

Transportation Planning Comments

HGY/2022/4552, Braemar Avenue Baptist Church, Braemar Avenue, Wood Green, London, N22 7BY

Date: 27/09/2023

Proposal: Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.

Description

An application has been received seeking planning permission to demolish the existing Church Hall at the rear and redevelop the site to provide a four-storey building which will contain 15 residential dwellings, a basement church hall, and associated ground facilities. The development would provide cycle parking based on the proposed use class. The residential cycle provision would be 26 long-stay cycle spaces, 2 short stay and church cycle provision would be 4 long-stay and 7 short-stay. The basement church hall and the residential development will have separate entrances for pedestrians. The site is located at the beginning of a cul-de-sac. The submitted Transport Statement includes a proposal to introduce 2 on-street car parking spaces and convert 1 on-street space to a disabled bay. The location site currently has a single vehicle crossover which is not in use. The proposal includes the reinstatement of the footway as part of the development. The site is located within the Wood Green Outer CPZ, which restricts parking to permit holders only Monday to Saturday, 0800 – 1830. The proposal site has PTAL rating of 6a indicating that its access to public transport is very good when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The proposal site has convenient access to local shops, services, facilities and transport links. Alexandra Palace Station is only a c.6min walk and c.2min bike ride from the development. Furthermore, Wood Green Underground station is easily accessible from the site with it only being approximately: 10min bus ride, 10min walk, and 4min bike ride.

Unit mix

Proposed: 7 x 1 bedroom, 5 x 2 bedroom, and 3 x 3 bedroom dwellings.

Car parking

Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 7 x 1 bedroom, 5 x 2 bedroom, and 3 x 3 bedroom dwellings with a PTAL ranking of 6a, the maximum number of car parking spaces permitted would be car-free, this is further supported by the by Haringey Development Management DPD, Policy DM32 which supports car-free developments. Therefore, the development is in accordance with this policy.

The proposal includes the additional provision of 2 on-street car parking spaces on Braemar Avenue. However, as this would be a car free development with the residents not being able to attain a parking permit, therefore there would be no need to increase on-street parking bays as no new demand will be generated from the development. This is further supported by the local CPZ, which restricts parking to permit holders only for 6 days of the week and for the majority of the day.

The London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. However, the Highway Authority would require that the 10% be provided from the outset, which means that the development would need to make provision for 2 blue badge/accessible parking spaces. Additionally, all disabled bays associated with the development must be for resident use only.

Car clubs

As per the pre-application advice, the Highway Authority would require the applicant to enter a S106 agreement with Haringey Council to provide car club facilities for potential occupants of the development to use. This would assist with reducing the rate of car ownership from residents of this development and help to offset any potential parking impacts. The developer has provided information on the location of nearby car club sites, with the closest being on Finsbury Road approximately 6min from the site. However, the Highway Authority would require the applicant to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to meet future car club demand from the development. The applicant will be required to provide 3 years car club membership for each residential unit, along with £50 driving credit, which has been already stated within the submitted Transport Statement for this site.

Cycle parking

The development would see the provision of 26 long-stay and 2 short-stay for the residential development and 4 long-stay and 7 short-stay for the church. Long-stay cycle parking for residents will be located both on the basement and ground levels. For a development of this type to comply with the London Plan Policy T5 Cycle, the church cycle parking provision would need to be based upon the following: long-stay: 1 space per 8 FTE staff and short-stay: 1 space per 100 sqm (GEA). However, cycle parking has been based upon proposed and existing GEA sqm, with no information being provided on the staff levels. Consequently, this makes determining if cycle levels meet policy requirements impossible and if proposed levels meet policy.

It can be seen from the submitted plans that 8 of the residential long-stay bikes are located within gardens on the ground floor, with 2 of the cycle parking spaces only being accessible from within the dwelling. Consequently, the Highway Authority finds their location to be unsatisfactory, as residents would be forced to proceed through the dwelling to retrieve/store the bikes. This would deter their intended use, making them not fit for purpose. Furthermore, no exact information has been provided on the type of secure shelters for the garden cycle parking and how the basement level parking will be secured for residents, especially considering this will be used as an emergency route for the church.

Therefore, the development is not in accordance with the published London Plan 2021 Policy T5 Cycle, which requires developments to *'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'*. These issues can be addressed with a pre-commencement planning condition requiring the applicant to submit details of cycle parking in line with the London Plan and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site.

Highway works

As mentioned above, the development will see the reinstatement of the footway where the vehicle crossover has now become redundant on Braemar Avenue. This will enable safer crossing and traversal by pedestrians, especially for those with mobility issues. This is to be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts, which states that *'development proposals should not include increase road danger'*. This is further supported by the Haringey Council's Development Management DPD Policy DM33 which states that the council will only support proposal for a new crossover where it does not result in a *'reduction in pedestrian or highway safety'*. The Highway Authority will require all the required improvements to the highway be secured and implemented through a S278 agreement.

