basement) comprising new church hall extensions (206sqm) and 15 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements. It is proposed to provide a new/replacement church hall and entrance as part of this redevelopment.
- 5.2 It is proposed to provide a car-free development with one disabled parking space provided on Braemar Avenue. Dedicated cycle parking and refuse storage will be provided on site as illustrated in the plans in Appendix F. An extract of the ground level plan is shown in Figure 5.1 and the lower level plan in Figure 5.2.
- 5.3 There is an existing crossover in front of the existing church hall which will no longer be required in its current form.

Figure 5.1 – Ground Level Plan

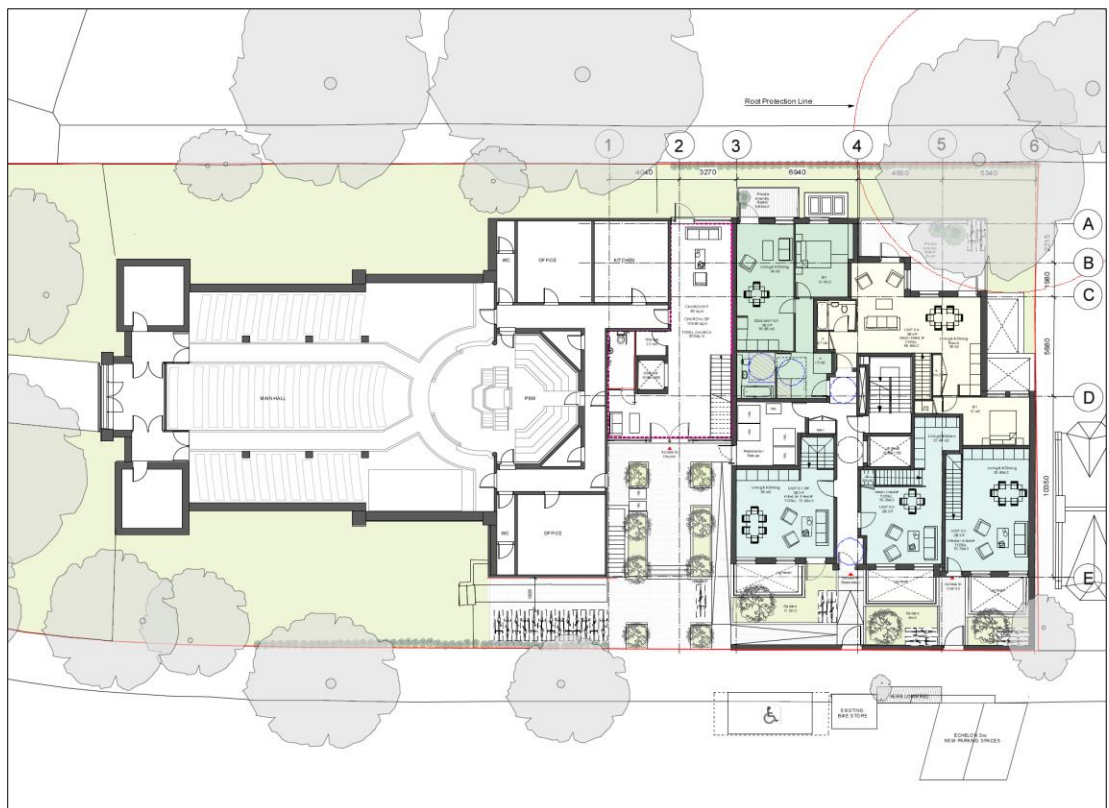
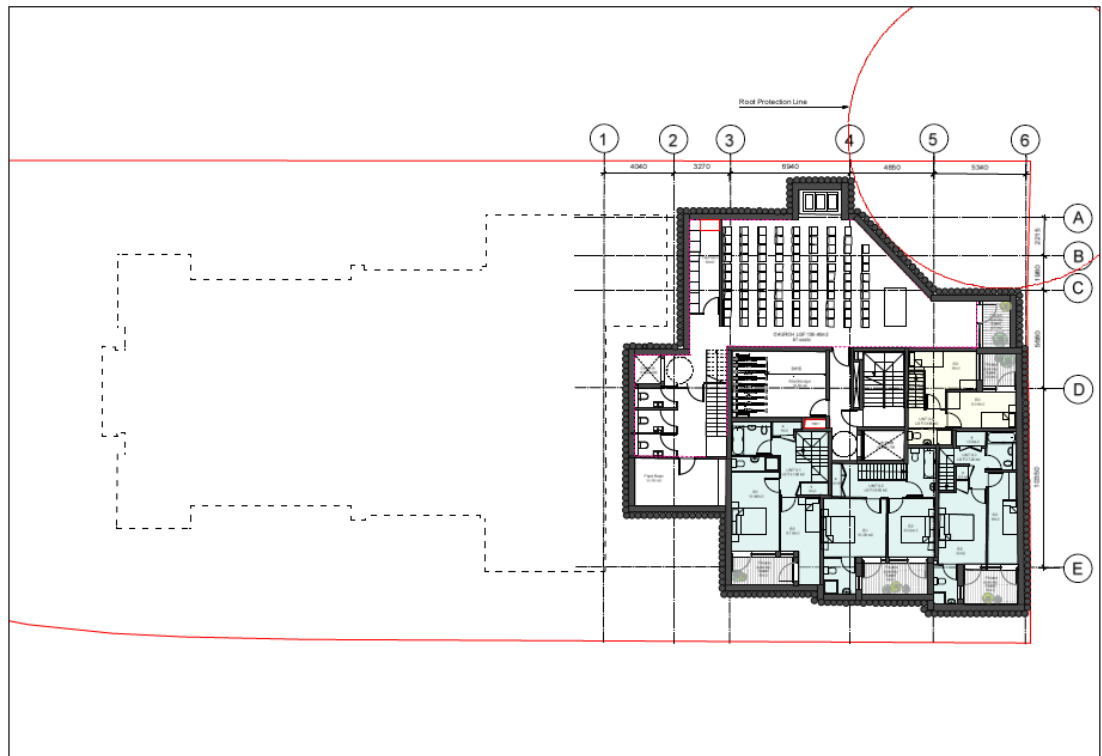


Figure 5.2 – Lower Level Plan



Access

- 5.4 There will be no change to the Church access which is from Bounds Green Road. There will be a new secondary access from Braemar Avenue which will be via ramp and steps and which will lead to the back of the church. There will be steps and a lift down to the new church hall at lower ground floor level. The door from the church to the residential basement is a provisional secondary escape route to the church, mentioned by building Control.
- 5.5 The main entrance to the residential building will be from Braemar Avenue. Within the building there will be stairs and lift. There will be a separate entrance to Unit 0.3.
- 5.6 Within the building there will be an access to the residential refuse store and there will be a second access point to the side of the building, close to the ramp.

Highway Works

- 5.7 Pre-app feedback discusses the removal of the existing crossover, reinstatement of a full height kerb with works to the footway and provision of a disabled parking space in its place.
- 5.8 The crossover will be removed and reinstated as footway albeit the lowered kerb and single yellow line will be retained and relocated slightly north of its current position to facilitate movement of bins from the development to the collection vehicle which will wait on Braemar Avenue. Refer to Figure 5.1. A disabled parking space is proposed, as set out below.
- 5.9 It is confirmed that the Applicant will meet the Council's administrative and works costs for this and enter into the appropriate S278 works agreement with the Council.

Disabled Parking

- 5.10 The proposal will be car-free in accordance with London Plan Policy T6.1 and Local Plan Policy DM32. This is considered appropriate given the excellent PTAL rating that the site achieves and its location within a CPZ. It is proposed that a disabled parking space is provided on Braemar Avenue.
- 5.11 The position suggested in the pre-application feedback has been considered but due to the echelon parking spaces adjacent to the south, it is considered this would not provide an easy manoeuvre into the bay. It is therefore proposed that the disabled parking space (measuring 6.6m) is provided within existing run of spaces. In order to retain the same number of standard resident parking spaces it is proposed that 2 additional echelon spaces are provided. The lowered kerb and yellow line in front of the site would be moved slightly to facilitate the provision of parking. There would be no change to the position of the cycle hangar.
- 5.12 Blue Badge holders can also park in standard disabled bays for an indefinite period and in resident parking bays, permit holder bays, pay by phone bays, and in shared use bays.

Cycle Parking

- 5.13 Cycle parking will be provided in accordance with the London Plan minimum standards. In total the development will provide 40 cycle parking spaces:
- 13 spaces in a covers store by the church entrance.
 - 1 space in front of the church entrance.
 - 18 spaces at lower ground level.
 - 8 spaces through bike boxes.

