

BROAD LANE PROPERTIES LIMITED

BROAD LANE, HARINGEY

TRANSPORT ASSESSMENT ADDENDUM

**REPORT REF.
2206940-R05B**

March 2025

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	SL	PR	DRAFT	16.02.24
-	Final Issue	SL	PR	DH	28.02.24
A	Updated Site Layout	SL	PR	DH	09.05.24
B	Updated Site Layout	SL	PR	DRAFT	21.02.25
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Distribution

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Broad Lane Properties Limited to advise on the transport implications of the development proposals for the site at Broad Lane in Tottenham. The site is located within the Tottenham Green Ward of the London Borough of Haringey (LBH).
- 1.2. This Transport Assessment Addendum (TAA) has been produced in relation to a current planning application (LBH ref. HGY/2023/0464). The application was supported by a Healthy Streets Transport Assessment, a Travel Plan, a Delivery and Servicing Management Plan and an Outline Construction Logistics Plan.
- 1.3. Since the application was submitted, formal comments from LBH, in its capacity as local highway authority, have been received. **Section 2.0** deals with matters raised by LBH highways, with the full comments included at **Appendix A** for reference.
- 1.4. The purpose of this TAA is to provide a final coordinated response to the various highways comments that have been raised on the application.

Scheme Amendments

- 1.5. Upon the receipt of the comments and in preparation of this TAA, the proposed layout plans have been updated in response to the comments from LBH. The latest plans are included at **Appendix B**, as well as the potential future provision of additional cycle parking if demand arises (attached at **Appendix C**).
- 1.6. Further amendments have been made to the scheme following the mid-application consultation held with LBH on 11th September 2024. The key changes from a highways perspective relate to the positioning of the proposed blue badge bay which was included following LBH Highway's post-consultation comments. The bay was originally proposed to be provided as an additional space within the Fountayne Business Centre car park, although it is now situated on-site. The proposed loading bay has also been relocated further east along the site's northern frontage.
- 1.7. A new 'east entrance' is also now provided, including a large entrance from which the relocated cycle store can be accessed. The revised development layouts are contained at **Appendix B** for reference.

- 1.8. It should be noted that the floor areas have been reduced since the original application, with the proposals now comprising 5,536sqm (GEA) of office space compared to 6,317sqm (GEA) as part of the submitted scheme.

2. Response to Outstanding LBH Comments

- 2.1. For ease of reference, LBH's comments have been shown in underlined italics prior to any commentary.

Trip Generation

The TA details the differences between the consented and proposed office floor areas. An increase of 98 arrivals/14 departures in the morning Peak Hour and similar increase of 12 arrivals and 99 departures is predicted. The cycle mode share is predicted at 4.5%, and mode shares overall are predicated on zero car parking at the site, with very low car trips included. This level of trips is not problematical with respect to public transport and highway network and service capacities. It is expected that the cycle mode share will be larger than this over time.

- 2.2. The above is noted and agreed.

With respect to delivery and servicing movements, it is detailed 7 arrivals/departures a day are predicted. This instinctively does feel quite low however again the volume of trips should not be problematical in terms of highway network capacity.

- 2.3. The above is noted and agreed.

Access Arrangements

The application originally detailed the width of the service road as 5m (as detailed in the Feb 23 Delivery and Servicing plan) This led to concerns being raised by both Haringey Transportation and TfL as to the ability of vehicles to pass a dwelling delivery vehicle or refuse collection vehicle parked in the loading bay.

- 2.4. The original measurements were based on OS mapping which resulted in a discrepancy, with the topographical survey showing that there is an existing width ranging between circa. 5.9m and 7.2m.
- 2.5. In terms of the proposed scenario, the width of the road measures between 7.1m and 6.8m. There is sufficient width provided along the access road to allow for vehicles to pass the loading bay, even in instances where there is a dwelling vehicle. The carriageway width narrows to 3.86m to the north of the loading bay which is sufficient width for cars and occasional larger vehicles, as per Manual for the Streets Figure 7.1 (see **Figure 2.1** below.)

