

Transportation Planning Comments

HGY/2023/0728 - 341A Seven Sisters Road, Tottenham, London, N15 6RD

Date: 22/01/2024

Proposal: Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.

Description

The application is for a new warehouse living development, with the construction of two new buildings, to house 101 bedrooms that will utilise a shared living arrangement, 11 of the bedrooms will be fully accessible. The development proposal will have a maximum occupancy of 133 persons, along with ground floor café and workspace, waste storage and cycle parking. In addition to the new buildings will be the erection of 10 stacked shipping containers (over two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. 648 sqm of commercial /class E space is proposed. The 10-space car park currently at the front of Cara house will be removed from the site, and the proposal includes the provision of two new blue badge bays on Eade Road which could be used by occupiers of the 11 accessible units. Landscape and public realm enhancements are also proposed, to include the widening of an existing footpath (Haringey footpath 164 – 165, which is a formal right of way) that connects Seven Sisters and Tewkesbury Road, and works to Tewkesbury Road, at the southern end to form a 'gateway' to this new development proposal. Tewkesbury Road is Haringey Public Highway. On footway cycle parking is also proposed for the footway on Seven Sisters Road which is TfL controlled.

The application site includes a vacant plot on the corner of Eade Road and Seven Sisters Road, 2 to 4 Tewkesbury Road, an area behind Cara House (which is not included in the site) and the southern end of Tewkesbury Road, and the foot connection from Tewkesbury Road to Seven Sisters Road, both of which are currently owned by LB Haringey. The site wraps around but does not include Cara House, which is currently occupied by a mixed-use warehouse living space with 70 residential rooms and associated workspace uses.

This site is located within the Haringey Warehouse district, on the corner of Eade Road and Seven Sisters Road. Eade Road forms part of Haringey's Highway network, apart from a short length at the junction with Seven Sisters Road, which is designed as TLRN/Red Route, making Transport for London the Highway Authority. The site has a PTAL value of 5, considered 'very good' access to public transport services, there are 4 bus services within 2 to 3 minutes' walk of the site, Manor House Underground station is a 12-minute walk, and Stamford Hill railway station an 11-minute walk. The site is located within Green Lanes B CPZ, which restricts parking to permit holders only Monday to Friday 0800 – 1830. Eade Road has a mix of pay and display and CPZ bays along it with lengths of single yellow line predominantly to the northern side of the road.

Trip generation

The Transport Assessment has included the results of travel surveys over a two-day period taken of the existing occupiers of Cara House, which are of a similar demographic to the proposal. The survey showed the highest mode of travel to be walking/pedestrians, with representing between 61% and 81% for both entry and exits, the second highest mode of travel was for cycling. Consequently, this presents sustainable transport as the dominant method of travel. The survey results have been used to derive a trip rate for the new development, as both the new 101-bedroom dwellings will be built with the existing 70 bedrooms being retained. This gives rise to trip generation which has been calculated for 171 bedrooms. The following two-way trips numbers were calculated: Underground 157, Buses 121, Train 36, Pedestrian 30, Cycle 28, and Car 4, this is out of a total 375 two-way trips.

There are no issues with the increased number of trips arising from the development proposal in the peak hours. This is because these trip numbers can easily be absorbed by local public transport given the sites high PTAL and accessibility to transport links. Overall, LBH Transport Planning finds the trip generation to be satisfactory.

Car Parking

There is an existing 10 space car park for Cara House within the site, and this will be removed from the site and redeveloped. The TA doesn't include any information on usage of this car park, the assumption is that the cars currently parking there will be displaced on street, it is not known if any current users of the car park are CPZ permit holders or not or would apply for permits. The travel mode survey undertaken for Cara House recorded car driver mode shares varying between 6% and 12%, if this was taken to derive potential extra on street demands from the 70 existing residents, this would indicate an additional 4 to 8 vehicles parking on street (if they choose to pay and display or had/obtained CPZ permits). Provision of the car club facility would very likely reduce this potential demand.

A Parking stress survey was carried out during September 2022, which recorded overnight occupation of 16 spaces out of 39 along Eade Road on the busiest night of the parking survey, thus leaving 23 spaces unused and a parking stress level of 41%.

The applicant has proposed the provision of two blue badge bays on Eade Road adjacent to the site to provide by converting two standard existing parking spaces. No on-site blue badge bays have been proposed by the developer/applicant. They have conducted a parking stress survey to review parking on Eade Road at night over a two period. It showed on-street occupancy to be between 28% - 41%, and with the conversion of two of the permit bays to blue badge holders this would bring park stress to 30% - 43% respectively. This is well below the 85%, which indicates when a street has parking stress.

