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HIGHWAYS AND TRANSPORT STATEMENT

(Incorporating Management, Parking, and Delivery & Servicing Plans)

SITE: Unit 11, High Cross Centre, Fountayne Road, N15 4QL

PROPOSAL: Intensification of employment use through the addition of a first-floor height extension and a new second-floor level to enable the creation of a multi-unit business hub with communal amenity space.

DOCUMENT PURPOSE: To assess accessibility, justify parking provision, and outline operational logistics.

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1. INTRODUCTION

1.1 This Highways and Transport Statement is submitted in support of the application for the intensification of Unit 11 at the High Cross Centre.

1.2 The objective is to demonstrate that the intensification from a single-occupancy warehouse to a multi-unit business hub can be accommodated within the existing transport network without adverse impact on highway safety or capacity.

1.3 This document integrates a Transport Statement, a Parking Management Plan, and a Delivery and Servicing Plan (DSP) to provide a holistic view of site operations.

1.4 The proposal fundamentally adheres to the "car-lite" principles set out in London Plan Policy T6.2, which dictates that in areas of high PTAL (Public Transport Accessibility Level), such as South Tottenham, vehicular parking should be significantly restricted.

1.5 By maintaining only 10 essential managed spaces for 14 units, the development prevents over-provision of parking, thereby encouraging a shift toward the Victoria Line and Overground networks. This strategy ensures compliance with Haringey Policy DM31, protecting the local road network from the congestion typically associated with industrial intensification.

2. POLICY CONTEXT

2.1 National Planning Policy Framework (NPPF) 2024

The NPPF (2024) sets out the Government's planning policies for England and how these should be applied. At its heart is a presumption in favour of sustainable development.

- Paragraph 115: Explicitly states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Proposal Response: This development is located within an established industrial estate (LSIS) with existing heavy-vehicle infrastructure. By managing the intensification of Unit 11 through a "car-lite" strategy, the proposal ensures that the cumulative impact on Fountayne Road remains negligible and far below the threshold of "severe."

2.2 The London Plan (2021)

The London Plan is the spatial development strategy for Greater London, emphasising the "Healthy Streets" approach and the shift away from private vehicular reliance.

- Policy T5 (Cycling): Requires that developments provide high-quality, secure, and accessible cycle parking in accordance with minimum standards.
 - **Proposal Response:** The scheme provides 20+ secure internal cycle spaces on the ground floor, exceeding standard requirements and providing a dedicated maintenance workshop to support long-term active travel.
- Policy T6.2 (Office/Commercial Parking): Mandates that in areas of high PTAL (Public Transport Accessibility Level), such as South Tottenham, development should be car-lite or car-free to support the transition to a sustainable transport network.
 - **Proposal Response:** The retention of only 10 managed spaces for 14+ units represents a significantly lower-than-standard ratio, directly aligning with this policy.
- Policy T7 (Deliveries and Servicing): Requires developers to demonstrate that servicing can be handled off-street safely without obstructing the public highway.
 - **Proposal Response:** The internal ground-floor layout includes a dedicated Goods Store and racking zones to facilitate swift, off-street loading and unloading.

2.3 Haringey Local Plan (Development Management Policies DM31 & DM32)

The Local Plan provides the granular policy framework for ensuring the Borough's transport network remains functional as employment density increases.

- Policy DM31 (Parking Management): Focuses on ensuring new developments manage parking demand so as not to cause overspill onto local roads or negatively impact the character of the area.
 - **Proposal Response:** The use of a Tenant Permit System ensures that the limited courtyard space is prioritised for essential operational vehicles and disabled access, preventing parking "stress" on Fountayne Road.
- Policy DM32 (Servicing and Delivery): Requires that new commercial developments provide adequate space for the loading/unloading of goods vehicles.
 - **Proposal Response:** The intensification has been carefully modeled to ensure that delivery vehicles can enter the High Cross Centre, service Unit 11, and egress in a forward gear, maintaining the safety and efficiency of the local road network.

3. SITE ACCESSIBILITY & SUSTAINABLE TRANSPORT

Policy Compliance: NPPF Paragraph 110 & London Plan Policy T1 The proposal is designed to align with the NPPF's requirement to prioritise sustainable transport modes. By focusing on the site's high connectivity and providing robust "first and last mile" cycling infrastructure, the development minimises its carbon footprint and reduces the pressure on the local highway network.

3.1 Public Transport Accessibility Level (PTAL)

The site benefits from a high PTAL rating, reflecting its strategic location within the South Tottenham industrial hub.