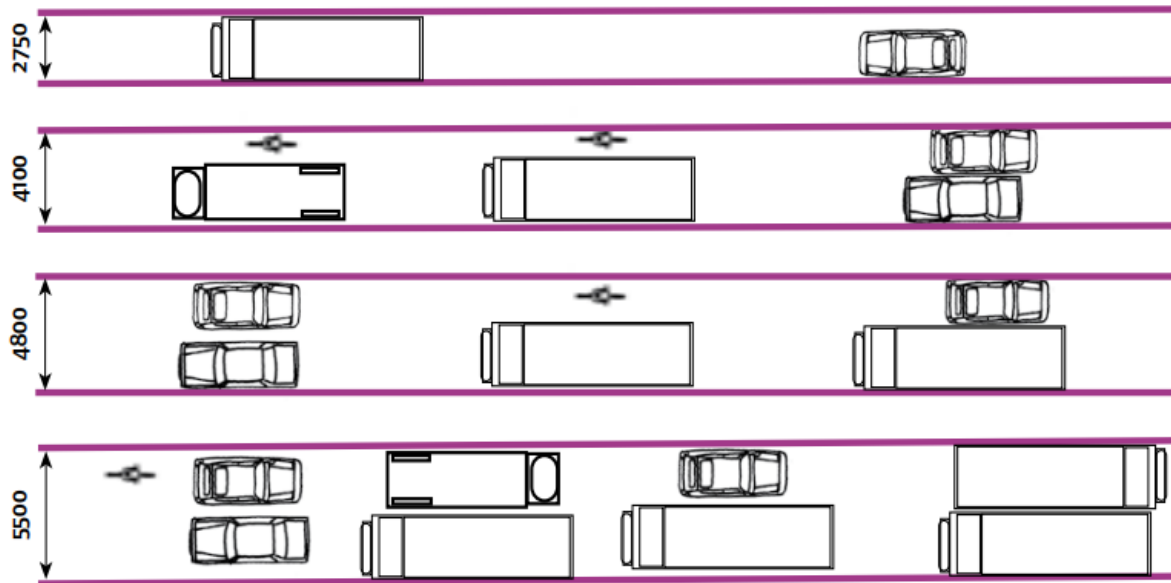


Figure 2.1: Extract of Figure 7.1 from Manual for Streets – capacity of various carriageway widths

- 2.6. For completeness, swept path analysis has been undertaken showing a vehicle passing the loading bay when occupied, and is included in **ACE Drawing 2206940-010C**.

The recent updated DAS now details the service road as being 7.0m wide. It does appear to vary in width along its length so more detail is required here to confirm the actual width of the service road, along the length of it to detail the actual dimensions as there is conflicting information in the application documents.

- 2.7. A topographical survey has been conducted and confirmation of the existing and proposed carriageway widths is presented in **ACE Drawing 2206940-010C**. It can be seen from the drawing that the road does vary in width along its length, and the proposals maintain an acceptable carriageway width along its entirety, with a minimum width of 6.76m. The proposals also include the provision of a 1.5m footway along the southern side of the carriageway.

There is no footway to the south side of the service road at present. The applicant proposes provision of a 1.5m wide footway. This should be 1.8m to meet Haringey's and TfL's Streetscape standards, enable two wheelchairs to pass, and also to be more appropriate for any longer term changes in the area arising from potential redevelopment or changes of use in the longer term.

- 2.8. As outlined within the original TA, according to guidance within Figure 6.8 of Manual for Streets, a footway width of 1.5m is sufficient to allow for two pedestrians to pass

one another comfortably as well as wheelchair users. This is also reflected within Section 4.2 of Inclusive Mobility which discusses that 1.5m allows for a wheelchair user and a pedestrian to pass each other. The proposed footway width was not raised as a concern by LBH during the Quality Review Panel consultation held in November 2023.

- 2.9. In addition to the above, TfL's Streetscape Guidance (2022) states that a 1.5m wide footway clear zone is the acceptable minimum, with 1m being the absolute minimum. Haringey's Streetscape Manual also states that *"Wherever possible ensure a 1.8m clear footway width is maintained, equivalent to the width of three people. However, a minimum of 1.2m is acceptable."*
- 2.10. It should also be noted that the main access point is located at the northwestern corner of the site and hence the majority of those accessing the site will not be utilising the 1.5m footway to the north of the site as there is no through route. In any instance, the footway is along a private access road and will remain unadopted. As such, the proposed arrangement is considered to be acceptable.

Car Parking

As commented above the applicant is proposing this development as a car free development, with zero car parking on site. 'Car free' is in principle appropriate given the excellent accessibility to public transport services and location within a CPZ.

- 2.11. Noted and agreed. The proposals are to remain 'car-free', with one blue badge parking space provided on-site, as discussed in more detail later on in this section.

It appears pay parking is available close to the site, which is managed, and located a short distance away within this commercial estate. There are also pay and display bays to the north off Broad Lane. More clarity is needed from the applicant to detail if this will be available to visitors/employees to the development, and whether any allocation for this development will be made or available.

- 2.12. Whilst there are pay and display parking areas in the vicinity of the site, it is considered that the provision is limited. There are nine council-run public car parks across the Borough, the nearest of which is situated approximately a 13-minute walk from the site. This car park only allows for parking for up to an hour and is therefore unsuitable for commuter travel. **Figure 2.2** shows the location of the council-owned car parks in relation to the site.



Figure 2.2: Council-owned Car Parks in Haringey

2.13. Historically there has been pay and display parking available in the Fountayne Business Centre car park situated immediately to the north of the site. This is no longer available and there is no pay and display parking in this car park. The ownership plan of this car park is provided at **Appendix D**.

2.14. It is noted that there are pay and displays bay to the north off Broad Lane, the provision is once again limited (circa. five on-street spaces along Tynemouth Road). These spaces are also restricted with a maximum stay of two hours, and no return for two hours, making them inappropriate for use by commuters.

2.15. There are also privately rented single driveways / car parks in the vicinity of the site. These car parks are prohibitively expensive for daily use and there is no guarantee that these spaces will be free on a day-to-day basis for future employees of the site to utilise regularly.

2.16. In any instance, the site is situated within a PTAL area 6a, indicating an excellent connectivity to public transport. There are a wide variety of public transport opportunities available within walking distance of the site, including:

- 9-minute walk to Tottenham Hale underground station;

- 11-minute walk to Seven Sisters underground station; and,
- 14-minute walk to Seven Sisters overground station.

2.17. There will be no provision of parking for the development, excluding one blue badge bay, and it is anticipated that future site users will travel by non-car modes. This is supported by the comments received from LBH which state that *"mode shares overall are predicated on zero car parking at the site, with very low car trips included. This level of trips is not problematical with respect to public transport and highway network and service capacities."*

Hours of opening of the offices and potential parking demands arising outside of the CPZ operating hours should be considered, as the CPZ's cease operation at 1830 – office occupation post this time may result in additional on street parking demands in local streets.

