

HGY/2022/4319 - Edmansons Close, Bruce Grove, London, N17 6XD

Full planning application for the demolition of existing laundry building and 1970s infill building; alterations and extensions to 44 existing almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed units; alterations to existing Gatehouse to provide 1 x 2 bed unit; construction of 1 x new build 3 bed almshouse to replace 1970s infill building; construction of a new apartment building comprising 7 x studio units and 9 x 1 bed units; construction of 4 x new build 2 bed units within two new pavilions (2 units in each pavilion, 4 units in total); with landscaping; improvements to access; car parking; and ancillary development thereto.

Development proposal

This application is for redevelopment of the charity owned dwellings within Edmansons Close in Tottenham. The intention is to bring the private housing provision at the site up to current standards given many of the existing units are both dated and too small.

At present the site includes 61 residential units, including 48 studio flats, plus 1 No. 1 bed and 12 x 2 bed units, all of which are owned and maintained by The Draper's Almshouse Charity. Existing facilities for residents include a Community Hall for social activities within the old Chapel and a laundry building.

The redevelopment proposals include the following;

- Demolition of existing laundry building and 1970s infill building
- Alterations and extensions to 44 existing almshouses to create 8 No. 1 bed, 12 No. 2 bed and 6 No. 3 bed units
- Alterations to the existing Gatehouse to provide a 2 bed unit
- Construction of a new build 3 bedroom almshouse to replace the 1970s infill building
- Construction of a new apartment building comprising 7 No. studio units and 9 No. 1 bed units
- Construction of 4 No. new build 2 bedroom units within two new pavilions (2 units in each pavilion, 4 units in total)

- Improvements to access arrangements and provision of five disabled car parking spaces.

In total 52 residential units will be provided, a decrease of 9 compared to present. It is understood that the units are currently empty, with the last occupiers leaving in the last year or so.

Location and access

The site is accessed directly from Edmansons Close, which is a private road connecting to Bruce Grove. The site is located to the eastern side of Bruce Grove, south of Lordship Lane, and to the immediate west of the Magistrates Court.

It has a PTAL value of 4/5 varying across the site, which is considered 'good' to 'very good' access to public transport services. 10 different Bus services are accessible within 2 to 8 minutes' walk of the site, plus Bruce Grove railway station is an 8 minute walk away too. Bruce Grove is on Transport for London's Road Network (TLRN) who are the Highway Authority rather than Haringey.

The site is located within the Bruce Grove North CPZ, which has operating hours of 0800 – 1830 Monday to Saturday, plus extended hours on Match and event days.

Transportation considerations

This is a smaller development than existing in terms of unit numbers, however there are other changes in transportation characteristics to consider. There will be a proportion of family sized homes which are not provided at present.

Trip generation

As covered in the development description, there will be overall a reduction in total unit numbers, however 7 three bedroom/family sized units will be provided, that may have higher trip generation capabilities compared to one or two bedroom units. In any instance overall the development is smaller than the existing site set up.

The Trip Generation derivation included within the TA predicts total and vehicle trips for both existing and proposed configurations of the site. Given there will be an overall reduction the total numbers of person trips are predicted to reduce from 359 to 302 daily, and given there are only 5 accessible parking bays provided total vehicle trips will be minimal and not of any consequence in transport network and highway capacity terms.

Access

At present Edmansons Close operates a one way regime from north to south connecting to Bruce Grove at both ends. The existing road varies between 3.3 and 4.6m wide. This proposal retains that regime/arrangement but is including widening of the carriageway in places to facilitate easier access for refuse collection and other larger delivery and service vehicles.

At present larger vehicles end up passing over the lawns in places. Swept path plots have been provided for a fire tender, refuse collection vehicle, and both 6m and 8.1m long delivery vans. These swept path plots appear fine. However, there doesn't seem to be anywhere in the application any clear details on the locations where the existing road alignment is to be changed/widened nor what the widths will change to. This should be clarified and details provided.

Pedestrian access will remain as existing.

Car parking considerations

There are approximately 40 informal spaces at present along Edmansons Close. Given the demographic of some of the previous occupiers, very little car parking has historically taken place, which was predominantly from visitors to previous occupiers. The parking stress survey discussed below recorded only 6 cars parked overnight per evening, so existing demands are minor. Subsequent to the parking stress surveys it is understood that the existing units at the site have been vacated.

The parking stress surveys were carried out during 2020, which could have been during the COVID lockdown. Although these comments are being drafted in 2025, the application was submitted in 2022, and it is generally considered that for the purposes of assessing this development proposal, they are sufficient as many occupiers were staying at home during the lockdowns.

The parking stress survey found survey area wide parking stress at 54% on one night and 55% on the other, which meant there were 226 free spaces out of 497 within the 200m walk survey area. It is noted also that only 6 cars were parked within Edmansons Close both nights, with 29 spaces unused.

