

YMCA, 184 TOTTENHAM LANE

TRANSPORT STATEMENT

PROJECT NO. 25/233 DOC NO. D002

DATE: AUGUST 2026

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TABLE OF CONTENTS

1	INTRODUCTION	1
2	POLICY CONTEXT	6
3	BASELINE CONDITIONS AND ACCESSIBILITY	7
4	ACTIVE TRAVEL ZONE ASSESSMENT	17
5	EXISTING SITE & PROPOSED DEVELOPMENT	28
6	TRAVEL DEMAND AND MANAGEMENT MEASURES	34
7	SUMMARY AND CONCLUSIONS	38

FIGURES

FIGURE 1-1: SITE LOCATION	1
FIGURE 1-2: PROPOSED GROUND FLOOR LAYOUT	3
FIGURE 3-1: SITE LOCATION IN RELATION TO LBH CPZ A ('CROUCH END ZONE A')	7
FIGURE 3-2: WALKING CATCHMENT PLAN	10
FIGURE 3-3: LOCAL CYCLING ROUTES	11
FIGURE 3-4: CYCLING CATCHMENT AROUND THE SITE	11
FIGURE 3-5: PTAL MAP	12
FIGURE 3-6: LOCAL AMENITIES MAP	15
FIGURE 3-7: MAP OF PERSONAL INJURY ACCIDENT (PIA) DATA FROM 2020 – 2024	16
FIGURE 4-1: ATZ MAP ONE	18
FIGURE 4-2: ATZ MAP TWO	20
FIGURE 4-3: ATZ MAP THREE	21
FIGURE 4-4: ATZ ROUTE 1 – WORST POINT – VEHICLE CROSSOVERS ASSOCIATED WITH ASDA EXPRESS PETROL STATION	23
FIGURE 4-5: ATZ ROUTE 2 – WORST POINT – NARROW FOOTWAY ON A1201 PARK ROAD	25
FIGURE 4-6: ATZ ROUTE 3 – WORST POINT – TREE ROOT GROWTH ON FOOTWAY OF A1201 CROUCH HILL.....	26
FIGURE 5-1: PROPOSED PARKING PROVISION	28
FIGURE 5-2: PROPOSED HIGHWAY LAYOUT	33

TABLES

TABLE 3-1: GREAT NORTHERN – HORNSEY RAIL STATION	14
TABLE 3-2: UNDERGROUND SERVICE FREQUENCIES	14
TABLE 3-3: LONDON OVERGROUND SERVICE FREQUENCIES	14
TABLE 3-4: SUMMARY OF COLLISION DATA WITHIN STUDY AREA.....	16
TABLE 4-1: KEY DESTINATIONS BY PRIORITY	18
TABLE 4-2: ATZ ASSESSMENT ROUTE 1 - HEALTHY STREETS INDICATOR ANALYSIS	23



TABLE 4-3: ATZ ASSESSMENT ROUTE 2 - HEALTHY STREETS INDICATOR ANALYSIS	25
TABLE 4-4: ATZ ASSESSMENT ROUTE 3 - HEALTHY STREETS INDICATOR ANALYSIS	27
TABLE 5-1: EXISTING AND PROPOSED YMCA ACCOMMODATION SCHEDULE AND TRANSPORT ARRANGEMENTS	28
TABLE 5-2: CYCLE PARKING STANDARDS	29
TABLE 5-3: CURRENT YMCA CROUCH END SITE (155 BEDROOMS & 26 CYCLE SPACES)	29
TABLE 5-4: LANDAID HOUSE (146 BEDROOMS & 40 CYCLE SPACES)	30
TABLE 5-5 EXPECTED DELIVERY AND SERVICING	32
TABLE 6-1: TRICS SITES.....	34
TABLE 6-2: PREDICTED TRAVEL DEMAND – TOTAL PERSON TRIPS.....	34
TABLE 6-3: EXISTING FITNESS CENTRE TRAVEL DEMAND – TOTAL PERSON TRIPS.....	35
TABLE 6-4: NET TRAVEL DEMAND ASSESSMENT	36

APPENDICES

APPENDIX A	PROPOSED SITE LAYOUT
APPENDIX B	LBH PRE APP REPOSE
APPENDIX C	ATZ MAPS
APPENDIX D	PROPOSED HIGHWAY LAYOUT PLAN



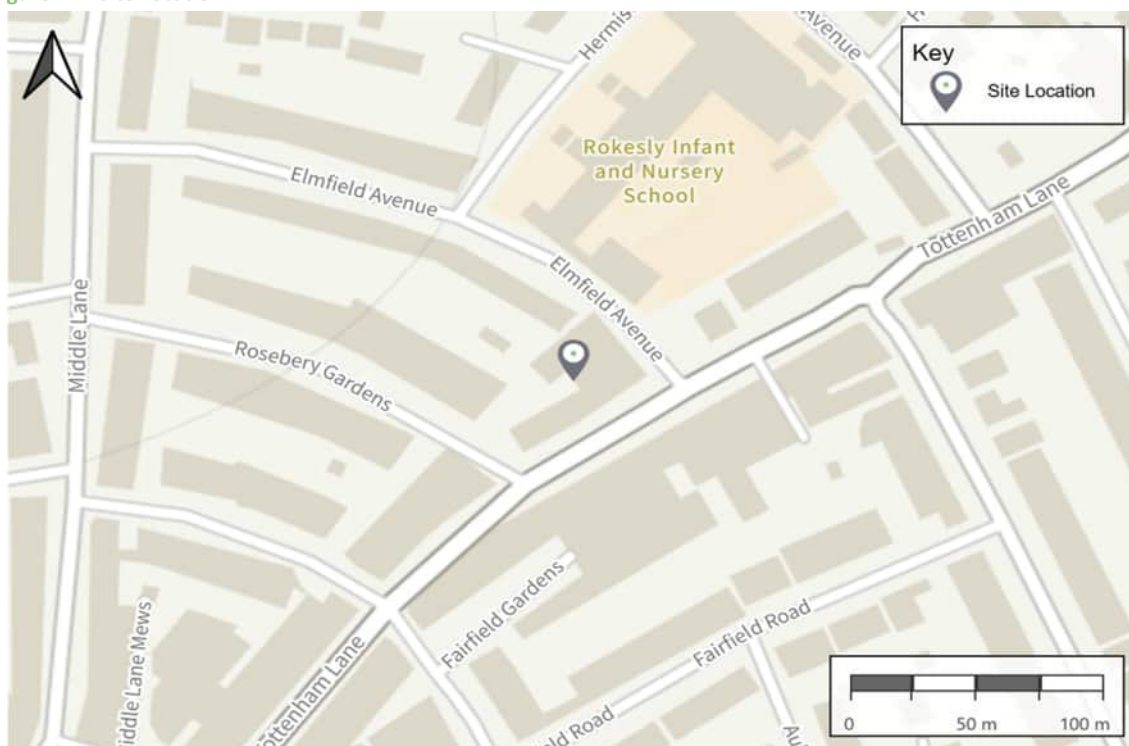
1 INTRODUCTION

- 1.1.1 Velocity has been appointed by YMCA London City and North (the Applicant) to prepare this Transport Statement (TS) in relation to the Proposed Development at YMCA, 184 Tottenham Lane, London, N8 8SG (the Site).
- 1.1.2 The Site is located within the administrative boundary of the London Borough of Haringey (LBH), which is both the Local Planning Authority and the Highway Authority.
- 1.1.3 This TS has been prepared to accompany a planning submission and sets out the transport and access considerations relevant to the proposals, having regard to the Site context, existing operations, and the matters raised through pre-application engagement. This TS is also accompanied by a Travel Plan (TP), Delivery and Servicing Plan (DSP), Operational Waste Management Plan (OWMP) and Outline Construction Logistics Plan (CLP), which have been prepared in support of the planning application.

1.2 SITE LOCATION

- 1.2.1 The Site is located in Crouch End and sits at the junction of the A103 Tottenham Lane, Elmfield Avenue and Rosebery Gardens.
- 1.2.2 The Site is bounded by the A103 Tottenham Lane to the south, Elmfield Avenue to the east, Rosebery Gardens to the west, and residential properties and their rear gardens to the north.

Figure 1-1: Site Location



1.3 SITE CONTEXT AND EXISTING SITE USE

- 1.3.1 The YMCA operates three accommodation sites across Hackney, Haringey and Islington. Collectively, these provide safe and stable accommodation for around 600 young people each year. The accommodation supports young people aged 16 to 25 who are homeless or in housing need, helping them to transition towards independent living. In addition to food and affordable accommodation, the YMCA provides residents with access to training, personal development, guidance and job search support.
- 1.3.2 The Site currently provides hostel accommodation comprising 155 single-occupancy bedrooms with associated communal areas, including meeting rooms, storage areas and a canteen with adjacent kitchen, together with reception and staff facilities.
- 1.3.3 The site also includes a commercial gym (run by the YMCA) on Elmfield Avenue set within a two-storey building and adjoins 52 Elmfield Avenue, a two-storey HMO house, both to the north.
- 1.3.4 YMCA has advised that the existing operation includes an in-house maintenance team, with external contractors used as required for specialist servicing, along with a housing and reception team, contract cleaners and in-house catering for residents.

1.4 PROPOSAL CONTEXT

- 1.4.1 The existing accommodation is no longer fit for purpose, and the buildings currently fail to meet the YMCA's hostel requirements. This proposal seeks to deliver a modern hostel that aligns with the current best-practice standards whilst increasing the number of bedspaces from 155 to 174.
- 1.4.2 The proposals are intended to move away from shared bathroom arrangements, with bedrooms provided as en-suite accommodation within shared cluster arrangements, supported by communal kitchen and amenity space. There is also provision for wheelchair-accessible or adaptable accommodation at around 10%, and a proportion of move-on accommodation.
- 1.4.3 Description of development:
"Demolition of the existing building and erection of a new, improved hostel facility with ancillary office, training and communal facilities within a part four to part six storey building"
- 1.4.4 The proposed ground floor layout is shown in **Figure 1-2**, and included in full at **APPENDIX A**.



Figure 1-2: Proposed Ground Floor Layout



1.5 PRE-APPLICATION FEEDBACK

PRE APP 2025

- 1.5.1 LBH issued a Pre application Advice Note following a pre application meeting on 21/08/2025. The transport matters raised are summarised below and have been addressed, as appropriate, within this TS.

REQUIREMENT FOR A TRANSPORT STATEMENT

- 1.5.2 LBH advised that a TS would be required to support any future planning submission. LBH requested that the TS clearly sets out the transport and access considerations relevant to the proposals and provides sufficient detail to demonstrate deliverability.

ACCESS AND SERVICING ARRANGEMENTS

- 1.5.3 LBH advised that the existing servicing area to the rear is expected to be retained and that detailed drawings would be required to demonstrate how servicing, refuse collection, staff facilities, and any Blue Badge provision would operate. LBH requested that vehicle swept path analysis is provided, as necessary, to demonstrate that service vehicles can access and manoeuvre safely and effectively.



BUS STAND CONSIDERATIONS

- 1.5.4 LBH advised that it is unlikely an agreement would be reached with Transport for London (TfL) to relocate the existing bus stand and therefore the proposals should be progressed on the basis that the bus stand remains in its current position.

TRIPS, OPERATIONAL PARKING, AND BLUE BADGE PARKING

- 1.5.5 LBH requested confirmation of the number of residents and staff associated with the proposals and advised that the impacts of existing and proposed servicing trips should be assessed. LBH also noted that any operational parking at the Site should be clearly identified, including its location and suitability, supported by swept path plots where relevant. LBH anticipated that any net increase in parking demand is likely to be low but advised that the proposals should ensure there is no net gain in car parking permits. LBH also advised that mobility scooter parking should be explored and that the proposals should include accessible bedrooms in accordance with relevant policy requirements.

CYCLE PARKING

- 1.5.6 LBH noted that there is existing cycle parking on Site, but that the quantum and intended users were unclear. LBH advised that future proposals should confirm cycle parking provision for residents, staff, and visitors, and that the layout and specification should align with relevant London Plan and Department for Transport standards and guidance.

DELIVERIES, SERVICING, AND REFUSE COLLECTION

- 1.5.7 LBH requested that deliveries and servicing arrangements are clearly set out, including the expected nature and frequency of delivery and service trips and the means by which vehicles would access the rear servicing area. LBH also requested details of refuse and recycling storage and collection arrangements, including collection vehicle requirements and confirmation that proposals align with the Borough's standards.

CONSTRUCTION AND BUILD OUT

- 1.5.8 Given the Site location on Tottenham Lane and proximity to residential streets, LBH advised that a draft Construction Logistics Plan would be required at application stage. This should set out the proposed construction methodology, the anticipated number and types of construction vehicles, materials management, any temporary highway arrangements, and mitigation measures to protect residential amenity and maintain safe and efficient operation of the public highway.

PRE-APPLICATION APP 2026

- 1.5.9 A further pre-application meeting has been undertaken in July 2026. LBH issued a Pre-application Advice Note (ref: PRE/2025/0199). The transport matters raised are summarised below (included in **APPENDIX B**) and have been addressed, as appropriate, within this TS:

- Confirm the proposed staffing level.



- ◉ Confirm whether any relocation of the Tottenham Lane bus stand is proposed and provide TfL's comments if relevant.
- ◉ Include an assessment of walking and cycling routes to the site, identifying any existing issues and potential improvements.
- ◉ Provide a full daily trip-generation profile and proposed mode-share breakdown, in addition to the AM and PM peak-hour assessment.
- ◉ Confirm that the development will be permit-free for both residents and staff.
- ◉ Confirm the amount, type and users of the existing cycle parking at the site.
- ◉ Confirm the total number of cycle spaces provided at the two YMCA comparison sites used to support the proposed provision.
- ◉ Explain the difference between the proposed standard and e-bike spaces.
- ◉ Review whether additional mobility-scooter parking is required, given that 10% of the rooms will be accessible.
- ◉ Clarify where servicing vehicles will stop and explain how servicing will operate within the restrictions on Rosebery Gardens and Tottenham Lane.
- ◉ Provide details of the existing and proposed refuse storage and collection arrangements, including collection from Elmfield Avenue.
- ◉ Confirm that a detailed Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan will accompany the planning application.

1.5.10 Overall, the highway officer does not identify any transport objection but requires further information and supporting documents with the planning application.

1.6 REPORT STRUCTURE

1.6.1 This TS reviews the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact, and movement by sustainable modes of transport. The TS then determines the suitability of the proposal with respect to highways and transport.

1.6.2 Following this introduction, this TS is structured as follows:

- ◉ **Section 2:** Policy Context;
- ◉ **Section 3:** Baseline Conditions and Accessibility;
- ◉ **Section 4:** Active Travel Zone assessment;
- ◉ **Section 5:** Existing Site and Proposed Development;
- ◉ **Section 6:** Travel Demand and Management Measures; and
- ◉ **Section 7:** Summary and Conclusions.



2 POLICY CONTEXT

- 2.1.1 The key planning policy and guidance against which the proposals will be reviewed comprise the following:
- ◉ National Planning Policy Framework (December 2024, with minor amendments in February 2025);
 - ◉ The London Plan (March 2021);
 - ◉ London Planning Guidance: Support for Housebuilding (March 2026)
 - ◉ Draft London Plan (July 2026)
 - ◉ Haringey's Local Plan Strategic Policies (March 2013, with subsequent alterations in July 2017); and
 - ◉ Haringey's Development Management Development Plan Document (DPD) (July 2017)
- 2.1.2 LBH is preparing a New Local Plan to replace and consolidate the existing suite of adopted Local Plan documents. The Council consulted on a Draft Local Plan between 10 October 2025 and 19 December 2025, and the adopted Local Development Scheme indicates that a Proposed Submission Local Plan consultation is anticipated in May to June 2026, ahead of submission for independent examination during 2026 and potential adoption in February 2027. As the New Local Plan is not yet submitted for examination or adopted, it does not form part of the statutory development plan for determination purposes and is therefore referenced for context only.
- 2.1.3 The July 2026 draft London Plan is an emerging policy document and therefore carries limited weight at this stage. Nevertheless, Policy GHR11 proposes a more proportionate approach to cycle parking based on local cycling levels and anticipated demand. For large-scale purpose-built shared living accommodation, the draft standard ranges from 0.5 to 0.7 long-stay cycle parking spaces per room, depending on the relevant borough band. For the proposed 174-room YMCA accommodation, this emerging approach provides useful context for considering an appropriate level of cycle parking alongside the site-specific survey evidence, the nature of the proposed accommodation, anticipated staff and resident demand, and the accessibility of the site by sustainable transport.
- 2.1.4 Specific reference is made to paragraph 116 of the NPPF, which states: *"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, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 2.1.1 This report has been prepared in accordance with policies and guidance at national, regional and local levels encouraging sustainable travel through the maximisation of access by non-car modes, and the provision of suitable and accessible facilities for cyclists and pedestrians.
- 2.1.2 This is achieved through the design of the site and ensuring access by other sustainable modes is supported where possible.
- 2.1.3 This report also seeks to determine the impact of the proposed development on the transport network, as per the above guidance. The assessment includes consideration of on-site vehicle and cycle parking with respect to the current guidelines.



3 BASELINE CONDITIONS AND ACCESSIBILITY

3.1 SITE LOCATION

- 3.1.1 The Site is bound by the A103 Tottenham Lane to the south, Elmfield Avenue to the east, Rosebery Gardens to the west, and residential properties and their rear gardens to the north.

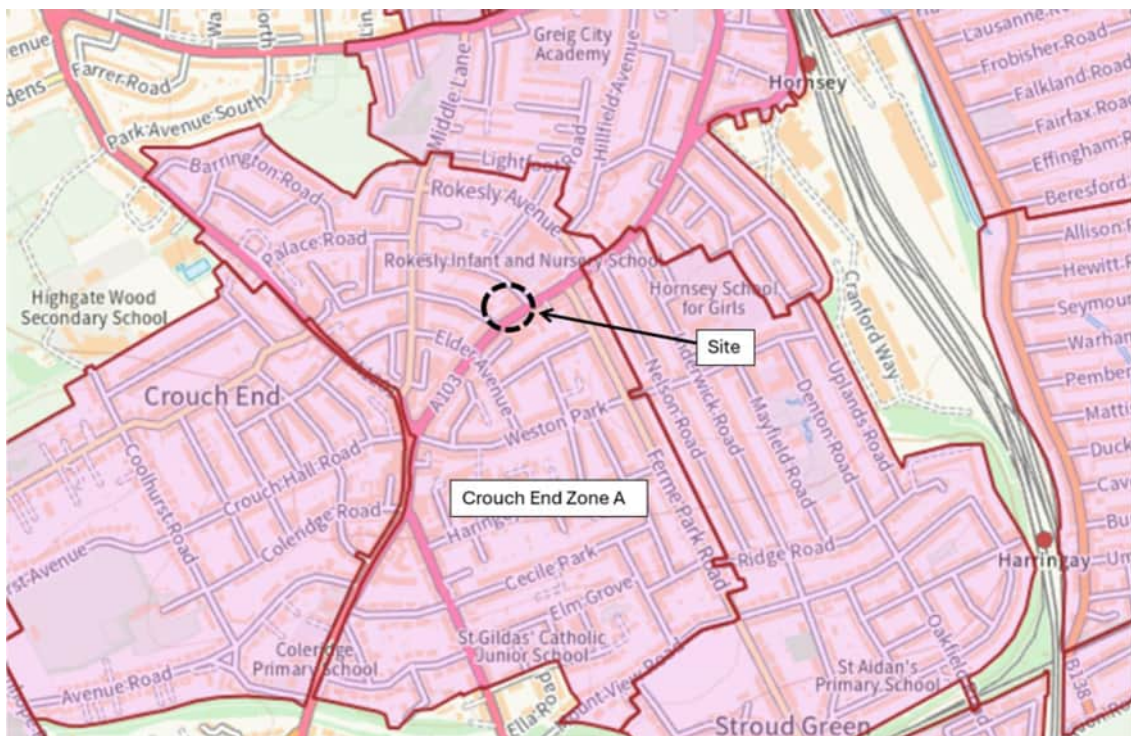
3.2 HIGHWAY CONTEXT

- 3.2.1 Pedestrian access to the YMCA part of the Site is provided from the southern boundary via the northern footway of the A103 Tottenham Lane. A rear yard is accessed from the north-western corner via Rosebery Gardens. Access to the Crouch End Fitness Centre is provided from the eastern boundary via the western footway of Elmfield Avenue.

