



LBH Highways - Response

DATE:	14 April 2023	CONFIDENTIALITY:	Restricted
SUBJECT:	Berol Quarter (Berol Yard) – London Borough of Haringey Highway Response		
PROJECT:	70094918	AUTHOR:	Mark Cottray
CHECKED:	Sam Tearle	APPROVED:	Mark Cottray

INTRODUCTION AND BACKGROUND

Berol Quarter Limited have submitted a full planning application (HYG/2023/0261 & HGY/2023/0241) for permission for the refurbishment and extension of Berol House to include Use Class E floorspace and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace.

WSP UK Ltd was appointed by the Applicants to provide transport design and planning advice to support the planning application. The purpose of this Technical Note is to respond to comments from the London Borough of Haringey (LBH) Highways, issued on 21st March 2023.

Transport Comments & Response

LBH commented:

The site has excellent public transport accessibility (PTAL=6a) and is located within a CPZ.

The proposals are for the refurbishment of Berol House to provide 5209m² GEA Office use and 714m² GEA retail/commercial use. In addition, the proposals includes development of 2 Berol Yard to provide 210 residential units, 706m² retail / commercial use and 161m² community use space.

The proposal includes cycle parking provision for 48 long-stay and 30 short-stay cycle parking spaces for Berol House and 380 long-stay plus 24 short-stay spaces for 2 Berol Yard. The layout of cycle parking does not meet LCDS standards for aisle widths adjacent to two-tiered cycle parking. Revised submission of detailed cycle parking layout with dimensioned plans that complies with LCDS, are required.

WSP Response:

The Applicant notes comments from LBH Highways that the layout of cycle parking does not meet LCDS standards for aisle width adjacent to two-tiered cycle parking. The proposals currently assume an aisle width of 2.5m which is in excess of what is recommended by the cycle parking manufacturers (1.7m minimum and 2m recommended).

The wording set out in the LCDS indicates there is a degree of flexibility with regards to the aisle width, stating *'overall width of 3500mm should ideally be provided where there are racks on either side of the aisles, though this may limit the density advantages of two-tier stands'*.

Opportunities to further increase the aisle width compared to the recommendations from the cycle parking manufacturers were considered, albeit it was concluded that this would have a significant impact on:

- The efficiency of the ground floor layout at 2 Berol Yard and/or the quantum of employment-generating commercial floorspace desired by LBH.
- The scheme's active frontages and associated loss of visual surveillance.
- Reduced opportunities to enhance the public realm to create a more attractive place for future residents, employees and visitors.

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- The quantum of cycle parking spaces (including accessible spaces) that could be provided.
- Additional cycling storage space would have required the use of a basement, which would have created significant additional carbon, which was against the LBH policy for carbon reduction as well as financial pressure on the ability to deliver affordable homes.

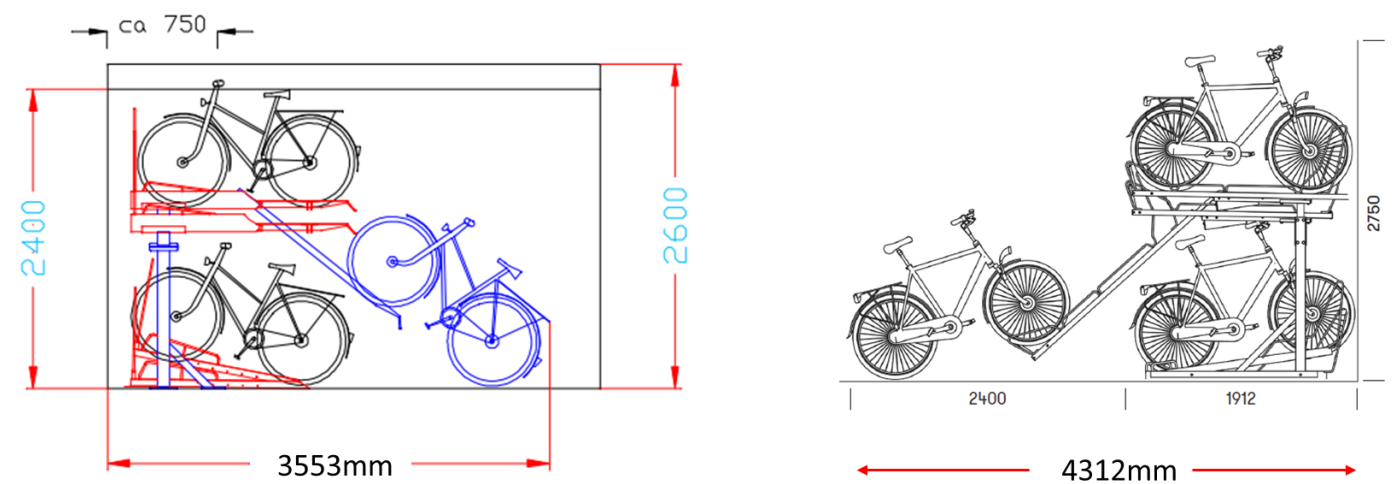
There are competing uses for the ground floor at 2 Berol Yard, including employment generating workspace, residential entrances/access, circulation and cycle parking. Any increase in the areas of the cycle stores, stemming from wider aisles, would have a harmful effect on these other uses. It is considered that an appropriate balance has been struck between practical and appropriate cycle parking and these important other uses.

