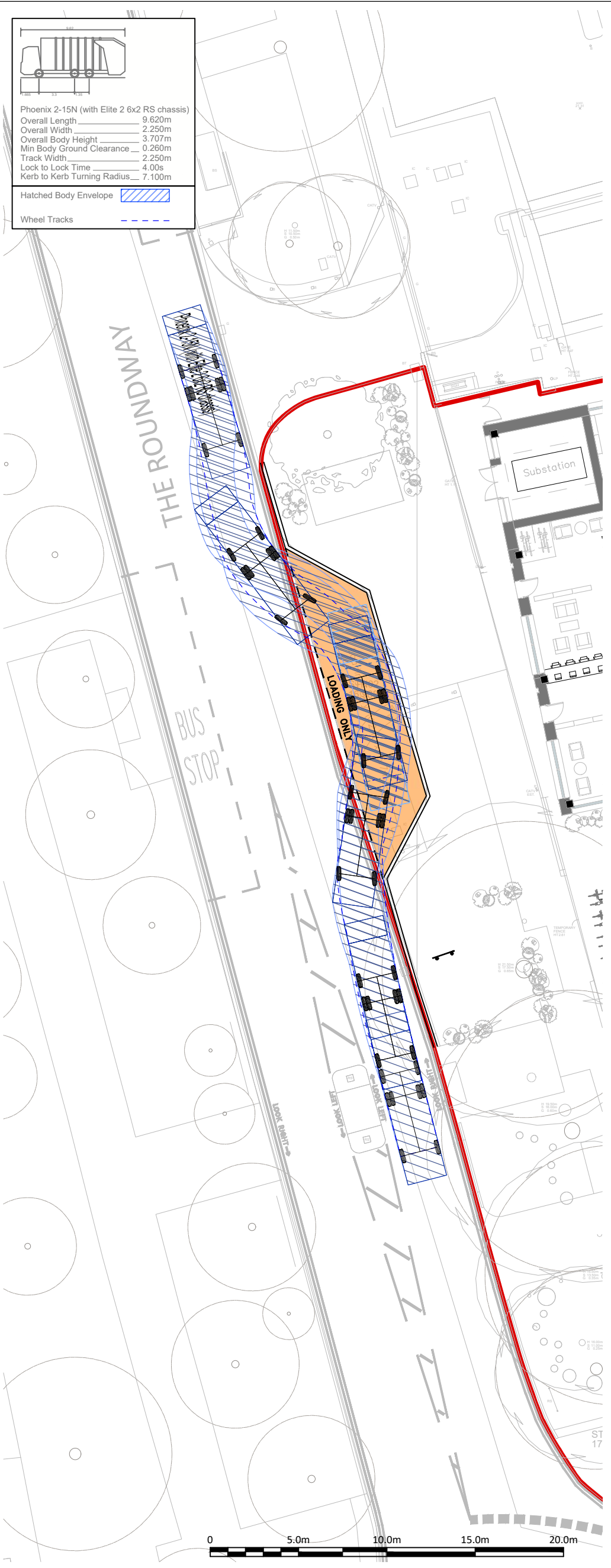
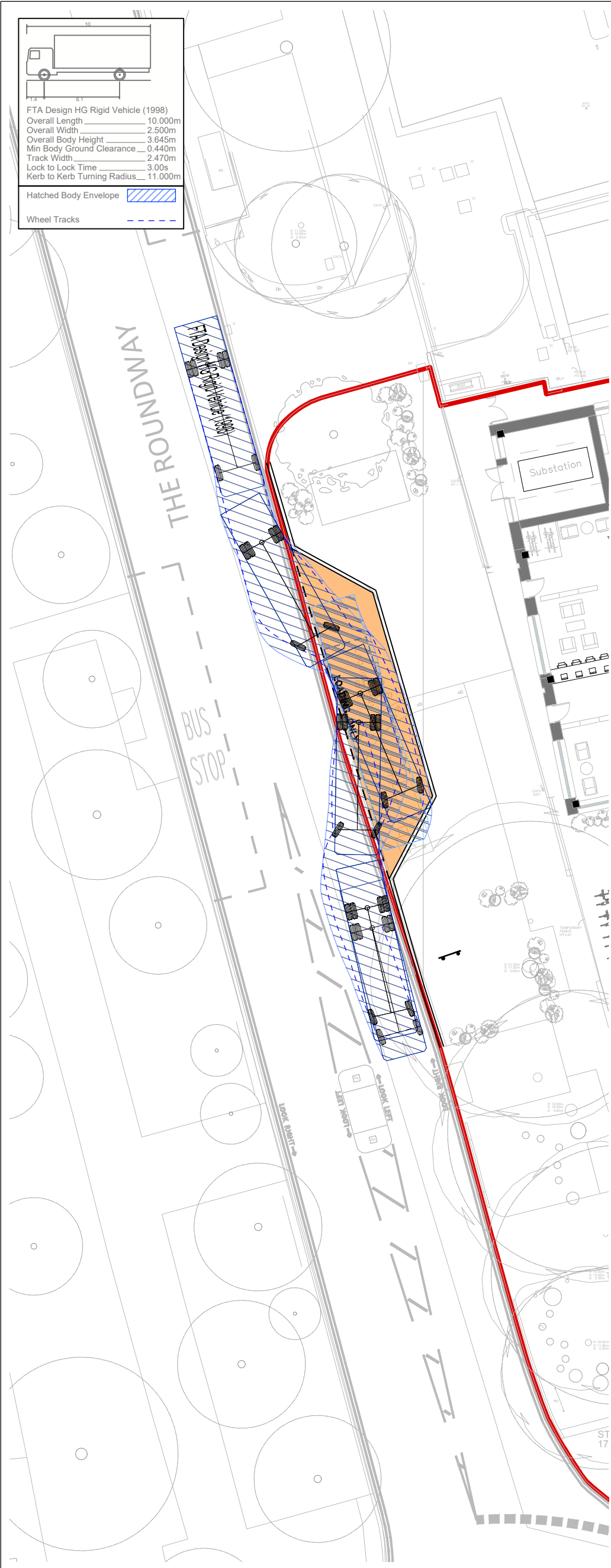




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 - DO NOT SCALE FROM THIS DRAWINGS.