2.18. Whilst the proposed unit could be in operation 24 hours a day, it is anticipated that the future occupiers will operate during usual office hours (09.00–17.00). Whilst some employees may work slightly earlier or later, the restrictive nature of the CPZ in vicinity of the site will prohibit future site users from parking in the CPZ unless they arrive after 18.30 and move their car prior to 08.30 the following day, which is highly unrealistic.

2.19. In any instance, there is ample opportunity for irregular commuting via public transport with night bus services provided along both Broad Lane and the A10 to the west of the site.

The site will need to be formalised as 'permit free' to ensure no business permits are issued.

2.20. The above is noted and accepted. Future employees / visitors will be ineligible to apply for on-street parking permits in the vicinity of the site. This can be secured as part of the S106.

Blue Badge Parking

No blue badge parking is proposed, London Plan requirements are for 'at least one off or on street bay' – ref; 10.6.23 and table 10.6 in the London Plan ... The applicant needs to provide a realistic commentary on the potential number of disabled

employees and visitors and detail arrangements that enable the London Plan requirements to be met.

2.21. The proposals have been amended to include one blue badge parking bay for the development, as per the standards set out within the London Plan. The blue badge parking is to be provided on-site, with swept path analysis of the space presented on **ACE Drawing 2206940-010C**.

Secure Scooter parking and charging facility for mobility impaired should also be incorporated into the site to supplement provision of blue badge parking.

2.22. Two mobility scooter parking spaces have been provided at ground floor level. The location of these is shown in the revised site layout drawings at **Appendix B**.

Cycle Parking Considerations

The applicant details London Plan numerical requirements are for 42 long stay and 13 short stay spaces. The TA and subsequent DAS addendum now propose the provision of 43 long stay and 15 short stay spaces, a proportion of these are for larger cycles and for the long stay cycle parking, 13 of the 43 utilise Sheffield Stands. The system for the remaining 30 long stay spaces is not clarified.

2.23. As outlined within the TA, the cycle stores have been designed in accordance with Chapter 8 of the TfL document 'London Cycling Design Standards'. In terms of mix, as per recent advice from TfL, the development is providing the following:

- min. 5% of total spaces as wider spacing Sheffield stands;
- min. 15% of total spaces as standard spacing Sheffield stands; and
- max. 80% of the total number of spaces as two-tiered stands.

2.24. In accordance with the above requirements, and based on the revised floor area (5,536 sqm GEA), the cycle parking for the scheme is therefore separated into:

- 4 no. wider spacing Sheffield spaces;
- 18 no. standard spacing Sheffield spaces (including 12 no. short-stay); and,
- 28 no. two-tiered spaces.

2.25. The location of the cycle parking is shown in the revised site layout plans at **Appendix B**.

It is quite feasible that actual demands could exceed London Plan provision so the applicant needs to detail how additional cycle parking can be provided within the development to meet these future demands.

2.26. If an increase in demand for on-site cycle parking arises, then there is scope to increase provision on-site. The extended rear cycle store could provide an additional 21 cycle parking spaces, which will be provided as a mixture of Sheffield stands and two-tiered stands. The additional provision will remain in accordance with the standards set out in Paragraph 2.23.

2.27. The proposed layout of the potential future cycle parking layout is included at **Appendix C**.

Overall, the applicant is able to exceed the London Plan minimum numerical requirements for cycle parking provision, which is of course encouraging, however prior to decision transportation should have sight of full dimensional arrangements for the cycle parking proposed including future additional provision, to ensure that high quality and convenient, attractive cycle parking is able to be delivered.

2.28. The cycle stores have been designed in accordance with Chapter 8 of the TfL document 'London Cycling Design Standards.' A summary of the dimensions adopted in the cycle stores is presented below, but also reflected in the plans contained at **Appendix B**.

Type	Dimension
Two-Tiered Cycle Parking	
Aisle Width	2.5m min
Sheffield Stands	
Aisle Width	1.8m min
Clearance	1.0m min (1.2m recommended) between stands, and 0.6m if by wall
Accessible Stands	
Aisle Width	3.0m min
Clearance	1.8m min between stands, and 0.9m if by wall

Table 2.1: Summary of Cycle Parking Dimensions

Refuse and Recycling Storage and Collection Arrangements

Colleagues in the waste team will need to confirm the acceptability of the proposed storage and collection arrangements for waste and recycling.

2.29. Noted – will await comments from the waste team.

Travel Plan

A draft Travel Plan has been included within the application, the format and scope of this appear fine, there are no projected mode share targets yet (awaiting occupier surveys).

2.30. Noted and accepted. A Framework Travel Plan has been prepared and a final Travel Plan (with projected mode share targets) can be secured via condition.

Should this application eventually be granted consent a Travel Plan and associated Travel Plan Monitoring Fee will be required, covered by S106.

2.31. The above is noted, and the £1,500 fee requested to be conditioned as part of the S106 is deemed to be acceptable.

Active Travel Zone Assessment

Given the size of this application and its car free, active travel dependent nature it will be appropriate for the developer/applicant to make a financial contribution towards improving facilities and the environment for active travel mode users, to contribute towards improving accessibility and facilities for pedestrians and cyclists, and towards achievement of the Mayors Transport Strategy. Further discussion on the appropriate contribution will be necessary.

