

B&Q Broadway Retail Park, Cricklewood Lane,
Cricklewood, NW2 1ES

TRANSPORT STATEMENT OF COMMON GROUND

Planning application Ref: 20/3564/OUT

Planning Inspectorate Ref: APP/N5090/V/22/3307073

Date: 10th January 2023



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1.0 INTRODUCTION

1.1 The Relevant Parties

1.1.1 This Transport Statement of Common Ground ('SoCG') (CDI.04) has been agreed between:

- The **Applicant:** Montreaux Cricklewood Developments Ltd
- The **Local Planning Authority:** The London Borough of Barnet (the 'Council')

1.1.2 The Applicant seeks to bring the site forward for residential-led mixed-use development in accordance with the Development Plan (CDF.01 to CDF.06) and the National Planning Policy Framework (the 'Framework') (CDE.01).

1.1.3 The Applicant submitted an outline planning application to the Council on 31st July 2020, which was validated on 19th August 2020. The application was given planning reference number 20/3564/OUT (the Application').

1.1.4 The agreed description of development (the 'Development') is:

“Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1049 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 18 storeys along with car and cycle parking landscaping and associated works”

1.1.5 Pursuant to the powers conferred under section 77 of the Town and Country Planning Act 1990, the Application was called in by the Secretary of State on 30 August 2022.

1.1.6 The purpose and scope of this SoCG is to identify areas of common ground between the Applicant and the Council in respect of the Application. The SoCG will also identify any matters that are in dispute.

1.1.7 The SoCG is prepared in accordance with rule 14 of the Town and Country Planning (Inquiries Procedure) (England) Rules 2000 and the Planning Inspectorate's Procedural Guide to Called-in Planning Applications – England (July 2020), as required in the letter from the Planning Inspectorate dated 30 August 2022.

1.1.8 This SoCG also refers to documents which are agreed to be relevant to this case.

1.1.9 This Transport Statement of Common Ground sets out agreed matters on the effect of the proposed development on local transport, with particular regard to sustainable travel, effects on the road network and highway safety, and the amount of parking to be provided.



1.1.10 It should be read alongside the Planning Statement of Common Ground (CDI.03) which includes agreed matters in respect of the following:

- Existing Site and Surroundings
- Planning Application Background and Process
- Proposed Development
- Overview of Relevant Planning Policy
- Local Plan Designations
- Housing
- Commercial and Community Floorspace
- Air Quality
- Noise
- Energy and Sustainability
- Flood Risk
- Microclimate
- Archaeology
- Third Party Consultation
- Public Benefits of the Application
- Application Drawings
- Planning Conditions
- Planning Obligations and CIL

1.1.11 Both the planning and transport Statements of Common Ground should also be read alongside the Design and Historic Environment Statement of Common Ground.



2.0 OFFICER'S REPORTS TO PLANNING COMMITTEE

2.1 9th September 2022

2.1.1 The Application was considered by the LBB Strategic Planning Committee on 9th September 2022 (CDD.01 and CDD.02). The officer's report to committee included an explanation of the proposals, including matters relating to transport, means of access and servicing. These are set out below.

Transport effects

2.1.2 A survey of the existing commercial car park (470 spaces) observed 232 vehicle movements during AM peak and 232 vehicle movements during PM peak. The proposed development is expected to result in a significant reduction of peak vehicle movements to 40 (-192) and 42 (- 238) movements per AM and PM peak.

2.1.3 The proposal also seeks the removal of the existing limited-movement junction onto Cricklewood Lane and to redirect residential traffic onto Depot Approach, which would experience an increase of eight additional vehicle trips per peak hour, which would have a non-material effect on the function of the signal-controlled junction onto the A5/Cricklewood Broadway.

2.1.4 Officers noted that the adjoining landowner has objected to the application on the basis that the applicant has no legal right to install a new access onto Depot Approach, which is under the ownership of the objecting party. The Council took legal advice on the matter and were advised that there is no legal basis for resisting the application on the cited grounds, and an appropriately worded planning condition would serve to secure the relevant access for the purposes of planning permission.

2.1.5 The proposed closure of the existing vehicle access from Cricklewood Lane will require a s278 agreement to be made between the Applicant and the highway authority, which would include improvements to the pedestrian environment, and this is included within the agreed heads of terms (CDH.01).

2.1.6 Chapter 15: Traffic and Transport of the ES (CDA.49) identifies the following multi-modal trips. The assessment was based on the July 2020 scheme (1,100 units) and a 'worst case' commercial operation.

