



Mansfield Heights, Great North Road

Transport Statement

Client: Redington Capital

i-Transport Ref: NM/AT/ITL16434-005a

Date: 08 November 2022

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Contents

SECTION 1	INTRODUCTION	1
SECTION 2	POLICY CONTEXT	3
SECTION 3	EXISTING CONDITIONS	7
SECTION 4	PROPOSAL	15
SECTION 5	ASSESSMENT	16
SECTION 6	DELIVERY AND SERVICING PLAN	18
SECTION 7	CONSTRUCTION LOGISTICS PLAN	21
SECTION 8	SUMMARY AND CONCLUSIONS	24

Appendices

APPENDIX A.	Topographic Survey of Site
APPENDIX B.	Existing On-Street Parking Provision
APPENDIX C.	Lambeth Methodology
APPENDIX D.	Parking Survey
APPENDIX E.	PTAL Output
APPENDIX F.	Site Plans

SECTION 1 INTRODUCTION

1.1 Context

- 1.1.1 Redington Capital ('the Applicant') has appointed i-Transport LLP to provide transport and highways support for an application for prior approval under the permitted development rights for a single storey upwards extension to the 'middle block' at Mansfield Heights, Great North Road, N2 to create two residential apartments. The site consists of three buildings. The front block (to Great North Road) is three-storeys high and made of three sections. To its rear is the Site which is a 6-storey taller building, labelled as the 'middle block' and to the rear is a row of 6-linked buildings of 3-storeys each.
- 1.1.2 There are currently two consents at the site which include a permitted development application for a single storey extension to the front and rear blocks to provide 11 additional dwellings, and an application for replacement of ancillary cycle and refuse stores and the layout of the car park. A summary is provided in Section 1.2.
- 1.1.3 The local planning and highway authority is the London Borough of Haringey (LBH).
- 1.1.4 This Transport Statement (TS) has been provided to enable LBH to consider the transport impact of the proposal and how it can be mitigated if necessary. It provides a brief summary of the existing transport and highway conditions in the vicinity of the site, the planning policies against which the application would be tested (if a full planning permission were to be required), a brief description of the development, and a brief analysis of the impact and any necessary mitigation required to support the permitted development.

1.2 Recent Planning History

- 1.2.1 The consented schemes at the site are summarised below, and have been included in the baseline assessment for the proposed development.

HGY/2021/2156

- 1.2.2 This application is for:

"Application to determine if prior approval is required for a proposed: erection of roof extension over detached north and south blocks of flats to provide 11 new residential homes in accordance with the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 20, Class A."

- **Prior Approval Issued 10/09/2021**

HGY/2021/1288

1.2.3 The development description is set out below

“Replacement of ancillary cycle and refuse stores with alterations to building entrances, car park layout and associated development.”

- **Grant Permission 02/07/2021**

1.2.4 This consent has begun to be implemented and includes alterations to the ground level landscaping and cycle storage at the site, which is considered the existing base condition for consideration under this submission. This provided five electric vehicle parking spaces, two enlarged spaces for use by the mobility impaired, refurbishment of existing stores to provide 36 cycle cupboards, and a new refuse store.

SECTION 2 POLICY CONTEXT

2.1 Overview

- 2.1.1 As the application is for prior approval under the permitted development rights, a fully policy compliant scheme is not necessary – the site merely needs to account for its transport and highways impact. However, it is helpful to consider the wider policy context that such an impact is considered against.

2.2 National Policy

National Planning Policy Framework (July 2021)

- 2.2.1 The National Planning Policy Framework (NPPF) sets the following four tests in relation to transport and highways matters.

- 2.2.2 Paragraph 110 presents the primary transport and design tests for new development proposals, stating that plans and specific applications for development should ensure that

- ***“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users;***
- ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

- 2.2.3 The NPPF further states that development: ***“should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*** (ref: NPPF, Paragraph 111).

2.3 Regional Policy

The London Plan 2021

2.3.1 The London Plan establishes parking standards in outer London areas. In a PTAL 4¹ in Outer London, the maximum parking provision as set out in the policy is for up to 0.5 - 0.75 spaces per dwelling for 1-2 bed units, and for 3+ bed units.

2.3.2 The car and cycle parking standards in the London are summarised in Tables 2.3 and 2.4.

Table 2.3: Car Parking Standards

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	Outer London PTAL 4 – up to 0.5 - 0.75 spaces per dwelling Notes: Where Development Plans specify lower local maximum standards for parking, these should be followed. Disabled parking should be provided for all new residential developments. 20 per cent of all spaces must be for electric vehicles with passive provision for all remaining spaces in the future.

Source: London Plan 2021

Table 2.4: Cycle Parking Standards

Land Use	Minimum Cycle Parking Requirements	
Residential dwellings (C3-C4)	Long Stay	1 space per studio or 1 person 1-bedroom dwelling; 1.5 spaces per 2 person 1 bedroom dwelling; 2 spaces per all other dwellings.
	Short Stay	5 to 40 dwellings: 2 spaces; Thereafter: 1 space per 40 dwellings.

Source: London Plan 2021

2.3.3 Additional policies contained in the London Plan are also relevant to this proposal. Regarding parking, Policy T6 – Car Parking states:

- **Policy T6 A** - Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity; and

¹ See Section 3 of the TS for PTAL calculation

- **Policy T6 C** - An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

Accessible London SPG (October 2014)

- 2.3.4 The purpose of the Accessible London SPG is to supplement policies set out within the London Plan and it is designed to provide planning authorities, applicants and the disabled residents of London with guidance as to how to interpret London Plan policies, make clear good practice for inclusion in forthcoming schemes, and what to expect from the planning system with regards to disability access.
- 2.3.5 The document includes expansive text relating to parking provision for those with disabilities and general blue badge parking requirements. This includes, at paragraphs 4.3.7 to 4.3.27, requirements that boroughs should take a flexible approach to provision of disabled parking spaces and that suitable mitigation measures could include the form of conveniently located on-street bays, access to a car club, facilities for the storage and charging of mobility scooters and improvements to local bus stops to provide raised kerbs.

2.4 Local Policy

Haringey Development Management Development Plan Document (DPD) (2017)

- 2.4.1 Transport policy in Haringey is set out in this DPD. Its Policy DM32: Parking establishes the following:

“A. Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B. The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.

C. The Council will support proposals for new development with limited or no on-site parking where:

a There are alternative and accessible means of transport available;

b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;

c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;

d Parking is provided for disabled people; and

e Parking is designated for occupiers of developments specified as car capped."

- 2.4.2 It is therefore clear that the London Plan parking standards are considered the starting point for considering appropriate levels of car parking provision within residential development in LBH.

2.5 **Summary**

- 2.5.1 National policy establishes that development should only be prevented where the impact of the development on transport networks is considered 'severe'. In addition, developments should provide safe and convenient access arrangements and be located in areas with opportunities for sustainable travel. The London and LBH wide policies establish the mechanisms for enabling an assessment as to the potential level of the impact, as well as guidance on car and cycle parking levels.

SECTION 3 EXISTING CONDITIONS

3.1 Overview

- 3.1.1 This section of the TS sets out the existing transport and highway conditions in the vicinity of the site, including extant site use, existing highway network, and the public transport accessibility of the site.

3.2 Site Location and Existing Use

- 3.2.1 The site is on the south side of Great North Road (A1000) close to its junction with the A1/ Archway Road. Its front elevation faces the Great North Road, whilst its rear can be accessed via the A1 (known as Aylmer Road at this section).
- 3.2.2 There are currently 45 flats at the site consisting of 33 No. 2 bedroom and 12 No. 3 bedroom across three blocks. Additionally, permission has been granted for the upwards extension of the front and rear block to provide a further 11 flats.
- 3.2.3 This site has two vehicular crossovers from the Great North Road to access the site, which enable access to the buildings and the communal parking available. Pedestrian access through the site to the A1 is also possible. The topographic survey establishing the existing site layout is provided at Appendix A.
- 3.2.4 The site currently contains 29 communal, unallocated car parking spaces. Recent consented changes ensure that five of these will have electric vehicle charging provision and two are enlarged for use by the mobility impaired.
- 3.2.5 There are 45 existing cycle stores consisting of
- North Block – one store with 6 storage units (with each unit accommodating 1 cycle) – total of 6 cycles;
 - Central Block – one store with 12 storage units (with each unit accommodating 1 cycle) – total of 12 cycles;
 - South Block – one store with 9 storage units (with each unit accommodating 1 cycle) – total of 9 cycles; and

- Communal area - one store with 18 storage units (with each unit accommodating 1 cycle) – total of 18 cycles

3.2.6 Consent has recently been granted, and has begun to be implemented for the communal area of 18 units to be demolished and replaced with 36 units that hold 2 cycles each (72 total). The remainder of the storage units stay as 1 cycle per unit. Therefore, existing storage at the site is for 99 cycles, across 63 stores.

3.3 Existing Highway Network

3.3.1 The site is located on the A1000 Great North Road. This is a wide (10.5m) two way single carriageway road within the control of LBH. It is subject to a 30mph speed limit, is streetlit, and has wide (3.5-3.7m) footways on both sides. Circa 260m to the south east of the site, and Great North Road meets the A1 Archway Road / Aylmer Road in the form of a four arm signal controlled junction. The A1 is part of the Transport for London (TfL) Road Network (TLRN) of “red routes”.

3.3.2 There are only limited parking restrictions in the vicinity of the site on the A1000 which are largely to enhance highway safety. These include double yellow lines indicating prohibited parking at all times across a number of accesses (including the site) and single yellow lines prohibiting parking between various times in various locations as shown diagrammatically in the plan at Appendix B. There is a Controlled Parking Zone (CPZ) on Aylmer Road adjacent to a row of local show.

3.3.3 Woodlands Avenue to the northeast of the site has more restrictions, with large sections covered by double yellow lines.

3.3.4 Some 250m north of the site, the borough boundary with Barnet is accompanied by a CPZ restriction on street parking to permit holders only between 10am-6.30pm Monday to Saturday. Permit allocation is borough specific (so that residents of LBH cannot apply for permits within Barnet).

Car Parking Capacity

3.3.5 A survey of existing car parking demand in the vicinity of the site has been undertaken over two consecutive weekday nights in November 2020. The survey was undertaken to support the previous prior approval application at the site. The methodology and result of the surveys were considered by, and agreed with, LBH officers at the time. The methodology used is consistent

with the “Lambeth method” as provided at Appendix C, and covers all roads within 200m of the site, or as far as the next junction.

- 3.3.6** It is acknowledged that the surveys were undertaken during the second England wide “lockdown” as a result of the Covid-19 pandemic. However, it is considered that such restrictions have little impact on parking surveys in residential areas, as the restrictions prohibit people staying overnight at a location away from their main residence (apart from a number of specific exemptions). Therefore, those residents who own a car are more likely than not going to be at their home during the overnight survey period with their car parked in the vicinity. It is likely that that surveys will record a “worst case” in that there will be more residents at home than normal.
- 3.3.7** The surveys have also included a sensitivity test of parked cars accommodating 6m of road space as opposed to the standard Lambeth method of 5m at the request of LBH officers. The survey also considered existing on-site parking within Mansfield Heights.
- 3.3.8** The full outputs of the surveys are provided at Appendix D, and summarised in Tables 2.1 and 2.2.

Table 2.1: Car Parking Demand – 5m length

Road	Tuesday 24 th November			Wednesday 25 th November		
	Count	% Occupancy	Available Spaces	Count	% Occupancy	Available Spaces
Great North Road (54 unrestricted spaces)	42	78%	12	43	80%	11
Woodside Avenue (14 unrestricted spaces)	10	71%	4	10	71%	4
Total (68 unrestricted spaces)	52	76%	16	53	78%	15
Great North Road (43 overnight permitted spaces)	6	14%	37	5	12%	38

Road	Tuesday 24 th November			Wednesday 25 th November		
	Count	% Occupancy	Available Spaces	Count	% Occupancy	Available Spaces
Aylmer Parade (CPZ – 28 overnight permitted spaces)	15	53%	13	17	93%	11
Total overnight 71 permitted	21	30%	50	22	31%	51
Mansfield Heights (30 spaces)	23	77%	7	24	80%	6

Source: Countsequential & Consultants Calculations. Mansfield Heights parking only includes that accessed from Great North Road access

3.3.9 Table 2.1 demonstrates that utilising the standard Lambeth methodology, there are 68 unrestricted on-street parking spaces combined on Great North Road and Woodside Avenue. The maximum observed number of cars parked was 53, ensuring that 15 spaces remained available to park on street (equivalent to 78% of total provision). There were also six parking spaces remaining un-occupied within the Mansfield Heights application site. Overnight car parking is also permitted on the single yellow lines and in the CPZ bays on Aylmer Parade, where a total of at least 50 parking spaces remained available.