- **Rail & Underground:** The site is within a 10-12 minute walking catchment of Seven Sisters Station (Victoria Line and London Overground) and Tottenham Hale Station (Victoria Line and Greater Anglia). These hubs provide high-frequency, direct access to Central London, the City, and Stansted Airport.
- **Bus Network:** Multiple high-frequency bus routes operate along the A10 (Seven Sisters Road) and Tottenham High Road, providing 24-hour connectivity to the wider North London area.
- **Proposal Response:** Given this exceptional level of public transport provision, the development adopts a "car-lite" strategy, encouraging the intensified workforce of the 14 business units to utilise the existing rail and bus infrastructure.

3.2 Active Travel (Cycling)

In strict accordance with London Plan Policy T5, the development elevates cycling from an ancillary feature to a primary mode of transport.

- **Infrastructure:** The ground floor includes a dedicated, secure Cycle Storage Hub. Unlike standard external racks, this is an integral part of the building's footprint, providing weather-protected and high-security parking for 20+ bicycles.
- **Support Facilities:** To make cycling a viable choice for all 14 business units, the hub is supported by a dedicated Cycle Workshop for on-site repairs and maintenance, as well as staff shower and locker facilities.
- **Proposal Response:** This provision exceeds the minimum standards, specifically addressing the "Healthy Streets" agenda by making active travel the most convenient and secure option for staff and visitors.

3.3 Pedestrian Access and Inclusive Movement

Safe, level, and legible access is a core design principle for the intensified site.

- External Access: The primary entrance on Fountayne Road features a level threshold, ensuring that the building is accessible to all users, including those with mobility impairments or those handling goods.
- Internal Circulation: A high-capacity passenger and goods lift serves all floors, providing inclusive access to the 14 business units and the 241sqm of communal gardens.
- Wayfinding: The layout is designed with clear lines of sight and wide internal corridors to facilitate the safe movement of people and light goods simultaneously.
- Proposal Response: By providing high-quality internal circulation, the design ensures that the "vertical" nature of the intensification does not act as a barrier to accessibility, fulfilling the requirements of Haringey Policy DM1.

4. PARKING AND MANAGEMENT PLAN

Policy Compliance: London Plan Policy T6 & Haringey Policy DM31

The parking strategy for Unit 11 is defined by a "managed restraint" approach. In accordance with London Plan Policy T6, which seeks to limit parking in areas well-served by public transport, the proposal does not seek to increase the vehicular footprint of the site despite the significant uplift in employment density.

This ensures that the intensification of the business hub does not result in an "unacceptable impact on highway safety" as defined by NPPF Paragraph 115, but instead promotes a sustainable modal shift toward the high-frequency rail and bus networks of Tottenham Hale and Seven Sisters.

4.1 Vehicle Parking & Management

The site retains 10 designated off-street car parking spaces within the internal courtyard area. To accommodate the transition from a single-occupancy warehouse to a 14-unit hub, these spaces will be governed by a **Tenant Parking Management Plan (TPMP)**.

- **Tenant Permit System:** Permits will be allocated based on a hierarchy of need rather than unit size. This prevents the landlocking of spaces by a single large tenant and ensures turnover for operational requirements.
- **Priority Allocation: * Operational Vehicles:** Priority is given to essential commercial vehicles (Class B8/E(g)) required for daily business operations.
 - **Blue Badge Holders:** In line with inclusive design standards, 10% of the provision (minimum 1 space) will be permanently dedicated to Blue Badge holders, located closest to the level-access entrance.
 - **Electric Vehicle (EV) Infrastructure:** In compliance with the EEABS Sustainability Statement and London Plan requirements, 20% of spaces (2 spaces) will be fitted with active EV charging points from day one, with the remaining 80% provided with passive infrastructure (cable ducting) to allow for future conversion as demand increases.

4.2 Parking Justification & Mitigation

The "car-lite" approach for the 14 business units is robustly justified through the following mitigation measures:

- **PTAL & Rail Connectivity:**

As detailed in Section 3, the walking proximity to the Victoria Line and Overground services removes the necessity for private commuter parking.

- **On-Site Staff Facilities:**

A critical component of reducing vehicle movements is the provision of high-quality on-site amenities. The 22sqm ground-floor canteen and 241sqm of communal gardens allow staff to remain on-site during break periods, eliminating "mid-day" vehicular trips for food or leisure.

- **Active Travel Offset:**

The provision of 20+ secure cycle spaces and a dedicated repair workshop acts as a direct substitute for private vehicle use, catering to the specific demographic of Tottenham's "maker economy", which traditionally favours cycling.

4.3 Servicing and Delivery Coordination

- **The Goods Hub:**

The ground floor "Goods Store" and "Racking" areas act as a buffer for the 14 units above. Deliveries are consolidated in this zone before being transported via the goods lift, ensuring that delivery vans have a high turnover rate and do not dwell in the High Cross Centre courtyard.