3.3 CONTROLLED PARKING ZONE

- 3.3.1 The Site is located within LBH Controlled Parking Zone (CPZ) Zone A, known as 'Crouch End Zone A', which operates from 10:00 to 12:00 on Mondays to Fridays. **Figure 3-1** shows the location of the Site in relation to the CPZ.

Figure 3-1: Site Location in Relation to LBH CPZ A ('Crouch End Zone A')



A103 TOTTENHAM LANE

- 3.3.2 The A103 Tottenham Lane forms the southern boundary of the Site and is an established urban route within the London Borough of Haringey. It performs an important local movement function, providing access between Crouch End town centre, Hornsey Rail Station and the surrounding residential areas. Tottenham Lane runs north from Crouch End towards Hornsey, where it connects with High Street and Turnpike Lane, and forms part of the wider A103 corridor linking Hornsey with Lower Holloway. Haringey Council also identifies Tottenham Lane as part of a key east to west corridor linking Tottenham with Crouch End.
- 3.3.3 On the southern side of Tottenham Lane, single yellow line waiting restrictions operate Monday to Saturday between 8:00am and 6:30pm, during which time vehicles are not permitted to wait. In addition, kerbside markings indicate a prohibition on loading and unloading Monday to Saturday between 8:00am and 9:30am.
- 3.3.4 In the vicinity of the junctions with Rosebery Gardens and Elmfield Avenue, Tottenham Lane is subject to double yellow line restrictions and double kerb blips, which prohibit waiting and loading at any time.

ROSEBERY GARDENS

- 3.3.5 Rosebery Gardens is a two-way single carriageway road running on a general northwest to southeast alignment. It forms priority-controlled T-junctions with Middle Lane to the northwest and the A103 Tottenham Lane to the southeast.
- 3.3.6 An overnight waiting restriction applies to goods vehicles over 5 tonnes and buses, such that these vehicles are not permitted to wait during the signed hours of 6:30pm to 8:00am. Within the vicinity of the Site, single yellow line restrictions are present on both sides of the road and are subject to the Crouch End A CPZ, which operates Monday to Friday between 10:00am and 12:00 noon. Demarcated white parking bays are also provided and are reserved for resident permit holders only during these hours. In addition, three disabled parking bays are located along the length of the road and are reserved for Blue Badge holders only.

ELMFIELD AVENUE

- 3.3.7 Elmfield Avenue is a two-way single carriageway road running on a general northwest to southeast alignment. It forms priority-controlled T-junctions with Middle Lane to the northwest and the A103 Tottenham Lane to the southeast.
- 3.3.8 Elmfield Avenue operates as a School Street for Rokesly Primary and Infant Schools. Motor vehicle access is restricted during the designated school drop-off and pick-up periods to reduce traffic and provide a safer environment for children walking, cycling and scooting to school. Outside these periods, the street operates as part of the local highway network, subject to the existing parking and access restrictions.
- 3.3.9 Restriction Times and Days
- ⦿ Monday to Friday: 8:15 to 9:15
 - ⦿ Afternoon: 14:45 to 15:45
 - ⦿ Schedule: Term time only
- 3.3.10 Cameras monitor the zone during active times, and driving into the restricted area without an exemption can result in a council penalty fine.



- 3.3.11 Along the eastern frontage of the Site, double yellow lines and kerbside blips are present, which prohibit waiting and loading at any time. On the eastern side of the road, opposite the Site, there are demarcated white parking bays reserved for permit holders in Zone CEA, or for motorists paying by phone using location code 34549, between 10:00am and 12:00 noon on Mondays to Fridays, with a maximum stay of one hour. These bays extend along much of the road length, although further to the northwest they are reserved for resident permit holders only. A disabled parking bay is also located adjacent to the Site, with a further disabled bay provided to the northwest, both of which are reserved for Blue Badge holders only. Between the parking bays, single yellow line restrictions apply and are subject to the CPZ A controls, although some sections are positioned adjacent to dropped kerbs. Opposite the Site, Rokesly Infant and Nursery School is subject to school keep clear zig zag markings, which prohibit stopping on the school entrance markings Monday to Friday between 8:00am and 5:00pm.

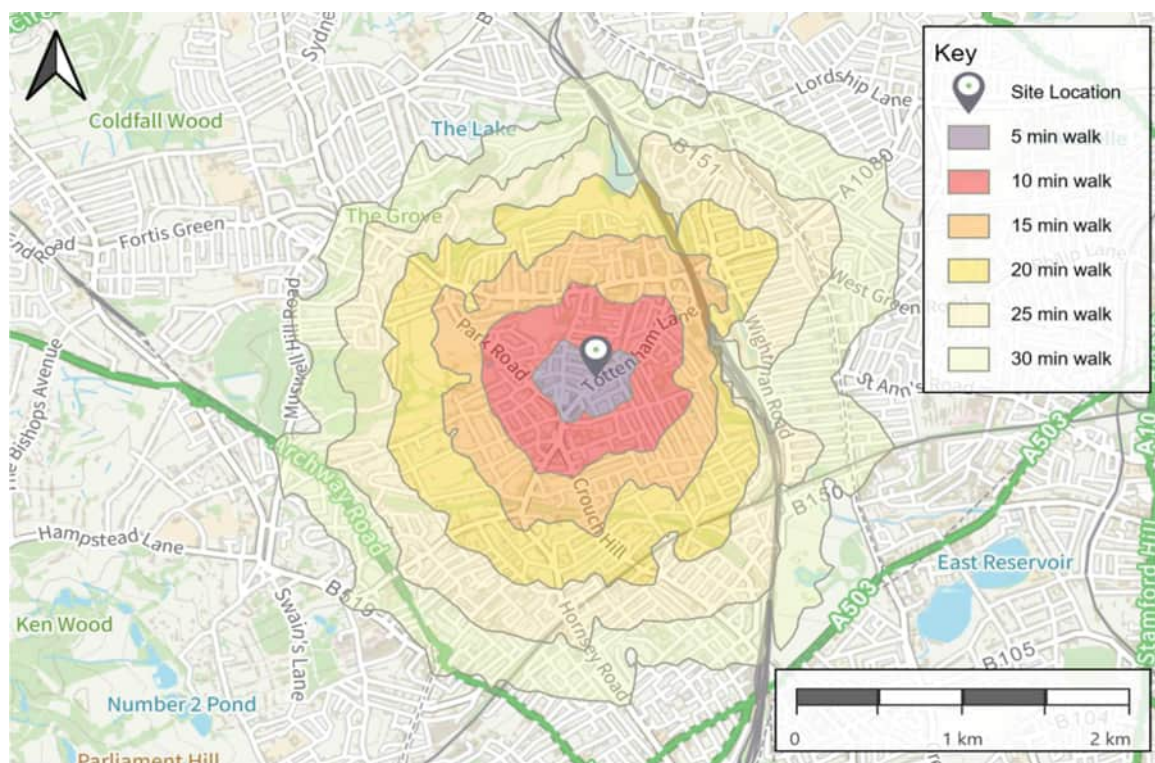
3.4 WALKING AND CYCLING

WALKING

- 3.4.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.4.2 Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment. This document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 3.4.3 Wide and well-maintained footways are provided on both sides of the A103 Tottenham Lane, Rosebery Gardens and Elmfield Avenue, with street lighting columns positioned at regular intervals. Along the A103 Tottenham Lane, adjacent to the southeastern corner of the Site, there is a raised pedestrian island crossing comprising a raised table, dropped kerbs, tactile paving and a central refuge island. This crossing is appropriately located in relation to the Site access and nearby bus stops. Rosebery Gardens and Elmfield Avenue, including their junctions with side roads, are also provided with dropped kerbs and tactile paving to support pedestrian movement. In addition, Elmfield Avenue includes a raised table crossing which is positioned in line with the pedestrian desire line to the school access.
- 3.4.4 A range of shops, cafes and supermarkets are located along the A103 Tottenham Lane and within the wider Town Centre. Based on the surrounding network and proximity to local amenities, the Site is considered to meet the criteria of a 'walkable neighbourhood'.
- 3.4.5 **Figure 3-2** shows the 30-minute walking catchment from the Site, illustrating the walking accessibility and catchment surrounding the Site.



Figure 3-2: Walking Catchment Plan



CYCLING

- 3.4.6 In terms of cycling provision, most of the roads surrounding the Site accommodate cyclists within the main carriageway. There are, however, short sections of advisory cycle lane on the A103 Tottenham Lane to the northeast of the Site. In addition, approximately 550m to the south-west of the Site on the A103 Crouch End Hill, a bus lane operates Monday to Saturday between 7:00am and 10:00am and 4:00pm and 7:00pm, during which times it may be used by local buses, pedal cycles and taxis only. There are also shared footway and cycleway routes located within Priory Park, approximately 750m to the north-west of the Site, and a further shared route approximately 850m to the south-east of the Site.
- 3.4.7 A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. In terms of key destinations within a short cycle, the Site is within a four-minute cycle of Hornsey Station.
- 3.4.8 With regard to this guidance, the nearby cycle infrastructure is presented in **Figure 3-3** and **Figure 3-4** shows the 30-minute cycle isochrone from the proposed development and surrounding areas.

Figure 3-3: Local Cycling Routes

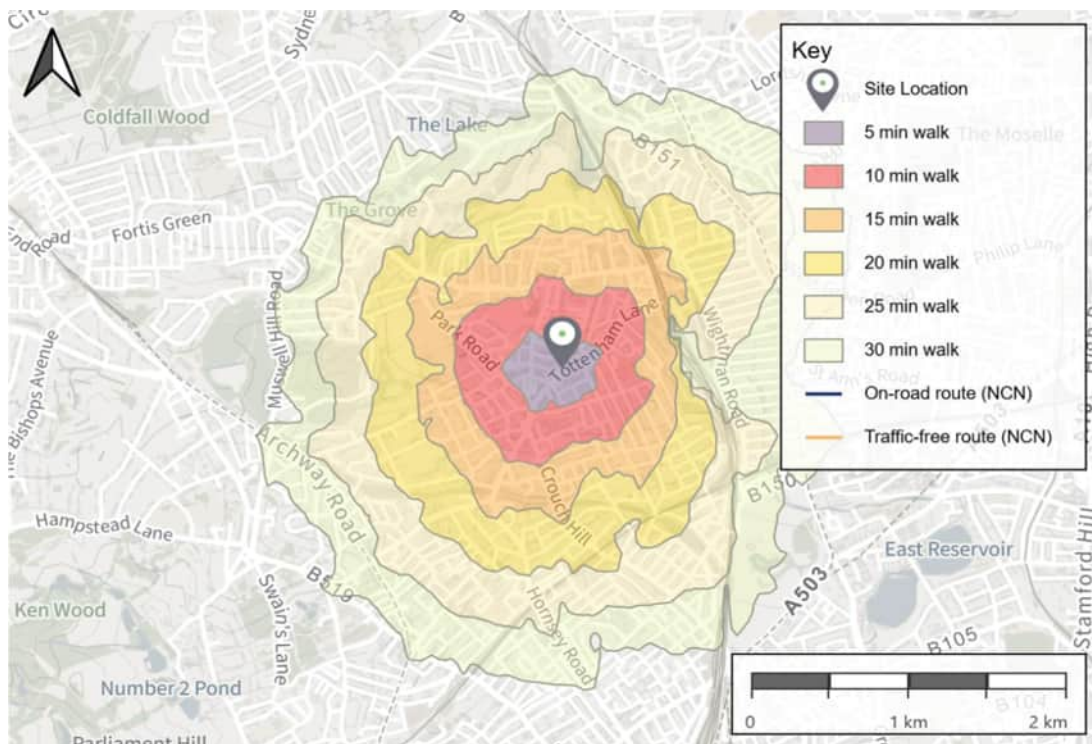
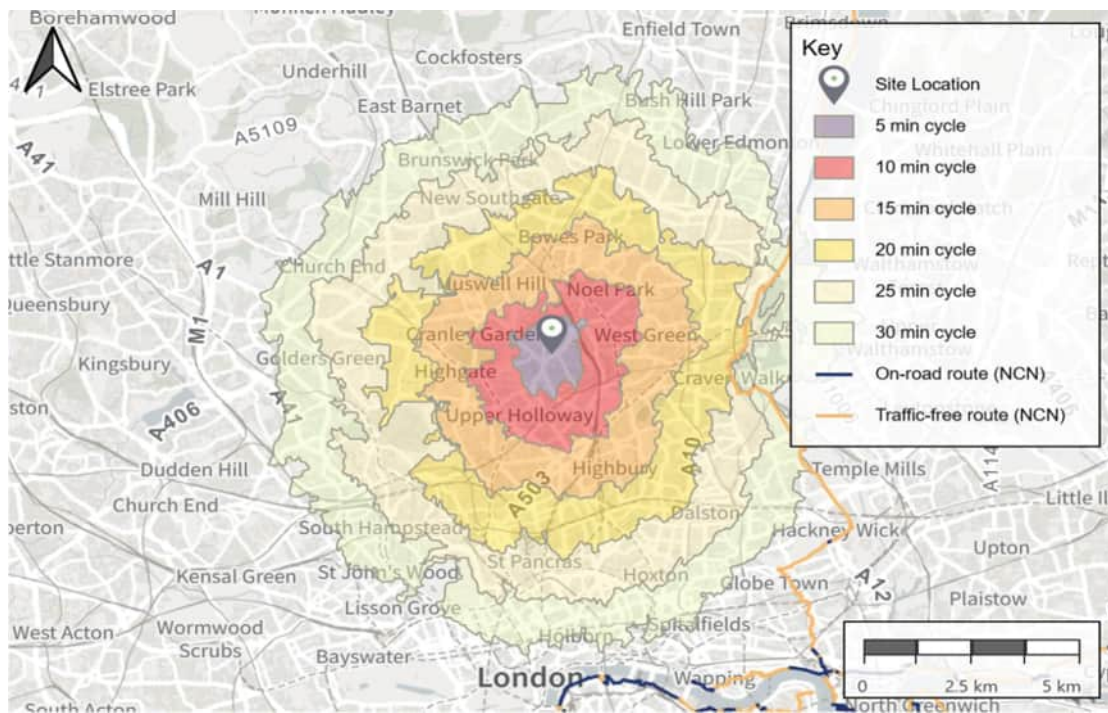


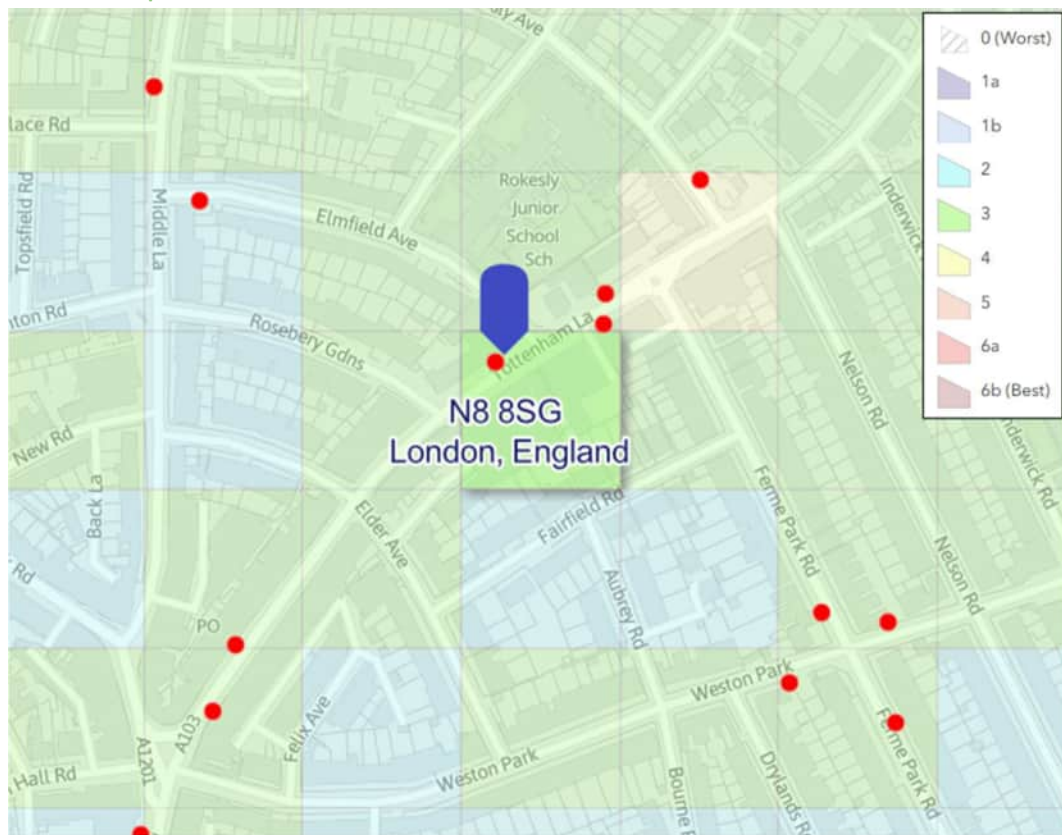
Figure 3-4: Cycling Catchment Around the Site



3.5 PUBLIC TRANSPORT ACCESS LEVEL

- 3.5.1 Public Transport Access Level is used to assess a site's connectivity to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.
- 3.5.2 As shown in **Figure 3-5**, TfL's online WebCAT planning tool indicates that the Site has a PTAL score of 3, which reflects a moderate/good level of public transport accessibility.

Figure 3-5: PTAL Map



3.6 PUBLIC TRANSPORT

BUS SERVICES

- 3.6.1 Adjacent to the southern frontage of the Site, on the northern side of the A103 Tottenham Lane, there is a bus stand known as Rosebery Gardens, Stand Z1. Two further bus stops are located approximately 50m to the east of the Site on either side of the A103 Tottenham Lane, namely Tottenham Lane YMCA Stop S and Tottenham Lane YMCA Stop W. These stops are served by the 91, 41, N41, N91, W5 and W3 bus services. Rosebery Gardens Stand Z1 is equipped with a flag and pole, whilst the two Tottenham Lane YMCA stops are equipped with a flag and pole, seating, and a shelter with passenger information to assist onward travel.



- 3.6.2 During the weekday peak hours, the closest bus stops to the Site benefit from an average combined service frequency of approximately 16 buses per hour in an eastbound direction and approximately 24 buses per hour in a westbound direction. These services provide access to a range of destinations across Greater London including Archway, Haringay, Finsbury Park, Tottenham Hale, King's Cross and Trafalgar Square.

PROPOSED CHANGES

- 3.6.3 The proposed change by TfL is to extend route 91 from its current terminus on Tottenham Lane to Wood Green Station via the Haringey Heartlands development. This would provide a new bus service through the centre of Haringey Heartlands with new direct journey opportunities to Wood Green, Crouch End, Nag's Head and locations in central London such as King's Cross, Holborn and Trafalgar Square.
- 3.6.4 Towards Wood Green, route 91 would newly serve existing bus stops S and T on Tottenham Lane, D on Hornsey High Street, E on Turnpike Lane, B on Station Road and G on Wood Green High Road. The current last stop on Tottenham Lane, Z1, would no longer be served; however, it would be replaced by stop S which is a distance of approximately 70 metres from stop Z1.



RAIL NETWORK

- 3.6.5 The nearest National Rail station to the Site is Hornsey, which is located approximately 800m to the northeast, equating to around a 10-minute walk or a four-minute cycle. Hornsey Station is served by Great Northern services, providing access to destinations including Stevenage, Moorgate, Welwyn Garden City, Hertford North and Gordon Hill. Service frequencies at the station are summarised in **Table 3-1**.

Table 3-1: Great Northern – Hornsey Rail Station

LINE	STATION	DESTINATION	FREQUENCY (SERVICES PER HOUR)
Great Northern	Hornsey	Stevenage	2
		Moorgate	4
		Welwyn Garden City	2
		Hertford North	2
		Gordon Hill	2

LONDON UNDERGROUND SERVICES

- 3.6.6 Turnpike Lane Station is situated approximately 1.7 km to the northeast of the Site, equating to an approximate 23-minute walk or seven-minute cycle and also accessed via bus route 41. Highgate Station is situated approximately 2.0 km to the northwest of the Site, equating to an approximate 30-minute walk or 12-minute cycle also accessed and also via bus route W5. Turnpike Lane is served by the Piccadilly Line, providing access to Finsbury Park, King's Cross St Pancras, Leicester Square and Heathrow Airport, whilst Highgate Station is served by the Northern Line, providing access to Camden Town, Euston, Bank and London Bridge. The service frequencies at these stations are summarised in **Table 3-2**.