2.32. Noted and accepted. LBH will confirm what improvements are anticipated as a result of the ATZ findings, following which ACE and the applicant will be able to review any such requests and respond accordingly.

Construction Phase

Should this project progress, a fully detailed CLP will be required, to demonstrate how the development will be built out and how impacts on the public highway and adjacent neighbours will be minimised, mitigated and managed.

2.33. Noted and accepted. This can be secured via condition.

There will be clarity required on a number of aspects of the draft CLP submitted. It is detailing the width of the service road as 5 metres, with a new footway in place,

as commented on earlier in this response and potentially changed by the updated DAS there needs to be clarity over the actual service road carriageway and footway widths.

- 2.34. The service road varies in width along its length, with a 1.5m footway provided along the southern side of the carriageway. Please refer to **ACE Drawing 2206940-010C** for dimensions of the proposed access road.

There will need to be details of access/egress for phases of the work where access and dwelling on site is possible, and for when the structure is erected and visiting construction vehicles will need to dwell within the service road.

- 2.35. It is anticipated that all construction vehicle movements post piling will be undertaken on-street. Further information will be provided within the detailed CLP to be secured via condition.

The proposed hoarding line shows projection into the footway of Broad Lane, thus narrowing the available width for pedestrians. TfL have commented on this aspect and any hoarding line alignment would need to be approved by them as the Highway Authority, with any temporary restrictions in footway/cycleway width either avoided or minimised as far as possible.

- 2.36. Noted. This will be included as part of the detailed CLP which can be secured via condition.

The contractor/developer will also need to participate in the area development sites/highway group given scale of development taking place up at Tottenham Hale sites. There will also need to be a form of construction phase travel plan, which clarifies the numbers of staff/operatives working at the site

- 2.37. As above, this will be included in the detailed CLP.

3. Summary and Conclusions

- 3.1. The purpose of this TAA has been to address outstanding highways and transportation comments raised by LBH in respect of the current planning application at the development site located on land at Broad Lane, Haringey.
- 3.2. Based on the details set out in this report, it is considered that the comments raised by LBH have now been satisfactorily addressed. As such, it is anticipated that LBH should now be able to confirm there are no objections to the application on highways grounds.

Drawings

Appendix A

HGY/2023/0464 - Former Car Wash Land on the East Side of Broad Lane London N15 4DE

Construction of a new office block, including covered bin and cycle stores.

Development proposal

It is proposed to construct 5,700sqm (GIA) / 6,317sqm (GEA) of use Class E space with associated internal refuse and cycle storage areas.

There is in place an extant planning permission for the following;

‘Demolition of the existing car wash, construction of a new office block including, covered bin and cycle store and parking’(HGY/2016/2232). Works commenced on this to technically begin implementation of this development however the site is essentially still vacant.

The consented development is for office space of 1584 sqm, this proposal is for an increase to 5700 sqm. The Planning Statement references the ability to accommodate up to 497 employees at the new building.

Location

This site is located to the eastern side of Broad Lane, which is part of the TLRN network, so a TfL owned/administered road and not a Haringey Road. The service road to the north periphery of the site is privately owned and managed.

It has excellent accessibility to public transport services with a PTAL value of 6A, with 6 bus services accessible within 1 to 6 minutes walk, Seven Sisters station a 9 minute walk away and Tottenham Hale 8 minutes walk away.

The site is within the Seven Sisters CPZ area, which operates Monday to Saturday from 0800 – 1830, however this covers the Haringey owned/administered roads only, and the waiting and loading restrictions on Broad Lane are managed by TfL. The road that the site abuts has it appears private parking management arrangements in place.

Trip generation

The TA details the differences between the consented and proposed office floor areas. An increase of 98 arrivals/14 departures in the morning Peak Hour and similar increase of 12 arrivals and 99 departures is predicted. The cycle mode share is predicted at 4.5%, and mode shares overall are predicated on zero car parking at the site, with very low car trips included. This level of trips is not problematical with respect to public transport and highway network and service capacities. It is expected that the cycle mode share will be larger than this over time.

With respect to delivery and servicing movements, it is detailed 7 arrivals/departures a day are predicted. This instinctively does feel quite low however again the volume of trips should not be problematical in terms of highway network capacity. Arrangements for accommodating/dwell location for service vehicles is considered later in this response.

Access arrangements

This is proposed as a car free development with zero parking on site. Pedestrian access is intended to be made off the footway to the eastern side of Broad Lane, and bin/cycle parking access is at the eastern end of the building accessed off the service road to the north boundary of the site.

The application originally detailed the width of the service road as 5m (as detailed in the feb 23 Delivery and Servicing plan) This led to concerns being raised by both Haringey Transportation and TfL as to the ability of vehicles to pass a dwelling delivery vehicle or refuse collection vehicle parked in the loading bay.

The recent updated DAS now details the service road as being 7.0m wide. It does appear to vary in width along its length so more detail is required here to confirm the actual width of the service road, along the length of it to detail the actual dimensions as there is conflicting information in the application documents. A dimensioned drawing confirming the kerb to kerb width of the service road along the length siding the development site is required to provide clarity. Swept paths should demonstrate the ability of other vehicles including larger service vehicles and emergency services vehicles being able to pass dwelling service vehicles and any dwelling refuse collection vehicle.