Table 2.2: Car Parking Demand – 6m length

Road	Tuesday 24 th November			Wednesday 25 th November		
	Count	% Occupancy	Available Spaces	Count	% Occupancy	Available Spaces
Great North Road (44 unrestricted spaces)	42	95%	2	43	98%	1
Woodside Avenue (11 unrestricted spaces)	10	91%	1	10	91%	1
Total (55 unrestricted spaces)	52	95%	3	53	96%	2

Road	Tuesday 24 th November			Wednesday 25 th November		
	Count	% Occupancy	Available Spaces	Count	% Occupancy	Available Spaces
Great North Road (38 overnight permitted spaces)	6	16%	32	5	13%	33
Aylmer Parade (CPZ – 24 overnight permitted spaces)	15	63%	9	17	71%	7
Total overnight 62 permitted	21	34%	41	22	35%	40
Mansfield Heights (spaces)	23	77%	7	24	80%	6

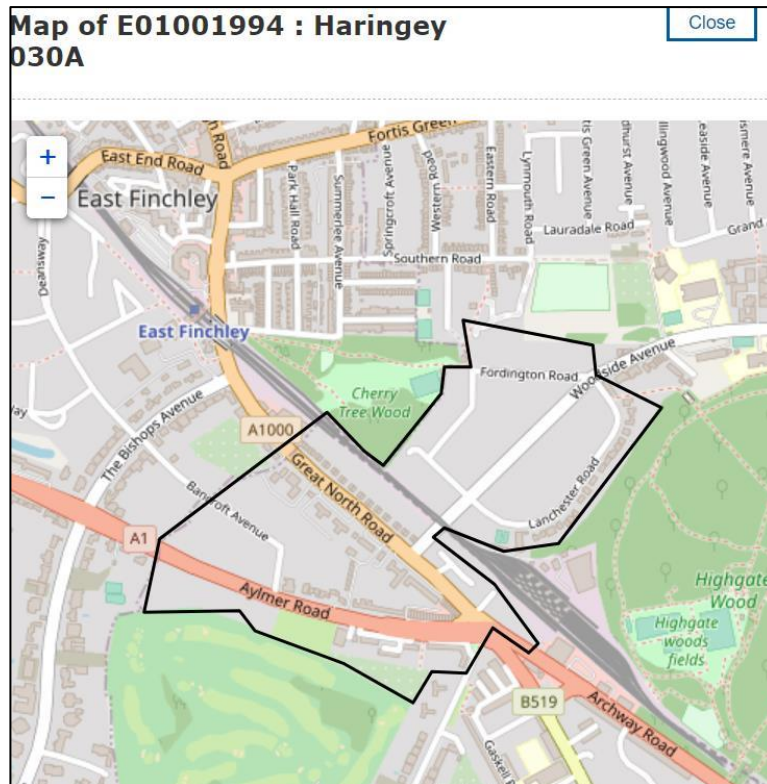
Source: Countsequential & Consultants Calculations. Mansfield Heights parking only includes that accessed from Great North Road access

3.3.10 Table 2.2 summarises the results of the surveys utilising the LBH sensitivity test of 6m length parking spaces. This assessment makes no alterations to the on-site car parking assessment, which remains with at least 6 parking spaces available. However, it does reduce the availability of on-street parking, so that only 2-3 spaces remain available in the unrestricted locations on Great North Road and Woodside Avenue. However, as before, overnight availability in the CPZ and single yellow lines remains high, with 40 or more spaces remaining available during this time period.

Car Ownership

3.3.11 Current car ownership in the area can be determined by way of an analysis of the 2011 Census data. For flatted units in the Haringey 030A output area (which the site sites within the centre of and covers a similar area to the parking survey as shown in Image 3.1) the results demonstrate (from a sample of 460 flatted units) that 48% of properties are occupied by non-car owners, 44% are occupied by those owning 1 car, and 8% of properties are occupied by those owning 2 cars. This equates to a car ownership of 0.63 cars per flat in the local area.

Image 3.1: Haringey 030A Output Map Area



3.4 Walking

- 3.4.1 There are high-quality footways provided within the vicinity of the site, and throughout the area. Most footways are in excess of 3m wide, and tactile paving and dropped kerbs are provided at junctions and pedestrian crossings.
- 3.4.2 There are several signalised pedestrian crossings that provide safe crossing of the A1. The nearest pedestrian crossing is located some 200m south of the site and provides access to several bus services.
- 3.4.3 In addition, East Finchley station, located circa 500m northwest of the site is accessed via the wide footways on Great North Road, and requires the crossing of only one road, The Bishops Avenue.

3.5 Cycling

- 3.5.1 Dedicated cycle routes in the area are limited, although Great North Road has a wide carriageway to ensure adequate space can be provided to cyclists. In the southeast bound direction, cyclists can use the bus lane, and then the advance cycle stop lines at the signal controlled junction with the A1.

3.6 Public Transport

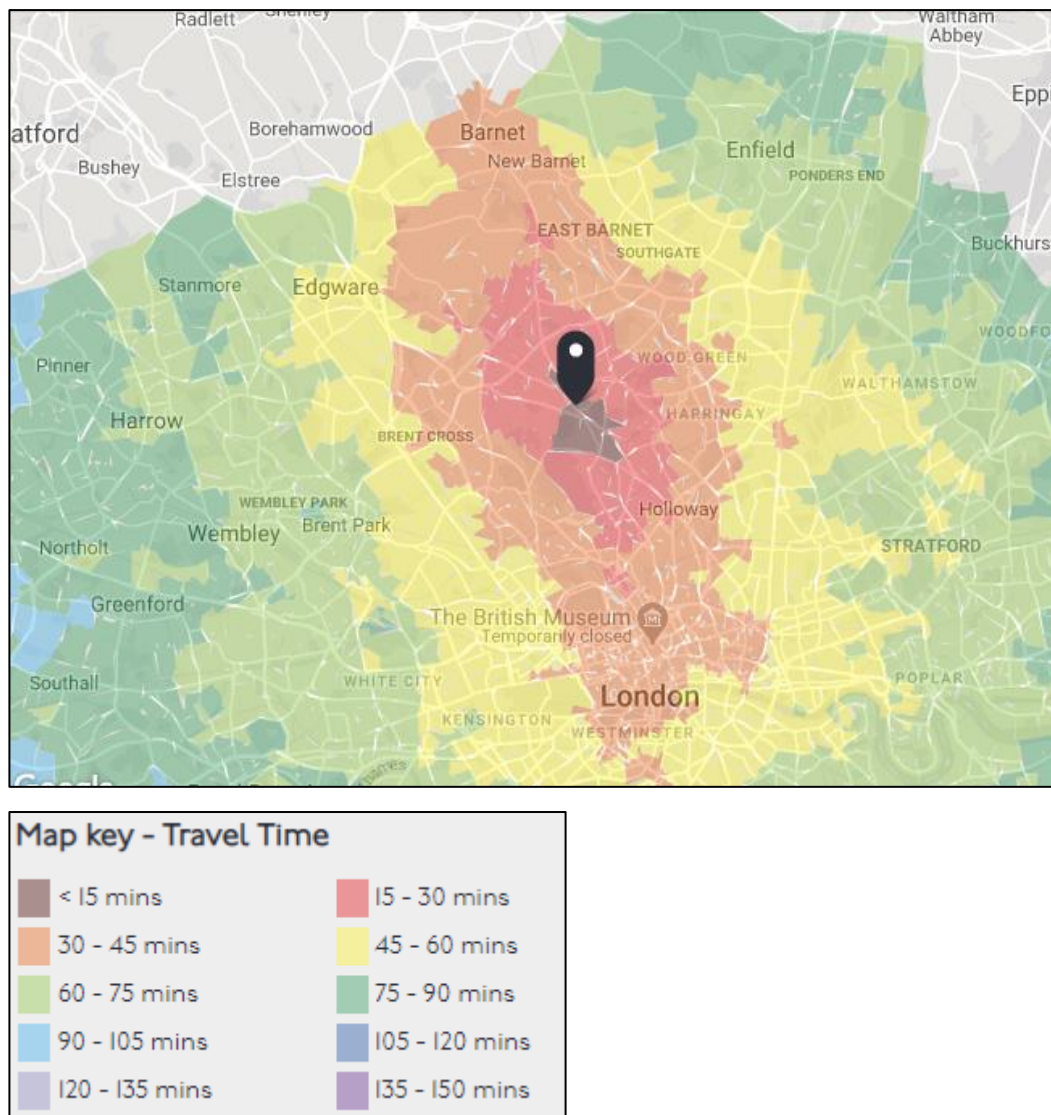
- 3.6.1 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of any point in Greater London to the public transport network, taking into account walking access times and service accessibility. On an individual site basis, TfL recommends that their PTAL spreadsheet macro is utilised for an accurate PTAL, rather than the rough estimates provided on the WebCAT tool.
- 3.6.2 On a scale of 1a (very poor) to 6b (excellent), the site location has been assessed to have a PTAL score of 4 using the macro, suggesting the site has good accessibility to public transport nodes. A copy of the PTAL report is included at Appendix E².
- 3.6.3 The closest bus stop is opposite the site, providing services on routes 234, 263, and 143. These provide direct access to Barnet, Highgate, Highbury, Brent Cross, and Archway. An additional service (Route 102) is accessible via a 500m walk from the stop on The Bishops Avenue.
- 3.6.4 The closest London Underground (LU) service is provided at East Finchley station, located 580m north of the site. This station is on the Northern line, providing direct and frequent services to and through central London.
- 3.6.5 Combined, the bus and LU services provide frequent and direct links to a multitude of destinations across central, north, and south London.

Time Mapping (TIM)

- 3.6.6 TfL also prepare Time Mapping (TIM) plans which can be used to demonstrate journey time to and from a specific location in London by public transport. Image 3.2 shows the average times from the site, via public transport, demonstrating that most of north London is accessible within 30 minutes and central London between 30-45 minutes via public transport.

² The WebCAT tool overestimates the distances to bus stops and Underground stations and therefore indicates the site has a PTAL 3.

Image 3.2: TIM Output



3.7 Summary

- 3.7.1** The site is identified as having good access to public transport, reflected in its PTAL rating of 4. Four bus routes and the London Underground's Northern Line station at East Finchley are all available within a 6 minute walk from the site, along wide footways with only limited crossings required.
- 3.7.2** Overnight parking surveys, undertaken to understand the peak pressure from existing residents' parking, demonstrates under-utilisation of existing on-site parking, and capacity on local streets (significantly so when accounting for where cars can legally park overnight).

SECTION 4 PROPOSAL

4.1 **Overview**

4.1.1 The proposed development is for a single storey upwards extension to the middle block at Mansfield Heights, Great North Road, N2 to create two residential apartments.

4.1.2 The proposed site layout plan is provided at Appendix F.

4.2 **Access Strategy**

4.2.1 The overall site access strategy is identical to that as existing and consented, with this submission making no alterations to the site's outdoor areas or access points.

4.2.2 Any deliveries associated with the new units will take place within the site in accordance with the prevailing conditions.

4.2.3 Refuse collection will occur in the same place as that under the recent planning consent, with the refuse vehicle able to enter the site, turn around to the rear of the middle block, and egress the site in forward gear. No additional refuse vehicle movements will be necessary as a result of the development.

4.3 **Parking Strategy**

4.3.1 Cycle parking is to be provided in the recently consented new secure cycle parking stores, as part of an upgrade of easing underutilised outbuildings. A total of 45 storage units, including a hub of 36 units and a hub of nine units, in the form of separate lockable stores are provided. Each store can accommodate two cycles. There are also four visitor cycle parking spaces in the form of two Sheffield stands provided.

4.3.2 The development will provide no additional car parking spaces within the site. This is in accordance with the overall aims of the London Plan and LBH's DPD Policy 32 in PTAL 4 locations. Future occupiers will have equal access to the on-site unallocated car parking spaces.

4.3.3 An assessment of parking impacts is provided in the following section of this TS.

SECTION 5 ASSESSMENT

5.1 Overview

- 5.1.1 There will be no perceptible impact on the local highway and transport networks as a result of the additional trips generated by the future residents of the two dwellings.
- 5.1.2 However, an assessment of the impact of the increased parking demand has been assessed.

5.2 Car Ownership

- 5.2.1 Section 3 of this TS established the overall car ownership level of existing residential flatted dwellings.
- 5.2.2 Overall, this gave a car ownership per flatted dwelling of 0.63 – equivalent to one car for this proposed two-unit development.
- 5.2.3 Additionally, the previously permitted additional 11 units is likely to result in seven cars. In more detail, five of those units are likely to be occupied by those not owning a car, five occupied by those owning one car, and one unit occupied by those owning two cars.

5.3 Parking Demand

- 5.3.1 Section 3 of this TS also summarises the results of parking surveys, both within the existing on site car park and on the surrounding local streets.
- 5.3.2 The surveys were undertaken during a period of travel restrictions associated with the Covid pandemic. This prohibited people staying overnight away from their own homes, so the vast majority of existing residents in Mansfield Heights and local areas are likely to have been at home and have their cars parked in the vicinity. As such, the survey is likely to have assessed a worst case in terms of existing local overnight parking demand.
- 5.3.3 Future occupiers of the permitted 11 units are likely to own up to a total of seven cars, and future residents of the additional proposed two units are likely to own one car based on local comparable data, resulting in a total of eight additional cars.
- 5.3.4 The results of the parking surveys have demonstrated that there are 6 or 7 parking spaces remaining vacant on site overnight. Therefore, the consented development will likely utilise all

the available remaining spaces on site (noting there is no allocation of spaces). As a result, the one vehicle calculated to be owned by the occupiers of the two new units proposed by this application are likely to create an additional demand to park on street of one car (or equally displace one of the existing on-site cars to on-street).

5.3.5 Based on the parking beat data, and a standard Lambeth methodology of a car length of 5m, six additional cars can be accommodated on street in the unrestricted spaces on Great North Road and Woodside Avenue, and still retain some 9-10 spaces free. This is also on the assumption that existing residents of Mansfield Heights are not parking on street, which would skew the data. On this basis, there would be no material impact on the availability of parking on local streets.

5.3.6 It is only utilising the sensitivity test of a parked car accommodating 6m of kerb length that the additional cars owned by residents would utilise the remaining available space on street in the unrestricted parking bays. However, when allowing for overnight parking on the single yellow lines locations and in the CPZ spaces in the area (which is legally permissible with some spaces only prohibited for one hour between 2pm-3pm on weekdays) there remains significant space (more than 30 spaces) remaining on the local highway network overnight.

5.4 Conclusion

5.4.1 Future occupiers of the permitted 11 units are likely to own up to a total of 7 cars, and the additional proposed two units are likely to own one car based on local comparable data, resulting in an additional eight cars in total.

5.4.2 The existing car park at Mansfield Heights provides 29 car parking spaces. At the time of the overnight surveys, during a period when all occupiers are likely to be residence and therefore their cars parked in the vicinity, it has been demonstrated that there are 6 to 7 car parking spaces on site remaining available overnight. These would be utilised by the future occupiers of the already permitted 11 units. The parking demand for one car from occupiers for the two new units would be accommodated within the available space on street, either in the unrestricted areas, or overnight on the single yellow lines/CPZ spaces (outside of restricted periods – many of the spaces only have a single hour restriction in the middle of the day).