Furthermore, the Applicant wishes to highlight that the proposals assume the use of a Josta 2-tier cycle racks (or equivalent), which are considered an innovative solution to provide high quality cycle parking for sites with limited space. **Figure 1** below illustrates:

- The Josta 2-tier cycle rack that shows the rear of the bike extends out 3553mm from the wall when the rack is pulled down; and
- Another with a more standard 2-tier system that shows the rear of the bike extends out 4312mm from the wall when the rack is pulled down.

The image illustrates the advantages of the Josta 2-tier cycle rack system with its compact footprint, which is achieved by having the top rack sit higher off the floor than other more standard systems and hence needs less operating space than other systems. It highlights that not all 2-tier systems are the same and some will need a wider walkway.

Figure 1: Josta 2-Tier Cycle Rack (L) Vs Standard 2-Tier Cycle Rack (R)



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Noting the above, the Applicant concludes that 2.5m aisle width can provide high quality cycle parking to encourage active travel, without it resulting in a detriment impact on the topics listed above.

LBH commented:

The proposals for 2 Berol Yard will be car free except for provision for 'Blue Badge' car parking. This will initially include 3% provision for 6 'Blue Badge' holder parking spaces required for the residential units and one space for retail use. London Plan requirement for 10% of dwellings to be accessible and have parking spaces is not subject to reduction by reference to data from other sites. A parking management plan will be required to set out how this level of provision will be provided.

The proposals for Berol House will include provision for one Blue Badge parking space. However, there will be 30 standard car parking spaces retained for existing tenants with contractual rights.

WSP Response:

The Applicant confirms that a Car & Cycle Parking Management Plan will be secured via condition. This will include detail on opportunities to increase Blue Badge holder parking spaces in the unlikely event that the initial 3% provision (as per London Plan requirements) is not sufficient to meet demand.

LBH commented:

The provision of one 'Blue Badge' parking space for the commercial use (5209m² GEA) is not considered adequate. Further detailed assessment is required using number of employees / multiple occupiers and statistics of percentage of working age people with 'Blue Badge' permits.

WSP Response:

The Applicant notes that the proposal for one Blue Badge parking space for the commercial use is compliant with the London Plan standards. This has been confirmed by Transport for London (TfL) in the Greater London Authority (GLA) Stage 1 report that states *'For Berol House the Applicant is proposing 1 blue badge space which is policy compliant'*.

Noting the above, no further amendments are proposed. However, the Applicant is keen to highlight that it expects the residential Blue Badge parking provision not to exceed demand, based on the results of Blue Badge parking surveys for other sites that show low utilisation of such bays. This provides a potential opportunity to increase Blue Badge parking for the commercial use by converting unused residential Blue Badge parking spaces, if required.

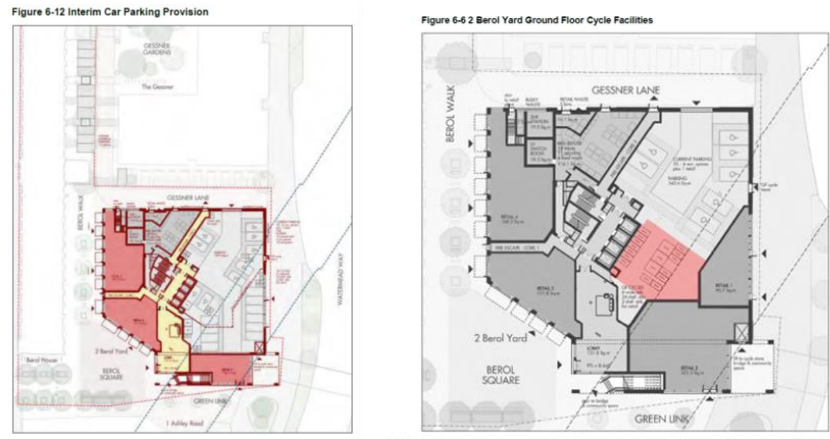
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LBH commented:

Clarification is required regarding the overlaps in layout of interim retained 30 car parking in Fig.6.12, the cycle parking illustrate at Figure 6.6 and the vehicular swept path for a refuse vehicle, below.

Figure 2: Extract of images from LBH Highways



WSP Response:

The Applicant confirms that the bottom right image shows vehicle access at the northern end of the site boundary and that there is no overlap.

LBH commented:

Further detailed assessment is required regarding the demand and provision for car club vehicles, 2 year free membership for residents plus £100 user voucher etc. A s106 agreement for this will be required. The limited information included regarding existing car club bays in the vicinity is not considered adequate.