- Rail: 133 trips during AM peak and 112 trips during PM peak. Total 1,052 per day.
- Bus: 126 trips during AM peak and 1119 trips during PM peak. Total 1,250 per day.



- Vehicle: 280 trips during AM peak and 232 trips during PM peak. Total 2,219 per day.
- Cycle: Total of 87 trips per day.
- On foot: Total of 2,613 trips per day.

2.1.7 It was concluded that there was sufficient bus and train capacity to accommodate the volume of trips generated by the development, and that there would be no material effect on existing transport infrastructure. This assessment was supported by Barnet's Transport team. The development is therefore considered to be compliant with LP Policy T3, BCS Policy CS9 and DMP Policy DM17.

Car parking.

2.1.8 The proposals involve the removal of all commercial car parking (470) and reprovision of 110 car parking spaces for the use of residents only (reduced to 105 for the 1049 dwellings) . Of these, 32 spaces will be allocated for disabled drivers from the outset with the remaining 73 spaces made available for non-disabled residents with the ability to be reallocated for disabled users in the future. 4 operational spaces will be provided for the non-residential uses.

2.1.9 Overall the development delivers a net-reduction of 361 car parking space on the existing operation of the site. The reduction of car parking in this location was supported in principle in line with the strategic ambition to encourage sustainable and active travel modes, the site's proximity to Cricklewood Station and availability of several bus routes that collectively contribute to a good PTAL rating.

2.1.10 LP Policy T6.1 expects developments in areas with a PTAL rating of 5 to be car-free (except for parking provision for disabled drivers) and developments in Outer London Opportunity Areas not to exceed 0.5 spaces per dwelling. DMP Policy DM17 sets a maximum standard of one parking space per flat. The development's parking ratio is 0.1 spaces per dwelling and therefore complies with the parking standards of the London Plan and BLP.

2.1.11 In consideration of the potential for any overspill car parking that could take place as a result of the development, it is agreed that a contribution for a CPZ of £42,000 will be made through a section 106 legal agreement to implement a CPZ within the vicinity of the site. The legal agreement obligation will also restrict all residents of the proposed development from being eligible to apply for parking permits within existing or extended CPZs.



Cycle parking

2.1.12 Officers were satisfied that the indicative details of the development could demonstrate a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use, and 12 long-stay and 32 short-stay non-residential cycle parking spaces were in accordance with LP Policy T5.

2.2 8th November 2022

2.2.1 The Application was considered again by the LBB Strategic Planning Committee on 8th November 2022 (CDD.03 and CDD.04). The officer's report made two recommendations to committee as follows:

1. Note the lack of material change in circumstances since the original resolution of the Committee was made in September 2021;

2. Authorise officers to represent the Council at the Public Inquiry on the basis of the original resolution and to present evidence to the inquiry in support of the application.

2.2.2 However, contrary to the officers' recommendation, the Committee agreed a putative reason for refusal as follows:

“That Members direct officers that they would have been minded to refuse the application and that officers should give evidence to the Planning Inquiry resisting the scheme, due to the fact that the proposed development and parameters sought, by virtue of an excess in height, scale and massing would result in a discordant and visually obtrusive development that would demonstrably fail to respect the local context, to the detriment of the character of the area, and the setting of the adjacent Railway Terrace Conservation Area, and would therefore not constitute a sustainable development and would be contrary to the Local Plan.”

2.2.3 The wording of the putative reason for refusal states that the Proposed Development would 'therefore' not constitute sustainable development. This infers that any reference to whether the development is sustainable or not, relates to the Proposed Development's height, scale and massing, and their relationship with the local context, and the resultant effect on the character of the area and setting of the adjacent conservation area. The putative reason for refusal does not state that the Council considers the Proposed Development is unsustainable in terms of means of access, transport, parking or servicing.

