

James Argles

From: Planning Support
Subject: FW: HGY/2022/2810 - Heritage House 345 Southbury Road EN1 1TW

Sent: 31 October 2022 13:48

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Hello Martin,

Transport comments are as follows:

- a. The proposals comprise: – Demolition of existing buildings, site clearance and preparation works, including removal of vegetation and reprofiling of topsoil, where necessary; – Construction of a new multi-level logistics warehouse unit (Use Class E(g)(iii), B2 and B8) up to 30.5m in height above ground level (agl), including parapet, providing a total of 41,000 sqm gross internal area (GIA) of floorspace, including 37,000 sqm GIA of logistics floorspace (including 1,900 sqm GIA mezzanine) and 4,000 sqm GIA of ancillary office floorspace; – Vehicle access works. These could include alterations to the existing access from Southbury Road to accommodate large vehicles, as well as to tie-in with the proposed development layout; – Construction of new car parking infrastructure, providing 259 car parking spaces (including 10 accessible spaces) and 7 van spaces; – Provision of 139 cycle parking space (96 long-stay and 43 short-stay) in line with local authority requirements; and – Landscaping and public realm improvement works.

These proposal does not meet EIA criteria for Schedule 2 development.

- b. The site is located in an area with moderate to good public transport accessibility (PTAL=3/4).
- c. Existing provision for car parking is 218 spaces plus a further 88 operational spaces. The proposals will include provision for 259 car park spaces and 7 vans. Proposed provision for car parking should be justified.
- d. The EIA screening report submission indicates 'Preliminary vehicle trip rate calculations have been provided by Stantec for the proposed development once operational. The application site currently generates approximately 29 arrivals and 9 departures, totalling 38 vehicles movements, during the weekday AM peak hour, and 16 arrivals and 6 departures, totalling 22 vehicle movements, during the weekday PM peak hour. In comparison, with the proposed development in place, it would be expected to generate approximately 199 arrivals and 187 departures, totalling 385 vehicular movements, during the weekday AM peak hour, and 171 arrivals and 255 departures, totalling 426 vehicle movements, during the weekday PM peak hour. These trip rates are considered to represent a worst-case scenario, not accounting for interventions such as shift working and peak spreading which will be explored by the Applicant'.

While a significant increase in traffic flows is envisaged, it is not expected that this will result in significant adverse impacts. However, a planning application will be supported with a transport assessment / travel plan and a servicing and delivery management plan that will allow impacts to be assessed more comprehensively.

Given the distant location from Haringey and scale of the proposed development, any adverse transport impacts, are unlikely to be significant for Haringey.

Regards,

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Principal Transport Planner.

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