5.14 The following paragraphs provide a description for how this will be allocated.

Church Cycle Parking Requirement

5.15 In terms of Church use cycle parking, the long-stay requirement is based on numbers of staff members (1 space per 8 staff) and the short-stay requirement is 1 space per 100sqm (GEA). The requirement is set out in Table 5.1.

Table 5.1 – Church Cycle Parking Requirements			
Church development	GEA (sqm)	Long-stay	Short-stay
Proposed church hall	206	2	2
Existing ground floor Church	510	2	5
Total	716	4	7

5.16 The provision will be as follows:

- It is assumed that 2 long-stay spaces would be sufficient for the existing Church but that a further 2 spaces would be required for the church hall, total 4 long-stay spaces.
- In addition to this there would be circa 7 short-stay spaces in the public realm for the Church and church hall.

5.17 The covered store to the side of the church entrance has a total of 13 cycle spaces through Sheffield stands. The Church and church hall will be provided with 11 of these spaces to accommodate the long-stay and short-stay requirements.

Residential Cycle Parking Requirement

5.18 The cycle parking requirement based on London Plan minimum standards is shown in Table 5.2. The provision for cycle parking will be made within the basement with lift access.

Table 5.2 – Residential Cycle Parking Requirements						
Cycle Parking				Form		
Residential development	No of Units	Long-stay	Short-stay	Wider	Additional Sheffield	Maximum Two Tier
1 bed (1 person)	2	2	2	1	5	20
1 bed (2 person)	5	8				
2 bed (3 person)	5	10				
3 bed (4 person)	3	6				
Total	15	26				

5.19 In total there will be 28 cycle parking spaces for the residential element including 26 long-stay spaces and 2 short-stay spaces, as follows:

- At lower ground level there will be 18 long-stay spaces provided through two-tier racks.
- There will be 8 long-stay spaces provided through bike boxes in the gardens of the four ground floor units (Units 0.1, 0.2, 0.3 and 0.4).
- The 2 residential short-stay spaces are provided in the covered bike store to the side of the church entrance.

5.20 The two-tier racks will have a 3.4m aisle behind the stands to ensure bikes can be manoeuvred on and off the lowered top tier rack with ease. This store will be located at lower ground level and will be accessed via lift. The lift will meet the minimum requirements as set out in the London Cycle Design Standards (1.2m x 2.3m).

Additional Provision

5.21 In addition, there 1 Sheffield stand which is provided with space to one side to allow for non-conventional bikes which is intended for the residential element as there is no space to provide this within the building.

Healthy Streets Review

5.22 The development proposal will meet the following healthy streets indicators as set out in Table 5.3.

Table 5.3 – Healthy Streets Review	
Proposal	Healthy Streets Indicator
Car-free development with the exception of disabled parking	Clean air
Reinstatement of footway in place of existing vehicle crossover on Braemar Avenue	People feel safe
Crossing on Bounds Green Road	Easy to cross
Community use activating the area	People feel safe
	Things to do and see
Step-free access to the development	Pedestrians of all walks of life
Site location accessible by non-car modes and provision of cycle parking for all land uses	People choose to walk, cycle and use public transport
Site location close to Nightingale Gardens and Trinity Gardens	Shade and shelter
	Places to stop and rest

Waste Storage and Collection

- 5.23 There will be no change to the waste storage for the Church and church hall with waste being collected as part of the existing regime.
- 5.24 The waste store for the proposed residential units will be located at ground level within the building. There will be 5 shared bins, including 2 x 1,100L Eurobins for general waste, 2 x 1,100L Eurobins for recycling and 1 x 360L bin for food waste.
- 5.25 All residents will have access to the store internally from the building. There will be a side access from the store leading to the ramp which would be used by Council collection staff. It is acknowledged that the bin store will be approximately 10.5-11m from the vehicle which will stop on Braemar Avenue, which has been accepted by the Council during pre-application.

Deliveries

- 5.26 There will be no change to the number of deliveries generated by the Church as a result of the church hall being built. In terms of the residential element it is estimated there could be 2 deliveries per day.

Trip Generation

- 5.27 The trip generation assessment covers on the new church hall extension (206sqm) and the 15 new residential units.

Church Hall Trip Generation

- 5.28 There will be no change to the operation of the existing Church as a result of the development.
- 5.29 It is envisaged that the use of the church hall and the wider Church generally, will continue to be local persons. It is expected that the church hall would mainly be used for Sunday school. Given there is no fixed programme yet and the ancillary use of the hall, it is not considered necessary to carry out a detailed trip generation assessment of the church hall. Further, there is only one church site in London available in the TRICS database, with the survey taking place on a Sunday but there being no differentiation between trips to the main Church building and church hall.
- 5.30 The seating layout shows potential for up to 97 persons which will be on a one off basis. When it is used for events, site users may travel from further afield. Site users will be encouraged to travel by non-car modes. Through measures and initiatives in the Travel Plan, site users will be made aware of the lack of parking available, local parking restrictions and the excellent level of accessibility of the site by public transport.

Residential Trip Generation

- 5.31 The provision of a car-free residential development will contribute towards the Mayor's objective for 80% of all trips in London to be made by foot, cycle or public transport by 2041. The assessment set out a summary of the anticipated increase in trips as a result of the development and the impact on the public transport and highway networks. The trip generation by each mode of transport to and from the proposed development has been estimated for a typical weekday morning and evening peak period, as well as an entire day.
- 5.32 The potential number of person trips for the proposed residential development has been estimated based on multi-modal trip rates from the TRICS database based upon available data considering the characteristics of the site:
- Suburban areas.
 - A PTAL rating of 4 or more.
 - Surveys undertaken weekday, Monday through Friday in the past 5 years.
- 5.33 The exercise revealed a total of 4 sites which were considered comparable, which are located in Wembley, Palmers Green, Woodside Park and Manor House. The TRICS output report is included at Appendix G. Table 5.4 provides a summary of the trip rates and resultant total person trips for 15 units for the weekday morning and evening peak hours along with the daytime 7am – 7pm.

Table 5.4 – Total Person Trip Rates and Trip Generation				
Time Period	Trip Rates per Unit		Total Person Trips (15 units)	
	In	Out	In	Out
8am – 9am	0.076	0.399	1	6
5pm – 6pm	0.293	0.186	4	3
Total (7am – 7pm)	2.238	2.486	34	37

- 5.34 Table 5.5 provides a summary of the travel to work data based on the 2011 Census for the local area along with the assumed share to each mode to reflect the car-free nature of the proposed development, with the mode share to car driver reduced from 21% to 3% with the difference reallocated to public transport modes. The Census mode relates to the longest part of the journey to work.

Table 5.5 – Predicted Mode Split Percentages		
Mode	2011 Census Data	Modified Modal Split
Underground	38%	48%
Train	16%	21%
Bus	12%	15%
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	21%	3%
Car Passenger	1%	1%
Bicycle	5%	5%
On foot	6%	6%
Total	100%	100%

5.35 The modified modal split has been applied to the total person trips. Table 5.6 shows the estimated multi-modal trip generation summary during the morning peak hour (8am – 9am) and the evening peak (5pm – 6pm). The new homes are expected to generate 7 people leaving the site by all modes in the morning peak hour and 7 persons arriving in the evening peak hour.

Table 5.6 – Predicted Multi-Modal Trip Generation					
Mode	Modified Modal Split	AM Peak		PM Peak	
		(8am-9am)		(5pm-6pm)	
		In	Out	In	Out
Underground / Overground	48%	1	3	2	1
Rail	21%	0	2	1	1
Bus	15%	0	1	1	1
Taxi	0%	0	0	0	0
Motorcycle	1%	0	0	0	0
Car Driver	3%	0	0	0	0
Car Passenger	1%	0	0	0	0
Bicycle	5%	0	0	0	0
On foot	6%	0	0	0	0
Total	100%	1	6	4	3
Based on 15 dwellings					

5.36 The proposed residential development is predicted to generate 1 additional bus trip during the morning peak hour and 2 additional bus trips during the evening peak hour. In the context of the circa 80 plus bus services that can be caught each hour from bus stops within walking distance of the site, the additional bus trips are unlikely to affect levels of service.

5.37 There are expected to be 4 trips by Underground in the morning peak hour and 3 trips in the evening peak hour as well as 2 trips by rail in both the morning and evening peak hours. In the context of the 13 – 27 services per hour from Alexandra Palace station and the 14 – 19 services per hour from Wood Green Station, the additional rail and underground trips per hour are unlikely to affect levels of services.

5.38 The assessment suggests that the proposed development will not lead to a detrimental impact on public transport.

5.39 In terms of travel by car there is not expected to be any additional trips during the peak hours.

Parking Considerations

5.40 The parking beat survey has demonstrated that there is ample spare capacity overnight: there are between 80-87 observed spaces using the 6m analysis and 104-107 available spaces using the 5m analysis.

