NOVEMBER 2021

Transport Statement

Watts Close, London, N15 5DW

ICENI PROJECTS LIMITED ON BEHALF OF PELLINGS LLP

Iceni Projects Limited on behalf of

Pellings LLP

November 2021

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APPENDICES

1. INTRODUCTION

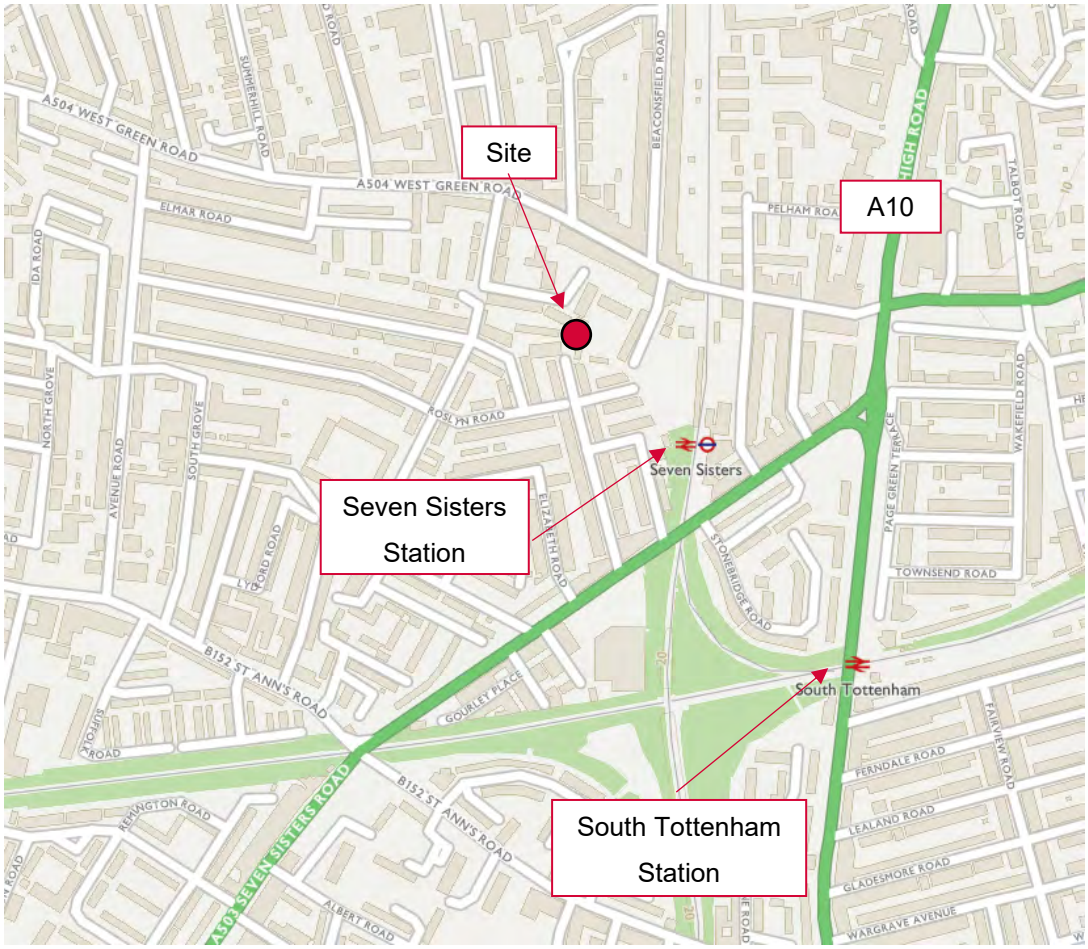
1.1 Iceni Projects Ltd (IPL) have been appointed by Pellings LLP (the 'Applicant') to support a full planning application by providing a Transport Statement (TS) to deliver 18 new homes for council rent at Watts Close, London, N15 5DW (the 'Site').

1.2 The description of development is as follows:

"Demolition of 11 existing bungalows and community building to deliver 18 new homes for council rent. The proposed development will comprise of six, two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in two, three-storey blocks including two wheelchair user dwellings. The proposals also make provision on-Site for two wheelchair parking spaces, amenity and play space, landscaping and cycle and refuse/recycling storage".

1.3 The Site is located within the London Borough of Haringey (LBH) and is to the northwest of Seven Sisters Railway Station, as shown at **Figure 1.1**.

Figure 1.1 – Site Location



Report Structure

1.4 Following this introductory section, the remainder of this Transport Statement (TS) is structured as follows:

- **Chapter 2: Planning Policy** – provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of the proposal;
- **Chapter 3: Site and Surroundings –** provides an outline review of the local area, existing transport conditions prevailing at the Site and in the immediate surrounding area;
- **Chapter 4: Development Proposals –** sets out the development proposals and details the access arrangements and impact on parking;
- **Chapter 5: Trip Generation and Impact Assessment –** presents the results of the trip generation relative to the development proposals and assesses the impact on all mode types; and
- **Chapter 6: Summary and Conclusions –** provides a summary and conclusion by highlighting the key points raised within this TS report.

2. PLANNING POLICY

2.1 This chapter of the TS examines the context of the Site and how this relates to relevant planning policies and guidelines. The following national and local planning documents have been reviewed:

- *The National Planning Policy Framework (NPPF) (Updated July 2021);*
- *The London Plan (March 2021);*
- *LBH Local Plan Strategic Policies 2013-2026 (March 2013); and*
- *LBH Development Management DPD (July 2017).*

National Planning Policy Framework

2.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

2.3 The NPPF was adopted in March 2012, however, a revised document was published in July 2018 which replaced the 2012 version. This revised version was then updated on 20th July 2021, which replaces the 19th February 2019 and therefore replaces the previous three versions.

2.4 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 104

Transport issues should be considered from the earliest 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; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110

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) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111

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.

Paragraph 112

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.

2.5 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered "severe", and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

2.6 The Site is in a sustainable location, with good levels of opportunity to travel by bus, cycle and walking. The development proposals ensure that this is encouraged through local improvements, parking restrictions and good connectivity, all detailed throughout this report. The proposals therefore follow the advice provided within the NPPF in regard to transport.

The London Plan

2.7 The London Plan is the primary Mayoral policy addressing the key housing and employment issues in order to shape the way London develops. The London Plan was first adopted in 2011 but has since been the subject of a number of alterations, with the current London Plan adopted in March 2021.

2.8 The 2021 London Plan's key ambition is to ensure that 80% of all trips in London will be by foot, cycle, or public transport by 2041.

2.9 The relevant transport policies are contained within **Table 2.1**, and are addressed throughout this report as necessary, as per the 'Details' column.

Table 2.1 Emerging London Plan Policies

Ref	Policy	Details
T1	*Strategic Approach to transport:* A. Development Plans and development proposals should support and facilitate: 1. the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 2. the proposed transport schemes set out in Table 10.1. B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.	Throughout
T3	*Transport capacity, connectivity and safeguarding:* E. Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.	Section 4 Bus Impact
T4	*Assessing and mitigating transport impacts:* B. Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel PIans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance. C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified. D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure. E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated. F. Development proposals should not increase road danger	Throughout

Ref	Policy	Details
T5	*Cycling:* A. Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through: 1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure 2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people. D. Where flexible commercial uses are proposed and exact uses are not determined at the point of application, the highest potential applicable cycle parking standard should be applied. F. All development proposals should provide a minimum of two short-stay and two long-stay cycle parking spaces except where a size threshold is specified in Table 10.2 and has not been met.	Section 4 Cycle Parking

Ref	Policy	Details
T6	*Car parking:* A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy. F. Adequate provision should be made for efficient deliveries and servicing and emergency access. G. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. *Residential parking:* A. New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a Site falls into more than one category. C. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum: 1) ensure that for three per cent of dwellings, ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset 2) demonstrate on plan and as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with a designated disabled persons parking space in future upon request. This should be provided as soon as existing provision is shown to be insufficient.	Section 4 Car Parking
T7	*Deliveries, servicing and construction* F. Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments. G. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing. I. Development proposals must consider the use of rail/water for the transportation of material and adopt construction Site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill Sites, tip Sites, transfer stations and construction Sites. IA. The construction phase of development should prioritise and maintain inclusive, safe access for people walking or cycling at all times.	Section 4 Servicing Section 5

London Borough of Haringey's Local Plan Strategic Policies 2013-2026 (March 2013 – Consolidated with Alterations since 2017)

2.10 Strategic Policy 7 'Transport' focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport, in line with the Government's transport objectives set out in section 4o of the NPPF and the Mayor of London's strategic transport approach in the London Plan. SP7: Transport is outlined below:

SP7: Transport

Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services:

- *The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;*
- *Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;*
- *Improvements to overground routes along West Anglia, East Coast (great Northern) and Barking – Gospel Oak line that service the centre and east of the borough;*
- *Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham and Bruce Grove;*
- *Improvements to interchanges at Tottenham Hale and Seven Sisters;*
- *Improvements to the Tottenham Gyratory; and*
- *Improvements to east – west bus routes as well as promoting new east – west routes.*

2.11 There are a number of planned improvements to public transport across Haringey, with a focus on improvements at Tottenham Hale and Seven Sisters Stations which are located within the vicinity of the Site, which will increase the sustainability in the future.

London Borough of Haringey Development Management DPD (Adopted July 2017)

2.12 The Development Management Development Plan Document (DPD) gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan by supporting proposals that contribute to the delivery of sustainable development in accordance with the strategy and providing a clear framework for resisting development that would be at odds with the Local Plan. The policies relevant to highways and transportation have been outlined below.

Policy DM31: Sustainable Transport

A. 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.

B. 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.

C. The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with Transport for London thresholds.

Policy DM32: Parking

A. Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B. 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.

C. The Council will support proposals for new development with limited or no on-Site parking where:

a) There are alternative and accessible means of transport available;
b) Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;
c) A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;
d) Parking is provided for disabled people; and
e) Parking is designated for occupiers of developments specified as car capped.

2.13 A TS has been produced as the quantum of development is below the required threshold for a Transport Assessment. The Site achieves a PTAL rating of 4 and therefore supports a car-free development, whilst also being located within a CPZ.

Summary

2.14 It is clear that the Site and the Proposed Development accords with national, regional and local policy. The Site is well located in terms of walking and cycling routes and has good connectivity to local public transport.

