

78 ALEXANDRA ROAD,
LONDON, N8 0LJ

TECHNICAL NOTE – DISCHARGE OF
CONDITIONS 3 & 4 (HGY/2022/4165)



PROJECT			
Document Title	TECHNICAL NOTE – DISCHARGE OF CONDITIONS 3 & 4 (HGY/2022/4165)		
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1 Introduction

General

- 1.1 Mr. J. Coyle (“the Applicant”) is seeking to redevelop the site at 78 Alexandra Road, London, N8 0LJ (“the Site”) to provide a 6-bed House in Multiple Occupation (HMO). The redevelopment has been consented by the local planning authority (LB Haringey, LBH) under application reference HGY/2022/4165.

Document Purpose

- 1.2 BasfordPowers (BP) has been appointed by the Applicant to prepare a Transport Note (TN) to support the discharge of two planning conditions under the consent.
- 1.3 Under the consented application, LBH confirmed support for the proposals subject to four planning conditions. This document focuses on Conditions 3 (refuse and waste storage) and 4 (cycle parking). The conditions are:

“Condition 3

A detailed scheme for the provision of refuse and waste storage and recycling facilities must be submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented prior to the first occupation of the approved HMO and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy 5.17 of the London Plan 2016.

Condition 4

Details of the type and location of secure and covered cycle parking facilities must be submitted to and approved in writing by the Local Planning Authority.

The development shall not be occupied until a minimum of 6 cycle parking spaces for users of the development, in accordance with the London Cycling Design Standards. Once agreed, the details shall be implemented as approved and retained/maintained as such thereafter.

Reason

To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards, policy T5 of the London Plan 2021, Policy SP7 of the Haringey Local Plan 2017 and to maximise the accessibility of the development.”

- 1.4 Submissions in support of the above have been made by the Applicant under application ref HGY/2023/0614, however the Council has requested revised proposals to achieve compliance with the relevant design standards.

Report Structure

- 1.5 Following this brief introductory section, the Note is structured as shown below. All supporting appendices (A to B) are included at the end of the INSERT.
 - **Section 2** – Context for Conditions 3 and 4;
 - **Section 3** – Option Development; and
 - **Section 4** - Summary.

2 Context for Conditions 3 & 4

Context

Policy Background

- 2.1 The Officer Report for HGY/2022/4165 states, for cycle parking, at paragraph 5.20:

“In terms of cycle parking arrangements, the London Plan (2021) requires 1 space per one bedroom unit and two spaces for all other dwellings. A total of 6no. long-stay cycle parking spaces would be provided in the front garden and the details would be secured by condition.”

- 2.2 The Officer Report also states, for refuse/recycling, at paragraph 5.22:

“The Applicant has stated in the Planning Statement that refuse storage would be in the front garden but has not provided any details of the bin stores. However, it is considered that there is sufficient space to the front to accommodate bin stores without harming the character and appearance of the host building and street scene and this element of the proposal could be adequately addressed through the submission of details as part of a condition.”

- 2.3 Details submitted to date by the Applicant, under HGY/2023/0614, have been refused by LBH, citing (18/04/2023):

“a The cycle parking should be sheltered, secure and accessible. The aisle width is considered inadequate. The applicant should refer to London Cycling Design standards for further guidance.

b The access to the refuse bins would be obstructed by the cycle parking as currently proposed.”

- 2.4 Compliance with the Council’s conditions thus requires both the cycle parking and refuse/recycling facilities to both be located in the front garden.

- 2.5 The front garden to the property occupies an area with overall dimensions set out in **Table 1**. This summarises the resulting loss of usable space due to the bay window and access path to the front door.

Table 1: Front Garden Dimensions

ITEM	TOTAL (m)	EFFECTIVE (m)	COMMENT
Depth	3.15m	2.5m	Reduced by bay window within space
Width	5.1m	3.7m	Reduced by path to front door
Area	16.07m ²	9.25m ²	Reduction of 7.45m ² (-44%)

- 2.6 It is clear that compliance with the Council’s expectations is challenging if cycle parking in the rear garden is not supported, and that a balanced solution is considered appropriate.

Policy & Standards – Cycle Parking

- 2.7 The London Plan and London Cycle Design Standards (LCDS) cycle parking requirements are focused on new-build accommodation, rather than refurbishment/repurposing existing structures.

- 2.8 Notably, the LCDS document (Chapter 8, Cycle Parking) is very light on detail regarding existing houses and flats. The relevant rationale for this application is summarised in the LCDS:

“Where space for cycle parking can be found by using private gardens or forecourts, then this is a good option for individual owners. Possibilities also exist for groups of neighbours or formal residents’ groups to negotiate collective solutions.

