

HGY/2022/3846 - 30-36 Clarendon Road Off Hornsey Park Road,
Wood Green, London, N8 0DJ

Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.

Development proposal

The proposals are for the demolition of the existing building and construction of an eleven storey building to provide 51 residential Units and 560sqm of commercial floorspace.

The breakdown of the residential units is as follows;

- 19 N. 1 bedroom units
- 26 No. 2 bedroom units
- 6 No. 3 bedroom units.

5 of the residential units will be fully accessible/wheelchair units.

2 off street blue badge parking bays are proposed and 93 long stay, and 12 short stay cycle parking spaces as well.

Location and access

This site is currently the 'Jessica Buttons' factory and is located on Clarendon Road.

It has a PTAL value of 4-5, considered 'good' to very good' access to public transport. Bus services are close by, Turnpike Lane Underground station is a 9 minute walk away, and Hornsey National rail station a 7 minute walk away. Areas of 'excellent' public transport accessibility (value 6A) are close by.

It is also located within the Wood Green Outer CPZ which has operating hours of 0800 – 1830 Monday to Saturday. The Wood Green Inner CPZ boundary is close by, at the junction of Clarendon Road with Hornsey Park Road to the west of the site.

Transportation considerations

In assessing this application, we have to consider the current use of the site and the temporary use granted as a nursery and church as part of the decant due to a nearby development by the same applicant.

The existing temporary church and nursery use forecasted that there will be some 220 attendees attending the Church with a total of 40 cars arriving and departing during the busiest time periods (09:00-10:00 and 13:00-14:00) the applicant provided a total of 9 car parking spaces on site and the remainder of the vehicles would have parked on street. The nursery element would result in 6 car trips during the critical AM and PM periods.

Access arrangements

A vehicular access will be required to the western side of the site which will require alteration to the existing crossover/access. The applicant's proposal includes changes to the waiting and loading restrictions and public realm changes at the site on the eastern side, the alteration to the public highways will need to be secured by a Section 278 Agreement under the Highways Act, with the applicant meeting all of the Councils and works costs.

Car parking considerations and permit free status.

As the site is located within a CPZ and has good to very good public transport accessibility, it meets the criteria of policy DM32 to be formally designated as a car free/permit free site. A car free s106 agreement will be required to restrict eligibility of all occupiers from obtaining CPZ parking permits. The developer will be responsible for cost (£4000) for amending the CPZ. Designation as a car free/permit free development accord with Haringey and London Plan policies and is appropriate.

The TA includes details of a parking stress survey. This recorded survey wide stresses of 72% across the 500m wide/walk distance survey area. 277 spaces were recorded as available within this area. Looking at the streets closest to the site, it is noted there were

only a low number of available spaces recorded in Clarendon Road and Mary Neuner Road, however 13 available spaces were recorded overnight within the Avenue.

Given the very good access to public transport services, close proximity to local shops and services on the south side of Turnpike Lane, and car free status with comprehensive formal parking controls, it is not anticipated that there will be much car parking demand generated at all by this development proposal. Of the 51 units only 6 are family sized. There will also be a travel plan and Transportation will require and enhance car club provision to further mitigate any potential parking demands that could arise. All of these components will work together to reduce potential parking demands.

The transport planning and highways authority is aware that there are local parking issues reported by residents, that are essentially resultant from events related parking pressures generated by the adjacent community centres and facilities. The Highways and parking team developed possible measures to address these issues following a number of requests received from residents prior to Covid 19 to increase parking controls on Clarendon Road N8. The parking team conducted a video traffic survey to understand the level of infringement of parking restrictions and on footways for a potential parking scheme in Clarendon Road N8. Results of this surveys shows a significant change in parking violations post the Covid 19 pandemic with no infringements being recorded during the duration of the surveys which were commissioned to take place whilst events were taking place at the local community centres. Ultimately the issues experienced can only be addressed by a mixture of active parking enforcement and behavioural change. Any potential parking impacts resultant from this development proposal are likely to be very minor and only result in additional parking outside of CPZ operational hours. It is therefore not possible for the Transportation Planning and highways authority to object to this application on parking grounds as there is sufficient parking restriction to prevent illegal parking in this location in the form of double yellow lines with blips, the issue is therefore one of enforcement. We have also concluded that the development proposal will result in less parking demand when compared to the existing use as a Church.

Blue badge parking

The London Plan requires provision of 3% blue badge parking from the outset and the ability to provide 10% if required. The two spaces proposed for off street meet the 3% requirement. The applicant has suggested conversion of existing on street bays to provide additional blue badge parking in close proximity to the site if demands require. Whilst the London Plan policy requires the ability to provide up to 10%, it is not necessarily expected that this full demand will materialise.

The applicant will need to provide a plan for meeting the future demands of the occupiers of the accessible units at the site, and detail what steps are to be taken to react to demands and implement further bays, which would require agreement with the highways and parking teams at Haringey. This will be secured via the parking management plan which will be monitored as part of the travel plan which will be secured by the S.106 agreement.

Cycle parking

Cycle parking provision for 93 cycle spaces is proposed – comprising of 74 spaces (two tiered), 14 spaces (Sheffield stands) and 5 spaces for larger bicycles. These cycle spaces are located in the basement and an access lift measuring 1.2m x 2.3m will be provided. In addition, it is proposed to provide six 'Sheffield Stands' (12 cycle spaces) on Clarendon Road for short stay cycle parking.