Travel plan

The Highway Authority has reviewed the submitted Travel Plan for the church and finds it to follow standardised travel plan frameworks and accepts it. However, there will be a requirement for the Council to monitor the travel plan. This can be addressed with a planning obligation requiring monitoring of the travel plan over a 5-year period.

Trip generation

Trip generation for the proposal has been submitted as part of the Transport Statement. Trip generation has been provided for both church and residential use classes. The proposed church hall will have seating capacity for 97, it is envisaged that the hall will be used for both a Sunday school and occasional events. The Highway Authority believes that with the measures identified in the Travel Plan, the sites excellent PTAL, and extensive parking measures that no negative car trips are likely to be experienced. The residential trip data has been gathered from TRICS sites, based upon the following criteria suburban areas, PTAL 4 or higher, and weekdays. Considering the car free nature of the development and that residents would not be permitted from gaining a parking permit, it is felt by the Highway Authority that no detrimental car trip will be experienced, and that existing public transport infrastructure should be able to absorb any additional trips.

Service and Delivery

No Service and Delivery plan has been received as part of this proposal. However, some information has been received within the Transport Statement pertaining to servicing of both the church and residential developments. It states that deliveries for the church will remain as present and that up to 2 deliveries per day would be expected for the residential development. Although, a much higher number of deliveries could be expected over a day for the residential development as much shopping is currently done online. Therefore, the Highway Authority would require the applicant to submit a Service and Delivery Plan, which must be secured by way of a planning condition.

Refuse collection

The residential refuse and recycling can be accessed via a courtyard, which is located 11m into the development. This exceeds the maximum walking distance of 10m that is allotted for larger refuse bins from the collection point to the highway by the council's refuse operatives. This issue can be addressed as part of the service and delivery planning condition.

Construction and Logistics

An outlined Construction and Logistics Plan has been submitted as part of this proposal. Part of the plan makes reference to 4.3m of parking bays needing to be suspended for deliveries to the site and further entails the relocation of the on-street cycle hanger. For any changes to the Traffic Order or the

suspension of any parking bays, the applicant will need to liaise with Haringey Council's Highways Team. These deliveries will take place between the hours of 09:45-14:15, which will be outside of the peak time and are done in a bid to avoid the School Streets scheme on Trinity Road. Swept path drawings have been supplied for a 10.3m vehicle, which will be the largest vehicle to service the site. Furthermore, most vehicles to visit the site will be over 7.5 tonnes. It is unclear from the swept path drawings on how a vehicle will be able to turn around on Braemar Avenue and proceed back onto Bounds Green Road. The drawings that have been supplied demonstrate the same manoeuvre, which is meant to illustrate both forward and reversing manoeuvres. Furthermore, it displays a vehicle turning onto Braemar Avenue on the wrong side of the road, which presents a severe risk to road safety. This is not in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that '*development proposals should not include increase road danger*'.

The Highway Authority would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a planning obligation. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of five thousand pounds (£5,000) for the monitoring of the construction activities on site.

Recommendation

There are no highway objections to this proposal subject to the following planning conditions and s.106 obligations.

Conditions

1. Delivery and Servicing Plan and Waste Management

The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

2. Cycle Parking

The applicant will be required to submit to the Highway Authority plans showing accessible; sheltered, and secure cycle parking for 26 long-stay residential cycle spaces, with 2 residential long-stay spaces being located in a more accessible location for approval. REASON to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

Reason: To ensure that cycle parking is provided in line with the London Plan 2021 and the London Cycle Design Standard (LCDS).

3. Event Management Plan

The applicant will be required to provide an event management plan/ local area management plan which includes the following information:

- a) Crowd management and dispersal including Stewarding.
- b) Travel Demand Management Plan in line with the Travel Plan which promotes travel by sustainable modes of transport to reducing travel by car and local car parking demand.
- c) Signage strategy to local transport interchange
- d) Taxi collection strategy including drop off and collection.

Reason: To enable visitors to consider sustainable transport options, as part of the measures to limit any net increase in travel movements by car.

S.106 Obligations

1. Construction Logistics and Management Plan

The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds) to cover officer time required to administer and oversee the temporary arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

- a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- b) The estimated number and type of vehicles per day/week.
- c) Estimates for the number and type of parking suspensions that will be required.
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highway dilapidation survey.
- f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.

2. Car-Free Agreement

The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity

3. Car Club Membership

The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years' free membership for all residents and £50 (fifty pounds in credit) per year/per unit for the first 3 years.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

4. Residential Travel Plan

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
- b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.
- c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

5. Church Hall Travel Plan

A Church Hall travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a) The applicant submits a Church Hall Travel Plan for the commercial aspect of the Development.
- b) and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
- c) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
- d) The applicant will be required to provide, showers lockers and changing room facility for the Church Hall element of the development.

- e) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.

Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

6. Highway Improvements

The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently. The works include but are not limited to the removal of the crossover to the site to reinstate the footway and the creation of any on-street disabled car parking bays which will require electrification.

Reason: To implement the proposed highways works to facilitate future access to the development site.