Careful management of access to facilities such as these is needed, as well as a means for all those involved to contribute financially, as required. The use of shelters on-street is a good example of how this can work in practice, and local authorities should endeavour to give support and advice to ideas such as these whenever possible, including help with Traffic Order procedures as necessary.

One issue may be determining which households should be prioritised for access to secure cycle storage, and it may take local authority leadership to determine this even if residents intend to manage the facility themselves. Criteria could include whether residents could use private outdoor or indoor space, whether they would have to negotiate stairs, how frequently they cycle and the number of cyclists in the household.”

- 2.9 The Council has previously declined to consider cycle parking within the secure rear garden of the property a suitable solution, even though this is a reasonable solution and sits within the overall tone of current guidance for existing structures.
- 2.10 This document considers the issues around providing cycle parking in the front garden area, alongside the provision of waste storage, to comply with the Council planning conditions..

Policy & Standards - Refuse/Recycling

- 2.11 LBH provides waste storage guidance within Appendix A3 of its Supplementary Planning Document (SPD) ‘Sustainable Design & Construction’. It is noted that the guidance does not specifically account for HMOs, rather it is focused on ‘traditional’ residential unit types. The SPD contains the following table for wheelie bin storage (reproduced from the SPD).

Figure 1: SPD Refuse Storage Requirements – Wheelie Bins

Bin size	Dimensions	Application
120 litre wheelie bin	550mm D x 500mm W x 930mm H	One bin per single 1 bed dwelling when supplied for sole use.
240 litre wheelie bin	730mm D x 580mm W x 1080mm H	One per single 2/3 bed dwelling when supplied for sole use.
360 litre wheelie bin	885mm D x 620mm W x 1100mm H	One per single 4+ beds dwelling when supplied for sole use. Or one per pair of 1/2/3 bed dwellings when supplied for shared use.

- 2.12 The SPD also refers to larger, bulk containers that are typically used for traditional flatted developments.

Figure 2: SPD Refuse Storage Requirements – Bulk (Euro) Bins

Bin type and size	Dimensions	Application
1100 litre eurobin	985mm D x 1260mm W x 1370mm H	For refuse, one per 6 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week. plus For dry recycling, one per 10 dwellings. Preferred collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.

- 2.13 It is noted that the application site provides accommodation for a maximum of 6no. individuals as part of its licence (**Appendix A**). The Site's previous use was as a 6-bedroom house under C3 use class, capable of accommodating more than 6 people.
- 2.14 HMOs fall between traditional definitions of houses and flatted accommodation. It is noted that the 'core' waste generating activities associated with maintenance, furnishings and white goods do not fall to the occupiers of the HMO, rather they are the responsibility of the landlord.
- 2.15 Such waste is not operational; it is essentially commercial in nature. This reduces the overall daily waste generation burden associated with the HMO.
- 2.16 Consideration needs to be given to the current situation at the Site – which already accommodates 6 people. The Site is currently and adequately served by 4no. 240 litre wheelie bins covering the refuse and recycling streams, and supporting food waste. It is further noted these bins are not over-supplied with waste, nor is it affecting the immediate area.
- 2.17 The standards indicate that a realistic quantum of storage can be considered suitable for the Site, as the Site does not comprise traditional flats, supporting a reduction in line with the wheelie bin standards for 4+ bed houses or a pair of 3-bed units (i.e. 4no wheelie bins, as existing).

Summary & Way Forward

- 2.18 It is clear there is competition for space within the front garden of the Site to provide full cycle parking and waste storage. Consideration also has to be given to which of waste storage or cycle parking would have priority in the day-to-day operation of housing – i.e. which is more essential. It is arguable this falls to the need to store waste safely and securely.
- 2.19 The London Plan (2021) sets out a range of criteria within Policy T5. Whilst the Council's stated requirement for 6no. spaces is positive, Policy T5E does also state:
- "Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers."*
- 2.20 Given the Council's previous responses, it is recognised that a balance is required, both in terms of what is proposed and in terms of what the Council will approve. As such a balance has to be struck.
- 2.21 This Note therefore sets out the range of possible options to achieve suitable, mutually agreeable, waste storage and cycle parking facilities for the Site.