- KEY:
- PROPOSED KERBLINE
 - PROPOSED WHITE ROAD MARKING
 - PROPOSED YELLOW ROAD MARKING
 - SITE BOUNDARY
 - PROPOSED LOADING BAY

REV	DATE	DESCRIPTION	DES	CHK	APP
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P0	23NOV21	ORIGINAL ISSUE	CGF	JZC	MHU

Drawing Title:			
THE ROUNDWAY PROPOSED INSET LOADING BAY			
Status:			
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Size:	Scale:	Suitability	Rev.
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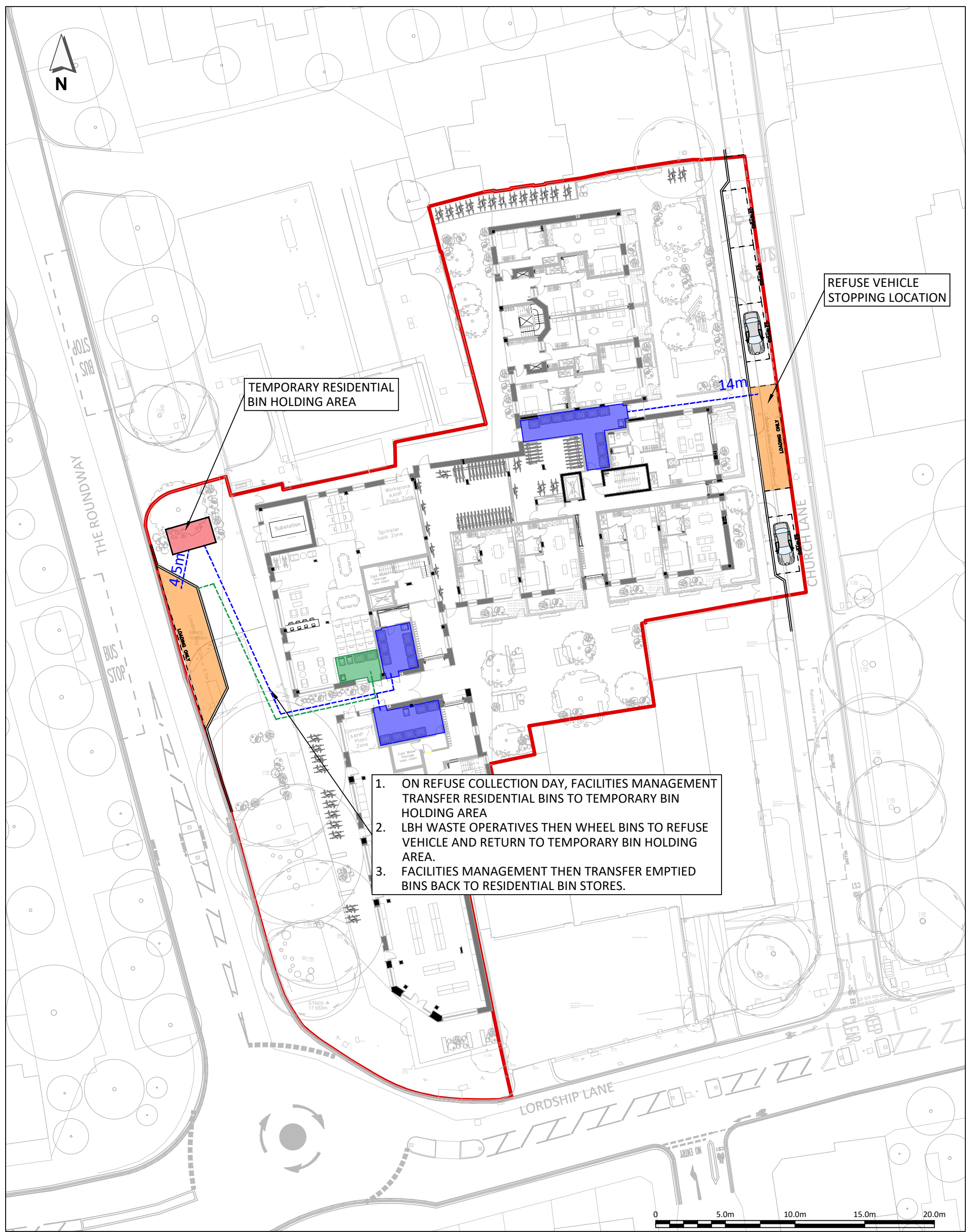
Client:		HILLVIEW DEVELOPMENTS LLP
Project Title:		THE ROUNDWAY

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DATE: 17/03/2022, Validation ref: Data/Location/Project/24063401-STR-HGN-100-DR-D-00502, 00002

D Proposed Waste Storage and Strategy



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KEY:

- RESIDENTIAL WASTE COLLECTION ROUTE
- COMMERCIAL WASTE COLLECTION ROUTE
- RESIDENTIAL WASTE STORE
- COMMERCIAL WASTE STORE
- TEMPORARY RESIDENTIAL BIN HOLDING AREA