5.4.3 The development will not create any material on-street car parking pressures.

SECTION 6 DELIVERY AND SERVICING PLAN

6.1.1 The proposal is for a small increase in the number of residential units at the site, and therefore it is unusual for a local authority to require a Delivery and Servicing Plan (DSP), particularly when it is clear that such activity does, and can continue to, occur off-street.

6.1.2 Notwithstanding this point, this section provides a draft DSP that can be developed into a full DSP as part of a future planning condition should LBH consider it necessary.

6.2 Purpose

6.2.1 London Plan Policy T7 requires major developments to provide adequate space for servicing, storage and deliveries should be made off-street. Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments. The purpose of a DSP is to provide a framework to better manage all types of freight vehicle movements to and from the development.

6.2.2 The London Freight Plan identifies DSPs as one of four key projects for delivering freight in London more sustainably. The other three measures are the Fleet Operator Recognition Scheme (FORS), Construction Logistics Plans (CLPs) and the Freight Information Portal (FIP).

6.2.3 DSPs are intended to ensure that the operational efficiency of developments is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO₂ emissions, congestion and collisions. DSPs aim to reduce delivery trips, particularly during network peak periods.

6.3 Delivery and Servicing Strategy

6.3.1 All servicing and deliveries associated with the development will take place within the site.

6.3.2 The site already accommodates 45 residential flatted dwellings with their own servicing and waste collection needs. These currently operate without issue. The development makes no alteration to the overall site layout and therefore such movements will continue as a present with all vehicles able to enter and exit the site in forward gear.

6.3.3 The development will require deliveries and refuse collection for the residential units primarily comprising ad-hoc deliveries such as post, home shopping, etc. TfL guidance indicated that such land uses generate in the region of 0.12 servicing trips per unit per day. When this is applied to the development, it is equivalent to circa one vehicle trip per day. It is likely that some deliveries will be consolidated, i.e. post deliveries may occur to every unit but this will only require one vehicle trip.

6.4 Measures

6.4.1 Table 6.1, below, identifies the primary measures that will be implemented in respect of the proposed residential servicing.

Table 6.1: Measures

Measure	Description	Benefit	Timescale	Responsibility
Adoption of DSP	'Buy in' from developer is essential to ensure DSP remains an active document.	Involvement of the developer will ensure policies are fully developed and best possible results are achieved.	Prior to first occupation	Applicant
Assign responsibility for the DSP to Site Management Company	Site Management Company to be responsible for management and on-going development, delivery and promotion of DSP.	Ensures DSP is delivered on a 'day to day' basis.	Prior to first occupation	Applicant
Raise awareness and promotion of initiatives	Site information, development management meetings.	To encourage sustainable delivery movement to/from site.	Prior to first occupation and on-going.	Site Management Company.
Access routes for servicing and deliveries	Ensure clear routes are maintained for service and delivery vehicle access and for waste removal services.	Reduce delays and limit access issues.	From first occupation.	Site Management Company.

Measure	Description	Benefit	Timescale	Responsibility
Promotion of local suppliers	Encourage residents to source items locally.	Reduce number and duration of delivery movements.	On-going	Travel Plan Co-ordinator.

6.5 Management

6.5.1 Initially, the applicant, is responsible for the implementation of the DSP. Subsequently, the site management company will be responsible for the ongoing implementation of the DSP, who will ensure that the measures identified in this document are in place.

6.5.2 The DSP will be implemented upon first occupation of the new units.

6.6 Monitoring and Review

6.6.1 The document will be regularly monitored by the site management company to ensure that it reflects the changing requirements of the development and that it is kept up to date

SECTION 7 CONSTRUCTION LOGISTICS PLAN

7.1 Overview

- 7.1.1 This Framework Construction Logistics Plan (CLP) has been prepared to support the information provided in the accompanying Construction Management Plan. It is a framework document, identifying the main areas of focus of a final CLP which will be secured by Condition.
- 7.1.2 London Plan Policy T7 requires developments to operate a Construction Logistics Plan (CLP) that outlines how environmental, traffic and amenity impacts attributed to construction traffic will be minimised. At this stage, the construction phasing of the proposed development has not been finalised and therefore this Framework CLP has been prepared to inform the final version, which we would expect will be secured by a suitably worded planning condition.

7.2 Construction Traffic Movements

- 7.2.1 The site is well located to the local strategic road network, being positioned on a primary A road, with close proximity to the A1, a major TLRN route. As such, it is considered unlikely that construction vehicles will be required to route along residential side streets, and/or should be limited from doing so unless necessary, and predominantly route along roads pre-conditioned to HGV and construction traffic movements.
- 7.2.2 All construction vehicles will enter and exit the site via the existing site access to Great North Road. The proposed access is of sufficient width to accommodate timed and managed construction activity for vehicles up to the size of a 10m rigid lorry.
- 7.2.3 As part of the final CLP, the appointed contractor will be required to provide a vehicle routing strategy which shall set out the primary construction routes to and from the site.
- 7.2.4 All construction vehicle drivers will be informed that they must not wait/park on the surrounding highway network; any drivers who ignore this directive will face disciplinary action. Should periods of intense construction activity be identified by the construction advisor, the client and LBH will discuss the possibility of an on-street holding area, albeit it is anticipated more than one construction vehicle will be able to be accommodated within the site at one time and also turn within the site to enter and exit in forward gear.

7.3 Measures

7.3.1 A detailed list of measures and site protocols will be agreed with LBH through the submission of a full CLP. This should include and make reference to at least the following:

- All contractors to be members of the Considerate Contractors Scheme and Fleet Operators Recognition Scheme (FORS);
- All contractors to be members of TfL's Safer Lorry Scheme;
- Site hoarding to enclose the site on all sides and suitable signage to be installed to warn pedestrians and highways users of the presence of HGVs;
- The regular inspection of the local highway network (as well as the shared private access road) for any deposits of soil/debris deposited by construction traffic and if necessary, the road to be swept using a mechanical sweeper or similar;
- Wheel washing facilities; and
- Dust, noise and vibration and its management.

7.3.2 The final CLP shall also present targets which align with the objectives and proposed measures.

7.4 Management, Monitoring and Review

7.4.1 The Applicant, or future developer, will work with the appointed Principal Contractor to implement the measures identified above. The continuing management of the CLP will be the responsibility of the Principal Contractor and will cover the lifetime of the planned construction works.

7.4.2 The Principal Contractor will nominate a member of staff to be responsible for the day-to-day organisation and monitoring of construction logistics for the Site, which given the complexity of the project will be a full time role. The responsibilities of this Logistics Manager role will include the implementation and management of the CLP for the lifetime of the construction project.

7.4.3 The final CLP will be implemented from commencement of construction activities on the Site.

7.4.4 The Logistics Manager will monitor vehicle movements on a daily basis and will carry out surveys of vehicle movements and routing at regular intervals throughout the construction project.

- 7.4.5 The final CLP shall be a 'live' document and will be regularly reviewed with key stakeholders and updated throughout the project's construction. The CLP will be reviewed no less than annually. Should updates be required, these will be undertaken, and an updated version issued to LBH and other key stakeholders for review and information.

SECTION 8 SUMMARY AND CONCLUSIONS

- 8.1.1 Redington Capital ('the Applicant') has appointed i-Transport LLP to provide transport and highways support for an application for prior approval under the permitted development rights for a single storey upwards extension to Mansfield Heights, Great North Road, N2 to create two residential apartments on the 'middle block'. The site consists of three buildings. The front block (to Great North Road) is three-storeys high and made of three sections. To its rear is the Site which is a 6-storey taller building, labelled as the 'middle block' and to the rear is a row of 6-linked buildings of 3-storeys each.
- 8.1.2 The local planning and highway authority is the London Borough of Haringey (LBH).
- 8.1.3 This Transport Statement (TS) has been provided to enable LBH to consider the transport impact of the proposal and how it can be mitigated if necessary. It provides a brief summary of the existing transport and highway conditions in the vicinity of the site, the planning policies against which the application would be tested (if a full planning permission were to be required), a brief description of the development, and a brief analysis of the impact and any necessary mitigation required to support the permitted development.
- 8.1.4 The site is on the south side of Great North Road (A1000) close to its junction with the A1/ Archway Road. Its front elevation faces the Great North Road, whilst its rear can be accessed via the A1 (known as Aylmer Road at this section).
- 8.1.5 There are currently 45 flats at the site consisting of 33 No. 2 bedroom and 12 No. 3 bedroom across three blocks. There is currently permission for the upward extension on the front and rear building to provide 11 units.
- 8.1.6 This site has two vehicular crossovers from the Great North Road to access the site, which enable access to the buildings and the communal parking available. Pedestrian access through the site to the A1 is also possible.
- 8.1.7 The site contains 29 communal, unallocated car parking spaces. Recent consent has allowed conversion of 5 of these for electric vehicle charging and enlarging two for use by the mobility impaired.
- 8.1.8 Parking surveys have been undertaken overnight during November 2020 following the industry standard Lambeth methodology. These have shown that 6-7 parking spaces remain vacant on

site overnight. On-street, overnight unrestricted car parking is about around 80% of capacity (with circa 15 parking spaces remaining available), and legally permissible overnight parking at around 30% capacity with circa 50 spaces remaining available.

- 8.1.9 Utilising a LBH sensitivity test of parked cars accommodating more road space than the industry standard method, two to three spaces remain unoccupied overnight on local unrestricted locations, with circa 30 spaces remaining in locations that only have daytime parking controls.
- 8.1.10 Local car ownership has been shown to be at 0.63 spaces per flatted dwelling. Future occupiers of the permitted 11 units are likely to own up to a total of 7 cars based on local comparable data and therefore utilise the remaining on-site space. The future occupiers of the two units as part of this application are likely to own one car which will need to park on street (or displace an equivalent number of existing spaces on street).
- 8.1.11 Local public transport accessibility is good, with the site having an accurate, site specific calculated PTAL of 4.
- 8.1.12 The existing car parking spaces are unallocated and available for use by all residents of the site.
- 8.1.13 The anticipated additional demand for parking created by the development can be accommodated without resulting in a severe highways impact.
- 8.1.14 Should a small amount of overspill parking occur as a result of the development, there is sufficient space on street, utilising the industry standard Lambeth methodology, to accommodate this demand in local unrestricted on street parking areas. There would still remain a number of unrestricted on-street spaces.
- 8.1.15 Utilising a worst case sensitivity test of on-street parking demand, there would still remain in the region of 30 parking spaces on street overnight. Whilst some need to be vacated by 7am, others remain available for the majority of the day, with only a single hour restriction in the middle of the day.
- 8.1.16 The development will not create any material on-street car parking pressures.
- 8.1.17 A draft DSP and CLP is provided to enable any impacts from the operation and construction of the site to be managed and mitigated as appropriate.

8.1.18 Although it does not need to be tested against such policies, the proposal is therefore compliant with the NPPF, T7 of the London Plan, and Policy 32 of the LBH DPD. The proposal at the site will have no material impact on the operation of the local highway or transport networks.

APPENDIX A.Topographic Survey of Site

APPENDIX B. Existing On-Street Parking Provision

MANSFIELD HEIGHTS, LONDON PARKING RESTRICTIONS PLAN

-  Unrestricted parking
-  Mon-Fri 10am-Noon Permit Holders HG STA O or pay by phone
-  Loading Mon-Sat 8am-6.30pm 1hr no return within 1hr
-  Mansfield Heights Residents Parking Area 1
-  Mansfield Heights Residents Parking Area 2
-  Mansfield Heights Residents Parking Area 3
-  Disabled bay
-  Bus stop
-  Double red line
-  Double yellow line
-  Single yellow line - Mon-Sat 7am-7pm
-  Single red line - Red route no stopping Mon-Sat 7am-7pm
-  Single yellow line Mon-Fri 8.00-9.30am 4.30-6.30pm
-  Single yellow line Mon-Sat 8am-6.30pm
-  Single yellow line Mon-Fri 2pm-3pm
-  Dropdown kerb / crossover

APPENDIX C. Lambeth Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se wo pe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