3.0 TRANSPORT MATTERS AGREED BETWEEN THE APPLICANT AND THE COUNCIL

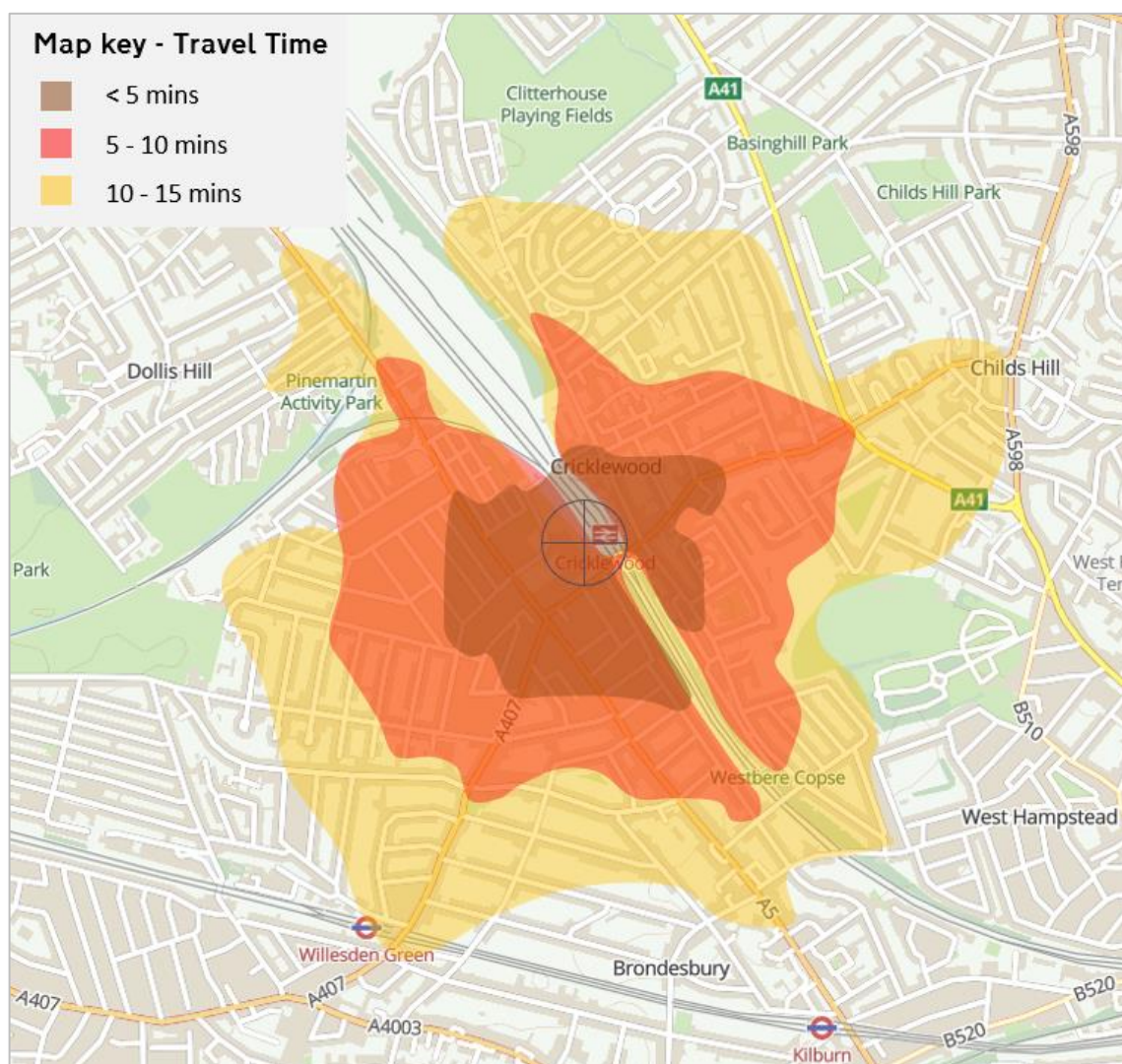
3.1.1 This section sets out those issues in respect of transport, means of access and servicing that have been agreed between the Applicant and the Council as being non-contentious.

3.2 Existing transport conditions

3.2.1 The most recent Transport Assessment (TA) was prepared in support of the Application in March 2021 (CDA.26). Chapter 3 of that report included a review of the local transport network. Given the time that has elapsed since the preparation of that report, the transport network has been reviewed in December 2022. The descriptions in the TA March 2021 are correct except for the following updated information.

3.2.2 Figure 2.1 below is an updated Pedestrian Isochrone Plan.

Figure 2.1 – Pedestrian isochrones





3.2.3 The junction of Cricklewood Lane/Cricklewood Broadway/Chichele Lane was upgraded in 2021 and now includes improved crossing facilities for pedestrians and advance cycle stop lines on all four arms.

3.2.4 The current summary of bus routes available within a maximum 300m walk from the Application Site is shown in Table 2.1 below.