Table 3-2: Underground Service Frequencies

LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)
Piccadilly	Turnpike Lane	Eastbound	21
		Westbound	21
Northern	Highgate	Northbound	20
		Southbound	20

LONDON OVERGROUND

- 3.6.7 The nearest London Overground station to the Site is Crouch Hill, which is located approximately 1.8km to the southeast, equating to around a 22-minute walk or a six-minute cycle. Crouch Hill Station is served by London Overground services on the Suffragette line, providing access to destinations including Gospel Oak, Hampstead Heath, Blackhorse Road, Barking and Barking Riverside. Service frequencies at the station are summarised in **Table 3-3**.

Table 3-3: London Overground Service Frequencies

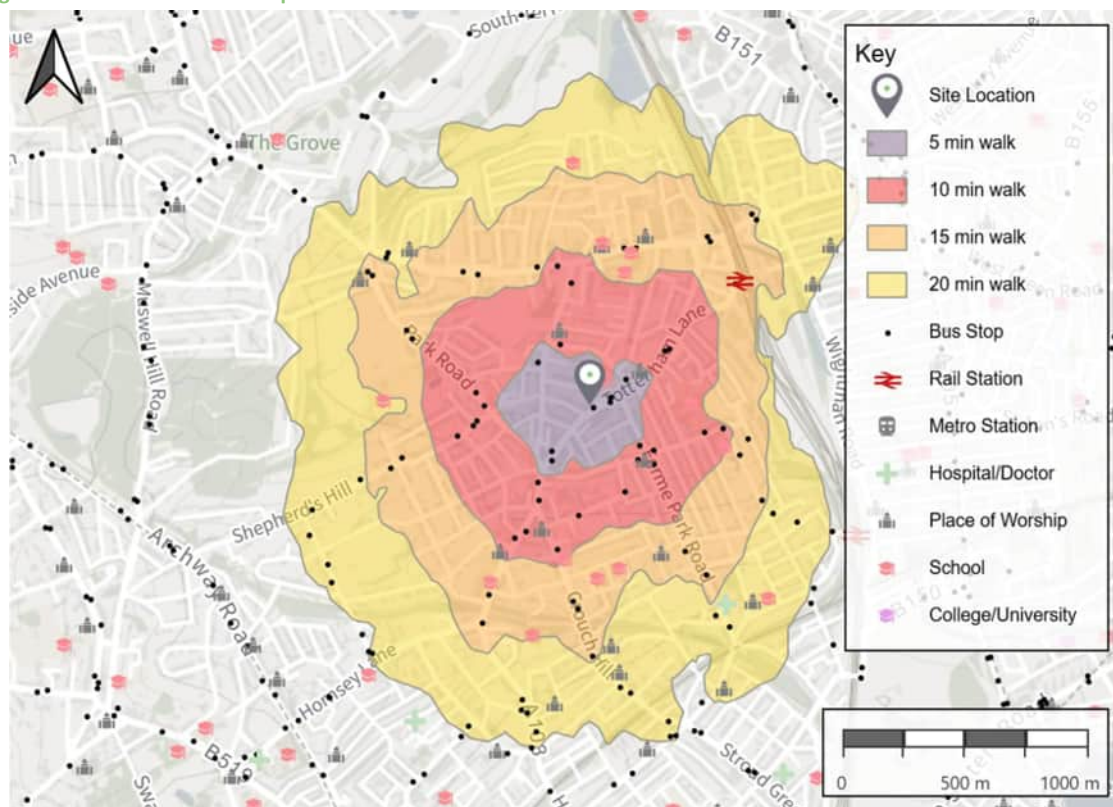
LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)
London Overground	Crouch Hill	Westbound	4
		Eastbound	4



3.7 LOCAL AMENITIES

- 3.7.1 There are various amenities in the local area which can enable regular trips by site users to be made on foot, as shown in **Figure 3-6**.

Figure 3-6: Local Amenities Map



3.8 PERSONAL INJURY COLLISION DATA

- 3.8.1 Personal Injury Accident (PIA) data is collected by the police, approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) each year. The dataset used for this analysis considers accidents between January 2020 and December 2024.
- 3.8.2 Accidents have been categorised as slight, serious and fatal, with the three groups typically differentiated as:
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.
 - **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
 - **Fatal:** any death that occurs within 30 days from causes arising from the accident.
- 3.8.3 The data shows there were 121 recorded collisions within the 0.3 km study area during the five-year study period. Of those, 106 were classified as slight and 15 were classified as serious. No fatal collisions were recorded.



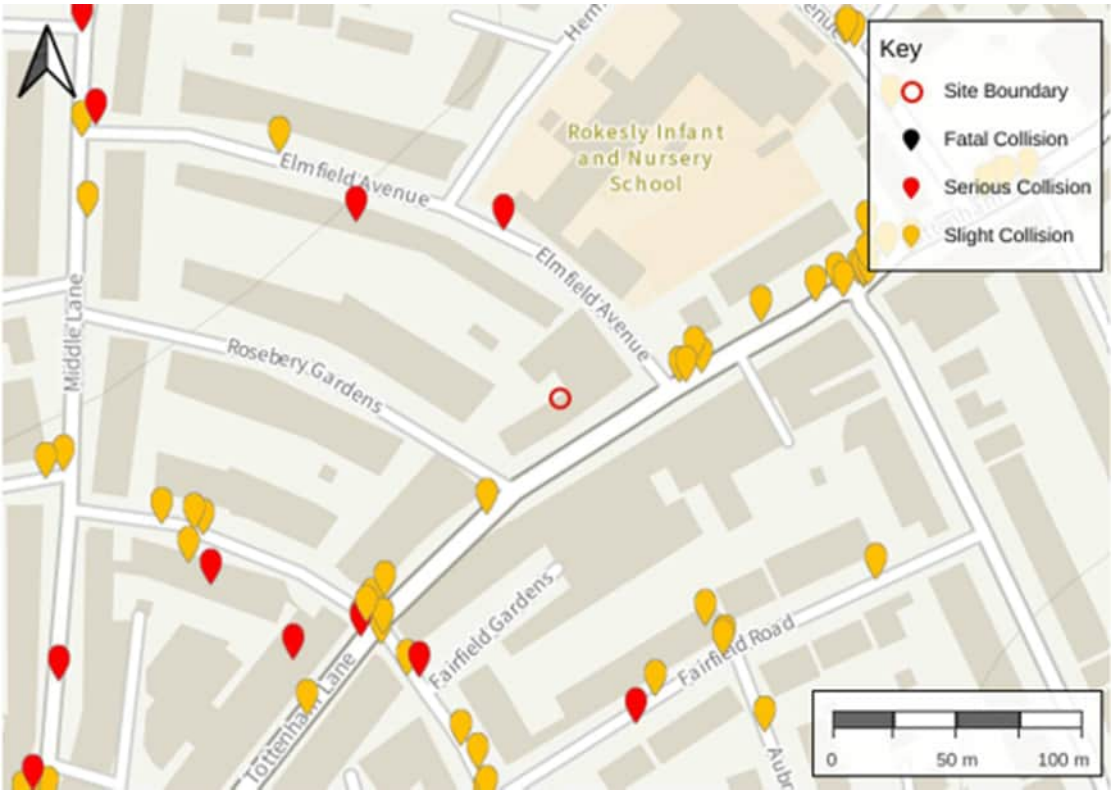
3.8.4 A breakdown of collision records is summarised in **Table 3-4**, with a mapping of the spatial clustering of accidents in the area shown in **Figure 3-7**.

Table 3-4: Summary of Collision Data Within Study Area

STUDY AREA	ACCIDENT SEVERITY		
	SLIGHT	SERIOUS	FATAL
0.3km Study Area	106	15	0

Source: Department for Transport Road Traffic Statistics (2020 - 2024)

Figure 3-7: Map of Personal Injury Accident (PIA) Data from 2020 – 2024



4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 INTRODUCTION

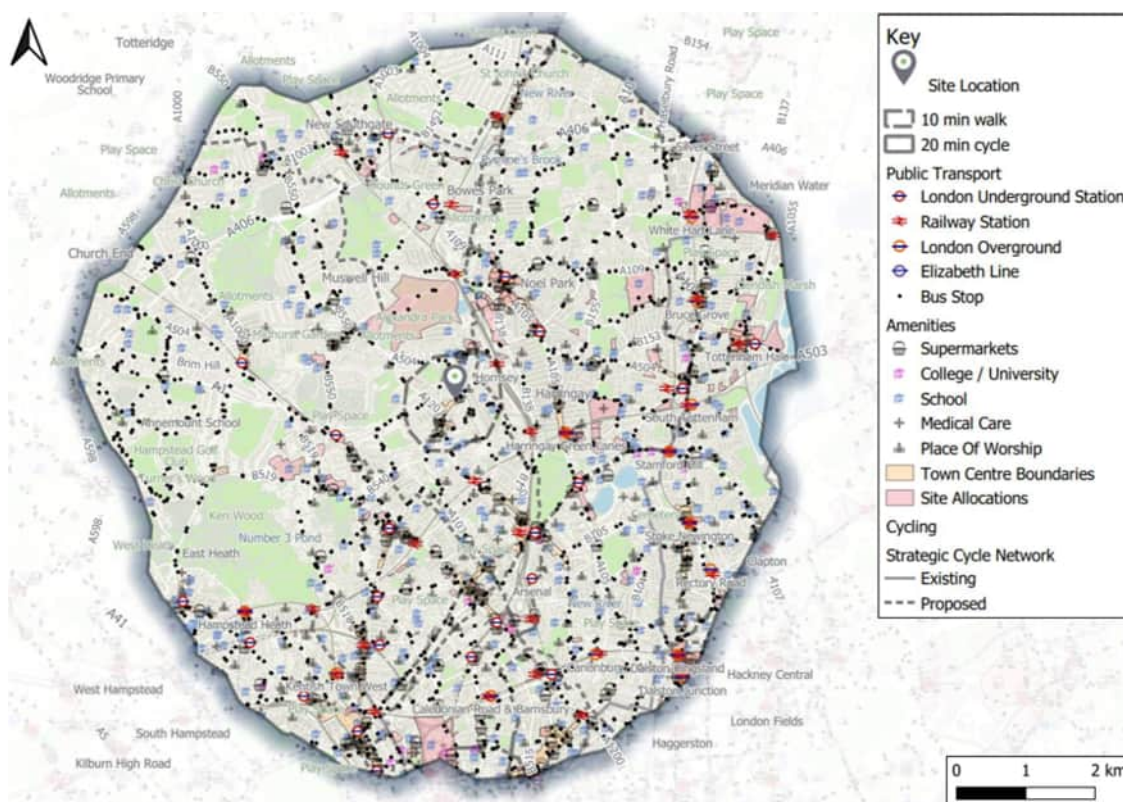
- 4.1.1 This Active Travel Zone (ATZ) Assessment has been prepared in accordance with TfL Transport Assessment guidance to demonstrate how the Proposed Development supports Vision Zero and the Healthy Streets Approach.
- 4.1.2 The ATZ Assessment has been prepared using the ATZ assessment instructions available from TfL's Transport Assessments webpage.
- 4.1.3 The ATZ assessment process comprises the following three parts:
- **Map One:** The ATZ and all potential key active travel destinations;
 - **Map Two:** Neighbourhood safety and the most important journeys with supporting text, including a Vision Zero analysis and safety improvement ideas; and
 - **Map Three:** ATZ Neighbourhood healthy characteristics check including text on severance, deficiency, local change, the development.
- 4.1.4 The neighbourhood photo survey was undertaken on Thursday 16th July 2026 and considered how pedestrians and cyclists would experience each of the identified routes. The survey was undertaken in response to highway authority comments received from LBH.

4.2 MAP ONE

- 4.2.1 Map One, shown in **Figure 4-1** and in **APPENDIX C**, identifies the key destinations within a 20-minute cycle catchment of the Site. These destinations include:
- Public transport stations and stops;
 - London's existing and proposed strategic cycle network;
 - Town centres and local centres;
 - Supermarkets and local food retailers;
 - Colleges, education and training facilities;
 - Employment areas and employment support services;
 - Community and support services;
 - Medical Centres and health facilities;
 - Parks, open spaces, sports and leisure facilities; and
 - Places of worship.



Figure 4-1: ATZ Map One



4.2.2

Table 4-1 ranks the key destinations by priority. High priority destinations are generally those expected to be used frequently by future residents, employees or visitors.

Table 4-1: Key Destinations by Priority

KEY DESTINATION	PRIORITY	JUSTIFICATION
Railway Stations	High	A high public transport mode share is expected for residents and employees travelling to and from the Proposed Development. Railway stations are therefore considered to be high priority destinations.
Bus stops	High	The Site is situated close to a number of bus stops which provide access to local bus services. Bus stops are considered to be high priority destinations, as they are likely to be regularly used by residents, employees and visitors travelling to and from the Proposed Development.
Strategic Cycle Network	High	The strategic cycle network would support cycle journeys between the Site and surrounding local facilities, public transport nodes, education and training facilities and employment areas. It is therefore considered to be a high priority destination.
Town Centres and Local Centres	High	Town centres and local centres provide access to a range of retail, service, food, employment and leisure uses likely to be required by residents and employees. These are therefore considered to be high priority destinations.
Supermarkets and Local Food Retail	High	Supermarkets and local food retailers are likely to be used regularly by residents and may also be used by employees during the working day. These are therefore considered to be high priority destinations.
Education and Training Facilities	High	Education and training facilities may provide residents with access to further education, vocational training and skills development opportunities. These are therefore considered to be high priority destinations.



KEY DESTINATION	PRIORITY	JUSTIFICATION
Employment Areas and Employment Support Service	High	Employment areas and employment support services would provide residents with access to job opportunities, careers advice and assistance with entering or returning to employment. They are therefore considered to be high priority destinations.
Community and Support Services	High	Community and support services are likely to be important destinations for residents, including services relating to housing, wellbeing, advice and personal development. These are therefore considered to be high priority destinations.
Medical Centres and Health Facilities	Medium	Medical centres and other health facilities provide important local services, although they are not generally expected to be used on a daily basis by most residents. They are therefore considered to be medium priority destinations.
Parks, Open Space and Leisure Facilities	Medium	Parks, open spaces and leisure facilities are likely to support recreational and physical activity trips by residents and may also be used by employees. These are therefore considered to be medium priority destinations.
Places of Worship	Low	Places of worship may be relevant to some residents, employees and visitors, although individual requirements will vary. They are therefore considered to be low priority destinations.

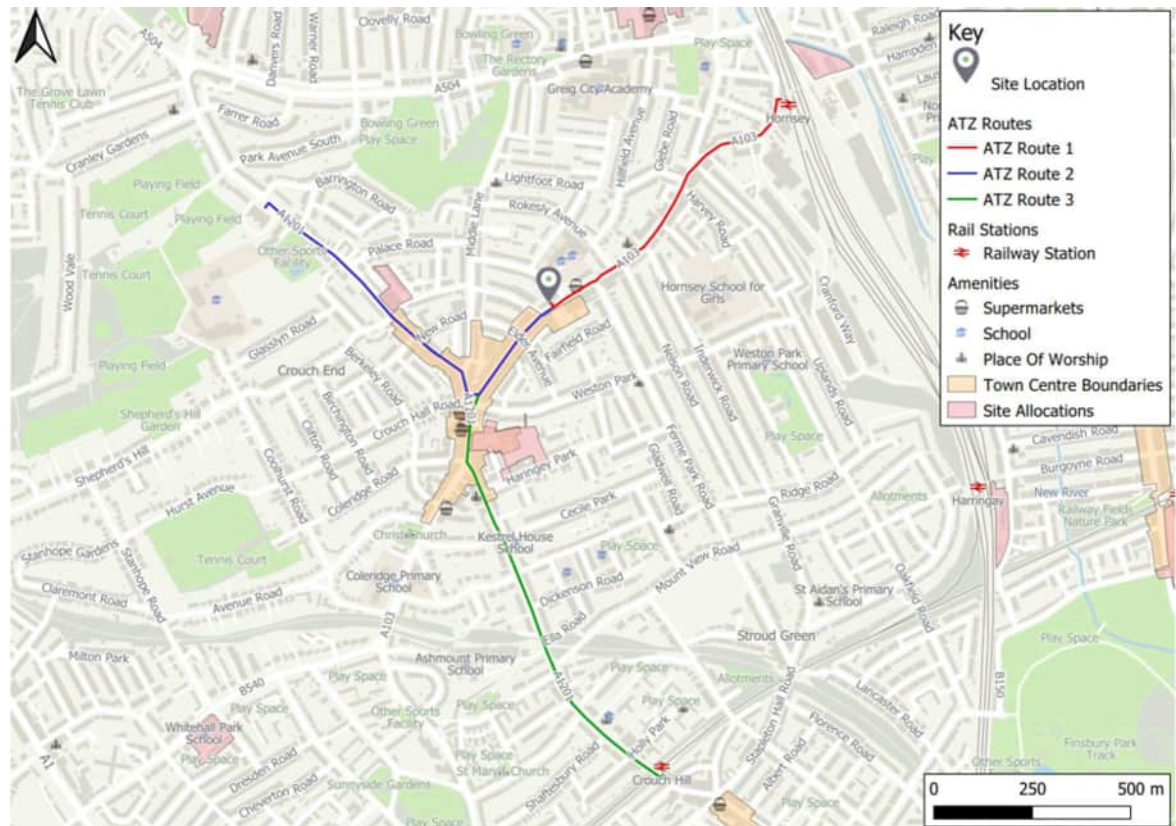
4.3 MAP TWO

4.3.1 **Figure 4-2** shows the key destinations extracted from **Figure 4-1** using the prioritisation set out in **Table 4-1**. Having regard to the proposed YMCA hostel use, the Proposed Development is expected to generate walking and cycling trips between the Site and a range of destinations. These include public transport stations and stops, town centres and local centres, supermarkets and local food retailers, education and training facilities, employment and community support services, healthcare facilities, and parks, open spaces and leisure facilities. The assessment focuses on the following three routes:

- **ATZ Route 1:** A103 Tottenham Lane bus stops, Asda Express, Holy Innocents Church, Saigrace Pharmacy, Global North London Business School, Trinity Fit, Haringey Club community centre and Hornsey Station.
- **ATZ Route 2:** A103 Tottenham Lane bus stops, PureGym London Crouch End, Virgin Active Crouch End, Crouch End Post Office, A103 Topsfield Parade bus stops, London Riverside College, Petter Pharmacy, The Vale Practice, A1201 Park Road bus stops, Rise Crouch End, Abide Church, Park Road Leisure Centre and Lido, and Hornsey Central Neighbourhood Health Centre.
- **ATZ Route 3:** Waitrose and Partners, The Broadway bus stops, Tesco Express, Sainsbury's Local, Boots Pharmacy, Town Hall Square, Heatherly Gardens, Mount Zion Crouch End, A1201 Crouch Hill bus stops, Brickworks Community Centre and Crouch Hill Station.