The developer is proposing a considerable reduction in car parking, reducing to 5 No. blue badge spaces in total. This is appropriate in part when considering the London Plan which details for sites of PTAL 5, car free should be the default (except for accessible units). For PTAL 4, up to 0.5 – 0.75 spaces per dwelling is detailed. This site has values of both 4 and 5 across it and is quite close to shops and local services and public transport services so overall, taking this into account plus existing parking levels, the parking provision is considered appropriate. The site is located within the Bruce Grove North CPZ, which has comprehensive operating hours.

The development will need to be formalised as permit free/car free as per policy DM32, so the applicant will need to enter into a S106 or similar agreement to formalise this, and meet the Council's administrative costs.

Car club provision

Transportation consider it appropriate that a car club facility is provided for occupiers of this redevelopment. It is not fully clear what the demographic of occupiers will be, given these are private units rather than housing association. The car parking levels proposed are appropriate but additional demands could arise from some households so a car club could mitigate future parking demands within the wider area.

This can be covered by the S106, and the applicant should obtain written recommendations from an appropriate car club provider for this development and implement them. It is expected this will include memberships for three years plus a driving credit for each unit, and potentially provision of a car/space within the locality of the site.

Cycle parking

For the residential provision proposed, to meet the numerical requirements of the London Plan, 81 residential cycle parking spaces and 3 visitor spaces should be provided. It is noted the applicant's proposals are for 2 visitor spaces, however London Plan standards do detail 2 visitor spaces for up to 40 units, the one space per 40 units after this so 3 are required.

There doesn't appear to be any clear details provided for all of the proposed cycle parking arrangements. The updated Transport Statement (appendix D) is for car and cycle parking but only shows a single cycle store containing 18 spaces towards the southern end of the development. The TA references the houses will have secure weatherproof storage in back gardens, and the flats secure cycle stores within buildings.

Transportation do require fully dimensioned layout and installation details for the long and short stay cycle parking, to demonstrate adherence with the London Cycle Design Standards. This information is required prior to commencement of any physical works at the site and a pre commencement condition is included.

Delivery and servicing arrangements

Delivery and service vehicles and refuse/recycling collection vehicles will progress along Edmansons Close, and a swept path plot for a collection vehicle is included within appendix E of the TA.

The TA references location of bin stores within 25m of the collection point, and it is noted that Haringey's waste and recycling team have commented on the proposals and are supportive of the proposed arrangements.

Travel Plan

The TA includes description of a Framework Travel Plan for this development, and the proposed scope/content of it. TfL's Travel Planning guidance details for residential development of between 50 and 80 units, a Travel Plan Statement is appropriate rather than a Framework Travel Plan.

Construction arrangements and logistics plan

The applicant has included a draft of a Construction Logistics Plan. This is quite informative, and a number of aspects of the proposed arrangements are noted;

- 2 year build out/programme
- 1 way access arrangements into the hoarded site, to replicate the one way arrangement in place at present (North to South)
- Slot booking will be used for all construction related arrivals, and an outline estimate is for 15 to 20 HGV's a day. This will need to be refined for the different phases of work and presented in an updated CLP prior to commencement of construction.
- Largest vehicles to visit will be 10m tippers, 8.4m readymix lorries and 8m 7.5 tonne box and flatbed lorries.
- Wheelwash arrangements will be utilised at the vehicle exit back onto Bruce Grove
- All arrivals and departures will be restricted to between 0930 and 1530.

Overall, this document is useful, however will require some updating/refinement with respect to construction vehicle numbers dependent on the programme activities and also it needs to be clarified if the existing buildings are all to be decanted completely or not.

Summary

This proposal is for redevelopment of the existing Edmansons Close almshouses site, to provide up to date accommodation to modern standards.

There will be a reduction in the total number of units from 61 to 52.

From the transportation perspective, the travel demands will be very similar to (and slightly less) the existing units at the site.

There will be a considerable reduction in car parking, with only 5 blue badge pays provided in total. This does suit current London Plan policies and reflects that existing parking demands are very low, as recorded with the Parking Stress Survey provided in the application. The whole development will be suitable for formal designation as car free/permit free to accord with Policy DM32, and it is appropriate for a car club facility to be provided.

Cycle parking will be required to meet London Plan and London cycle design standards, clarity is needed in relation to the proposed arrangements for which a condition is included.

A worked up Construction Logistics Plan will also be required given the site's access/location off the TRLN.

Subject to the following S106 obligations and conditions, Transportation do not object to this application.

S106

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 be in accordance with the published London Plan Policy T6.1 Residential Parking, and 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

Travel Plan

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been 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 public 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.

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

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 £10,000 (ten thousand pounds) to cover officer time required to administer and oversee the temporary 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.
- f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard.

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

Conditions

Cycle Parking

The applicant will be required to submit to the Highway Authority plans showing 81 accessible; sheltered, and secure cycle parking for long-stay residential cycle spaces,

with 3 residential long-stay spaces located in a more accessible location for approval before development commences on site.

REASON to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

Reason: To ensure that cycle parking is provided in line with the London Plan 2021 and the London Cycle Design Standard (LCDS).