

Transportation Planning Comments

HGY/2023/2584, 13 Bedford Road, Wood Green, London, N22 7AU

Date: 31/01/2025

Proposal: Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level

Description

An application has been received seeking planning permission to demolish the existing building and erect a five-storey building with two commercial units (Use Class E) on the ground floor and 12 residential units (Use Class C3). Provision will be made for cycle parking, refuse, recycling and storage.

The development currently has two vehicle crossovers and some parking that as part of this proposal will not be retained. The site is currently used as a MOT test centre and garage, it further appears that other services such as car cleaning has been added to the sites services by the current occupiers adding to the overall trips generated by it. The existing commercial use has an existing floorspace of 400 sqm. The commercial floor space will be provided over two units located on the ground floor. Provision would be made for 23 long-stay and 2 short-stay cycle spaces for the residential units. The commercial units would have access to 1 long-stay and 1 short-stay cycle space. No provision would be made for on-site disabled bays, as the entirety of the land is being built on for this development.

The proposal site has a PTAL rating of 5 indicating that its access to public transport is excellent 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 site is located within the Alexandra Palace CPZ which restricts parking to permit holders Monday to Friday 12:00 – 14:00. Though, nearby to the site there are residential streets which do not have any on-street parking controls.

The proposal site fronts onto Bedford Road, which is an adopted road and has a speed limit of 20mph and the carriageway has a width of around 10m without parking bays and this decreases to 6m with on-street parking bays. The development is located near to Wood Green Town Centre providing future residents with convenient access to shops, services, and transport links. The nearest station to the site is Alexandra Palace National Rail Station which is located opposite to the site. Wood Green Underground Station is only around a 13min walk and a 6min bike ride. Residents will be well connected to local bus services as the site is served by the W3 which is a high frequency bus route which goes west to east in the borough. Additionally, bus stops are on both side of the road in close proximity to the site.

Unit mix

Proposed: 3 x 1 bedroom, 6 x 2 bedroom and 3 x 3 bedroom dwellings.

Commercial floorspace: Proposed: 251 sqm.

Trip generation

Trip information has been forecasted using sites from the TRICS database, these sites have not been given within the Transport Statement therefore LBH Transport Planning are unable to verify their suitability for assessing trip generation for this proposal. Furthermore, for the residential use person trips have only been provided instead of the modal split for transport modes, which gives an insight

into the everyday usage transport generation from the development. Trip information for the commercial existing usage has been given, it indicates the current site generates 76 two-way a day and 10 two movements an hour. Overall, this will be eliminated given that the site has come forward as a car free development consequently improving highway safety and the need for manoeuvres in/out of the site.

No trip information has been given for the proposed commercial usage as it is felt this would be insignificant given the overall floorspace. However, trip information needs to be fully provided for all uses given that a full assessment needs to be undertaken for the development proposal as a whole. The residential element is only predicted to generate 89 trip over the course of a day, as no person trip generation has been provided for the current site is unknown whether this is an increase or decrease in the overall trips that will be generated by the new development. Overall, LBH Transport Planning finds the analysis to be underwhelming given it does not offer a fully comprehensive picture of overall trip generation.

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 T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 3 x 1 bedroom, 6 x 2 bedroom and 3 x 3 bedroom dwellings with a PTAL rating of 5. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has an excellent PTAL. Given the PTAL of the site and its proximity to public transport links the development will be designated as car free/car capped to be in accordance with Haringey's Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking, where:

- There are alternative and accessible means of transport available.
- Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index.
- A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development.
- Parking is provided for wheelchair accessible units.

The published London Plan 2021 T6.1 Residential Parking states 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. However, the developer has stated that they will not be providing any disabled bay parking as part the development as it will not have an accessible unit and additionally because there are already 3 pre-existing bays on-street. Consequently, all new developments that are providing ten or more units should be providing a disabled from the onset and not relying upon existing infrastructure. Therefore, this development is not in accordance with the London Plan 2021 Policy T6.1 Residential Parking and DM32 5.8 which states that *'Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development'*.

As part of our ongoing effort to ensure that this policy can be complied with and applied effectively throughout the borough LBH Transport Planning will require the developer/applicant to enter into a

s278 agreement secured via way of an obligation to provide a disabled bay on-street outside of the development on Bedford Road where there are currently single double yellow lines.

The site would include workspace/commercial floorspace with an area of 231 sqm, though the number of potential employees is not known. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that *'all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided'*. Consequently, given the relatively small size of both the commercial units and its possible uses it is felt in this instance that they would not generate enough demand to justify the provision of a dedicated disabled bay. It should be noted that any member of the public with a blue badge can make use of the 3 general disabled bays already located on Bedford Road.

