

# RESIDENTIAL TRAVEL PLAN

GRID REF: 528027E, 193454N

PROPOSED DEVELOPMENT AT THE NORTH LONDON  
BUSINESS PARK  
NEW SOUTHGATE, BARNET, LONDON

prepared for  
COMER HOMES GROUP

AUGUST 2021

REFERENCE: ST3013/TP-2108North London Business Park  
REVISION: Rev 0



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<i>Revision</i>	<i>Author</i>	<i>Checked by</i>	<i>Issue Date</i>
<i>0</i>	<i>PLC</i>	<i>SAY</i>	<i>04/08/2021</i>

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**APPENDICES**

- A Plus Architecture Parameter Plans
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## 1.0 Background

1.1.1. Stomor Ltd. has been commissioned by Comer Homes Group to prepare a Travel Plan (TP) in support of a Hybrid Planning Application for the regeneration of the North London Business Park to provide a mixed-use development of up to 2,428 dwellings, 2,353sq.m of workspace, 3,835 sqm flexible non-residential floorspace, which could be used for community use, medical use, retail, offices, cafes etc. and a new 5FE school building with an anticipated 1,050-pupil capacity.

1.1 The site measures 16.37 hectares (ha), of which approximately 13ha comprises areas of disused open space and car parking. The site is bounded by the East Coast Mainline railway along the entire western boundary, with residential development and Brunswick Park Road adjacent to the eastern boundary. Further details of the site location are shown in the parameter plans produced by Plus Architecture contained in **Appendix A**.

1.2 The site benefits from planning permission for redevelopment. The original application was submitted in hybrid form and planning permission was granted at appeal in February 2020 for:

*“the phased comprehensive redevelopment of the North London Business Park to deliver a residential led mixed-use development. The detailed element comprises 360 residential units in five blocks reaching eight storeys, the provision of a 5 Form Entry Secondary School, a gymnasium, a multi-use sports pitch and associated changing facilities, and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road, and; the outline element comprises up to 990 additional residential units in buildings ranging from two to nine storeys, up to 5,177 sqm of non-residential floor space (Use Classes A1-A4, B1 and D1) and 2.54ha of public open space. Associated site preparation/enabling works, transport infrastructure and junction works, landscaping and car parking.”*

(London Borough of Barnet reference 15/07932/OUT and PINS reference APP/N5090/W/17/3189843)

1.3 In 2015, a Transport Assessment (TA) was prepared by Awcock Ward Partnership (AWP) for 1,200 dwellings, alongside the community, commercial and educational land uses. A Framework Travel Plan (FTP) was prepared and included within Appendix O of the 2015 TA. The 2015 FTP has been used to inform this TP.

1.4 This TP looks to influence behaviour change by proposing a package of measures aimed at promoting sustainable travel, with the emphasis being to minimise unnecessary single

occupancy car travel from the outset. This TP has been produced in accordance with the guidance set out by Transport for London (TfL)

- 1.5 It takes into account the size of the development, its location, phasing and considers a range of journeys that could be undertaken by future residents. It adopts and demonstrates a holistic approach by incorporating information, marketing and management measures necessary to address the transport demands of the development.
- 1.6 This TP consists of seven key sections as follows:
  - Existing Conditions and Accessibility
  - Sustainable Transport and Access Strategy
  - Baseline Mode Split
  - Travel Plan Objectives and Targets
  - Travel Plan Management
  - Travel Plan Initiatives
  - Monitoring and Review
- 1.7 The TP is intended to be a flexible, evolving document that responds to varying travel demands and opportunities. Whilst it contains objectives and targets, it is intended that the primary focus is always on promoting access by sustainable modes of travel and the methods for doing this vary over time.
- 1.8 The development will be delivered in a series of phase, The TP will be updated and reviewed on an ongoing basis to enable a delivery of targets and efficient allocation of resources to respond to each respective phase.
- 1.9 The proposed school expansion will have its own respective School Travel Plan which will reduce and manage school related parking within the wider site.
- 2.0 Existing Conditions and Accessibility
- 2.1 Full details of the accessibility of the site are shown on the Accessibility Plan contained in **Appendix B**. In summary, the Accessibility Plan shows that:

- There are bus stops located close to the three site access locations (offering services every 10-15 minutes to key destinations) including:
  - Along the A109 Oakleigh Road North (adjacent to the existing Southern Access), facilitated via a zebra crossing
  - Along Brunswick Park Road (adjacent to the existing Eastern Access) facilitated via a zebra crossing
  - Along the B1453 Russell Lane (adjacent to the proposed pedestrian/cycle access)
- There is a network of footways surrounding the site along the A109 Oakleigh Road North/South to the west, Brunswick Park Road to the east and Ashbourne Avenue to the north. There are number of pedestrian crossings available at key locations along primary desire lines, as shown on the Accessibility Plan in **Appendix B**; and
- There is a range of key facilities within walking and cycling distance of the site including retail, employment, education and leisure facilities. These key facilities can be directly accessed from the site via the existing comprehensive footway and cycle network available within Barnet. Further details are shown on the Accessibility Plan contained in **Appendix B**.

### 3.0 Sustainable Transport Strategy

3.1 This section sets out the strategy to maximise the use of sustainable forms of transport and reduce the quantum of single occupancy car trips associated with the new development proposals.

