



Your ref: HGY/2023/0728
Our ref: HRGY/23/11

Philip Elliott

Development Management, LB of Haringey

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Dear Philip,

RE: HGY/2023/0728 – 341A Seven Sisters Road– LB Haringey– TfL’s Detailed comments

Thank you for consulting TfL with regards to this referable planning application. It is understood that the proposal comprises the construction of two new buildings to provide warehouse living units with additional workspace/ artist studios with associated public realm improvements.

I write to provide detailed strategic transport comments on this application reference HGY/2023/0728. These reflect the matters raised in the GLA Stage 1 planning report GLA/2023/0294/S1/01 dated 19 June 2023. Please note that these comments are additional to any response that you may have received from colleagues within different parts of Transport for London (TfL).

Site location and context

The development is bound by the A503 Seven Sisters Road to the east, which forms part of the Transport for London Road Network (TLRN), Eade Road to the south and Tewkesbury Road to the north; all of which form part of the borough network. The closest section of the Strategic Road Network (SRN) is the A107 Amhurst Park which is approximately 50m to the south of the site.

The nearest station is Stamford Hill (London Overground) Station, which is approximately 730m to the east of the site and offers services between Liverpool Street and Enfield Town. Whilst Manor House (London Underground) Station is approximately 850m to the southwest of the site and provides services south to central London and north towards Cockfosters.

Asset protection is required for the Victoria Line LU line which runs adjacent to the site, beneath Seven Sisters Road. However, there is no Victoria Line station within reasonable walking distance (960m)

There are 4 bus stops within PTAL walking distance of the site (640m), servicing the 253,254,259 and 279 services. The site therefore has a Public Transport Accessibility (PTAL) of 5 on a scale of 0-6b, where 6b is the highest.

Cycleway 1 (C1) is approximately 700m to the east of the site, is the nearest part of the current strategic cycle network. It runs between the City to Enfield.

Trip generation

TfL consider the proposed trip generation and mode share is acceptable in strategic transport terms, subject to addressing the matters outlined below.

Public realm improvements and Healthy Streets works

TfL welcomes the proposed public realm improvements surrounding the site. Currently, the public realm adjacent to the site between Seven Sisters Road and Tewksbury Road is a narrow, poorly lit alleyway. This feels unpleasant for users who also perceive personal safety risks. It is welcomed that the applicant is working with the LB of Haringey to improve the route which acts as a gateway to the wider Warehouse District. The ultimately agreed improvements should be secured in a s106 agreement and/or s278.

Improvements include widening the alleyway, providing improved lighting and cyclist facilities along the alleyway. However, the applicant and the Council should engage with TfL LU Infrastructure Protection to ensure that any changes to the alleyway and in particular its gradient do not impact upon the below ground Victoria Line.

In addition to this, the applicant is proposing healthy streets works including a type of pocket park to the end of Tewkesbury Road nearest their site which are welcomed. In order to support the delivery of this, it is requested that the LB of Haringey revise the on-street parking and loading controls. The improvements to this road should be secured in the s106 to be delivered via a s278 agreement. The Council should also secure funding to cover the costs of reviewing and implementing changes to the parking and loading controls.

The applicant also appears to be proposing works to Seven Sisters Road which form part of the TLRN but limited detail is provided, more information is required ahead of determination of this application although full details can be worked up and agreed with TfL subsequently. Again, the improvements to Seven Sisters Road should be secured in the s106 agreement to be delivered via a s278 agreement with TfL.

The applicant should refer to TfL Streetscape Guidance when proposing works on TfL highway and TfL wider Streets Toolkit.

TfL also note that the site is approximately 700m to the west of Cycleway 1. TfL request that the applicant should work with TfL and LB of Haringey to improve links between the site and this Cycleway. And likewise the route to Stamford Hill for pedestrians. This is in accordance with Policy T5 of the London Plan.

It is also requested that the applicant should explore improvements to the crossing of Eade Road at its junction with Seven Sisters Road and onward links to Manor House. TfL also consider that there is scope for an improved pedestrian and cyclist crossing of Seven Sisters Road in this location, this would further improve pedestrian and cyclist desire lines.

These improvements would all help mitigate the impact of the development and promote sustainable and active travel, in line with London Plan Policy. They should be secured by s278 agreement with the appropriate authority and/or in the s106.

