

HGY/2022/2723 - Brunel Walk, London, N15 5HQ

Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate.

Development proposals

This proposal is for demolition of the existing residential blocks to the south side of this estate and their replacement with 45 new residential units, comprising 39 flats and 6 maisonettes, with 4 accessible units included. These are to be accommodated within 4 new blocks aligned along Brunel Walk, and accessible from Elmar Road to the west, and Turner Avenue, and Kirkton Road to the east.

The breakdown of these new units is as follows;

- 8 No. 1 bed, 2 person flats
- 16 No. 2 bed 4 person flats including 4 wheelchair adapted homes
- 15 No. 3 bed 5 person bed flats
- 6 No. 3 bed 5 person maisonettes

The units that have been demolished to enable this development were temporary housing units, there were 36 units in total, so there will be an uplift of 9 units overall.

The development is proposed as car free apart from blue badge spaces for the accessible units, and cycle parking stores will be located within each of the four blocks. There will also be a travel plan in place plus it is required that there be provision of a car club facility. It is noted and welcomed that there is cycle parking proposed for existing residents of the estate in the form of a cycle hanger.

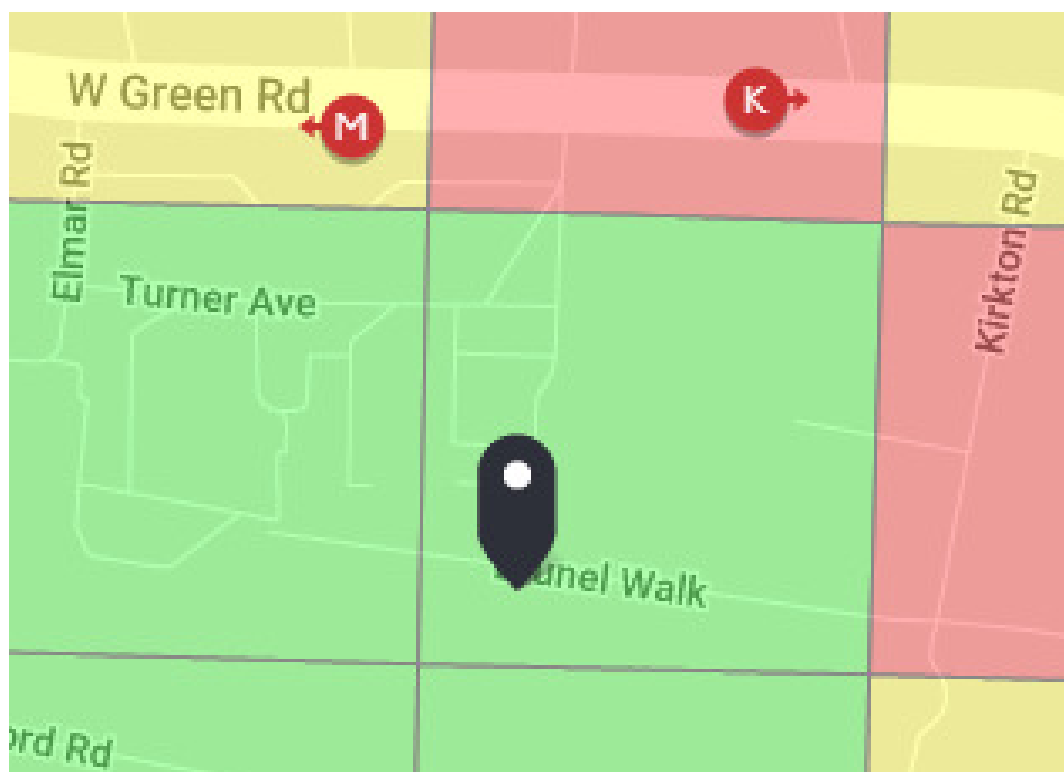
There are 70 maisonettes within the remaining existing blocks at the site plus two parking areas administered and managed by Homes for Haringey. In total these accommodate 29 spaces.

Location and access

This redevelopment site is located to the southern edge of the Turner Estate, which is located to the south side of West Green Road. Brunel Walk is essentially a car free connection which connects Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. It is not public highway, it is assumed it is owned and maintained by Homes for Haringey.

The site's PTAL varies across it, from PTAL 6a at the very eastern end of the site, to PTAL 3 for the main component through to the western side. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8 minute walk away.

The changing PTAL value across the site is shown below;



The PTAL values for the site have actually reduced from 2019. Most of the site was formerly designated as PTAL 4.

Brunel Walk and the Turner Estate are located within the wider St. Anns CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. However, the car parking areas that service the Turner Estate, whilst accessed off public highway, are privately run and managed by Homes for Haringey.