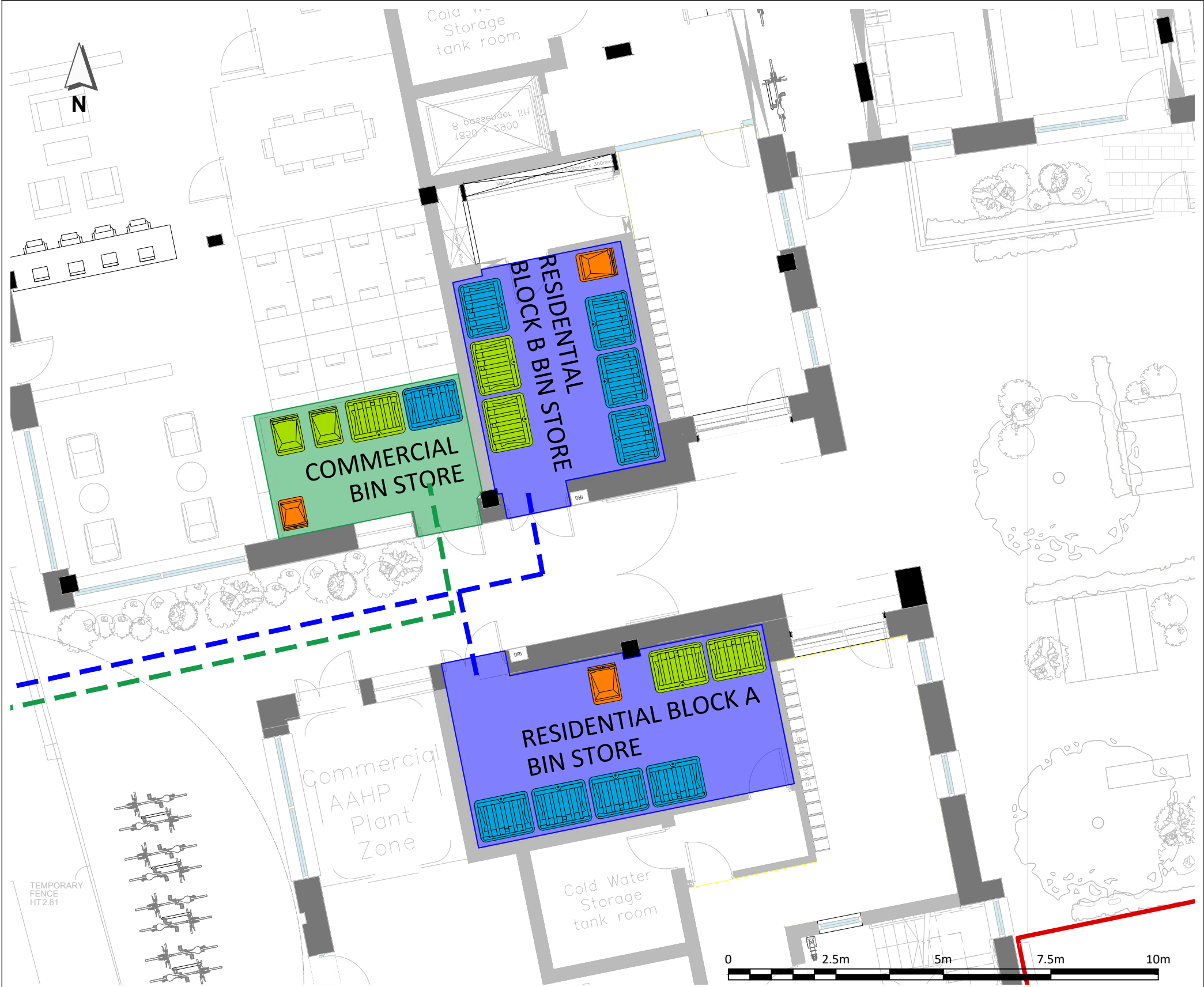
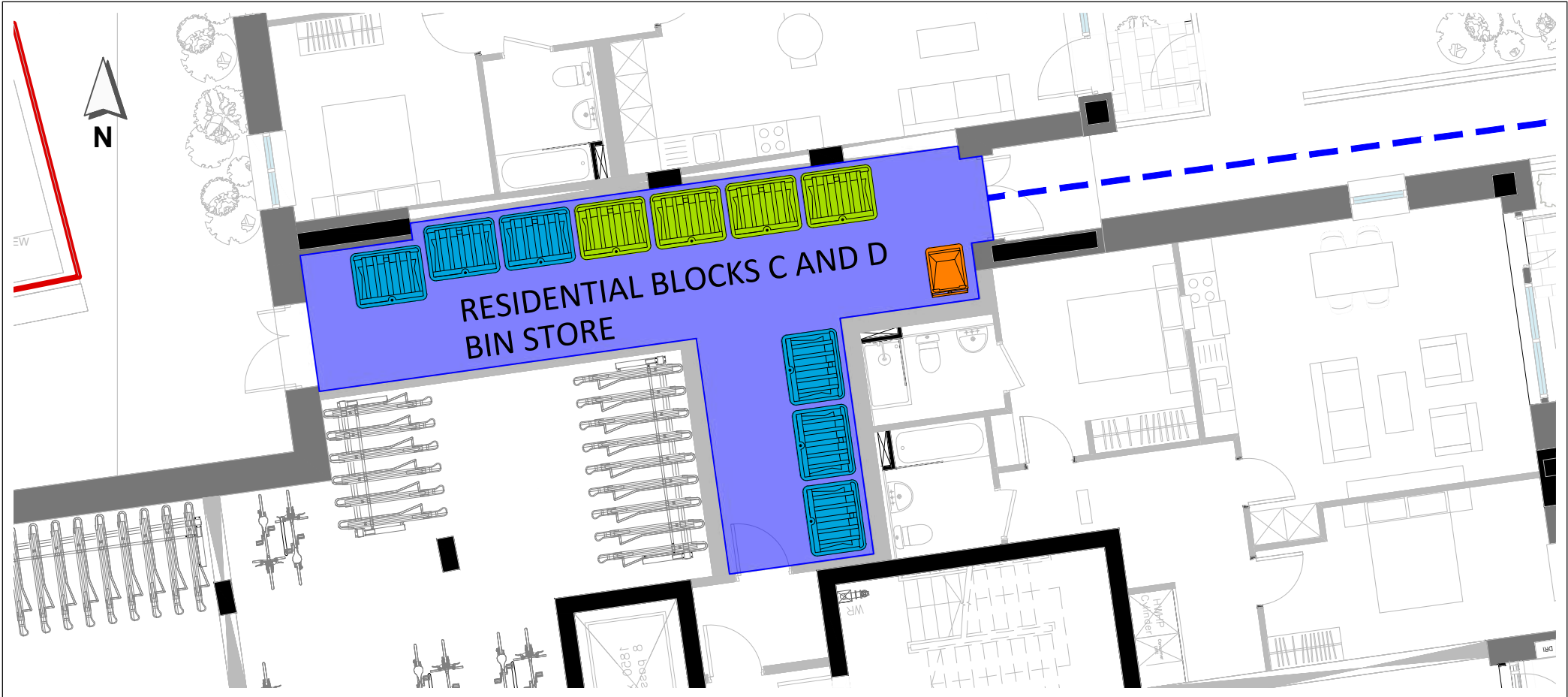
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Drawing Title:			
PROPOSED WASTE STRATEGY			
Status:			
FIT FOR INFORMATION			
Size:	Scale:	Suitability	Rev.
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Drawing No.			
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Project Title:		THE ROUNDWAY

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 - DO NOT SCALE FROM THIS DRAWINGS.

	1,100L EUROBIN (GENERAL WASTE)		RESIDENTIAL WASTE COLLECTION ROUTE
	1,100L EUROBIN (RECYCLABLE WASTE)		RESIDENTIAL WASTE STORE
	360L WHEELIE BIN (ORGANIC WASTE)		COMMERCIAL WASTE COLLECTION ROUTE
	360L WHEELIE BIN (PAPER AND CARD WASTE)		COMMERCIAL WASTE STORE
	240L WHEELIE BIN (ORGANIC WASTE)		

P1	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
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REV	DATE	DESCRIPTION	DES	CHK	APP

Drawing Title:			
PROPOSED WASTE STORES			
Status:			
FIT FOR INFORMATION			
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A3	1:100	S2	P1
Drawing No.			
24063401-STR-HGN-100-DR-D-00805			

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B Workplace Travel Plan Statement

The Roundway – Workplace Travel Plan Statement

The Roundway – Workplace Travel Plan Statement

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24063401

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- A** Proposed Site Layout
- B** Proposed Cycle Parking
- C** Proposed On-street Loading Bays and Accessible Spaces
- D** Proposed Waste Storage and Waste Strategy

1 Introduction

Overview

- 1.1 This Travel Plan Statement (TPS) has been produced on the behalf of Hillview Developments LLP (hereafter referred to as '*the Applicant*') to support the development proposals to deliver a residential led, mixed use development at 313 - 315 The Roundway and 8 - 12 Church Lane, in the London Borough of Haringey (LBH), N17.
- 1.2 The proposal includes the demolition of the existing uses and the erection of four new residential blocks to include 76 dwellings of c 6,995m² GEA and c 608 sqm GEA of Flexible Class E, most likely to include:
 - A 330 sqm GEA convenience food store in Block A accessed from The Roundway (although this could also potentially be another use).
 - 278 sqm GEA of workspace in Block B accessed from The Roundway.
- 1.3 This TPS cover the proposed Flexible Class E options (commercial and/ or retail) depending on which uses are ultimately delivered.
- 1.4 A TPS has been prepared as based on the TfL Travel Plan thresholds this use will include more than 20 staff but will be less than the 750 sqm required to trigger a full Travel Plan.
- 1.5 trigger a full Travel Plan.