The applicant has provided an ATZ assessment as part of the submission. TfL welcomes the provision of the assessment however the application should also include a night-time ATZ assessment as part of the submission in order to identify walking and cycling improvements which may be applicable after dark, particularly relevant given the proposed development and its location

There is also scope for improvement of the daytime ATZ and the applicant should work with the relevant highway authority to deliver the identified walking and cycling improvements, in line with the Healthy Streets agenda, TfL may seek site specific mitigation for the wider network in addition to works proposed.

Pedestrian, cyclist, and vehicular access

Vehicular

Proposed vehicular access for service vehicles only would be gained via Eade Road, which forms part of the borough highway network. However, the site access point is adjacent to the TfL red route return in which TfL are the traffic authority. Access to the site would be via gates off street. It needs to be demonstrated that these arrangements would not result in queue backs onto Eade Road and Seven Sisters Road

Pedestrian and Cyclist

Pedestrian and cyclist access would be from various points including Eade Road, via gates separate to the vehicle access, the improved alleyway between Seven Sisters Road and Tewkesbury Road and from the rear on Tewkesbury Road. These should be secured by condition /s278 agreement

Car parking

The redevelopment of the site will result in the removal of surface car parking. The proposal of no car parking is in line with London Plan Policy T6 (Car Parking) and supported by TfL It is particularly appropriate in a location such as this with a high PTAL and good potential access to the strategic cycle network and for improvements to the local links.

Two accessible parking spaces (Blue Badge) are proposed on street and the location should be clarified. All future occupants of the site would be exempt from applying for parking permits except Blue Badge holders and this should be secured via S106.

Cycle parking

It is noted that albeit there are no standards for warehouse living, the applicant considers the cycle parking requirement to be more akin student accommodation. However, TfL consider warehouse living to be most similar to residential dwellings given the greater length of occupancy and all year round living which is not usually seen with student halls and therefore the dwelling requirements are applicable.

The quantum currently being proposed is 1 long stay space per bedroom. TfL consider that in addition to this that the applicant should provide 1.5 long stay spaces for the double bedrooms. For the commercial elements the proposed long stay should be shown on plans to at least meet London Plan minimum standards and the LCDS, both as required in policy T5.

With regards to short stay cycle parking, the proposal adheres to the minimum London Plan requirements.

It is requested that the applicant should re-visit the proposed layout of the provision of long stay cycle parking, It is acknowledged that some existing residents store their cycles within their bedroom. However, TfL do not accept this as part of the provision of the London Plan quanta and this should be addressed within a new build scheme. The London Plan minimums (at least) should be provided in accordance with the London Cycle Design Standards.

Servicing

The existing building, Cara House adjacent to the site is used for warehouse living units. It does not form part of the application site but falls under the ownership of the applicant. However, it is serviced via the existing car park which does form part of the application site. The application is proposing to provide two servicing bays as part of the development to be shared between Cara House and the new building. The land on which existing car parking used by occupiers of Cara House would be incorporated in the development and the spaces would not be reprovided.

The applicant has provided expected delivery and servicing vehicle data which is deemed acceptable and has provided detailed swept path analysis that demonstrates vehicles can enter and egress the site in forward gear. The applicant has also provided cycle parking for the site but has failed to incorporate or highlight potential locations for cargo bike deliveries.

Further detail should be provided on the management of the servicing bays and the route between them and the proposed gates on Eade Road.

It is also noted that given the site constraints, larger vehicles will have to load and unload on the double yellow lines. TfL note that this area is in close proximity to the TfL red route return, where TfL are the traffic authority. The applicant should demonstrate that any large vehicles would not impact the network with swept path analysis and identify and agree a suitable loading

location with the LB of Haringey. A detailed Delivery and Servicing Plan (DSP) in accordance with TfL guidance, should be secured via condition.

Travel planning

The inclusion of a Travel Plan in the submission material is welcome, though TfL would like to see ambitious targets for mode shift to walking and cycling which reflect the location of the site.

A Full Travel Plan should be secured and monitored through the section 106 agreement, in accordance with London Plan policy T4.

Construction

The applicant has provided an Outline Construction Logistics Plan (CLP) as part of the submission document. The document outlines key fundamentals of the construction programme and methodology. Whilst noting further detail will be clarified in a detailed document, post submission, the applicant should demonstrate measures to ensure there will be no impact on London Underground infrastructure. Conditions to protect rail infrastructure will be necessary and provided in more detail.

TfL is concerned that any excavation works or below ground works may impact on TfL highway and other assets. TfL Technical Approval maybe required for such works. TfL recommends that any major structural works adjacent to the TLRN are submitted to Structural Technical Approval to assess.

Kind regards,

George Snape

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