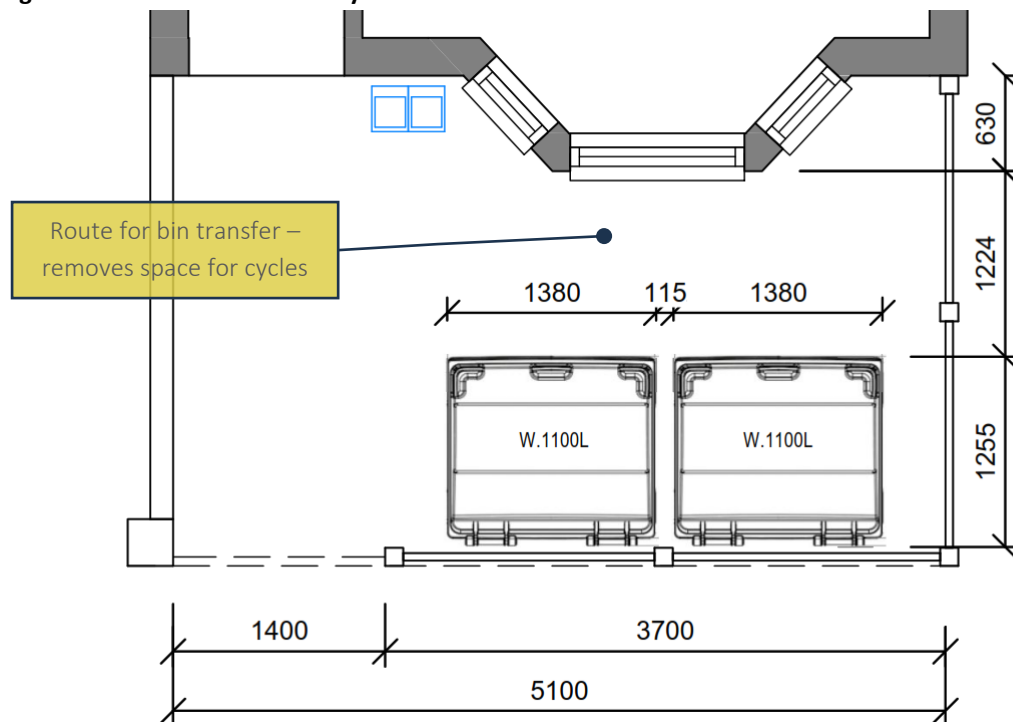
3 Option Development

Constraints

Waste Storage

- 3.1 The front garden of the Site has a minimum effective area of 2.5m x 3.7m. If the existing quantum of waste storage is retained, there is space available for cycle parking.
- 3.2 If the Council stipulates a greater level of provision is necessary, it is not possible to deliver compliant cycle parking. (It is noted no other registered HMOs on Alexandra Road have Eurobin storage, or excessive wheelie bins.)
- 3.3 **Figure 3** shows the implications of providing 2no. Eurobins.

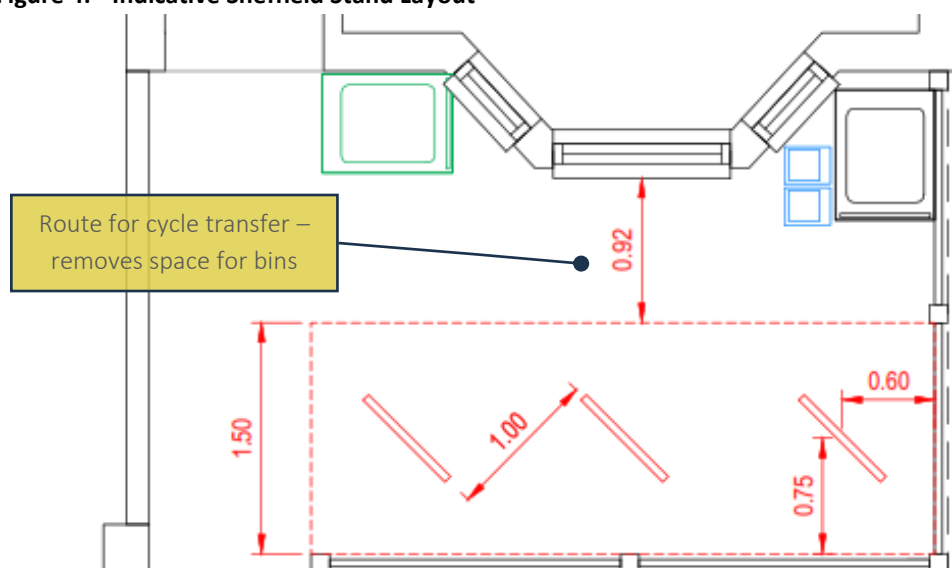
Figure 3: Indicative Eurobin Layout



Standard Sheffield Stand Provision

- 3.4 Similarly, the available area is constrained when seeking full compliance with the London Cycle Design Standards.
- 3.5 Perpendicular Sheffield stands will not fit, other than as two racks (4 spaces) to the southern boundary fence – this is below the required quantum.
- 3.6 Instead, up to 6no. spaces can be provided within a shelter when using an angled Sheffield stand configuration (**Figure 4**).
- 3.7 However, it can be seen that it is not possible to achieve full access width of 1.2m between the store and the house (only 0.92m). This also restricts the space available for bins to lower than the existing amount.