3. SITE AND SURROUNDINGS

Introduction

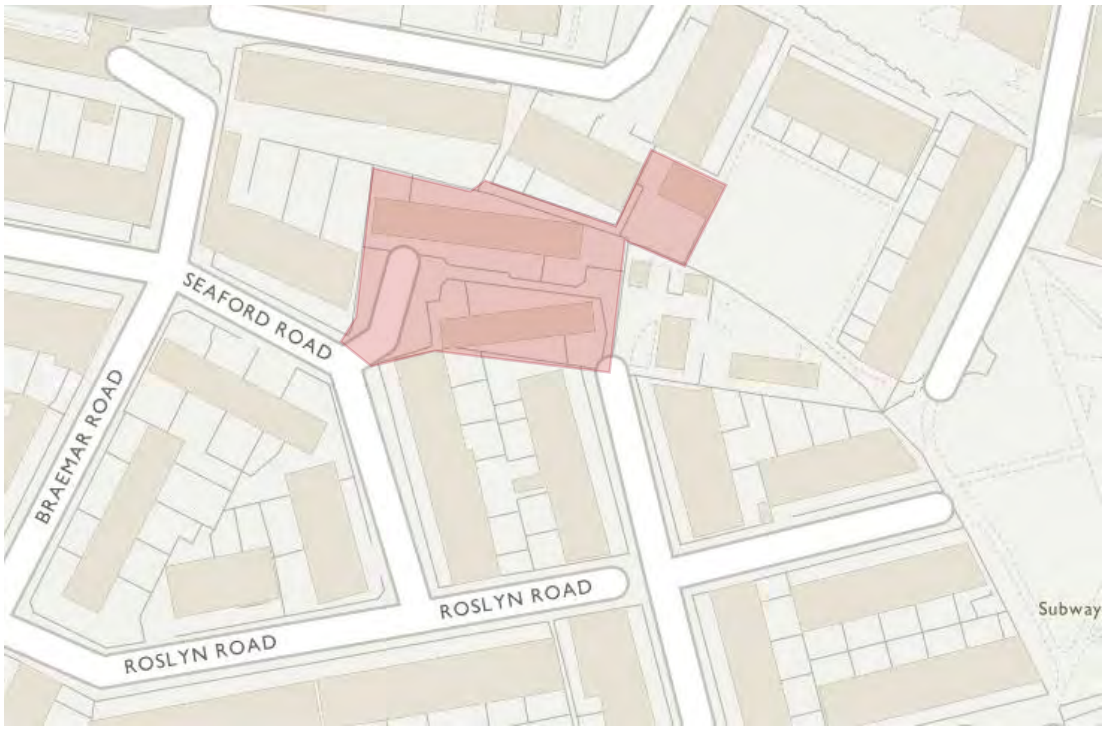
3.1 This chapter considers the existing transport conditions, including public transport, walking, cycling, highways and traffic.

The Site

3.2 The Site is located at Watts Close which is accessed from Seaford Road. The Site currently comprises 11 bungalows and community building along with nine car parking spaces. The location of the Site is shown in **Figure 3.1.**

3.3 The surrounding area is predominantly residential in the immediate vicinity with a High Street of shops located to the north. Seven Sisters railway station and Tottenham Hale retail park are located to the east/southeast.

Figure 3.1 – Site Location



Site Access

3.4 The Site is accessed from Watts Close, off Seaford Road, with the carriageway running through the Site, thus providing access to nine private residential parking spaces associated with the Site.

Local Highway Network

3.5 Watts Close is a private road which serves access to nine car parking spaces. Vehicle access is taken from Seaford Road through a priority junction with the access approximately 5.9m in width. The parking spaces have parking permit restrictions specific to each household within Watts Close.

3.6 Seaford Road is a two-way carriageway running to the southwest of the Site connecting to Roslyn Road to the south and to Avenue Road to the west. There are parking bays located along its length with single yellow lines on the south side in the vicinity. The effective width of the carriageway is 5.5m with footways located on both sides. Traffic is subject to a 20mph speed limit. All other roads in the vicinity are similar in characteristics.

Controlled Parking Zone – Zone 7S

3.7 The Site is located within Controlled Parking Zone (CPZ) 7S which is restricted to permit holders only on Monday to Saturday between 8.00am – 6.30pm.

Parking Surveys

3.8 An overnight parking survey was undertaken for all roads within 200m walking distance of the Site. This comprised two overnight parking surveys on Tuesday 22nd September 2020 at 04:00 and Wednesday 23rd September 2020 at 03:00 which is when the majority of residents are expected to be at home and is therefore the peak parking demand. A summary of the results is provided in **Table 3.1** with the full data included in **Appendix A1.**

Table 3.1 Overnight Parking Surveys (5.0m

Type of Spaces	Total Spaces (5m)	*Total Spaces (6m)	Tuesday 22nd September		Wednesday 23rd September	
			Cars Parked	Occupancy	Cars Parked	Occupancy
Unrestricted	10	8	9	90%	9	90%
CPZ	205	171	123	60%	127	62%
Private	9	8	5	56%	5	56%
Total	224	187	137	61%	141	63%

*The parking survey was based on 1 parking space per 5.0m of kerb line, although for the purposes of this exercise the number of spaces available overnight has been determined using 1 parking space per 6.0m of kerb line. The number of cars parked has not changed,

3.9 **Table 3.1** demonstrates that if parking bay lengths were 5.0m then there are approximately 83-87 available parking spaces overnight representing a 61-63% parking occupancy rate. If the parking bay lengths were shown to be 6.0m, then there are approximately 46-50 available parking spaces overnight representing a 73-75% parking occupancy rate.

3.10 The private spaces are associated with the existing Site and have therefore been included within this analysis. The parking occupancy level is below the normally accepted level of 85% parking stress where conditions caused by additional parking could be deemed detrimental. Based on this, there is sufficient spaces available locally to accommodate any expected demand in parking generated by the development which is analysed in more detail later within this report.

3.11 Whilst two properties will be accessed via Lomond Close, parking availability for residents is controlled as it falls within the Seven Sisters CPZ (8am to 6:30pm). Given the proposed development is being promoted as a car-free scheme (PTAL 4 area), with the exception of disabled parking, new residents will be restricted from applying for a parking permit. This will ensure resident permits or visitor permits to park on a surrounding road, such as Lomond Close is restricted.

Car Ownership Data

3.12 Reference has been made to the 2011 Census for car ownership data in order to understand the expected demand for parking associated with the proposed development. The *Haringey 024D Lower Super Output Area* was selected, as this is where the Site is located, which suggests a parking demand of approximately 0.42 cars per household.

Public Transport and Site Sustainability

Public Transport Accessibility Levels (PTAL)

3.13 A PTAL measure is widely used within London and Transport for London (TfL) produce their own guidance document on the methodology to be adopted when undertaking a PTAL assessment. The methodology set out in the guidance measures walking distances to bus stops and stations, considers average waiting time for services and calculates a Public Transport Accessibility Index that is then classified in 6-unit bands to give a PTAL ranging from 1 (low) to 6 (high). TfL has evaluated the levels of public transport services available to the development Site and scores a 4 (good), albeit the properties adjacent to the east and south achieve a PTAL rating of 6a which suggests an 'excellent' accessibility to public transport. The associated PTAL report is included in **Appendix A2.**

Bus Services

3.14 The nearest bus stop to the Site is located approximately 270m north west of the Site (3 minutes' walk) on West Green Road ('Bedford Road Stop K'). This provides eastbound services and comprises sheltered seating and timetable information.

3.15 Additional bus stops are located approximately 350m south of the Site (4 minutes' walk) on Seven Sisters Road ('Elizabeth Road Stop TR'). A summary of the bus services available at these stops is shown in **Table 3.2.**

Table 3.2 Summary of Bus Services

Service	Route	Frequency Every 'x' Minutes		
		Mon-Fri	Sat	Sun
41	Archway Station – Tottenham Hale Bus Station	5 – 9	5 – 9	9 – 11
N41	Trafalgar Square – Tottenham Hale Bus Station	30	30	30
259	Edmonton Green – Kings Cross Road	7 – 10	8 – 12	9 – 12
279	Waltham Cross – Manor House Station	5 – 8	7 – 11	9 – 12
N279	Waltham Cross – Trafalgar Square	20	20	30

Notes: Extracted from TfL Timetables. N = Night time service.

3.16 As shown in **Table 3.2**, the Site has approximately 27 services an hour operating in the vicinity of the Site.

Rail Services

3.17 Seven Sisters Railway Station is located approximately 500m east of the Site (6 minutes' walk) and is operated by Greater Anglia and TfL Overground services. There are two services operating each hour to Hertford East (Greater Anglia) with approximately 11 services each hour on the London Overground network to either Cheshunt, Enfield Town or London Liverpool Street.

3.18 South Tottenham Railway Station is located approximately 720m south east of the Site (9 minutes' walk) and is operated by TfL Overground services. There are eight services each hour operating to Barking and Gospel Oak.

London Underground Services

3.19 Seven Sisters London Underground Station is located approximately 420m south east of the Site (5 minutes' walk) and is located on the Victoria Line. There are approximately 27 services operating each hour between Walthamstow and Brixton.

Walking

3.20 Pedestrian networks in the area include footways throughout all nearby streets and connections to the main public transport opportunities and local amenities. All roads in the vicinity have well-lit footways on both sides of the carriageway with dropped kerbs at vehicle crossovers and crossing locations.

3.21 There is a pedestrian only through route between Braemar Road and Kirkton Road which provides a direct step-free walking route towards the High Street to the north.

Cycling

3.22 The Cycle Superhighway 1 (CS1) runs along the A10 which is located approximately 700m east of the Site (3-minute cycle). CS1 provides a route from Liverpool Street to Tottenham and comprises a segregated cycle lane. A map of the route is included at **Appendix A3.**

3.23 The majority of Central London is located within a 30-minute cycle (9.6km) and therefore provides opportunities for sustainable travel for future residents.

Summary

3.24 The Site is located within a PTAL 4 area and is well connected to walking, cycling, bus and rail opportunities, although it could be argued it has a PTAL rating of 6a which would represent an excellent level of accessibility to public transport. There are a number of local bus stops providing access to a variety of services.

3.25 It is therefore considered that the Site is well located to take advantage of the existing local services and access to sustainable transport. As such, the Site accords with national / local guidance relating to walking, cycling and access to sustainable travel.

4. DEVELOPMENT PROPOSALS

Introduction

4.1 This section of the TS introduces and outlines the development proposals for the Site. It includes a description of the proposed development, access arrangements by all modes and the internal design requirements.

Development Details

4.2 The proposed development comprises 18 new homes for council rent. The proposed development will comprise of six, two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in two, three-storey blocks including two wheelchair user dwellings. A proposed Site layout is included in **Appendix A4.**

Proposed Site Access

Vehicular Access

4.3 The existing vehicle access that connects to Seaford Road will be retained to facilitate access to the Site.

4.4 The proposals also make provision on-Site for two disabled parking spaces, amenity and play space, landscaping and cycle and refuse/recycling storage. The two disabled parking spaces will take access from Seaford Road

Pedestrian and Cycle Access

4.5 It is proposed to provide several pedestrian entrances directly accessed from either Seaford Road or Greenford Road similar to the existing situation. There will also be a dedicated cycle storage to the rear of the Site, which can be accessed via at grade gated entrance on each side of the main building.

Parking Provision

Vehicular Parking

4.6 The proposed development will be car-free which is in accordance with standards and relevant to the London Plan, as it is understood that car-free developments that provide only the minimum parking is encouraged. However, there will be two disabled car parking spaces proposed on Site, to accommodate demand. The two disabled parking spaces will be equipped with the infrastructure necessary to allow them to become active electric vehicle charging bays.

4.7 The *Haringey 024D* LSOA data, where the Site is located, indicates that there is a parking demand of approximately 0.42 cars per household in the area. If 18 units are being provided on Site, it can be seen that there is a parking demand for 8 cars based on the car ownership data per household. When referring to parking surveys, outlined in **Section 3**, this will increase demand based on the provision of 5.0m parking bay lengths to 65-67% parking occupancy rate with approximately 75-79 available parking spaces overnight on the local road network. Based on the provision of 6.0m parking bay lengths to 77-79% parking occupancy rate with approximately 38-42 available parking spaces overnight on the local road network

4.8 Whilst the parking demands associated with the Site will decrease the level of parking available locally, the parking occupancy level will remain below the normally accepted level of 85% parking stress where conditions caused by additional parking could be deemed detrimental. As such, this is deemed acceptable.