3.2 The site is very well located in terms of sustainable transport, with local employment, retail, education and bus stops within easy walking and cycling distance of all parts of the site. New foot/cycle links and crossings will be provided to promote sustainable access to the wider network.

#### Pedestrian and Cycle Access Strategy

3.3 The site layout will be characterised by the creation of a comprehensive network of inter-connected streets and spaces that allow efficient movement on foot and by bicycle,

promoting a permeable network within the site with strong links to the surrounding employment, retail and residential areas.

3.4 The provision of direct and convenient routes for pedestrians and cyclists will encourage residents to use more sustainable travel options by reducing walk/cycle journey times.

3.5 To improve connectivity and promote walking and cycling, the following strategy is to be implemented within and adjacent to the proposed development:

- Provision of a new signalised junction with Brunswick Park Road (Eastern Access) which will incorporate pedestrian crossing facilities on each arm, providing a connection to the bus stops and existing footway/cycleway network;
- Widening/upgrade of the existing footways along Brunswick Park Road within the vicinity of the new signalised site access;
- Provision of a comprehensive on-site footpath network, shared surfaces and raised crossings based on key desire lines which prioritise pedestrians over vehicular traffic. This will include the delivery of a number of pedestrian and cycle connections between the site and the existing or new off-site footway and cycleway infrastructure, including a pedestrian/cycle only access with Asbourne Avenue to the north;
- Designing vehicle routes to have a maximum speed of 20mph to ensure a safe environment for all road users;
- From the early phases of the development onwards, combined foot/cycleways will be provided along with site access points solely for pedestrians and cyclists and speed control measures (such as speed tables and shared surfaces) to reduce traffic speed and promote safe access on foot/by bicycle; and
- Provision of signage to direct pedestrians and cyclists to the key locations on- and off-site. This signage will be delivered on a phase-by-phase basis dependent upon the facilities delivered within each phase.

3.6 The overall objective will be to design to make travel on foot or by bicycle the preferred mode of travel within the site and to immediately adjacent destinations.

- 3.7 The provision of a comprehensive foot/cycleway network and additional crossings/links off site will also mean travel to and through the site is also a viable option on foot/by bicycle (i.e., for future employees and pupils).

#### Public Transport Strategy

- 3.8 The demand for bus services at the development is intrinsically linked to the levels of development occupancy across each of the respective phases. Therefore, a flexible approach to the delivery of these services is paramount when:

- Responding to the needs of the occupiers of the proposed development;
- Balancing costs with anticipated demand / revenue responding to the needs of the occupiers of the development; and
- Ensuring value for money in the expenditure of any developer contributions.

- 3.9 As part of the S106 agreement associated with the existing Outline permission, a bus contribution sum of £825,000 was agreed to be delivered in five instalments to The Council to provide improvements to existing services. It is proposed that this figure is increased on a pro-rata basis to reflect the uplift in development proposed.

- 3.10 Furthermore, a shuttle bus service will be provided on-site operating on an 'on-demand' basis. This shuttle bus will provide links to key destinations for residents at the site.

#### *Home and Remote Working*

- 3.11 Census 2011 data indicates a significant number of people will work at or from home in the proposed development. We would expect this figure to have grown by the time of the next Census, and any increase reflected in the proposed development where new dwellings will be provided with high-speed broadband.

- 3.12 Increases in home working will reduce demand to travel to and from the site, especially at peak times.

#### *Car Sharing and Car Clubs*

- 3.13 Car sharing helps reduce travel costs and demand for parking as well as reducing demand for highway capacity. Negotiations have been undertaken with Zipcar, who have agreed to operate at the site. 1-2 car sharing spaces will be allocated within Phase 1 along the access road into the site from Brunswick Park Road. If there is a high demand



for Car Sharing vehicles, then the provision of additional spaces within the later Phases will be reviewed.

3.14 Promoting use of sustainable modes as well as Car Sharing and Car Clubs via a Travel Plan would help reduce demand for motor vehicle travel and have a positive impact on peak time travel.

#### 4.0 Baseline Mode Share

4.1 The supporting TA sets out a baseline transport mode share for the site, based on 2011 Census 'Journey to Work' data. This mode share data is focussed on journeys to work, which is a good measure of travel habits and is considered to be a robust measure of travel demand to and from the site.

4.2 Baseline mode share is summarised below in Table 1 for Census 2011 'Travel to Work' data for the Barnet 010 ward (in which the site is located).

Mode	%
Work from Home	10.3%
Underground	22.7%
Train	7.2%
Bus	10.3%
Taxi	0.5%
Motorcycle	1.3%
Car (driver)	40.1%
Car (passenger)	2.0%
Cycle	1.0%
Walk	4.1%
Other	0.6%

*Table 1: Baseline Mode of Travel to Work – Census 2011*

4.3 The information above demonstrates that 47.9% of journeys to work are via single occupancy vehicle, and 50.22% travel via sustainable modes (Working from Home, Underground, Train, Bus, Car Passenger, Cycle and Walk).

#### 5.0 Travel Plan Objectives and Targets

5.1 The Objectives of this TP are designed to focus on promoting access to the development by sustainable modes of transport in accordance with national and local policy.