Figure 4-2: ATZ Map Two



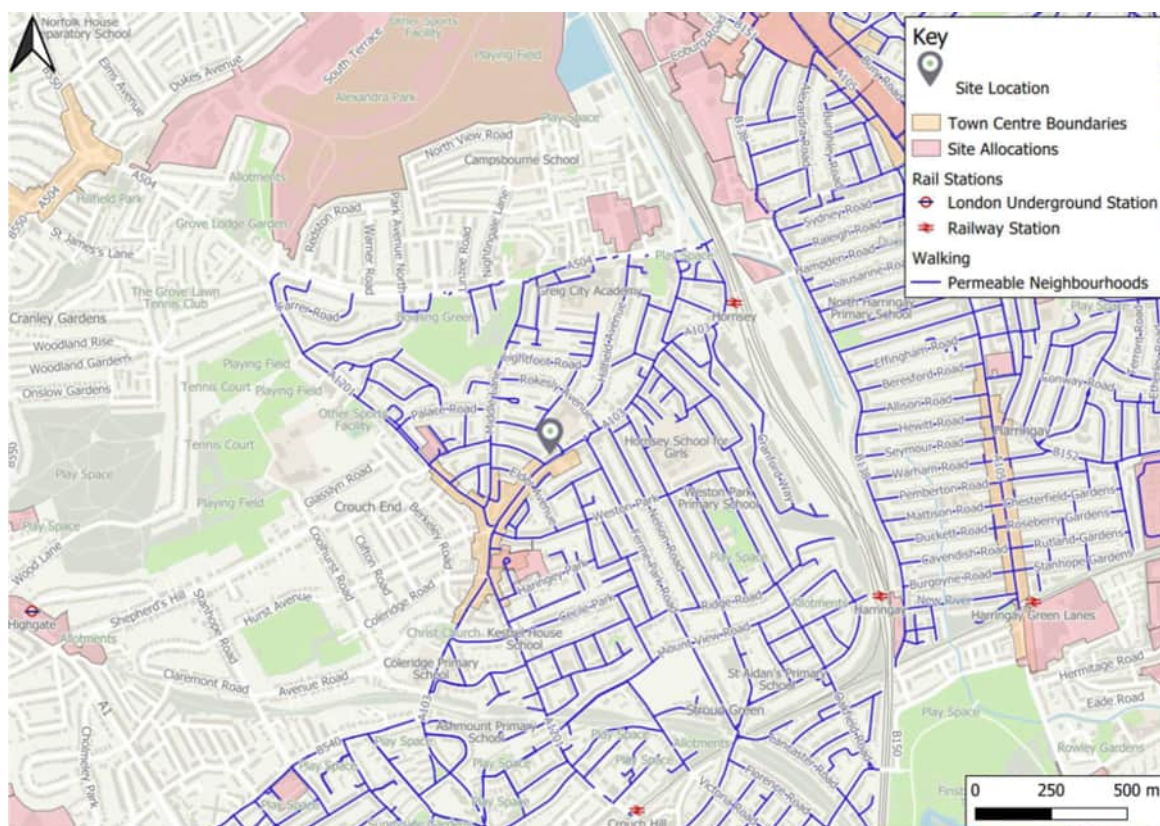
4.4 MAP THREE

4.4.1 Map Three, shown in **Figure 4-3** and also in **APPENDIX C**, highlights the characteristics of a typical healthy neighbourhood including:

- Street density;
- Public transport;
- Green spaces; and
- Other development and regeneration projects.



Figure 4-3: ATZ Map Three



STREET DENSITY

- 4.4.2 The Site is located within a relatively dense and well-connected urban street network. The surrounding area is characterised by closely spaced residential streets, particularly to the east, south and south-east, which provide a high level of pedestrian permeability and a range of alternative routes. Street density is lower to the west and north-west due to larger areas of open space, including Alexandra Park, playing fields and sports facilities. The railway corridor to the east also creates a degree of severance, with east-west movement concentrated at a limited number of crossing points.

PUBLIC TRANSPORT

- 4.4.3 The Site has a PTAL score of 3, reflecting a moderate/good level of public transport accessibility. Bus stops are located adjacent to and within approximately 50m of the Site, providing frequent services to destinations including Archway, Finsbury Park, Tottenham Hale, King's Cross and Trafalgar Square. Hornsey Station is located approximately 800m from the Site and provides Great Northern services to Moorgate, Stevenage, Welwyn Garden City and Hertford North. Turnpike Lane and Highgate London Underground stations are also accessible by walking, cycling or bus, while Crouch Hill Station provides London Overground services on the Suffragette line.



GREEN SPACES

- 4.4.4 The Site is located close to several green spaces, including Priory Park, Philosopher's Garden Picnic Area and Alexandra Park. These spaces provide opportunities for walking, recreation, exercise and access to nature.

4.5 KEY ROUTE ASSESSMENT

- 4.5.1 As set out above, three key routes have been identified between the Site and important destinations within the ATZ. In accordance with the ATZ guidance, a site visit was undertaken to assess each route identified during the desk-based stages of the assessment. Each route was walked to understand the quality of the pedestrian and cycle environment. The site visit took place on Thursday 16th July 2026.
- 4.5.2 During the site visit, the worst point along each route was identified. The worst point is defined as the section considered to provide the least comfortable, accessible or safe environment for pedestrians and cyclists.
- 4.5.3 The worst point along each route has been assessed against eight of the 10 Healthy Streets Indicators, comprising Indicators 3 to 10, in accordance with TfL guidance. The following indicators have been assessed:
- ⊙ Easy to cross;
 - ⊙ People feel safe;
 - ⊙ Things to see and do;
 - ⊙ Places to stop and rest;
 - ⊙ People feel relaxed;
 - ⊙ Not too noisy;
 - ⊙ Clean air; and
 - ⊙ Shade and shelter.
- 4.5.4 The improvements identified within this assessment should be considered by the relevant highway authority. Where an improvement is directly related to the Proposed Development and meets the applicable statutory tests, its delivery or funding may be secured through an appropriate planning condition or planning obligation. Wider area improvements may also be progressed through borough programmes, CIL or other local, regional or national funding streams.

ATZ ROUTE 1

- 4.5.5 ATZ Route 1 connects the Site to Hornsey Station. The worst part, shown in **Figure 4-4**, was identified at the vehicle crossovers serving the entrance to and exit from the Asda Express Petrol Station. Both crossovers incorporate dropped kerbs but lack tactile paving, which may make the crossing points less legible and accessible for visually impaired pedestrians. The entrance crossover comprises uneven cobbled paving, which could present a trip hazard, while the exit crossover has a deteriorated surface. These conditions may make the route difficult or uncomfortable to negotiate for wheelchair users, people with pushchairs and pedestrians with reduced mobility.



4.5.6 The crossovers could be improved through resurfacing to provide smooth, level and consistent pedestrian crossing points, together with the provision of appropriate tactile paving. The cobbled paving at the entrance should be removed and replaced with a suitable accessible surface, while the deteriorated surface at the exit should be repaired. These measures would reduce the risk of trips and improve the legibility, comfort and accessibility of the route for all pedestrians.

4.5.7 **Table 4-2** assesses the worst part of the journey against eight of the 10 Healthy Streets Indicators.

Figure 4-4: ATZ Route 1 – Worst Point – Vehicle Crossovers Associated with Asda Express Petrol Station



Table 4-2: ATZ Assessment Route 1 - Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	No	The entrance and exit crossovers serving the Asda Express Petrol Station lack tactile paving and have uneven or deteriorated surfaces. This may reduce the legibility and accessibility of the crossing points for visually impaired pedestrians, wheelchair users, people with pushchairs and pedestrians with reduced mobility.	Resurface the crossovers and provide appropriate tactile paving. The uneven cobbled surface at the entrance should be replaced with a smooth and accessible surface, while the deteriorated surface at the exit should be repaired.
People feel safe	Yes	The crossovers are located within Crouch End Town Centre and are overlooked by adjoining commercial premises. The generally high level of pedestrian activity also provides passive surveillance.	N/A
Things to see and do	Yes	A variety of shops, services and other commercial premises are provided within Crouch End Town Centre, creating an active and visually varied streetscape.	N/A
Places to stop and rest	Partial	Bus stops with seating are provided close to the crossovers. However, there are no dedicated public seating facilities within the immediate vicinity.	Additional public seating could be considered where sufficient footway width is available, particularly close to the shops and services where pedestrians may wish to stop and rest.
People feel relaxed	Yes	The footways are generally of sufficient width, while the surrounding streetscape is well maintained and benefits from active	N/A



HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
		frontages. A 20mph speed limit and traffic calming measures also help to reduce vehicle speeds.	
Not too noisy	Partial	The A103 Tottenham Lane carries a relatively high volume of traffic, including buses and HGVs, which contributes to traffic noise. However, the 20mph speed limit and traffic calming measures help to moderate vehicle speeds and associated noise levels.	Street trees and low-level planting could be considered where sufficient footway width is available to provide greater separation from traffic and reduce the perception of noise.
Clean Air	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	Additional planting could be considered where feasible, although this would primarily provide environmental and visual benefits.
Shade and shelter	Partial	Nearby bus stops provide covered shelters, while some shopfronts and awnings provide localised protection from sun and rain. However, shade and shelter are not available continuously along this part of the route.	Additional street trees could be considered where sufficient footway width and underground conditions allow, to provide greater shade and improve the pedestrian environment.

ATZ ROUTE 2

- 4.5.8 ATZ Route 2 connects the Site with Hornsey Central Neighbourhood Health Centre. The worst part, shown in **Figure 4-5**, was identified on the northern side of the A1201 Park Road, where the footway is narrowed by an inset Blue Badge parking and loading bay. The effective footway width is further reduced by street furniture, including signposts. This creates a constrained pedestrian environment and may make it difficult for wheelchair users, people with pushchairs and pedestrians travelling alongside one another to pass comfortably.
- 4.5.9 This section of the route could be improved through the relocation or consolidation of the existing signposts to provide a clear and unobstructed pedestrian route. This measure would increase the effective footway width and improve accessibility for all pedestrians.
- 4.5.10 **Table 4-3** assesses the worst part of the journey against eight of the 10 Healthy Streets Indicators.



Figure 4-5: ATZ Route 2 – Worst Point – Narrow Footway on A1201 Park Road



Table 4-3: ATZ Assessment Route 2 - Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	Yes	A zebra crossing equipped with dropped kerbs, tactile paving and Belisha beacons is located close to this point and provides pedestrian priority across the A1201 Park Road.	N/A
People feel safe	Yes	This section of the route is overlooked by shops and other commercial premises, with residential properties above. Its location within Crouch End Town Centre also results in a generally high level of pedestrian activity and passive surveillance.	N/A
Things to see and do	Yes	A variety of shops, services and other commercial premises are located close to this point, creating an active and visually varied streetscape.	N/A
Places to stop and rest	Partial	There is no dedicated public seating within the immediate vicinity. However, some commercial premises provide outdoor seating for customers.	Public seating could be provided where sufficient footway width is available and where it would not further obstruct pedestrian movement.
People feel relaxed	Partial	The active frontages and relatively high level of pedestrian activity contribute to a welcoming environment. However, the footway is narrowed by the inset parking and loading bay and existing street furniture, creating a constrained route for pedestrians, particularly wheelchair users and people with pushchairs.	Relocate or consolidate the existing signposts to increase the effective footway width and provide a clearer and more accessible pedestrian route.
Not too noisy	Partial	The A1201 Park Road carries a relatively high volume of traffic, including buses and HGVs, which contributes to traffic noise. However, the 20mph speed limit, zebra crossings and speed humps help to moderate vehicle speeds and associated noise levels.	Street trees and low-level planting could be considered where sufficient footway width is available to provide greater separation from



HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
			traffic and reduce the perception of noise.
Clean Air	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	Additional planting could be considered where feasible, although this would primarily provide environmental and visual benefits.
Shade and shelter	Partial	Some shade and shelter are provided by surrounding buildings, shopfront awnings and umbrellas associated with commercial premises. However, this provision is localised and is not available continuously along this section of the route.	Additional street trees could be considered in locations where sufficient footway width is available, to provide greater shade and enhance the pedestrian environment.

ATZ ROUTE 3

- 4.5.11 ATZ Route 3 connects the Site with Crouch Hill Station. The worst part, shown in **Figure 4-6**, was identified along the western side of the A1201 Crouch Hill, where tree root growth has uplifted the paving and created an uneven footway surface. This presents a potential trip hazard and may make the route difficult or uncomfortable to negotiate for wheelchair users, people with pushchairs and pedestrians with mobility impairments. The mature tree also reduces the effective footway width, which may constrain pedestrian movement.
- 4.5.12 This section of the route could be improved through localised footway resurfacing and repair, together with appropriate tree root management measures. Any works should be informed by an arboricultural assessment and should seek to retain the mature tree where practicable. These measures would remove the trip hazard, provide a smoother footway surface and improve pedestrian accessibility.
- 4.5.13 **Table 4-4** assesses the worst part of the journey against eight of the 10 Healthy Streets Indicators.

Figure 4-6: ATZ Route 3 – Worst Point – Tree Root Growth on Footway of A1201 Crouch Hill



Table 4-4: ATZ Assessment Route 3 - Healthy Streets Indicator Analysis

HEALTHY STREETS INDICATOR	INDICATOR MET?	REASONING	SUGGESTED IMPROVEMENT
Easy to cross	No	A vehicle crossover providing access to Vicarage Path is located at this point. The paving surface is uneven, tactile paving is not provided, and the dropped kerbs have deteriorated and are not fully flush with the carriageway. This may reduce the accessibility and legibility of the crossing, particularly for visually impaired pedestrians, wheelchair users and people with pushchairs.	Resurface the vehicle crossover and reinstate the dropped kerbs so that they are fully flush with the carriageway. Appropriate tactile paving should also be provided to improve the accessibility and legibility of the crossing.
People feel safe	Yes	The route is overlooked by residential properties, which provide passive surveillance. Pedestrian activity associated with Crouch Hill Station and Crouch End Town Centre also contributes to the perceived level of personal safety.	N/A
Things to see and do	Yes	Mature street trees contribute positively to the streetscape, while the varied residential frontages and associated front gardens provide visual interest along the route.	N/A
Places to stop and rest	No	There are no formal places to stop and rest within the immediate vicinity. However, given the predominantly residential character of the route and the constrained footway width, the provision of seating is not considered necessary or readily feasible at this location.	N/A
People feel relaxed	No	Tree root growth has uplifted the paving and created an uneven surface and potential trip hazard. The mature tree also reduces the effective footway width, which may constrain pedestrian movement, particularly for wheelchair users and people with pushchairs.	Undertake localised footway resurfacing and repair, together with appropriate tree root management measures, to provide a smooth and accessible pedestrian route.
Not too noisy	No	The A1201 Crouch Hill carries a relatively high volume of traffic, including buses and HGVs, which contributes to traffic noise. However, the 20mph speed limit helps to moderate vehicle speeds and associated noise levels.	Low-level planting could be considered where sufficient footway width is available to provide visual separation from traffic and reduce the perception of noise.
Clean Air	No	According to the London Air Quality Network, this section of the route fails the annual mean objective for NO2 air pollution.	Additional planting could be considered where feasible, although this would primarily provide environmental and visual benefits.
Shade and shelter	Yes	The mature street tree provides shade and shelter to part of the footway.	N/A



5 EXISTING SITE & PROPOSED DEVELOPMENT

5.1.1 This chapter of the TS sets out the existing and proposed development access strategy, parking provisions and servicing arrangements. **Table 5-1** shows an overview of the existing and proposed provision at YMCA and the net change. The existing site also includes Crouch End Fitness Centre.

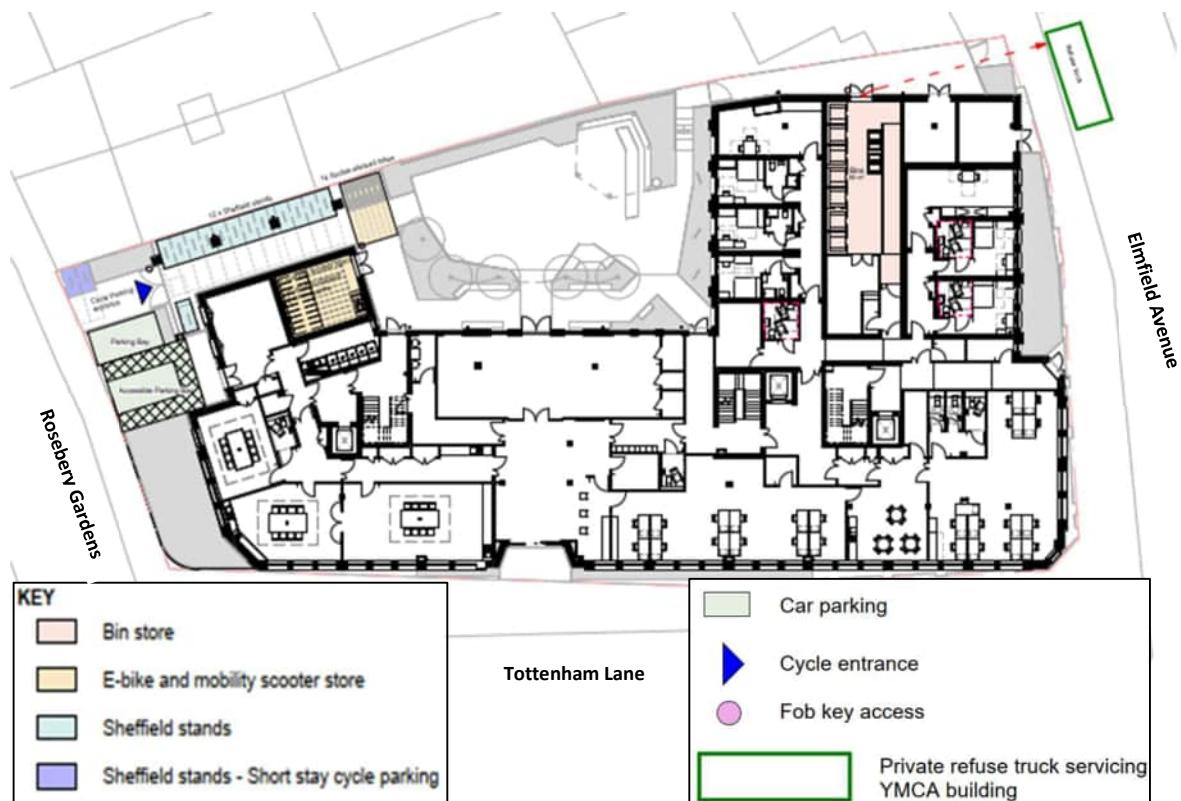
Table 5-1: Existing and Proposed YMCA Accommodation Schedule and Transport Arrangements

	Existing YMCA	Proposed YMCA	Net Change
Number of beds	155	174	+19
Number of staff	25	25	0
Number of cycle parking spaces	26	58	+32
Number of car parking spaces	3	2	-1
Number of daily delivery and servicing trips	1-5 trips	1-5 trips	0

5.2 ACCESS

5.2.1 The pedestrian, cycle and vehicular access points are retained, with main pedestrian access on Tottenham Lane and vehicular access to the two on-site spaces on Rosebery Gardens.

Figure 5-1: Proposed Parking Provision



EMERGENCY ACCESS

- 5.2.2 Fire access can be provided from Rosebery Gardens, Tottenham Lane, and Elmfield Avenue, as per the existing situation.

5.3 PARKING PROVISION

CYCLE

- 5.3.1 As the use class is Sui Generis, the cycle parking provision has been developed based on a review of the most appropriate policy standard and evidence from other YMCA buildings.
- 5.3.2 The London Plan 2021 seeks provision in line with the most relevant standard. The C2 sheltered housing use class is the most comparable given the managed residential nature of the accommodation, the provision of communal facilities, and the lower anticipated level of independent private vehicle ownership and travel demand when compared with general C3 housing.
- 5.3.3 Student housing standards were also considered; however, student accommodation accommodates a more independently mobile population with different travel patterns, higher levels of higher education related trips, and different cycle ownership characteristics. By contrast, the YMCA accommodation would provide specialist accommodation within a managed environment.
- 5.3.4 **Table 5-2** shows the number of cycle spaces required for sheltered housing.

Table 5-2: Cycle parking standards

USE CLASS	PROPOSAL	LONODN PLAN STANDARD/ LPG		MINIMUM PROVISION	
		Long Stay	Short Stay	Long Stay	Short Stay
C2- Sheltered Housing	174 bedrooms 25 staff	1 space per 5 FTE staff	1 space per 20 bedrooms i.e. (0.05 spaces per room)	5	9

- 5.3.5 To establish an appropriate level of cycle parking provision, that will enable cycling but not over-provide, cycle parking surveys were undertaken at:
- Existing YMCA Crouch End (155 bedrooms & 26 cycle spaces) and
 - LandAid House, Errol Street (146 bedrooms & 40 cycle spaces).
- 5.3.6 These buildings provide directly comparable managed accommodation.
- 5.3.7 The surveys were undertaken for a one-week period in May 2026 at 21:00. **Table 5-3** shows the survey results.