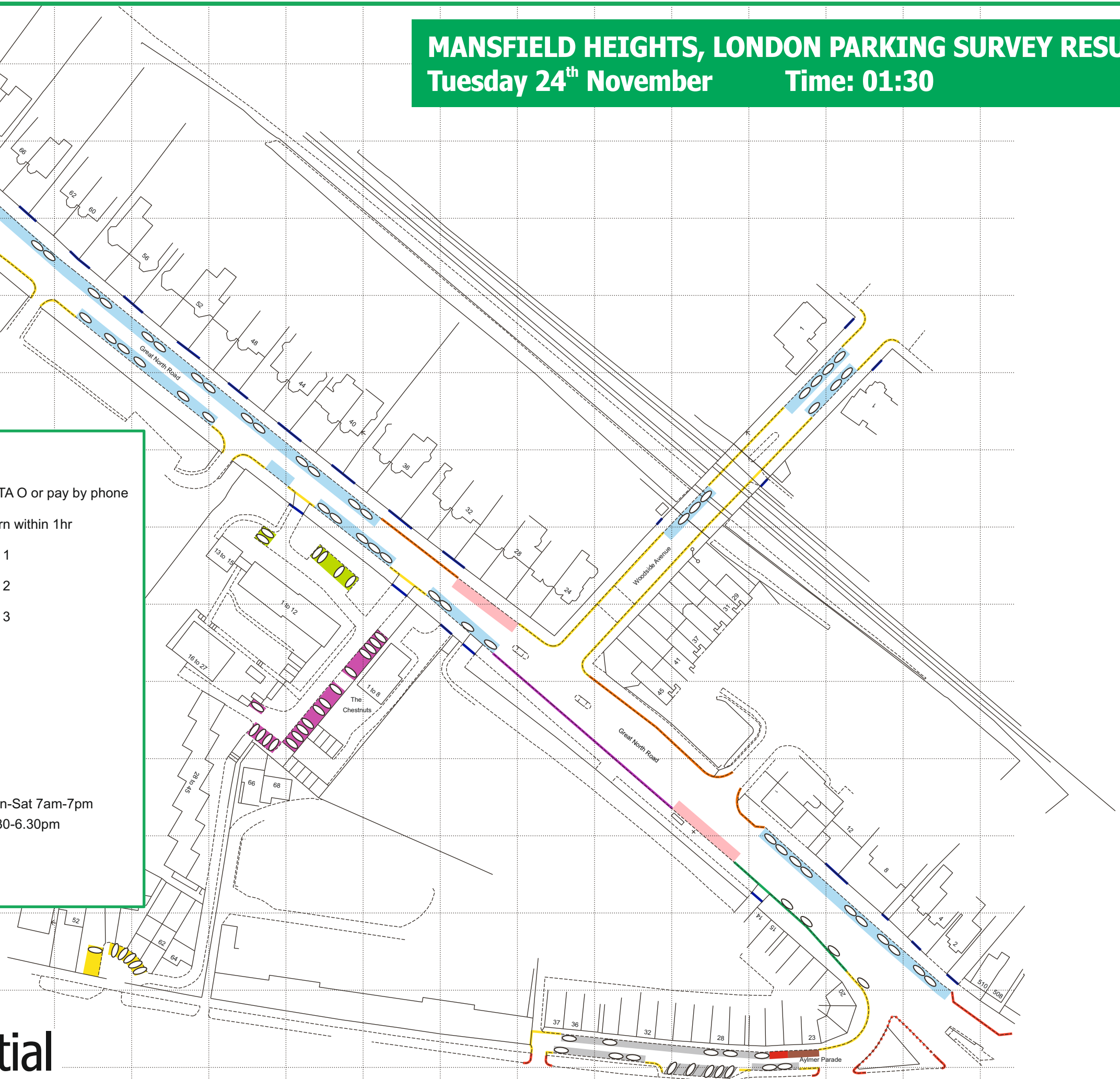
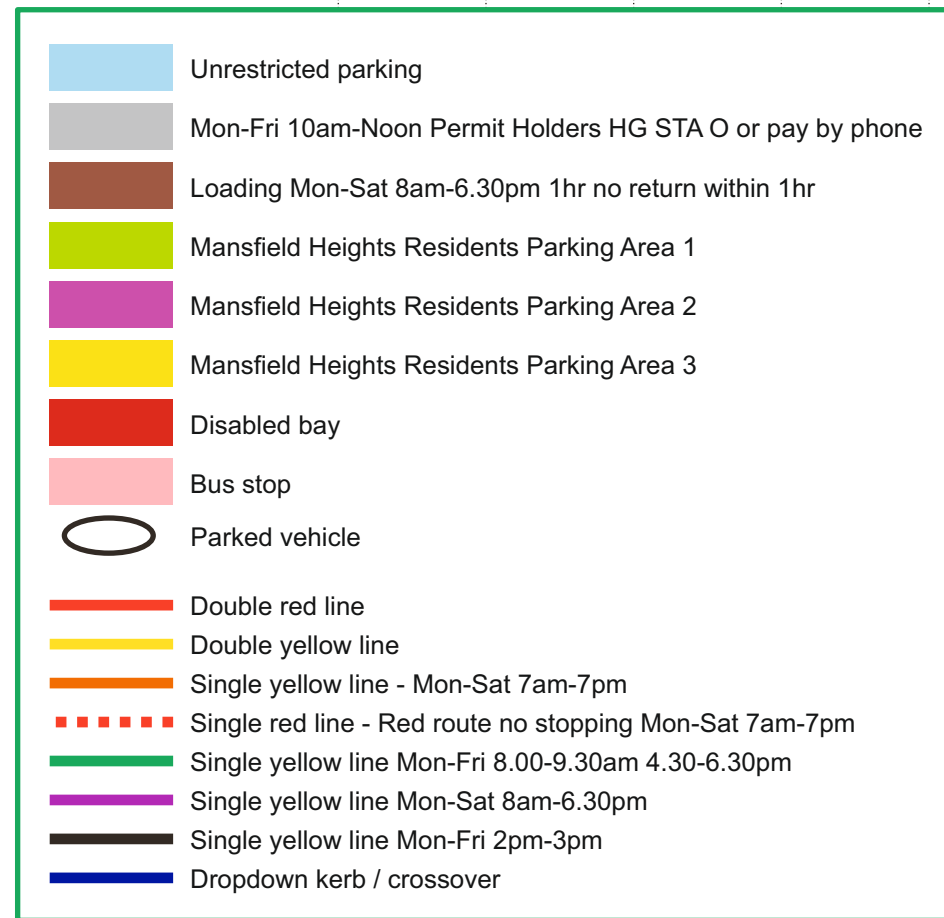
Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

APPENDIX D.Parking Survey

MANSFIELD HEIGHTS, LONDON PARKING SURVEY RESULTS

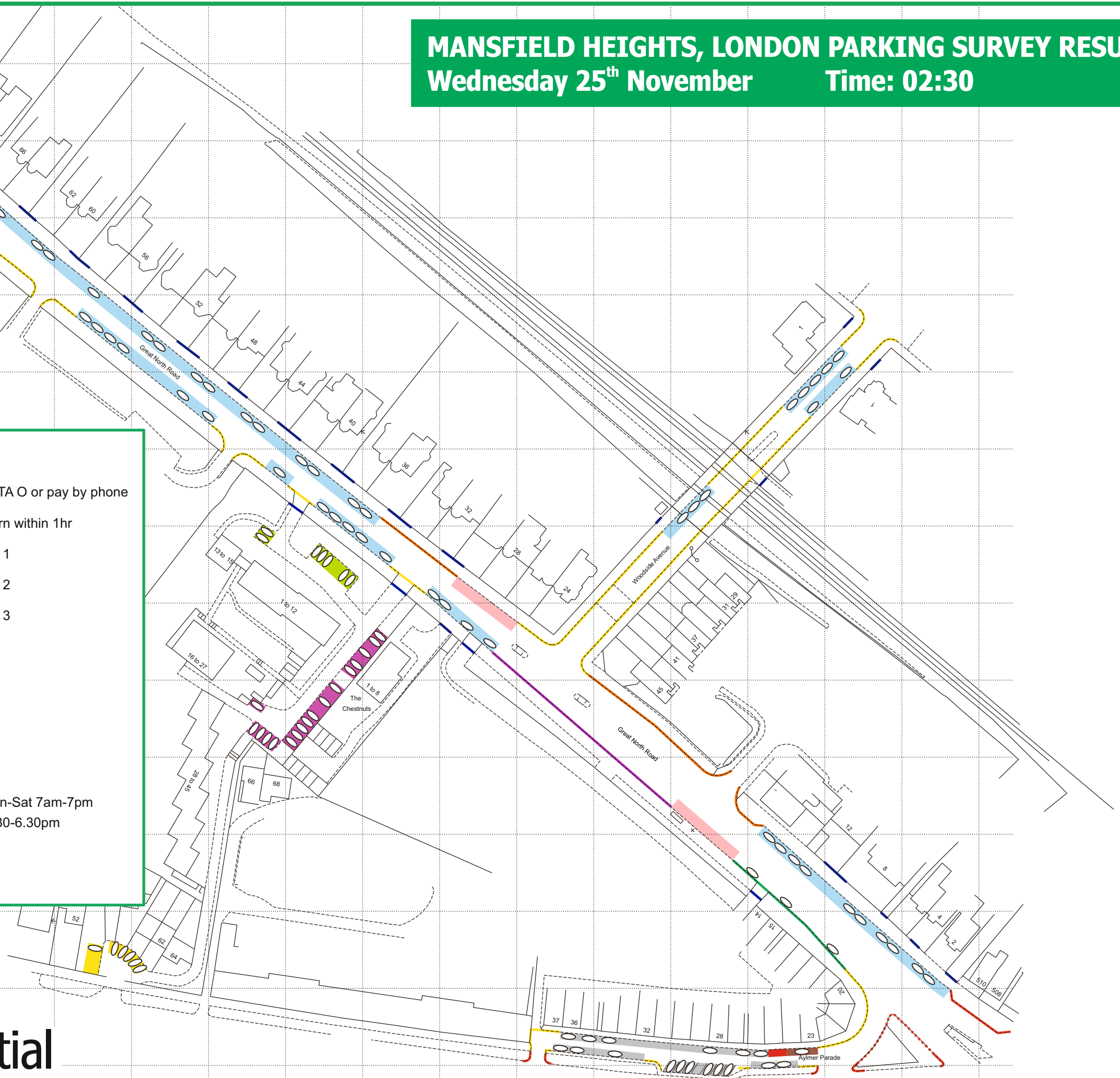
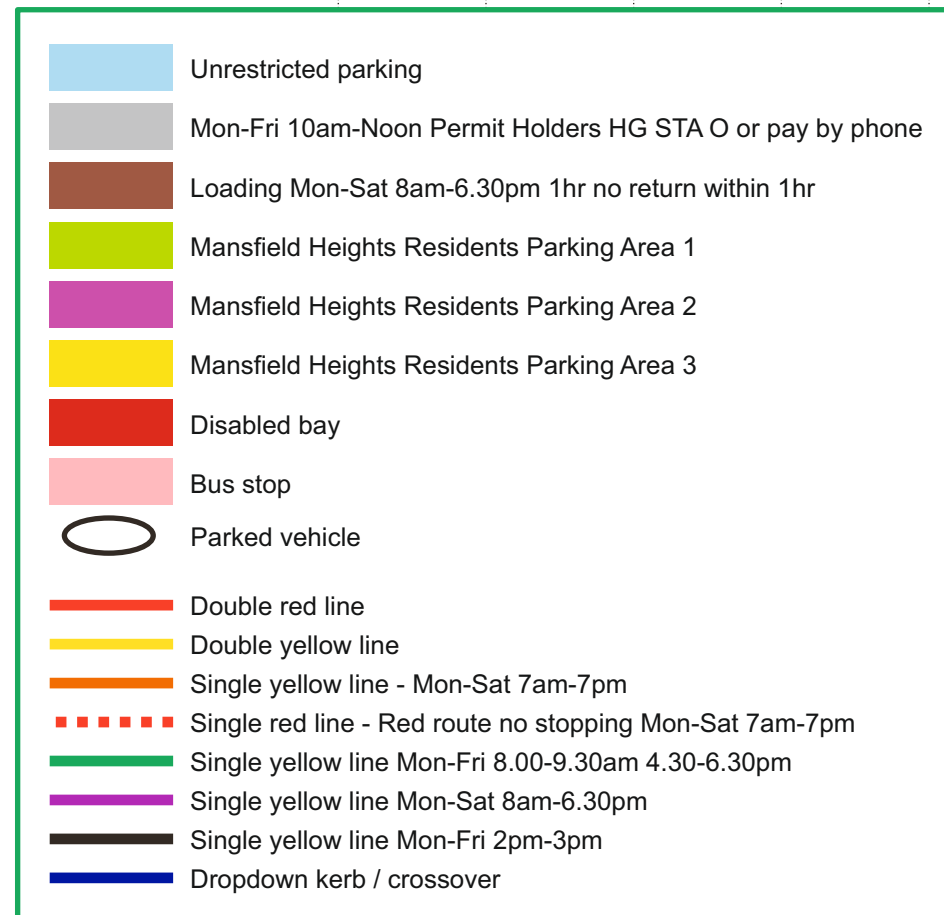
Tuesday 24th November Time: 01:30



		Unrestricted Parking				Controlled Parking & Pay for parking Zone				Loading				Single Yellow / Single Red Lines				No of cars parked in crossovers	No of cars parked in double yellow lines
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)		
GREAT NORTH ROAD (N)	449	190	34	29	85%									82	15	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GREAT NORTH ROAD (S)	441	98	20	13	65%									154	28	6	21%	2	1
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (W)	146	47	9	7	78%													0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (E)	139	26	5	3	60%													0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)	Length of Loading parking (m)	No of Loading spaces	No of cars parked in Loading parking	Loading parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
AYLMER PARADE (N)	127					68	13	5	38%	10	2	0	0%					0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)					Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
ALYMER PARADE (S)	109					67	15	10	67%					21	4	0	0%	0	0
		TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %		TOTAL CPZ & PAY SPACES	TOTAL CPZ & PAY PARKED	TOTAL CPZ & PAY STRESS %		TOTAL RESTRICTED SPACES	TOTAL RESTRICTED PARKED	TOTAL RESTRICTED STRESS %		TOTAL SINGLE YELLOW / RED SPACES	TOTAL SINGLE YELLOW / RED PARKED	TOTAL SINGLE YELLOW / RED STRESS %			
		68	52	76%		28	15	54%		2	0	0%		47	6	13%			
MANSFIELD HEIGHTS PARKING 1	TOTAL PARKED	TOTAL STRESS %				MANSFIELD HEIGHTS PARKING 2	TOTAL PARKED	TOTAL STRESS %		MANSFIELD HEIGHTS PARKING 3	TOTAL PARKED	TOTAL STRESS %							
9	6	67%				21	17	81%		8	6	75%							