- 5.2 Further promotion of sustainable transport will build on this to reduce reliance on single occupancy car use.
- 5.3 Therefore, the **Objectives** of this TP are as follows:
- a) Reduce car dependency and especially single car occupancy;
  - b) Reduce the need to travel by promoting home working and delivery;
  - c) Promote access to/from site by sustainable modes;
  - d) Promote car sharing ahead of single occupancy car use;
  - e) Manage travel demand as efficiently as possible;
  - f) Continually advise residents and visitors of the benefits of sustainable travel;
  - g) Use opportunities to work with other organisations to help deliver the TP; and
  - h) To monitor and review the performance of the TP for up to five years from the date of its approval.
- 5.4 The access strategy outlined in Section 4 has been designed to reduce the number of single occupancy car trips to and from the proposed development by promoting more sustainable modes of travel. Furthermore, the proposed employment and school uses within the site will assist in reducing the number of external single occupancy car trips across the proposed development.
- 5.5 From a review of local policy documents, there are no specific mode shift targets for new developments within Barnet. However, the Mayor's Transport Strategy sets a target of 75% sustainable travel mode share for Outer London by 2040. Therefore, it is proposed to increase the percentage of those traveling to/from the site from 50.2% in 2021, to 62.2% by 2031. This target is reasonable and in line with the wider 75% by sustainable modes target set out by the Mayor of London.
- 5.6 The Targets are provisional at this stage will be revised as soon as the results of the initial Travel Survey are known. The provisional Targets for the end of Years 1 and 10 for the development are shown in Table 2 below.

Mode	Year 1	Year 10
	%	%
<b>Work from Home</b>	10.3%	13.0%
<b>Underground</b>	22.7%	26.0%
<b>Train</b>	7.2%	7.2%
<b>Bus</b>	10.3%	13.5%
<b>Taxi</b>	0.5%	0.9%
<b>Motorcycle</b>	1.3%	1.3%
<b>Car (driver)</b>	40.1%	26.7%
<b>Car (passenger)</b>	2.0%	2.9%
<b>Cycle</b>	1.0%	2.5%
<b>Walk</b>	4.1%	5.5%
<b>Other</b>	0.6%	0.6%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>

Table 2: Travel Plan Mode Share Targets

## 6.0 Travel Plan Management

### 6.1 *Travel Plan Co-Ordinator*

6.1.1 The TP is run and managed by a Travel Plan Co-Ordinator (TPC), appointed by Comer Homes as part of the Managing Agent role for the site. The TPC will be assisted by Comer Homes.

6.1.2 The TPC is responsible for delivering the TP initiatives as well as undertaking the monitoring surveys, preparing survey reports and arranging meetings with the Travel Plan Liaison Group (see below).

6.1.3 The TPC is also the main point of contact for residents and external organisations with regard to assisting the promotion of sustainable transport opportunities. The TPC's main focus will be to:

- Manage and co-ordinate the development and implementation of the TP;
- Ensure residents are aware of sustainable transport opportunities at all times; and
- Be the conduit through which external organisations can direct promotions, activities and services to residents of the development.

6.1.4 In order to ensure the TP is delivered efficiently, the TPC will:

- Provide every new resident of each household with a Travel Welcome Pack on occupation;
- Provide local travel and transport information within the Welcome Pack and online;
- Maintain a database of travel and transport information and resources from the local authority, public transport providers, cycling groups, car share organisations and other web-based resource;
- Act as point of contact for residents requiring information;
- Organise the Travel Plan Liaison Group;
- Liaise with TfL's Travel Plan team on latest best practice;
- Undertake Travel Surveys to monitor the effectiveness of TP measures;
- Submit a revised full TP which shows actual mode split and revised Targets for Years 1, 3 and 5 to the Local Authority and TfL for their approval within 1 month of the Travel Survey; and
- Arrange and attend residents' meetings to promote the Travel Plan and get feedback and input from residents.

*Travel Plan Liaison Group (TPLG)*

6.1.5 The TPLG oversees the operation of the TP, considers the initiatives to implement and considers the resource implications of delivering them. It meets at least once per annum to consider the progress of the TP as well as monitoring information gathered through annual monitoring surveys.

6.1.6 Other organisations (i.e., local transport operators, local schools, other Travel Plan coordinators) may also be invited if there is scope for enhancing the promotion of sustainable modes of travel.

6.1.7 The TPLG shall be a mechanism for focussing on promoting sustainable modes of travel specifically for this site.

### *Reviewing the Framework Residential Travel Plan*

6.1.8 This TP is an evolving document that will change as the development progresses to full occupancy and travel demand changes over time. In particular, as phases come forward the TP will need to evolve to reflect potentially different demands arising from each phase.

6.1.9 However, the process for preparing and reviewing the TP is likely to be similar year on year, as summarised below:

- A Residents' Travel Survey is to be undertaken one year after the first occupation, then Year 3 and Year 5 thereafter;
- The TP Objectives, Targets and Initiatives are reviewed following each survey; and
- TP initiatives undertaken throughout the year are reviewed and updated.

## 7.0 Travel Plan Initiatives

7.1 This section of the TP sets out the initiatives that will be implemented in line with the **objectives** and to achieve the proposed **targets**. Tabular format is used for ease of reference.

7.2 There are a number of 'hard' or 'infrastructure' measures provided by the development to help promote the use of sustainable modes. They will be in as the phasing progresses and will be used alongside the measures set out in this TP.

7.3 The 'hard' measures are not included in the TP as initiatives, but the TP relies on them to be delivered effectively.