There is no footway to the south side of the service road at present. The applicant proposes provision of a 1.5m wide footway. This should be 1.8m to meet Haringey's and TfL's Streetscape standards, enable two wheelchairs to pass, and also to be more appropriate for any longer term changes in the area arising from potential redevelopment or changes of use in the longer term.

Car parking considerations

As commented above the applicant is proposing this development as a car free development, with zero car parking on site. 'Car free' is in principle appropriate given the excellent accessibility to public transport services and location within a CPZ – however, it appears pay parking is available close to the site, which is managed, and located a short distance away within this commercial estate. There are also pay and display bays to the north off Broad Lane.

More clarity is needed from the applicant to detail if this will be available to visitors/employees to the development, and whether any allocation for this development will be made or available. If so, some visitors/employees may choose to use this facility or other pay to park facilities on street, the TA should identify the quantum of these spaces that may be available. And any potential demands.

Given the size of the development (almost 500 people working at the site) there is potential for new demands arising in these pay to park facilities.

Hours of opening of the offices and potential parking demands arising outside of the CPZ operating hours should be considered, as the CPZ's cease operation at 1830 – office occupation post this time may result in additional on street parking demands in local streets.

Overall, with car parking considerations, there is insufficient information within the application to fully assess this aspect. More details answering the queries in this section of the response are needed.

Blue badge parking

No blue badge parking is proposed, London Plan requirements are for 'at least one off or on street bay' – ref; 10.6.23 and table 10.6 in the London Plan. With 497 staff potentially being at the new offices it is highly likely that some staff based there, or people visiting there, could have mobility impairment to the degree a blue badge space or spaces are needed. The applicant needs to provide a realistic commentary on the potential number of disabled employees and visitors and detail arrangements that enable the London Plan requirements to be met.

Secure Scooter parking and charging facility for mobility impaired should also be incorporated into the site to supplement provision of blue badge parking.

As with car parking in general, there is insufficient information to fully assess this aspect and as submitted it falls short of requirements.

Cycle parking considerations

The applicant details London Plan numerical requirements are for 42 long stay and 13 short stay spaces. The TA and subsequent DAS addendum now propose the provision of 43 long stay and 15 short stay spaces, a proportion of these are for larger cycles and for the long stay cycle parking, 13 of the 43 utilise Sheffield Stands. The system for the remaining 30 long stay spaces is not clarified.

When initially reviewed, transportation commented that the ability to provide greater than London Plan minimum standards should be included as given the PTAL and car free nature of the development, and the requirement to facilitate and support the Mayor's transport Strategy and Haringey's Walking and cycling action plan, it is quite feasible that actual demands could exceed London Plan provision so the applicant needs to detail how additional cycle parking can be provided within the development to meet these future demands.

The applicant has now responded to this and in their DAS addendum proposed how cycle parking provision can be increased beyond the 58 spaces proposed, by reconfiguring the

internal layout to convert what is currently proposed as meeting room space to further space available to increase cycle parking. The applicant hasn't detailed what arrangement or number of spaces will be able to be provided by doing this.

Overall, the applicant is able to exceed the London Plan minimum numerical requirements for cycle parking provision, which is of course encouraging, however prior to decision transportation should have sight of full dimensional arrangements for the cycle parking proposed including future additional provision, to ensure that high quality and convenient, attractive cycle parking is able to be delivered. Therefore, we should have provided full details of the proposed cycle parking arrangements, including the systems intended for use and their installation specifications, dimensioned layout drawings showing spacing, access space and headroom, and all will need to meet the requirements of the London Cycle Design Standards as produced by TfL. This will ensure that the highest quality cycle parking is able to be delivered thus enhancing the active travel aspects of this proposal and the contribution it will make towards the Mayor's Transport Strategy and mode share targets for the longer term.

Delivery and servicing arrangements

An on street loading bay is proposed, to be located adjacent to the development on the south side of the service road. It is detailed as being 2.1m wide and 10m long. Whilst not dimensioned the updated DAS details the service road is 7m wide. This should be clarified with a dimensioned drawing, along with swept path plots as commented earlier in this response.

The draft Delivery and Servicing plan references use of a managed arrangement for all delivery and servicing movements, which will be using timed/arranged slots, primarily these will be made by smaller van sized vehicles for post, light goods, courier packages etc, with only occasional deliveries from larger vehicles for bulky items.

The delivery and servicing trip generation details a maximum of one or two trips within the peak hours and seven arrivals and departures per working day.

The delivery and servicing plan proposes implementation of double yellow line waiting and loading restrictions along the length of service road between Broad Lane and the private car park.

Refuse and recycling storage and collection arrangements

The bin stores are located to the eastern end of the building, the DSP shows a refuse vehicle located/dwelling on the service road adjacent to the store for collections. Colleagues in the waste team will need to confirm the acceptability of the proposed storage and collection arrangements for waste and recycling.

Travel plan

A draft Travel Plan has been included within the application, the format and scope of this appear fine, there are no projected mode share targets yet (awaiting occupier surveys). Should this application eventually be granted consent a Travel Plan and associated Travel Plan Monitoring Fee will be required, covered by S106.

Active Travel Zone Assessment

An Active Travel Zone assessment has been carried out for this application, and it considered 4 separate routes to and from the site.

1. Bus stops on Broad Lane
2. Tottenham Hale Retail Therapy
3. Tottenham Hale Underground station and bus station
4. Down Lane Park

Recommendations included in the assessment of the four routes include for the provision of benches for rest, improved footway surface maintenance and the removal of clutter, and the planting of more street trees. All to enhance the walking environment along these routes.