Cycle Parking

4.9 Cycle parking at the Site will be provided in accordance with London Plan standards.

4.10 A total of 24 cycle parking spaces will be provided in two separate cycle storage areas for the eight 2-bedroom (four person) and four 1-bedroom (two person) apartments (12 apartments) within the separate communal gardens to the rear of the main building. The cycle parking will be housed in sheltered and secure storage with access gained via separate side entrance gates with fob key activation.

4.11 In terms of the cycle storage for the six, two-storey family houses (three and four bedrooms) this will be provided in the front gardens of the four 3-bedroom family houses and accessed from the main central green amenity space, whilst the two separate 4-bedroom family houses will be provided in the back garden and accessed via a side gate from Lomond Close.

4.12 The spaces will be in the form of Sheffield hoops in order to allow larger cycles to park, in accordance with LCDS (London Cycling Design Standards).

4.13 Visitor cycle parking spaces will be located in close proximity to the entrances of the building to provide convenience, security, protection and choice for users.

Refuse, Servicing and Emergency Vehicle Access

Refuse Collection

4.14 The bin storage is located at two areas within the ground floor plan, with access onto the open courtyard to the front of the main building. Refuse collection from the bin storage close to Seaford Road will be undertaken internally to the Site, with the refuse vehicle reversing into the Site and allowing collection operatives drag the bins to the rear of the vehicle before leaving the Site in forward gear. A refuse store is also located close to Greenford Road, which will allow for a refuse vehicle to reverse along Greenfield Road and stop close to the Site entrance. Collection operatives will be able to drag the bins to the rear of the refuse vehicle as it waits on Greenfield Road before leaving in forward gear.

4.15 The tracking of the refuse vehicle is shown at **Appendix A5**.

Servicing

4.16 Delivery vehicles will be able to utilise the single yellow lines on Seaford Road as delivery vehicles are generally limited to 20 minutes continuous waiting time to load/unload goods. This is in line with the existing arrangements for adjacent properties.

4.17 The majority of deliveries will form part of a linked trip that is already on the network and therefore not increasing the number of delivery vehicles on the highway network. The nature of a residential development is that the majority of deliveries would be undertaken by vans with very few HGVs visiting residential units with these being more ad hoc. The total number of deliveries expected to visit the Site each day will be in the region of five. This level of impact is expected to be negligible with the surrounding highway network able to accommodate demand.

Emergency Access

4.18 A fire tender is able to access/egress the Site from Seaford Road with each residential dwelling within the required distance as outlined within MfS, which states that *"there should be vehicle access for a pump appliance within 45m of every dwelling entrance for single family houses, flats and maisonettes".*

4.19 The tracking of the fire tender is shown at **Appendix A5**.

5. TRIP GENERATION

Introduction

5.1 This section of the TA considers the predicted multi-modal traffic generation associated with the proposed development and its impact on the local public transport network.

Proposed Trip Generation

5.2 In order to provide a robust assessment, no reference has been made to the existing dwellings on Site. Reference has been made to the TRICS database in order to understand the expected demand generated by the proposed development based on the following criteria:

- Residential – Flats Privately Owned;
- Sites within Greater London Only;
- Sites surveyed since 2012; and
- Sites with PTAL 4 and above.

5.3 **Table 5.1** provides a summary of the total person trip rates and resultant flows with the full output report included at **Appendix A6.**

Table 5.1 Proposed Total Person Trip Generation (Residential)

Period	Trip Rates (Per Unit)			Flows (Based on 18 Units)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
08:00-09:00	0.101	0.570	0.671	2	10	12
17:00-18:00	0.296	0.156	0.452	5	3	8
07:00-19:00	1.927	2.386	4.313	35	43	78

Note: Figures subject to rounding

5.4 **Table 5.1** demonstrates that the proposed development would generate 12 and eight two-way person trips in the AM and PM peaks respectively.

5.5 Reference has been made to the 2011 Method of Travel to Work Census data obtained for the Havering 024 MSOA (Middle Super Output Areas), in which the Site is located in. The raw census data is included at **Appendix A7. Table 5.2** shows the modal share which is based on existing

residents living in the area and is therefore a comparable assessment as it is based on existing travel habits. The modal share has been applied to the total person trips rates outlined in **Table 5.1**.

Table 5.2 Multi Modal Trip Generation

Mode	Mode Share	AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Underground	39.13%	1	4	5	2	1	3
Train	8.26%	0	1	1	0	0	0
Bus	21.22%	0	2	2	1	1	2
Taxi	0.08%	0	0	0	0	0	0
Motorcycle	1.20%	0	0	0	0	0	0
Car Driver	15.68%	0	2	2	1	0	1
Car Passenger	1.08%	0	0	0	0	0	0
Bicycle	4.87%	0	0	0	0	0	0
On Foot	8.34%	0	1	1	0	0	0
Other	0.16%	0	0	0	0	0	0
Total	100%	2	10	12	5	3	8

Notes: Figures subject to rounding

5.6 **Table 5.2** demonstrates that the biggest impact of the development will be on the local underground services with an additional five and three two-way trips in the AM and PM peaks respectively. This equates to one additional person per every 5-6 services. There will be an additional two two-way bus trips in the each of the AM and PM peaks respectively, which equates to one additional person every 9-14 services. Based on this, the impact on public transport services is expected to be negligible and will not impact on the levels of service for existing users.

5.7 There will be minimal vehicle trips in the peaks and will therefore fall within daily fluctuations. It is pertinent to note that this section did not take into account the existing residential uses on-Site and therefore the impact will be less.

Summary

5.8 Based on the assessment contained within this section of the TS, it is considered that any impact of the development on the local highway and public transport network would be minimal and would not be discernible from daily fluctuations.

6. SUMMARY AND CONCLUSIONS

6.1 This TS has been prepared by Iceni Projects Ltd on behalf of Pellings LLP in support of a full planning application to deliver 18 new homes for council rent at Watts Close, London, N15 5DW.

6.2 The content of this TS demonstrates that the Site is well located in terms of walking and cycling accessibility as well as frequent bus and rail services available within walking distances with the Site achieving a PTAL rating of 4 which is classified as 'good' albeit the properties adjacent to the east and south achieve a PTAL rating of 6a which suggests an 'excellent' accessibility to public transport.

6.3 The proposed development will be car-free with the existing vehicle access from Seaford Road being maintained for two disabled parking spaces being provided internally to the Site, to accord with London Plan standards.

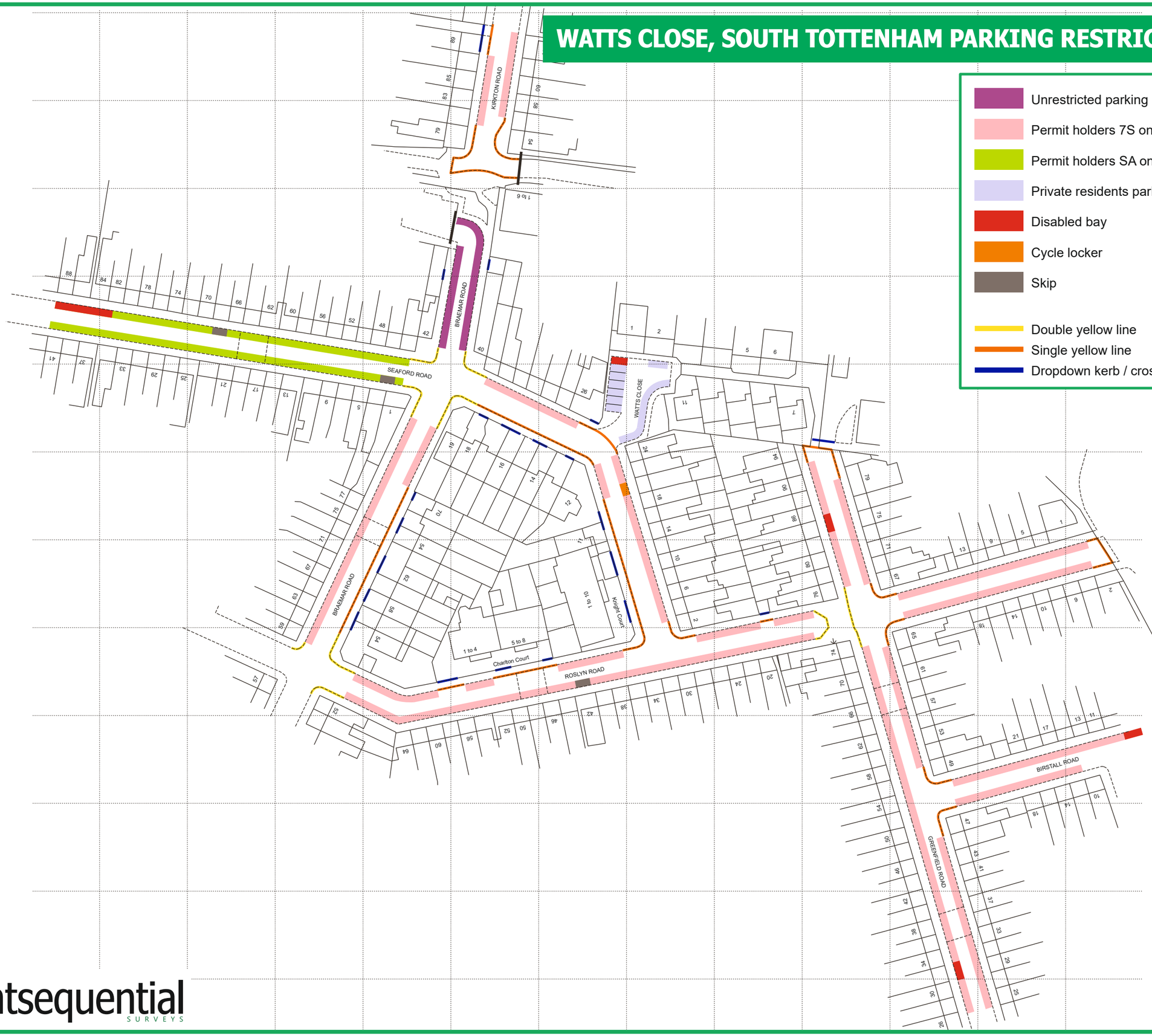
6.4 Cycle parking will be provided within sheltered and secure storage in accordance with London Plan standards throughout the development.

6.5 A multi-modal trip generation assessment has been undertaken to assess the number of trips that the development is likely to generate. The assessment demonstrated that the proposed development would have a net benefit on the local highway network as there are no longer car parking spaces provided on-Site. Furthermore, the impact on the public transport network would be minimal and would not be discernible from daily fluctuations. This assessment confirmed that the potential trip generation at the Site would not be contrary to national, regional and local policy.

6.6 Based on the foregoing it is considered that there are no highways or transport aspects which preclude the application from being recommended for approval.

