

s73 to change relevant conditions to allow co-living as well as student accommodation

This application seeks to revise the previously consented arrangements as covered by application 2013/0155 which was to establish a 64 room student accommodation facility at the site. The applicant intends to retain the building as consented but allow occupancy on a co-living basis as well as student accommodation.

Location and access

The site is located to the northern side of Chesnut Road, at the corner of Chesnut Road and Rycroft Way. It is immediately adjacent to (the eastern side of) Tottenham Police Station.

It has a PTAL value of 6A, considered 'excellent' access to public transport services, within walking distance of the Tottenham High Road bus corridor, Bruce Grove Rail station and Tottenham Hale underground station. It is also very close to several local and strategic cycle routes including CS1 and LCN+ Link 79. Chesnut Road is a direct walking and cycling route connecting Tottenham Hale and Tottenham High Road.

There are two CPZ's in place in the locality of the site, with The Hale CPZ in place on the eastern side of the High Road, and the Bruce Grove CPZ in place on the western side. Both have restrictions in place 0800 – 1830, with the Bruce Grove CPZ operating Monday to Saturday and the Hale CPZ Monday to Friday. Additional restrictions come into play on match and event days/evenings at the Tottenham Hotspur Stadium.

Although the site is located in an area of extensive CPZ coverage the formal parking along Chesnut Road is managed and controlled by TfL as under Red Route/TLRN designation.

There is a Haringey Council car park on the north side of Chesnut Road (Stoneleigh Road car park A) which has 50 spaces.

Proposal and initial transportation considerations

It is proposed to retain the building exactly as with the earlier consented arrangements, to include 64 rooms along with the waste and other arrangements in the ground and basement floor levels. 66 cycle parking spaces are proposed for the basement. Specific comments on cycle parking follow on later in this response.

Considering transportation impacts, the site is in an area with a High Public Transport accessibility level and is located within walking distance of the Tottenham High Road bus corridor, Bruce Grove Rail station and Tottenham Hale underground station. There is also the presence of several local and strategic cycle routes including CS1 and LCN+ Link 79.

It is considered appropriate for the development to include a residential travel plan, to ensure that good active travel options are both promoted and adhered to, to increase active travel mode shares and make the development more sustainable in transportation terms. A £2000 monitoring fee will be appropriate.

Parking considerations

As with the original application, 3 off street blue badge bays are proposed, accessed via crossovers, with two accessing Chesnut Road and the third accessing Rycroft.

Given the demographic and number of occupiers (64) it is considered that three spaces may well be more than is necessarily needed, and it is suggested that this is reduced to 2.

Revised layout drawings can be provided, covered by condition to provide details for review and approval. Any changes to the highway will require the applicant to enter into the appropriate Highways Act Agreement and meet the Council's costs.

As described earlier the site is not currently directly located in a controlled parking zone, however our recent discussions with the parking management team suggests that there are parking issues on Chesnut Road which need to be addressed in the form of a Controlled Parking Zone.

When considering the proposal to change relevant conditions to allow co-living as well as student accommodation, this is not likely to increase the number of trips, however considering the nature of the use will be changing from student accommodation to co-living which will have more persons which are not student.

The nature of the trips to the site will change and may result in more trips by car, although this application is for both Student accommodation and Co-living there is no limit on the proportion of the accommodation that can be used for Co-living and no assessment has been submitted to determine the likely impact of the change in use on the mode split and any resulting parking accumulation.

We have however considered that given the site is located in an area with a high public transport accessibility level, and changes to the current CPZ are planned for the future, this development proposal can be dedicated as a car free development in line with Policy DM32.

The applicant will therefore need to enter into the appropriate planning agreement and meet the Council's costs for this (£4000).

Cycle parking

It is proposed to provide 66 cycle parking spaces in total, located in the basement. It is noted that there is a ramp feature adjacent to the stairs used to access the basement, that cycles can be wheeled down.

Since the earlier application, the London Plan has been updated, and for the forthcoming/draft London Plan, provision of 1 space per room/unit would be appropriate.

Therefore 66 spaces would meet current standards.

The proposed arrangements should meet with the requirements of TfL's London Cycle Design Standards, in particular chapter 8 which is for cycle parking, the applicant will need to provide full details including dimensioned layout drawings and the manufacturer's specification for installation. If granted consent this can be covered by condition.

In addition to this there should also be visitor cycle parking, the London Plan requirements are for 3 spaces. Details should be provided for the proposed location of these, and again this can be covered by a pre commencement cycle parking condition.

Delivery and servicing arrangements

It is noted that there is reference to a concierge for the development, this person can accept multiple deliveries for the development in single visits and distribute to occupiers accordingly.

There are a number of short stay Red Route Parking bays along Chesnut Road, and there is also the Stoneleigh Road car park so should be no shortage of spaces for visiting delivery and servicing vehicles to park and dwell.

Summary

This application seeks to change the consented arrangements for the student accommodation development at 2 Chesnut Road, to permit part of whole occupancy as a co-living type establishment. The applicant is not seeking any physical changes to the proposals for the new building.

From the transportation perspective, there may be changes to the trip patterns and modes used with the co-living occupiers, however without clear proportions it is difficult to be clear on this. The Parking Team has made Transportation aware of parking issues in the locality of the site so it will be appropriate for the site to be designated as a car capped site to prevent occupiers obtaining CPZ permits. This is covered in the S106.

In addition to this it will also be appropriate for the development to include a residential travel plan, again this can be covered by the S106.

Finally, details of the proposed arrangements for long stay and short stay cycle parking will be required, this can be covered by condition.

Consequently, the transportation planning and highways authority would not object to this application subject to the following conditions and S.106 obligations.

Conditions

1. Cycle parking details – to be submitted for approval prior to commencement
2. Car parking details – revision to provision and full details of proposed arrangements to be submitted for approval prior to commencement

S106 Obligations

1. Car-capped Development

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. Residential Travel Plan

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of 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 like available bus/rail/tube services, map and time-tables, to every new resident.
- c) Establish or operate a car club scheme, which includes the provision of 2 (two years)' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years.
- d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
- e) the travel plan must include specific measures to achieve the 6% cycle mode share by the 3rd year.
- f) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for a period of 3 years for monitoring of the travel plan initiatives

3. S278 Agreement or similar

To cover changes to the public Highway to create crossovers to access the blue badge parking for the development.