

HGY/2022/3858 - Wat Tyler House, Boynton Road, Hornsey, London, N8 7AU

Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7- storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boynton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate

Proposal

The proposal is for 15 new residential units, to be constructed in a new block located on an existing Homes for Haringey car park that currently contains 24 spaces.

The breakdown of the 15 units is as follows;

- 6 No. 1 bedroom units
- 8 No. 2 bedroom units
- 1 No. 3 bedroom unit (ground floor accessible/wheelchair unit)

A single blue badge parking bay is proposed for provision on street, to be located at the location where the existing car park crossover is (which would need to be reinstated).

Wat Tyler House is an existing 6 storey block comprising 75 flats, and adjacent to the southern end of the site is the car park, for which the location of this 15 unit development is proposed.

Location and access

This site is located to the eastern side of Boynton Road, north of the junction of Boynton Road with Eastfield Road. It has a PTAL value of 1B, considered 'very poor' accessibility to public transport services. The only public transport services included within the PTAL/WEBCAT walk criteria are 2 bus services, which are 7 to 8 minutes' walk from the site at Hornsey High Street.

However, just outside of the PTAL/WEBCAT walk distance criteria are additional bus services plus Hornsey Railway Station (a 14-minute walk). These services are not considered beyond what most occupiers will be comfortable to walk to, so the site is perhaps better located for public transport than the PTAL value indicates.

The site is not within any of the Borough's formal CPZs, the nearest is the Hornsey North CPZ, which is 200 - 300m to the south of the site.

Active travel audit

The TA includes an Active Travel Audit, which looks at the locations/connections to local shops, services and facilities. As commented earlier Hornsey Station is around a 14 minute walk from the site, and other local facilities are within short walks. Alexandra Park is a 4 minute walk away, the High Street in Hornsey with multiple shops and local services is a 5 – 6 minute walk away, so many essential services and shops are close by such as food shops, pharmacies etc.

Road safety/accident history

For the 5 year period to September 2021, 6 accidents were recorded within the area surrounding the site. There were no recorded accidents within Boyton Road or any of the other roads to the perimeter of the site used for direct access. The accidents recorded were some distance from the site on High Street, Priory Road and Tottenham Lane. Current records do not indicate a road safety issue along the streets directly accessing this site.

Healthy Streets Assessment

A number of routes to local facilities to and from the site have been reviewed, these are to;

- Hornsey Station
- Alexandra Park and Alexandra Palace Station
- St Mary's Church of England Primary & Junior School
- Queenswood Medical Centre

The route assessment/inspections report that three of the routes are pleasant and comfortable, and no improvements are recommended. The survey details that there are sections of the route to The Queenswood Medical centre where the footway surface quality is poor, particularly along Barrington Road, where there also trees causing width restrictions along the footway, and an absence of tactile paving at some crossovers along Hornsey High Street.

The survey also recorded there is no step free access at either of the two rail stations.

3 of the four routes reviewed do not require any improvements as such and provide a good and encouraging environment for walking. The issues that were recorded with the route to the medical centre could be partly addressed by Highway/footway maintenance, and the issue of step free access at the railway stations is out of the scope of this development of course. In balance, the walk routes are encouraging with respect to foot trips to the local facilities for this site.

Trip generation

The TA details the proposed/predicted trip generation for this development. The absolutely numbers given is only 15 units are low, and will not create any tangible highway or public transport network and service impacts. The 2011 census was used to predicted mode share, and this detailed the car mode share for journeys to work at 34%. It is expected this mode share will have reduced since the surveys for the 2011 census due to the uplift in walking, cycling and public transport mode shares since then.

Car Parking considerations

This development is proposed as car free, and also includes commentary that upon reinstatement of the to be redundant crossover at the existing car park access, a blue badge bay can be implemented at the kerbside. The physical works for reinstating the crossover and implementing the blue badge bay should be included in and funded by this development.

