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Re: Construction of 6 dwellings, community wildlife garden, and demolition of existing structures, Rear of 132 Station Road, N22 7SX, HGY/2020/1841.

With reference to the Transport Officer's comments to this application, I make the following points:

1. The TO's comments relate to the traffic flows to be anticipated during the construction phase of the application. The comments do not address access concerned with deliveries, parcels, and the normal flow of delivery vehicles associated with modern life.
2. The Pre-Application Advice Note of 15 August raises precisely this issue: the numbers and types of service movements expected and the likely dwell times to be detailed, and requests a Delivery Plan to be part of the Transport Statement to address this.
3. The Applicant's Transport Statement notes the 2018 Appeal Inspector's report on the similar 2017 proposal for this site: The Inspector indicated that there was no reason to suppose that home deliveries could not be accommodated within that proposal's access arrangements.
4. The 2017 proposal however, was not car free: parking spaces were provided on site that could reasonably be expected to provide a turning circle for delivery vehicles, so that they would not be required to reverse down the access track and into Station Road, a busy thoroughfare.
5. Such is not the case in this current proposal. There is no possibility of a delivery vehicle having once entered the site, being able to turn round and exit forward facing. The current scheme is also twice the size of the 2017 proposal, comprising 6 rather than 3 dwellings, and thus twice the flow of deliveries. Delivery vehicles and servicing of a group of houses, especially in totally car free developments that serve larger dwellings, can be considerable.
6. Station Road carries heavy traffic and serves two bus-routes. The road has resident parking bays along it and cycle lanes all along on both sides and across

the entrance track. There would be no possibility of any size of vehicle turning within the site after construction of the proposal, so vehicles accessing the development would drive in and reverse out into the traffic. The volume of traffic and the configuration of the roadway would preclude, without the attendance of someone empowered to control the traffic, the possibility of reversing into the site. To compound matters there is a high solid fence (approx. 8 feet) enclosing the adjacent Electricity Board transformer land, blocking the driver's view of the footpath, cycle lane and oncoming traffic. This would not be safe

7. The likelihood is that traffic movements associated with the site when inhabited and in use would be dangerous.

I trust that you will take these comments into account.

Yours sincerely

Simon Fedida