It is noted that the short stay/visitor cycle parking appears to be located within the highway adjacent to new areas of public realm that will be created by this development. Detailed drawing of the public realm works must be provided for approval and will be secured by the S278 Agreement.

A pre commencement condition requiring submission of details of cycle parking provision for the commercial use (worst case for uses permitted within use Class E), for approval prior

to occupation, is required. All cycle parking is to be designed and detailed to meet the London Cycle Design Standards.

Delivery and servicing arrangements

The application is supported by a draft delivery servicing management plan (DSMP). There is reference to one delivery and servicing visit for the commercial/office floor space, and 8 for the residential units.

The applicant envisages all delivery and servicing activity to take place from the adjacent kerbside from the carriageway. Smaller service vehicles could use any available CPZ bays, larger vehicles would need to park to the perimeter of the development. This would require removal of or adjustments to the double yellow line restrictions with double blips that prevent any loading activity at present, which have been implemented to address the event related parking issues that have arisen.

A pre commencement condition for the developer/applicant to agree a regime of adjustments to existing on street waiting and loading restrictions will be required to ensure that any proposed changes are safe and appropriate from the highway perspective. Any changes will need to be included within the S278 Agreement. A separate pre commencement condition for an enhanced delivery and servicing plan to address this issue will be required.

It is noted that refuse and recycling collections are envisaged as taking place from both sides of the development and the proposed storage and collection arrangements will need to be supported by the Borough's waste team. The details for these should be included in the enhanced Delivery and Servicing Plan.

Car club facility

As commented earlier in this response, to further mitigate any potential parking impacts, the applicant should include a car club facility for the development. This must be covered by the section 106 agreement and should include the applicant providing details of the

recommended provision by the car club operator. It is expected that this will include two years free membership for each unit plus a driving credit of £100 per unit.

Travel Plan

There is reference on the application to provision and implementation of a Residential Travel Plan. This must be secured by the S106 or by condition and submitted to the council for approval no less than 3 months before the development is occupied.

Construction Phase

The application is supported with an outline construction logistics plan, this must be secured by S106 agreement including a monitoring contribution of £10,000 (Ten thousand pounds), to monitor this development proposal and the other development proposals in the Wood Green area to ensure that activities are coordinated and safety and integrity of the highways network is maintained. We will require the applicant to submit detailed Construction Logistics Management Plan for approval prior to the start of any works. The applicant should be advised to undertake early discussions with Haringey Highways Construction Logistic Team to agree traffic management arrangements that may be required.

Summary

This application is for redevelopment of the site at 30 to 36 Clarendon Road, to provide 51 residential units and some commercial floor space. The development is proposed as car free except for two blue badge spaces to be located within the site.

The development is appropriate to be dedicated as a car free development, in line with the London Plan Policy T6 Car Parking, and Haringey Development Management DPD Policy DM 32, as this location is located in an area with a high public transport accessibility level and a CPZ is in place to restrict parking. In addition any parking demands generated by the development is likely to be minor when combined with the proposed mitigation measures such as the permit free status, travel plan, car club and high-quality cycle parking provision, in addition local shops and services are located within a short distance of the development.

It is recognised that there are existing parking issues and nuisance generated by some event activity at the community facilities located close by, this application should not worsen this situation and reduction in nuisance generated with this issue will have to come from behavioural change and ongoing parking enforcement. It is also to be noted that the proposed residential units will generate less trip and parking demand when compared to the existing use as a church and nursery.

We will require the following section 106 obligation and conditions to be secured as part of the proposed development to ensure that the development proposal complies with the policy requirements of the London Plan, Haringey Local Plan and Haringey Development Management DPD, subject to the following conditions section 106 obligations and conditions we have no objection to this development proposal:

1. Car-Free Agreement

The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents 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 £4000 (four thousand pounds) towards the amendment of the Traffic Management Order 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.

2. Car Club Membership

The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of two years’ free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 2 years.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

3. Construction Logistics and Management Plan

The applicant / developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development , and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds). The plan shall include the following matters, but not limited to, 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 in combination with other sites in the Wood Green area and to encourage 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.

4. Cycle Parking

The applicant will be required to provide long and short-stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021), cycle parking is to be design and implemented in line with 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.

5. Delivery and Servicing Plan

The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

7. Residential Travel Plan

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
- b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident.
- c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year per travel plan for five years £20,000 (twenty thousand pounds) in total for the monitoring of the travel plan initiatives.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

13. Section 278 (Highway Works) Agreement

Prior to the first occupation of the development, the developer shall enter into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising, new public realm scheme, cross over and footways works proposed on Clarendon Road. The applicant will be required to provide details designs for all associated works including a Stage 1 and Stage 2 Road Safety Audits being carried.

Reason: To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements. To enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.

Conditions

1. Service and delivery plan, the applicant will be required to submit a service and delivery plan which includes how refuse collections will be made by both the residential and commercial element of the development proposal. The plan must be submitted for approval before the development is occupied.

Reason: To reduce the number of trips and reduce the impacts of the development proposal on the highways network.