This Travel Plan Statement

- 1.6 This TPS provides the context in which the transport needs of the development of the Site can be accommodated, aiming to encourage sustainable transport choices by employees and visitors. This TPS has been prepared in accordance with discussions with LBH, to include:
 - Existing multi-modal travel options to the Site;
 - Proposed transport facilities at the development; and
 - High level transport initiatives.
- 1.7 This TPS has been developed in accordance with the National Planning Policy Framework, the DfT's Good Practice Guidelines: Delivering Travel Plans through the Planning Process and TfL's Travel Planning for New Development in London. The TPS supports the principles of sustainable travel and its objective is to encourage walking, cycling and the use of public transport as a means of reducing single occupancy car trips.
- 1.8 The TPS details measures that will be implemented as part of the Proposed Development to encourage and enable travel by sustainable transport and reduce the demand for travel by the private car. It also details the initiatives that will be implemented to increase awareness of the benefits of making sustainable travel choices and the travel options available.

Travel Plan Statement Structure

1.9 The remainder of this TPS is structured as follows:

- **Chapter 2:** Provides an overview of multi-modal transport access;
- **Chapter 3:** Details the Proposed Development and access arrangements;
- **Chapter 4:** Sets out an overview of the objectives and potential measures such as a Travel Plan Co-ordinator, promotion of sustainable transport modes and details of who would deliver the cycle facilities; and
- **Chapter 5:** Provides an action plan with a summary of the measures proposed and timescales for implementing.

2 Transport Context

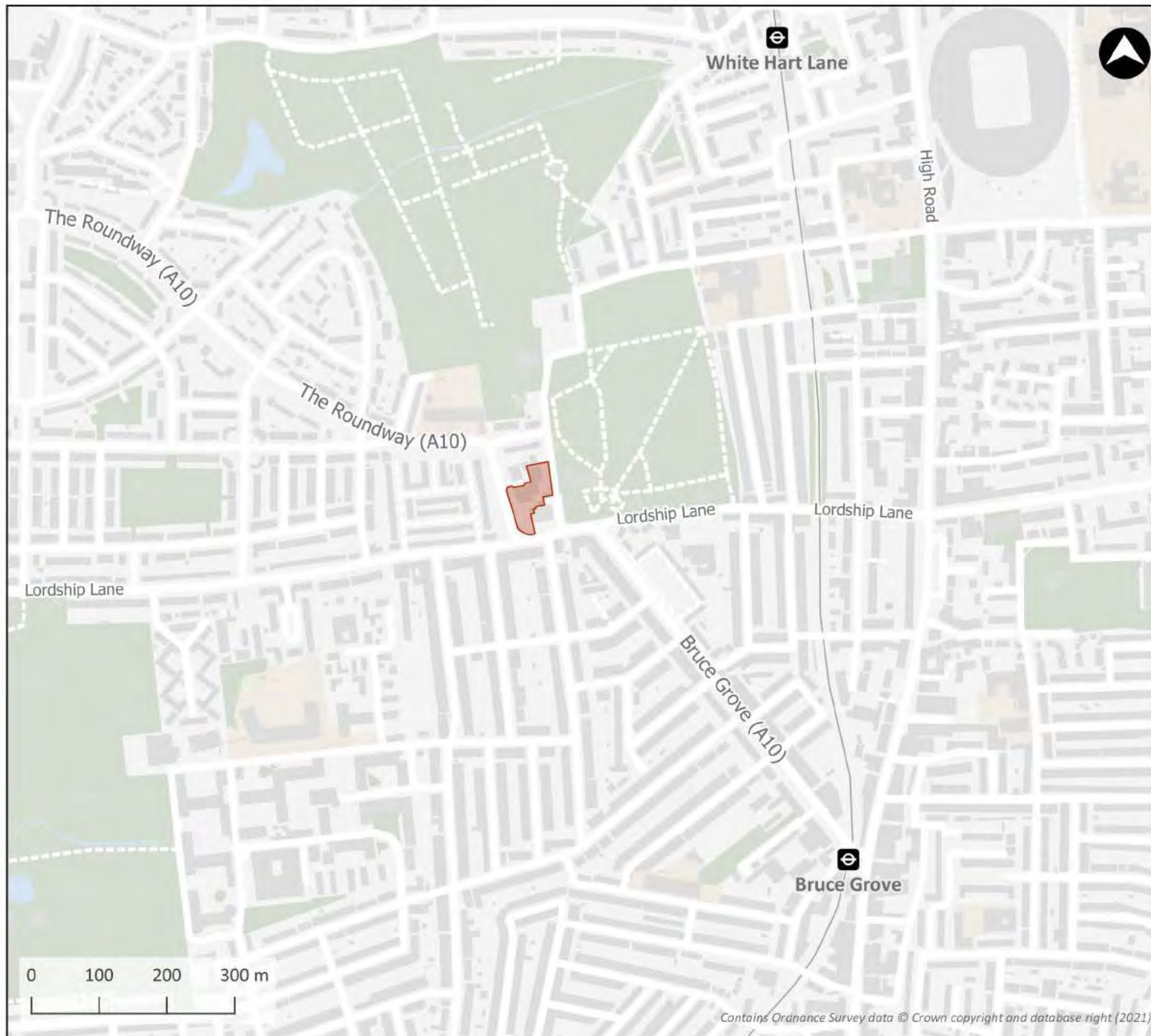
Site Location and Existing Use

- 2.1 The Site is located at the northern end of Bruce Grove and is bound by A10 The Roundway which forms part of the Transport for London Road Network (TLRN) to the west, Lordship Lane (TLRN), a vehicle repair garage (Spurz Autos) and a substation to the south, Church Lane to the east, and a Shell petrol garage and Number 14 Church Lane (Rising Stars Nursery) to the north.
- 2.1 The Site's location is detailed overleaf in **Figure 2.1**.
- 2.2 The existing Site contains a number of B2 general industrial units which have historically served as car repair units and workshops. The wider Site Allocation (SA63) also includes (a vehicle repair garage – Spurz Autos and a Shell petrol garage. Although these uses fall outside the red line, the development proposals need to ensure that the Proposed Development Site does not prejudice the future development of these wider uses. A substation is also located to the southeast of the Site.
- 2.3 A breakdown of the existing Site buildings and associated Gross External Areas (GEAs) are provided in **Table 2.1**, as well as an indication of the current occupation status of the existing uses.