In order to build out this development, there will be a loss of 24 off street parking spaces. It is assumed these spaces are currently allocated to Homes for Haringey tenants, with some form of permit management arrangements.

A Parking Stress Survey has been submitted, which was carried out during June 2021. This recorded stresses and activity within both the public highway streets and Homes for Haringey areas and parking courts. Surveys were carried out both for two overnight scenarios plus a midday. The highest stresses were unsurprisingly recorded with the overnight surveys.

On the busiest night the survey recorded an overall parking stress of 87%, with 96 spaces available out of 714. Breaking that down into on street and off highway spaces, 66 spaces were available out of 506, and within HfH streets/courts, 30 spaces available out of 208. Parking stresses in percentage terms were identical. 22 vehicles were observed parking within the 24 space car park which is intended to be redeveloped.

The available spaces on the highway were concentrated within the adjacent and closest streets to the site, namely Boyton Road (19 spaces) Eastfield Road (14 spaces), and Newland Road (10 spaces). Smaller amounts of availability were recorded on other close streets and within the HfH parking courts.

The above stresses were calculated/based on a 5m car length. A 6m car length was also considered with the parking survey data recorded, and the TA details that this would result in stresses of 100% plus within the unrestricted parking areas, and in excess of this in some streets. Whilst it is generally appropriate to consider a 6m car length in some instances, with this proposal, given there were multiple spaces observed as available within the surveys, the 5m car length is more appropriate with regards to reflecting actual parking conditions.

The redevelopment of the car park will lead to additional parking demands materialising on street, from both the current car park users, plus any new parking demands that arise from the 15 units proposed. Local levels of car ownership recorded in the 2011 census were 0.43 vehicles per household, across all dwelling sizes and tenure types. This level of car

ownership is likely to have reduced slightly since the time of this survey, as has happened London wide. It is also noted that only one of the proposed dwellings here is a family sized unit, otherwise there are 1 and 2 bedroom units proposed which normally display lower levels of car ownership than family sized units. Therefore, it is likely that demands from the 15 proposed 1 and 2 bedroom units will be relatively minor. The TA suggests a demand of 6 vehicles arising from the new units, which would be the basis for assessment.

The additional demands arising would therefore be for 28 vehicles seeing to park in total, which would raise local parking stresses from 87% to 91%, with 68 parking spaces remaining available.

Summarising with respect to car parking, the additional demands from the 15 new units are not expected to be excessive, however the relocation of the vehicles currently using the car park will be onto the local roads close to the development site. Parking stresses will increase and levels are already in the range considered to be 'stressed' given then exceed 85%. However, it is acknowledged that there would still be an estimated 68 spaces available within a 200m walk of the site.

As this site is not within any formal CPZ, and the PTAL of the site is low it is not possible to formalise the development as permit free to reduce new parking demand.

The provision of sustainable transport initiatives to potentially reduce car ownership and usage demands from the new units will be essential, and these will include the provision of high quality, conveniently located and secure cycle parking for all residents, provided to the requirements of the London Plan and designed to the requirements of the London Cycle Design Standards. Provision of a car club facility has been proposed.

Car club provision

The applicant has provided the recommendations of Enterprise Car Club for this development proposal. Their recommendation is for funding of three years membership for each unit, with all living at each address eligible for use of car club vehicles. There are vehicles already operating by this car club in the locality so there are no proposals for the

funding/provision of additional vehicles. The availability of a car club facility should contribute towards reducing parking demands from the 15 new units.

Delivery and servicing arrangements/refuse and recycling collections

The TA details two delivery and servicing visits for the 15 new units per day. This does sound somewhat 'light, however the total daily number is not expected to be problematical. Any visiting delivery or service vehicles will need to find a location to park dwell on street. The daytime Parking stress surveys did record greater availability of on street spaces compared to the overnight surveys (which is to be expected), so it is not expected the new delivery and servicing trips will create any adverse impacts.