Figure 4: Indicative Sheffield Stand Layout



Summary & Options

- 3.8 It is clear that delivering each Condition has the potential to render the other impossible to achieve. A balanced solution is proposed. Two options are proposed:

Option 1 - Balanced Solution

- Existing quantum of waste storage (4no. 240 litre bins, plus food storage);
- Space-saving cycle rack (6no. spaces).

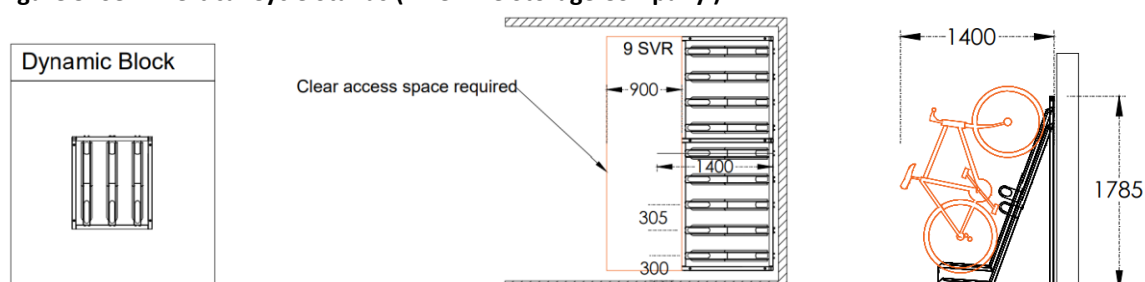
Option 2a/b - Waste-led Solution

- Additional wheelie bins ('a') or 2no. Eurobins ('b') to the front;
- On-street cycle parking.

Option 1

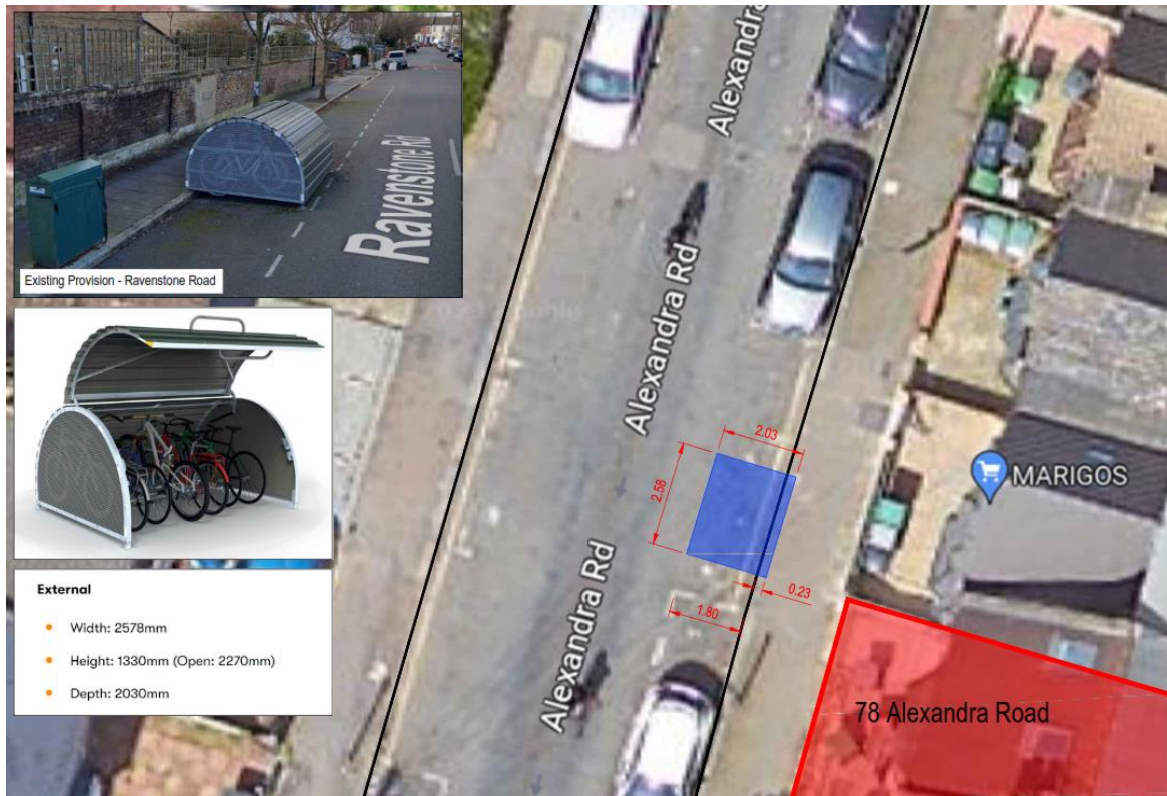
- 3.9 This retains the existing waste storage provision of 4no. wheelie bins catering for refuse and recycling storage. Space is also provided for food waste storage.
- 3.10 The cycle parking is provided by 6no. semi-vertical racks to the southern boundary of the garden. The LCDS document does not view this form negatively; indeed it provides a solution for a constrained environment. The racks also provide locking hoops to ensure security. Typical examples are shown below¹.