MANSFIELD HEIGHTS, LONDON PARKING SURVEY RESULTS

Wednesday 25th November Time: 02:30



NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

		Unrestricted Parking				Controlled Parking & Pay for parking Zone				Loading				Single Yellow / Single Red Lines				No of cars parked in crossovers	No of cars parked in double yellow lines
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)		
GREAT NORTH ROAD (N)	449	190	34	29	85%									82	15	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GREAT NORTH ROAD (S)	441	98	20	14	70%									154	28	5	18%	2	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (W)	146	47	9	8	89%													0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (E)	139	26	5	2	40%													0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)	Length of Loading parking (m)	No of Loading spaces	No of cars parked in Loading parking	Loading parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
AYLMER PARADE (N)	127					68	13	6	46%	10	2	1	50%					0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)					Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
ALYMER PARADE (S)	109					67	15	11	73%					21	4	0	0%	0	0
		TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %		TOTAL CPZ & PAY SPACES	TOTAL CPZ & PAY PARKED	TOTAL CPZ & PAY STRESS %		TOTAL RESTRICTED SPACES	TOTAL RESTRICTED PARKED	TOTAL RESTRICTED STRESS %		TOTAL SINGLE YELLOW / RED SPACES	TOTAL SINGLE YELLOW / RED PARKED	TOTAL SINGLE YELLOW / RED STRESS %			
		68	53	78%		28	17	61%		2	1	50%		47	5	11%			
MANSFIELD HEIGHTS PARKING 1	TOTAL PARKED	TOTAL STRESS %				MANSFIELD HEIGHTS PARKING 2	TOTAL PARKED	TOTAL STRESS %		MANSFIELD HEIGHTS PARKING 3	TOTAL PARKED	TOTAL STRESS %							
9	7	78%				21	17	81%		8	6	75%							

NOTE: 1 parking space based on 6 metres at the request of London Borough of Haringey sensitivity test. Remainder of survey undertaken to Lambeth Methodology

		Unrestricted Parking				Controlled Parking & Pay for parking Zone				Loading				Single Yellow / Single Red Lines				No of cars parked in crossovers	No of cars parked in double yellow lines
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)		
GREAT NORTH ROAD (N)	449	190	28	29	104%									82	11	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GREAT NORTH ROAD (S)	441	98	16	13	81%									171	27	6	22%	2	1
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (W)	146	47	7	7	100%													0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (E)	139	26	4	3	75%													0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)	Length of Loading parking (m)	No of Loading spaces	No of cars parked in Loading parking	Loading parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
AYLMER PARADE (N)	127					68	11	5	45%	10	1	0	0%					0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)					Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
ALYMER PARADE (S)	109					67	13	10	77%					21	3	0	0%	0	0
		TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %		TOTAL CPZ & PAY SPACES	TOTAL CPZ & PAY PARKED	TOTAL CPZ & PAY STRESS %		TOTAL RESTRICTED SPACES	TOTAL RESTRICTED PARKED	TOTAL RESTRICTED STRESS %		TOTAL SINGLE YELLOW / RED SPACES	TOTAL SINGLE YELLOW / RED PARKED	TOTAL SINGLE YELLOW / RED STRESS %			
		55	52	95%		24	15	63%		1	0	0%		41	6	15%			
MANSFIELD HEIGHTS PARKING 1	TOTAL PARKED	TOTAL STRESS %				MANSFIELD HEIGHTS PARKING 2	TOTAL PARKED	TOTAL STRESS %		MANSFIELD HEIGHTS PARKING 3	TOTAL PARKED	TOTAL STRESS %							
9	6	67%				21	17	81%		8	6	75%							

NOTE: 1 parking space based on 6 metres at the request of London Borough of Haringey sensitivity test. Remainder of survey undertaken to Lambeth Methodology

		Unrestricted Parking				Controlled Parking & Pay for parking Zone				Loading				Single Yellow / Single Red Lines				No of cars parked in crossovers	No of cars parked in double yellow lines
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)		
GREAT NORTH ROAD (N)	449	190	28	29	104%									82	11	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)									Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GREAT NORTH ROAD (S)	441	98	16	14	88%									171	27	5	19%	2	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (W)	146	47	7	8	114%													0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)													No of cars parked in crossovers	No of cars parked in double yellow lines
WOODSIDE AVENUE (E)	139	26	4	2	50%													0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)	Length of Loading parking (m)	No of Loading spaces	No of cars parked in Loading parking	Loading parking stress (%)					No of cars parked in crossovers	No of cars parked in double yellow lines
AYLMER PARADE (N)	127					68	11	6	55%	10	1	1	100%					0	0
STREET NAME	Total kerb length (m)					Length of CPZ & PAY parking (m)	No of CPZ & PAY parking spaces	No of cars parked in CPZ & PAY parking	CPZ & PAY parking stress (%)					Length of single yellow / red parking (m)	No of single yellow / red parking spaces	No of cars parked in single yellow / red parking	single yellow / red parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
ALYMER PARADE (S)	109					67	13	11	85%					21	3	0	0%	0	0
		TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %		TOTAL CPZ & PAY SPACES	TOTAL CPZ & PAY PARKED	TOTAL CPZ & PAY STRESS %		TOTAL RESTRICTED SPACES	TOTAL RESTRICTED PARKED	TOTAL RESTRICTED STRESS %		TOTAL SINGLE YELLOW / RED SPACES	TOTAL SINGLE YELLOW / RED PARKED	TOTAL SINGLE YELLOW / RED STRESS %			
		55	53	96%		24	17	71%		1	1	100%		41	5	12%			
MANSFIELD HEIGHTS PARKING 1	TOTAL PARKED	TOTAL STRESS %				MANSFIELD HEIGHTS PARKING 2	TOTAL PARKED	TOTAL STRESS %		MANSFIELD HEIGHTS PARKING 3	TOTAL PARKED	TOTAL STRESS %							
9	7	78%				21	17	81%		8	6	75%							

APPENDIX E. PTAL Output

PTAL REPORT

Site Details

Description: Standard PTAL calculation
Coordinates: 527545
188752
Date: 03/12/2020

Calculation Parameters

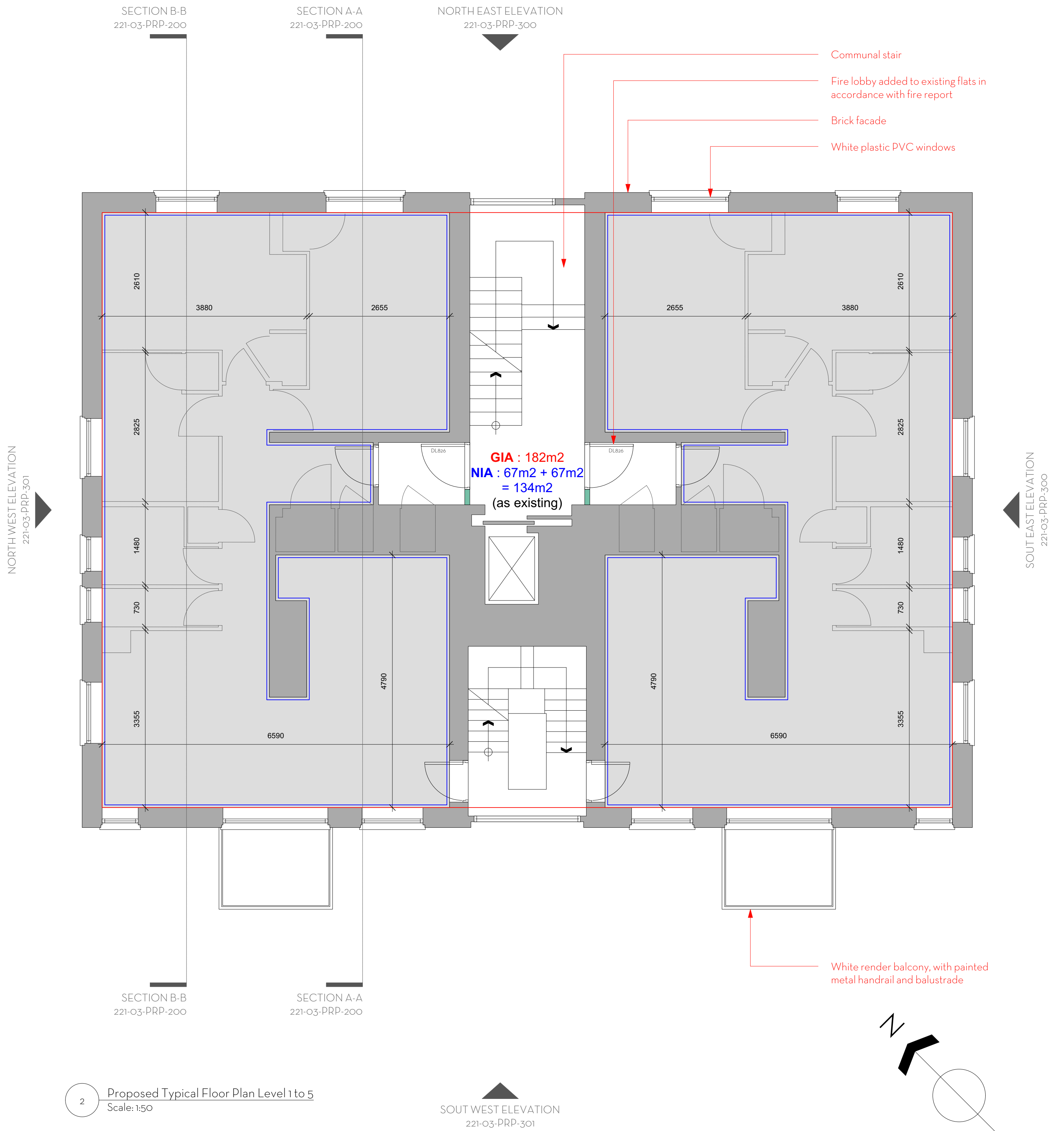
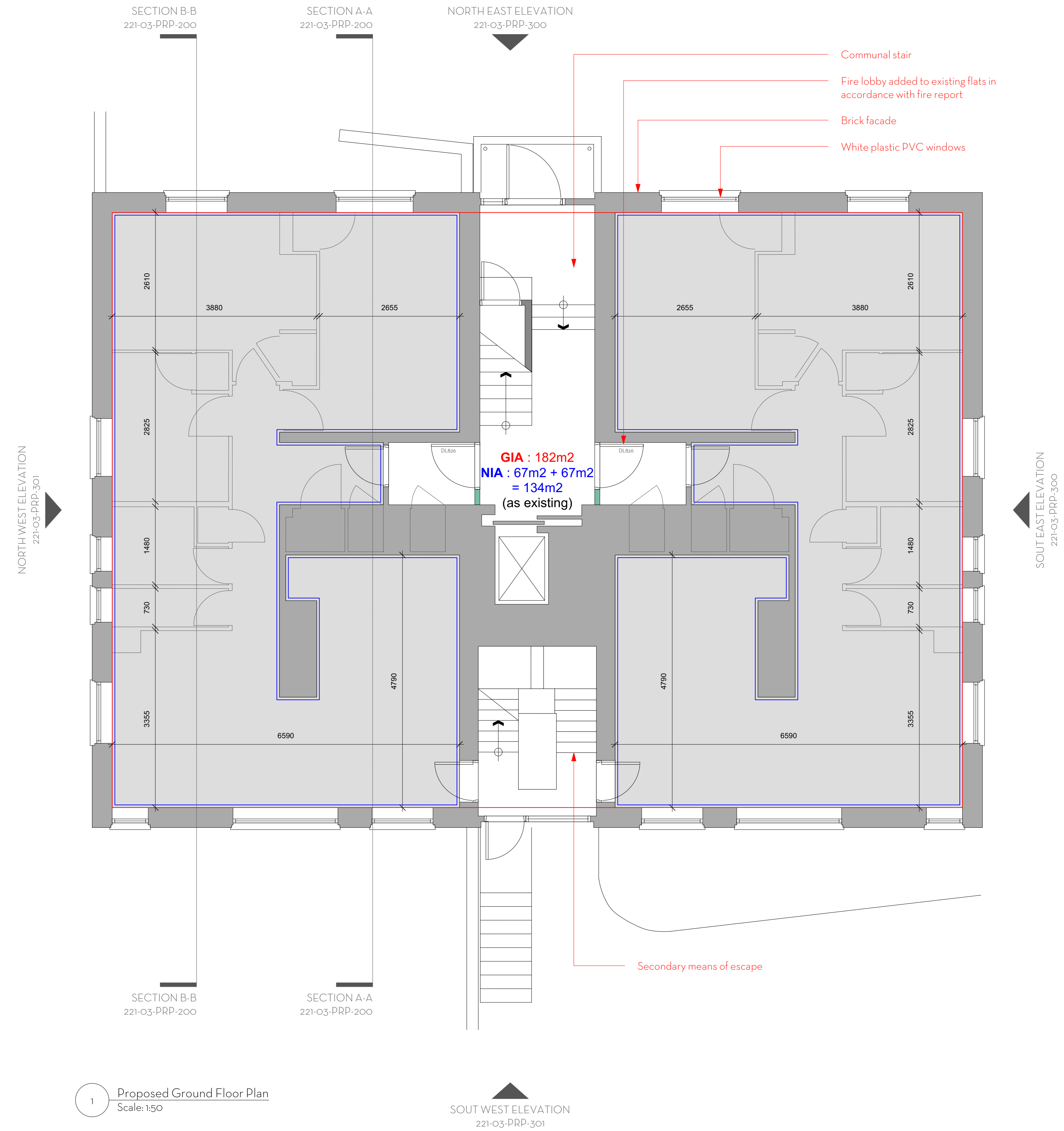
Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8
Bus Walk Access Time (mins): 8
BUS Reliability Factor: 2
LU Max. Walk Access Time (mins): 12
LU Reliability Factor: 0.75
Rail Walk Access Time (mins): 12
Rail Reliability Factor: 0.75

Standard calculation

Data					Calculations					
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meters)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	Gt North Road \ 234		80	5	1.00	8.00	9.00	3.33	1	3.33
Bus	Gt North Road \ 263		80	6	1.00	7.00	8.00	3.75	0.5	1.88
Bus	Gt North Road \ 143		80	5	1.00	8.00	9.00	3.33	0.5	1.67
Bus	The Bishops Av 102		500	7.5	6.25	6.00	12.25	2.45	0.5	1.22
LU	East Finchley	Morden-HighBarnet	580	14.67	7.25	2.79	10.04	2.99	1	2.99
LU	East Finchley	Morden-MillHill	580	4	7.25	8.25	15.50	1.94	0.5	0.97
LU	East Finchley	HighBarnet-Morden	580	0.33	7.25	91.66	98.91	0.30	0.5	0.15
LU	East Finchley	HighBarnet-Kenningt '	580	5.33	7.25	6.38	13.63	2.20	0.5	1.10
LU	East Finchley	MillHill-Morden'	580	1.67	7.25	18.71	25.96	1.16	0.5	0.58
	East Finchley	MillHillE-Kenningt '	580	1.67	7.25	18.71	25.96	1.16	1.5	1.73
LU	East Finchley	EastFinch-HighBarnet	580	0.67	7.25	45.53	52.78	0.57	0.5	0.28

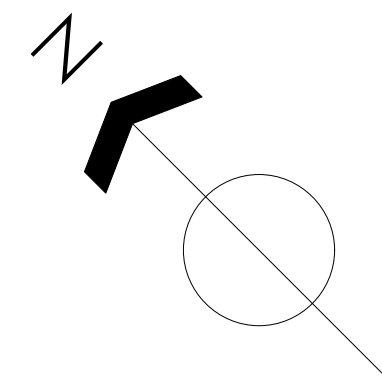
Sum of AI's 15.90
PTAL 4

APPENDIX F. Site Plans



1 Proposed Ground Floor Plan
Scale: 1:50

2 Proposed Typical Floor Plan Level 1 to 5
Scale: 1:50



PRELIMINARY

Do not scale. Use figured dimensions only.
All dimensions to be checked on site.
All drawings to be read in conjunction with
the Structural Engineer's drawings.