Table 2.1: Existing Site Uses

Building	GEA Sqm	Use	Current Status
12 Church Lane	367.00	Vehicle servicing	Occupied
313 Roundway	497.00	Tyre repair shop Car sales on current lease	Up to 2018 Post May 2018
315 Roundway	282.00	Car radiator servicing	Unoccupied since 2008.
Southern workshops	179.00	Workshops	Unoccupied/ burnt down
Total	1,325	-	-

- 2.4 The Site, whilst occupied, is very run-down, unwelcoming and has several derelict / hoarded buildings. The existing Site does not, therefore, provide an attractive highway frontage or a pedestrian route into / through the Site to connect with Bruce Castle Park.



-  Site Boundary
-  London Overground Station

The Roundway
Figure 2-1: Site Location



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Local Pedestrian Network

- 2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-overlooked part of all longer journeys by public transport.
- 2.2 The pedestrian facilities around the Site's perimeter footways are unattractive. On the Roundway there are footways along both sides of the road and an unsignalised pedestrian crossing with a central refuge. The crossing is offset to the north of the Roundway/ Lordship Lane junction and is a key crossing point for pedestrians to cross the Roundway, for pedestrians travelling east-west along Lordship Lane and for pedestrians accessing the two bus stops on the Roundway.
- 2.3 The Roundway frontage of the existing Site has damaged buildings and poor-quality hoardings. The footways and crossovers are poorly maintained, with contrasting materials. Tactile paving is absent at the crossovers and the grass verges are in a very poor condition. Bollards also obstruct the footway either side of the southern crossover.
- 2.4 On Lordship Lane the footway condition adjacent to the Site is poor with uneven pavement, including in the vicinity of the pedestrian crossing directly to the east of the mini-roundabout. The pedestrian crossing itself has dropped kerbs with tactile paving and a central pedestrian refuse island. The northern Lordship Lane footway to the east of the Site boundary has two vehicle crossovers for Spurz Autos and the Electricity Substation, which do not include tactile paving.
- 2.5 The pedestrian environment is also currently very unattractive on Church Lane. It is very poorly maintained with patched surfacing repairs and has three crossovers associated with the existing Site where there are level changes for pedestrians. The crossovers do not have dropped kerbs or tactile paving (a very poor environment for people with mobility/ visual impairments) and are heavily cracked. The Site in this location is also bordered by fencing which is impermeable.
- 2.6 Bruce Grove Overground station is the closest rail service, located roughly 800 metres from the Site. A 15-minute walking catchment is included in **Figure 2.2** overleaf.
- 2.7 The distances to other nearby rail and underground stations are summarised in **Table 2.2**.

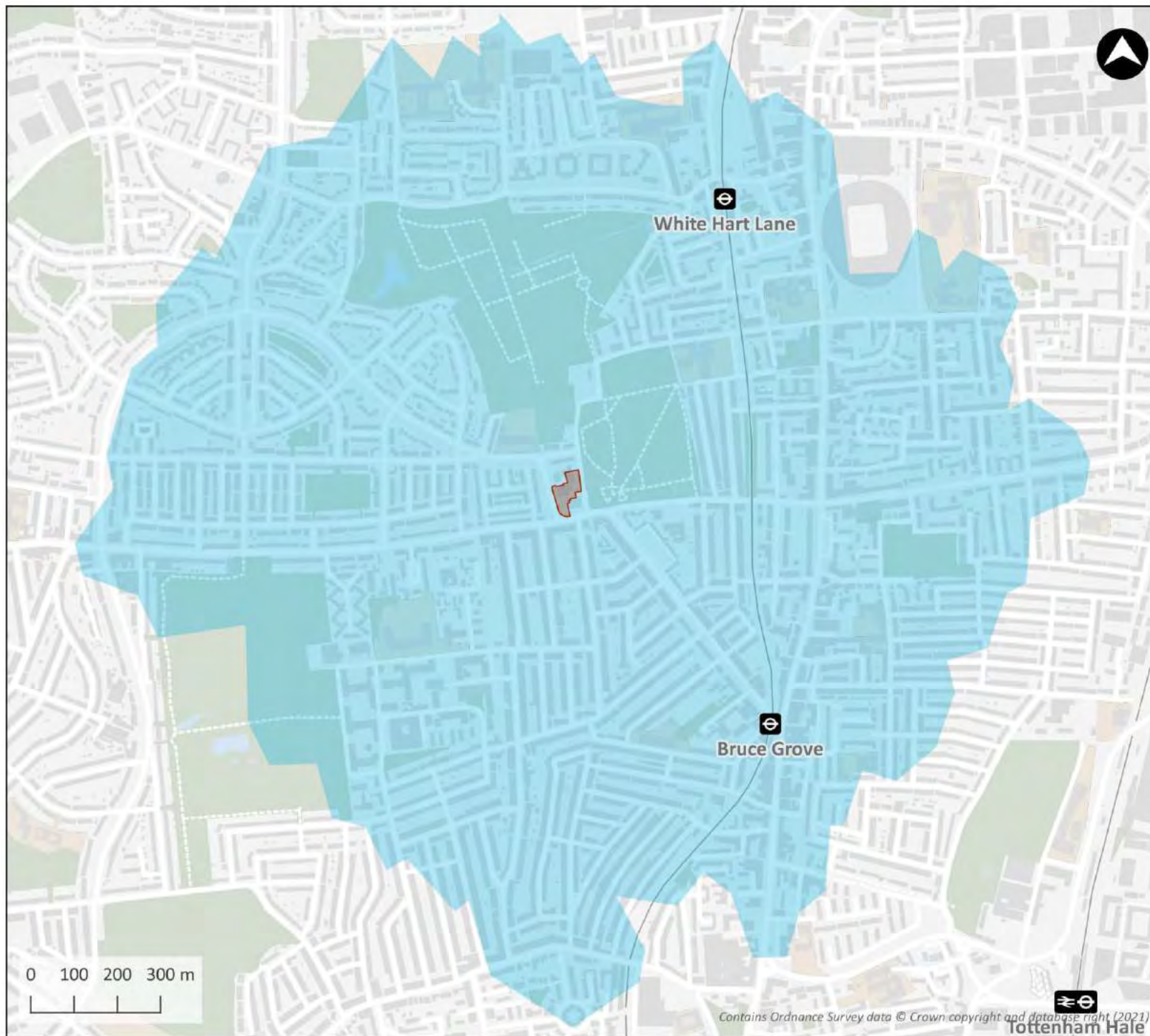
Table 2.2: Distance of Application Site from Nearby Stations

Station	Walk Distance (m)
Bruce Grove Overground station	800
White Hart Lane Overground station	950
Northumberland Park train station	1,800

Local Cycling Network

- 2.8 Cycling is an important part of both national and local transport policy. An improved perception of cycling as a good alternative mode of transport to the car, combined with the growth in cycling as a leisure activity, has significantly increased the demand for cycling in recent years. Cycling has the potential to be a substitute for short car trips, particularly those less than 5km.
- 2.9 A map of local cycle routes is shown overleaf in **Figure 2.3**, including illustration of the routing of Cycleway 1 in the vicinity of the Site and cycle crossings on Lordship Lane. A 30-minute cycle catchment area is illustrated in **Figure 2.4**.