As no direct policy applies to warehouse living within the London Plan 2021, Policy T6.1 Residential Parking has been utilised instead. It states that that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. For development this would equate to 10 disabled bays having to be provided by the developer. However, as this development does not fit within residential nor student accommodation LBH Transport Planning would require the developer/applicant to provide 3 on-street disabled bays to offset any future demand from this proposal. These bays can be dedicated to blue badge holders living within the development, and blue badge holders can also park within CPZ and pay and display bays. As commented above the low levels of existing parking should mean space being available should

demands arise for up to 3 spaces or more. This will have to be managed by a parking management plan, linked to the Travel Plan which will identify future demands and trigger any necessary application to the Council.

The applicant will be required to provide three on street blue badge bays. This can be dealt with via way of a parking management plan secured by the S.106 agreement and a S278 process and further comments relating to this are included later in this response.

Future parking demands

The TA includes a commentary on 'transport characteristics of Londoners' analysis developed by TfL, this suggests the most likely future residents of the site are those within the 'Students & Graduates', 'Affordable Transitions' and 'Urban Mobility' categories, all of which have low car ownership characteristics.

The TA suggests a likely car ownership level of 4%, based on being 10% of the 2011 census levels of car ownership recorded across the ward. This may or may not be accurate, but it is acknowledged that car ownership from the demographic at this development will be low, and the low parking stresses recorded on Eade Road mean that parking issues and high stresses are not expected from this proposal.

The overspill from the existing car park doesn't seem to have been included in the assessment of parking demands arising from the development. It is noted that the car club proposal for the development includes provision of a facility for Cara House occupiers as well this is both welcomed and should reduce any potential demands raising from the loss of the car park.

The additional demands arising outside of CPZ operating hours from Cara House and this development, however overall, these are not expected to be problematical given the existing on street car parking capacity available, the nature and likely demographic of the development and very good access to public transport services.

Given the site has a PTAL of 5, and is located within a CPZ, and within an area with CPZ coverage, it is appropriate in principle, and accords with Policy DM32 for designation/formalising as a car free development. Should the development be granted consent the applicant will need to enter into the appropriate Planning Agreement to formalise this and meet all of the Council's administrative costs (£4000). This needs to apply for both residential and business permits.

Cycle parking

The development site currently has 24 cycle spaces on-site which is located within the forecourt. The original cycle parking provision for this site were based upon the student accommodation standards within the published London Plan 2021 Policy T5 Cycle which are 0.75 spaces per bedroom for long-stay and 1 space per 40 bedrooms for short-stay. However, it was felt from previous discussions with the developer/applicant from LBH Transport Planning that the provision should be based upon the ratio of 1 cycle space per bedroom. Therefore, the developer has proposed to provide 101 long-stay residential cycle spaces on-site, which are based upon 101 bedrooms. These are broken down as follows:

- 32 two-tiered stands = 64 spaces
- 5 Sheffield stands = 10
- 3 enlarged Sheffield stands = 6 spaces
- 21 long-stay spaces within the living space

These long-stay residential cycle spaces will be stored within underneath staircases, against walls and below bed decks, as it is preferred by residents given its warehouse living status. 6 short-stay cycle spaces would be provided based upon both student and C3 Dwellings. Commercial cycle parking provision will be 4 long-stay and 23 short-stay. It is stated within the Transport Assessment that all short-stay cycle spaces are to be provided on the public on the public realm. Although, all cycle parking should be provided and located within the curtilage of the site. Overall, LBH Transport Planning finds the cycle parking to be satisfactory and in accordance with the published London Plan 2021 Policy T5 Cycle.

A condition should be attached to the planning permission requiring the applicant to submit details of cycle parking spaces in line with the London Plan and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site.

Car Club

The applicant/ developer has sought advice from Zipcar with respect to this development proposal. Zipcar have recommended that they would provide a single car at the development, and fully managed by themselves. Furthermore, funding for three years of membership would be provided for each room. A total of £16,700 would be needed in way of a contribution prior to the date of first occupation. This analysis by Zipcar have referenced 180 bedrooms in error, whereas this proposal is for 101 bedrooms, with the 70 existing being retained. Furthermore, the recommendation doesn't detail where the new vehicle/bay will be located, it will need to be accessible to all whether within the development or on the public highway. LBH Transport Planning will require the developer/applicant to enter into a S106 agreement with Haringey Council for them to provide car club facilities in the local vicinity of the location site for the potential occupants of the development. This would assist with reducing the rate of car ownership from residents of this development and help to offset any potential parking impacts on local residential streets when the CPZ is not in operation. The applicant will be required to provide 3 years car club membership for each residential unit, along with £100 driving credit, which has been already stated within the submitted Transport assessment by Zipcar.

