

YA-PL-006

Cycle Parking Statement

1. Introduction

This Cycle Parking Statement has been prepared by Yallahs Architecture on behalf of Fairfield Property Investments Ltd in support of the retrospective planning application relating to 63–65 High Road, Wood Green, London N22 6BH.

The purpose of this Statement is to consider cycle parking provision in relation to the continued occupation of the upper floors as a Large House in Multiple Occupation (Sui Generis).

This Statement should be read alongside **Document Reference YA-PL-001 – Planning Statement**.

2. Site Context

The application site is located within the Wood Green Metropolitan Town Centre.

The site benefits from excellent accessibility to public transport, local services, employment opportunities and community facilities.

The location is highly accessible by:

- walking;
- cycling;
- bus services; and
- London Underground services.

The site is therefore located within an area where sustainable transport choices are readily available.

3. Existing Position

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The upper floors are currently occupied as a Large House in Multiple Occupation.

The current application does not introduce a new residential use.

Instead, it seeks retrospective planning permission for an existing occupation together with associated improvements to accommodation standards and management arrangements.

The proposal does not increase the recorded maximum occupancy of the building.

The recorded maximum occupancy reduces from 15 persons to 14 persons.

4. Sustainable Transport Considerations

The application site occupies a highly sustainable location within Wood Green.

Occupiers have convenient access to:

- Wood Green Underground Station;
- local bus routes;
- shopping facilities;
- healthcare facilities;
- educational establishments;
- employment opportunities; and
- community infrastructure.

As a consequence, occupiers are not dependent upon private motor vehicles for day-to-day activities.

The proposal supports sustainable patterns of movement consistent with the town-centre location of the site.

5. Cycle Parking Provision

The application relates to an existing building and existing residential occupation.

No external alterations are proposed as part of this application to create dedicated cycle parking facilities.

The applicant acknowledges the benefits of cycling as a sustainable mode of transport and will continue to review opportunities for the provision of cycle parking where practical and feasible having regard to the constraints of the existing building.

The absence of dedicated cycle parking should be considered within the context of:

- the retrospective nature of the application;
- the existing occupation of the building;
- the highly sustainable location of the site; and
- the excellent accessibility of the site by public transport.

The proposal is therefore not considered to give rise to unacceptable transport impacts.

6. Planning Assessment

The application relates to the continued occupation and improvement of an existing residential use within an existing building.

The proposal does not involve:

- construction of a new building;
- an increase in the recorded maximum occupancy;
- the provision of on-site car parking; or
- significant alterations affecting the transport characteristics of the site.

The site occupies a highly sustainable location within the Wood Green Metropolitan Town Centre and benefits from excellent accessibility to public transport and local services.

The proposal therefore supports sustainable travel patterns and is consistent with the transport objectives of national, regional and local planning policy.

Whilst dedicated cycle parking is not proposed as part of this application, the circumstances of the site, the existing nature of the building and the retrospective nature of the application are material considerations.

Having regard to the characteristics of the site and the nature of the proposal, it is considered that the absence of dedicated cycle parking does not justify withholding planning permission.

7. Conclusion

This Statement demonstrates that the application site occupies a highly sustainable location with excellent access to public transport, local services and community infrastructure.

The proposal:

- relates to an existing building;
- relates to an existing residential occupation;
- reduces the recorded maximum occupancy from 15 persons to 14 persons;
- supports sustainable travel patterns;
- does not increase parking demand; and
- does not result in unacceptable transport impacts.

The proposal is therefore considered acceptable from a transport and cycle parking perspective.

DOCUMENT CONTROL

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