As for the waste and recycling collections, it is expected that these will take place from the street post development which the TA references is how collections are made at present. The uplift from 15 units is not expected to add any particularly long dwell times or create any issues, colleagues in the waste management team have responded to the consultation and have not raised any issues with regards to the proposed arrangements.

Emergency services vehicle access

Responses from Fire service to this application have indicated that the development as proposed is acceptable from the emergency services/fire access perspective.

Cycle parking

28 long stay and 2 short stay cycle parking spaces are proposed, with the long stay within two separate cycle stores. A two-level stacking system is proposed, and the two external spaces would be provided by using Sheffield Stands for visitors.

All cycle parking is to be designed and detailed to meet the London Cycle Design Standards as produced by TfL. Fully detailed and dimensioned drawings showing the access routes to and from cycle parking, spacings, headroom and manoeuvring space that meets the installation specification for the parking systems chosen are required. These details should ideally be provided pre decision, however a pre commencement condition will also suffice.

The details must demonstrate that high quality, attractive and useable cycle parking will be provided that will encourage the uptake of cycling by occupiers and visitors.

Construction Phase

Given the site's location adjacent to the public highway and other residential properties a Construction Logistics Plan will be required. This should detail how the construction of the development will be managed to minimise and mitigate any construction related impacts on the safe and smooth operation of the public highway and adjacent neighbours. The applicant should engage with the Council's Network Management and Highways Officers to discuss the details of how the build out will be serviced especially with regards to any temporary arrangements on the public highway.

A draft outline document has been included in the application which gives some useful details as to how the development is intended to be built out from the transport/highways perspective.

The build out is expected to take 70 weeks in total, and in order to access/service the build, some parking bay suspensions and narrowing of footways is envisaged. The applicant will need to liaise and agree any temporary highway arrangements with Highways Officers. It is also noted in the draft that overall construction vehicle movement numbers to and from the site will be low, and that all arrivals and departures will be managed using a slot booking system and be confined to the period 0930 – 1430 to avoid impacting on school arrival/departures times and the AM/PM peak periods on the Highway.

A fully detailed CLP, which includes the outcomes of liaising with Highways Officers will be required for review and approval prior to commencement of the physical works and this can be covered by a pre commencement condition.

Summary

This application from the Housing team is for the redevelopment of the HFH off street resident's car park adjacent to Wat Tyler House, to construct 15 new residential units. A TA

accompanies the application. The main considerations relate to access, car and cycle parking, delivery and servicing arrangements and the build out of the development.

The area currently experiences what are considered as high existing parking stresses, exceeding 85%, however a sizeable number of spare spaces were recorded within the survey area (96 in total). The loss of the existing off highway parking court for existing residents will add further demands, and there will be a small new demand expected from the 15 new units, however only one of these is a family sized unit. This is predicted to increase local parking stresses from 87% to 91%, albeit 68 spaces are expected to remain available within the 200m walk radius of the site.

Mitigation of the new parking demands can arise from the provision of a car club facility and high quality, easily useable and secure/attractive cycle parking. It is noted that despite the low PTAL value, essential shops and services are available within a 4 to 5 minute walk as are local bus services, and Hornsey Station is a 14 minute walk away which is expected to be acceptable to most new residents.

Considering where the available space was recorded in the parking stress survey, it is likely some of the displaced residential parking will move to these as they are the closest to Wat Tyler House.

There is no apparent accident issue or road safety situation in the immediate locality of the site at present, and additional delivery and servicing demands in terms of vehicle movements will be low. The Fire service have commented that they have no concerns with regards future emergency access.

Subject to the following, Transportation do not object to this application;

- Pre commencement condition for submission and approval of all cycle parking details

- Pre commencement condition for submission and approval of a Construction Logistics Plan
- Reinstatement of the redundant crossover at the car park entrance and implementation of a new blue badge bay
- Implementation of the car club facility as proposed by Enterprise car club, to include 3 years membership and a driving credit (as detailed in appendix G of the TA).