INTERNAL POST

Transportation

To: Borough Planning
Attn: Valerie Okeiy
Ref: 20153050
Date: 11 November 2015

Contact: Fred Raphael
Tel:

Site: 8 Poynton Road, N17 9SL

Proposa Erection of a one-bedroom, two storey dwelling at the rear of the site, in the place of an existing garage

The development site is located in an area with moderate accessibility to public transport. The site has an accessibility rating of 3 (with 0 being the worst and 6b being the highest). The site is accessible by seven (7) bus routes with frequencies from 4 to 12 buses per hour. The average frequency is 8 buses per hour. Northumberland Park BR Station is approximately 824m from the site and can be reached by walking in 10.3 minutes.

The adjoining streets are within a controlled parking zone (CPZ) and therefore are subject to parking controls. The site is within an 'Event Days' CPZ with hours of operation Monday to Friday 5:00 to 8:30 PM and Saturday, Sunday and Public Holidays Noon to 8:00 PM. The development site is not located within the Restricted Conversion Area (as defined by saved UDP Policy HSG 11).

The loss of the garage will result in a small increased demand for on-street car parking, assuming that the garage is currently in use. The displaced parking demand is likely to be no greater than a single car parking space; two (2) spaces when combined with the parking demand created by an additional residential unit.

The loss of the existing garage would render the existing vehicle crossover in Poynton Road redundant. The vehicle crossover will therefore need to be removed and the kerbside space currently occupied by the vehicle crossover can be converted to an additional on-street parking space. With the creation of additional on-street parking in Poynton Road, the net parking effect of the development would be equate to the demand generated by the new residential unit only i.e. 1 car parking space. Such as small parking demand can be absorbed by the existing parking capacity in the adjoining streets.

The proposal includes secure sheltered cycle parking that is deemed to be consistent with the recommendations in the London Plan (FALP. 2015. Table 6.3).

Given the modest scale and nature of the proposal no material transport impacts are expected. The development is therefore considered to be acceptable in transport terms.
Informative
The development will require the removal of an existing crossover and the reconstruction of the footway, the necessary works to re-construct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been

completed. The applicant should telephone 020-8489 1300 to obtain a cost estimate and to arrange for the works to be carried out before the development is occupied. The development cannot be occupied before the footway works have been completed.
Reason: To safeguard the integrity of the local highways network, facility travel by sustainable mode of transport in particular by pedestrians.

For Head of