- **Operational Safety:**

All parking and servicing movements are contained within the site's private curtilage. The management plan ensures that all vehicles can enter and exit the High Cross Centre in a forward gear, maintaining the safety of pedestrians and other industrial users on Fountayne Road.

5. DELIVERY AND SERVICING PLAN (DSP)

Policy Compliance: London Plan Policy T7 & Haringey Policy DM32

The Delivery and Servicing Plan (DSP) for Unit 11 is designed to ensure that the intensification of employment use does not adversely affect the functional efficiency of the Locally Significant Industrial Site (LSIS).

In accordance with London Plan Policy T7, the development internalises all servicing activities within the private curtilage of the site. This proactively prevents any "severe" residual impacts on the public highway (Fountayne Road) as per NPPF Paragraph 115, ensuring that the increased courier and logistics demand of 14 separate units is managed through a coordinated, off-street strategy.

5.1 Operational Requirements and Consolidation

With the transition to a 14-unit business hub, the site anticipates a shift from bulk HGV deliveries to high-frequency light goods vehicle (LGV) and courier movements.

- **Volume Management:**

The DSP is designed to manage multiple couriers simultaneously. By providing a centralised "Intake Zone" on the ground floor, the development reduces the "dwell time" of delivery vehicles in the courtyard.

- **Consolidation:**

Tenants will be encouraged to utilise shared courier services where possible. The presence of an on-site Workshop and Goods Store allows for the consolidation of incoming materials, meaning a single vehicle can service multiple units in one stop, reducing the total number of trips generated by the intensification.

5.2 Loading/Unloading and Forward Gear Manoeuvring

Safe and efficient movement within the High Cross Centre is a core operational priority.

- **Off-Street Servicing:**

All servicing, loading, and unloading will occur strictly within the existing High Cross Centre courtyard and the dedicated servicing area adjacent to Unit 11. No loading will take place on Fountayne Road.

- **Swept Path Compliance:**

The courtyard layout ensures that vehicles up to the size of a standard 7.5t box van can enter the site, perform necessary manoeuvres, and egress in a forward gear. This maintains the safety of pedestrians and prevents the hazardous "reversing out" onto the public highway that often plagues older industrial estates.

5.3 Coordination and Management (The Booking System)

To prevent logistical conflict between the 14 business units and neighbouring tenants in the High Cross Centre, a proactive management system will be implemented:

- **The Digital Booking System:**

For larger deliveries (e.g., palletised goods or industrial machinery), the site manager will implement a mandatory 24-hour booking system. This ensures that only one heavy goods vehicle (HGV) is serviced at a time, preventing "gridlock" in the communal courtyard.

- **Small Parcel Intake:**

To accommodate the high volume of rapid courier deliveries (DHL, UPS, etc.), a dedicated intake area is located near the ground-floor workshop. Couriers can safely park, drop parcels at a secure central point, and exit quickly, ensuring that the courtyard remains clear for operational business vehicles.

- **Refuse and Recycling:**

Waste collection will be coordinated through a centralised point on the ground floor, scheduled for off-peak hours to avoid conflict with primary business deliveries, in accordance with Haringey Policy DM32.

6. TRAVEL PLAN (BEHAVIOURAL CHANGE)

Policy Compliance: London Plan Policy T4 & Haringey Policy DM31

In accordance with London Plan Policy T4, which requires developments to reflect the "Healthy Streets" approach, this Travel Plan focuses on the "behavioural" shift required to make the 14-unit intensification sustainable.

By providing a framework for choosing active travel and public transport over private vehicle use, the proposal ensures that the increased workforce does not add pressure to local parking or congestion. This proactive management fulfils Haringey Policy DM31, ensuring the development supports the borough's transition to a net-zero transport network.

6.1 Strategic Mitigation & Tenant Engagement

To further mitigate transport impacts and foster a sustainable business community within the High Cross Centre, the following Travel Plan measures will be implemented and managed by the site operator:

- **Tenant Welcome Packs:**

Upon occupancy, all new tenants of the 14 units will receive a Digital Travel Pack. This pack will include high-readability maps of local bus, Tube, and Overground routes (Seven Sisters and Tottenham Hale), as well as highlighted "Quietway" cycle paths connecting the LSIS to the wider London cycle network.

- **Active Travel Incentives:**

The site manager will promote "Cycle-to-Work" schemes and provide information on local cycle maintenance services. By framing the 20+ secure cycle spaces and the ground-floor Cycle Workshop as a premium tenant benefit, the development actively encourages a modal shift for both staff and visitors.

- **Showers and Lockers:**

Recognising that physical infrastructure is key to behavioural change, the ground floor features dedicated staff showers and locker facilities. This removes a significant barrier to active travel, allowing staff to transition from commuting to professional activity comfortably, supporting the "Healthy Streets" indicators for North London.