5.41 Car ownership data for privately owned flatted development in Haringey (based on 2011 Census) indicates between 0.24 – 0.71 cars per household depending on number of bedrooms per unit (ref: Section 2). Applying this to the 15 residential units indicates there could be demand for 8 cars to park. A permit-free agreement could be sought by the Council, albeit the parking beat survey has demonstrated that there is sufficient capacity to be able to accommodate this level of demand.

Mitigation

Residential Car Club Membership

5.42 Car club membership will be offered to each unit for three years plus a £50 driving credit per unit to 'pump prime' car club usage.

Church Hall Travel Plan

5.43 A Church Hall Travel Plan has been prepared and submitted as a stand alone document as part of the planning application. The Travel Plan will be implemented particularly for one-off events where there may be trips by people from further afield. It includes a package of measures to encourage travel by non-car modes given the excellent accessibility of the site by non-car modes.

Outline Construction Logistics Plan

5.44 A standalone outline Construction Logistics Plan (CLP) has been prepared and submitted as part of the planning application.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 TTP Consulting has been retained to provide traffic and transport advice in relation to the proposed development at Braemar Avenue Church.
- 6.2 The site is located within a highly accessible area which achieves a Public Transport Accessibility Level (PTAL) rating of 6a.
- 6.3 The proposal seeks the demolition of the existing church hall, to allow construction of a part 3, part 4 storey building (over basement) comprising new church hall extensions (206sqm) and 15 flats.
- 6.4 The proposal will be car-free in accordance with London Plan Policy T6.1 and Local Plan Policy DM32. It is proposed that a disabled parking space is provided on Braemar Avenue.
- 6.5 Cycle parking will be provided in accordance with the London Plan minimum standards.
- 6.6 The existing crossover on Braemar Avenue will be removed and reinstated as footway. The lowered kerb and single yellow line will be shifted slightly north of their current location in order to provide step-free access for Council staff moving bins from the development to the back of the vehicle.
- 6.7 There will be no change to the waste storage for the Church and church hall with waste being collected as part of the existing regime.
- 6.8 The waste store for the proposed residential units will be located at ground level within the building. There will be a side access from the store leading to the ramp which would be used by Council collection staff with the vehicle waiting on Braemar Avenue.
- 6.9 It is envisaged that the use of the church hall and the wider Church generally, will continue to be local persons. The seating layout shows potential for up to 97 persons which will be on a one off basis. Through measures and initiatives in the Church Travel Plan, site users will be encouraged to travel by non-car modes.
- 6.10 The residential trip generation assessment has demonstrated there will be a low increase in movements during the morning and evening peak hours. The assessment suggests that the proposed development will not lead to a detrimental impact on public transport.
- 6.11 In terms of travel by car there is not expected to be any additional trips during the peak hours.

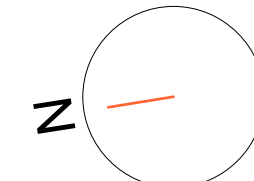
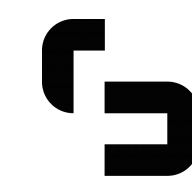
- 6.12 The parking beat survey has demonstrated that there is ample spare capacity overnight to accommodate a potential increase in parking demand from the residential development, albeit a permit-free agreement could be sought by the Council which would remove any demand. Car club membership will be offered to each unit for three years plus a £50 driving credit per unit to 'pump prime' car club usage.
- 6.13 A standalone outline Construction Logistics Plan (CLP) has been prepared and submitted as part of the planning application.

Conclusion

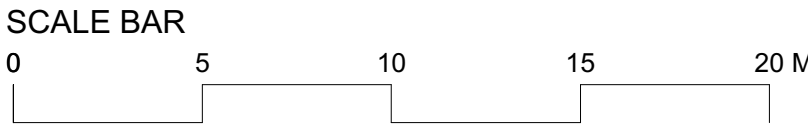
The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and Paragraph 111, which states that: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Appendix A

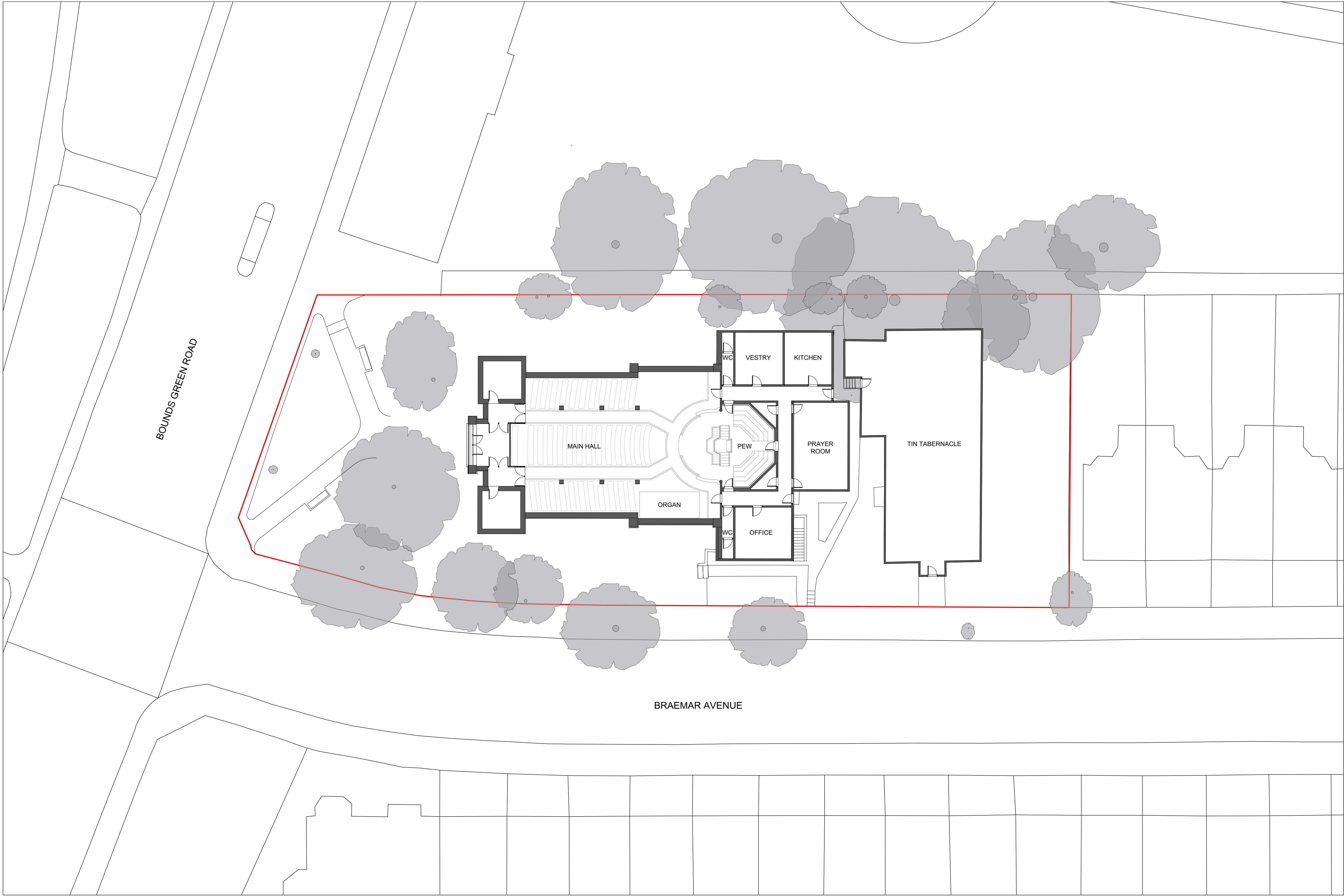
(Site Plan)



NOTE
This drawing is copyright. Do not scale off dimensions. All dimensions are to be checked on site by contractor. Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.