WSP Response:

The Applicant confirms that it intends to provide residents with three years car club membership including a £50 annual credit for those who register.

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The Applicant highlights that Chapter 4 (Part 8) of the Transport Assessment (TA) includes an overview of nearby Car Club bays and likely walking routes to access these bays. In addition to those listed, it is important to note that as part of the original application (HGY/2017/2044), an agreement to provide an additional Car Club bay on Ashley Road is also proposed, that future residents of the site can benefit from. These are to be delivered by the Local Authority as part of the funded improvements to Ashley Road and the surrounding area associated with the original application.

LBH commented:

East-west pedestrian movements through the Site will be via Berol Passage and Gessner Lane or Green Link. North-south pedestrian movements will be via Berol Walk. It is recommended these routes be designated and secured as public rights of way to enhance permeability.

WSP Response:

The Applicant can confirm that it will provide a permissive path right of access for members of the public to pass. The existing estate already provides for the Berol Passage and Gessner Lane to be subject to a Permissive Path right, which was secured under the previous planning application.

LBH commented:

For 2 Berol Yard, servicing vehicles for retail units 1 and 2 will use the existing servicing bay on Watermead Way. Servicing vehicles for retail units 2, 3 and 4, and the residential lobby will use the servicing bay on Ashley Road. For Berol House, servicing vehicles for the retail units and office will be via the servicing bays on Ashley Road.

WSP Response:

The Applicant confirms the above is correct.

LBH commented:

Assessment of trip generation indicates there will be an overall net reduction in trips from the current proposals than from the previously consented development on this site.

WSP Response:

The Applicant welcomes this acknowledgement.

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LBH commented:

There is reference to a Bridge over Watermead Way and some provision for construction works (western abutment) being undertaken as part of this development. Please clarify what works are envisaged because these works may require a s106 / s278 agreement.

WSP Response:

The application safeguards the bridge footing, enabling the public realm at Ashley Road South to be maximised. The bridge will be constructed in due course. Its construction will not be secured under the 2 Berol Yard planning application. For completeness, the Applicant highlights that the bridge over Watermead Way is to be delivered by the Local Authority as part of the Green and Open Spaces Strategy. The Applicant has agreed to facilitate the bridgehead, staircase and public lift and secure permissive path rights over these, whilst also the Applicant will maintain them at their expenses. This will save the Council over £518,700 – evidence of this has been submitted to the Council. No further Section 278 is expected.

LBH commented:

Framework Travel Plans: A requirement for detailed travel plan to be submitted for approval prior to occupation should be secured via s106 agreement, This should allow for separate travel plans for the Commercial and residential uses. Each travel plan will also be subject to £3000 monitoring fee.

WSP Response:

The Applicant confirms a detailed Travel Plan will be produced for the commercial and residential uses, which would be secured via condition. This will include a contribution of £3,000 (per Travel Plan) for monitoring purposes.

LBH commented:

Construction Logistics Management Plan. A condition is required for submission of a detailed construction logistics management plan for approval prior to start of any works on site. This should follow format of TFL Construction Logistics Plan guidance. I understand there may have been a s106 charge for a highways / construction officer to coordinate traffic management works for the various adjacent development sites – this arrangement should be replicated / secured via s106 agreement for this development.

WSP Response:

The Applicant confirms that a detailed Construction Logistics Plan will be provided if planning consent is granted. This would be secured via condition.

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LBH commented:

A condition requiring submission of a car park management plan is required. This should include details of how car parking (for commercial and residential) will be allocated and managed. All car parking spaces should be leased and not sold with individual property.

WSP Response:

The Applicant confirms that a Car & Cycle Parking Management Plan will be produced and secured via condition. This will provide detail on how car parking spaces are allocated and managed. Given this is a Build-to-Rent scheme, no units will be sold.

LBH commented:

Under planning application HGY/2023/0241, the current Berol Quarter proposals would sever ties with previously consented development HGY/2017/2044 and be considered as a free standing site. Please clarify:

- i. whether that means that all the infrastructure works secured with HGY/2017/2044 would need to be completed (representing a new base scenario), before the current application can be occupied because it would be reliant on loading bays on Ashley Road etc.
- ii. whether the proposed changes will affect any existing s278 agreements and s106 agreement obligations / funding for highway works and contribution for public realm improvements / design or DEN delivery etc.
- iii. There is reference to use of a booking system for delivery slots – however, given that deliveries will use loading bays on public highway, clarification is required regarding what is proposed.

WSP Response:

The Applicant confirms that the infrastructure works under HGY/2017/2044 have already been fully delivered and paid for (by the Applicant) and that there are no proposed changes that will affect the existing Section 278 / 106 Highways Obligations.

For the latter point, the use of a booking system for delivery slots would be used to minimise instances whereby multiple deliveries arrive at the same time, serving the same unit. Further detail on management of deliveries would be provided within the detailed Delivery & Servicing Plan, that would be secured via condition. This will include commentary on opportunities to liaise with other surrounding businesses with a view to minimising any adverse impacts associated with deliveries.