



10a South Grove, Highgate N6 6BS

30th April, 2024

Re: Approval of details reserved by condition 10 (Car Club) attached to planning permission HGY/2020/1326 – attn. Matthew Gunning

The site at Townsend Yard is a car free development. We write to object to this proposal for a car club for an unspecified number of cars for the following reasons:

1. Haringey's Development Management DPD includes policy DM32, which specifies that the Council will generally only support car-free and low-parking developments where the site is located within a Controlled Parking Zone, and the PTAL is a minimum of 4. The PTAL of this site is 3.
2. An extensive area of garage parking has been lost due to this development, increasing parking pressure in the congested High Street area. We trust that the parking pressure assessment accompanying the application, which was undertaken by the applicant, will be examined by your Highways Department. The private car club cars will be parked on the highway outside of the site, competing with other street parking which is now worse due to the loss of the garages on the site. This proposal will actually make parking pressure worse than if the residents on Townsend Yard were to have private cars. These cars will not be used more than a private car due to the private club formation and when the cars are in use, the space will be unavailable for residents as a car club space, (it is presumed that there will be an application to take spaces from the CPZ for the car club cars).
3. It is noted that the car club application refers to an "official car club of the Townsend Yard N6 development". This description implies that the car club would not operate as a normal car club where any member of the public can join but will in fact operate as a fleet of cars for the exclusive use of the residents of the new 'car free' development.

The number of cars is not specified and the fact that so few people would have access to them might reasonably be expected to mean that the concept of car clubs as described by TFL – i.e. a way of reducing parking pressure and car ownership - would be largely invalidated. This would appear to be a means of circumventing the restrictions of Haringey Policy DM32 and TFL policy on car clubs and it would also further increase parking pressure on the area, exacerbating the effect of the loss of several garages / parking on the site.

The Planning Condition issued under HGY/2020/1326, requiring that the residents join a car club, does not mean that they have to form a new one. Car clubs can be joined by any eligible driver in London online. The reason for the Planning condition was: "*Reason: To promote sustainable transport and to reduce the potential for additional on street parking stress as a result of the development, consistent with Policies SP0, SP4 and SP7 of the Haringey Local Plan 2017.* ".

Adding an unspecified number of cars to the area which might be idle unless used by the residents cannot meet these criteria and seems clearly to fly in the face of the principles behind the Planning Decision and Policies.

For all of the above reasons, we believe that the car club proposal is contrary to the intention of policy and the Planning Conditions and should be rejected. It is vague and fails to detail or describe many practical aspects of the implementation. Having already lost so many parking spaces due to the development, this proposal makes the situation worse and negatively impacts the surrounding area. A car free development is not one where each resident has the use of a car - seemingly exclusive, as they are setting up their own club. What this applications would do, if permitted, is to provide reserved parking on the public road so that the impact on parking pressure remains even when the car is in use.

We therefore consider that the application, far from providing a sustainable transport solution for the new development, will exacerbate parking congestion in the area without providing any commensurate public benefit, and should be rejected.

Yours faithfully,

Michael Hammerson
for and on behalf of the Highgate Society Planning Committee

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