- 2.10 Cycleway 1 runs along Church Lane in both directions including contraflow in the northbound direction. Cycle Superhighway 1 connects the City of London with Tottenham. There is no dedicated segregated cycle lane along Church Lane.
- 2.11 On Lordship Lane to the south of the Site there are two cycle crossing points for Cycleway 1 users, including central cyclist refuge islands at the Church Lane and Broadwater Road junctions.
- 2.12 There is a segregated cycling infrastructure present at the All Hallows Road junction with The Roundway, for cyclists heading westbound out of the junction. This facilitates a connection with the segregated off-road cycle lane that runs along the western side of The Roundway from opposite the All Hallows Road junction until Great Cambridge Road.
- 2.13 There is currently no cycle parking within the Site and there are no Santander Cycle Hire docking stations within the local area.



- Site Boundary
- 15 Minutes' Walking Catchment

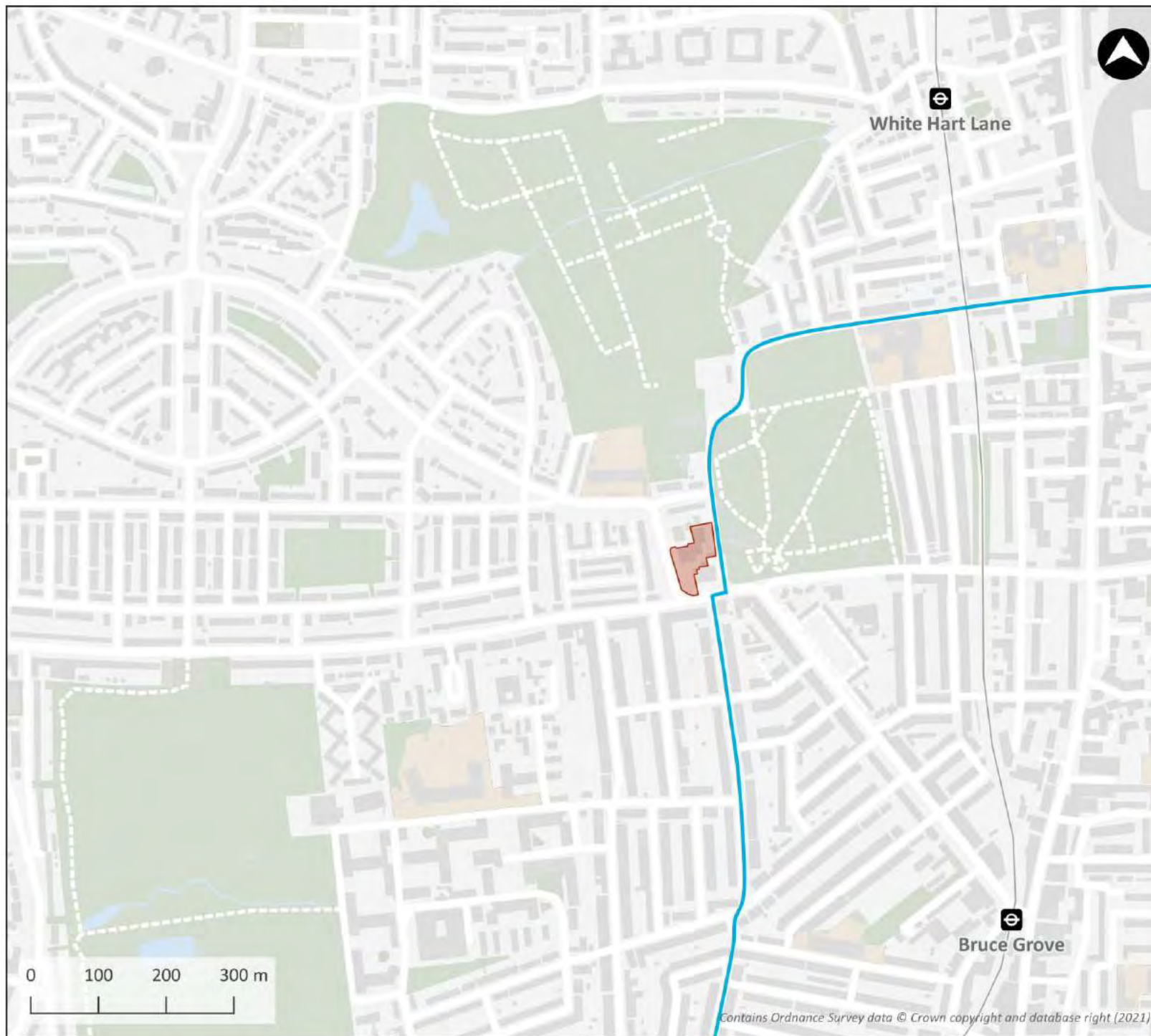
The Roundway
Figure 2-2: 15-Minute Walking Catchment