Transportation considerations

A 'Healthy streets' Transportation Assessment accompanies this application. This considers and provides commentary on the transportation aspects of the development. The main considerations are as follows;

Access arrangements

At present, the site is accessed via a non-vehicular connection that passes east – west and connects to Turner Avenue and Elmar Road to the west of the site, and Kirkton Road, Braemar Road and Lomond close to the eastern side. Connections to the wider highway network are from Turner Avenue and Kirkton Road which both connection to West Green Road.

With the proposed development, there will be access and public realm changes that include reconfiguration of the parking areas, essentially the same quantum of parking will remain (29 spaces) and there will be public realm improvements enabling cyclist and pedestrian access to the 4 new blocks and connections to and from the site to the adjacent streets.

The existing layout with respect to public highway status is shown below;



As can be seen Turner Avenue and Kirkton/Elmar are public Highway, as are the short connections to the Hones for Haringey parking courts on the south side of Turney Avenue, that service the existing residences here.

With this development it is intended to reconfigure the parking courts and change the layout, and that will necessitate a formal process to alter the highway arrangement/layout of these two connections. There may be slight changes associated also with the provision of a new blue badge bay to the eastern end of the development accessed off Braemar Road.

It is understood this is running concurrently to the planning considerations, with the applicant engaging with the Highway Authority to formalise and progress the process. The applicant will need to meet all of the costs associated with this process both on the administrative side and for the physical works associated with the changes.

Given the two connections from Turner Avenue to the parking areas/courts do not have a highway network function as such, it is suggested consideration be given to the applicant taking on ownership of the short connections off Turner Avenue to these parking courts.

Healthy Streets Assessment

The TA includes details of the inspection/assessment made of 5 walk routes to local facilities and services, such as shops, transport, green space and a local primary school. Essentially, the report from these details the routes are overall reasonable and the only observations/recommendations made relate to footway surface maintenance and implementation of tactile paving at a crossing on the walk route to Seven Sisters Primary school.

Car Parking

At present, there are 70 units within the estate plus there were prior to demolition, 36 units within Brunel Walk. This application is for a total of 45 new units so an uplift of 9 compared to previous.

This development is proposed as a formal car free/permit free development, the PTAL varies from 3 to 6A along the site (most of the site is PTAL 3, however WEBCAT plots for 2019 show most of the site as being designated PTAL 4). Under the London Plan it is detailed that the PTAL value for a site should be taken as the highest value when considering parking provision or parking aspects of a development site. Therefore, this development should be (if implemented) formalised as permit free so occupiers are unable to obtain permits to park within the St. Anns CPZ. There is a cost to cover the administrative and consultation time for officers of £4000 that the applicant will need to meet. It is assumed that as well as CPZ permits Homes for Haringey will not be enabling parking within their own parking courts as well.

The two parking courts currently accommodate 28 spaces, and the same number will be retained in the parking court areas, plus a new blue badge bay will be provided to the eastern end of the development accessed off Braemar Road. In total there will be 4 blue badge bays which meets London Plan requirements for a bay to be available for each accessible unit within the development. All 29 spaces will be managed by Homes for Haringey.

A Parking stress survey was carried out and the results presented within the TA. This recorded that the HfH managed spaces within the existing parking courts were essentially

fully used overnight. The survey also recorded also that there was very little spare capacity within Turner Avenue and Kirkton Road, however in the adjacent streets to the estate within the survey area stresses were lower with 27 spaces available out of 60 spaces within Seaford Road and 21 available out of 46 on Braemar Road. Survey area wide, the stresses recorded when considering a 5m car length were 70% with 126 spaces available, and when considering a 6m car length, a stress of 81% with 69 spare spaces within the survey area.

Considering the parking aspects overall, there will be an uplift of 9 new units, so there is the potential for additional parking demands compared to present. However, taking into account there will be cycle parking to meet London Plan standards provided for residents and visitors, a travel plan, and there are shops, services and local facilities within walkable distances, along with public transport services, it is not expected any adverse parking impacts will arise. The development will also be formally designated as permit/car free as well preventing parking by occupiers/residents within CPZ operational hours which will act as a deterrent to car ownership.

Transportation also requires that a car club facility be provided which will act as a further mitigation measure in relation to future additional parking demands.

With the above measures and maintenance of the existing number of HfH parking bays, it is considered that the development as proposed will be acceptable with respect to parking considerations.

Car club provision

As commented above, transportation require that the applicant provide a car club facility for the new units in the development. There are two existing car club bays within a short walking distance of the site, and the applicant should consult with a car club operator to obtain their written recommendations for provision of a car club facility for the development. It is expected that this will include the funding of memberships for each household for a period of 3 years plus a £50 driving credit for each residence.