Figure 5: Semi-vertical Cycle Stands ('The Bike Storage Company')



¹ https://www.thebikestoragecompany.co.uk/wp-content/uploads/2019/04/TBSC_SemiVertical_CAD_00_PDF.pdf

Figure 7: Indicative Bikehangar Solution



- 3.18 It meets the criteria of the design standards and accords with the planning condition, but is located outside the site boundary and introduces a new feature to the streetscene.
- 3.19 Whilst this solution accords with the prevailing standards and may be delivered through the Council's existing mechanisms, it is considered to be not as proportionate a solution as Option 1 and is the less preferable option.

4 Summary

- 4.1 Mr. J. Coyle (“the Applicant”) is seeking to redevelop the site at 78 Alexandra Road, London, N8 0LJ (“the Site”) to provide a 6-bed House in Multiple Occupation (HMO). The redevelopment has been consented by the local planning authority (LB Haringey, LBH) under application reference HGY/2022/4165.
- 4.2 Under the consented application, LBH confirmed support for the proposals subject to four planning conditions. This document focuses on Conditions 3 (refuse and waste storage) and 4 (cycle parking).
- 4.3 Submissions in support of the above have been made by the Applicant under application ref HGY/2023/0614, however the Council has requested revised proposals to achieve compliance with the relevant design standards.
- 4.4 The available space is constrained and the Council’s conditions for waste and cycle storage risk being undeliverable. A balanced solution is therefore required to deliver the Council’s requirements.
- 4.5 Two options have been proposed:

Option 1 - Balanced Solution

- Existing quantum of waste storage (4no. 240 litre bins, plus food storage);
- Space-saving cycle rack (6no. spaces).

Option 2a/b - Waste-led Solution

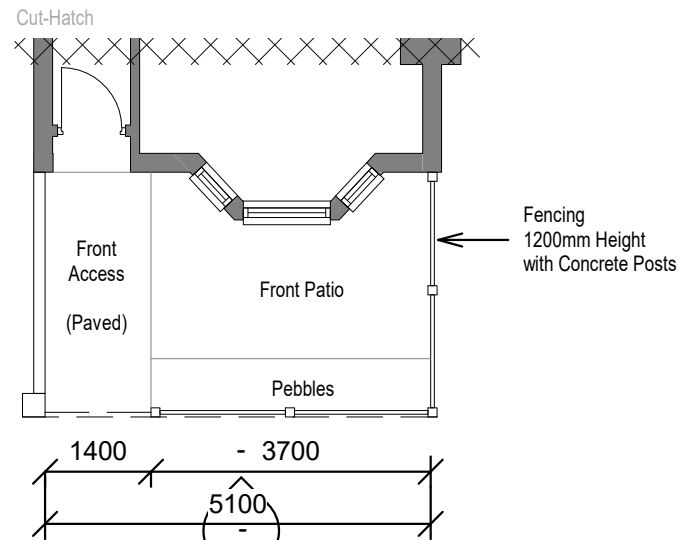
- Additional wheelie bins (‘a’) or 2no. Eurobins (‘b’) to the front;
- On-street cycle parking.

- 4.6 Of the two options, Option 1 is preferred as it is wholly deliverable within the Site boundary, does not risk overspill to the public highway, and does not require amending Traffic Management Orders. It is a proportionate solution to discharging both conditions in a mutually compatible manner.
- 4.7 Option 2 is still considered a viable option if the Council requires changes to the existing waste storage regime. It fully aligns with the Council's approach to cycle parking in terraced housing environments but is not contained within the Site boundary, and is considered less proportionate than Option 1.