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Tottenham Hale



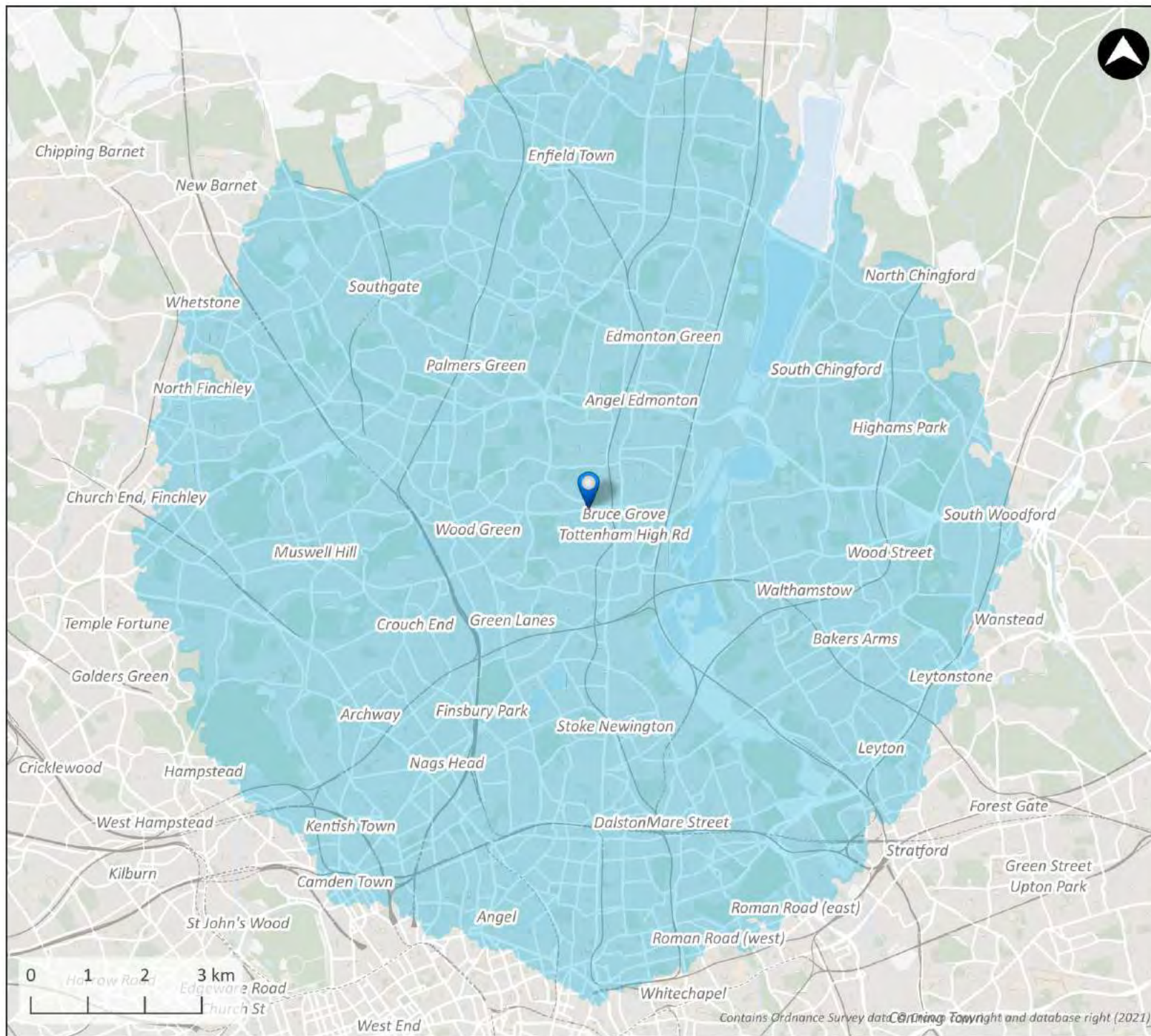
- Site Boundary
- Cycleway (CS1)

The Roundway
Figure 2-3: Local Cycle Routes

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-  Site Location
-  30 Minutes' Cycling Catchment

The Roundway
Figure 2-4: 30-Minute Cycle Catchment

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Existing Public Transport Network

Public Transport Accessibility

- 2.14 A Public Transport Accessibility Level (PTAL) assessment has been undertaken for the Site. PTAL is a measure of the accessibility of a location to the public transport network, considering walk access time and service availability. PTAL is categorised in 6 levels, 1-6, where 6b represents the highest level of accessibility and 1a the lowest level of accessibility. The vast majority of the Site has a PTAL level of 5, as shown in **Figure 2.5**, however, the western edge has a PTAL rating of 3.
- 2.15 The public transport routes surrounding the Site are shown in **Figure 2.6**.

Rail Services

- 2.16 The Site is located within an 800m walk of Bruce Grove Overground Station and is within a c1km walk of White Hart Lane Overground Station which falls within Travelcard Zone 3 with services to Liverpool Street, Seven Sisters, Cheshunt and Enfield Town. Rail frequencies in trains per hour (tph) during the peak periods are shown in **Table 2.3**.

Table 2.3: Existing Peak National Rail Frequencies (tph)

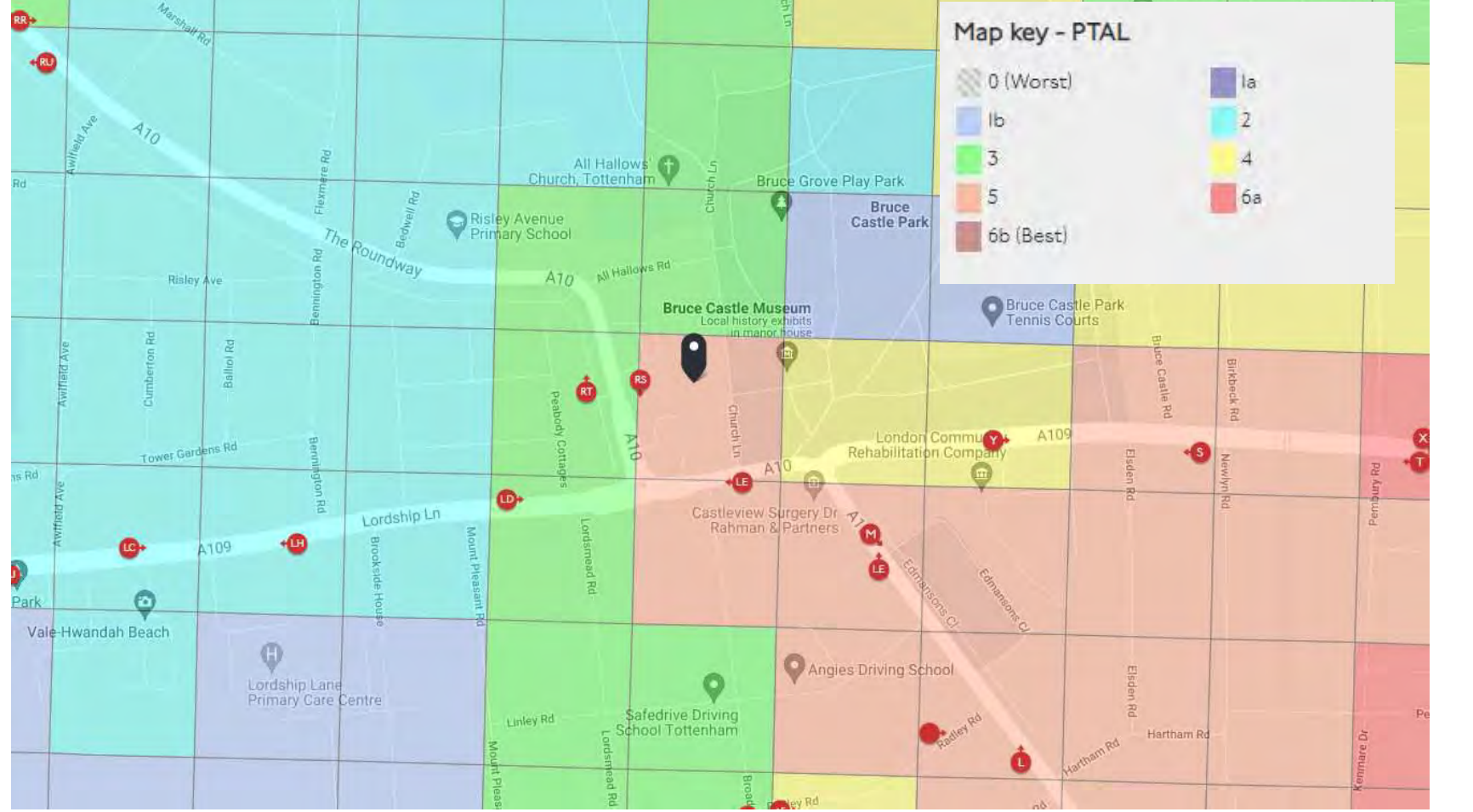
Station	Service	Destination	Weekday AM Peak Frequency (08:00-09:00)	Weekday PM Peak Frequency (17:00-18:00)
Bruce Grove	London Overground	London Liverpool Street / Cheshunt / Enfield Town	7	6
White Hart Lane	London Overground	London Liverpool Street / Cheshunt / Enfield Town	7	6