KEY
— Indicates site boundary



I				
H				
G				
F				
E				
D				
C				
B				
A				
REV	DATE	DETAILS	BY	

CLIENT SIGNATURE
CLIENT
-

PROJECT
Braemar Avenue, Wood Green

DRAWING TITLE
Existing Ground Floor Plan

STATUS
Planning Application

DATE	SCALE
May 2022	1:200@A1;1:400@A3

JOB NO.	TYPE	DRAWING NO.	REVISION
1802	GA	010	-

Appendix B

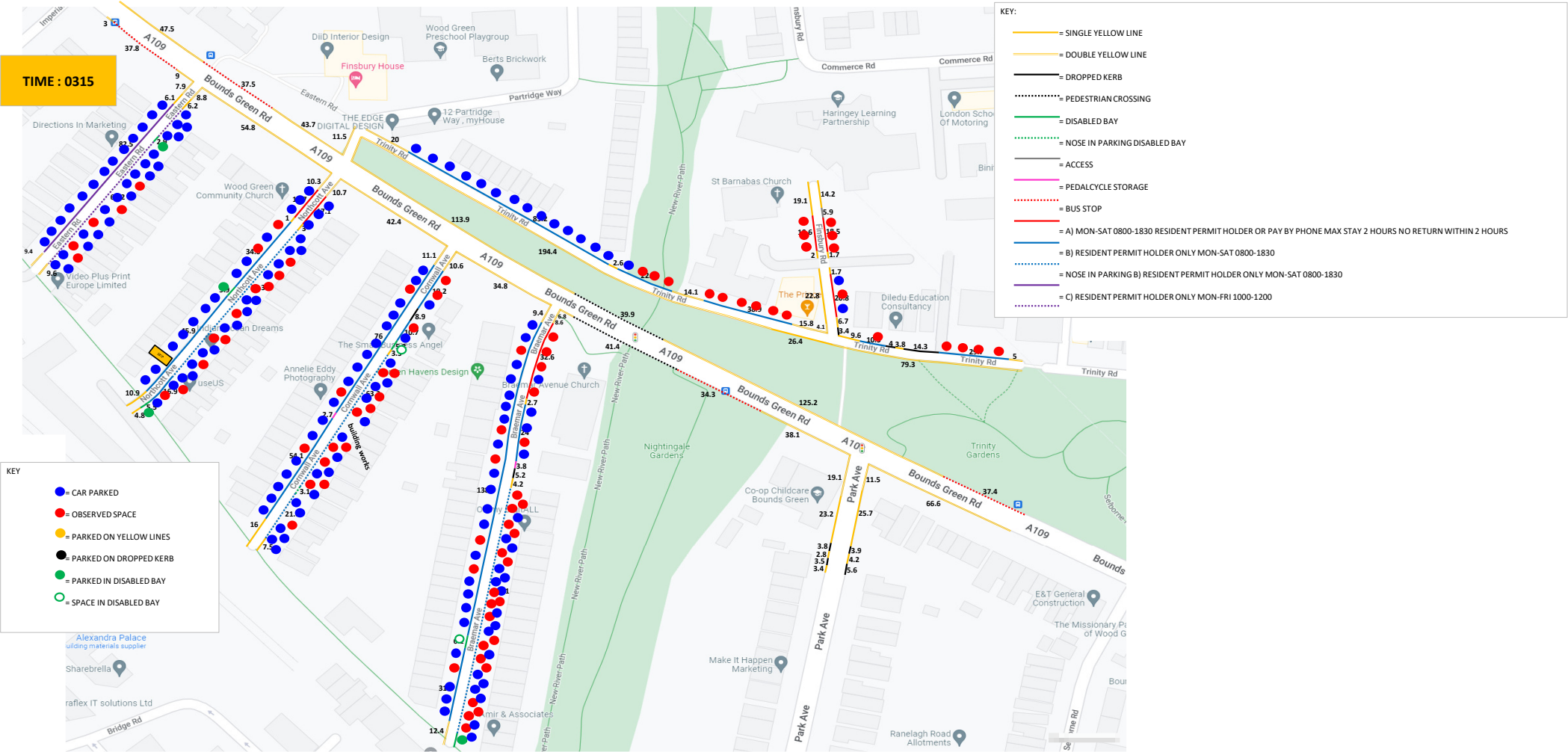
(Parking Beat Survey)

K&M TRAFFIC SURVEYS

DATE : 29th JUNE 2022

DAY : WEDNESDAY

LOCATION : BRAEMAR AVENUE BAPTIST CHURCH , BRAEMAR AVE, N22 7BY



K&M TRAFFIC SURVEYS

DATE : 30th JUNE 2022

DAY : THURSDAY

LOCATION : BRAEMAR AVENUE BAPTIST CHURCH , BRAEMAR AVE, N22 7BY



K&M TRAFFIC SURVEYS

DATE : 29th AND 30th JUNE 2022

DAY : WEDNESDAY & THURSDAY

LOCATION : BRAEMAR AVENUE BAPTIST CHURCH , BRAEMAR AVE, N22 7BY



K&M TRAFFIC SURVEYS

DATE : 29th AND 30th JUNE 2022

DAY : WEDNESDAY & THURSDAY

LOCATION : BRAEMAR AVENUE BAPTIST CHURCH , BRAEMAR AVE, N22 7BY



K&M TRAFFIC SURVEYS

DATE : 29th AND 30th JUNE 2022

DAY : WEDNESDAY & THURSDAY

LOCATION : BRAEMAR AVENUE BAPTIST CHURCH , BRAEMAR AVE, N22 7BY

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	6 METRES = 1 SPACE	WEDNESDAY 29th JUNE 2022			THURSDAY 30th JUNE 2022		
						TIME : 0315			TIME : 0430		
						PARKED	OBSERVED SPACES	RESTRICTION STRESS	PARKED	OBSERVED SPACES	RESTRICTION STRESS
BRAEMAR AVE	1	DOUBLE YELLOW LINE	8.6								
		A) MON-SAT 0800-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	32.6	6	5	1	4	20.0%	1	4	20.0%
		SINGLE YELLOW LINE	6.9								
		B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	24	4	4	3	1	75.0%	3	1	75.0%
		PEDALCYCLE STORAGE	3.8								
	2	DROPPED KERB	5.2								
		NOSE IN PARKING B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	110.1	36	36	17	19	47.2%	21	15	58.3%
		DISABLED BAY	6.2	1	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINE	21.8								
		B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	170	33	28	21	6	77.8%	21	6	77.8%
BOUNDS GREEN RD	3	DISABLED BAY	6.1	1	1	0	1	0.0%	0	1	0.0%
CORNWALL AVE	4	DOUBLE YELLOW LINE	34.8								
		DOUBLE YELLOW LINE	10.6								
		B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	29.9	5	4	2	3	40.0%	3	1	75.0%
		DROPPED KERB	8.9								
		DISABLED BAY	5.8	1	1	0	1	0.0%	0	1	0.0%
	5	SINGLE YELLOW LINE	10.8								
		NOSE IN PARKING B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	84.8	31	31	17	11	60.7%	18	10	64.3%
		NOSE IN PARKING DISABLED BAY	3.1	1	1	1	0	100.0%	1	0	100.0%
		SINGLE YELLOW LINE	16								
		B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	130.1	25	21	17	3	85.0%	16	5	76.2%
BOUNDS GREEN RD	6	PEDALCYCLE STORAGE	2.7								
NORTHCOTT AVE	7	DOUBLE YELLOW LINE	11.1								
		DOUBLE YELLOW LINE	42.4								
		A) MON-SAT 0800-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	10.7								
		SINGLE YELLOW LINE	17.1	3	2	3	0	100.0%	3	0	100.0%
		NOSE IN PARKING B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	7.8								
	8	B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	69.3	24	24	15	9	62.5%	15	9	62.5%
		DISABLED BAY	16.9	3	2	2	1	66.7%	3	0	100.0%
		SINGLE YELLOW LINE	5.5	1	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINE	11.9			1			12	1	92.3%
		B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	80.5	15	12	10	2	83.3%	1	0	100.0%
BOUNDS GREEN RD	9	DISABLED BAY	5.9	1	1	1	0	100.0%	1	0	100.0%
EASTERN RD	10	A) MON-SAT 0800-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	15.7	3	2	3	0	100.0%	3	0	100.0%
		DOUBLE YELLOW LINE	10.3								
		DOUBLE YELLOW LINE	54.8								
		DOUBLE YELLOW LINE	18.4								
		SINGLE YELLOW LINE	6.2								
	11	NOSE IN PARKING C) RESIDENT PERMIT HOLDER ONLY MON-FRI 1000-1200	80.2	26	26	21	5	80.8%	21	5	80.8%
		NOSE IN PARKING DISABLED BAY	2.9	1	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINE	17.3								
		C) RESIDENT PERMIT HOLDER ONLY MON-FRI 1000-1200	82.5	16	13	13	0	100.0%	11	2	84.6%
		SINGLE YELLOW LINE	6.1						1		
BOUNDS GREEN RD	12	DOUBLE YELLOW LINE	12								
TRINITY RD	13	BUS STOP	37.8								
		DOUBLE YELLOW LINE	91.2								
		BUS STOP	37.5								
		DOUBLE YELLOW LINE	11.5								
		DOUBLE YELLOW LINE	34.1								
	15	B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	146.4	28	23	15	9	62.5%	16	7	69.6%
		SINGLE YELLOW LINE	18.4								
		DROPPED KERB	4.1								
		SINGLE YELLOW LINE	22.8								
		SINGLE YELLOW LINE	21.1								
FINSBURY RD	17	A) MON-SAT 0800-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	18.6	3	3	0	3	0.0%	0	3	0.0%
		SINGLE YELLOW LINE	15.9								
		ACCESS	5.9								
		A) MON-SAT 0800-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	18.5	3	3	0	3	0.0%	0	3	0.0%
		SINGLE YELLOW LINE	8.4								
	19	A) MON-SAT 0800-1830 RESIDENT PERMIT HOLDER OR PAY BY PHONE MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS	20.8	4	3	2	1	66.7%	2	1	66.7%
		DROPPED KERB	3.4								
		SINGLE YELLOW LINE	13.4								
		B) RESIDENT PERMIT HOLDER ONLY MON-SAT 0800-1830	40	7	5	0	5	0.0%	0	5	0.0%
		DROPPED KERB	18.3								
TRINITY RD	20	DOUBLE YELLOW LINE	5								
BOUNDS GREEN RD	21	DOUBLE YELLOW LINE	273.7								
		SINGLE YELLOW LINE	26.4								
		DOUBLE YELLOW LINE	239.1								
		PEDESTRIAN CROSSING	39.9								
		BUS STOP	37.4								
	25	DOUBLE YELLOW LINE	66.6								
		DOUBLE YELLOW LINE	11.5								
		SINGLE YELLOW LINE MON-SAT 0800-1830	29.9								
		DROPPED KERB	9.5								
		SINGLE YELLOW LINE MON-SAT 0800-1830	29.4								
PARK AVE	26	DROPPED KERB	7.3								
		DOUBLE YELLOW LINE	19.1								
		DOUBLE YELLOW LINE	44.9								
		BUS STOP	34.3								
		PEDESTRIAN CROSSING	41.4								