MANSFIELD HEIGHTS - TOWER

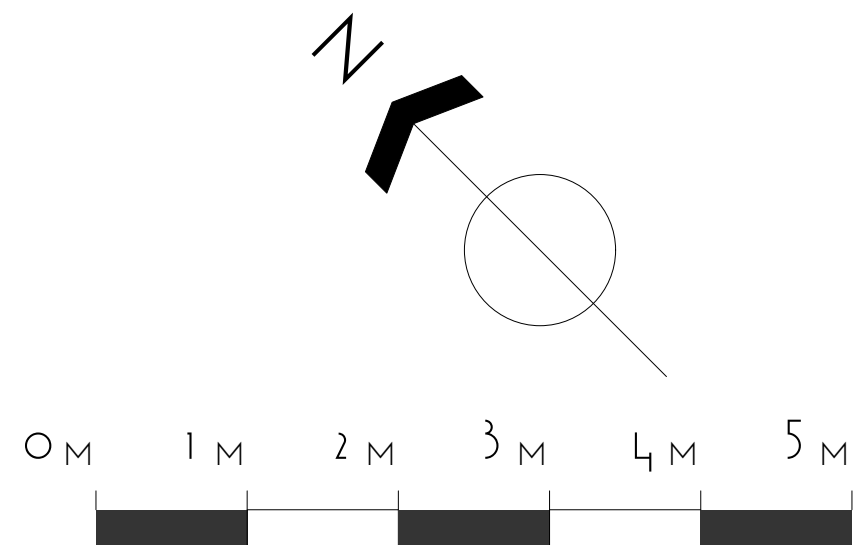
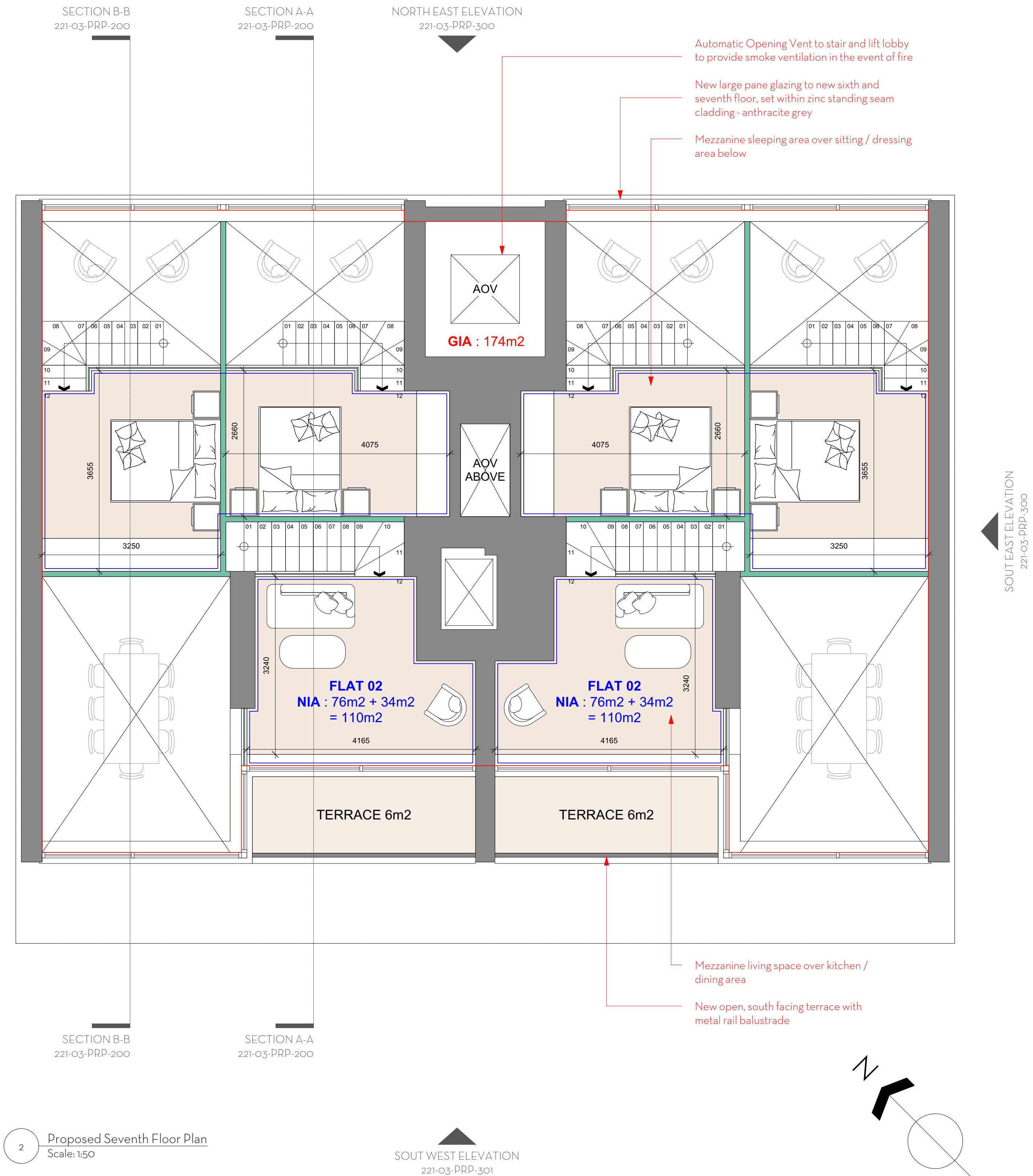
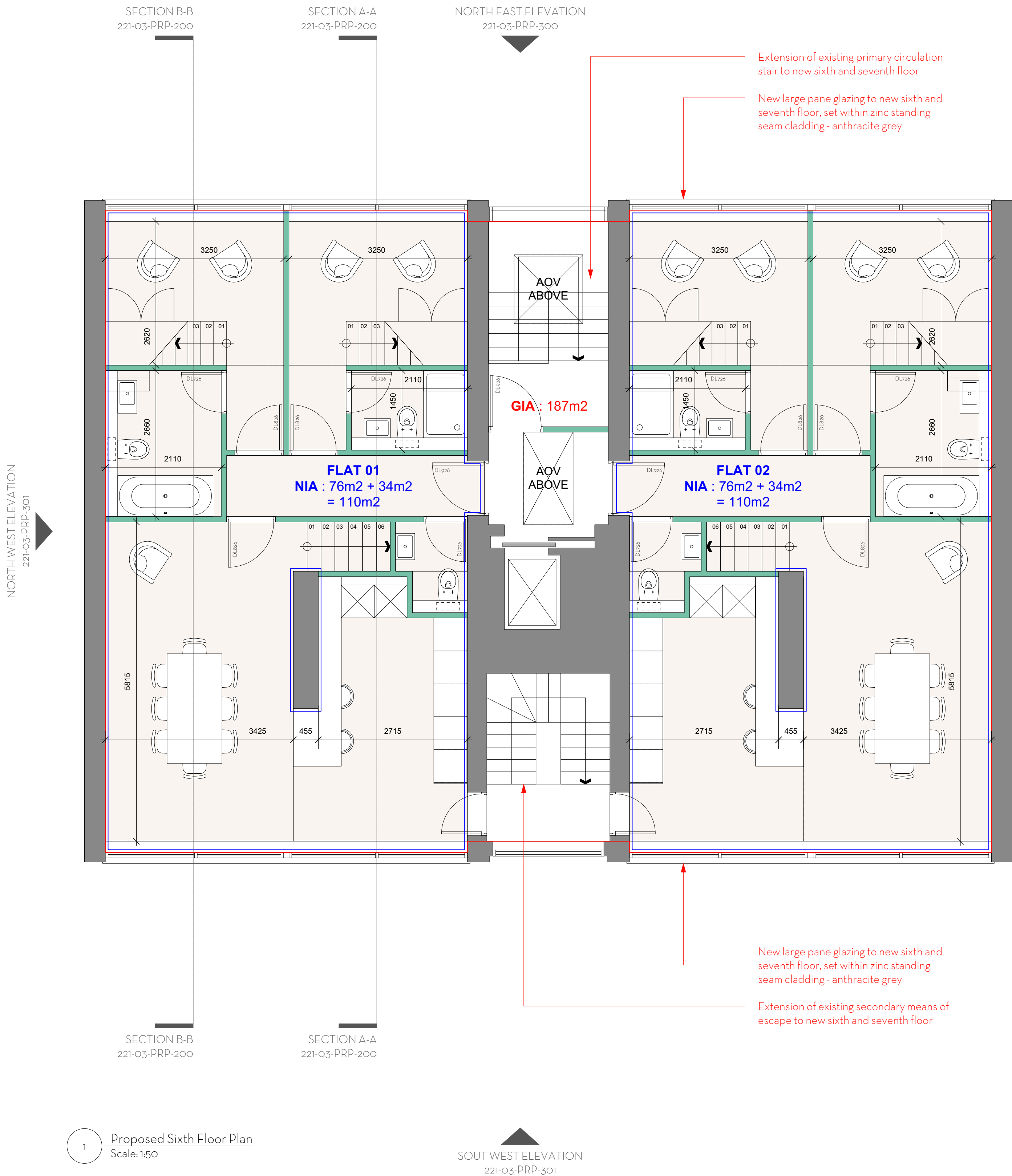
PROPOSED FLOOR PLANS 00

PROJECT	Mansfield Heights - Tower
ADDRESS	Mansfield Heights, London N2 0NY
CLIENT	>
AUTHOR	JA
DATE	03.05.22
DRAWING	221-03-PRP-100-01

ARCHITECTURE DESIGN MUTINY	
(T.F)	07951 248 528
muntiny-architecture.com	

Revised Issue	BY	DATE	REV
DESCRIPTION			

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All drawings to be read in conjunction with
the Structural Engineer's drawings

MANSFIELD HEIGHTS - TOWER

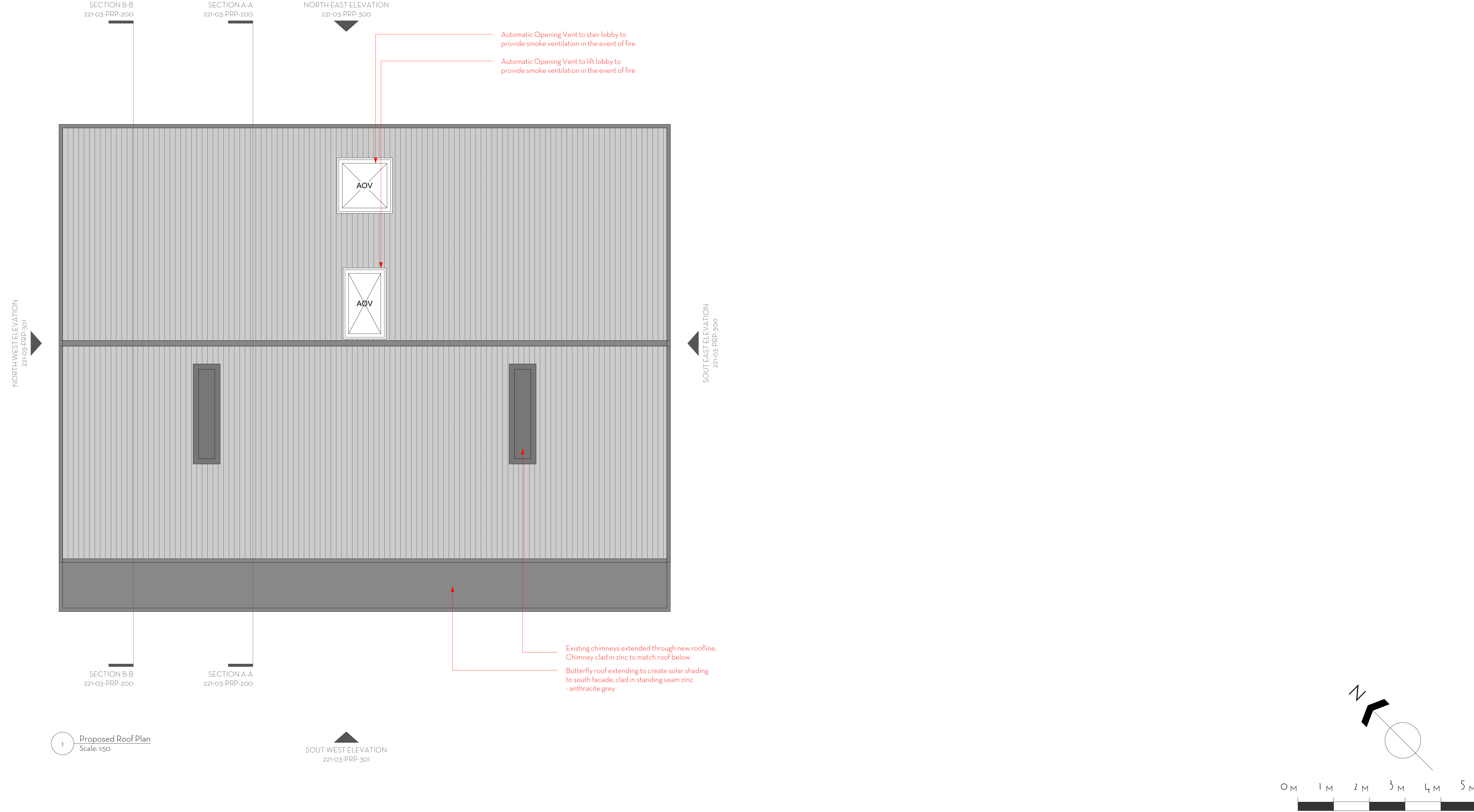
PROPOSED FLOOR PLANS 01

PROJECT Mansfield Heights - Tower
ADDRESS Mansfield Heights, London N2 0NY
CLIENT >
AUTHOR JA
DATE 03.05.22 SCALE 1:50 @ A1
DRAWING 221-03-PRP-101-01

