

Transport Planning Comments

HGY/2023/2113, 26 High Road, London N22 6BY

Proposal: Change of use on the ground floor from retail (use class E) to banqueting hall (use class sui generis) and partial change of use on the first floor from restaurant (use class E) to shisha lounge (use class sui generis). External changes including replacing the windows and doors and internal reconfiguration.

Description

An application has been received seeking planning permission to change the use of the ground floor from retail (Use Class) to banqueting hall (Use Class sui generis) and partially change the first floor from a restaurant (Use Class E) to a shisha lounge (Use Class Sui Generis). The development would make provision for 22 on-site cycle spaces and 15 disabled bays. The vehicles access to the site's car park is located on Bury Road. The site is located within the Wood Green Town Centre, which has several car parks with one being on Bury Road. The site is located within the Wood Green Inner CPZ, which restricts parking to permit holders only Monday to Sunday, 08:00 – 22:30. The proposal site has PTAL rating of 6a indicating that its access to public transport is very good when compared to London as a whole, suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The proposal site is easily accessible by public transport, with several bus services being located on Wood Green High Road. Furthermore, Turnpike Lane Station is only approximately 4min walk from the site's main pedestrian access.

Car parking

Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.3 Retail Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a banqueting hall and a shisha lounge with a PTAL ranking of 6a, the maximum number of car parking spaces permitted would be car-free. Furthermore, this is supported by the by Haringey Development Management DPD Policy DM32 which supports developments with limited or no on-site car parking. Therefore, this development is not in accordance with policy. This issue can be addressed with a planning condition reducing the amount of on-site car parking.

The London Plan 2021 T6.5 non-residential disabled persons parking states that disabled person parking should be provided in accordance with the levels set out within the policy. With at least access being provided to 1 on or off-street disabled persons parking bay. As a minimum 6% of on-site car parking spaces must be designated disabled persons parking bays from the outset and have 4% of total provision parking bays enlarged. Consequently, this development would not be able to provide any on-site disabled bays as the site would be designated as car-free. This is further supported by the site's excellent PTAL rating and the close proximity of car parks to the site. The Highway Authority is unable to understand the justification or method on how the developer has quantified on the provision of 15 disabled bays. This is because their provision should be 6% of the sites total parking provision.

Cycle parking

As stated above the development will be providing 22 on-site cycle spaces which will be located in a room within the building. The Highway Authority accepts the number of cycle provision for this site. Although, there does appear to be a conflict on the location from submitted documents of cycle parking as both the Transport Statement Appendix A and Proposed Ground Floor Plans 151-301 show

both different internal layouts and location of the cycle parking. Therefore, it is difficult to assess against the London Plan 2021 Policy T5 Cycle how well-located, secure, and fit for purpose cycle provision is for this proposal. This issue will be addressed with a planning condition requiring that the applicant to submit details of cycle parking in line with the London Plan 2021 T5 Cycle and Transport for London's London Cycle Design Standards (LCDS), which must be submitted and approved before development commences on site.

Recommendation

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

Conditions

1. Cycle Parking

The applicant will be required to submit to the Highway Authority plans showing accessible; sheltered, and secure cycle parking for 22 cycle spaces, for approval. REASON to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

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

2. Car Parking

The developer will need to remove all on-site car parking to be in accordance with the London Plan, as the development is designated as a car-free development.

Reason: To ensure the development complies with the London Plan Policy T6.3 and Haringey Development Policy DM32.

S.106 Obligations

1. Construction Management Plan

The applicant / developer is required to submit a Construction Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

- A) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- B) The estimated number and type of vehicles per day/week.
- C) Estimates for the number and type of parking suspensions that will be required; and
- D) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

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

2. Travel Plan (Workplace)

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

- A) The applicant submits a Work place Travel Plan for the commercial aspect of the development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
- B) The applicant will be required to provide, showers lockers and changing room facility for the workplace element of the development.
- C) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.
- D) Provision of welcome workplace induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.

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

3. Event Management Plan

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

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

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