Appendix C

(Accident Data)



crashmap.co.uk

Validated Data

Crash Date: Friday, January 20, 2017

Time of Crash: 2:45:00 PM

Crash Reference: 2017010027991

Highest Injury Severity: Slight

Road Number: A109

Number of Casualties: 1

Highway Authority: Haringey

Number of Vehicles: 1

Local Authority: Haringey London Borough

OS Grid Reference: 530450 190820

Weather Description: Unknown

Road Surface Description: Unknown

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

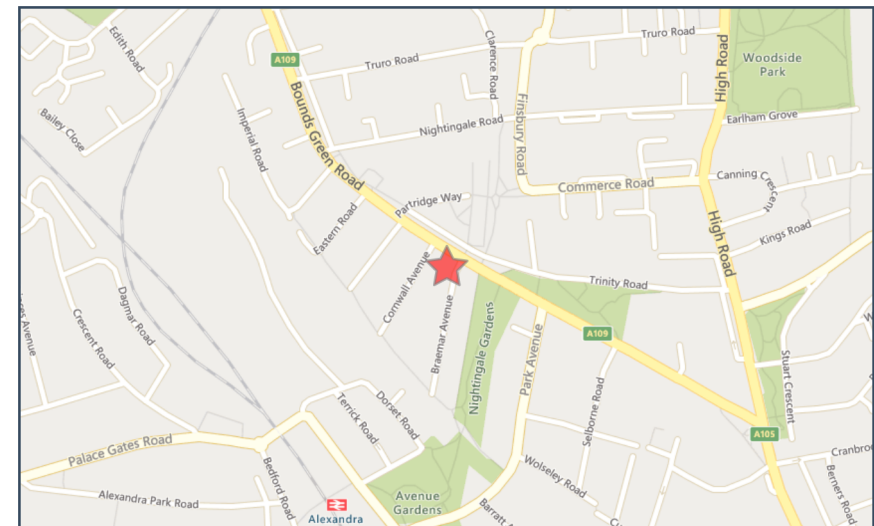
Carriageway Hazards: Unknown

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Unknown

Road Type: Unknown

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, January 17, 2019 **Time of Crash:** 5:54:00 PM **Crash Reference:** 2019010158077

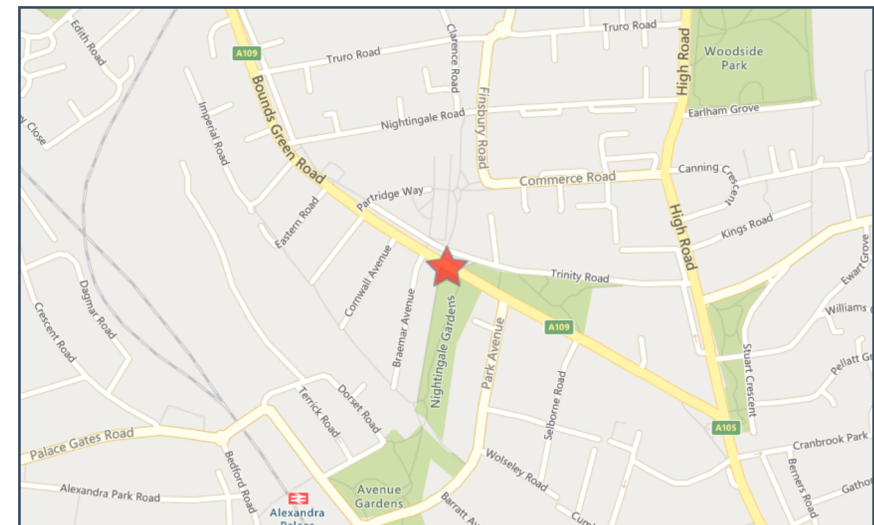
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A109

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 530507 190811



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
2	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Sunday, April 07, 2019 **Time of Crash:** 2:43:00 AM **Crash Reference:** 2019010173770

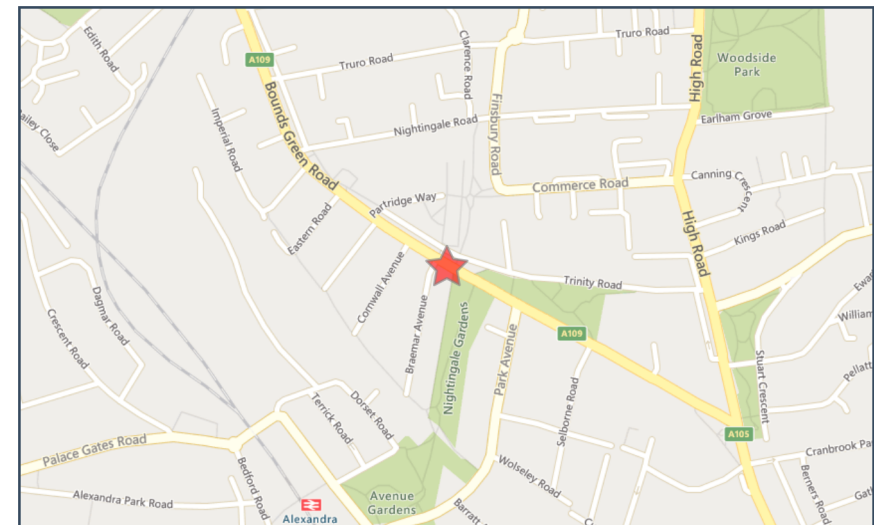
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A109

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 530488 190814



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Central island of roundabout	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Friday, May 31, 2019

Time of Crash: 7:20:00 PM

Crash Reference: 2019010185501

Highest Injury Severity: Slight

Road Number: A109

Number of Casualties: 3

Highway Authority: Haringey

Number of Vehicles: 3

Local Authority: Haringey London Borough

OS Grid Reference: 530446 190843

Weather Description: Unknown

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

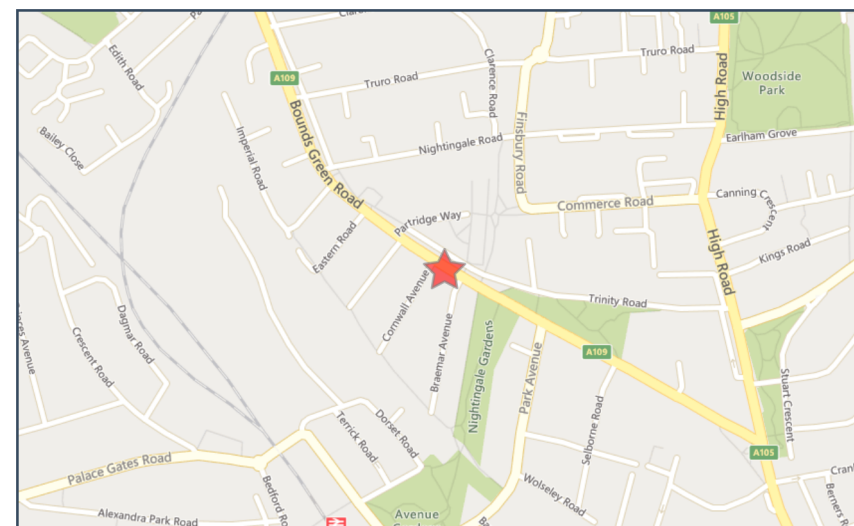
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
2	Car (excluding private hire)		8 Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire)		5 Female	21 - 25	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