Table 5-3: Current YMCA Crouch End site (155 Bedrooms & 26 cycle spaces)

DATE	DAY	E-BIKES	STANDARD BIKES	TOTAL BIKES
12-May-26	Tuesday	11	20	31
13-May-26	Wednesday	13	20	33
14-May-26	Thursday	11	19	30
15-May-26	Friday	12	20	32



DATE	DAY	E-BIKES	STANDARD BIKES	TOTAL BIKES
16-May-26	Saturday	9	21	30
17-May-26	Sunday	10	19	29
18-May-26	Monday	12	20	32
Average				31

Table 5-4: LandAid House (146 Bedrooms & 40 cycle spaces)

DATE	DAY	E-BIKES	STANDARD BIKES	TOTAL BIKE
05 May 26	Tuesday	18	10	32
06 May 26	Wednesday	17	10	31
07 May 26	Thursday	17	10	31
08 May 26	Friday	15	11	31
09 May 26	Saturday	17	11	31
10 May 26	Sunday	17	10	31
11 May 26	Monday	18	8	30
Average				31

- 5.3.8 The surveys identified an average observed demand of 0.20 cycles per room at the existing YMCA Crouch End site and 0.21 cycles per room at LandAid House.
- 5.3.9 Based on survey data the proposals include a provision of 0.30 space per room, which equates to 53 spaces. This provides headroom for further growth in cycling for residents. A further 5 cycle spaces are provided for staff. Equating to a total of 58 long stay cycle parking spaces.
- 5.3.10 The London Plan Table 10.2 generally uses 1 space per 5 FTE staff for comparable staff-based uses such as C2 care homes/secure accommodation and health centres. Based on 25 staff a further 5 long stay spaces are provided.
- 5.3.11 The proposed total long stay cycle provision includes:
- 20 E bike spaces
 - 38 standard cycle spaces
 - **Total 58 long stay spaces**
- 5.3.12 Excluding the staff cycle spaces, the proposed 53 cycle spaces for residents exceed the surveyed demand requirement by approximately 20 spaces, therefore providing ample allowance for growth in cycle mode share and encouraging increased cycle use by residents.
- 5.3.13 The proposed cycle parking would include a mix of standard cycle spaces and e-bike spaces, reflecting the observed demand for both conventional cycles and e-bikes during the site surveys, these include:
- 24 Sheffield spaces (41%)
 - 20 E bike spaces (35%)
 - 14 Two tier spaces (24%)
 - **Total 58 long stay spaces**



- 5.3.14 The cycle stores would be secure, covered and accessible to residents and staff, and would be managed by the operator to ensure that spaces remain available and are used appropriately. The cycle store is accessed via Rosebery Gardens.
- 5.3.15 On this basis, the proposed level of cycle parking is considered acceptable and justified in transport planning terms.
- 5.3.16 The proposed provision also includes space for one mobility scooter. LandAid site has provision of two mobility scooter; however, both spaces have not been occupied.
- 5.3.17 In relation to short stay the existing site has 3 Sheffield stands (6 short stay spaces) located adjacent to the entrance and a further 4 Sheffield stands (8 short stay spaces) located on Elmfield Avenue adjacent to the site.
- 5.3.18 Based on 19 additional rooms and the C2 standard of 1 space per 20 bedrooms this equates to provision of a minimum of 9 spaces. The proposals include the provision of 2 Sheffield stands (4 short stay spaces) with the remaining 5 spaces provided by the existing short stay parking located adjacent to the site.

CAR

- 5.3.19 The Proposed Development is intended to operate as a car-free development, with on-site parking reduced for operational and accessible parking purposes only. The proposals would retain two on-site spaces, comprising one Blue Badge space and one operational space, representing a net reduction of one space when compared with the existing Site. No general resident or staff car parking would be provided, and residents would not be eligible to use the operational parking space.
- 5.3.20 This approach reflects planning policy standards, the Site's accessible location, the availability of local bus services, proximity to Hornsey Station, and the range of shops, services and amenities within short walking distance of the Site. The managed nature of the accommodation also allows parking arrangements to be controlled by the operator, with the operational space reserved for maintenance, contractor and facilities management requirements only.
- 5.3.21 To ensure that the proposals do not result in additional on-street parking pressure, future residents and staff would be restricted from applying for local on-street parking permits.
- 5.3.22 **Figure 5-1** shows the location of the cycle parking, car parking and refuse store.

5.4 DELIVERY AND SERVICING

- 5.4.1 Based on the proposed development of an additional 19 rooms, the number of additional delivery and servicing trips is expected to be minimal. The servicing strategy for the Proposed Development would broadly reflect the existing operational arrangements at the Site, with servicing demand expected to remain low and comparable to the existing YMCA.
- 5.4.2 The majority of day-to-day servicing activity would comprise small van-based deliveries, maintenance visits, courier deliveries and ad hoc contractor attendance. These service trips would be accommodated on street as currently occurs, using available kerbside space on Rosebery Gardens and, where appropriate, Tottenham Lane, subject to the waiting and loading restrictions.



5.4.3 The existing and proposed delivery and servicing frequency is shown in **Table 5-5**:

Table 5-5 Expected delivery and servicing

ACTIVITY	EXISTING / PROPOSED FREQUENCY	VEHICLE TYPE	LOCATION	MANAGEMENT
Refuse collection	2 per week	RCV / private refuse vehicle	agreed collection point on Elmfield Avenue	Managed by site staff
Facilities Management	ad hoc	small van	operational space on site	Managed by reception
Parcel / courier deliveries	3-5 daily / ad hoc	van / cargo bike	Rosebery Gardens	Short dwell

5.4.4 On-street servicing would be managed by the YMCA operator to ensure that vehicles do not obstruct the operation of the public highway. Servicing activity would be directed away from locations where loading is prohibited.

5.4.5 Rosebery Gardens is considered the most appropriate location for short-stay servicing activity, given its proximity to entrances and the existing pattern of YMCA operations.

5.4.6 On this basis, the on-street servicing arrangements would not materially increase servicing activity when compared with the existing use and would be subject to operator management controls to minimise highway impact.

5.4.7 A Delivery and Servicing Plan (DSP) has been produced with the planning application as a standalone document to support the management of delivery and servicing to the building.

REFUSE

5.4.8 Waste will be proposed to be collected on street; the bin store is proposed to be accessed via Elmfield Avenue at ground level. **Figure 5-2** shows the proposed layout also shown in **APPENDIX D**. The proposed layout includes:

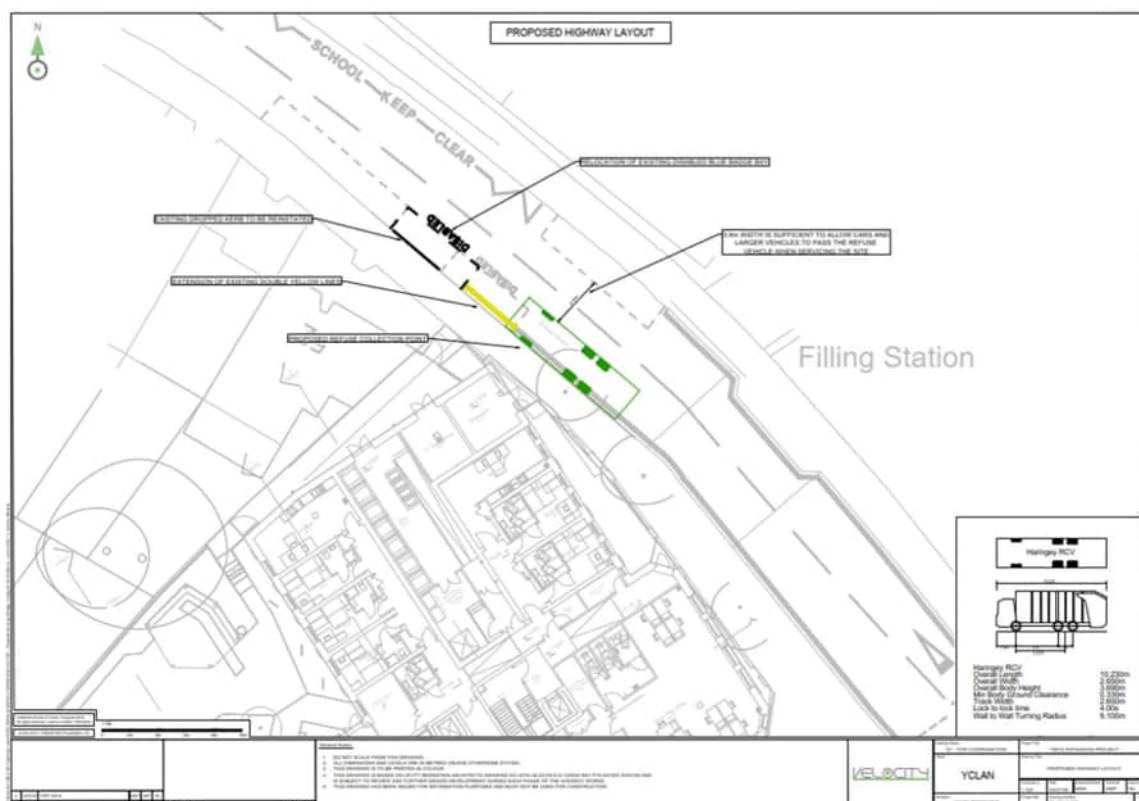
- Reinstated kerb
- Relocation of existing Blue Badge space
- Extension of double yellow lines

5.4.9 Elmfield Avenue forms part of the School Street serving Rokesly Infant and Primary Schools. During the signed morning and afternoon restriction periods, Monday to Friday during school term time, motor vehicles are prohibited from entering the School Street unless exempt. Refuse collections associated with the development will comply with these restrictions and will be scheduled outside the School Street operating periods.

5.4.10 Refuse collections will take place during normal daytime hours and will avoid restriction times (8:15-9:15 and 14:45-15:45pm). The collection schedule will be agreed with the appointed waste contractor and controlled by the on-site management team.



Figure 5-2: Proposed Highway Layout



5.4.11 Waste collections will be managed in coordination with LBH and suitably licensed commercial waste contractors to ensure efficient and low-impact servicing. Collection arrangements will:

- Utilise consolidated and well-managed internal storage areas and presentation spaces;
- Minimise vehicle dwell time and avoid conflict with pedestrian routes and wider servicing activity;
- Be scheduled to reduce peak period congestion where practicable; and
- Encourage the use of low-emission collection vehicles where available.

5.4.12 The building management operator will monitor waste arisings and recycling performance and review operational measures periodically to ensure continued compliance with relevant policy, guidance and recycling targets, and to identify opportunities to improve waste minimisation and circular economy performance over time.

5.4.13 Waste collections will be managed to take place outside the School Street restriction periods on Elmfield Avenue. Collection times will be coordinated with the waste contractor to avoid school drop-off and pick-up times, ensuring that refuse vehicles do not conflict with pupils and parents or affect the operation of the School Street. The proposed waste collection arrangements will therefore not have a negative impact on highway safety or the operation of the local highway network.

An Operational Waste Management Plan (OWMP) has been produced with the planning application as a standalone document to support the management of operational waste within the building.



6 TRAVEL DEMAND AND MANAGEMENT MEASURES

6.1 TRAVEL DEMAND

6.1.1 The proposed development comprises specialist accommodation within a managed hostel environment. The TRICS 'Sheltered Accommodation' category is the most comparable.

6.1.2 The TRICS database has only five sites within the sheltered housing category, details shown in **Table 6-1**. The sites contain a mix of unit sizes, whereas the proposals are all rooms only and therefore provides a robust analysis.

Table 6-1: TRICS sites

REFERENCE	TOWN/CITY	DATE
AG-03-F-01	Arbroath	2017
AL-03-F-01	Halifax	2018
CU-03-F-02	Penrith	2024
DE-03-F-01	Colerine	2022
EL-03-F-01	Musselburgh	2018

6.1.3 **Table 6-2** presents the predicted daily person trip profile for the existing and proposed accommodation between 07:00 and 19:00 and the net change. The assessment applies the TRICS trip rates to the existing 155 bedrooms and the proposed 174 bedrooms.

Table 6-2: Predicted Travel Demand – Total Person Trips

TIME	TRIP RATE IN	TRIP RATE OUT	TRIP RATE TOTAL	EXISTING IN	EXISTING OUT	EXISTING TOTAL	PROPOSED IN	PROPOSED OUT	PROPOSED TOTAL
07:00-08:00	0.064	0.096	0.160	10	15	25	11	17	28
08:00-09:00	0.159	0.217	0.376	25	34	58	28	38	65
09:00-10:00	0.255	0.331	0.586	40	51	91	44	58	102
10:00 - 11:00	0.331	0.427	0.758	51	66	117	58	74	132
11:00-12:00	0.318	0.414	0.732	49	64	113	55	72	127
12:00-13:00	0.389	0.325	0.714	60	50	111	68	57	124
13:00 - 14:00	0.369	0.376	0.745	57	58	115	64	65	130



TIME	TRIP RATE IN	TRIP RATE OUT	TRIP RATE TOTAL	EXISTING IN	EXISTING OUT	EXISTING TOTAL	PROPOSED IN	PROPOSED OUT	PROPOSED TOTAL
14:00 - 15:00	0.446	0.389	0.835	69	60	129	78	68	145
15:00 - 16:00	0.306	0.287	0.593	47	44	92	53	50	103
16:00- 17:00	0.338	0.274	0.612	52	42	95	59	48	106
17:00 - 18:00	0.287	0.197	0.484	44	31	75	50	34	84
18:00 - 19:00	0.248	0.197	0.445	38	31	69	43	34	77
Daily Total	3.510	3.530	7.040	544	547	1,091	611	614	1,225

**Note: Numbers may not sum due to rounding. Total person trips have been calculated using the corresponding total trip rate rather than by summing the rounded arrival and departure figures.*

6.1.4 The Proposed Development (19 additional rooms) is forecast to generate approximately 1,225 total person trips between 07:00 and 19:00, compared with approximately 1,091 total person trips associated with the existing accommodation.

6.1.5 The trip generation associated with the existing fitness centre has also been assessed using trip rates obtained from the TRICS database, aligning with the methodology applied for the sheltered accommodation. The trip rates and associated trip generation are shown in **Table 6-3**.

Table 6-3: Existing Fitness Centre Travel Demand – Total Person Trips

TIME	TRIP RATE IN	TRIP RATE OUT	TRIP RATE TOTAL	EXISTING IN	EXISTING OUT	EXISTING TOTAL
07:00- 08:00	4.365	3.807	8.172	13	11	25
08:00- 09:00	2.335	2.284	4.619	7	7	14
09:00- 10:00	2.741	1.624	4.365	8	5	13
10:00 -11:00	1.929	2.944	4.873	6	9	15
11:00-12:00	2.487	2.183	4.67	7	7	14
12:00- 13:00	2.944	2.589	5.533	9	8	17
13:00 -14:00	1.523	1.371	2.894	5	4	9
14:00 -15:00	1.675	1.371	3.046	5	4	9
15:00 -16:00	3.756	2.893	6.649	11	9	20
16:00- 17:00	3.503	4.061	7.564	11	12	23
17:00 -18:00	4.67	3.706	8.376	14	11	25
18:00 -19:00	4.873	4.772	9.645	15	14	29
Daily Total	36.801	33.605	70.406	110	101	211

6.1.6 Overall, the existing development is therefore expected to have generated 1,302 total person trips when considering the fitness centre.

6.2 NET CHANGE

6.2.1 The net change in travel demand based on the existing 155-bedroom accommodation and fitness centre compared to the proposed 174 bedrooms is shown in **Table 6-4**.



Table 6-4: Net Travel Demand Assessment

TIME	IN	OUT	TOTAL
07:00- 08:00	-12	-9	-22
08:00- 09:00	-4	-3	-7
09:00- 10:00	-4	2	-2
10:00 -11:00	1	-1	0
11:00-12:00	-1	1	0
12:00- 13:00	-1	-1	-4
13:00 -14:00	2	3	6
14:00 -15:00	4	4	7
15:00 -16:00	-5	-3	-9
16:00- 17:00	-4	-6	-12
17:00 -18:00	-8	-8	-16
18:00 -19:00	-10	-11	-21
Daily Total	-43	-34	-77

6.2.2 **Table 6-4** shows a net decrease of approximately 77 total person trips, comprising -43 arrivals and -34 departures throughout the day.

- ◉ During the AM peak hour (08:00 - 09:00), this represents a net decrease of seven total person trips.
- ◉ During the PM peak hour (17:00 - 18:00), this represents a net decrease of 16 total person trips.
- ◉ The peak hourly increase is between 14:00 and 15:00, when the Proposed Development would generate approximately 7 additional total person trips.

6.2.3 Trips to and from the YMCA would primarily be made on foot, by bicycle and by public transport. As shown by the net travel demand assessment, the additional 19 bedrooms would present an improvement compared to the existing situation in transport terms.

6.2.4 Overall, the proposals would not have a material impact on the operation of the local transport or highway networks.

6.3 MANAGEMENT PLANS

6.3.1 The following management plans have been prepared to support the Proposed Development and manage the transport effects to ensure there are minimised impacts associated with its construction and operation, as well as ensuring that sustainable travel is promoted.

OUTLINE DELIVERY AND SERVICING PLAN

6.3.2 An Outline DSP has been produced to support the planning application as a standalone document to manage delivery and service vehicle arrangements.

6.3.3 The DSP sets out a range of management strategies and measures to ensure the site can be serviced in an efficient and safe manner without inconveniencing others.



6.3.4 The document will be secured by condition and provided in detail prior to occupation.

OUTLINE OPERATIONAL WASTE MANAGEMENT PLAN

6.3.5 An Outline OWMP has been produced to support the planning application as a standalone document to support the management of operational waste within the building.

6.3.6 The document will be secured by condition and provided in detail prior to occupation.

DRAFT TRAVEL PLAN

6.3.7 A draft TP has been prepared to encourage residents, staff and visitors of the Proposed Development to travel to and from the site and its surrounding area by sustainable modes throughout the lifespan of the development.

6.3.8 The document will be secured by condition and provided in detail prior to occupation.

OUTLINE CONSTRUCTION LOGISTICS PLAN

6.3.9 An Outline CLP has been prepared alongside this TS and sets out the preliminary construction arrangements for the site.



7 SUMMARY AND CONCLUSIONS

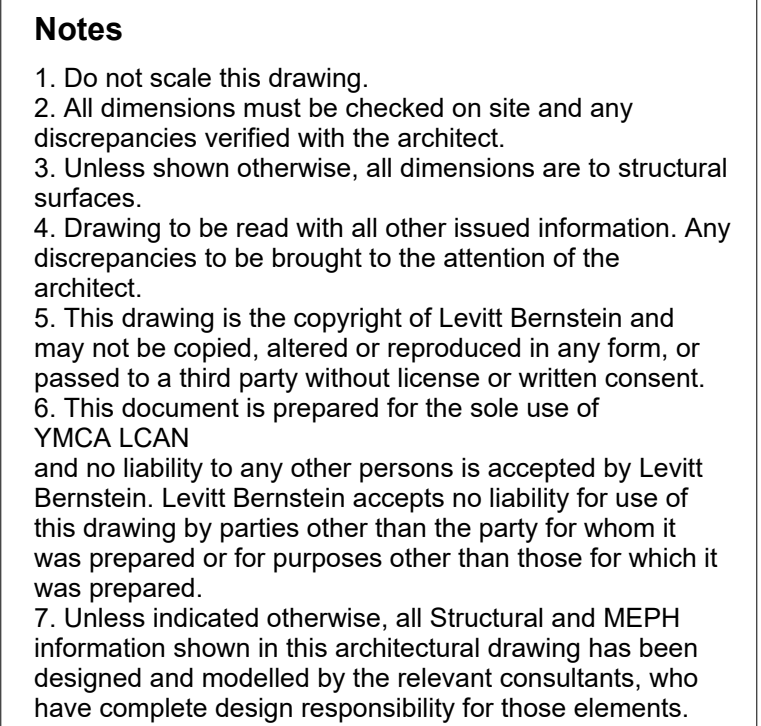
- 7.1.1 Velocity has been commissioned by YMCA London City and North to prepare this Transport Statement in support of a full planning application for the development of YMCA, 184 Tottenham Lane. The site falls within the administrative boundary of London Borough of Haringey, which is the local planning and highway authority for the purposes of this application.
- 7.1.2 The site lies within an area with a PTAL of 3, which represents a moderate/good level of public transport accessibility. There are numerous bus services adjacent to the site, and a number of stations providing access to National Rail and London Underground services.
- 7.1.3 The existing YMCA site comprises 155 single-occupancy bedrooms with communal areas (including meeting rooms, storage areas and a canteen with adjacent kitchen) and a fitness centre.
- 7.1.4 The Proposed Development seeks to redevelop the existing YMCA to provide improved, fit-for-purpose accommodation. This comprises a new-build scheme providing 174 bedrooms, with the fitness centre omitted from the scheme. The development results in an increase of 19 bedrooms.
- 7.1.5 In summary:
- ◉ The site is an existing hostel use, so the proposal is not introducing a materially new transport pattern
 - ◉ The travel demand assessment shows that the proposals would generate a net decrease in person trips across the day and during the traditional network peaks.
 - ◉ Car-free development with two spaces retained for operational and accessible use only
 - ◉ Cycle parking is supported by site-specific survey and includes spare capacity above observed demand
 - ◉ Servicing strategy and frequency is expected to remain broadly unchanged.
 - ◉ Waste collections will be managed to take place outside the School Street restriction periods on Elmfield Avenue.
- 7.1.6 Overall, the relevant Haringey policies seek to reduce car dependency, encourage sustainable travel, protect highway safety, and ensure that new development can be accommodated without unacceptable impacts on the surrounding transport network. This Transport Statement has been prepared having regard to those policy objectives.
- 7.1.7 Separate stand-alone Management Plans have also been produced to accompany the planning application and support the uplift of 19 beds, and these include a draft Travel Plan, Outline Delivery and Servicing Plan, Outline Construction Logistics Plan and Operational Waste Management Plan.
- 7.1.8 In conclusion, it is considered there are no highways and transport reasons that mean the proposed development would cause a significant or severe impact.