Given the size of this application and its car free, active travel dependent nature it will be appropriate for the developer/applicant to make a financial contribution towards improving facilities and the environment for active travel mode users, to contribute towards improving

accessibility and facilities for pedestrians and cyclists, and towards achievement of the Mayors Transport Strategy. Further discussion on the appropriate contribution will be necessary.

Construction phase

A draft outline CLP has been included within the application. This is largely a generic document however it does have some more specific information included within it. It details there will be an 18 month build out, and includes prediction of the number of construction vehicles that will attend site, varying between 8 and 14 per day and that a 'slot booking' arrangement will be utilised to avoid vehicles waiting unnecessarily on the highway. The contractor will also need to ensure arrivals and departures take place outside of the AM/PM peak periods so likely to be between 0930 and 1530 only.

Obviously should this project progress, a fully detailed CLP will be required, to demonstrate how the development will be built out and how impacts on the public highway and adjacent neighbours will be minimised, mitigated and managed.

There will be clarity required on a number of aspects of the draft CLP submitted. It is detailing the width of the service road as 5 metres, with a new footway in place, as commented on earlier in this response and potentially changed by the updated DAS there needs to be clarity over the actual service road carriageway and footway widths.

It also references the ability to accommodate 2 to 3 construction related vehicles within the site, however does not show the internal site layout that will facilitate this nor any swept path plots for vehicles entering/leaving the site. There will need to be details of access/egress for phases of the work where access and dwelling on site is possible, and for when the structure is erected and visiting construction vehicles will need to dwell within the service road.

The proposed hoarding line shows projection into the footway of Broad Lane, thus narrowing the available width for pedestrians. TfL have commented on this aspect and any hoarding line alignment would need to be approved by them as the Highway Authority, with

any temporary restrictions in footway/cycleway width either avoided or minimised as far as possible.

The contractor/developer will also need to participate in the area development sites/highway group given scale of development taking place up at Tottenham Hale sites. There will also need to be a form of construction phase travel plan, which clarifies the numbers of staff/operatives working at the site

Overall, there needs to be clarification of a number of aspects of the CLP including the service road width, swept path plots for when vehicles are accessing the site, and a fully developed CLP will be required covered by a pre commencement condition. There will also be a CLP management plan fee required to cover the costs of Network Management and Highways Officer time as they oversee this site and co-ordinate with others in the locality, along with the associated utilities works.

Summary

This application is for redevelopment of the former car wash site on Broad Lane to provide 5,700sqm (GIA). There is an extant consent for an office development of 1584 sqm.

Overall, in transportation impact terms, this development is not expected to create any adverse highway capacity or public transport capacity impacts.

It is proposed as car free which in principle is acceptable taking into account the location and PTAL level, however the applicant has not made any proposals for blue badge provision so is not meeting the London Plan requirements. The applicant needs to revisit this aspect to ensure appropriate provision for disabled staff and visitors. This should include consideration of secure scooter parking and charging to supplement blue badge parking.

In addition to this, more clarity is needed with respect to private car parking availability in the locality, and greater detail needed with respect to the proposed cycle parking arrangements to demonstrate the ability to provide convenient, attractive and user friendly cycle parking. Full dimensional details should be provided.

The recent updated DAS has detailed the service road width at 7m, however again more detail is required to clarify the road width along the length of it facing the development site. There are different widths referenced in different application documents still.

Clarification of the width at points along the service road is required to ensure delivery and servicing can take place without impeding other delivery and service and emergency services vehicles. It is also needed for consideration of construction vehicle access and manoeuvres. It is also considered by both TfL and Haringey that the proposed footway inset into the development site is too narrow and should be 1.8m wide.

The pre commencement CLP will also require clarification of points as raised in this response.

Given the above Transportation require clarifications and further information on the above points before a final view on this application can be reached.

Should satisfactory arrangements however be reached with respect to the points referenced above, and consent is granted, there will be a number of S106 contributions and conditions that will be appropriate. These include the following;