Table 2.1 – Bus route summary (December 2022)

No	Details	Duration	Frequency
16/N16	Cricklewood – Kilburn - Victoria	0626-0110	10-12 mins
32	Edgware - Burnt Oak - Cricklewood - Kilburn	0600-0053	7-8 mins
189	Brent Cross- Cricklewood-Marble Arch	24hr	9-12 mins
226/N266	Ealing - Cricklewood - Pennine Drive - Golders Green	0508-0113	12 mins
245	Alperton - Cricklewood - Golders Green	0525-0010	10-12 mins
260	Golders Green - Cricklewood - White City	0514-0019	12 mins
266	Brent Cross- Cricklewood- Acton	0640-0037	10 mins
316	Cricklewood - Queen's Park - White City	0549-0038	12 mins
332	Neasden <i>Tesco</i> - Cricklewood - Kilburn - Paddington	0544-0043	10-12 mins
460(North Finchley- Cricklewood- Willesden	0538-0039	12 mins
632	Kilburn Park - Cricklewood -Grahame Park	0750-0754	3 per day

3.2.5 The current summary of existing rail services from Cricklewood Station is shown in Table 2.2 below.



Table 2.2 – Summary of existing services from Cricklewood Station

Route	Duration	Frequency	Capacity
Sutton (Surrey)	0458-2331	15 mins	8 carriages
Sutton via Wimbledon	0317-2331	15mins	8 carriages
Luton	24hr	30 mins	8 carriages
London Blackfriars (on Sutton route)	24 hours	15 mins	8 carriages
St Albans	24 hours	15 mins	8 carriages

3.2.6 In every other respect, the description of the local transport network in Chapter 3 of the revised TS (March 2021) (CDA.26) is correct.

3.3 Method of assessment

3.3.1 The Application was supported by a Transport Assessment (July 2020) and Framework Travel Plan (July 2020) prepared by Entran Limited (CDA.19) in accordance with the DfT/DCLG 'Guidance on Transport Assessment' (2007); DCLG planning practice guidance 'Travel plans, transport assessments and statements in decision taking' (2014); and TfL 'Healthy Streets TA recommended contents' (2019) (CDE.014). A revised TA (CDA.26) was submitted in March 2021 including an Active Travel Zone Assessment prepared in accordance with TfL Active Travel Zone guidance. Technical Note 5 entitled 'Traffic Impact Assessment' was submitted in June 2021 (CDA.28).

3.3.2 In accordance with the above guidance, a traffic survey was carried out in June 2019 in order to determine baseline traffic flows on the local highway network as described in the TA, and to establish vehicle trips associated with the existing use of the Application Site. The survey locations and methodology were agreed in advance between Entran (on behalf of the Applicant) and the Council.

3.3.3 The TRICS® database is the industry standard for determining predicted multi-modal trips associated with proposed developments. The TRICS database was interrogated in accordance with the TRICS Consortium Ltd guidance.

3.3.4 As observed vehicle trips were available for the existing use of the Application Site, the baseline multi-modal trips were based on observed vehicle trips combined with TRICS trip rates for all other modes.



- 3.3.5 The residential element of the Proposed Development comprises flats only with no houses or maisonettes. The TRICS selection criteria used in Technical Note 5 (CDA.28) used the sub-categories of *Residential C – Flats Privately Owned*, and *Residential D – Affordable/Local Authority Flats*. The alternative sub-category *Residential M - Mixed Private/Affordable Housing* includes site which comprise a mix of flats, houses and maisonettes. The TRICS database does allow for those sites which include houses and maisonettes to be excluded from the selection criteria, but this would result in a reduced number of survey sites. The use of sub-categories Residential C and D (flats) provides a higher number of surveys sites and allows for a bespoke split between private and affordable dwellings.
- 3.3.6 Technical Note 5 (CDA.28) demonstrates that the selected TRICS survey sites all have higher levels of car parking than the Proposed Development and therefore the trip rates per dwelling were converted into trip rates per parking space in order to derive predicted vehicle trips for the Proposed Development. This method provides a more accurate prediction of vehicle trips for a low-car scheme such as the Proposed Development rather than simply applying trip rate per dwelling derived from the TRICS sites with higher parking provision. The resultant vehicle trips in Technical Note 5 are agreed.
- 3.3.7 The Proposed Development is predicted to generate 40 and 42 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. This compares with the existing site that generates 144 and 194 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. On this basis the Proposed Development is predicted to result in an overall net reduction in traffic in the order of 104 and 152 two-way vehicles trips during the weekday AM and PM peak hour periods. The Proposed Development is predicted to result in a significant net reduction in peak hour traffic when compared to the existing retail use.
- 3.3.8 The Proposed Development is not predicted to have any adverse effects on the operational capacity or safe operation of the Depot Approach / Cricklewood Broadway (A5) junction or the Cricklewood Broadway (A5) / Cricklewood Lane junction.