A1. PARKING SURVEY RESULTS

WATTS CLOSE, SOUTH TOTTENHAM PARKING RESTRICTIONS PLAN



- Unrestricted parking
- Permit holders 7S only Mon-Sat 8am-6.30pm
- Permit holders SA only Mon-Sat 8am-6.30pm
- Private residents parking only
- Disabled bay
- Cycle locker
- Skip

- Double yellow line
- Single yellow line
- Dropdown kerb / crossover

Countsequential SURVEYS

WATTS CLOSE, SOUTH TOTTENHAM PARKING SURVEY RESULTS

DATE: TUESDAY 22nd SEPTEMBER 2020 TIME: 04:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

Unrestricted Parking

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in restricted parking park	Unrestricted parking stress (%)
BRAEMAR ROAD NORTH (W)	36	25	4	4	100%
BRAEMAR ROAD NORTH (E)	49	35	6	5	83%

Controlled Parking Zone parking

STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)
KIRKTON ROAD (W)	41	20	4	3	75%
KIRKTON ROAD (E)	39	25	5	4	80%
BRAEMAR ROAD SOUTH (W)	82	72	14	7	50%
BRAEMAR ROAD SOUTH (E)	84	20	4	2	50%
SEAFORD ROAD WEST (N)	108	86	17	12	71%
SEAFORD ROAD WEST (S)	106	101	20	10	50%
SEAFORD ROAD EAST (N)	105	75	14	8	57%
SEAFORD ROAD EAST (S)	93	11	2	0	0%
ROSLYN ROAD (N)	204	135	25	13	52%
ROSLYN ROAD (S)	218	187	36	22	61%
GREENFIELD ROAD (W)	166	130	25	15	60%
GREENFIELD ROAD (E)	140	114	22	18	82%
BIRSTALL ROAD (N)	59	52	10	6	60%
BIRSTALL ROAD (S)	50	37	7	3	43%

Private Residents parking

STREET NAME	Total kerb length (m)	Length of private residents parking (m)	No of private residents parking spaces	No of cars parked in private residents parking	Private residents parking stress (%)
WATTS CLOSE (W)	32	14	6	3	50%
WATTS CLOSE (E)	35	15	3	2	67%

Single Yellow

STREET NAME	Total kerb length (m)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)
KIRKTON ROAD (W)	41	5	1	0	0%
KIRKTON ROAD (E)	39	5	1	0	0%
SEAFORD ROAD EAST (N)	105	5	1	0	0%
SEAFORD ROAD EAST (S)	93	23	4	0	0%
ROSLYN ROAD (N)	204	13	2	0	0%
ROSLYN ROAD (S)	218	8	1	0	0%
GREENFIELD ROAD (E)	140	10	2	0	0%
BIRSTALL ROAD (N)	59	7	1	0	0%
BIRSTALL ROAD (S)	50	13	2	0	0%

STREET NAME	Total kerb length (m)	No of cars parked in crossovers	No of cars parked in double yellow lines
KIRKTON ROAD (W)	41	0	0
KIRKTON ROAD (E)	39	0	0
BRAEMAR ROAD NORTH (W)	36	1	0
BRAEMAR ROAD NORTH (E)	49	1	0
BRAEMAR ROAD SOUTH (W)	82	0	0
BRAEMAR ROAD SOUTH (E)	84	1	0
SEAFORD ROAD WEST (N)	108	0	0
SEAFORD ROAD WEST (S)	106	0	0
SEAFORD ROAD EAST (N)	105	0	0
SEAFORD ROAD EAST (S)	93	0	0
WATTS CLOSE (W)	32	0	0
WATTS CLOSE (E)	35	0	0
ROSLYN ROAD (N)	204	0	0
ROSLYN ROAD (S)	218	0	0
GREENFIELD ROAD (W)	166	0	0
GREENFIELD ROAD (E)	140	0	0
BIRSTALL ROAD (N)	59	0	0
BIRSTALL ROAD (S)	50	0	0

TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %
10	9	90%

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
205	123	60%

TOTAL PRIVATE RESIDENTS SPACES	TOTAL PRIVATE RESIDENTS PARKED	TOTAL PRIVATE RESIDENTS STRESS %
9	5	56%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
15	0	0%

WATTS CLOSE, SOUTH TOTTENHAM PARKING SURVEY RESULTS

DATE: WEDNESDAY 23rd SEPTEMBER 2020 TIME: 03:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

Unrestricted Parking

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in restricted parking park	Unrestricted parking stress (%)
BRAEMAR ROAD NORTH (W)	36	25	4	4	100%
BRAEMAR ROAD NORTH (E)	49	35	6	5	83%

Controlled Parking Zone parking

STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)
KIRKTON ROAD (W)	41	20	4	4	100%
KIRKTON ROAD (E)	39	25	5	4	80%
BRAEMAR ROAD SOUTH (W)	82	72	14	8	57%
BRAEMAR ROAD SOUTH (E)	84	20	4	2	50%
SEAFORD ROAD WEST (N)	108	86	17	11	65%
SEAFORD ROAD WEST (S)	106	101	20	11	55%
SEAFORD ROAD EAST (N)	105	75	14	7	50%
SEAFORD ROAD EAST (S)	93	11	2	1	50%
ROSLYN ROAD (N)	204	135	25	15	60%
ROSLYN ROAD (S)	218	187	36	21	58%
GREENFIELD ROAD (W)	166	130	25	16	64%
GREENFIELD ROAD (E)	140	114	22	18	82%
BIRSTALL ROAD (N)	59	52	10	6	60%
BIRSTALL ROAD (S)	50	37	7	3	43%

Private Residents parking

STREET NAME	Total kerb length (m)	Length of private residents parking (m)	No of private residents parking spaces	No of cars parked in private residents parking	Private residents parking stress (%)
WATTS CLOSE (W)	32	14	6	3	50%
WATTS CLOSE (E)	35	15	3	2	67%

Single Yellow

STREET NAME	Total kerb length (m)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
KIRKTON ROAD (W)	41	5	1	0	0%	0	0
KIRKTON ROAD (E)	39	5	1	0	0%	0	0
BRAEMAR ROAD NORTH (W)	36					1	0
BRAEMAR ROAD NORTH (E)	49					1	0
BRAEMAR ROAD SOUTH (W)	82					0	0
BRAEMAR ROAD SOUTH (E)	84					1	0
SEAFORD ROAD WEST (N)	108					0	0
SEAFORD ROAD WEST (S)	106					0	0
SEAFORD ROAD EAST (N)	105	5	1	0	0%	0	0
SEAFORD ROAD EAST (S)	93	23	4	0	0%	1	0
WATTS CLOSE (W)	32					0	0
WATTS CLOSE (E)	35					0	0
ROSLYN ROAD (N)	204	13	2	0	0%	0	0
ROSLYN ROAD (S)	218	8	1	0	0%	0	0
GREENFIELD ROAD (W)	166					0	0
GREENFIELD ROAD (E)	140	10	2	0	0%	0	0
BIRSTALL ROAD (N)	59	7	1	0	0%	0	0
BIRSTALL ROAD (S)	50	13	2	0	0%	0	0

TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %
10	9	90%

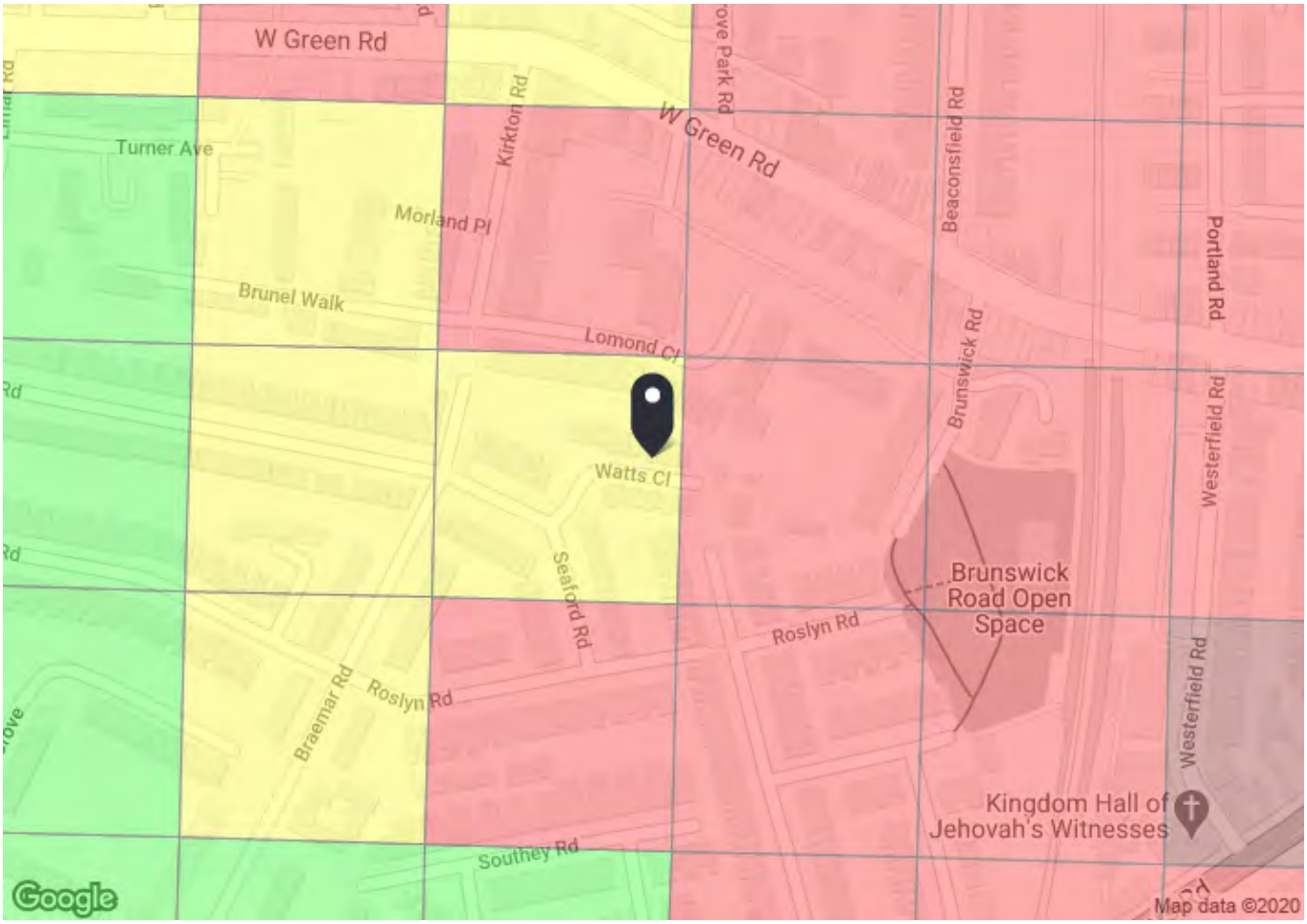
TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
205	127	62%

TOTAL PRIVATE RESIDENTS SPACES	TOTAL PRIVATE RESIDENTS PARKED	TOTAL PRIVATE RESIDENTS STRESS %
9	5	56%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
15	0	0%