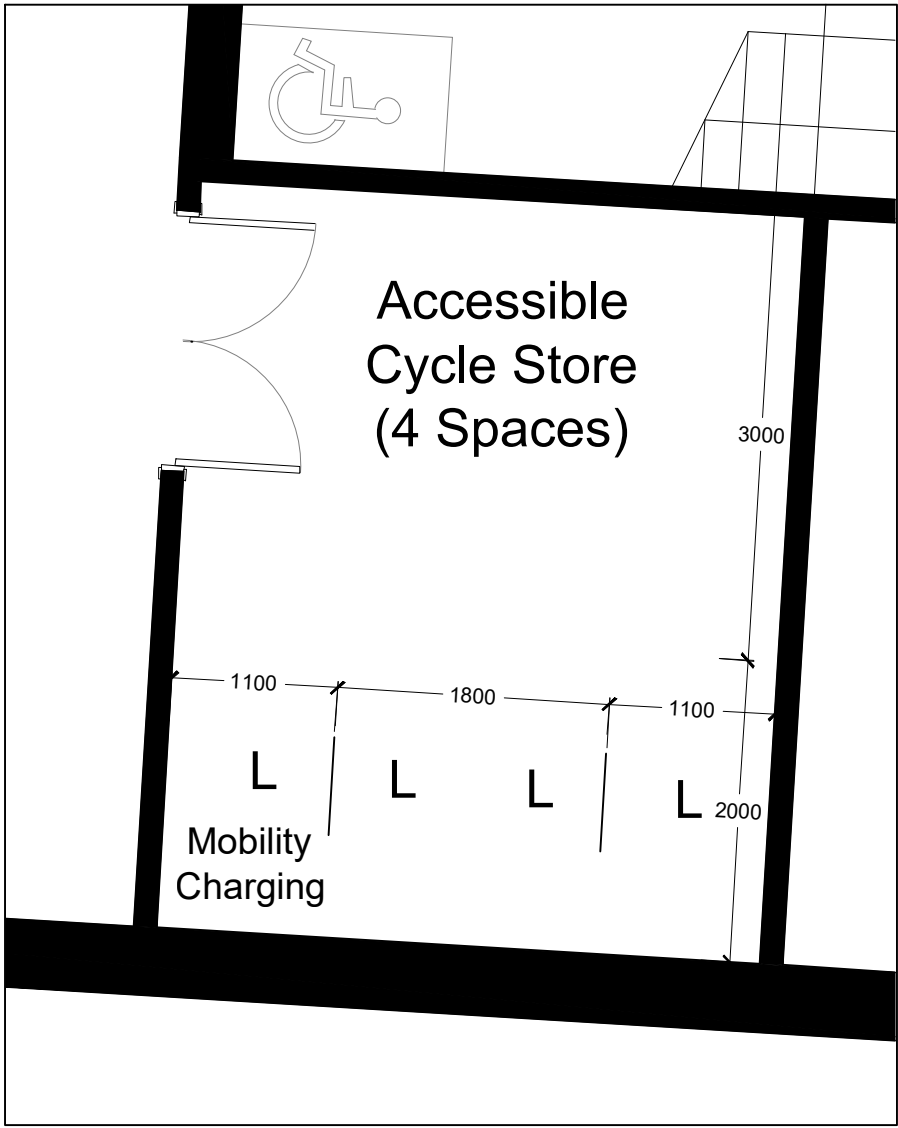
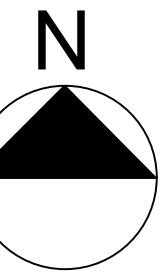
- Given the size of the development, it is considered that there should be a financial/S106 contribution towards improving accessibility to and the environment for active travel mode users. This can be discussed and determined.
- The site will need to be formalised as 'permit free' to ensure no business permits are issues.
- A Travel Plan and appropriate monitoring fee of £1500/year for the 5 years of the Travel Plan

- A Construction Logistics Plan Monitoring Fee (amount to be confirmed within the s106) to cover officer time associated with oversight and management of the Highway Network and liaison with other development sites in the locality by Haringey's Network Management Officers
- A pre commencement condition for cycle parking details if not provided and reviewed prior to any future grant of consent
- A delivery and servicing Plan
- A construction logistics plan