7.4 In summary the 'hard' measures are as follows:

- 20mph design speed for layout within site;
- Shared surfaces, cycle lanes and pedestrian footways;
- Traffic calming measures;
- Cycle parking provision;

- Car parking provision at an appropriate level with EV charging provided in accordance with The London Plan (1 space in every 5 to be EV);
- Delivery drop off area;
- Upgrade to pedestrian and cycle network adjacent to site including road crossing;
- New commercial, educational and office facilities on-site for all local residents;
- Provision of shuttlebus; and
- Enhanced bus services and stops

7.5 In addition to the above transport infrastructure, each property will be provided with high-speed broadband connectivity which will enable home working and delivery of home shopping and deliveries to avoid the need to travel and promote 'multi-drop' services.

7.6 This TP also sets out a range of 'soft' or 'promotional' measures that will allow residents and visitors to make use of the infrastructure provided from the development, take advantage of the sustainable location of the site and accessibility to services and facilities within Barnet and locations within reasonable public transport distance from the site.

7.7 In some cases, the TP initiatives build on existing national or local initiatives, making them available for future residents and visitors. As far as the TP is concerned any initiative that helps promote sustainable transport has the potential for use in this TP.

7.8 The following summarises the TP initiatives that will be delivered by the TPC over the five years from finalising this TP. All are subject to monitoring and review as this TP evolves.

7.9 The TP is focussed on promoting and enabling sustainable travel. It will rely on others to provide and maintain infrastructure and services. The TPC will ensure all opportunities to promote the use of both are made, including allowing public transport service providers with an opportunity to promote service or ticketing initiatives via the TPC to residents.

## Promoting SUSTAINABLE TRANSPORT

Ref	Initiative/Year	When?	Who?	Objectives
F RTP 1	<i>Appoint Travel Plan Co-Ordinator</i> TPC to be appointed by the Managing Agent on behalf of Comer Homes and contact details to be provided to Local Authorities and other key stakeholders. Any changes to TPC details will be provided to authorities 1 month before changing	1 month prior to occupancy of first dwelling	Managing Agent on behalf of Comer Homes.	A, E, G
F RTP 2	<i>Undertake a Residents Travel Survey</i> To establish updated mode share and, thereafter, undertake Travel Surveys, provide monitoring and review report and update Travel Plan. The Travel Surveys will be either i-TRACE or TRICS compliant.	Year 1, 3 and 5	TPC	A, H, E, G
F RTP 3	<i>Prepare and Issue Travel Welcome Pack to new residents</i> Provide package of information on walking and cycling routes to key destinations within Barnet, Shuttle Bus and other public transport services to key destinations within and beyond Barnet (TfL journey planner). Car Sharing and Car Club information and other sustainable travel information or resources.	Prior to first occupancy of each dwelling	TPC	A, B, C, D
F RTP 4	<i>Cycle Vouchers Offered to Residents</i> <i>Offer each resident a £50 towards cycle purchase/equipment from a local cycle shop. 1 voucher per dwelling offered within the Travel Welcome Packs and via the development website.</i>	Prior to first occupancy of each dwelling	TPC	A, C
F RTP 5	<i>Set up and manage Travel Plan Website for development</i> Provide information on all sustainable travel opportunities for residents on a simple to use website, including links to other resources and information to assist residents plan journeys.	Prior to occupancy of first dwelling, ongoing	TPC	A, B, C, D, E, F

F RTP 6	<i>Link with other Travel Plans in Barnet</i> Provide residents with information and contacts for other TPs within Barnet (i.e., School Travel Plans)	Prior to occupancy of 50th dwelling, ongoing	TPC	E, G
F RTP 7	<i>Promote 'National Walking Month' to Residents</i> <a href="http://www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month-2019">www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month-2019</a> Ensure national Walking Month is promoted to all residents.	Prior to occupancy of 50th dwelling then annually	TPC	A, C, G
F RTP 8	<i>Promote 'National Bike Week' to Residents</i> <a href="http://www.cyclinguk.org/bikeweek">www.cyclinguk.org/bikeweek</a> Ensure national Bikeweek is promoted to all residents.	Prior to occupancy of 50th dwelling then annually	TPC	A, C, G
F RTP 9	<i>Promote travel health and exercise benefits of sustainable travel</i> Promote the health and exercise benefits of walking and cycling to residents. This will include providing contact links to local walking or cycling clubs or facilitating the site setting up its own clubs.	Prior to occupancy of 50th dwelling then annually	TPC	A, B, E, F
F RTP 10	<i>Promote time and money saving benefits of sustainable travel</i> Promote the economic and time saving benefits of working at home or traveling by sustainable mode via leaflet or email marketing.	Prior to occupancy of 50th dwelling then annually	TPC	A, B, E, F
F RTP 11	<i>Promote benefits of Public Transport</i> Promote the use of local bus and rail services including any ticketing initiatives, promotions or rail cards including 'bus/rail' ticket integration.	Prior to occupancy of 50th dwelling then annually or as promotions occur	TPC	A, C, E
F RTP 12	<i>Report transport infrastructure and services defects/problems</i> Enable residents to email TPC to report problems with transport infrastructure and services. TPC will report to relevant organisation.	Prior to occupancy of 50th dwelling then as required	TPC	A, F
F RTP 13	<i>Brief Sales Team</i>	3 months after first occupation of the site, then annually thereafter	TPC	A, B, E, F, G