3.4 Transport related proposals

Healthy Streets

- 3.4.1 Officers strongly supported the illustrative proposals to deliver high-quality improvements to the Cricklewood Green public space and encouraged the Applicant to consider how the development would interact with ongoing Cricklewood Lane/Cricklewood Broadway highway improvements.
- 3.4.2 The Application included a Healthy Streets assessment for the illustrative internal routes through the Site and the proposed access routes to the site, which indicated that an overall enhancement to walking/cycling environment will be delivered; however, Officers outlined their expectation that a development of the proposed scale should be supported by an Active Travel Zone (ATZ) assessment, and therefore recommended the Applicant extend their assessment to consider walking and cycling routes within 20 minutes of the site to identify other walking and cycling improvements.
- 3.4.3 An ATZ assessment was carried out in accordance with TfL guidance and submitted in support of the application, appended to the revised TA (CDA.26) in March 2021.

Sustainable transport

- 3.4.4 Officers noted that the Proposed Development would generate an additional demand of 126 and 119 bus trips. The GLA Stage 1 report (CDB.01) requested a directional assessment model to be submitted in support of the application. A gravity model was included in the submitted ATZ assessment which identified the distribution of bus passengers. Officers noted that the Proposed Development would generate 133 and 112 rail trips in the AM and PM peak periods, respectively; however, the GLA welcomed the Applicant's commitment to safeguard land so as not to preclude future southern access into Cricklewood Station and willingness to make a contribution towards improvements to the pedestrian route beneath the rail bridge.

Effects on the road network

- 3.4.5 The Proposed Development will result in a significant net reduction in vehicle trips during the highway peak periods and across the day as a whole when compared to the existing retail park.
- 3.4.6 The Traffic Impact Assessment set out in Technical Note 5 (CDA.28) demonstrates that the redevelopment of the Broadway Retail Park for a residential-led mixed-use development will have an overall beneficial effect on highway capacity and safety and will have no material adverse effects on any individual junction. Officers agreed with this conclusion.



Highway safety

- 3.4.7 The revised TA (CDA.26) included an accident review based on three years' personal injury accident data in the vicinity of the Application Site.
- 3.4.8 The principle of removing the existing vehicular access point onto Cricklewood Lane and redirecting all vehicle access via Depot Approach is supported in principle subject to a Stage 1 Road Safety Audit. The removal of turning vehicle movements on Cricklewood Lane and the removal of a side road crossing for pedestrians will result in an improvement in local highway conditions for all road users.
- 3.4.9 The Proposed Development will result in a net reduction in vehicle trips and an increase in pedestrian and cycle trips.

Car and cycle parking

- 3.4.10 Officers supported the proposed level of car parking, originally seeking up to 110 parking spaces for residential use but reduced to 105 spaces in line with the revised schedule of accommodation, which is able to provide a 3% parking for disabled persons from the outset and up to 10% parking for disabled persons if required. An initial 20% (21) of all car parking spaces will be provided with active electric vehicle charging points (EVCP). The remaining 88 spaces (including 4 operational spaces for the commercial uses) would be provided with passive EVCP for future adaption. The GLA expects the Council to impose a legal restriction to exempt future residents from being able to obtain a local on-street parking permit.
- 3.4.11 Car parking provision at a ratio of 1 space per 10 dwellings plus operational parking for non-residential uses is agreed subject to improved accessibility measures, suitable overspill parking control / protection and the provision of measures to promote sustainable travel choices.
- 3.4.12 Future residents of the Proposed Development should not be eligible for on-street parking permits. S106 cannot legally be used for this purpose; however, S16 of the GLCGPA1974 may be used within London Boroughs.
- 3.4.13 Officers were supportive of the Applicant's commitment to deliver car club parking on-site or make a contribution towards delivery.
- 3.4.14 The provision of a Car Club as part of the Proposed development will be secured by condition (or S106); the number of spaces will be determined at the reserved matters stage in consultation with LBB and potential commercial operators. The uptake of Car Club membership will be monitored as part of the Travel Plan; this will inform the number of spaces in successive phases. Car Club parking should be provided on-site in a visible location.