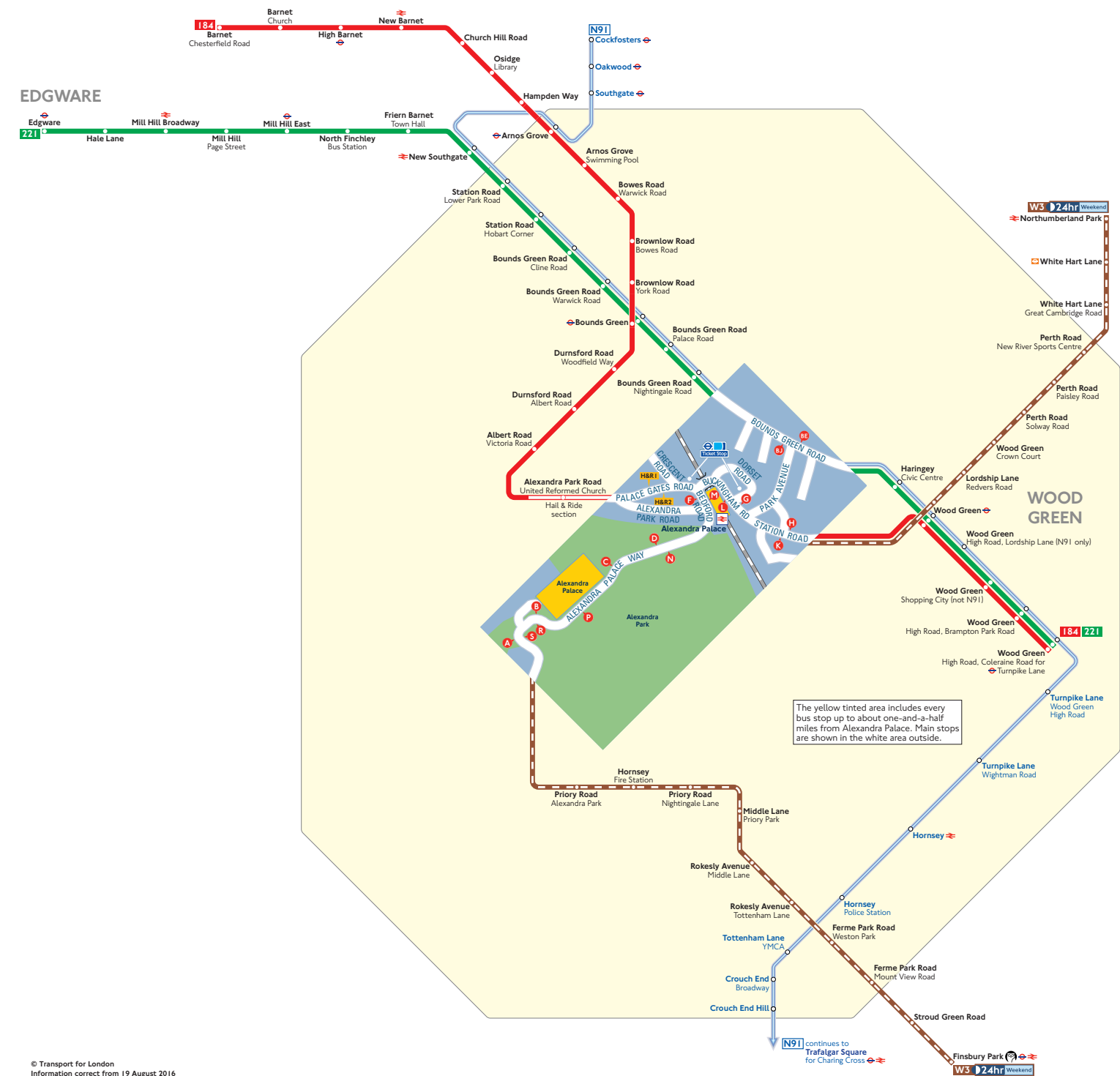
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix D

(TfL Bus Spider Map)

Buses from Alexandra Palace



Route finder

Bus route	Towards	Bus stops
184	Barnet	H&R2 K L
	Turnpike Lane	H&R1 G H
221	Edgware	B
	Turnpike Lane	BE
W3 24hr Weekend	Finsbury Park	K L M N P R S
	Northumberland Park	A B C D F G H

Night buses

Bus route	Towards	Bus stops
N91	Cockfosters	B
	Trafalgar Square	BE

Special note:
Buses between Alexandra Palace and Alexandra Palace Station and Wood Green serve stops B and C outside Alexandra Palace. Buses between Alexandra Palace Station and Alexandra Palace serve stops L and M outside the station.

Key

184	Day buses in black
N91	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights

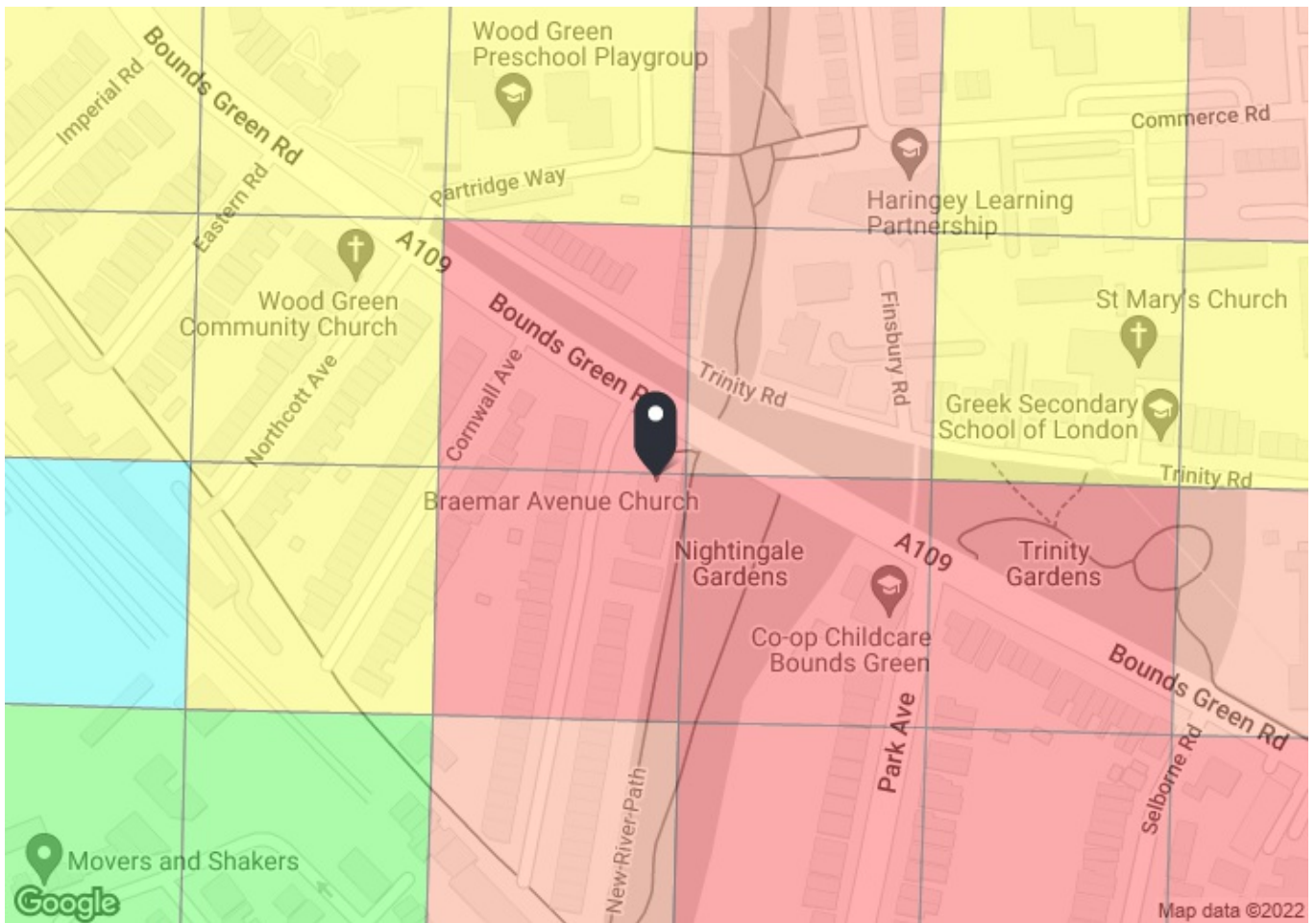
Route 184 operates as Hail & Ride on the sections of roads marked H&R1 and H&R2 on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