	Brief the development sales teams on the background of the Travel Plan, its purpose and measures.			
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## 8.0 Monitoring and Review

- 8.1 A key part of the TP will be regular, annual monitoring of residents' travel habits. This is important to ensure the TP remains relevant, delivers the initiatives that residents will use and achieves the objectives and targets set out in this Plan.
- 8.2 A Residents Travel Survey will be regularly undertaken for the duration of the Travel Plan to gather information that will be monitored and reviewed by the TPC in partnership with the TPWG. The first survey will be undertaken after one year of the first occupation of the site.
- 8.3 An example of the Travel Survey (which will be i-TRACE/TRICS compliant) is included in **Appendix C**. This will be adapted to suit the needs of residents as the TP progresses.
- 8.4 Information will be reviewed by the TPC in conjunction with the TPWG and an annual monitoring report will be prepared and issued to the Local Authority and TfL for its review.
- 8.5 Where Targets within this TP are not being met, further promotion of sustainable travel and promotion of this TP will be undertaken to all residents of the development.
- 8.6 Given that this TP is a 'dynamic strategy' which will continually evolve through the Monitoring period, it is expected that the Targets and initiatives will be revised and updated over time. Any future amendments to this TP and any new Targets will be agreed by the Managing Agent appointed by Comer Homes in writing and complied with thereafter.

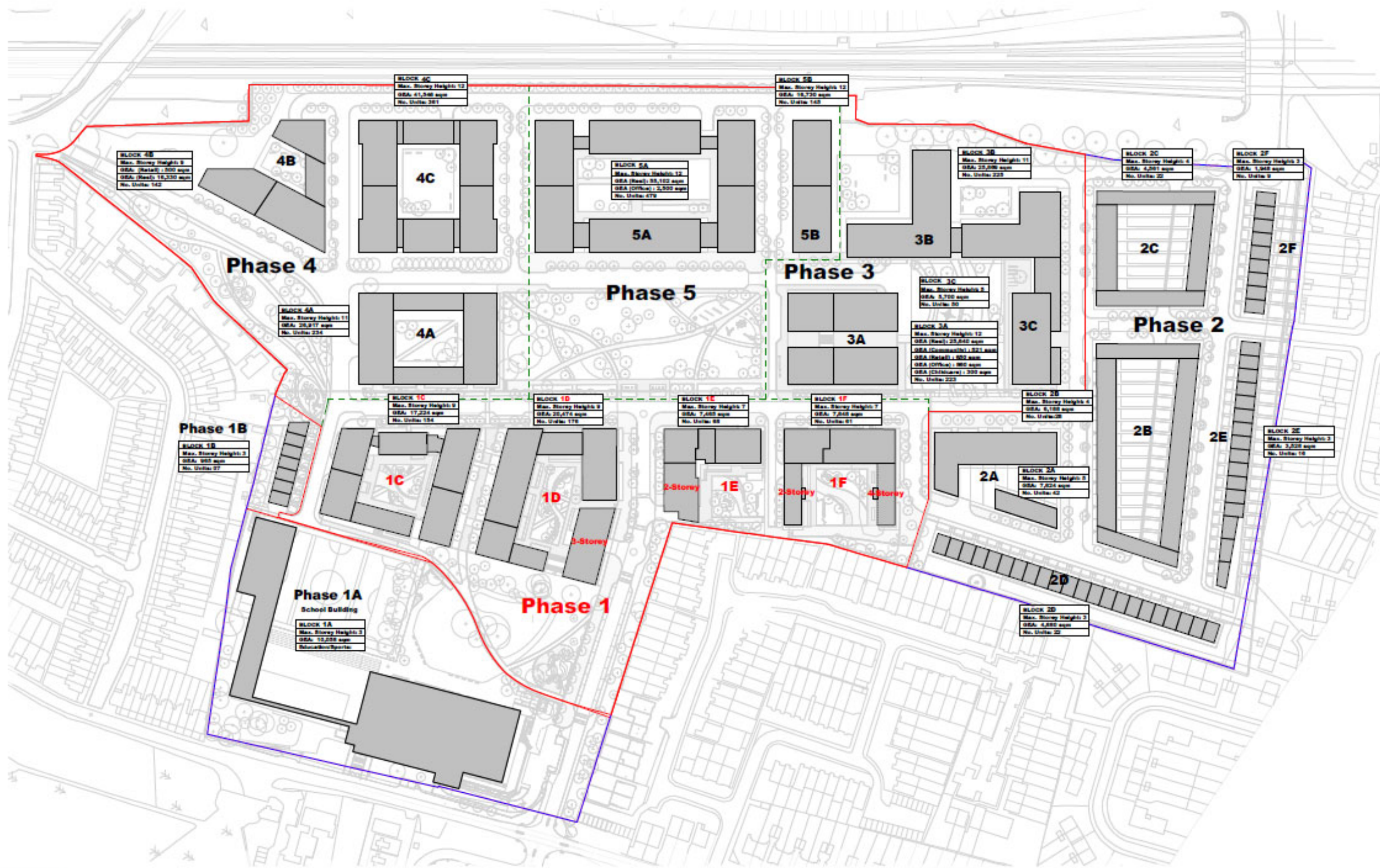
## 7.0 Travel Plan Contacts

7.1 The following are key contacts and resources for the Travel Plan

- **Travel Plan Co-Ordinator 2021**  
TBC
  
- **TfL**  
<https://tfl.gov.uk/plan-a-journey/>
  
- **Living Streets (promoting walking)**  
<https://www.livingstreets.org.uk/>
  
- **Sustrans (promoting walking and cycling)**  
<https://www.sustrans.org.uk/>  
<https://www.sustrans.org.uk/map-ncn>
  