A2. PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
4

5 Watts Cl, St Ann's, London N15 5DW, UK
Easting: 533285, Northing: 188953

Grid Cell: 125816

Report generated: 21/08/2020

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

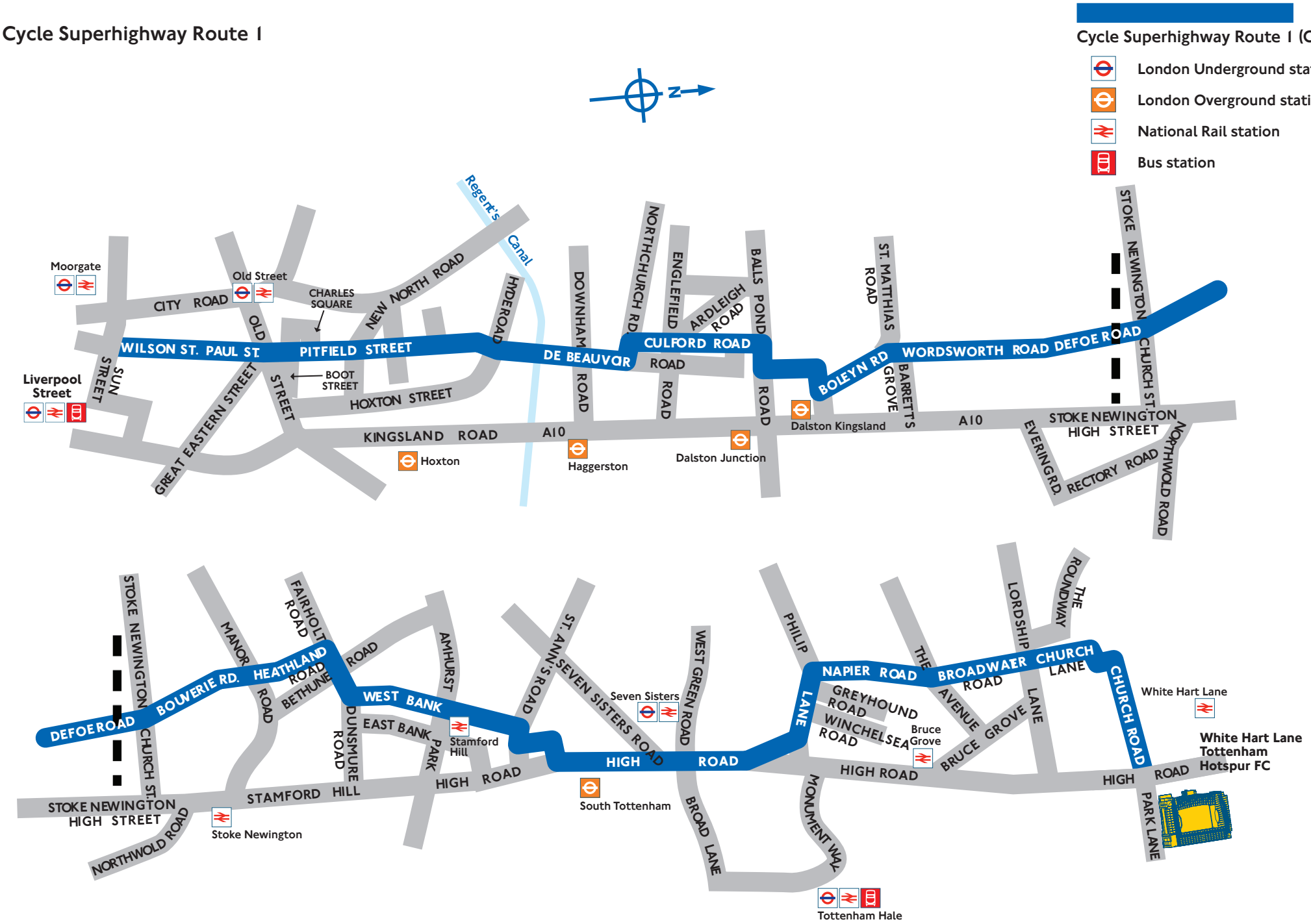
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	S SISTERS R GREENFIELD R	259	357.36	8	4.47	5.75	10.22	2.94	0.5	1.47
Bus	S SISTERS R GREENFIELD R	279	357.36	10.5	4.47	4.86	9.32	3.22	1	3.22
Rail	Seven Sisters	'CHESHNT-LIVST 2D03'	355.41	2	4.44	15.75	20.19	1.49	0.5	0.74
Rail	Seven Sisters	'ENFLDTN-LIVST 2U05'	355.41	2	4.44	15.75	20.19	1.49	0.5	0.74
Rail	Seven Sisters	'ENFLDTN-LIVST 2U07'	355.41	2	4.44	15.75	20.19	1.49	0.5	0.74
Rail	Seven Sisters	'LIVST-ENFLDTN 2U10'	355.41	3.33	4.44	9.76	14.2	2.11	1	2.11
Rail	Seven Sisters	'LIVST-CHESHNT 2D10'	355.41	0.33	4.44	91.66	96.1	0.31	0.5	0.16
Rail	Seven Sisters	'LIVST-CHESHNT 2D12'	355.41	1	4.44	30.75	35.19	0.85	0.5	0.43
Rail	Seven Sisters	'LIVST-CHESHNT 2D18'	355.41	0.67	4.44	45.53	49.97	0.6	0.5	0.3
LUL	Seven Sisters	'Brixton-WalthamstowC'	355.41	15.67	4.44	2.66	7.11	4.22	1	4.22
LUL	Seven Sisters	'SevenSisters-Brixton'	355.41	11.67	4.44	3.32	7.76	3.86	0.5	1.93
Rail	South Tottenham	'BARKING-GOSPLOK 2J00'	936.52	4	11.71	8.25	19.96	1.5	0.5	0.75
Rail	South Tottenham	'GOSPLOK-BARKING 2J07'	936.52	4	11.71	8.25	19.96	1.5	0.5	0.75
									Total Grid Cell AI:	**17.56**

A3. CYCLE SUPERHIGHWAY 1

Cycle Superhighway Route 1



A4. PROPOSED SITE LAYOUT

LOMOND CLOSE

SEAFORD ROAD

GREENFIELD ROAD

N

0 2 5 10m

Notes

- Do not scale from this drawing.
- Verify all dimensions on site.
- Any discrepancy to be reported to the architect for clarification.
- Drawing and specifications to be read in conjunction with information from all other design consultants and contractors.
- Drawings and specifications to be read in conjunction with Designer's Hazard and Environment Assessment Record in accordance with current CDM regulations.

