

HGY/2022/4096 – 189-191 Broad Lane N15 4QT

Transport Considerations

Proposed Development

Construction of 2 storey extension with a loft to create six self-contained flats, including the rear area to form amenity space, secure cycle parking and refuse storage.

The site already contains a number of existing dwellings. However, there are discrepancies regarding the number of existing flats. The CAD plans appear to show 4 x existing flats, while the Application Form states that there are 5 x existing flats.

Further, the application appears to only propose the creation of 4 x flats, in addition to the existing. This needs to be confirmed by the applicant.

Schedule of accommodation:

- 1B 2P – x 2
- 2B 3P – x 2

Accessibility

The site has a PTAL of 6a, indicating it has 'excellent' access to public transport services.

Controlled Parking Zone – the site is located within the Seven Sisters (7S) CPZ, which operates on:

- Monday-Saturday – 08:00-18:30

Car Parking

This application does not include any provision for car parking.

As the site has a PTAL of 4 or over and is situated within an existing CPZ, the absence of any provision for car parking is in accordance with DM Policy 32.

Further, as the proposed development is for 4 x units, this meets the minimum threshold for a car-free agreement. In line with DM Policy 32, the Council will not issue any future residents of the proposed new dwellings with on-street parking permits due to its car-free nature. The Council will use legal agreements to require the landowners to advise the future occupiers of the car-free status of the proposed development.

The applicant will also be required to cover the costs for amendments to the TMO.

Cycle Parking

The application includes provision for cycle parking.

The proposed quantum is for 16 x cycle parking spaces. This appears to be provided through 8 x Sheffield Stands (2 x cycles per stand), located toward the rear of the site, and accessed mainly from Antill Road.

London Plan (2021) Policy T5 states that the minimum cycle parking standards for the proposed new dwellings are:

- 1B 2P– 1.5 x long-stay spaces
- All other dwellings (above 1B) – 2 x long-stay spaces

The minimum cycle parking standards for the proposed development are 8 x long-stay cycle parking spaces. Therefore, the proposed quantum meets the minimum requirement.

It appears that provision for cycle parking has been extended to support the existing dwellings on the site, which is welcomed (although not required).

Further detail regarding the parking spaces is required, to ensure that they comply with London Cycle Design Standards; namely, that they are sheltered and secure, in addition to the accessibility arrangements, including the dimensions of the storage, and confirmation of the specification of the storage solution. This could be included as a planning condition, but it could be useful to clarify before a decision is reached on the application.

Delivery, Servicing and Refuse Collection

Refuse bins are proposed to be located to the rear of the site (external), to be accessed from Antill Road. This should be acceptable in principle, with collections made from the highway. However, the applicant will need to ensure that Haringey Council's refuse team requirements are contacted with respect to the proposed storage arrangements and access for collection, in addition to the proposed quantum meeting minimum requirements.

Overall, the additional dwellings should not result in a substantial increase in traffic to / from the site for servicing and deliveries.

Construction

The applicant has not provided a Construction Logistics and Management Plan.

This would be required, and should be secured by planning condition.

Decision

Consequently, we would not object to this application subject to the following Section 106 planning obligations and planning conditions:

Section 106 Obligations:

1. Car-Free Development

The owner is required to enter into a Section 106 Agreement to ensure that the residential unit is defined as “car-free” and therefore no residents therein will be entitled to apply for a resident’s parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.

Planning Conditions:

2. Cycle Parking

The applicant will be required to provide cycle parking provision in line with the London Plan (2021) standards and the London Cycle Design Standards.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) standards and the London Cycle Design Standards.

3. Construction Logistics and Management Plan

Prior to the commencement of development, a Construction Logistics and Management Plan shall be submitted to and approved in writing by the local planning authority. The statement shall include (but not limited to) the following matters and the development shall be undertaken in accordance with the details as approved:

- a) routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) the estimated number and type of vehicles per day/week;
- c) estimates for the number and type of parking suspensions that will be required; and

d) details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.