- **Barnet Liftshare**  
<https://liftshare.com/uk/journeys/to/barnet-greater-london-uk>
  
- **Zipcar**  
<https://www.zipcar.com>
  
- **Traveline**  
<https://www.traveline.info/>
  
- **National Rail**  
<https://www.nationalrail.co.uk/>







**General Notes**

- 1. Development Zones (within which development can occur) and public open spaces are identified on drawing number 211\_WS\_02\_01
- 2. Access and circulation routes are identified on Drawing number 211\_WS\_02\_02
- 3. Landscape treatments are identified on drawing number 211\_WS\_02\_03
- 4. Allowable use at ground floor frontages are identified on Drawing number 211\_WS\_02\_04
- 5. Allowable horizontal limits of deviations are identified on Drawing number 211\_WS\_02\_05
- 6. Proposed site ground levels and allowable vertical deviations are identified on Drawing number 211\_WS\_02\_06
- 7. Heights and allowable vertical deviations are identified on Drawing number 211\_WS\_02\_07
- 8. Basement extents and allowable horizontal and vertical deviation are identified on drawing number 211\_WS\_02\_08

**Additional Notes**

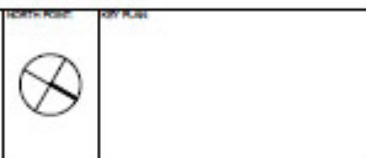
- 1. Refer to Section 5 of the Design Principles Document for further guidance on the Development Zone.
- 2. Refer to section 4 of the Design Principles Document for further guidance on the Public Open Space Zones, access routes typologies, and landscaping treatments of streets and spaces.
- 3. Refer to section 3 of the Design Principles Document for further guidance on the streets and circulation route.