Application boundary

rev	details	date
-		11/11/21

project
Watts Close Haringey - N15

drawing
Proposed Site Plan

job no	series no	drawing no	rev
21095	00	003	-

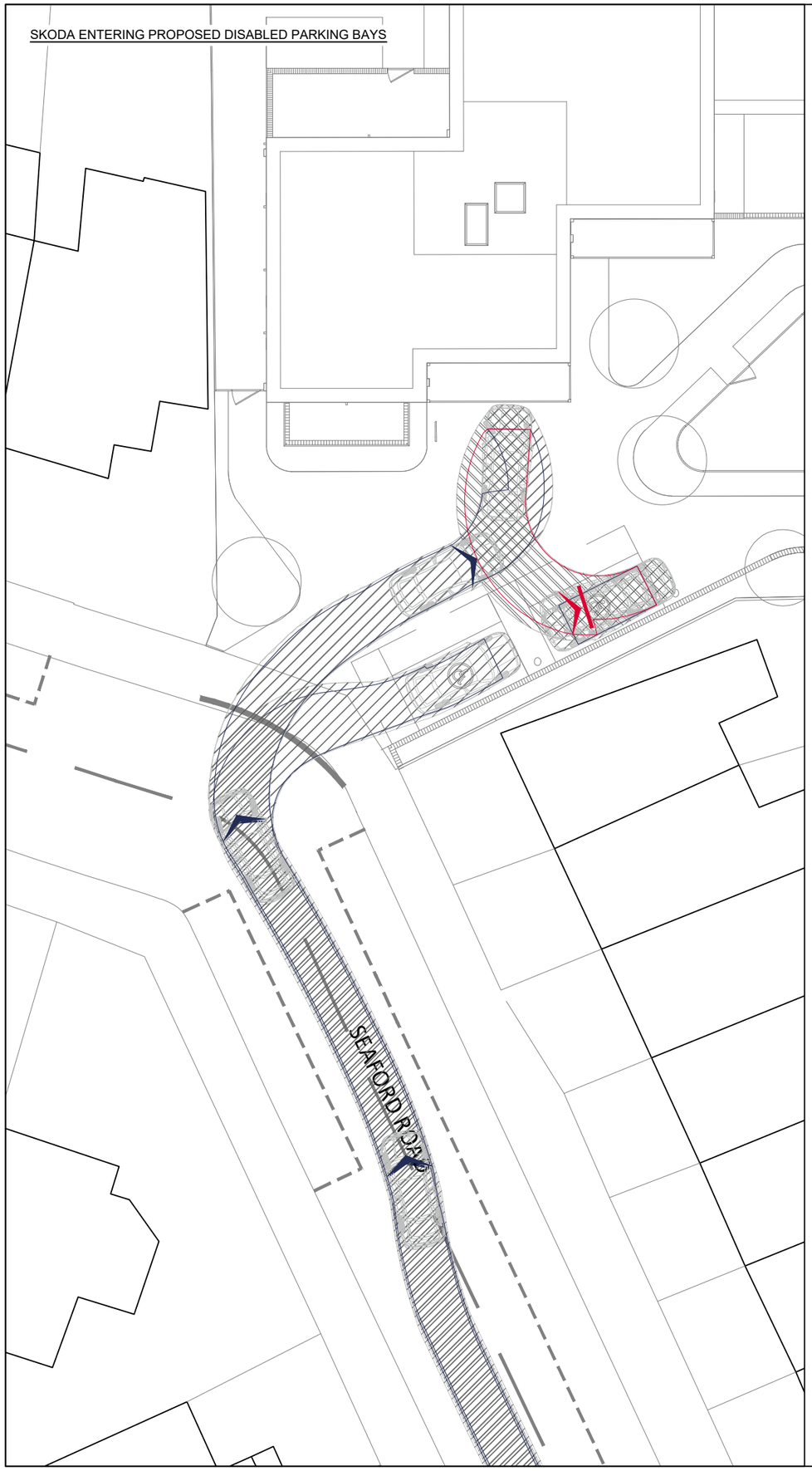
status
Planning

date	scale @ A1	scale @ A3
11/11/21	1 : 250	1 : 500

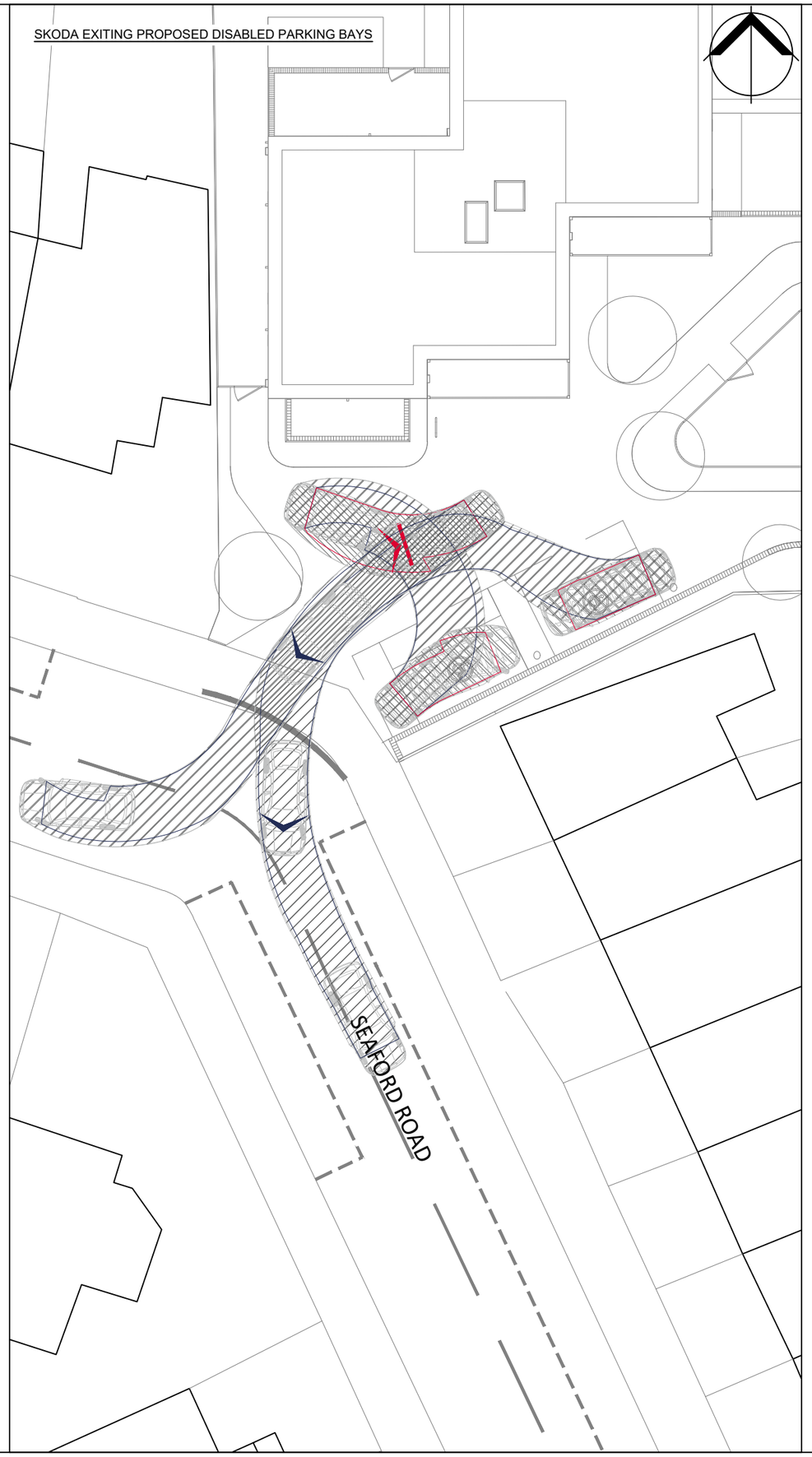
newground
ARCHITECTS
48-50 Weston Street, London, SE1 3QJ
www.newgroundarchitects.com
+44 (0)20 74904959

A5. SWEPT PATH ANALYSIS

SKODA ENTERING PROPOSED DISABLED PARKING BAYS



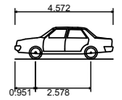
SKODA EXITING PROPOSED DISABLED PARKING BAYS



NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER 21095-00-003P SUPPLIED BY NEW GROUND ARCHITECTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	26.11.2021	AMENDED VEHICLE TRACKING	AP	LT	CB
C	11.11.2021	REVISED LAYOUT	AP	LT	CB
B	21.09.2021	REVISED LAYOUT	AP	LT	CB
A	15.09.2021	REVISED LAYOUT	AP	LT	CB

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CLIENT

PELLINGS LP

PROJECT

WATTS COSE, LONDON

TITLE

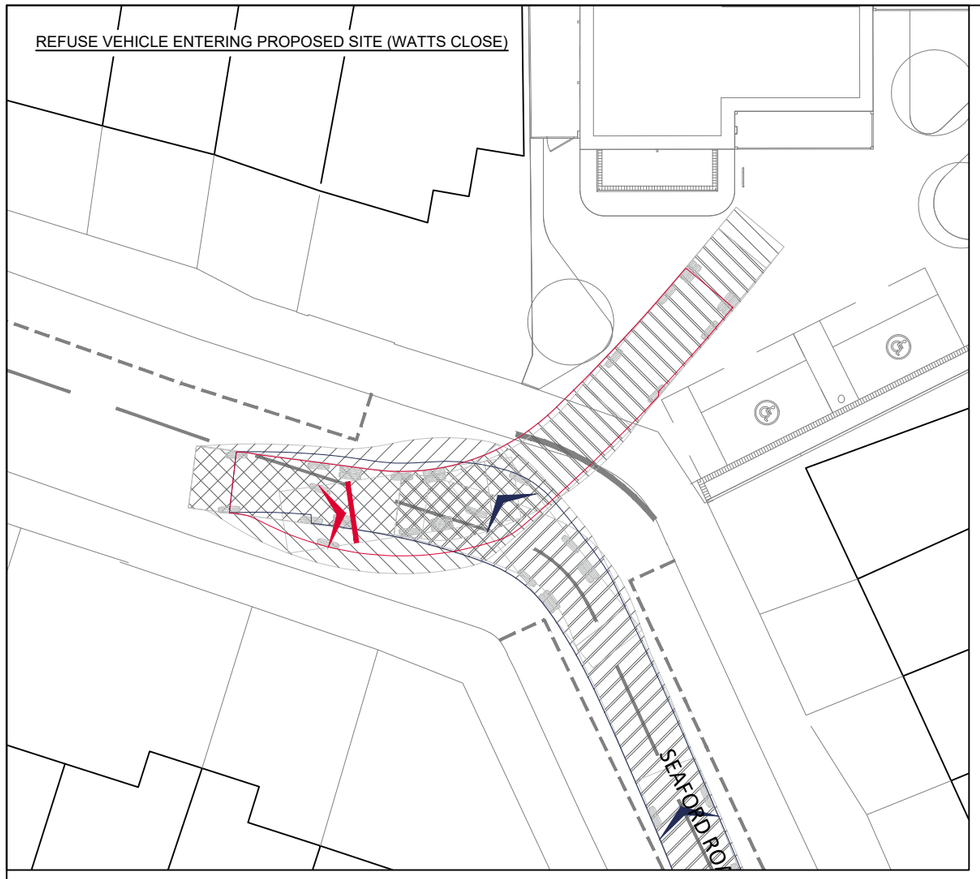
SITE LAYOUT REVIEW

(SKODA)

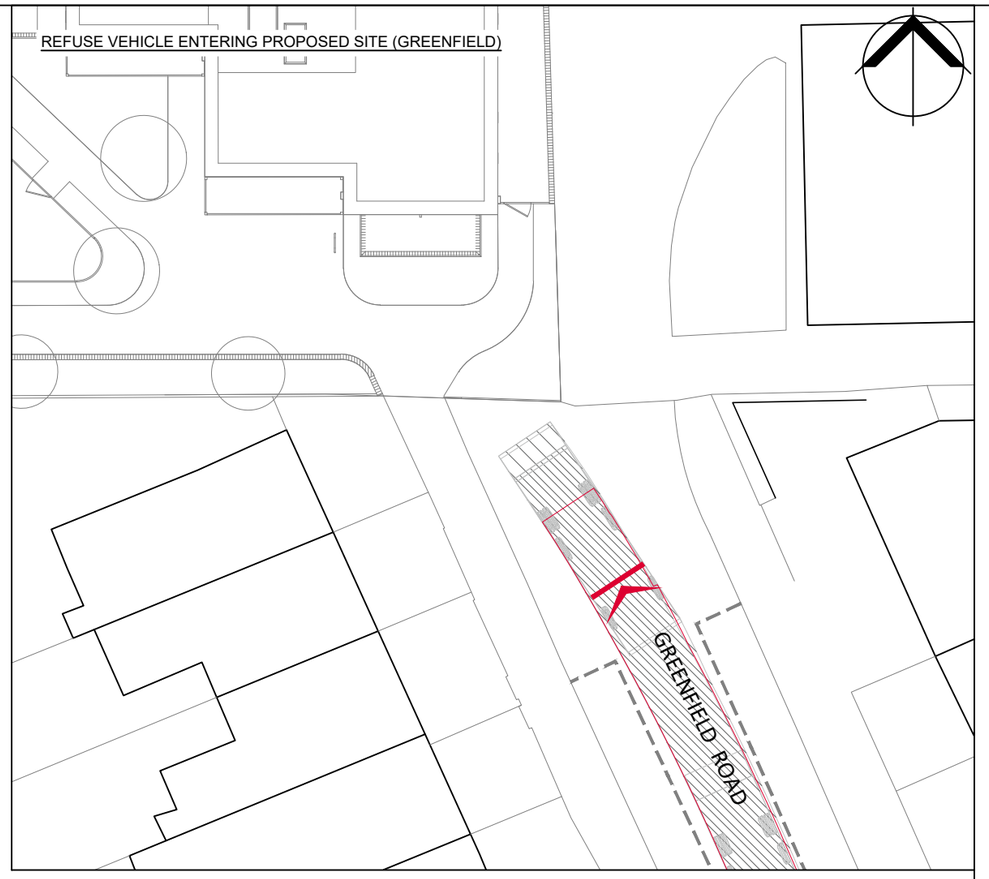
DRAWN BY	CHECKED BY	APPROVED BY
AP	LT 15.09.2021	CB 15.09.221

SCALE @ A3	DATE	
1 : 200	15.09.2021	
PROJECT NO.	DRAWING NO.	REV.
20-T086	01.1	D

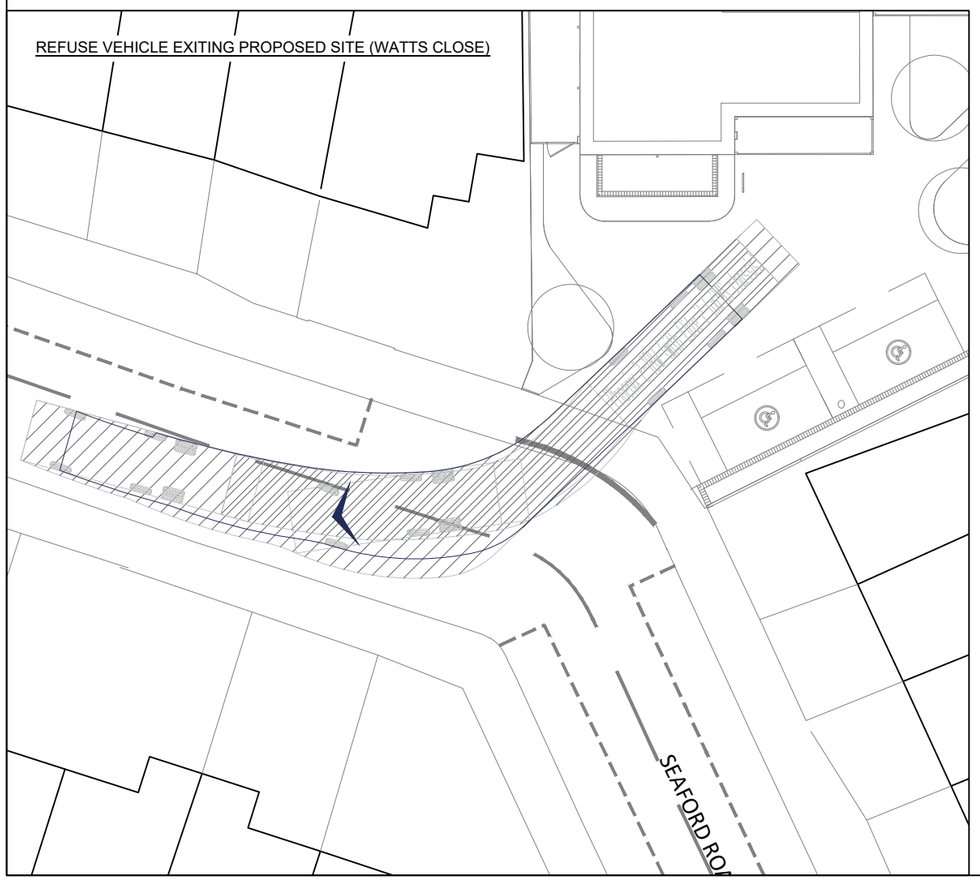
REFUSE VEHICLE ENTERING PROPOSED SITE (WATTS CLOSE)