APPENDIX A

PROPOSED SITE LAYOUT





-  Admin
-  Ancillary
-  Communal Lounge
-  Core
-  Move-on Bedroom
-  Move-on Kitchen
-  Plant
-  Reception
-  Shared

P17	23.07.26	For Information	JW/BM
P16	20.07.26	For Information	JW/BM
P15	02.07.26	For Information	JW/BM
P14	19.06.26	For Information	JW/KS
P13	22.05.26	STAGE 3 ISSUE	JW/KS
P12	20.05.26	For Information	JW
P11	10.05.26	Stage 3 Draft	KS/BM
P10	17.04.26	For coordination	KS
P09	13.04.26	For coordination	KS/BM
P08	24.03.26	For information	KS/BM
Rev	Date	Description	Drawn / Checked

Project name	
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Drawing number	Rev
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Purpose of issue	
For Information	

Scale	First issue date
1 : 100 @ A1	xx/xx/xxxx

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APPENDIX B

LBH RE APP REPONSE



YMCA, 184 Tottenham Lane, Hornsey, London, N8 8SG - PRE/2025/0199

Redevelopment of existing YMCA hostel facility

Third response July 13, 2026

The advice request relates to a proposal to redevelop the existing YMCA hostel at 184 Tottenham Lane in Hornsey. This is the third set of comments following receipt of a draft Transport Statement dated June 2026 as produced by Velocity Transport Planning.

Location and access

This site is located to the northern side of Tottenham Lane, and fills the plot located between the junctions with Rosebery Gardens and Elmfield Avenue. There is a service access to the rear of the site accessed directly from Rosebery Gardens.

The site has a PTAL value of 3, considered 'moderate' access to public transport services, there is a double length bus stand at the site on the north side of Tottenham Lane, and overall 5 different bus services are accessible within 1 to 7 minutes' walk of the site, and Hornsey Rail Station is an 11 minute walk away. The site is located close to shops, services and facilities.

The site is also within the Crouch End 'A' CPZ, which operates between 10.00 and 12.00 Monday to Friday.

Development proposals

The building is presently an existing YMCA hostel building comprising 155 individual bedrooms, with shared shower rooms and toilets and offering specialist services for young people. A fitness centre is located in the eastern part of the existing building.

The updated proposals now confirm the intention is for redevelopment of the entire building to provide a modern up to date facility, with circa 174 bedrooms. The draft TS details 25 staff work at present, and this will be unchanged. It is noted the earlier iterations referenced 36 staff. Is this now correct ?

It is also noted the existing gym located in the building is not to be retained.

When reconfigured, the building will be laid out primarily with cluster flats being provided, which are typically no more than six en-suite bedrooms arranged around shared kitchen areas, 10–20% of the total beds will be dedicated to ‘move-on’ accommodation. These will primarily be two-bedroom units with shared kitchen spaces, supplemented by a smaller number of one-bedroom and studio flats.

There is a gym/fitness facility abutting the main building on the Elmfield Avenue side of the plot, which is located on the ground floor, the draft transport statement is now confirming this facility will not be retained.

The scoping note has also commented that the pedestrian entrance will remain in the same location as the existing, with the earlier proposals there was proposal to relocate this to the western corner of the building at the junction with Rosebery Gardens. It is also commented the existing vehicular access will be retained.

The applicant has commented that the location of the bus stand is a negative aspect with regards to the immediate environment at the site entrance and this will be commented on later in this response.

Transportation considerations

A draft transport statement has now been prepared for this proposal. The scope of topics and contents are appropriate for this proposal, and comments on the component parts follow.

Pre application feedback

The draft TS references points made in the previous transportation comments for the earlier iterations of the proposal.

One comment here, regarding the initial proposals to relocate the bus stand. The applicant would need to contact TfL directly to get their feedback on this. Transportation

provided the opinion that TfL would be unlikely to support, but the applicant would need to clarify this if still being considered/proposed.

Access arrangements

With the redevelopment option, the applicant is proposing to retain the pedestrian and vehicle accesses as existing. Layout plans are included within the TS and these show two car parking spaces (including one blue badge space) and cycle parking to the rear accessed off Rosebery Gardens.

The TS should include an assessment of the walk/cycle connections to and from the site and highlight any shortfalls or issues requiring remedy that will enhance trips by these modes to and from the site.

Trip generation

At present, the YMCA has 155 beds, and the applicant will progress redevelopment with a new building providing 174 beds. 25 staff will work at the site which is the same as at present.

A trip generation/travel demand exercise has been included, similar sites are quite limited within the TRICS database. This concludes that there will be an additional 7 total person-trips in the AM peak hour and 9 total person-trips in the PM peak hour. In trip generation terms this is not significant. With any future application the full daily profile/numbers of trips should be provided, not just the peak periods. Mode share information should also be provided.

Given the existing fitness centre is not being retained in the redeveloped building, it is considered that there are no adverse trip generation impacts likely to arise.

Car parking and disabled parking considerations

There are three parking spaces at the existing site accessed off Rosebery Gardens. Two are proposed with the redevelopment, including one blue badge bay.

As commented in the draft TS, it will be appropriate that the redevelopment be formally designated as business permit free for employees and permit free for residents, to prevent adding to on street parking demands.

The loss of one space is noted.

Cycle parking

There is a comment in the earlier documents that there is existing cycle parking at the site but no details of provision or whether for residents or staff/visitors, this needs to be confirmed.

The applicant has referenced consideration of the London Plan standards for provision for sheltered accommodation and for student accommodation. The applicant's opinion is neither are necessarily appropriate given the sui generis nature of the proposals. The applicant has also included details of cycle parking usage at two other YMCA buildings, one at Crouch End (155 bedrooms) and another at LandAid House, Errol Street EC1 (146 bedrooms). A week long survey of usage has been provided, this is very useful however it is not clarified how many cycle parking spaces are provided at these two locations and this is needed for reference.

These surveys recorded usage equating to 0.20 cycles per room at the existing YMCA Crouch End site and 0.21 cycles per room at LandAid House in EC1. As commented above, for clarity, it would be useful to know the total provision at each location.

Based on this survey information, the applicant is proposing cycle parking provision of 0.3 spaces per residential room, a total of 53 spaces. 5 additional staff spaces would also be provided, this accords with the numerical requirements for staff cycle parking in the London Plan.

The proposed cycle parking arrangements include a mix of standard spaces and e-bike spaces, reflecting the observed demand for both conventional cycles and e-bikes during the site surveys. The cycle stores would be secure, covered and accessible to

residents and staff, and would be managed by the operator to ensure that spaces remain available and are used appropriately. The cycle store is accessed via Rosebery Gardens.

With any future formal application, full dimensional/layout drawings demonstrating adherence with the London Cycle Design Standards will be required within any future application, and details of how e bike and standard cycle parking are different if they are.

It is noted a mobility scooter space is also included. Given there will be 10% rooms fully accessible, increasing provision may well be appropriate, the applicant could research provision at other YMCA sites.

Upon sight of the information referenced above for cycle and scooter parking, a fuller view can be reached.

Delivery and servicing arrangements

The draft TS comments that the majority of day-to-day servicing trips to and from the site would comprise of small car sized delivery vans, some maintenance visits, courier deliveries and ad hoc contractor attendance. These service trips would be accommodated on street as currently occurs, using available kerbside space on Rosebery Gardens and, where appropriate, Tottenham Lane, subject to the waiting and loading restrictions.

Refuse and recycling storage and collection arrangements

Details of existing and proposed storage and collection arrangements will be required, the indicative plan show the bin stores to be located internally towards the eastern side of the building. Accordingly collections are envisaged to take place from the street off Elmfield Avenue. Private contractors will be used.

Travel Plan

There is reference to a draft travel plan having been prepared but this doesn't seem to have been submitted, a full detailed draft will be required with any future application. This will need to detail how active and sustainable transport modes will be promoted and enabled. A Monitoring fee to cover officer time required to review, assess and comment on the interim submissions during the life of the travel plan will be required.

Delivery and servicing plan

There is reference to a Delivery and servicing plan having been prepared but this doesn't seem to have been submitted, a full detailed draft will be required with any future application. This will need to detail how visiting delivery and service vehicles will be managed to minimise any impacts on the public highway.

Construction and build out

Given the site's location on Tottenham Lane, adjacent to residential streets and commercial properties, and with any of the options currently being considered, any future formal application will require a detailed draft of a Construction Logistics Plan. This will need to detail how the development will be progressed and built out, and will need to include information on the programme, numbers and types of construction vehicles attending site, how materials and plant are brought into and out of the site, and any temporary highway arrangements envisaged to facilitate the works. Details of the potential impacts and mitigation measures to avoid impacting on the adjacent neighbours and safe and smooth operation of the public highway will also need to be included. A monitoring fee cover officer time required to oversee the management of the public highway in the locality of the site during construction will be required.

Summary

This advice request relates to a proposal to redevelop or refurbish the YMCA hostel building at 184 Tottenham Lane in Hornsey. It currently houses 155 bedrooms and the applicant intendeds to demolish and construct a new 174 room facility. There will be no actional staff (25 at present).

A draft transport statement has been provided, and the format/structure/content are appropriate, some additional information and clarity on some aspects is needed, including existing levels of cycle parking at the other sites reference, and an assessment of the walk/cycle routes needed to access the site.

The main topics for inclusion, detail and discussion include access, trips generation, car and cycle parking, delivery and servicing arrangements, waste and recycling storage and collections, and the build out of the development. Obviously some of these are covered in the draft TS.

PRE-APPLICATION ADVICE NOTE - PRE/2025/0199

Re: YMCA, 184 Tottenham Lane, Hornsey, N8

Date of meeting: 21/08/2025

Thank you for attending the recent Planning advice service meeting with Haringey Council Local Planning Authority to discuss your proposal. We hope you found the meeting useful. The points discussed at the meeting are outlined below, along with feedback from the Planning Service about aspects that were positive, those that could be improved, or aspects that are unlikely to obtain planning permission as currently proposed. Officers hope this summary will provide you with useful guidance about the steps you will need to take before submitting a formal planning application for planning permission.

If you have any questions about the feedback / advice provided, please contact the named officer who will be able to clarify the advice. It is recommended that a planning performance agreement (PPA) is entered into in order to cover further discussions and meetings on the project, carry out all pre-application requirements, including public engagement, prioritise a formal submission through the application and committee process, and complete a legal agreement.

Summary of advice:

- The proposed development is supported by planning policy in that it constitutes the improvement of an existing hostel and potential community facilities for which there is an identified need.
- The investment in a building and use that seeks to reduce social inequalities, improve wellbeing, and improve housing for those in need is welcomed.
- Clearly the 'proposed' use is supported as a hostel use has existed on site for over a century and is well established.
- The proposed height and massing could be supported if:
 - roof top plant is incorporated into the max 6 storey height,
 - there are more sympathetic transitions to the north, and
 - the design detailing complies with DMDPD Policy DM6: Building Heights – specifically reflecting and being sympathetic to the detailing of buildings in the Crouch End Conservation Area to the south and southeast.
- Future iterations of the design should identify how the proposal would have an acceptable impact on neighbours.
- More information is required on staffing numbers, transport, trees, and matters relating to Carbon Management.
- Consultation with residents, residents groups and other stakeholders and interested parties should be carried out in accordance with the Council's Statement of Community Involvement.

Site Address: YMCA, 184 Tottenham Lane, Hornsey, London, N8 8SG

Pre-application Proposal: Redevelopment of YMCA London City and North (YLCAN) Crouch End Site at 184 Tottenham Lane (an existing hostel building comprising 155 individual bedrooms, with shared shower rooms and toilets offering specialist services for young people).

The project aims to transform the existing site into a modern, functional, and sustainable hostel facility providing improved temporary accommodation for young people in a building of 4 to 6 storeys plus roof top plant. The scheme would provide approximately 170 bed spaces, configured into cluster flats and 'move-on' flats to meet the growing demand for affordable housing in the area, as well as communal spaces, support facilities and ground floor spaces for commercial or community use to generate income.

Attendees: LBH: Philip Elliott (Principal Planning Officer); John McRory (Major Strategic Applications Manager); Richard Truscott (Principal Urban Design Officer); Ruth Mitchell (Conservation Officer)

Applicant team: Caroline Toogood - Altair (representing the applicant YLCAN); Tim Gaskell - CMA Planning (Planning Agent); Kimbo Fidelo Sito & Matthew Goulcher (Levitt Bernstein – Architect).

1. SITE DESCRIPTION

1. The site is located at the junction of Elmfield Avenue, Rosebery Gardens, and Tottenham Lane. It is located adjacent to but not within (to the northeast of) the Crouch End District Centre and marks the beginning of the high street when approaching from the north. It is located within Hornsey Ward but is adjacent to Crouch End Ward.
2. The site is near to local amenities and public parks notably Alexandra Palace approximately 1km to the northwest of the site. The site sits on the main road and has good connections to public transport services. The Transport scoping note states that 36 staff currently work at the site.
3. The closest train station is Hornsey Train Station which is approximately a ten-minute walk to the northeast. Crouch Hill and Finsbury Park Stations can be reached by bus journey from the site in 10-15mins for Crouch Hill and 15-20 for Finsbury Park. The site has a PTAL rating of 3 considered 'moderate' access to public transport services.
4. The existing building has 155 individual bedrooms and dates back to the late 1920s. It has undergone various extensions and refurbishments over the decades. However, it no longer meets the operational requirements of YMCA London City and North's vision for a modern hostel that aligns with contemporary standards and best practice.
5. There is a service access to the rear of the site accessed directly from Rosebery Gardens. There is a double length bus stand at the site on the north side of Tottenham Lane. The site is also within the Crouch End 'A' CPZ, which operates between 10.00 and 12.00 Monday to Friday.

Surrounding building heights:

6. The corner element of the existing building is five storeys, located at the junction of Elmfield Avenue and Tottenham Lane. The Sir Brett Cloutman Wing comprises of four storeys followed by the fitness centre element on Elmfield Avenue which is two storeys.

7. The majority of the neighbouring buildings along the high street of Tottenham Lane are three to four storeys in height. Elmfield Avenue and Rosebery Gardens are residential streets and comprise of two and three storey terraced housing. The nursery school opposite the YMCA building in Elmfield Avenue is single storey.

Existing building limitations:

8. The existing building exhibits a number of limitations:
- Undersized bedrooms, which compromise comfort and privacy
 - Shared toilet and shower facilities, which fall short of current expectations for dignity and personal space. Shared bathrooms compromise residents' sense of privacy and safety
 - Limited accessibility, with inadequate provision for disabled users.
 - Lack of self-contained kitchens, which restricts opportunities for residents to develop independent living skills
 - Lack of suitable staff welfare / admin / break-out and meeting space
 - Poor acoustic and thermal performance of the building fabric, impacting comfort and energy efficiency
 - Obsolete building services, many of which require significant upgrades to meet current regulations and expectations.
9. Other relevant site constraints:
- Critical Drainage Area (CDA)
 - Crouch End Conservation Area to south and southeast but not adjacent
 - Application site visible in views looking northwest along Tottenham Lane/Broadway Parade from The Queens Pub Grade II* listed building (26, Tottenham Lane N8)
 - Street trees and trees to rear gardens

2. RELEVANT PLANNING HISTORY

1. No recent relevant planning history of note. The original building, formerly known as Hornsey YMCA, was first constructed in 1903 and an Art Deco building was later constructed in 1929.
2. During World War II, the art deco corner building (Hostel Wing) suffered bomb damage. Only the art-deco annex located on Elmfield Avenue to the north was retained. This currently houses the Crouch End Fitness Centre. Subsequently, the hostel wing was rebuilt in 1958-1959, along with the construction of a new wing along Tottenham Lane (the Sir Brett Cloutmann Wing).
3. The building features a brick clad building and comprised of additional hostel rooms. A mansard rooftop extension to both the Sir Brett Cloutmann and Hostel wing was constructed in the 1980's. The Hostel Wing was also re-clad in brickwork during this period.

3. COMMENTS ON PRE-APPLICATION SCHEME

The following points are made by Officers in response to the plans and information submitted and discussions at the pre-application meeting.

Principle of development

1. Redevelopment of the site is supported – The principle of redeveloping the site for the same use (a hostel that provides accommodation for young people that are experiencing homelessness) is supported, particularly given that the same use has operated from the site for over a hundred years.
2. London Plan Policy H12 Supported and specialised accommodation supports specialised housing developments which meet an identified need. It is acknowledged that there is a clear need, but more facts and figures on this should support a formal application.
3. Whilst there would be an uplift in rooms, the submission estimates that there would be 170 bedspaces which would be an uplift of 15. A modest increase such as this would likely be acceptable. Greater increases of bedspaces / rooms should be justified through the information provided on 'need'.
4. The Residential Hostels and Secured Accommodation section of Development Management DPD (DM DPD) Policy DM15: Specialist Housing supports new hostels and secured accommodation where:
 - a. They do not involve the loss of permanent housing or existing satisfactory shared accommodation;
 - b. They will not result in an overconcentration of provision in an area;
 - c. They are located close to public transport, shops and services;
 - d. The scale and intensity of hostel use or secured accommodation is appropriate to the size of the building;
 - e. There would be no adverse impact on the amenity of neighbouring properties or the character of the area; and
 - f. The accommodation and facilities, including provision for safety and security, is suitable for the intended occupiers.
5. The proposal would satisfy the above criteria, subject to further detail being provided on the impact of the proposal on the amenity of neighbouring properties and the character of the area; and the provision for safety and security.

Safety and security

6. Given that there have been issues around anti-social behaviour in the past, it is expected that the new building through its form and design would manage this as far as possible and a management plan would be provided identifying how occurrences would be minimised and mitigated by the building itself and the operator.
7. It is expected that this aspect would be improved as the main entrance could be moved away from the bus stand reducing safeguarding issues and residents blending in with bus stop users. An improved and enlarged reception area is also likely to reduce security concerns and create a welcoming environment where unauthorized individuals can be more easily prevented from accessing the building.
8. The Designing out Crime Officer from the Metropolitan Police should be consulted on the early design proposals.

Suitability of accommodation and facilities

9. The existing building only has single bedrooms but the house next door (52 Elmfield Avenue) also owned by the applicant hosts move on

accommodation. The new building would provide 6-bed clusters across 80% of the building and then 20% move on accommodation in the form of mainly 2-bed shared flats but potentially some one-bedroom and studio flats. Length of tenure is quite variable – and specific to an individual's needs and this would not change.