A. Option 1

Balanced Solution

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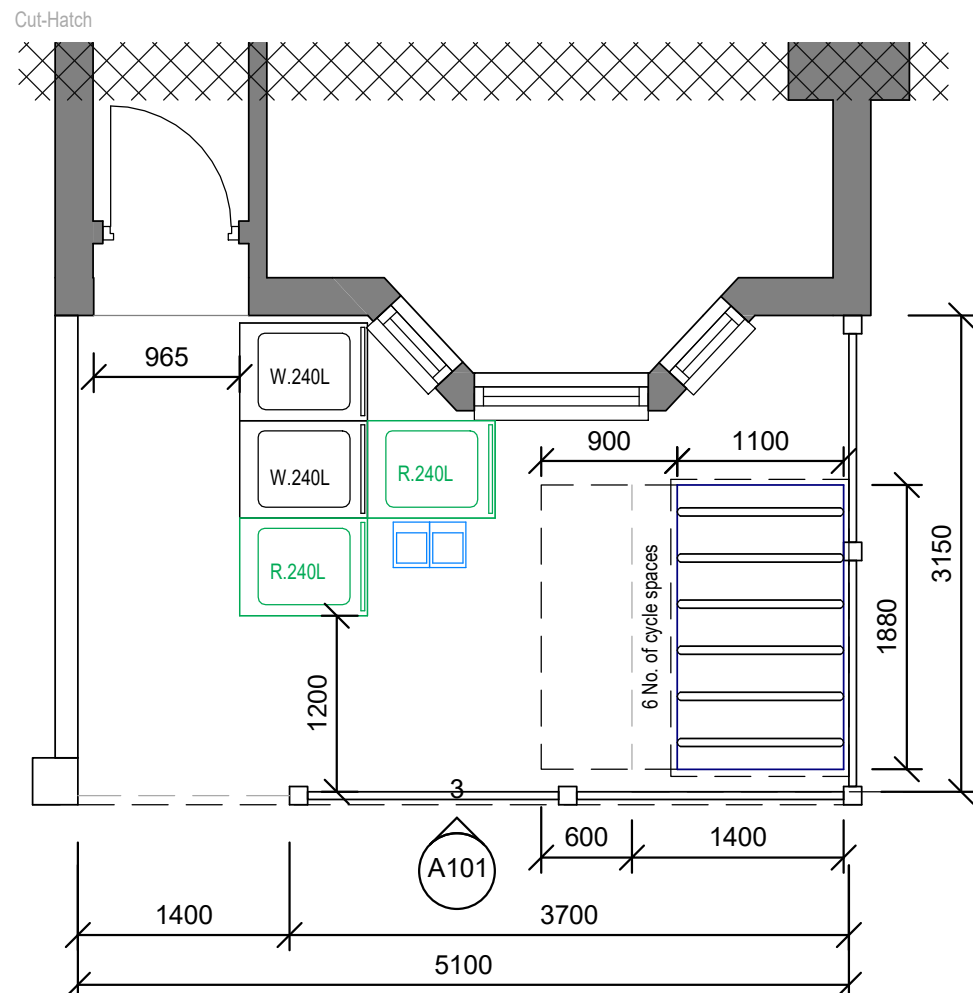
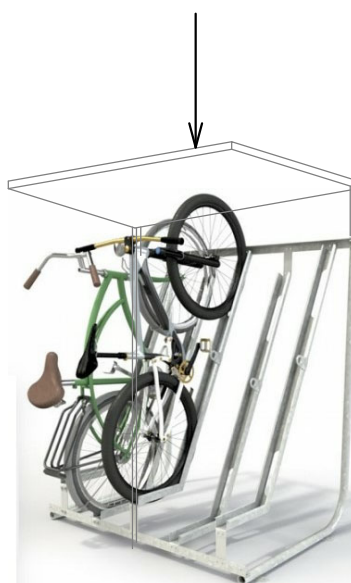
2 Existing Front Patio
1 : 100