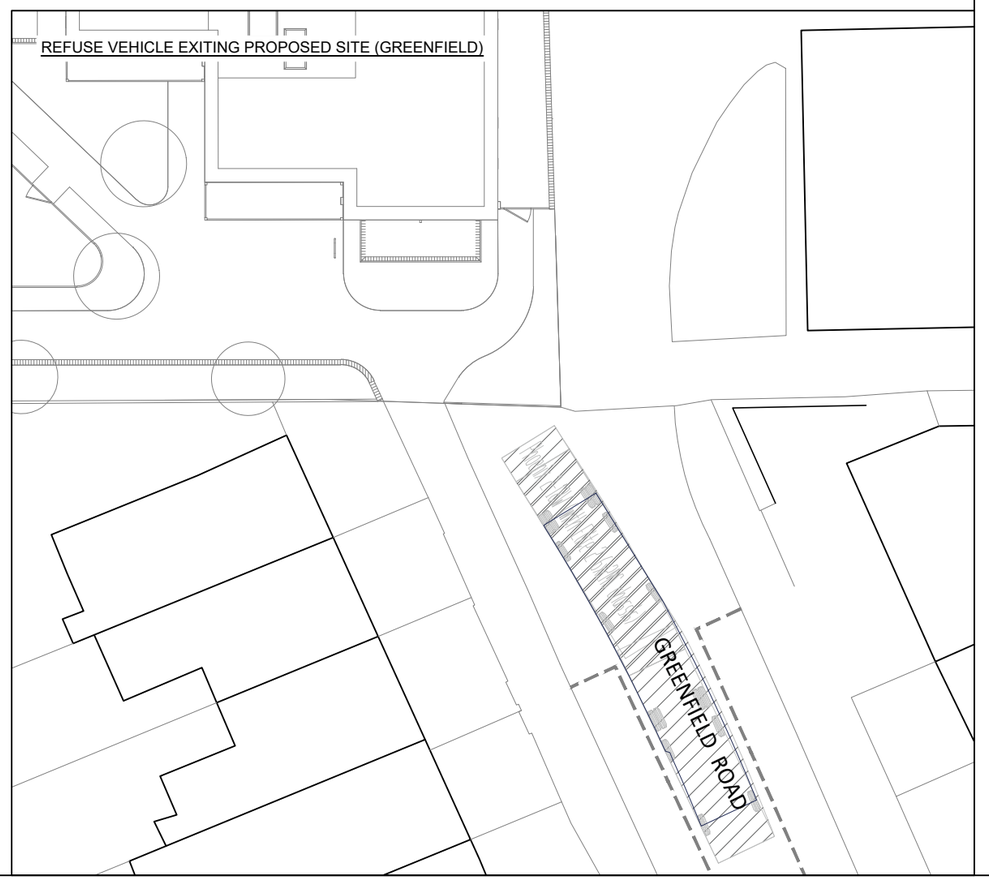
REFUSE VEHICLE ENTERING PROPOSED SITE (GREENFIELD)



REFUSE VEHICLE EXITING PROPOSED SITE (WATTS CLOSE)



REFUSE VEHICLE EXITING PROPOSED SITE (GREENFIELD)



NOTES:

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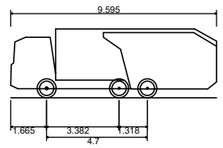
VEHICLE PROFILE:



Phoenix 2-18W (with Elite 2 6x2MS chassis)	
Overall Length	9.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.950m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	26.11.2021	AMENDED VEHICLE TRACKING	AP	LT	CB
C	11.11.2021	REVISED LAYOUT	AP	LT	CB
B	21.09.2021	REVISED LAYOUT	AP	LT	CB
A	15.09.2021	REVISED LAYOUT	AP	LT	CB

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CLIENT

PELLINGS LP

PROJECT

WATTS COSE, LONDON

TITLE

SITE LAYOUT REVIEW

(REFUSE VEHICLE)

DRAWN BY	CHECKED BY	APPROVED BY
AP	LT 15.09.2021	CB 15.09.221

SCALE @ A3	DATE	
1 : 250	15.09.2021	
PROJECT NO.	DRAWING NO.	REV.
20-T086	01.2	D

REFUSE WORKER DRAG DISTANCES

NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER 21095-00-003P SUPPLIED BY NEW GROUND ARCHITECTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	26.11.2021	AMENDED VEHICLE TRACKING	AP	LT	CB
C	11.11.2021	REVISED LAYOUT	AP	LT	CB
B	21.09.2021	REVISED LAYOUT	AP	LT	CB
A	15.09.2021	ADDITIONAL REFUSE COLLECTION DIMENSION	AP	LT	CB

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CLIENT

PELLINGS LP

PROJECT

WATTS COSE, LONDON

TITLE

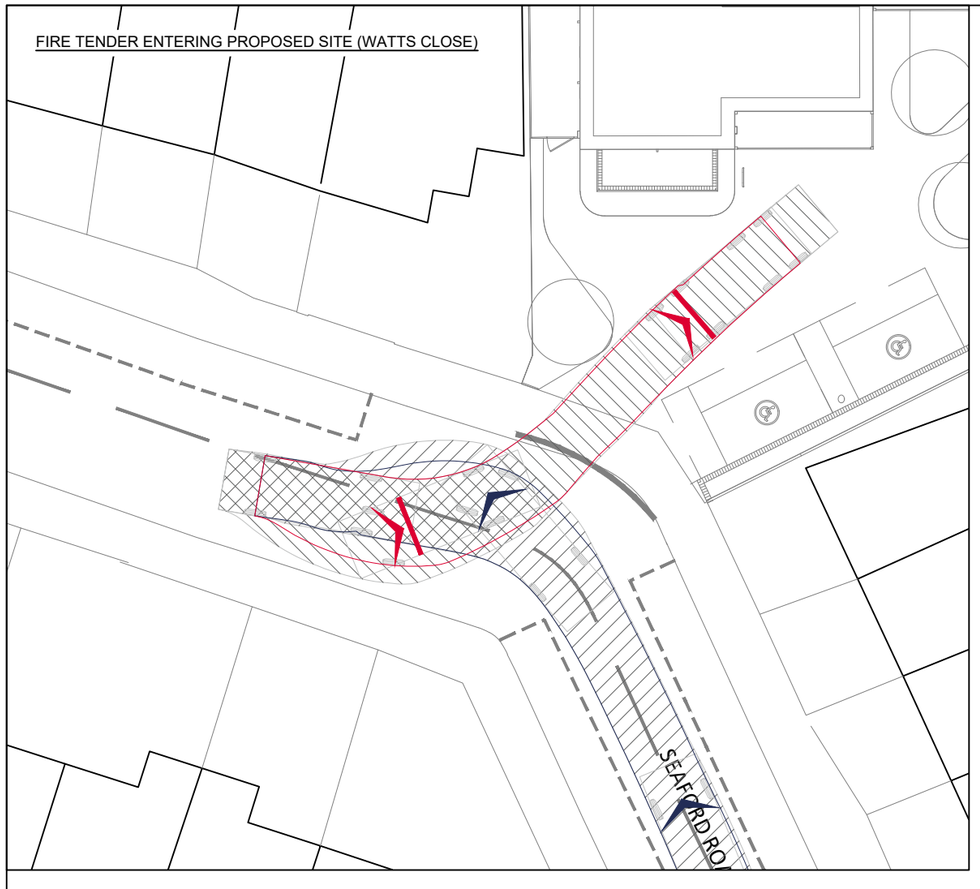
SITE LAYOUT REVIEW

(REFUSE VEHICLE - DRAG DISTANCES)

