INTERNAL POST

Transportation

To: Borough Planning
Attn: Valerie Okeiy
Ref: 20161673
Date: 13 July 2016

Contact: Maurice Richards
Tel: 5575

Site: 326 Dukes Mews, N10 2QN

Proposa Prior approval for change of use from B1 (office) to C3 (dwelling house)

There is the concern that this development proposal is located within Muswell Hill restricted conversion area which is subsequently identified as an area prone to extreme parking pressure. Hence, the creation of a non radio-controlled mini cab office at this location, without adequate off-street car parking provisions would exacerbate these parking problems. The Council's UDP 2006 Policy HSG11 lists Muswell Hill as one of the areas where "majority of properties have been converted into flats and are now experiencing problems of extreme parking pressure and a significant adverse effect on residential amenity" and that "any additional increase in on-street parking would be detrimental to the effective operation of the transportation and highways network.
The applicant has not included details of the number of units proposed or and assessment to demonstrate that the proposed development would not result in increasing the on street car parking pressures in the area surrounding this site. Whilst we acknowledge that the existing use of the site will generate some traffic and parking demand this will be during the day when residential car parking demand is at the lowest, we have concerns with the cumulative impact of this development proposal and would object to this for the following reason:
1) The applicant application site is not located in a control parking zone (CPZ) hence there is no mechanism to constrain the parking demand generated by the proposed development in addition the applicant has not proposed providing car parking in line with Saved UDP Policy M10 which requires the applicant to provide minimum car parking.
2) In the absence of the provision of off street car parking spaces the applicant has not provide a car parking survey to demonstrate that there is residual on street car parking spaces available to support the development proposal, or provide that the proposal would not worsen the existing on street car parking pressure, and as vehicles park on double yellow lines would potentially impact on pedestrian safety in the area surrounding the site.

3) The applicant has not proposed providing cycle parking in line with the London Plan (FALP 2015)
4) This in an area which is suffering from high on street parking pressure combined with high car ownership of the existing and potential residents with no control parking zone (CPZ) to restrict on street parking demand by future residents. This will worsen the

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existing on street parking pressure and result in resident double parking or parking on double yellow lines impacting on pedestrian safety.