- 3.4.15 The Proposed Development will make a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement). This will address any potential issues or concerns related to overspill car parking.
- 3.4.16 The proposed level of residential cycle parking was considered to comply with Policy T5 of the London Plan.
- 3.4.17 Cycle parking provision will be provided in accordance with the London Plan 2021 (CDE.03). For the Illustrative Masterplan (CDA.89) this equates to 1846 long-stay and 28 short stay cycle parking spaces for the residential use and 12 long-stay and 32 short-stay cycle parking spaces for the non-residential uses. The phased provision / design / location of long and short term cycle parking should be detailed as part of the reserved matters submissions.
- 3.4.18 The total quantum of cycle parking provision is dependent on the unit mix as the London Plan 2021 standards differ for dwellings of different sizes, and will therefore be determined by any reserved matters or full planning applications. Officers requested that the cycle parking should be amended to meet the advisory document 'London Cycling Design Standards' and the parking spaces should include 20% Sheffield stands, at a minimum of 1.2 metres spacing, with 5% capable of accommodating a larger/wider cycle such as a cargo cycle, cycle trailer or a cycle constructed for use by a disabled cyclist. A series of amendments to the proposed cycle stores were made to address these requirements. A planning condition requiring the approval of details of the cycle parking prior to implementation should be secured.

Management Plans

- 3.4.19 Officers advised that the framework travel, draft construction logistics plan, and delivery & servicing plans had all been submitted in accordance with the London Plan and final versions should be secured by condition.
- 3.4.20 A Delivery and Servicing Management Plan should be secured by planning condition. This should include the dimensions of the largest vehicles permitted on site.
- 3.4.21 Car and cycle parking provision, management and enforcement will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be secured by appropriate planning condition.
- 3.4.22 A Residents' Travel Plan and Commercial Travel Plan, prepared in accordance with the Framework Travel Plan appended to the revised Transport Assessment (CDA.26) should be secured by planning condition.
- 3.4.23 A Construction Traffic Management Plan should be secured by planning condition.



Transport Improvements

- 3.4.24 The closure of the existing vehicle access onto Cricklewood Lane will require a s278 agreement and should include improvements to the footway between the Application Site and the entrance to Cricklewood Station. The s278 agreement should include the provision of a controlled pedestrian crossing over Cricklewood Lane in a location to be agreed as part of any reserved matters application(s) or full application that includes approval of the site layout. The controlled pedestrian crossing could otherwise be delivered by means of a financial contribution, secured as part of a s106 agreement.
- 3.4.25 The improved footway beneath the rail bridge will be supported by a s106 contribution towards improvements to the underside of the rail bridge.
- 3.4.26 The proposed new landscaped routes through Cricklewood Green will be secured by means of a legal agreement (s278/s106). Likely to be S106 as any works within the public highway will be covered in the S278 mentioned above.

Layout

- 3.4.27 The internal roads and pedestrian and cycle routes are illustrative only. The revised drawings of the two vehicle access points are agreed in principle (Dwg. No. SK305 Rev A and SK305 Rev A) (CDA.27). Detailed access design to be conditioned (reserved matters application).
- 3.4.28 Layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with refuse collections made in accordance with standard trolleying distances (max. 10m drag distance).
- 3.4.29 The Illustrative Masterplan demonstrates that the Proposed Development can accommodate 105 residential car parking spaces plus 4-6 operational car parking spaces for the non-residential use. This level of car parking provision complies with London Plan (CDE.03) Policy T6.



4.0 TRANSPORT MATTERS IN DISPUTE BETWEEN THE APPLICANT AND THE COUNCIL

- 4.1.1 There are no transport, access, parking or servicing matters in dispute between the Applicant and the Council.

5.0 PUBLIC BENEFITS OF THE PROPOSED DEVELOPMENT AND PLANNING OBLIGATIONS AND CIL

- 5.1.1 The public benefits of the proposed development, including transport benefits are set out in detail in the Planning Statement of Common Ground.
- 5.1.2 The agreed planning obligations and CIL heads of terms are set out in the Planning Statement of Common Ground.



6.0 AGREEMENT

6.1.1 This Statement of Common Ground has been prepared jointly between the Council and the Applicant.

Signed on behalf of Barnet Council

Name	Signature	Date
Carl Griffiths	<i>Carl Griffiths</i>	10/01/2023

Signed on behalf of the Applicant

Name	Signature	Date
Richard Fitter	<i>Richard Fitter</i>	10/01/2023