Ways to pay

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Appendix E

(PTAL Report)



PTAL output for Base Year 6a

16 Braemar Ave, London N22 7BZ, UK
Easting: 530485, Northing: 190793

Grid Cell: 135453

Report generated: 08/07/2022

Calculation Parameters

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

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

 PTAL (cell size: 100m)

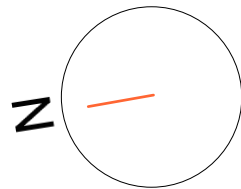
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HARINGEY CIMC CENTRE	329	579.92	10	7.25	5	12.25	2.45	0.5	1.22
Bus	HARINGEY CIMC CENTRE	121	579.92	6	7.25	7	14.25	2.11	0.5	1.05
Bus	HARINGEY CIMC CENTRE	W4	579.92	6	7.25	7	14.25	2.11	0.5	1.05
Bus	HARINGEY CIMC CENTRE	232	579.92	4	7.25	9.5	16.75	1.79	0.5	0.9
Bus	HARINGEY CIMC CENTRE	141	579.92	9.5	7.25	5.16	12.41	2.42	0.5	1.21
Bus	ALEX PALACE STN E SIDE	184	414.58	7	5.18	6.29	11.47	2.62	0.5	1.31
Bus	ALEX PALACE STN E SIDE	W3	414.58	11.5	5.18	4.61	9.79	3.06	1	3.06
Bus	BOUNDS GRN R PARK AVENUE	221	243.84	5	3.05	8	11.05	2.72	0.5	1.36
Rail	Alexandra Palace	'WLWYNGC-KNGX 2Y13'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'MRGT-HFDN 2B09'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'MRGT-HFDN 2B99'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'MRGT-STEVENGE 2F05'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'MRGT-LTCE 2F06'	430.37	1	5.38	30.75	36.13	0.83	0.5	0.42
Rail	Alexandra Palace	'MRGT-GORDONH 2G98'	430.37	0.33	5.38	91.66	97.04	0.31	0.5	0.15
Rail	Alexandra Palace	'HFDN-MRGT 2J08'	430.37	1	5.38	30.75	36.13	0.83	0.5	0.42
Rail	Alexandra Palace	'GORDONH-MRGT 2J10'	430.37	1.67	5.38	18.71	24.09	1.25	0.5	0.62
Rail	Alexandra Palace	'HFDN-MRGT 2J14'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'STEVENGE-MRGT 2J17'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'HFDN-MRGT 2J18'	430.37	0.33	5.38	91.66	97.04	0.31	0.5	0.15
Rail	Alexandra Palace	'GORDONH-MRGT 2J22'	430.37	0.67	5.38	45.53	50.91	0.59	0.5	0.29
Rail	Alexandra Palace	'HFDN-MRGT 2J23'	430.37	0.33	5.38	91.66	97.04	0.31	0.5	0.15
Rail	Alexandra Palace	'STEVENGE-MRGT 2J25'	430.37	0.33	5.38	91.66	97.04	0.31	0.5	0.15
Rail	Alexandra Palace	'WLWYNGC-MRGT 2K03'	430.37	2.67	5.38	11.99	17.37	1.73	1	1.73
Rail	Alexandra Palace	'MRGT-WLWYNGC 2V05'	430.37	2.67	5.38	11.99	17.37	1.73	0.5	0.86
LUL	Wood Green	'Cockfosters-LHRT4LT'	792.2	4.67	9.9	7.17	17.08	1.76	0.5	0.88
LUL	Wood Green	'RayLane-Cockfosters'	792.2	3.67	9.9	8.92	18.83	1.59	0.5	0.8
LUL	Wood Green	'LHRT4LT-ArnosGrove'	792.2	4.67	9.9	7.17	17.08	1.76	0.5	0.88
LUL	Wood Green	'ArnosGrove-RayLane'	792.2	0.33	9.9	91.66	101.56	0.3	0.5	0.15
LUL	Wood Green	'ArnosGrove-Nthfields'	792.2	3	9.9	10.75	20.65	1.45	0.5	0.73
LUL	Wood Green	'Oakwood-RayLane'	792.2	0.33	9.9	91.66	101.56	0.3	0.5	0.15
LUL	Wood Green	'Nthfields-Cockfoster'	792.2	1	9.9	30.75	40.65	0.74	0.5	0.37
LUL	Wood Green	'LHRT5-Cockfosters'	792.2	6	9.9	5.75	15.65	1.92	1	1.92
LUL	Wood Green	'Uxbridge-Cockfosters'	792.2	3.67	9.9	8.92	18.83	1.59	0.5	0.8
LUL	Wood Green	'Ruislip-Cockfosters'	792.2	2.33	9.9	13.63	23.53	1.28	0.5	0.64
LUL	Wood Green	'ArnosGrove-Uxbridge'	792.2	1	9.9	30.75	40.65	0.74	0.5	0.37
LUL	Wood Green	'Oakwood-Uxbridge'	792.2	0.33	9.9	91.66	101.56	0.3	0.5	0.15
LUL	Wood Green	'Oakwood-Ruislip'	792.2	0.33	9.9	91.66	101.56	0.3	0.5	0.15

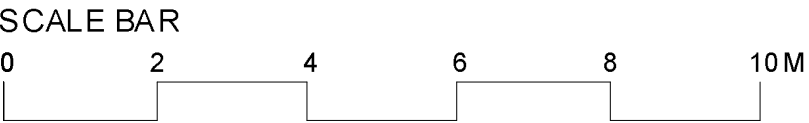
Total Grid Cell AI: 25.83

Appendix F

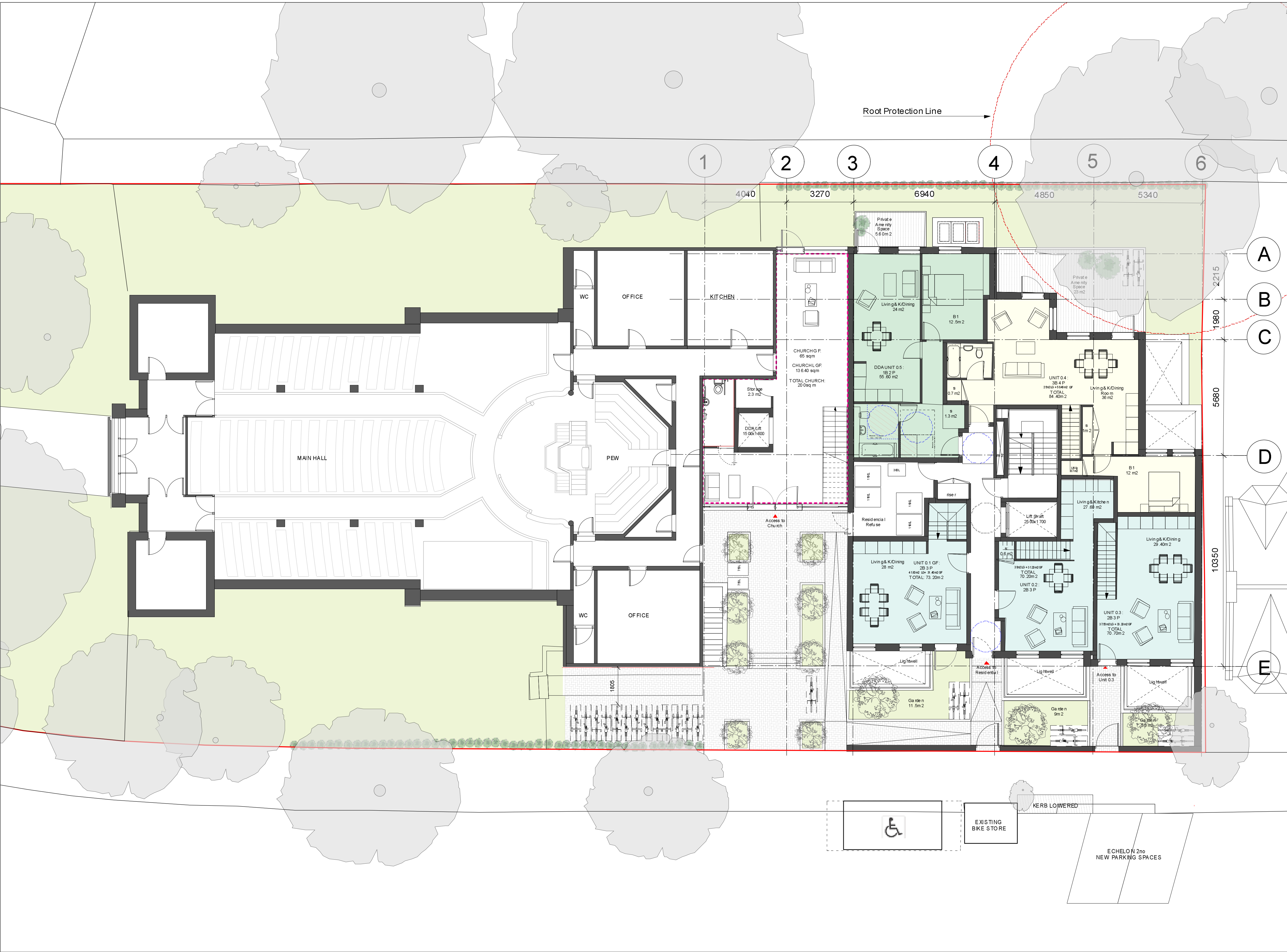
(Proposed Ground and Basement Level Plans)



NOTE
This drawing is copyright. Do not scale off dimensions. All dimensions are to be checked on site by contractor. Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.