ARCHITECTURE
DESIGN
MUTINY
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Rev	Issue	By	Date	Rev

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1 Proposed Roof Plan
Scale: 1:50

SOUTH WEST ELEVATION
221-03-PRP-301

SOUTH EAST ELEVATION
221-03-PRP-300

NORTH EAST ELEVATION
221-03-PRP-300

SECTION A-A
221-03-PRP-200

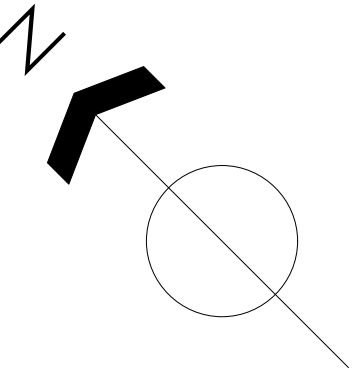
SECTION B-B
221-03-PRP-200

Automatic Opening Vent to stair lobby to
provide smoke ventilation in the event of fire

Automatic Opening Vent to lift lobby to
provide smoke ventilation in the event of fire

Existing chimneys extended through new roofline.
Chimney clad in zinc to match roof below

Butterfly roof extending to create solar shading
to south facade, clad in standing seam zinc
- anthracite grey



PRELIMINARY

Do not scale. Use figured dimensions only
All dimensions to be checked on site
All drawings to be read in conjunction with
the Structural Engineer's drawings

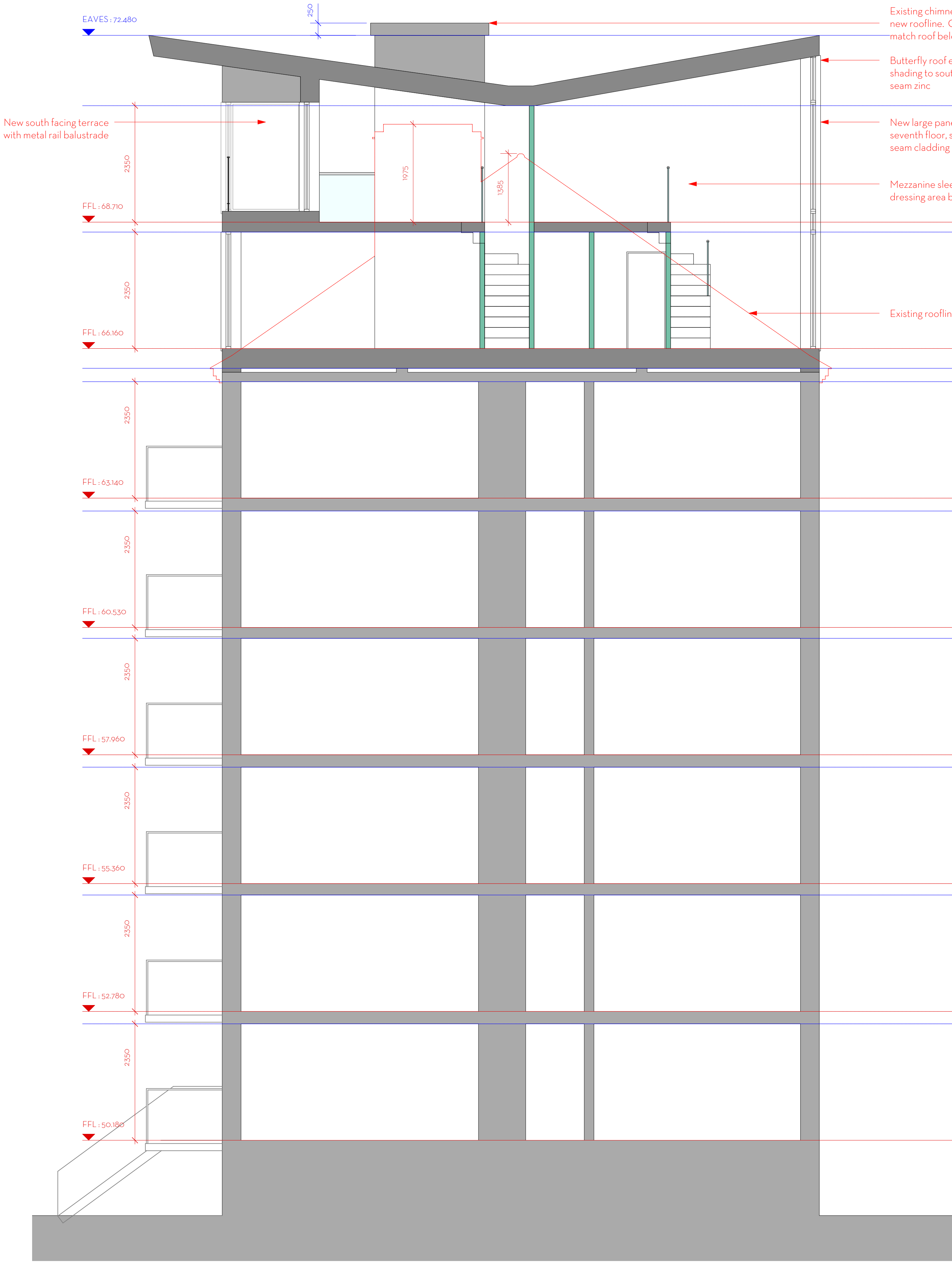
MANSFIELD HEIGHTS - TOWER

PROPOSED FLOOR PLANS 02

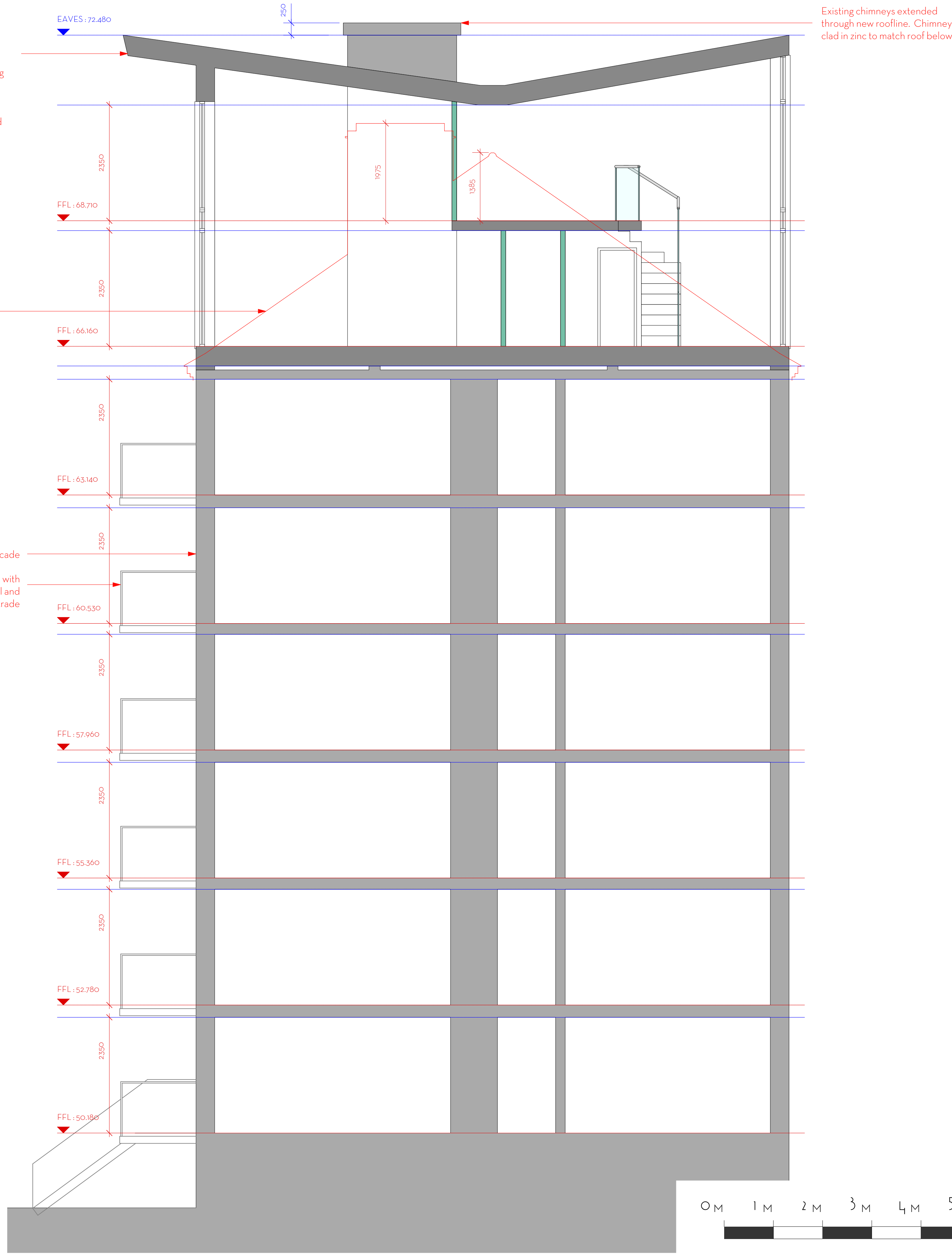
PROJECT	Mansfield Heights - Tower		
ADDRESS	Mansfield Heights, London N2 0NY		
CLIENT	>		
AUTHOR	JA		
DATE	03.05.22	SCALE	1:50 @ A1
DRAWING	221-03-EXT-102-01		

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1 Proposed Section AA
Scale: 1:50



2 Proposed Section BB
Scale: 1:50



PRELIMINARY

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All dimensions to be checked on site.
All drawings to be read in conjunction with
the Structural Engineer's drawings.

