

HGY/2022/4003 – Land to the East of Cross Lane N8 7SA

Transport Considerations

Proposed Development

Change of use of Commercial Units 2, 3 and 4 (Ground & First Floor Block A) from Business & Offices/Dentist (Use Classes B1a/D1) to Commercial, Business and Service (Use Class E)

Site Context

The site has a PTAL of 3, indicating it has ‘moderate’ access to public transport services.

Controlled Parking Zone – the site is not currently located within a CPZ.

Car Parking and Access

The application will include provision for 2 disabled user parking spaces within the basement car park. This will be provided by converting three of the 23 standard residential car parking spaces into two ‘Blue Badge’ holder parking spaces. There is no standard car parking provision for the commercial units.

Servicing and Delivery

Cross Lane has a single lane access/egress from its junction with Hornsey High Street. However, there is room for vehicles to manoeuvre to be able to both enter and exit Cross Lane in forward gear. The existing servicing and delivery arrangements for the wider site will continue to be used.

The approved DSP outlines that commercial deliveries and refuse collections would be accommodated within a turning head and delivery bay accessed via Cross Lane shared with the residential users which is currently operating successfully. A Delivery and Servicing Plan manager has been appointed by the site management company and this role includes effectively managing the demands of multiple occupiers at the site. These arrangements should therefore remain suitable for the Class E units going forward.

Overall, it is not considered that the potential trips generated from the proposed change of use would have a detrimental or unacceptable impact on the highways.

Cycle Parking

The application site includes provision for cycle parking. The proposed change of use to Class E allows for a broad range of occupiers and potentially with corresponding variation in requirement for cycle parking.

The applicant will need to demonstrate that the cycle parking is compliant with the London Plan and London Cycle Design Standards for the specific occupier of each unit. This could be secured by condition.

A condition is recommended requiring provision of showers and lockers to be provided prior to occupation.

Decision

There are no transport objections regarding this application subject to the following planning conditions:

Conditions:

1. Cycle Parking

The applicant will be required to provide cycle parking and supporting provision for showers and lockers in line with the London Plan (2021) standards and the London Cycle Design Standards, for specific occupier of each unit.

Reason: Given the wide range of uses / occupiers permitted with Class E, to ensure suitability of occupier specific provision to promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.