

Officer's Report

Application Number	HGY/2022/4139
Type	Approval of details reserved by a condition
Location	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London N17
Proposal	Application for the approval of details pursuant to Condition A11 (Cycle Parking details) relating to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.
Case Officer	Martin Cowie
Valid Date	10/11/2022
Applicant	Please refer to Company Name
Agent	Matthew Eyre

RECOMMENDATION

Approve

Proposal - Application for the approval of details pursuant to Condition A11 (Cycle Parking details) relating to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.

APPROVED DEVELOPMENT

Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation will provide up to 104,053m of floorspace (GIA), comprising residential (Use Class C3) (up to 1,036 units), retail (Use Class A1-A4), health centre (Use Class D1), office (Use Class B1), leisure (Use Class D2) parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works.

Approved – 27.03.2019. Planning Ref: HGY/2018/2223.

CONSULTATION RESPONSE

LBH Transportation:

Email dated 19.12.2022:

1. Clarification regarding the approved development (number and size of dwellings) and the corresponding London Plan requirement for cycle parking (long stay and short stay). Details regarding non-residential use and corresponding cycle parking requirements / provision should also be provided.
2. The aisle width adjacent to two-tiered cycling parking does not meet LCDS. The submitted manufacturers documents recommends 1.5m aisle width – this is not acceptable and the layout should meet LCDS requirements.

3. Details of access lift size to cycle storage should be provided and meet LCDS requirements.

Email dated 13.03.2023 (following submission of additional information):

1. The tabulation of development and corresponding London Plan cycle parking standards confirms that the proposed number of long stay and short stay cycle parking provision meets requirement.
2. The detail of proposed lift confirms compliance with LCDS requirement for minimum size.
3. The proposed provision of 1.5m aisle width adjacent two tier cycle parking does not meet LCDS layout standards and is considered unacceptable.

ANALYSIS/ASSESSMENT

Condition A11 reads:

Prior to the occupation of the Plot A development, full details of the long stay cycle parking (including the type, dimensions and method of security and access), in line with the London Cycle Design Standards (LCDS, October 2016) within that Plot shall be submitted in writing to and approved by the Local Planning Authority. Cycle parking within the Plot shall be installed in accordance with the approved details.

REASON: To promote sustainable transport

Pursuant to condition A11 the applicant has provided details of the proposed cycle parking arrangements associated with Plot A. Whilst the proposed arrangements do not fully meet all the standards as set out in the London Cycle Design Standards guide due to the constraints of the site and space available.

In response to the Transport officers comments, most two-tiered cycle parking spaces (76%) have an aisle width wider than 2500mm, with the vast majority having a space of c.3300mm. Variations include:

- 6 two-tier racks (12 spaces) have an aisle width of 2090mm
- 18 two-tier racks (36 spaces) have an aisle width of 1500mm

In summary, 48 spaces (24%) have an aisle width under 2500mm and this is proposed on the basis that the 1500mm is in line with the manufacturer's recommendations provided.

It should be noted that LCDS Sub-section 8.2.3 (efficient use of space) provides some indicative space requirements in figure 8.1, based on the Sheffield stand. However, it goes on to state here are many other products on the market, particularly those that private owners may consider within their property, and space requirements will need to be calculated based on the characteristics of each type explains that space requirements for cycle parking systems will need to be calculated based on the characteristics of each type. Therefore, whilst there are instances where aisle widths fall below the LCDS guidance due to the constrained layout of the building, these are limited to a minority of spaces, with all aisle widths meeting the manufacturers recommendations.

LBH Planning officers have reviewed the information presented and consider that the proposed cycle parking facilities will provide for appropriate and useable cycle parking spaces having regard to the LCDS guidelines and manufacturers specifications.

On this basis the details submitted are satisfactory be for the purposes of discharging the condition.

RECOMMENDATION

GRANT DISCHARGE CONDITION