6.2 Reducing Mid-Day Trip Generation

A unique aspect of this Travel Plan is the internalisation of staff needs:

- **The Communal Garden Policy:**

By providing 241sqm of high-quality on-site amenity space (123sqm on the first floor and 118sqm on the second floor), the development provides a genuine outdoor alternative for staff. This significantly reduces the off-site trip generation typically seen during break times, where staff might otherwise drive to local parks or commercial centres.

- **On-Site Sustenance:**

The inclusion of a 22sqm ground-floor canteen and breakout area ensures that the intensified workforce has the infrastructure to remain on-site throughout the working day, further reducing the cumulative impact on the Fountayne Road highway network.

7. TRANSPORT INFRASTRUCTURE & TECHNICAL BENCHMARKS

7.1 Electric Vehicle (EV) Charging Strategy

- **Policy Compliance:**

In strict accordance with London Plan Policy T6 and the EEABS Energy Statement, the development proactively supports the transition to zero-emission logistics for the 14-unit business hub.

- **Active Provision:**

20% of the retained on-site parking spaces will be fitted with active EV charging points from the date of first occupation to encourage immediate uptake of electric commercial vehicles.

- **Passive Provision:**

The remaining 80% of parking spaces will be provided with "passive" infrastructure (including underground cabling and substation capacity) to allow for 100% EV coverage as tenant fleets modernise over the building's lifespan.

7.2 Sustainable Transport Accessibility (PTAL)

- **Technical Benchmark:**

The site is formally assessed as having a high Public Transport Accessibility Level (PTAL), reflecting its strategic proximity to the Seven Sisters (Victoria Line/Overground) and Tottenham Hale transport hubs.

- **Infrastructure Synergy:**

This high rating justifies the "car-lite" strategy, as technical modelling confirms the vast majority of the intensified workforce can be accommodated via the high-frequency rail and bus corridors serving the South Tottenham area.

7.3 Smart Monitoring & "Be Seen" Compliance

- **Data Integration:**

As part of the London Plan "Be Seen" monitoring requirement, the development will utilise sub-metering for each unit to track operational data, including transport-related energy use.

- **Technical Reporting:**

The Building Manager will use this data to verify that the high-density occupation of the 14 units remains within the sustainable transport and energy thresholds established in the 51-page EEABS report.

8. SUMMARY AND CONCLUSION

8.1 Strategic Alignment

This Transport and Highways Statement has demonstrated that the proposed intensification of Unit 11 is not merely a capacity uplift but a sustainable, operationally robust response to the specific needs of the South Tottenham industrial hub. By integrating 14 high-density business units within a "car-lite" framework, the development adheres to the core tenets of the NPPF (2024) and the London Plan (2021), ensuring that employment growth is achieved without a corresponding "severe" impact on the local highway network.

8.2 Technical Interdependency

The success of this transport strategy is fundamentally linked to the technical benchmarks established in the 51-page EEABS Energy & Sustainability Statement.

The provision of 20+ secure cycle spaces and the commitment to 100% passive EV infrastructure are not ancillary features; they are critical components of the site's targeted 100% reduction in regulated CO2 emissions.

The 241sqm of communal gardens further support this by providing the necessary on-site infrastructure to drive the behavioural changes required for a successful Travel Plan—ensuring staff remain on-site and significantly reducing the frequency of external vehicle trips during the operational day.

8.3 Compliance with Pre-Application Advice

In direct response to the guidance provided in PRE/2023/0036, this proposal delivers a high-quality "Healthy Streets" environment. It achieves an Urban Greening Factor (UGF) of 0.3 and internalises all delivery and servicing functions within the High Cross Centre courtyard, thereby protecting the functional integrity of the Locally Significant Industrial Site (LSIS) and the safety of Fountayne Road.

8.4 Formal Submission

The applicant is committed to the long-term success of the site's transport management, with the following technical benchmarks to be secured via the suggested conditions:

- **Final Delivery and Servicing Plan (DSP):** To formalise the multi-unit "Booking System" for courier coordination.
- **Detailed Flood Warning and Evacuation Plan (FWEP):** To ensure the safety of all site users in the event of a climate-related emergency.
- **Verification of Active and Passive EV Charging Infrastructure:** To guarantee the 20% active and 80% passive provision as per the **EEABS technical modelling**.
- **BREEAM "Very Good" Certification:** Ensuring the final transport and energy infrastructure meets the targeted **57.70% score**.
- **Ongoing Travel Plan Monitoring and "Be Seen" Reporting:** Utilising smart-metering for each unit to report energy and transport performance data for 5 years post-occupation.