- KEY
- Indicates site boundary
 - Indicates new space to be provided to the church
 - Indicates new trees to be planted



I	H	G	F	E	D	C	B	A
REV	DATE	DETAILS						BY

CLIENT SIGNATURE
CLIENT
-

PROJECT
Braemar Avenue, Wood Green

DRAWING TITLE
Proposed Plans - Ground Floor Plan

STATUS
Planning Application

DATE
May 2022

SCALE
1:100@A1; 1:200@A3

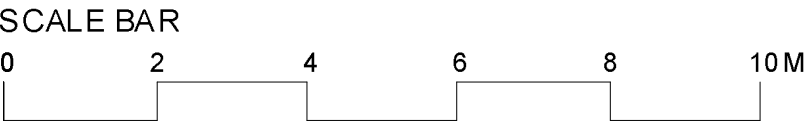
JOB NO.	TYPE	DRAWING NO.	REVISION
1802	GA	032	-

spacelab

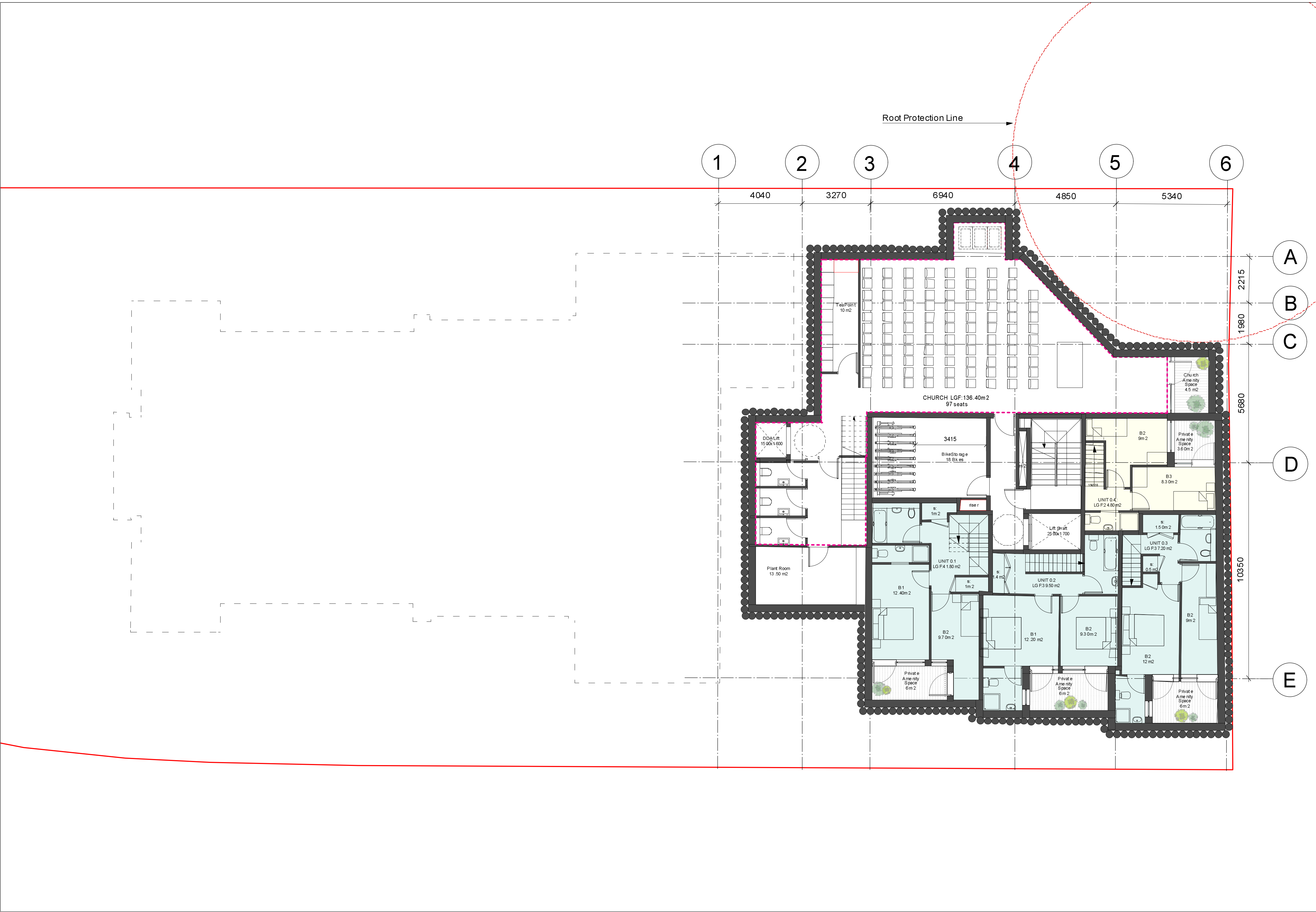
18 Wenlock Road London N1 7TA
+44 (0)20 7033 3450 www.spacelab.co.uk



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KEY
- - - Indicates new space to be provided to the church



I					
H					
G					
F					
E					
D					
C					
B					
A					
REV	DATE	DETAILS		BY	✓

CLIENT SIGNATURE
CLIENT
-

PROJECT
Braemar Avenue, Wood Green

DRAWING TITLE
Proposed Plans - Lower Ground Floor Plan

STATUS
Planning Application

DATE
May 2022

SCALE
1:100@A1; 1:200@A3

JOB NO.	TYPE	DRAWING NO.	REVISION
1802	GA	031	-

spacelab

18 Wenlock Road London N1 7TA
+44 (0)20 7033 3450 www.spacelab.co.uk

Appendix G

(TRICS Report)

Calculation Reference: AUDIT-752101-220711-0704

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
EN	ENFIELD	1 days
HG	HARINGEY	1 days
HK	HACKNEY	1 days

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

Primary 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: No of Dwellings
 Actual Range: 10 to 472 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/21

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	4 days
-----------	--------

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

Selected survey types:

Manual count	4 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:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

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	1
Residential Zone	3

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 4 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 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 3 days

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

Population within 5 miles:

500,001 or More 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 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:

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:

No PTAL Present 1 days

4 Good 1 days

5 Very Good 1 days

6a Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	472	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
2	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: WEDNESDAY	08/11/17	Survey Type: MANUAL
3	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS	HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
4	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE	BLOCK OF FLATS	HACKNEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	24/09/14	Survey Type: MANUAL

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-03-C-01	Low PTAL
HV-03-C-02	Low PTAL
RD-03-C-05	Low PTAL
WF-03-C-06	Low PTAL

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 8.54

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	4	135	0.067	4	135	0.271	4	135	0.338
08:00 - 09:00	4	135	0.076	4	135	0.399	4	135	0.475
09:00 - 10:00	4	135	0.078	4	135	0.160	4	135	0.238
10:00 - 11:00	4	135	0.122	4	135	0.161	4	135	0.283
11:00 - 12:00	4	135	0.171	4	135	0.137	4	135	0.308
12:00 - 13:00	4	135	0.139	4	135	0.176	4	135	0.315
13:00 - 14:00	4	135	0.132	4	135	0.193	4	135	0.325
14:00 - 15:00	4	135	0.191	4	135	0.174	4	135	0.365
15:00 - 16:00	4	135	0.156	4	135	0.145	4	135	0.301
16:00 - 17:00	4	135	0.258	4	135	0.187	4	135	0.445
17:00 - 18:00	4	135	0.293	4	135	0.186	4	135	0.479
18:00 - 19:00	4	135	0.239	4	135	0.117	4	135	0.356
19:00 - 20:00	2	250	0.180	2	250	0.102	2	250	0.282
20:00 - 21:00	2	250	0.136	2	250	0.078	2	250	0.214
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.238			2.486			4.724

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.