**NOT TO SCALE IN REPORT APPENDICES**

NO.	REV.	DATE	DETAILS	INITIALS

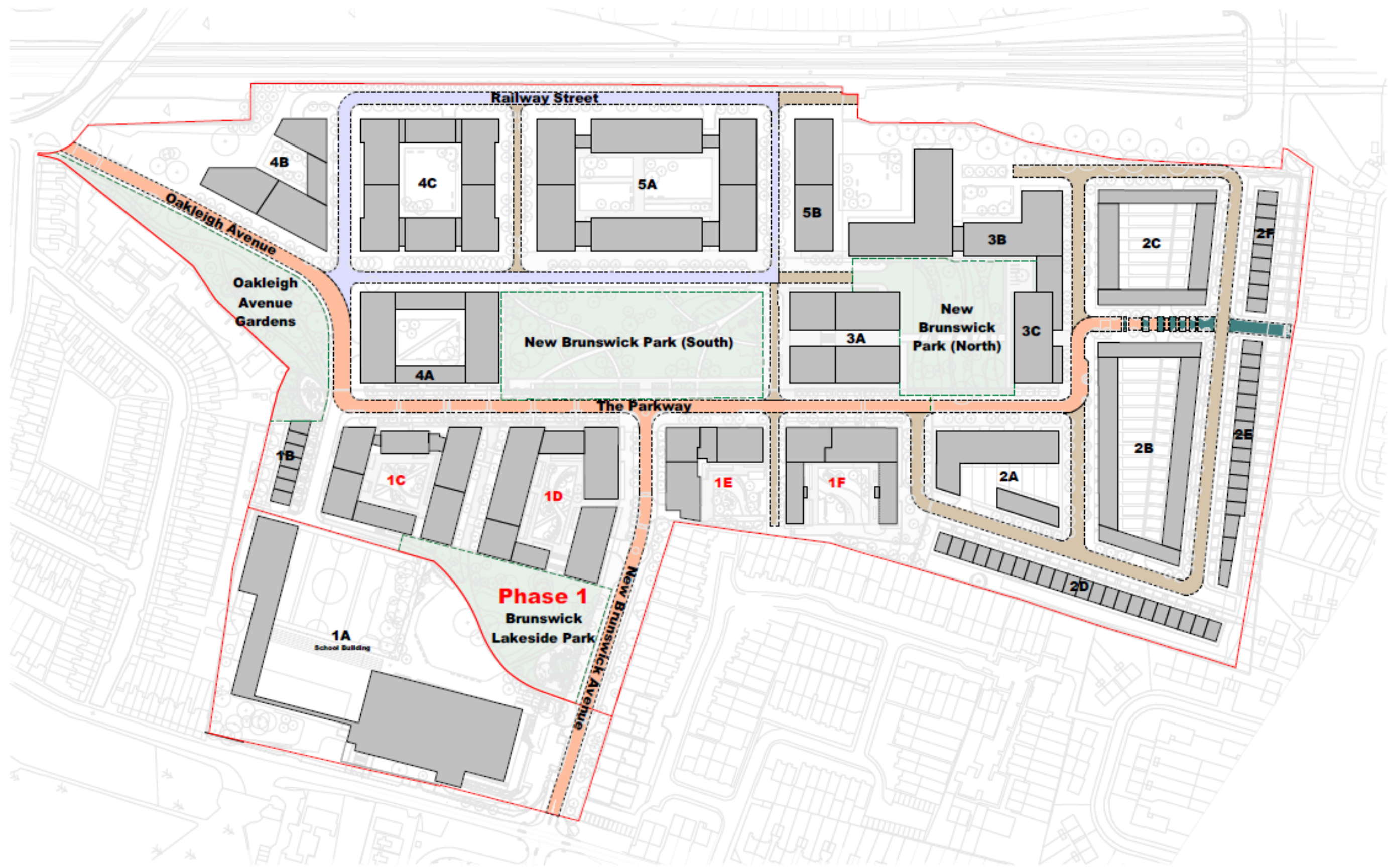
**Legend**

- Planning Application Boundary
- Public Open Space
- Detailed Application Zone Blocks
- Phase 1 Detailed Application Zone Reference
- 1A Detailed Application Zone Block Reference
- + 57.00 Proposed Site Basement Level (AOD) Limit of Deviation +/- 2.0m
- Phasing of Outline Component of Application



**11 PLUS ARCHITECTURE**  
 Registrar Chambers, Bishopsgate Street, South 2, London, UK www.plusarchitecture.co.uk 020 7546 1234

PROJECT	North London Business Park	PROJECT	211
CITY	The Curve Group	DRAWING NO.	211_WS_02_01
TITLE	Proposed Development Zone Plan	DATE	1.1.2020
SCALE	1:1000	SCALE BY	1:1000
DATE	1.1.2020	SCALE BY	1:1000



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6. Proposed site ground levels and allowable vertical deviations are identified on Drawing number 211\_WS\_02\_06
7. Heights and allowable vertical deviations are identified on Drawing number 211\_WS\_02\_07
8. Basement extents and allowable horizontal and vertical deviation are identified on drawing number 211\_WS\_02\_08

**Legend Minimum Street Widths**

- Primary Streets:**
  - Oakleigh Avenue to Site Boundary - 30m
  - The Parkway - 24m
  - New Brunswick Avenue - 25m
- Secondary Streets:**
  - SST 02 - 20m
  - Railway Street - 25m
- Tertiary Street:**
  - SST 03 - 21m
- Weirdale Link-20m

**Additional Notes**

1. Plan shows the route typologies proposed between blocks. The exact location of routes can move horizontally to reflect the block frontage deviations in drawing number 211\_WS\_02\_05
2. All routes are subject to the minimum street widths identified on drawing number 211\_WS\_02\_05
3. Refer to Section 2 of the Design Principles Document for additional principle on access and circulation.

**NOT TO SCALE  
IN REPORT  
APPENDICES**

NO.	REV.	DATE	DETAILS	INITIALS

NO.	REV.	DATE	DETAILS	INITIALS

**Legend**

	Planning Application Boundary
	Public Open Space
	Detailed application Zone Blocks
	Detailed Application Zone Reference
	Detailed Application Block Reference

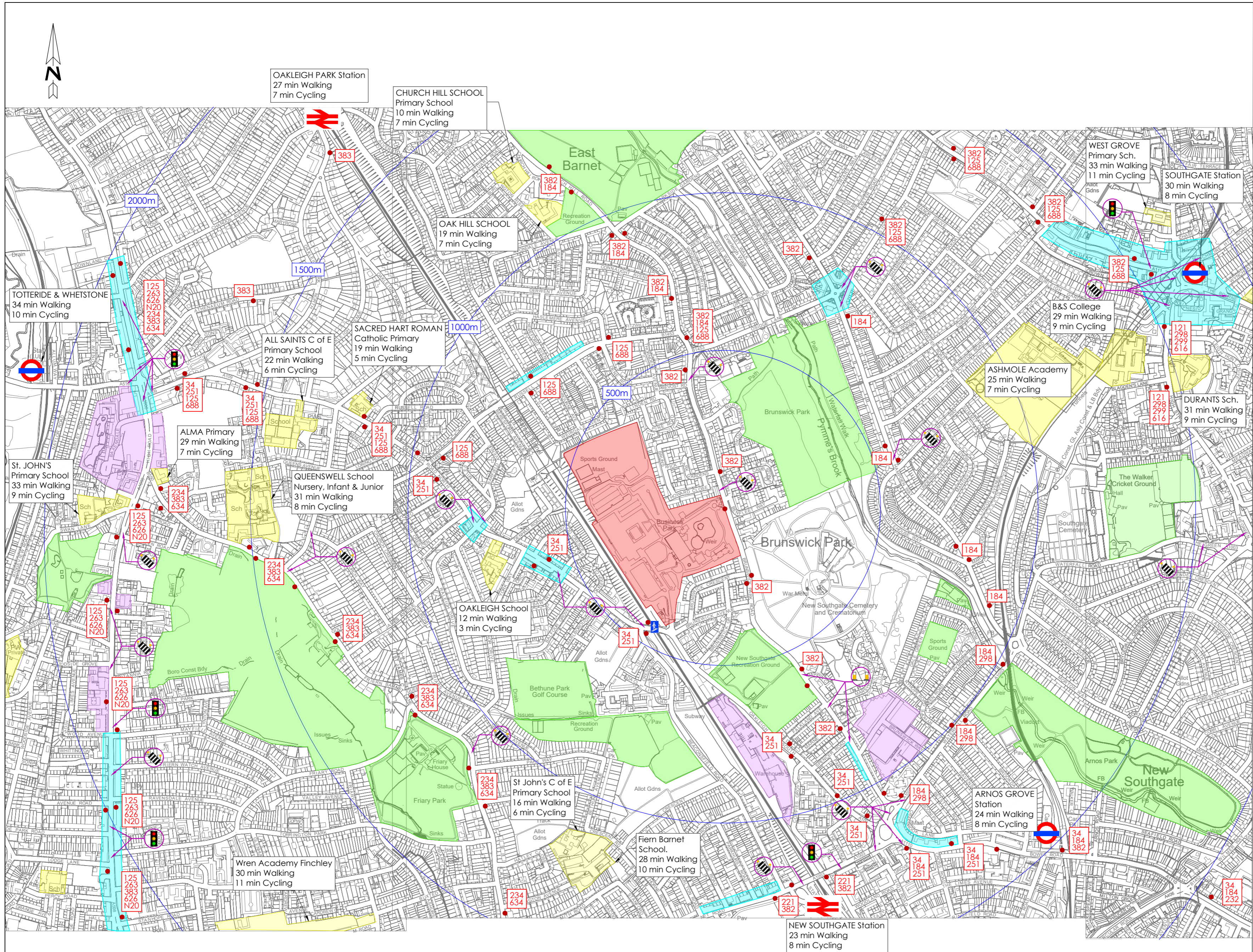
	Primary Route
	Secondary Route
	Tertiary Route
	Weirdale Link