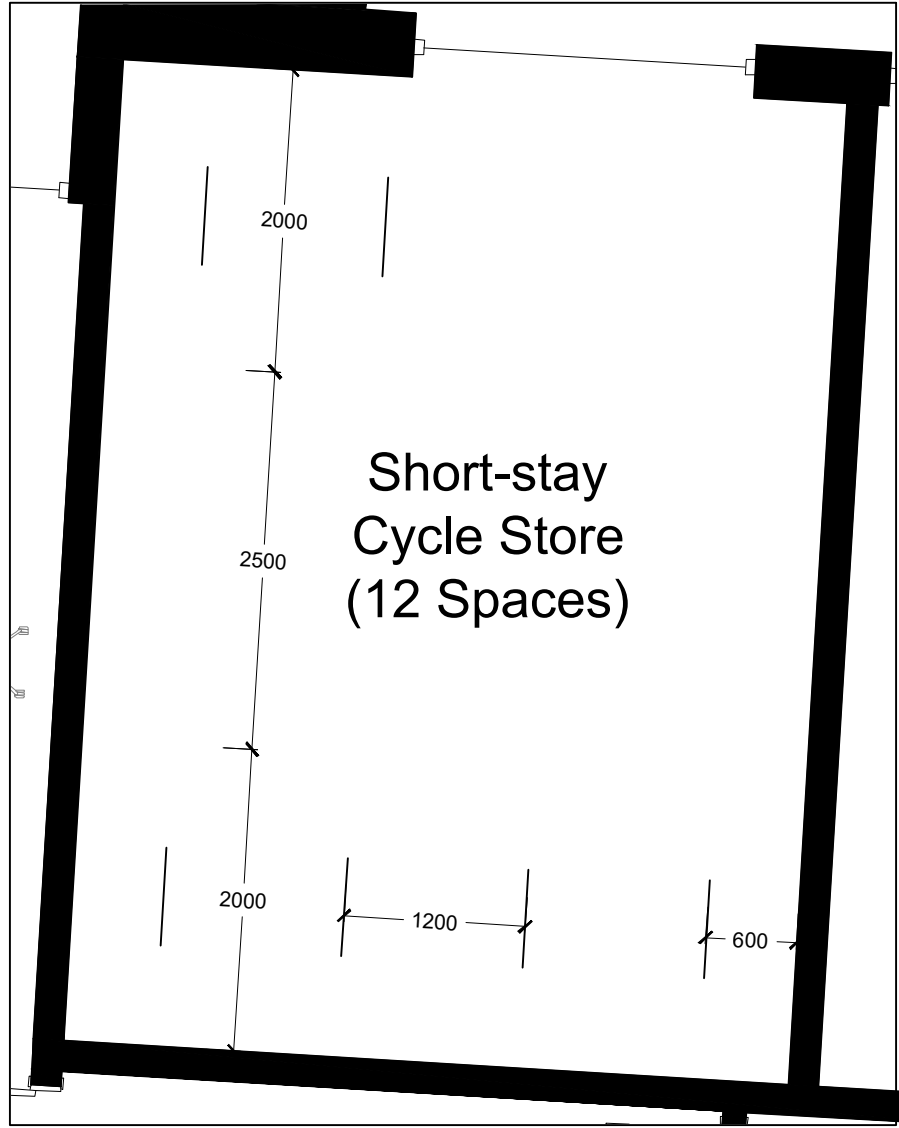
Appendix B



Appendix C



Accessible Cycles Store



Short-stay Cycle Store



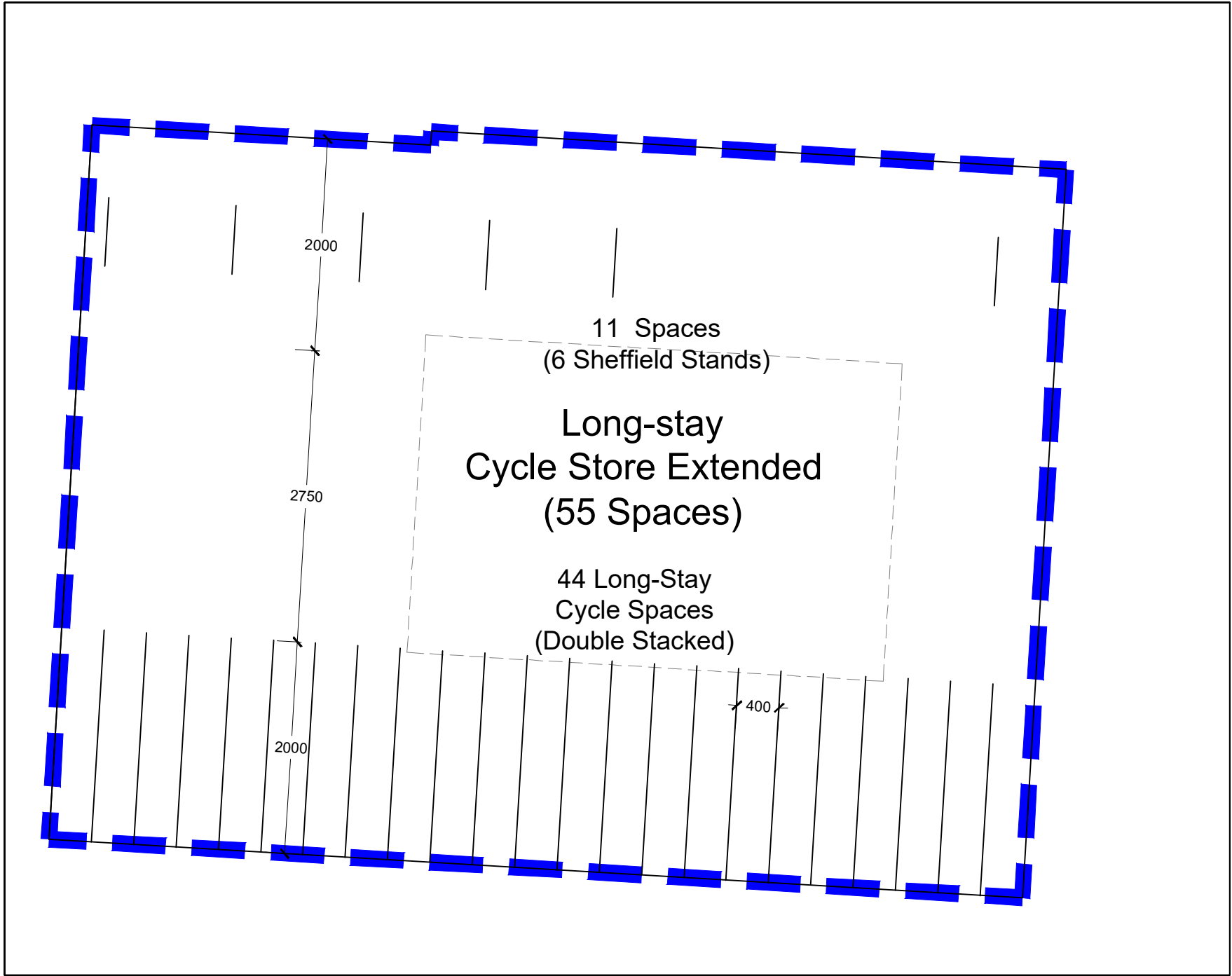
Long-stay cycle store



Josta 2-Tier Rack



Sheffield Stand



Long-stay cycle store (Extended - Additional 21 spaces)



Appendix D



Level:
543
Height



25 26 27 28 29

30 31 32 33 34 35 36 37 38 39 40 41 42

43 44 45 46 47

48 49 50 51 52

53 54 55 56 57

UNIT 1/2
UNIT 3
UNIT 4
UNIT 5
Allocated

site boundary

6 7 8 9 10 11 12

13 14 15 16 17 18 19

20 21 22 23 24

25 26 27

EXISTING

58

59 60 61 62 63

64 65 66 67 68

6 ROAD LANE

site boundary



SITE LAYOUT