10. The proposed design has been informed by a similar redevelopment project called LandAid House (City YMCA, 8 Errol Street, Islington, EC1Y 8SE) that was granted in 2014 and opened in May 2021. The proposed layout would better support residents by providing accommodation and facilities that enable independence and meet modern standards.
11. The current building and its services are crumbling with the building having poor energy efficiency and long tight corridors with multiple stair cores and only one lift. It has been described as a rabbit warren which does not work managerially and creates challenges relating to safety and security. There is also a lack of suitable staff office and admin space or shared areas suitable for meetings and break-out spaces.
12. In the meeting it was confirmed that there would be an increase in staffing numbers as a result of the scheme. The existing and proposed numbers should be provided in a formal submission so that the impacts can be assessed.

Crouch End Fitness Centre

13. A significant portion of the ground floor is occupied by the Crouch End Fitness Centre, which has its main entrance on Elmfield Avenue. The proposal would not retain this facility.
14. The fitness hall is approximately one metre lower than the rest of the ground floor, and numerous ramps and level changes throughout the building present accessibility challenges. Noise from the fitness centre also often travels to residents' bedrooms above.
15. The fitness centre is popular with the local community. Policy DM49 of the DM DPD: Managing the Provision and Quality of Community Infrastructure seeks to protect existing social and community facilities unless a replacement facility is provided. The DM DPD lists recreation and sports facilities as 'social infrastructure'.
16. The centre is an ancillary part of the overall existing use and there does appear to be adequate alternative facilities nearby. This would mean that re-provision is unlikely to be necessary in planning policy terms.
17. A formal submission should clarify this and highlight how the proposal would support community access in other ways and identify the other public benefits of the scheme – which includes providing up-to-date purpose built accommodation and facilities for those in need within an improved building design.

Temporary accommodation for current residents

18. Information should be provided as part of a formal application that identifies how the needs of existing and prospective residents would be met during the rebuilding.

Design, Appearance & Impact on Heritage

19. Footprint – The proposed building would have a similar footprint to the existing building, which would maximise floorspace whilst providing an area of open amenity space for residents. The proposed footprint as existing responds to the built form to the north and would be acceptable.
20. Ground floor layout – The proposed building would incorporate a reception and communal spaces for residents as well as accommodation, cores and plant/back of house spaces across the ground floor. The proposals indicate that there would be sizable areas of plant and spaces that would not provide activation at street level. All frontages should be activated wherever possible and alternative locations and solutions should be investigated for the placement of plant and refuse storage.
21. Design Approach – The submission pack considers both refurbishment and new build options. A deep retrofit could offer significant benefits in terms of resource efficiency, carbon savings, and alignment with London Plan Policy SI2. However, it was identified during the meeting that the buildings has such significant failings that a retrofit would not meet the operator requirements or be cost effective.
22. It was explained that this scenario had been investigated as the applicant wanted to understand if it was possible but that the work indicated redevelopment was the only option if the client aspirations were to be realised. A formal submission should include this analysis to justify demolition and rebuild.
23. Scale, height and massing – An addendum to the original submission was received on 18/08/2025 which provided more information, drawings and further CGI drawings showing the scale, height and massing of the proposal. These latest drawings show a 4-6 storey building.
24. The area is very sensitive to height, and the building is clearly visible into and out of Crouch End Conservation Area and from the GRADE II* listed The Queen's Public House (No. 26 Tottenham Lane). The site sits in the centre of the view out of the Conservation Area from The Queens pub due to the curvature of Tottenham Lane moving northeast. So, it is very prominent from an important viewpoint.
25. The development should be designed in conjunction with considering the nearby heritage assets. Assessing the significance of the affected heritage assets and their setting, in particular the important view should be undertaken early so that this can be incorporated into the design of the building, particularly as it is likely to have an impact on the resultant height and massing. Drawings or visuals for the viewpoints discussed in future submissions would be beneficial to discuss design development.

DM DPD Policy DM6 & Policy D9 Tall buildings:

26. DM DPD Policy DM6: Building Heights states that the Council expects building heights to be of an appropriate scale which respond positively to the site's surroundings, the local context, and the need to achieve a high standard of design in accordance with Policy DM1 of the DM DPD. Building heights are generally 3 to 4 storeys along Tottenham Lane with gables and decorative roof forms on the more historic buildings.

27. Part B of DM6 of the DM DPD requires proposals for taller buildings (those that are two to three storeys higher than the prevailing surrounding building heights) must be justified in urban design terms and should conform to the following general design requirements:
- a. Be of a high standard of architectural quality and design, including a high quality urban realm;
 - b. Protect and preserve existing locally important and London wide strategic views in accordance with Policy DM5; and
 - c. Conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings (see Policy DM9).
28. Where they are well designed, of high architectural quality and located in the right places, taller buildings can enhance and contribute to the attractiveness of an area. Taller buildings are significantly important to the delivery of the Borough's spatial strategy but these buildings generally come forward in specific growth areas where growth and development needs are focussed.
29. It is acknowledged that the existing building is taller than surrounding buildings and the proposed height increases are modest in the context of the existing building - being 1 to 2 storeys taller. However, as the area is generally of a lower height, any height increase has the potential to have an undue impact if the design does not satisfy criteria a to c.
30. The site does not fall within existing locally important and London wide strategic views and therefore the proposals would be in accordance with Policy DM5.
31. Additional storeys are proposed around the building, with the southeast flank raised from 4 to 5 storeys as existing to 5 and 6 storeys as proposed. A 4 storey infill would be introduced into the gap on Rosebery Gardens and the 2 storey fitness centre building would be replaced with a building to a height of 4 storeys. Plant is also shown on the 6 storey section, increasing the height to almost 7 storeys in this location.
32. There should ideally be more of a transition in building heights on Elmfield Avenue with the 2 to 4 storey jump too stark given there would be little relief between the proposed building and 52 Elmfield Avenue.
33. The plant projection also needs to be incorporated into the built form of the building and should not project above the 6 storey height. A projection would be clearly visible in medium to long views (as is the case with the existing overruns on the building) and would not relate positively to the locality and would fail to preserve the setting and views into and out of the Conservation Area.
34. A proportional assessment against London Plan Policy D9 Tall buildings should be carried out and submitted in support of a formal application.
35. Architectural approach – The design and materials proposed for the building are key to additional height and massing being acceptable. The northern flank of the building is unconvincing at present and the roof form does not reflect roofs in the area which are pitched to define corners. The additional height and mass proposed is quite uniform and this adds to its visual bulk particularly in the important views from the south. Breaking up this upper-level mass and exploring a design which better relates to the varied

interesting roof forms should form part of the design development going forward.

36. The proposals present a clearly defined base, but a large middle, and then an inconsistent top – this results in the base ending up appearing squeezed. In addition, the concrete banding makes it feel like a separate element.
37. The presence of the School and the busy road with vehicles at northern end of the site mean that moving the entrance to the southern end of the site would be appropriate. The entrance should be angled so that it is visible from Tottenham Lane. And the single storey overhang should be reconsidered, it feels overly heavy.
38. The window width is not currently successful. The shopping parade has bays of two windows wide. The wider windows to the southwest elevation work better. The openings should better reflect the windows to the parade and all windows should have depth. The relief and detailing of these features with modern takes on traditional features would be required. Additions to deal with overheating should also be considered and shown.
39. In the meeting the windows having restrictors was discussed – this may require ventilation panels to be added which may result in the appearance of larger windows. Solutions such as this should be investigated and incorporated in order to enhance the facades and make them better reflect and be sympathetic to the higher quality buildings in the street.
40. In general, the architectural detailing currently falls short of the high standard of architectural quality and design required to justify the additional height and massing. However, with further work to improve the design including the detailing and transition to Elmfield Avenue the height and massing would likely be supported.
41. The context analysis and architectural touchstones included in the submission documents needs to be better reflected and carried through to the design detailing of the building. With the features of the higher quality buildings to the south incorporated into the design to ensure the proposal conserves and where possible enhances the significance of the heritage assets to the south/southeast and their setting.
42. Proposals for taller buildings must be accompanied by an urban design analysis which assesses the proposal in relation to the surrounding context. This should include the submission of a digital 3D model (for VU.CITY) to assist in the understanding of the design concept and impacts of the development.

Layout and standard of accommodation

43. Space standards – As the proposed use is not conventional housing and is likely to fall under the sui generis use class there are no prescribed bed space standards for this type of temporary accommodation for young people.
44. Policy H12 of the London Plan (2021) states that supported and specialised accommodation should be designed to satisfy the requirements of the specific use or group it is intended for, whilst providing options within the accommodation offer for the diversity of London's population, including disabled Londoners.

45. The Residential Hostels and Secured Accommodation section of Development Management Development Plan Document (DM DPD) Policy DM15: Specialist Housing supports new hostels where the accommodation and facilities are suitable for the intended occupiers.
46. It is acknowledged that there is an existing use with small room sizes of around 10sqm. The proposed room sizes are expected to be around 12-13sqm for the cluster flats with en-suite facilities. The proposal would therefore deliver a significant improvement to the residential accommodation by increasing the size and quality of the individual bedrooms provided.
47. This room sizing is similar to what is accepted for purpose-built student accommodation (PBSA). However, PBSA is often only occupied in term time with occupants attending university in the daytime. Which is generally why modest room sizes are accepted.
48. It is acknowledged that there may be resident and managerial benefits in providing smaller room sizes that help residents whilst they are supported to live self-sufficiently. The onus would be on you to provide the necessary information to justify the proposed room sizes. This should accompany a formal submission.
49. Amenities – The key reasons for redevelopment are to improve the accommodation and facilities for residents and staff. The proposals include self-contained kitchens, providing opportunities for residents to develop independent living skills and a communal lounge and outdoor amenity space.
50. These spaces improve what is currently on site. The rationale for the proposed sizing of these spaces for staff and residents should be justified in further submissions – identifying what works well at LandAid House and how this has been improved under this proposal.
51. There was discussion in the meeting about the potential for roof top amenity which could benefit residents and provide a facility for the community and for fundraising. There are no details of this and it would need to be suitable in terms of user comfort from wind and any balustrading would need to be sufficiently set back so as not to harm the design. It should also ensure that there would be no undue overlooking of neighbouring properties.
52. Wheelchair accessibility – At least 10% of the accommodation would meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. Which would comply with Policies H12 and D7 Accessible Housing of the London Plan.
53. Daylight, Outlook & aspect – Most of the rooms of accommodation would be single aspect which is common with accommodation of this size and type. Because of the orientation of the building there would be several northwest facing units.
54. Efforts should be made to minimise these where possible and where retained improve their quality and ensure they have adequate passive ventilation, daylight and privacy. Dual aspect shared spaces should be created wherever possible.

55. A daylight/sunlight assessment that broadly meets current BRE guidelines would need to be submitted in support of a formal application and should show that rooms would have sufficient daylight. Any assessment of this would of course have to acknowledge the existing situation, the sites urban location and current baseline.
56. Outdoor amenity space – The proposed external amenity space would improve on the existing situation which includes a small area of lawn and a shelter. The proposed space appears larger but a existing and proposed comparison would help support the proposals. Planting and a landscaping scheme should be proposed to afford two-way privacy and to be a genuinely useable amenity space.
57. Inclusive Design - The proposal must provide fully accessible kitchens, wheelchair accessible lifts and level access to parts of the development. layout is acceptable with level ground floor threshold provided in order to provide a high quality and inclusive environment for future residents.

Impact on amenity

58. Privacy & overlooking – The development does not raise any concerns with overlooking and loss of privacy given the existing situation and the level of mutual overlooking that currently exists. Where there are massing changes or notable differences between existing and proposed in terms of overlooking this must be justified. There should be no material increase in overlooking.
59. Impact on outlook – Given the existing situation and siting of the building the proposal is unlikely to present as an overbearing structure from the perspective of neighbouring properties and gardens. However, this would not be the case with the Elmfield Avenue northwestern elevation which could potentially cause overshadowing to the garden areas of number 52 and beyond, and result in an undue sense of enclosure given the significant increase in height on this boundary.
60. Contextual drawings should be submitted with such a planning application to present the scheme in relation to the broader environment outside this site, with daylight / sunlight / overshadowing analysis also carried out to show there would be no adverse impact on neighbouring amenity.
61. As alluded to under Safety and security, any formal application should be supported by a statement that identifies how the proposal would help to reduce instances of antisocial behaviour and give residents comfort that the proposal would minimise and mitigate issues that may affect neighbouring residents.
62. A management plan that identifies how the operator would manage potential issues should be submitted in support of a formal application.

Impact on trees/Urban Greening

63. There are three high pollarded lime trees located on the street in front of the southwest elevation of the site on Rosebery Gardens near the junction with Tottenham Lane.
64. The Council's Senior Arboriculture Officer has reviewed the proposals and says that these trees must be retained. It is required that these nearby trees

should be taken into consideration to avoid damages to the trees as a result of the development. An Arboricultural Report should therefore be submitted with a formal application.

65. There is also a tree to the rear of 52 Elmfield Avenue that would need to be included in the assessment. The scheme would be expected to achieve an Urban Greening Factor of 0.4.

Transport & parking

66. In terms of Transport matters very little information has been submitted at this stage except for a Transport scoping note. Given the size of this proposal, a transport assessment/statement would be required to fully consider access and all transportation characteristics of the site.
67. The scoping note is sufficient in terms of the structure and proposed topics for inclusion, and it includes clarification on some aspects of the proposals moving on from the first document.
68. The proposal would retain the pedestrian and vehicle accesses as existing. Transport Officers think it is highly unlikely there would be agreement with TfL to relocate the bus stand if this is actually proposed.

Access

69. The existing service area to the rear would be retained, detailed drawings of the proposed layout, servicing facilities, and blue badge bays would be required, and swept path plots may be necessary depending on the eventual arrangement to confirm a safe workable access can be provided.

Trips

70. At present, the YMCA has 155 beds, and the new building is estimated to provide 170 beds. There are currently 36 staff working at the site, if there is any uplift this needs to be detailed. Confirmation of the existing and proposed numbers of staff must be confirmed. Numbers of existing and proposed delivery and servicing trips should also be provided.

Car parking and blue badge parking

71. The updated details say there is some operational car parking at the site, but the quantum is not provided. This needs to be clarified. The location and layout of blue badge spaces would be required potentially including swept path plots to enable assessment of suitability as a location.
72. It is expected that residential demands on parking are likely to be low and not a concern. If 170 rooms are proposed this would constitute a small increase in room numbers/occupiers. As such, the scheme is unlikely to require restrictions on resident car parking permits. However, once numbers are confirmed we can take a view.
73. The provision of mobility scooter parking needs to be explored, and a suitable provision included. Given there would be 10% accessible bedrooms this is important.
74. Depending on the numbers of staff and the likelihood of private car use by them, it may be appropriate that the redevelopment be formally designated

as business permit free for employees however that can be considered once progression and staff numbers are clarified.

Cycle parking

75. There is a comment that there is existing cycle parking at the site but no details of provision or whether for residents or staff/visitors, this needs to be confirmed.
76. Cycle parking to meet the requirements of the London Plan would be required, and full dimensional/layout details demonstrating adherence with the London Cycle Design Standards would be required within any future application.
77. The scoping references a consented YMCA building in Wimbledon that included cycle parking provision provided to accord with the requirements for C2 sheltered housing. This is the provision for care homes and secure accommodation.
78. Our view is that given this is a facility for younger people there should be a higher provision of cycle parking, to the standards appropriate for student accommodation. The applicant should provide cycle parking at these levels in secure, suitable and accessible storage areas.

Delivery and servicing arrangements

79. The scoping makes reference to there being up to 5 delivery and service trips a day without parcel deliveries. There would be a slight uplift if increasing to 170 rooms and details of the proposed arrangements including for accommodating off street delivery and service vehicles would be required (including swept path plots and layout drawings for the service area to the rear of the site).

Refuse and recycling storage and collection arrangements

80. Details of existing and proposed arrangements, including dwell locations for collection vehicles is required, demonstrating adherence with the Borough's standards. It is understood collections take place off street at present.

Construction and build out

81. Given the site's location on Tottenham Lane, adjacent to residential streets and commercial properties, any future formal application would require a detailed draft of a Construction Logistics Plan.
82. This would need to detail how the development would be progressed and built out, and would need to include information on the programme, numbers and types of construction vehicles attending site, how materials and plant are brought into and out of the site, and any temporary highway arrangements envisaged to facilitate the works.
83. Details of the potential impacts and mitigation measures to avoid impacting on the adjacent neighbours and safe and smooth operation of the public highway would also need to be included.

Energy & Sustainability

84. Local Plan Policy SP4 outlines that the Council will promote measures to reduce carbon emissions and energy use from new buildings during design, construction and occupation. This policy requires all new residential development to be zero carbon.
85. DM DPD Policy DM21 notes that all new development should implement sustainable design, layout and construction techniques. The energy hierarchy and cooling hierarchy should be applied to new developments.
86. Building materials used should have high environmental performance ratings. Adverse impacts on the urban heat island should be minimised through design, layout, orientation, materials and the incorporation of green infrastructure, in line with London Plan Policy SI4.
87. Any future planning application must be supported by an Energy Report to demonstrate compliance with the above policies. The report should clearly outline:
- the baseline regulated and unregulated emissions
 - the assumptions included in that baseline model
 - the Target Emission Rate (TER), Dwelling Emissions Rate (DER) for the residential home
 - the reduction in carbon emissions following the energy hierarchy (Be Lean, Be Clean, Be Green).
 - SAP output for a sample of the proposed residential dwellings for each stage of the energy hierarchy.
88. As the proposal is still at a very early stage, there is limited information available on sustainability, energy, and carbon performance, so there is limited detailed technical advice that can be provided at this point.
89. The submission indicates that wholesale redevelopment is being considered as opposed to a deep retrofit, with sustainability identified as a key factor in this comparison. It is recommended that the comparison between these options is presented and includes both operational and embodied carbon emissions.
90. From a carbon management perspective, there is a general presumption in favour of retaining and retrofitting existing buildings, where feasible, to reduce the embodied carbon associated with demolition, excavation, and new construction. A deep retrofit could offer significant benefits in terms of resource efficiency, carbon savings, and alignment with London Plan Policy SI2 and Circular Economy principles.
91. It would be helpful to see how fairly and transparently the comparison is undertaken, particularly in terms of:
- Embodied carbon impacts of demolition vs retrofit.
 - Operational energy performance and long-term energy use intensity.
 - Whole Life Carbon (WLC) assessment methodology and assumptions.
 - Potential for reuse of existing materials and structure.
 - Maximising on-site renewable energy generation opportunities.
 - Overheating risks and mitigation measures in line with the London Plan's Cooling Hierarchy.

92. It is recommended that a formal Whole Life Carbon assessment in line with GLA guidance is undertaken, and any information where retrofit-first approaches were explored should be provided. This will help ensure the proposal aligns with Haringey's climate objectives and the London Plan's sustainability policies.

Biodiversity Net Gain

93. In November 2023 (as a result of the Environment Act 2021), Biodiversity Net Gain (BNG) became a mandatory part of the planning process. This took effect from November 2023 for major planning applications and April 2024 for minor planning applications.
94. All planning applications will be required to consider BNG requirements from the very on-set, prior to site design. A 'biodiversity gain plan' will need to be submitted with such applications documenting and describing how the development will achieve a 10% BNG, informed by a biodiversity metric assessment.
95. If 10% BNG cannot be achieved within the red line boundary of the planning application site, offsite habitat creation would need to be relied upon and secured accordingly.
96. You are advised to consult Government and Natural England guidance on BNG. There are some exemptions – such as a development that does not impact a priority habitat and impacts less than: 25 square metres (5m by 5m) of on-site habitat, and/or 5 metres of on-site linear habitats such as hedgerows. There is some biodiversity present to the rear of the building but it is unclear whether this would fall below the above exemptions.

Other matters

HSE

97. It was stated in the meeting that the proposed building would not constitute a "relevant building" under planning gateway one and would not be a higher-risk building as it would be below 7 storeys or 18 metres in height. If this is confirmed, the HSE would not be consulted on a formal application.

GLA

98. The proposal would not be referable based on the 170-200 bedspaces alone. The Mayor of London Order Category 1A references: "Development which comprises or includes the provision of more than 150 units (houses, flats, or houses and flats)". This is just based on Class C3 residential dwellings, not PBSA, co-living units or homeless bedspaces.
99. As such, it would not be referable on these criteria. It should be noted that it could be referable under another criteria, i.e. if it was above 30 metres in height (including rooftop plant), or 15,000sqm floorspace.