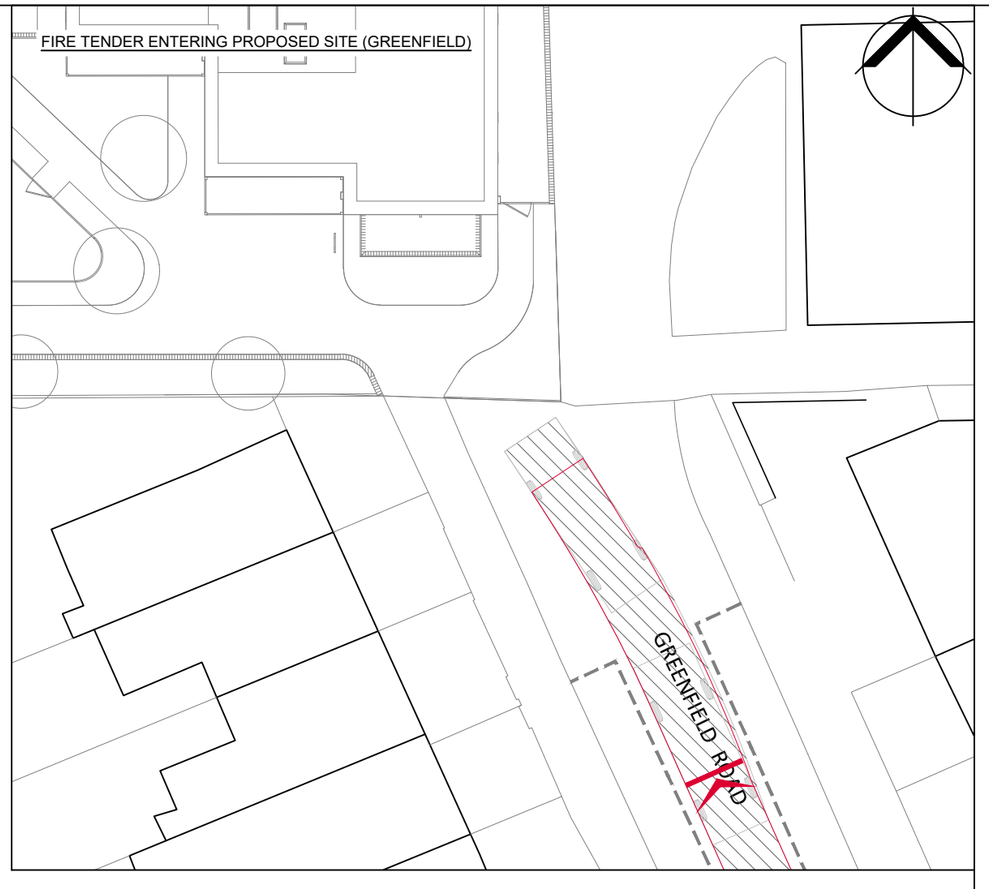
DRAWN BY	CHECKED BY	APPROVED BY
AP	LT 15.09.2021	CB 15.09.221

SCALE @ A3	DATE	
1 : 500	15.09.2021	
PROJECT NO.	DRAWING NO.	REV.
20-T086	01.3	D

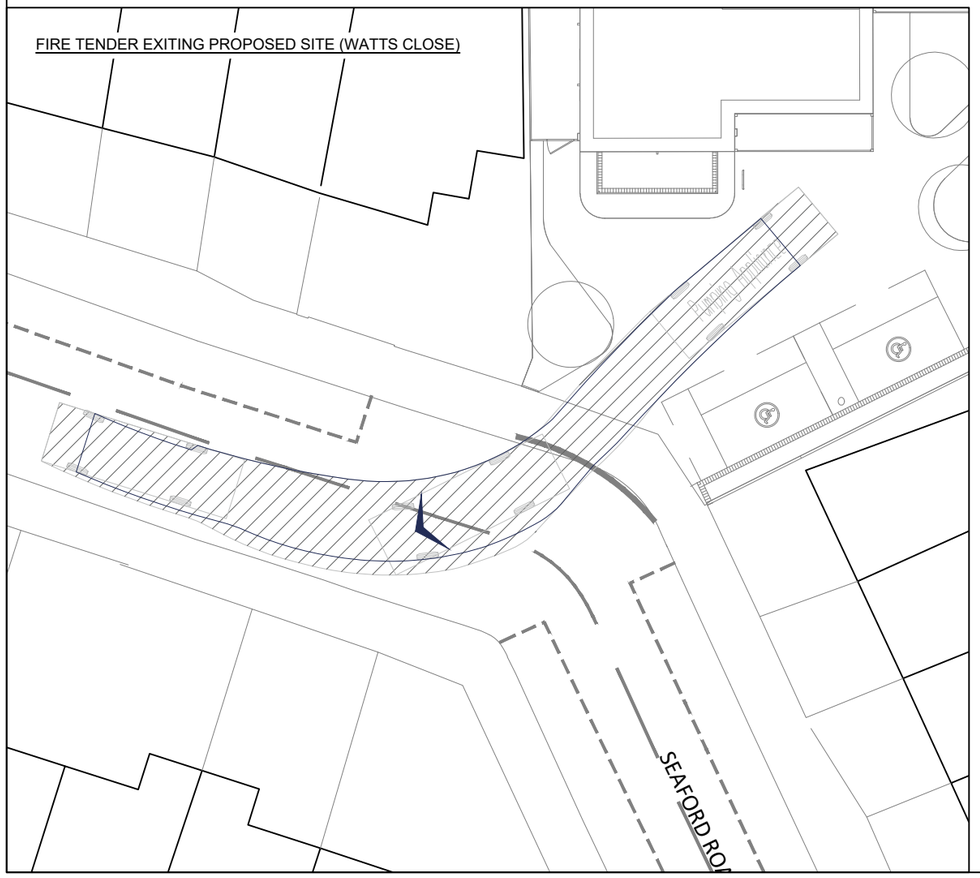
FIRE TENDER ENTERING PROPOSED SITE (WATTS CLOSE)



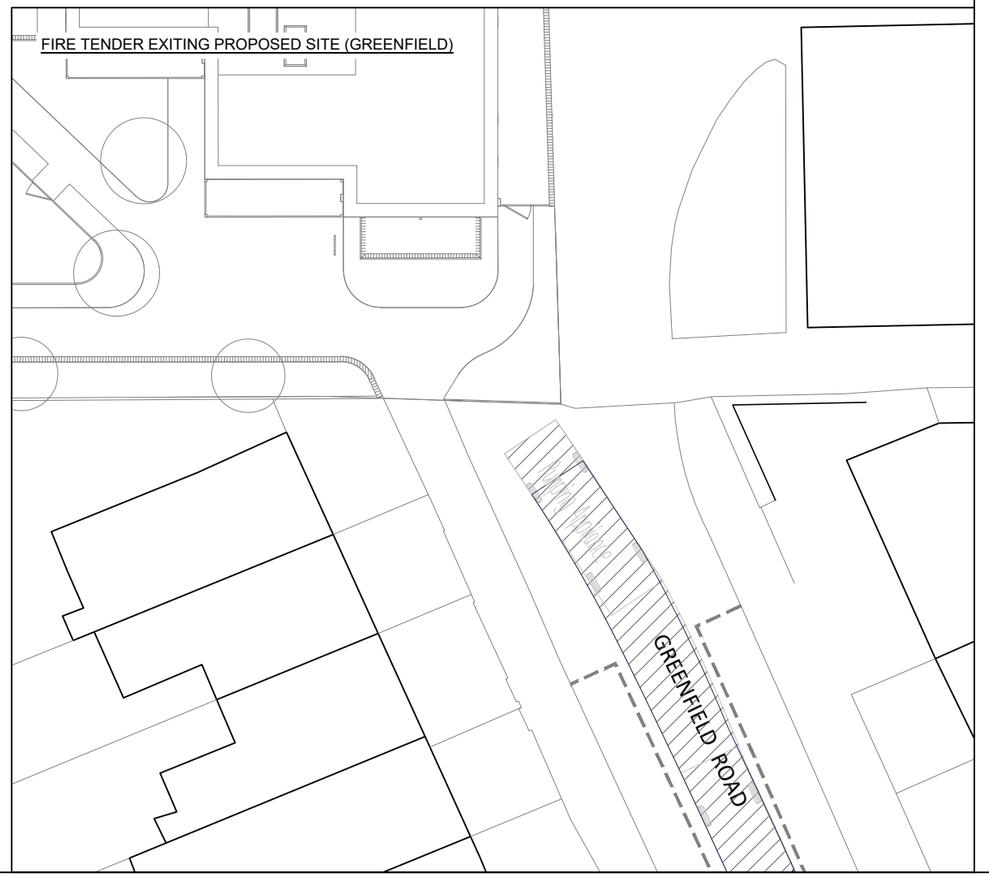
FIRE TENDER ENTERING PROPOSED SITE (GREENFIELD)



FIRE TENDER EXITING PROPOSED SITE (WATTS CLOSE)



FIRE TENDER EXITING PROPOSED SITE (GREENFIELD)



NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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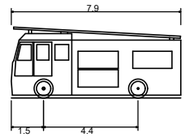
VEHICLE PROFILE:



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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CLIENT

PELLINGS LP

PROJECT

WATTS COSE, LONDON

TITLE

SITE LAYOUT REVIEW

(FIRE TENDER)

DRAWN BY	CHECKED BY	APPROVED BY
AP	LT 26.11.2021	CB 26.11.2021

SCALE @ A3	DATE	
1 : 250	26.11.2021	
PROJECT NO.	DRAWING NO.	REV.
20-T086	02.1	-

FIRE TENDER HOSE DISTANCES

NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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CLIENT

PELLINGS LP

PROJECT

WATTS COSE, LONDON

TITLE

SITE LAYOUT REVIEW

(FIRE TENDER - HOSE DISTANCES)

DRAWN BY	CHECKED BY	APPROVED BY
AP	LT 26.11.2021	CB 26.11.2021

SCALE @ A3	DATE	
1 : 500	26.11.2021	
PROJECT NO.	**DRAWING NO.**	**REV.**
20-T086	02.2	-

A6. TRICS OUTPUT DATA

Calculation Reference: AUDIT-751001-200930-0940

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		
	HG	HARINGEY	1 days
	HK	HACKNEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	3 days
	SK	SOUTHWARK	1 days
	WH	WANDSWORTH	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: 9 to 42 (units:)
Range Selected by User: 9 to 50 (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: 01/01/12 to 06/03/20

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:

Monday	1 days
Wednesday	5 days
Thursday	2 days

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

Selected survey types:

Manual count	8 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 undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	4
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:

Residential Zone	5
Built-Up Zone	2
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	8 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:

10,001 to 15,000	1 days
50,001 to 100,000	3 days
100,001 or More	4 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	7 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	4 days
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:

Yes	1 days
No	7 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:

4 Good	1 days
5 Very Good	1 days
6a Excellent	4 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

2 HK-03-C-03 BLOCK OF FLATS HACKNEY
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *24/09/14* *Survey Type: MANUAL*

3 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE
FULHAM

Town Centre
High Street
Total No of Dwellings: 42
Survey date: WEDNESDAY *16/07/14* *Survey Type: MANUAL*

4 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

5 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

6 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

7 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

8 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *09/05/12* *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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	22	0.106	8	22	0.425	8	22	0.531
08:00 - 09:00	8	22	0.101	8	22	0.570	8	22	0.671
09:00 - 10:00	8	22	0.117	8	22	0.246	8	22	0.363
10:00 - 11:00	8	22	0.089	8	22	0.235	8	22	0.324
11:00 - 12:00	8	22	0.095	8	22	0.067	8	22	0.162
12:00 - 13:00	8	22	0.140	8	22	0.089	8	22	0.229
13:00 - 14:00	8	22	0.134	8	22	0.140	8	22	0.274
14:00 - 15:00	8	22	0.084	8	22	0.128	8	22	0.212
15:00 - 16:00	8	22	0.251	8	22	0.056	8	22	0.307
16:00 - 17:00	8	22	0.223	8	22	0.162	8	22	0.385
17:00 - 18:00	8	22	0.296	8	22	0.156	8	22	0.452
18:00 - 19:00	8	22	0.291	8	22	0.112	8	22	0.403
19:00 - 20:00	3	19	0.448	3	19	0.086	3	19	0.534
20:00 - 21:00	3	19	0.172	3	19	0.138	3	19	0.310
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.547			2.610			5.157

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.*

A7. 2011 CENSUS – METHOD OF TRAVEL TO WORK

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02000420 : Haringey 024 (2011 super output area - middle layer)

	place of work												
Method of travel to work	**North East**	**North West**	**Yorkshire and The Humber**	**East Midlands**	**West Midlands**	**East**	**London**	**South East**	**South West**	**Wales**	**Scotland**	**Total**	**Percentage**
All categories: Method of travel	0	8	5	3	1	39	2,412	33	2	1	3	2,507	
Work mainly at or from home	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Underground, metro, light rail o	0	1	1	0	0	6	962	11	0	0	0	981	39.13%
Train	0	1	2	0	0	8	189	7	0	0	0	207	8.26%
Bus, minibus or coach	0	1	1	0	1	7	518	4	0	0	0	532	21.22%
Taxi	0	0	0	1	0	0	1	0	0	0	0	2	0.08%
Motorcycle, scooter or moped	0	0	0	1	0	0	29	0	0	0	0	30	1.20%
Driving a car or van	0	2	0	0	0	14	362	11	1	1	2	393	15.68%
Passenger in a car or van	0	1	0	0	0	2	24	0	0	0	0	27	1.08%
Bicycle	0	0	0	0	0	0	122	0	0	0	0	122	4.87%
On foot	0	2	1	1	0	1	202	0	1	0	1	209	8.34%
Other method of travel to work	0	0	0	0	0	1	3	0	0	0	0	4	0.16%