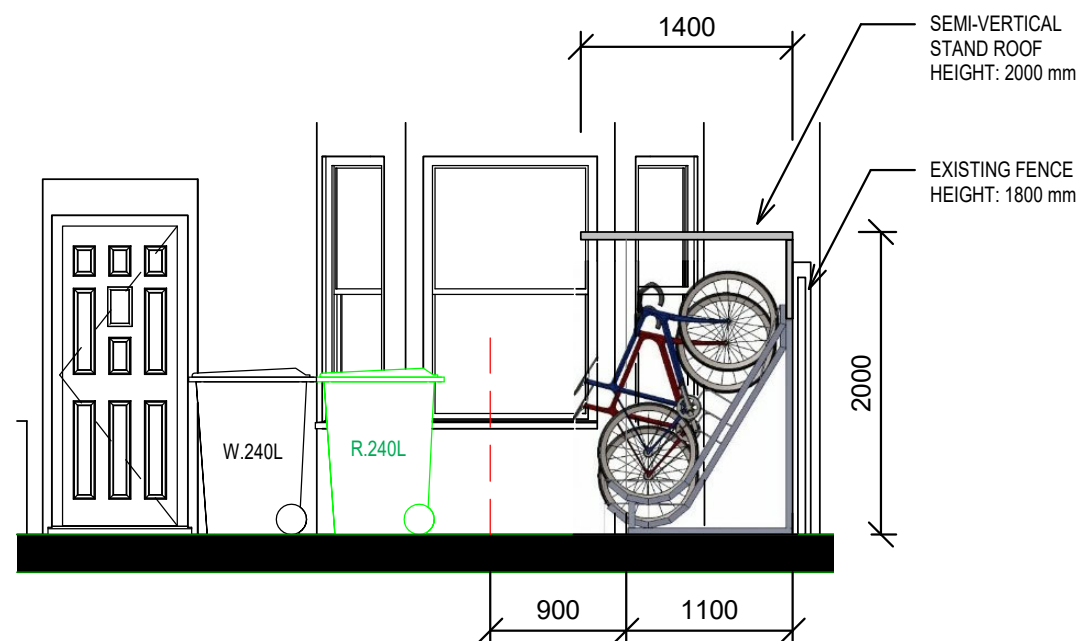
Existing Elevation
1 : 100

Min. aisle width: 1100mm
Clear access space in front of rack: 900mm
Spacing between racks: 305mm (Bespoke centres available)
Centre of rack leg to wall tolerance: 300mm
Minimum ceiling height: 2000mm

INDICATIVE 3D IMAGE OF SEMI-VERTICAL STAND WITH METAL CANOPY AT 2000 mm HEIGHT



1 Proposed Waste and Cycle facilities
1 : 50



3 Elevation
1 : 50

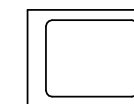
Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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KEY



240 LITRES GENERAL WASTE BIN



240 LITRES RECYCLE WASTE BIN



23 LITRES FOOD WASTE BIN

SUMMARY

- House in Multiple Occupancy for 6 people

WASTE PROPOSAL:

- 2 No. 240L - Recycle bins
- 2 No. 240L - Gral. Waste bins
- 2 No. 23L - Food waste bins

CYCLE PARKING PROPOSAL:

- 6 No. Cycle spaces

Revisions

Status

Planning

Client

Private Client

Project

78 Alexandra Road - N8 0JL

Title

Cycle spaces and Refuse Bins

Scale	Size	Date	Drawn	Checked
As indicated	A3	31/07/23	-	LP

O H M A

Architecture

www.OHMArchitecture.co.uk
21 Livingstone Road N13 4SD

Drawing No.

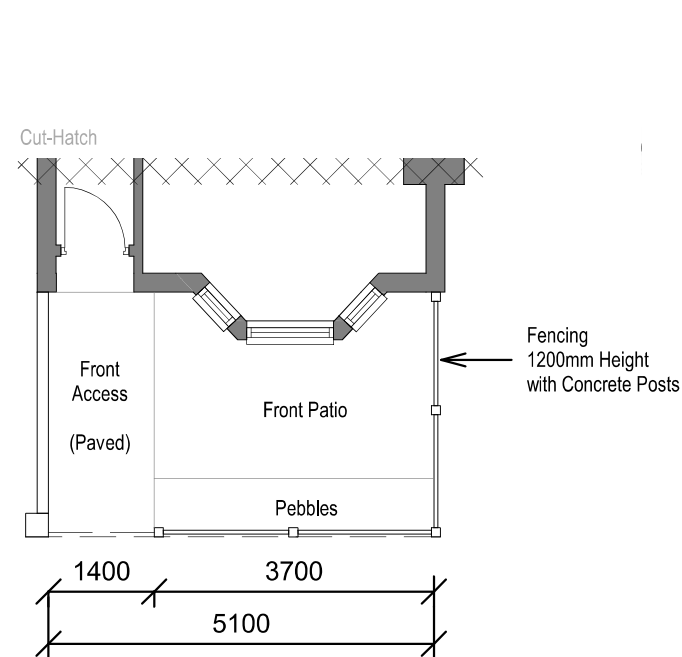
A101

Rev.

B. Option 2a/b

Waste-led Solution

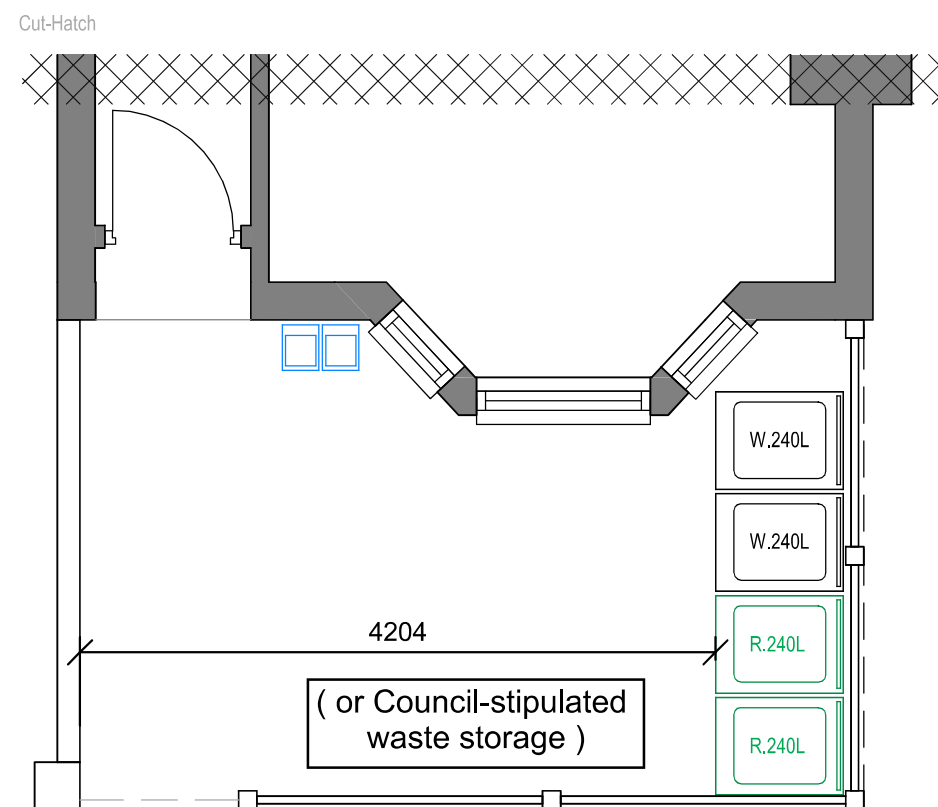
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3 Existing Front Patio
1 : 100