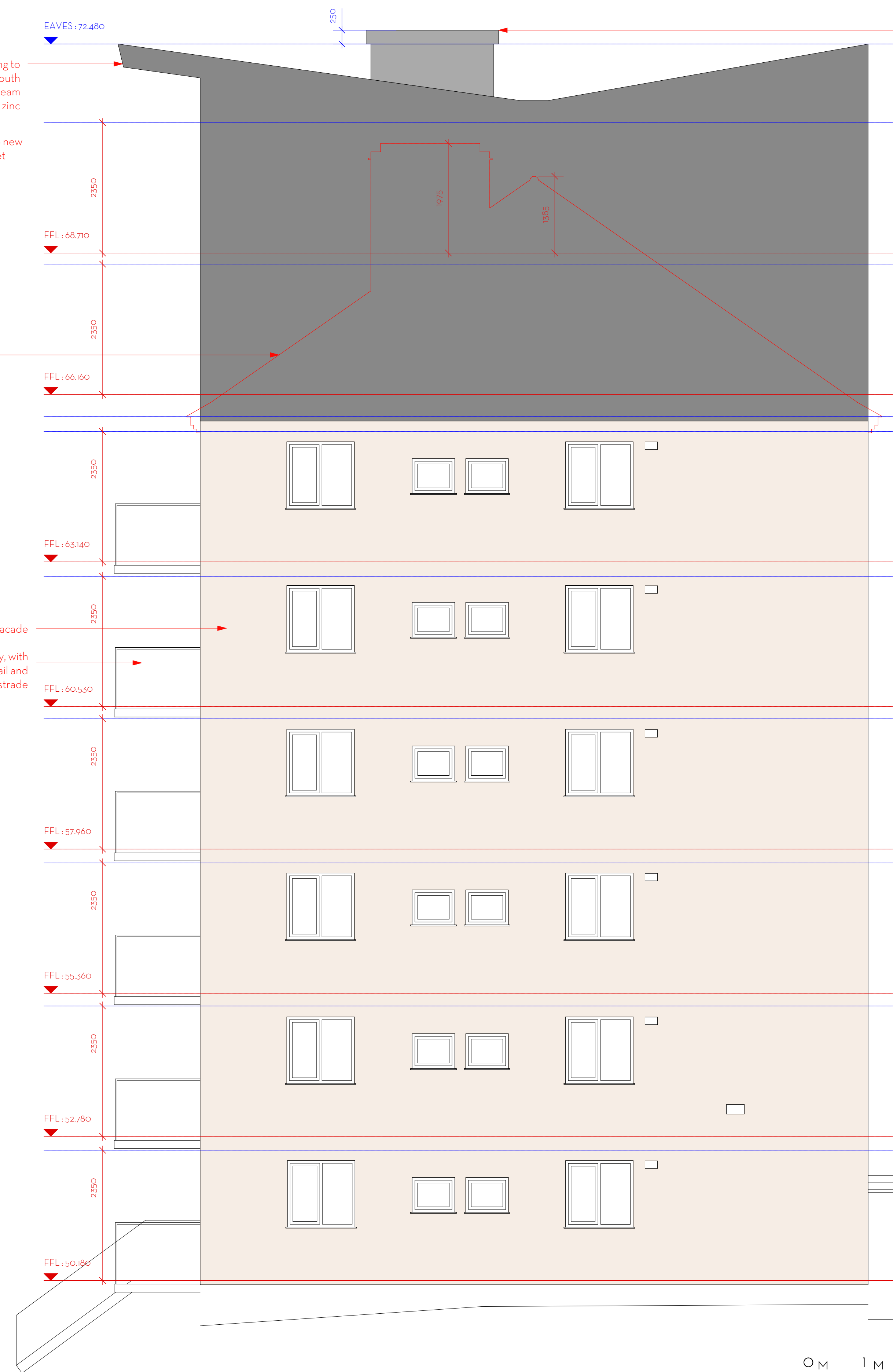
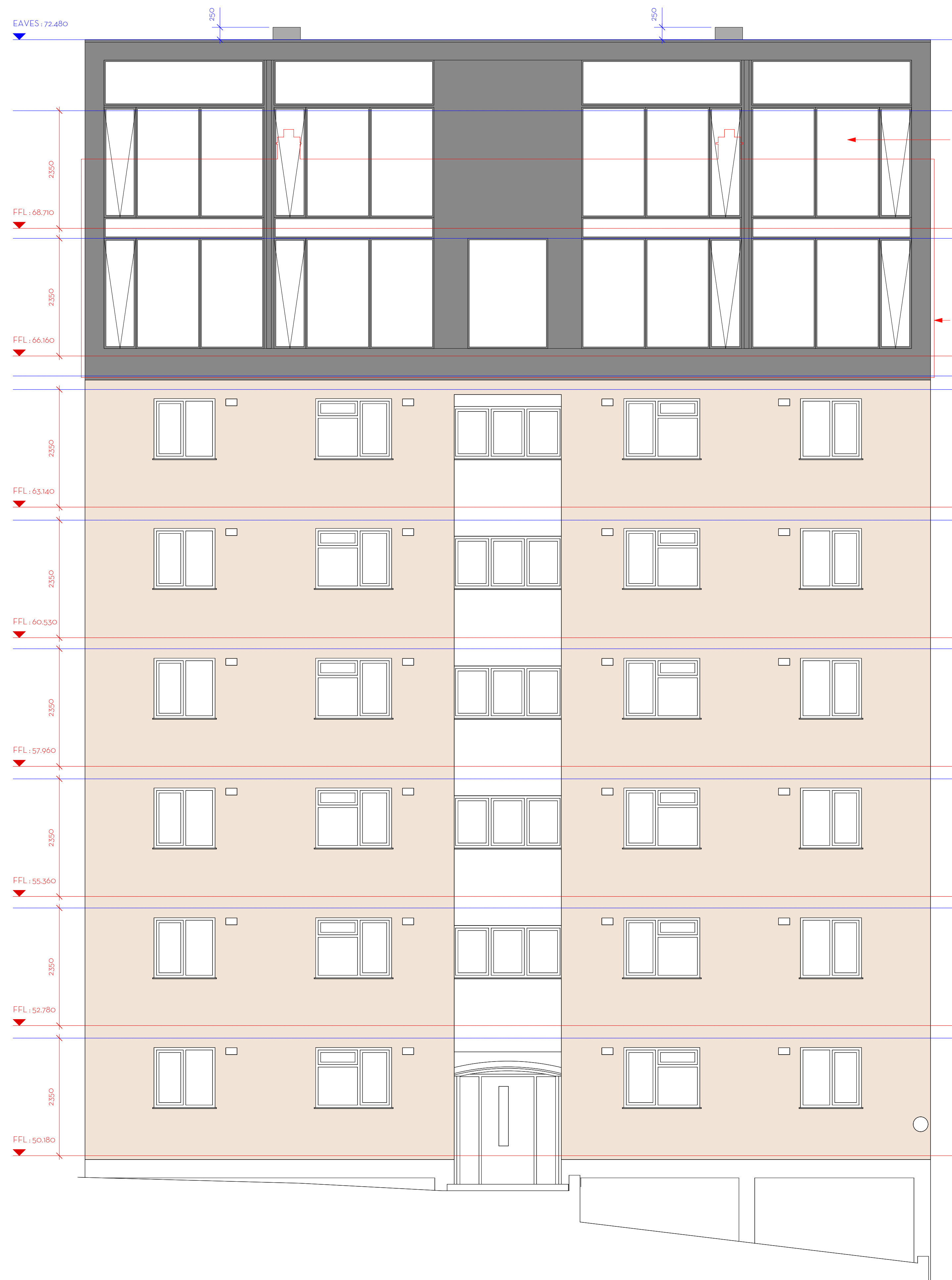
MANSFIELD HEIGHTS - TOWER

PROPOSED SECTION AA & BB

PROJECT	Mansfield Heights - Tower
ADDRESS	Mansfield Heights, London N2 0NY
CLIENT	>
AUTHOR	JA
DATE	03.05.22
DRAWING	221-03-PRP-200-01

ARCHITECTURE DESIGN MUTINY	
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muntiny-architecture.com	

DESCRIPTION	BY	DATE	REV
Prelim Issue			
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- Existing chimneys extended through new roofline. Chimney clad in zinc to match roof below

Butterfly roof extending to create solar shading to south facade, clad in standing seam zinc

- New large pane glazing to new sixth and seventh floor, set within zinc standing seam cladding - anthracite grey

- Existing roofline

Brick facade

White render balcony, with painted metal handrail and balustrade

0 M 1 M 2 M 3 M 4 M 5 M

PRELIMINARY

MANSFIELD HEIGHTS - TOWER

PROPOSED ELEVATIONS 00

Do not scale. Use figured dimensions only
All dimensions to be checked on site
All drawings to be read in conjunction with
the Structural Engineer's drawings

PROJECT	Mansfield Heights - Tower		
ADDRESS	Mansfield Heights, London N2 0NY		
CLIENT	>		
AUTHOR	JA		
DATE	03.05.22	SCALE	1:50 @ A1
DRAWING	221-03-PRP-300-01		

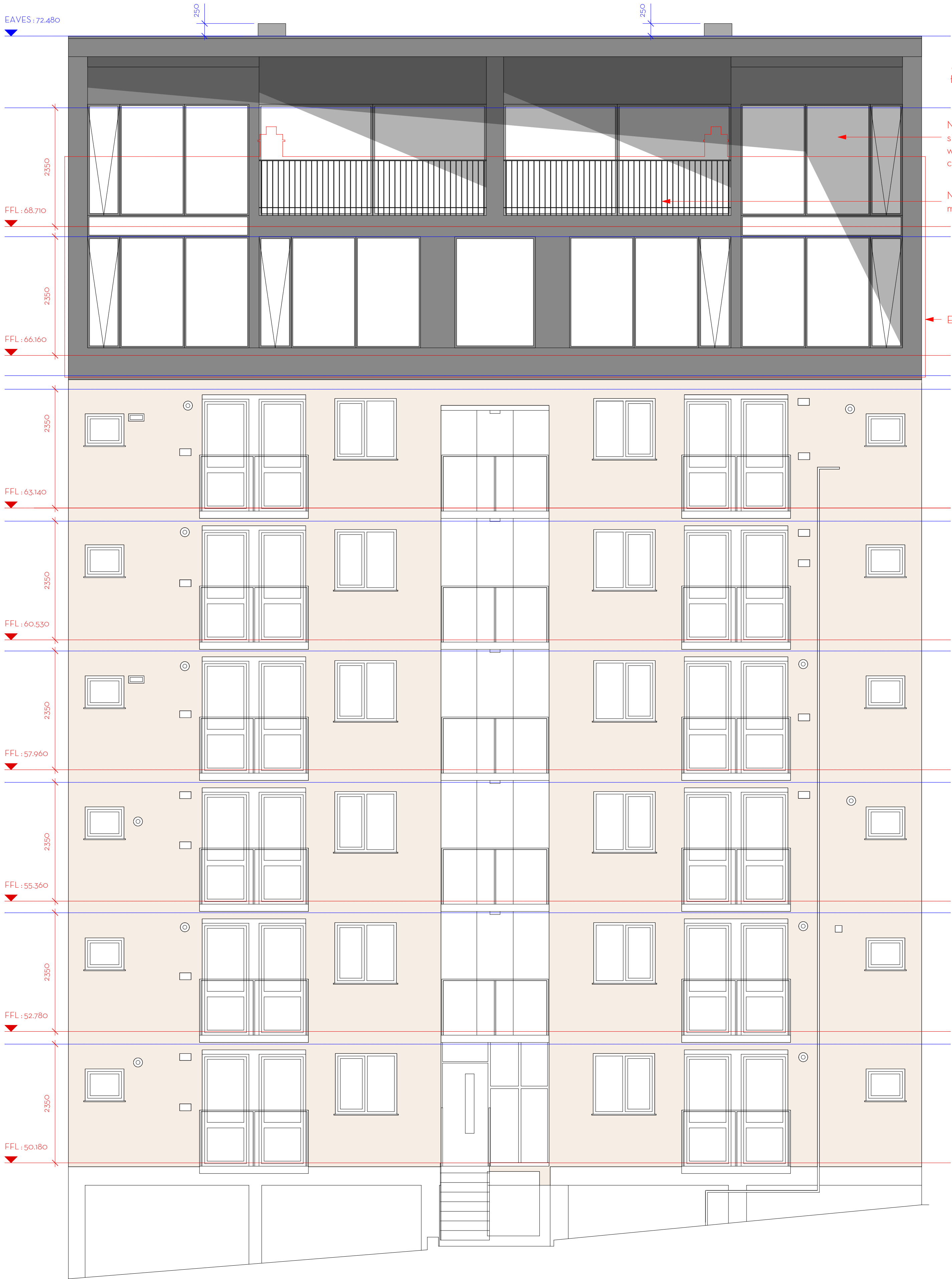
ARCHITECTUR
DESIG
MUTIN

(T.F) 07951 248 528

muntiny-architecture.com

<u>Prelim Issues</u>			
<u>DESCRIPTION</u>	<u>DV</u>	<u>DATE</u>	<u>DEV</u>

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1 Proposed South West Elevation
Scale: 1:50



2 Proposed North West Elevation
Scale: 1:50



PRELIMINARY

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All dimensions to be checked on site.
All drawings to be read in conjunction with
the Structural Engineer's drawings.

MANSFIELD HEIGHTS - TOWER

PROPOSED ELEVATIONS 01

PROJECT	Mansfield Heights - Tower
ADDRESS	Mansfield Heights, London N2 0NY
CLIENT	>
AUTHOR	JA
DATE	03.05.22
DRAWING	221-03-PRP-301-01

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1 Existing Site Location Plan
Scale: 1:500



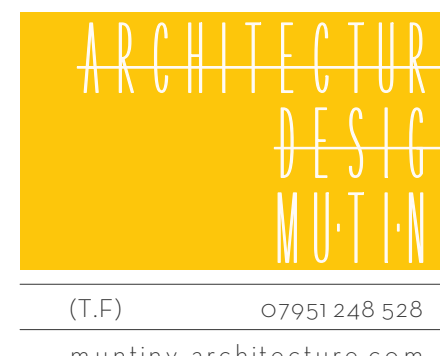
2 Existing Site Block Plan
Scale: 1:500

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All dimensions to be checked on site.
All drawings to be read in conjunction with
the Structural Engineer's drawings.

MANSFIELD HEIGHTS - TOWER

EXISTING SITE LOCATION PLAN

PROJECT	Mansfield Heights - Tower		
ADDRESS	Mansfield Heights, London N2 0NY		
CLIENT	>		
AUTHOR	JA		
DATE	03.05.22	SCALE	1:500 & 1:200 @ A1
DRAWING	221-03-EXT-10-02		



PRELIMINARY			
For Planning	JA	10/10/22	02
DESCRIPTION	BY	DATE	REV
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Existing chimneys extended through new roofline.
Chimney clad in zinc to match roof below

Butterfly roof extending to create solar shading
to south facade, clad in standing seam zinc
- anthracite grey

Automatic Opening Vent to lift lobby to
provide smoke ventilation in the event of fire

Automatic Opening Vent to stair lobby to
provide smoke ventilation in the event of fire

- KEY
- 1 Application Building
 - 2 North Block - Approved extension under permission HGY/2021/2156 Works Underway
 - 3 South Block - Approved extension under permission HGY/2021/2156 Works Underway
 - 4 Estate Enhancement Works - Approved under permission HGY/2021/12889 Works Underway
 - 5 9no. existing secured cycles storage units.
 - 6 Bin storage for 60 units
 - 7 Cycle storage for 36 units. 18 relocated to serve existing flats. 18 new units for new flats.
 - 8 4no. Sheffield stands for visitor cycle parking.
 - 9 2m closing fence.

1 Proposed Site Plan
Scale: 1:200



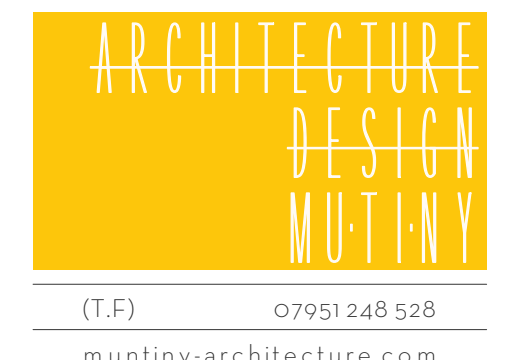
GREAT NORTH ROAD

MANSFIELD HEIGHTS - TOWER

PROPOSED SITE PLAN

Do not scale. Use figured dimensions only
All dimensions to be checked on site
All drawings to be read in conjunction with
the Structural Engineer's drawings

PROJECT	Mansfield Heights - Tower
ADDRESS	Mansfield Heights, London N2 0NY
CLIENT	>
AUTHOR	JA
DATE	03.05.22
DRAWING	221-03-PRP-11-02
SCALE	1:500 & 1:200 @ A1



For Planning	JA	10/10/22	09
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