Access

The Transport Assessment includes an Active Travel Zone (ATZ) assessment for the site. five routes have been included within the assessment which included the following destinations/routes:

- Finsbury Park
- Haringay Green Lanes Station and Supermarkets
- Woodbury Wetlands/Reservoir
- Stamford Hill Station and Spring Hill Practice
- Eade Road

Recommendations for improvements to these routes have been suggested, which include widening of the footway, improved street lightning, provision of benches, installation of low-level street planting and trees, tactile paving, and the installation of bins. Collision data has been sourced which covers a 3-year period from 2018 – 2020 and a 500m radius from the site location. During this period 14 serious collisions were recorded and no fatal collisions. The data submitted only included vulnerable road users who were pedestrians and cyclists. Two of the 14 were on Eade Road the remainder of the collision occurred on Seven Sisters Road. The developer has not presented any recommendations for improvements to road safety for both pedestrians and cyclists, as they have explained as they believe the low numbers of collisions near the site shows there are no issues with highway safety. LBH Transport Planning would require the developer to provide some funding towards the scoping and establishment of improvements to the highway for pedestrians and cyclists

as their numbers will increase with the introduction of this development. This is supported by the trip generation, which show sustainable transport as having the highest trip numbers. The contribution is required in relation to the provision of new cycle infrastructure on St Anns Road to link in with CS1 and the introduction of the new C50 proposal linking Finsbury Park to Tottenham Hale.

We will therefore be seeking a contribution of £250,000 towards the feasibility design and consultation for proposal on both routes.

Highway works

Pedestrian access will be from both Eade Road and Tewkesbury Road. The developer/applicant has proposed the widening of the existing formal right of way/footpath 164 – 165 to improve the quality and environment of this access. The Council's site allocations DPD includes sites SA34 and SA35 at this location. The policy document does include within its requirements for these sites to have improved pedestrian permeability, and to provide improved connections from the Warehouse District to Seven Sisters and Amhurst Roads. The existing route is part provided with stairs and is 1.5m wide at the narrowest point. There is a 7.2m level difference between Tewkesbury and the footway along Seven Sisters Road. The applicant is proposing improvements to this route to provide a minimum width of 3m along the footpath. LBH Transport Planning would require the applicant to enter into the necessary highways legal agreements to divert the path and to make the necessary improvements, the scheme will have to be the subject of further detailed design development and will have to be secured by a S.23 and S.278 under the highways act. Ultimately, this aspect of the application as proposed/presented is considered a fundamental part of it from the transportation and highways perspective, and successful implementation of the proposed arrangements will be necessary for a successful application.

Disability/mobility impaired access has been referenced with this aspect of the development; it is commented that provision of an appropriately graded ramp for the mobility impaired would not be physically possible given the 7.2m level change (a 190m long ramp would be required). The submission also comments that a lift will not be provided, based on installation and maintenance costs grounds along with related concerns of vandalism and the like. The alternative route suggested for those unable to navigate the stepped replacement route is to progress along Seven Sisters Road footway, connecting to Tewkesbury via Netherton, this is detailed as a 220m walk with a gradient. It is unfortunate that this connection cannot be made completely accessible, however the gradient and alignment make this impossible. The replacement route is only slightly longer than a switchback ramp route would be.

The applicant's proposal is to create a shared surface type arrangement to front the northern side of the site at this location. This would have to be the subject of further detailed design and approval and will have to be secured as part of a S.278 agreement.

Delivery and Servicing

A Draft Service and delivery plan has not been submitted as part of this application. The Transport Assessment includes information on existing trips to Cara House, with a survey being conducted which examined the existing delivery and servicing movements which was conducted over two days. This recorded 14 to 19 service vehicle arrivals on the two survey days. Although, some parking did take place within the site and on-street. Based on the above, the Transport Assessment proposes that 68 delivery and servicing trips will take place on average per day, and it is proposed to accommodate two service bays within the site to accommodate most of these. These two bays can accommodate vehicles up to 4.6T or 2.0m wide, and larger vehicles are intended to park on street.

Considering average dwell durations and the numbers expected, the applicant considers that the two on site bays should accommodate most of the delivery and servicing trips to the site made by vehicles able to be accommodated, with the remainder parking on Eade Road. It should be noted that these servicing arrangements are meant for both the existing site, proposal site, which will equate to 171 bedrooms and the commercial element which could be a café, workspace, and art studio. As mentioned already the developer has proposed that delivery/refuse vehicles can park on-street on the yellow lines as when there is not enough room on-site or when they larger vehicles. However, the single yellow lines are not suitable as they have waiting time restrictions which utilise the same times as the CPZ. Furthermore, part of the site fronts onto the red route which does not allow for any waiting at any time. The developer will be required to submit a service and delivery plan which includes details refuse collection and service trips to the site, this must be submitted and approved before the site is occupied. This must include a new loading bay on-street. This can be addressed via way of a S278 agreement. LBH Transport Planning will also condition the submission of Delivery and Servicing Plan and Waste Management.