Existing Elevation
1 : 100



1 Proposed Plan
1 : 50

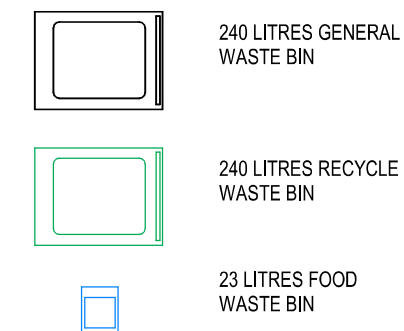
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KEY



SUMMARY

- House in Multiple Occupancy for 6 people

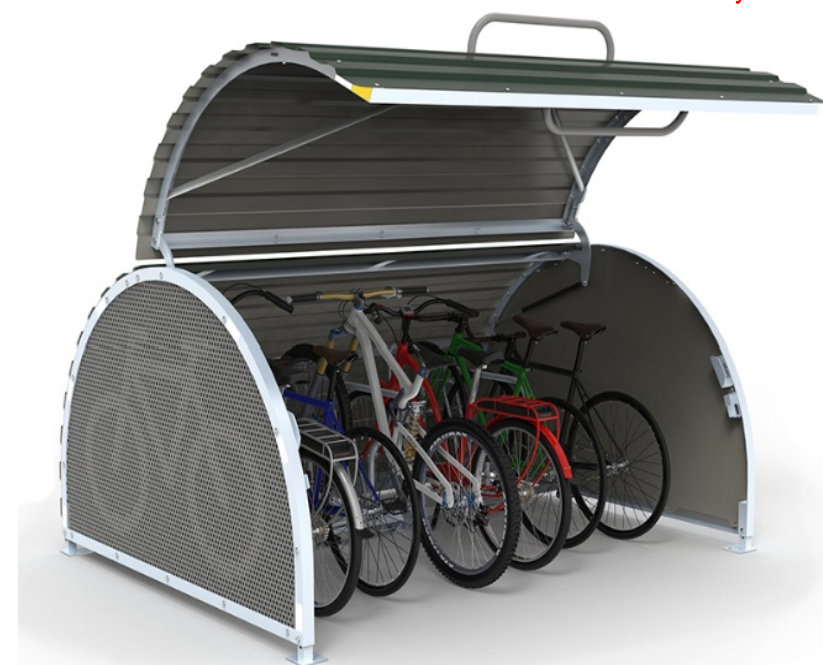
WASTE PROPOSAL:

- 2 No. 240L - Recycle bins
- 2 No. 240L - Gral. Waste bins
- 2 No. 23L - Food waste bins

CYCLE PARKING PROPOSAL:

- 6 No. Cycle spaces on remote bike hanger

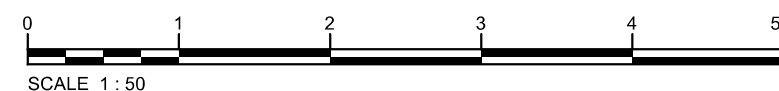
BIKE HANGER:



Proposed location for
BIKEHANGAR beside
78 Alexandra Road
DIMENSIONS:
Width: 2578mm
Height: 1330mm
(Open: 2270mm)
Depth: 2030mm
CAPACITY:
6 No. bicycles



2 3D Aerial
1 : 50



Revisions

Status

Planning

Client

Private Client

Project

78 Alexandra Road - N8 0JL
BIKE HANGER

Title

Cycle spaces and Refuse
Bins

Scale	Size	Date	Drawn	Checked
As indicated	A3	24/02/23	-	LP

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A103

Rev.