	North
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<b>PLUSARCHITECTURE</b>		<small>Ecological Architects, Ecological Street, Suite 2, Inland, W. www.plusarchitect.com 011 853 1211</small>	
PROJECT	North London Business Park	PROJECT	0476
CLIENT	The Corner Group	PROGRESSIVE	211_WS_02_02
TITLE	Access & Circulation Plan	SCALE BY A1	1:1000
DATE TYPE	Planning	DATE BY A1	1:2000







- KEY**
- SITE
  - SCHOOLS/COLLEGES
  - EMPLOYMENT AREAS
  - RECREATIONAL FACILITIES
  - SHOPS/RETAIL OUTLETS
  - BUS STOP
  - BUS SERVICES
  - UNDERGROUND STATION
  - RAILWAY STATION
  - ZEBRA CROSSING
  - UNCONTROLLED CROSSING
  - SIGNALISED CROSSING
  - ELEVATED CROSSING

ALL DISTANCES AS MEASURED FROM THE CENTRE OF THE SITE

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
New Southgate, Royal Brunswick Park London					
Drawing Description					
Accessibility Plan					
Project Number			Drawing Number		
ST-3013			02		
Scale		Date	Drawn	Checked	Approved
NTS@A2		22.03.21	LGM	PLC	XXX
Client			Architect		



## Residents Travel Survey

Private & Confidential

Please return by: *{insert date}* to *{insert email}*

### SECTION A – ABOUT YOU

**A1** What is your gender?

Male	
Female	
Prefer not to say	

**A2** What is your age?

Under 25	
25-34	
35-44	
45-54	
55 or over	

**A3** How many people live in your household?

**A4** How many cars in your household?

**A5** What is your employment status?

Employed	
Unemployed	
Student	
Retired	
Prefer not to say	

## SECTION B - YOUR TRAVEL

**B1** How do you normally travel?

	Usually	Sometimes	Never
Car-as driver			
Car as passenger			
Bus			
Underground/Train			
Cycle			
Walk-whole journey			
Motorcycle			
Combination of above			

**B2** Where do you travel to?

**B3** How long does it usually take you travel to your destination?

If you usually travel by **car or motorcycle** please complete **SECTION C** otherwise please go to **SECTION D**.

### SECTION C - ONLY FOR JOURNEY BY CAR/MOTORCYCLE

**C1** Why do you normally drive (or get driven) to your destination?

**C2** What would encourage you to walk as a main mode of travel?

**C3** What would encourage you to cycle as a main mode of travel?

--

**C4** What would encourage you to travel by public transport?

--

*Car sharing is a practical way to reduce the cost of getting to work, it also helps to reduce peak hour traffic congestion and pollution.*

**C5** What would encourage you to car share as a main mode of travel?

--

**GO TO SECTION E IF YOU HAVE COMPLETED SECTION C, IF YOU DO NOT TRAVEL BY CAR/MOTORCYCLE PLEASE COMPLETE SECTION D**

**SECTION D**

PLEASE ONLY COMPLETE THIS NEXT SECTION (D) IF YOUR JOURNEY IS MADE BY PUBLIC TRANSPORT/WALKING/CYCLING.

**D1** Is a car available for your journey?

Yes	
No	

**D2** Why do you normally travel as you have indicated?

--

**SECTION E – PLEASE COMPLETE THIS SECTION**

E1 Prior to undertaking this survey were you aware of the Travel Plan and measures and targets?

Yes	
No	

E2 Please use this space to provide further information you would like to provide about your existing travel routine including anything that may encourage you to walk, cycle, car share or use public transport more often.

Thank you for your time and assistance with this survey.

If you would like further information on the Travel Plan or to receive regular information on travel planning please provide your name and email contact details to the Travel Plan Co-Ordinator at:  
*{insert email}*