Future parking demands

An initial parking stress survey was conducted in July of 2023, which utilised the Lambeth Methodology covering an area of 200m, and utilised 6m vehicle lengths. Consequently, given the installation of a commercial unit a 500m area would have been keeping with guidance. Surveys were conducted over two nights and a survey during the day over a 12-hour period from 07:00-19:00. The survey conducted during the day demonstrated parking stress to be between 55% to 67%, with the higher levels recorded being within the AM peak. The night surveys demonstrated parking levels to be around 72% for each day. In all, the above levels show that there is sufficient on-street capacity to accommodate an increase from the development even though resident will be unable to gain a parking permit. An assessment was undertaken to understand the effects of the development to on-street demand, with the proposal being implemented parking would only rise to 78%. It should be noted by LBH Transport Planning that the area of the surveys does not cover streets which are a short walk from the site and are not presently covered by a CPZ or have any sort of parking restrictions.

The published London Plan 2021 Policy T2 Healthy Streets states that *'development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving'*, and DM32 which states that development will have limited or no on-site parking where *'a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development'*. To be in accordance with these policies LBH Transport Planning will therefore be seeking a contribution towards parking management measures to ensure that those areas outside of the control parking zone do not suffer from any displacement in parking demand generated by the proposal.

Cycle parking

The sites total proposed cycle parking for both elements of the site were assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments *'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'*. The residential use proposes to make provision for 23 long-stay and 2 short-stay, the commercial 1 long-stay and 1 short-stay. All these numbers are in accordance with policy.

The location and some details on the design of the cycle parking has been given. The residential long stay would be located within one large bike store that will solely utilise two-tier racks. From submitted information it would appear that the aisle width of the two-tier stacker has a length of 1550mm which is not in accordance with the LCDS which has a minimum aisle width of 2500mm to allow for a bike to be turned around fully, although this should be ideally increased to 3500mm where racks are being provided on either side. The proposal does not make use of enlarge cycle parking spaces for either adopted bikes or larger cycles, at least 5% of all spaces should be allowed to accommodate them. the

commercial long-stay parking will use semi-vertical bike design, again these may not be fully accessible to everyone as the bike will need to be fully lifted by the user to put into place.

Furthermore, there is issue with the short-stay being provided within the long-stay parking for both commercial and residential stores. Separations should be given to both types of cycle parking as to prevent visitors or members from having access to all the bikes. The short-stay cycle must be provided outside of the building but within the curtilage of the site as by definition the long-stay must be secure, and visitors should not be able to gain entry to the bike stores. These spaces would need to be provided via two Sheffield stands.

Details relating to the bike store will be secured by a pre-commencement planning condition requiring the applicant to submit details and plans of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on-site.

Highways works.

Some highway works have been proposed as part this proposal, that include the possibility of extending the residential bays to include a disabled bay to be provided as part of this site. As the sites use is being changed both the access will become redundant meaning the footway will need to be reinstated at both locations. Furthermore, the footway around the entire site will need improving given the increase in active travel from the site and its current deterioration. In a growing effort to increase the usage of sustainable travel within the borough the council will seek to provide a cycle hanger and an EV charging bay. LBH Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant.

Car clubs

There are no nearby car clubs in the vicinity of the development location. Given the scale of this proposal which is for 12 residential dwellings and two commercial units. To ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car usage the developer will be required to work with a car club operator to provide a new car club bay on-street within the vicinity of the development which residents can make use of. Additionally, this will assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZ is not in operation as demonstrated by the parking survey there is not sufficient on-street capacity to absorb any demand. The applicant will also be required to provide 2 years of car club membership for each residential unit, along with £100 driving credit for each resident this will be secured via S.106 obligation. Full details on the car club provision must be submitted to the local authority for approval at least 6 months before the development is occupied as part of the travel plan.

Access

Given the size of this proposal an Active Travel Zone (ATZ) is not needed to fully assess the main walking routes to/from the site to key local destinations for residents. All pedestrian accesses into the building will be from the footway including for the commercial units. It should be noted from the proposed floor plans that the doors for the bin stores open onto the footway rather than inwards. This is not acceptable as it as doors opening onto the footway can cause accidents with pedestrians passing by. Therefore, LBH Transport Planning will require that all doors are redesigned to open inwards.

Service and delivery.