Equalities, Fire Safety, and Pollution

Equalities

100. The submission should identify how the scheme would address equalities and accord with the Equality Act 2010. Submission of a

proportionate Equalities Impact Assessment should be considered which could highlight the public benefits of the scheme and support the proposals.

Fire

101. Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement in line with Policy D12 of the London Plan.
102. The statement must be prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

Pollution

103. London Plan Policy SI1 requires development proposals to not worsen air quality and be at least Air Quality Neutral. The London Plan is supported by the Control of Dust and Emissions In Construction SPG. The London Plan states that new developments must be considered Air Quality Neutral.
104. An Air Quality Assessment must be submitted with a formal application identifying that the project would be Air Quality Neutral with respect to building-related emissions. The Air Quality Assessment should also identify a series of mitigation measures for the construction phase to minimise the air quality impacts from the proposed development.
105. Policy DM23 of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe. A Ground Condition Survey should be submitted with any formal submission of a planning application.

Drainage

106. The site falls within a Critical Drainage Area (CDA). A flood risk assessment should be submitted in support of a formal application using the FEH rainfall method to propose suitable attenuation.

Planning Obligations SPD

107. The LBH Planning Obligations SPD March 2018 should be reviewed to provide guidance on what, how, and when planning obligations will operate in Haringey and for this proposal. The following list is an example of what may be sought for this scheme (not exhaustive and subject to change):
- Parking permit restrictions for staff (Staff may be prevented from obtaining on-street car parking permits);
 - Potential Traffic Management Order (TMO) amendments (£4,000);
 - Travel plan monitoring (£15,000);
 - Potential Car club contributions;
 - Monitoring of construction works – reviewing and monitoring a construction logistics plan (CLP) (£15,000);
 - Carbon offsetting contribution to be agreed prior to implementation (re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages);

- Potential connection to District Energy Network (DEN) where applicable and backup/alternative solution with deferred offset contribution if DEN not implemented;
- Employment and Skills plan and measures to reflect Employment and Skills requests;
- Employment and Skills management and apprenticeship support contributions;
- Obligations monitoring payment calculated in accordance with the monitoring fee requirements of the Council's Planning Obligations Supplementary Planning Document (SPD); and
- Potentially a reasonable financial contribution for monitoring Biodiversity Net Gain

It should be noted that the above is not an exhaustive list and may change throughout the pre-application process / discussions.

Pre-Application Consultation

108. It is the responsibility of applicants of major schemes to undertake early community involvement before applying for planning permission. The Council will recommend that this is undertaken. The Council will recommend the use of community involvement methods set out in Appendix 2 of the Council's Statement of Community Involvement (SCI) 2017. Applicants should follow the procedure below:
- a) As early as possible, and where appropriate, applicants should discuss their community involvement programme together with the Council. This will help make sure that the involvement process is suitable, identifies relevant consultees and is in line with the SCI. It is the responsibility of applicants to design and plan their own community involvement strategy as they think fit, but mindful of the standards set out in the SCI.
 - b) After the community involvement activities have been undertaken and as part of the application process applicants should submit a Consultation Statement (CS) with the planning application. This should summarise the type of consultation that was organised, the key issues raised and details of how the scheme addressed those issues.
 - c) In accordance with the Planning Protocol most major applications will be required to be presented at a Development Management Forum (fee is currently £1,795.86). and to a pre-application briefing of the Planning Sub Committee (fee is £2,026.10). Where a Development Management Forum takes place, the Council will put up site notices and send emails to local groups and councillors advising them of a proposed meeting. Details of Planning Sub Committee briefings will be available on the Council's website.
109. There are many benefits associated with pre-application community involvement. It provides the local community and other stakeholders with the opportunity to let applicants know what they think, and influence proposals right from the outset. Applicants too can benefit from local advice and intelligence so that what is proposed is the right development, in the right place, at the time.
110. It is also expected that the proposal will be put before the Council's Quality Review Panel (QRP) for a formal review. The QRP will provide

feedback from a range of design experts about the proposal. The fee for a formal review is currently £6,288.00.

4. INFORMATION TO ACCOMPANY AN APPLICATION

Should you wish to submit an application following this advice, the easiest way to apply is electronically by registering on the Planning Portal at:
<https://www.planningportal.co.uk/applications>

Any application will need to be accompanied by the information included in Haringey's Local Validation List for it to be registered and considered. If you submit your application on paper rather than electronically, we will need two sets of all information. (<https://www.haringey.gov.uk/planning-building-control/planning/planning-applications/how-does-planning-application-process-work/planning-validation-checklist>)

5. PPA PROCESS

It is recommended that a planning performance agreement (PPA) is entered into in order to cover further discussions and meetings on the project, carry out all pre-application requirements, prioritise a formal submission through the application and committee process, and complete a legal agreement.

6. CARRYING OUT BUILDING WORKS

Once you have planning permission, it is recommended that you obtain technical advice regarding building control matters. Building Control services ensure that the works carried out by your appointed builders are done safely. Building Control services can be found through your local council or an Approved Inspector service.

Haringey Building Control has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Haringey Building Control may best advise you regarding compliance with relevant building control regulations, please contact Building Control on 020 8489 5504 or by email on building.control@haringey.gov.uk

7. WITHOUT PREJUDICE

Please be advised that this response provided is an officer level opinion only and does not form a formal response or decision of the council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability, and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the Council.

8. CONTACTS

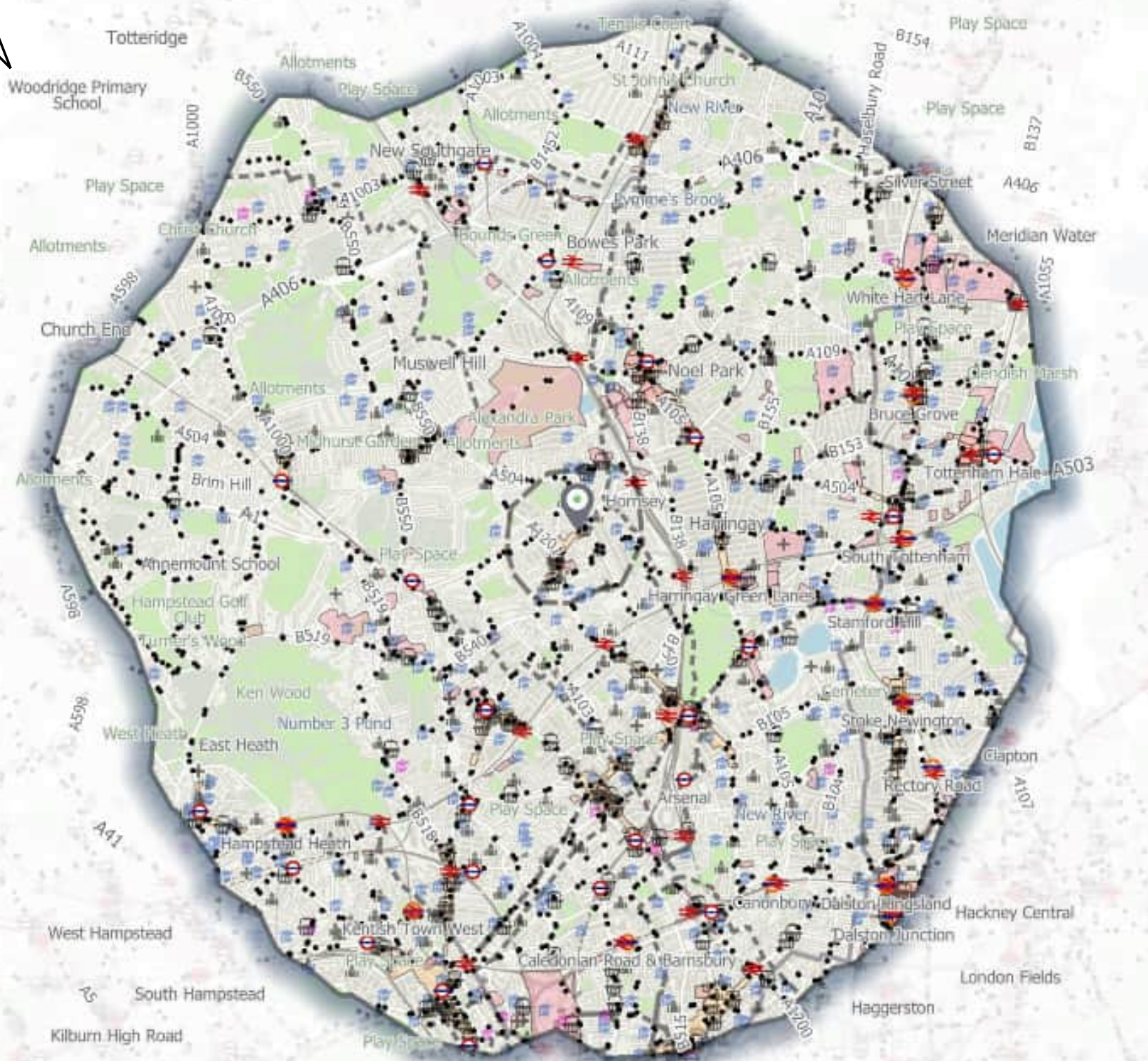
If you have any queries regarding the content of this pre-application advice note, please contact the following Principal Planning Officer:

Officer: Philip Elliott
Tel: 07816 167 662
Email: philip.elliott@haringey.gov.uk

APPENDIX C

ATZ MAPS





Key



Site Location



10 min walk



20 min cycle

Public Transport



London Underground Station



Railway Station



London Overground



Elizabeth Line



Bus Stop

Amenities



Supermarkets



College / University



School



Medical Care



Place Of Worship

Town Centre Boundaries

Site Allocations

Cycling

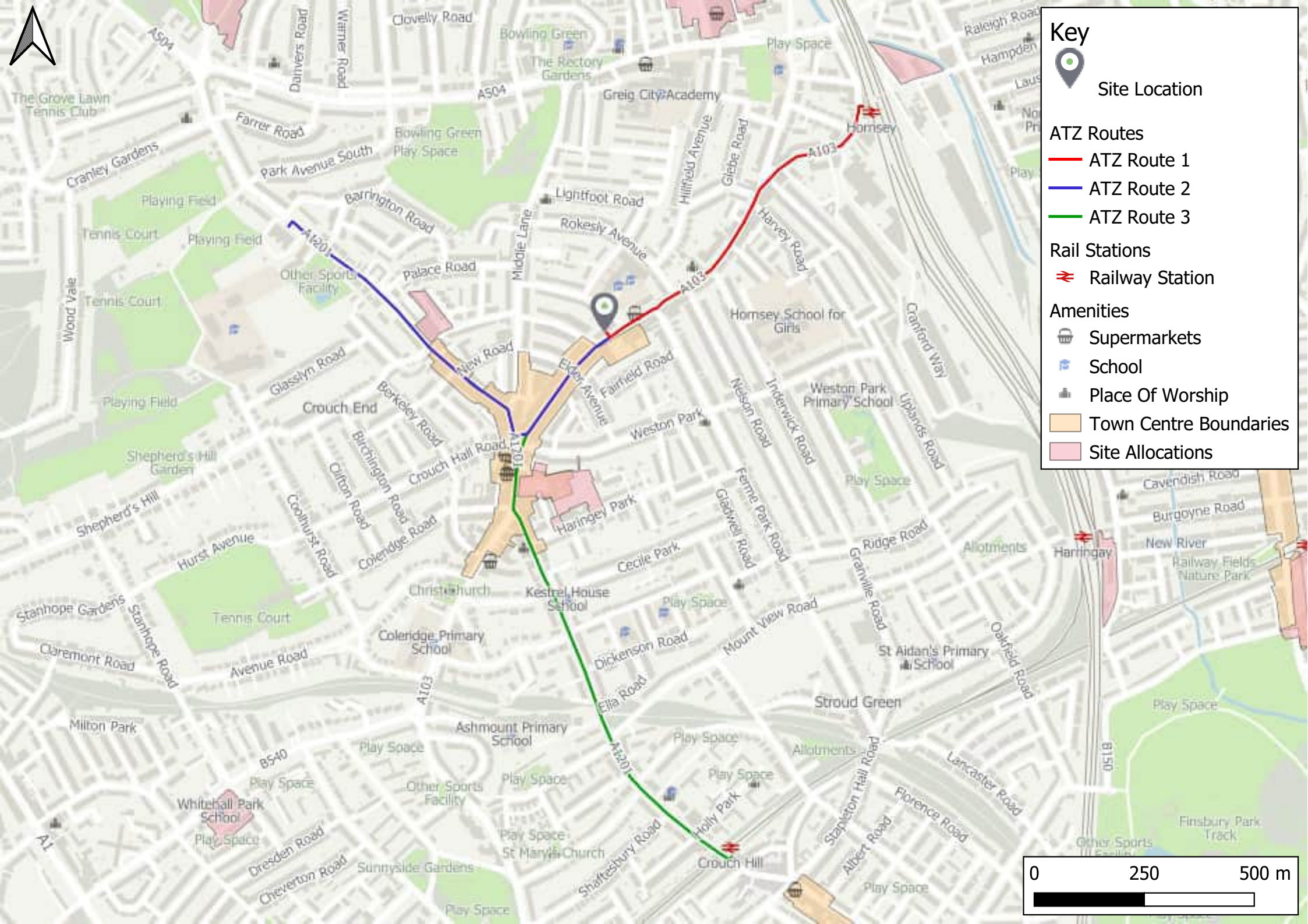
Strategic Cycle Network

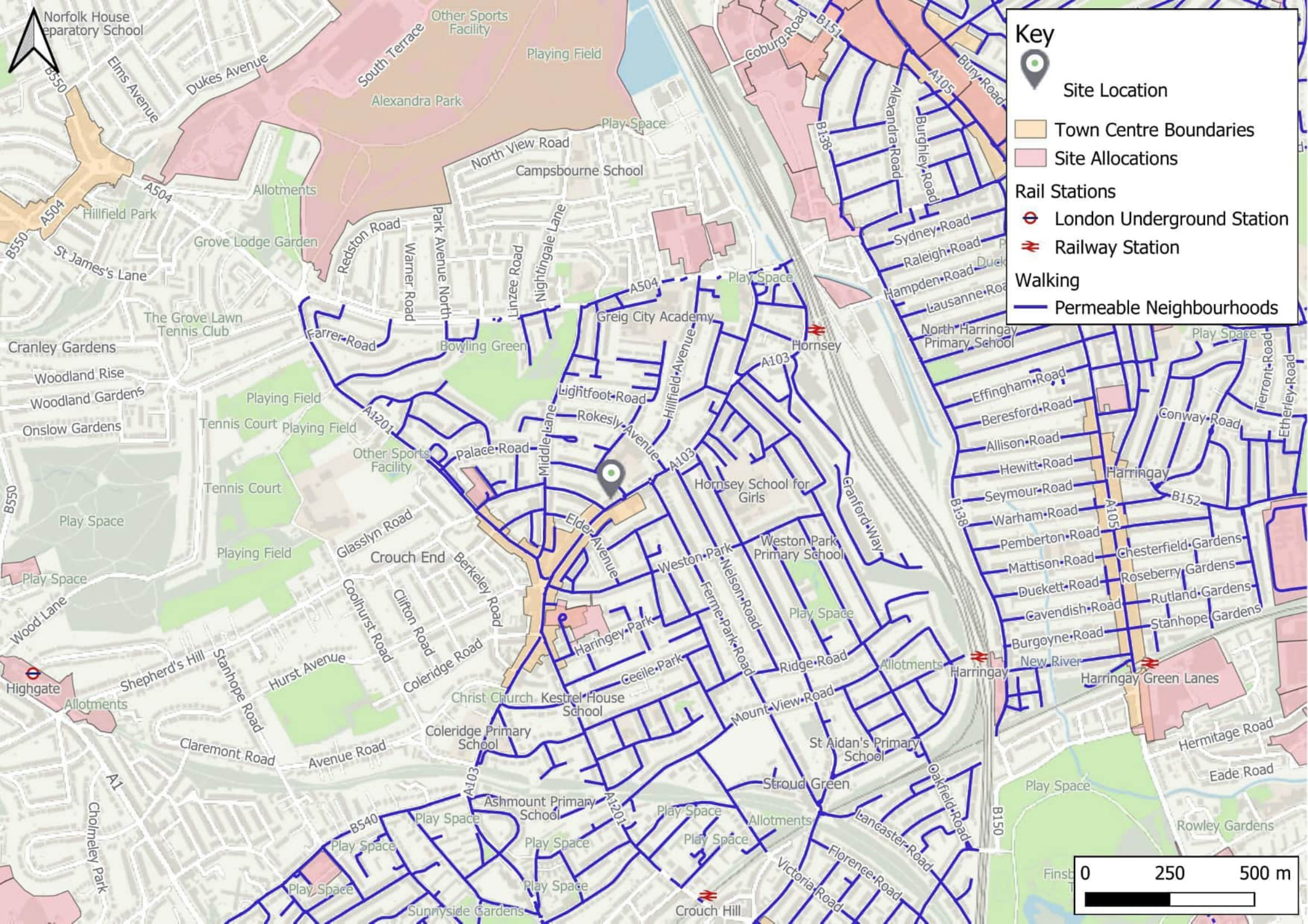
Existing

Proposed

0 1 2 km







APPENDIX D

PROPOSED HIGHWAY LAYOUT PLAN





PROPOSED HIGHWAY LAYOUT

SCHOOL — KEEP — CLEAR —

RELOCATION OF EXISTING DISABLED BLUE BADGE BAY

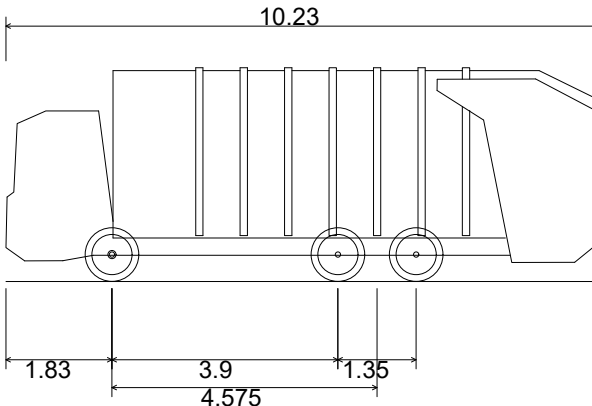
EXISTING DROPPED KERB TO BE REINSTATED

EXTENSION OF EXISTING DOUBLE YELLOW LINES

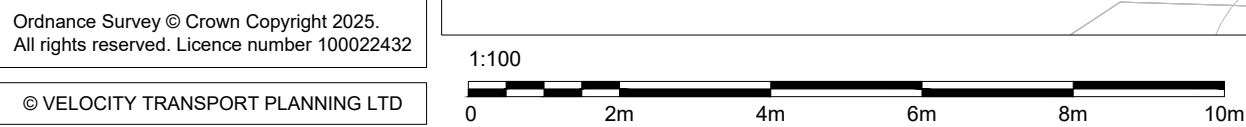
PROPOSED REFUSE COLLECTION POINT

3.8m WIDTH IS SUFFICIENT TO ALLOW CARS AND LARGER VEHICLES TO PASS THE REFUSE VEHICLE WHEN SERVICING THE SITE

Filling Station



Haringey RCV	10.230m
Overall Length	2.650m
Overall Width	3.690m
Overall Body Height	0.330m
Min Body Ground Clearance	2.650m
Track Width	4.00s
Lock to lock time	9.100m
Wall to Wall Turning Radius	



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General Notes:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS AND LEVELS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS DRAWING IS TO BE PRINTED IN COLOUR.
- THIS DRAWING IS BASED ON LEVITT BERNSTEIN ARCHITECTS DRAWING NO 4079-LB-ZZ-00-D-A-120002 REV P16 DATED 20/07/26 AND IS SUBJECT TO REVIEW AND FURTHER DESIGN DEVELOPMENT DURING EACH PHASE OF THE HIGHWAY WORKS.
- THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

VELOCITY

Rev	Date	Description	Dm	Chk	App	Rev	Date	Description	Dm	Chk	App
A	22/07/26	FIRST ISSUE	MRH	AMP	WL						

Drawing Status	S1 - FOR COORDINATION		Project Title	YMCA EXPANSION PROJECT			
Client	YCLAN		Drawing Title	PROPOSED HIGHWAY LAYOUT			
Architect	LEVITT BERNSTEIN		Project Ref	25-233	Drawing Number	25-233-T-001	Rev
							A