Cycle parking

To meet London Plan numerical requirements for the provision of cycle parking, 86 long stay and 3 short stay/visitor spaces are required.

The applicant has also proposed the provision of two bike hangers to be located off Turner Avenue, which is welcomed.

The applicant is proposing an internal cycle store for each block, and the proposed provision for each store matches the numerical requirements of each block. There is a mix of Sheffield Stands and wall mounted vertical cycle stands, and there are facilities included for larger cycles. Whilst it appears that there is sufficient space to comfortably accommodate the required cycle parking the applicant will need to provide full dimensional details to confirm this and demonstrate that the manufacturer's installation specifications can be met with regards to spacing, room height and manoeuvring space and the also demonstrate adherence to TfL's London Cycle Design standards. This information can be covered by a pre commencement condition.

The same information will be required (and can be covered with the same condition) with respect to short stay/visitor cycle parking and the bike hanger cycle parking facility proposed for exiting residents, to be located off Turney Avenue north of the site.

Delivery and servicing arrangements

The TA details that the additional delivery and servicing trips compared to present will be a very minor increase, 3 trips per day is suggested. Even if each additional residential unit generated a delivery and servicing trip per day, this would only be 9 additional service trips compared to present.

With the recently demolished properties along Brunel Walk, delivery and service vehicles would generally have parked within Kirkton or Braemar Roads, with this proposed redevelopment it is envisaged delivery and service vehicles may park and dwell in a number of locations including Turner Avenue, and the parking courts servicing the estate. In any instance it is not expected that there will be any adverse impacts from a very small uplift in delivery and service trips.

Refuse and recycling collection arrangements

There are bin store locations detailed for each block (internal for A and D. external for B and C) and details of the anticipated manoeuvres and associated pull distances to be undertaken by collection lorries. Overall, these appear acceptable, they show the vehicle reversing into the parking court area accesses to make collections. It is understood that the Council's waste management team are supportive of the proposed arrangements and deem them acceptable.

Emergency services access

Included in the application are details of how fire appliances will access the new blocks, swept path plots show that they will be able to access the car parking courts and use the accesses off Turner Avenue to get within 13 to 19 metres of building entrances and dry risers. It is also noted that there will be sprinklers and a fire detection system in place as well. The emergency services will need to confirm arrangements as proposed are acceptable.

Travel plan

A draft travel plan has been included in the submission, this appears sound with respect to the proposed contents, there are no proposed mode share targets included, and there should be reference to provision of a car club facility for the new units included. The implementation of a travel plan for the normal 5 year period can be covered by condition.

Construction Phase

Given the site's location adjacent to other residential properties, it will be essential for a Construction Logistics Plan to accompany any future application. A draft document has been included in the application, and this does include some useful information. A 28 month build out is detailed, and it is intended to build the development in two phases (east side and west side) with the new access arrangements to be in place prior to the main build.

In order to do this the applicant will need to formalise Highway changes to stop up and/or alter the public highway arrangements currently in place and it is understood the applicant has commenced discussions to progress this.

The draft CLP also references the use of a slot booking system for ensuring construction vehicle arrivals and departures are managed and avoid the AM and PM peak periods, and do not wait on the public highway. All materials will be stored within the site, and accredited banksmen will oversee all vehicle arrivals, manoeuvring and departures.

If consented a pre commencement condition will be required for a fully detailed CLP, which will be based on the draft document submitted with the application.

Summary

This application is for provision of 45 new social housing residential units to the southern side of the Turner Estate, at the location of the now demolished temporary housing that was previously located on Brunel Walk. Compared to previous arrangements there is a net uplift of 9 residential units. This is proposed as a car free development, and it also retains the same quantum of car parking as at present.

A Transport Assessment accompanies this application, and this examines the main transportation aspects of the proposal.

With respect to parking, there is only a small uplift in the number of units and the quantum of parking remains as existing. The new units will be formally designed as permit free and unable to obtain CPZ permits nor Homes for Haringey permits for the parking courts. As there will be high quality cycle parking provided, and a travel plan in place, a car club facility should also be provided, and given there are local shops, services and public transport facilities within a short walk it is not expected there will be any parking issues generated by the additional units.

Arrangements for deliveries and servicing and waste/recycling collections are satisfactory, and subject to confirmation from the blue light services, arrangements for emergency services access appears fine.

There will be physical changes and/or stopping up of the public highway for the accesses to the parking courts off Turner Avenue and the optimum arrangements for this will need to be agreed and progressed with the Highway Authority.

Subject to a number of conditions and provision of appropriate contributions, transportation are supportive of this application;

Suggested Conditions

Cycle parking details

Travel plan

Construction logistics Plan

Transport contributions

Formalise car free/permit free status (£4000 cost)

Car club facility