The submission does not include a draft service and delivery plan as part of the application. Although, some information has been received on where deliveries are expected to take place and some delivery trip generation. Delivery vehicles are proposed to use the on-street kerbside whilst making deliveries to the site, they will need to utilise the existing double yellow lines that only allow for loading/unloading to take place for a limited amount of time. No information has been proposed where refuse vehicles would wait whilst making collections from the refuse stores. Though, a 10.2m refuse vehicle should be able to effectively use similar practices as deliveries vehicles for short periods of times whilst the council operatives retrieve bins from the stores. With regards to trip generation the sites are predicted to generate 12 two-way trips for both the commercial and residential elements of the proposal. In terms of impact to the road network this is not considered to be significant and should not have any significant impact on the highways network.

Any issues can be addressed via the submission of a service and delivery plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network.

Travel Plan

A draft Travel Plan has been received that covers both commercial and residential elements of the site. Method of travel to work from the census has been used to determine the mode split, although it is unknown what year this data has been derived from given that there are clear variances with the 2011 and 2021 censuses. There is an aspiration to increase the uses of active travel by 10% by year 5, though it has not been stated how this will be practically done given the high increase mentioned. Overall, LBH Transport Planning finds the currently drafted travel plan to be lacking in effective detail for measures and coverage of the proposal's entire uses. Therefore, a Travel Plan Monitoring Fee per year for the first 5 years will be sought separately for the commercial and residential uses of the site. Additionally separate travel plans will need to be submitted for each use. The above will be secured and covered as part of a S.106 obligation.

Construction and logistics

A draft Construction Logistics Plan has been developed and submitted as part of the application. It sets out some of the basic principles of how the development will be built including: programme of works, vehicle routing/access, trip generation, monitoring, and existing site conditions, and demolition works. However, no significant detail is provided within these sections. Some information has been presented on the vehicle types to be used during the works, the largest vehicles is anticipated to be a 7.5t rigid lorry and the smallest vehicle such as smaller transit vans. The routing information that has been presented demonstrates vehicles either travelling from either Buckingham Road or via Palace Gates Road through from Alexandra Park Road. Vehicles associated with construction activities for this site should not be routed via Palace Gates Road or from Alexandra Park Road given that they are residential street with a narrow carriageway which already see high levels of traffic during the peaks. Alternative routing will have to be agreed as part of the revised CLP which must be secured via a S.106 obligation.

A staff construction travel plan will need to be created, effective monitoring is needed to ensure that no worker is travelling by car to the site and parking locally given. Any parking restrictions or closure of the footways/suspensions of parking bays if required will need licenses that the developer/applicant will need to apply from the council and will need agreement on how these will be undertaken by the developer. Finally, before construction can begin a general highway survey will need to be carried at to ascertain the condition of the footway and highway and to determine if vehicle accesses will need to

be reinforced. Another survey after works has been completed will need to be conducted to determine if the condition of the highway has deteriorated during construction.

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 Haringey Council's Network Management and Transport Planning teams. The outcomes of these conversations will need to inform the finished CLP.

A CLP should include the following:

- High provision of cycle parking for workers for all phases of construction to promote uptake of cycling to/from the site.
- Given the site's excellent connectivity to public transport which is demonstrated through its close proximity to public transport, and local parking restrictions no on-site car parking should be provided for workers.
- The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need 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 because of school drop-off/pick-up times and peak road congestion.
- Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the site's location.

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 CLP guidance when compiling the document, 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 site's construction activities.

Recommendation

There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 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 distance 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 23 long-stay and 2 short-stay cycle parking spaces for residents and commercial 1 long-stay and 1 short-stay spaces for the commercial unit 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, and London Cycle Design Standards (LCDS).

3. Car Parking Management Plan

The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-street disabled parking bay.

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, 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 highways condition 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 2 years.

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

4. Commercial Travel Plan

A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included 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 £3,000 (three 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.

5. 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 to maximise the use of sustainable modes of 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 applicant is 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.

6. Parking management contribution.

We will require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Bedford Road and the surrounding roads for the implementation of parking and loading measures and potential changes to the CPZ operational hours.

Reason: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.

7.Highway Improvements

The applicant will be required to enter into agreement with the Highway Authority under Section:

38 and 278 of the Highways Act, 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 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:

- 1) The provision of a new wheelchair accessible car parking space with a separate electric vehicle charging facility, type of EV charge to be agreed by the highway authority, and a cycle hanger.
- 1) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development,
- 2) Reinstatement of footways where the current vehicle crossovers are located, as they will become redundant as result of the development.

The scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority. The applicant will be required to submit detailed drawings and a Stage 1, and 2 road safety audit of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.

Reason: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway works to facilitate future access to the development site.