

## Kwaku Bossman-Gyamera

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**From:** Kate Grey <KateGrey@tfl.gov.uk>  
**Sent:** 06 September 2023 17:02  
**To:** Kwaku Bossman-Gyamera  
**Subject:** High Road 26; HRGY -23-28

**TfL reference:** HRGY/23/28

**Borough reference:** HGY/2023/2113

**Location:** 26 High Road, London N22 6BY

**Proposal:** Change of use on the ground floor from retail (use class E) to banqueting hall (use class sui generis) and partial change of use on the first floor from restaurant (use class E) to shisha lounge (use class sui generis). External changes including replacing the windows and doors and internal reconfiguration. New advertisements on the front elevation.

Thank you for consulting TfL on the above application, the site is located on the A105 High Road which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN. In terms of transport the site is located adjacent to ten bus routes with the closest stop being Coleraine Road and some 150meters from the nearest tube station, Turnpike Lane which forms part of the Piccadilly line.

TfL Spatial Planning have the following comments:

The footway and carriageway on the A105 should not be blocked during the development of the ground and first floor. Temporary obstructions during the conversion should be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A105 High Road. All vehicles should only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

Given the sites high Public Transport Accessibility Level (PTAL) of 6b, being the highest score, TfL welcomes the site being car free with exception of disabled parking only, however TfL are concerned that 15 spaces are excessive for a car-free zone and how this amount of disabled parking spaces will be monitored and request further information on actions to ensure this. TfL suggest this area be utilised more efficiently, our standards for disabled parking are typically one per building use.

In line with draft London Plan standards, TfL expects that a minimum of 20% of all car parking spaces are provided with active Electric Vehicle Charging Points (EVCPs). This includes disabled parking, for the proposed spaces 20% must be EVCPs, with passive provision for all remaining spaces.

Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

TfL would require a separate application form regarding the new advertisement on the front elevation.

With the proposed spaces of 22 cycle parking spaces using Sheffield Stands accessible from the public realm. TfL accept this figure as the minimum number of spaces as long as it meets the requirements on the London Cycling Design Standards Chapter 8 (LCDS). Cycle parking must be fit-for-purpose, secure and well-located.

<https://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>

Considering the location of the proposed development TfL Spatial Planning consulted London Underground Infrastructure Protection and have no objection or concerns to the application.

TfL requests additional information is provided as outlined above prior to being supportive of the application.

**Kate Grey | Assistant Planner**

**TfL Spatial Planning (North) | City Planning**

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For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<https://tfl.gov.uk/info-for/urban-planning-and-construction/our-role-in-planning?intcmp=3484>

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