Travel Plan

A draft residential Travel Plan is included within the TA. Overall, this appears sound as a basis for a future worked up Travel Plan process that will be required for the development. The format and proposed content have been found to be acceptable, and it is noted that there is a mode share target of 95% for sustainable/active travel modes. There will be a Travel Plan Monitoring Fee of £3000 per year for the first 5 years of the development and this will be covered by way of a S.106 obligation for the development.

Construction Logistics Plan

A draft construction Logistics Plan has been submitted can be found within the Transport Assessment. It provides an outline of the content to be included and given the site's size, location and proximity to the TLRN, plus the location of Cara House within what will be an operational construction site, a fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with both Haringey and TfL Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP.

A high level of cycle parking should be made available for workers during all phases of construction, this will help to promote the uptake of cycling to the site. As the site is relatively well connected by public transport in the surrounding area no on-site car parking should be provided for workers which has already been referenced by the outline. This is further supported by local CPZs and town centre car parks. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, are recommended to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest e.g. school drop-off/pick-up times. Effort should be made to have a process in place to deal with delivery vehicles that turn up late or announced so that vehicles are not waiting on the public highway causing an obstruction.

LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.

Summary and conclusion

This development for a mixed use residential and workspace development at Eade Road is intended as a highly sustainable development in transportation terms and is well connected and located for public transport services. It is proposed as a car free development, which includes an intention to improve the footpath connection from Tewkesbury Road to Seven Sisters Road. The Borough's site allocations DPD requires improved pedestrian permeability, and the provision of improved connections from the Warehouse District to Seven Sisters and Amhurst Roads.

As commented on earlier in this response, there are land ownership and status aspects of the proposal that do require resolution by the applicant to successfully implement the development as proposed. The resolution of these lies with the applicant, relating to the proposals to re-provide and improved footpath connection and stop up the south end of Tewkesbury. Transportation consider delivery of the improved footpath is a fundamental part of this proposal, so a Grampian Condition should therefore be imposed to ensure that the necessary formalities are successfully completed so the improved footpath connection can be delivered as a precursor to overall delivery of the development.

Recommendation

LBH Transport Planning have no objections to this proposal subject to the following conditions and s.106 obligations.

Conditions

1. Delivery and Servicing Plan and Waste Management

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

Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with [TfL guidance](#).

The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020

2. Cycle Parking

The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 101 long-stay, 6 short -stay residential, 4 long-stay, and 23 short-stay commercial spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

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).

S.106 Obligations

1. Car-Free Agreement

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

Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.

2. Construction Logistics and Management Plan

The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

- a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- b) The estimated number and type of vehicles per day/week.
- c) Estimates for the number and type of parking suspensions that will be required.
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highway dilapidation survey before and after completion.
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.
- g) The applicant will be required to contact LBH Highways to agree condition on surveys.
- h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- i) Swept path drawings.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.

3. Car Club Membership

The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 5 years.

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

4. Residential Travel Plan

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

- a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
- b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.
- c) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per year for a period of five years £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.
- d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.

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

5. Commercial Travel Plan

A commercial travel plan must be secured by the S.106 agreement and submitted 6months before occupation. 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 Commercial 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) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
- c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.
- d) 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.
- e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

6. Highway Improvements

The owner shall be required to enter into agreement with the Highway Authority under Section

38, 177, 278 of the Highways Act, and S.247 of the Town and County Planning, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to the removal of the crossover to the site to reinstate the footway and / or the creation of any on-street disabled car parking bays which will require electrification.

The applicant will be required to provide a detailed design for including CCTV, lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the highways Authority.

In addition, the applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the reprovision of the footpath, these drawings should be submitted for approval before any development commences on site.

Reason: To implement the proposed highways works to facilitate future access to the development site and to protect the integrity of the highways network.

7. Highways improvement contribution.

Give the increase numbers of cycling trips that will be generated by the site the developer will be required to make a contribution of £250,000 (two hundred and fifty pounds) towards the provision of cycling infostructure in the area surrounding the site, the contribution is for the provision of new cycle infrastructure on St Anns Road to link in with CS1 and the introduction of the new C50 proposal linking Finsbury Park to Tottenham Hale.

Reasons: Improve cycle infostructure in area surrounding the site and promote sustainable development in line with the Councils Adopted Local Plan Policy SP1 and SP7.