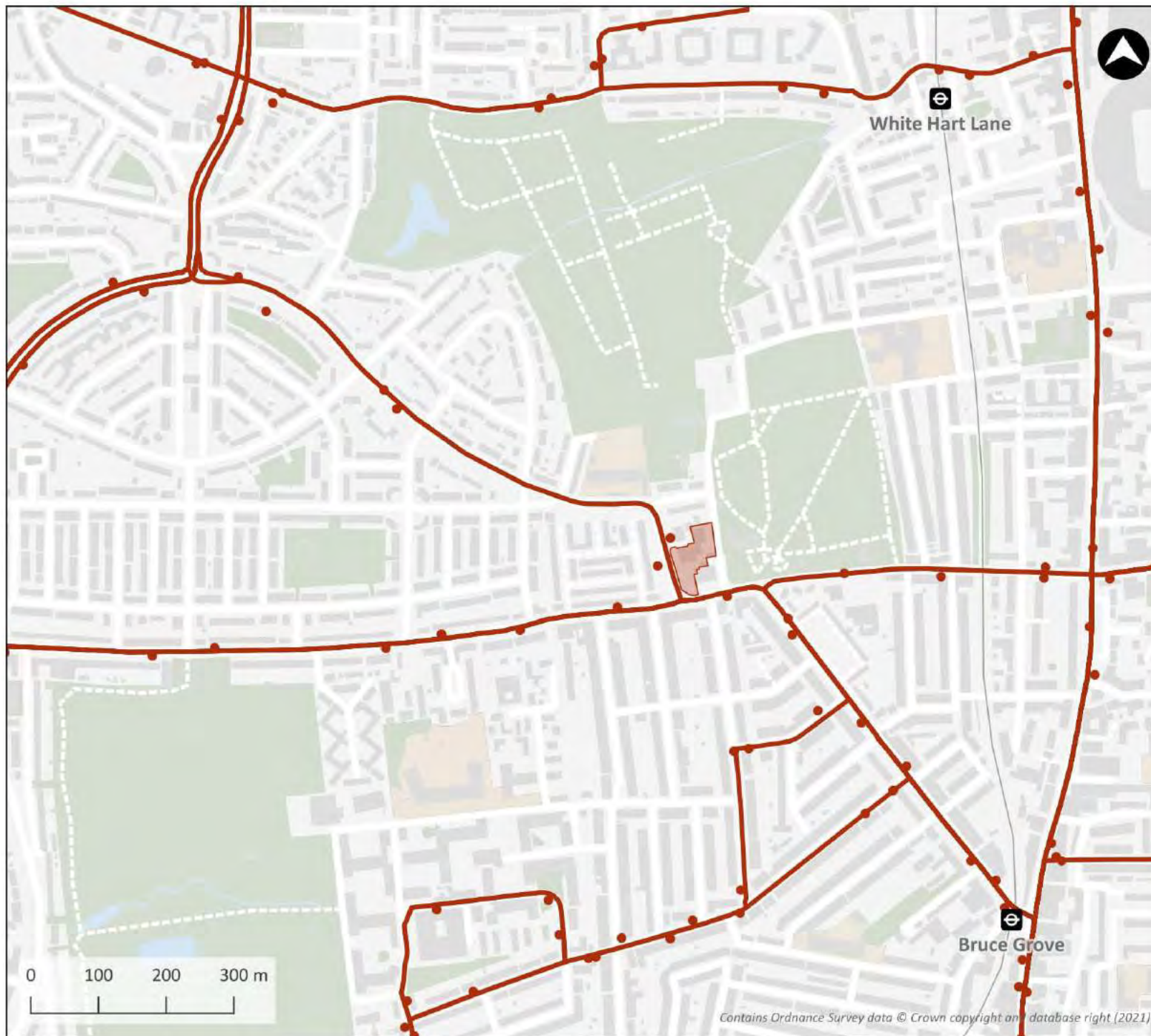
- 2.17 There is step free access available at White Hart Lane to platforms via lifts but not at Bruce Grove.

Bus Services

- 2.18 The closest bus stops to the Site are Bus Stop RT All Hallows Road on the western side of A10 The Roundway directly opposite the Site and Bus Stop RS All Hallows Road on the eastern side of A10 The Roundway. The bus stops comprise on carriageway bus cages with adjacent bus shelters.
- 2.19 Both stops are served by bus route 318 which runs between Rookwood Road and North Middlesex Hospital with buses every 11-13 minutes from 08:00 – 20:00.
- 2.20 Bus Stop LD Mount Pleasant Road to the west on Lordship Lane and Bus Stop M Bruce Castle Park & Museum to the southeast are also within a short walking distance of the Site and are served by the following bus routes:
- Bus route 123 - every 7 – 11 minutes from 06:00 -20:00 between The Roundway – Bruce Grove Station – Tottenham Hale Bus Station - Ilford Station and Hainault Street.
 - Bus Route 243 – every 5-8 minutes from 06:00 – 19:00 between The Roundway – Bruce Grove Station – Seven Sisters Station – South Tottenham Station – Dalston Junction Station – Waterloo Station.
- 2.21 The bus routing is indicated overleaf in **Figure 2.7**.

- 2.22 The above bus routes provide good connections with the surrounding area. The frequency of the weekday buses would provide a realistic alternative to the private car for employees at the Site.
- 2.23 Other services including the 149, 259, 349, (N)279, 341 and 476 are accessible from bus stops along High Road. It is approximately a 650m walk east from the Site to the closest bus stops along High Road; either Lordship Lane Stop A or Lordship Lane Stop R.





- Site Boundary
- London Overground Station
- Bus Stop
- Bus Route

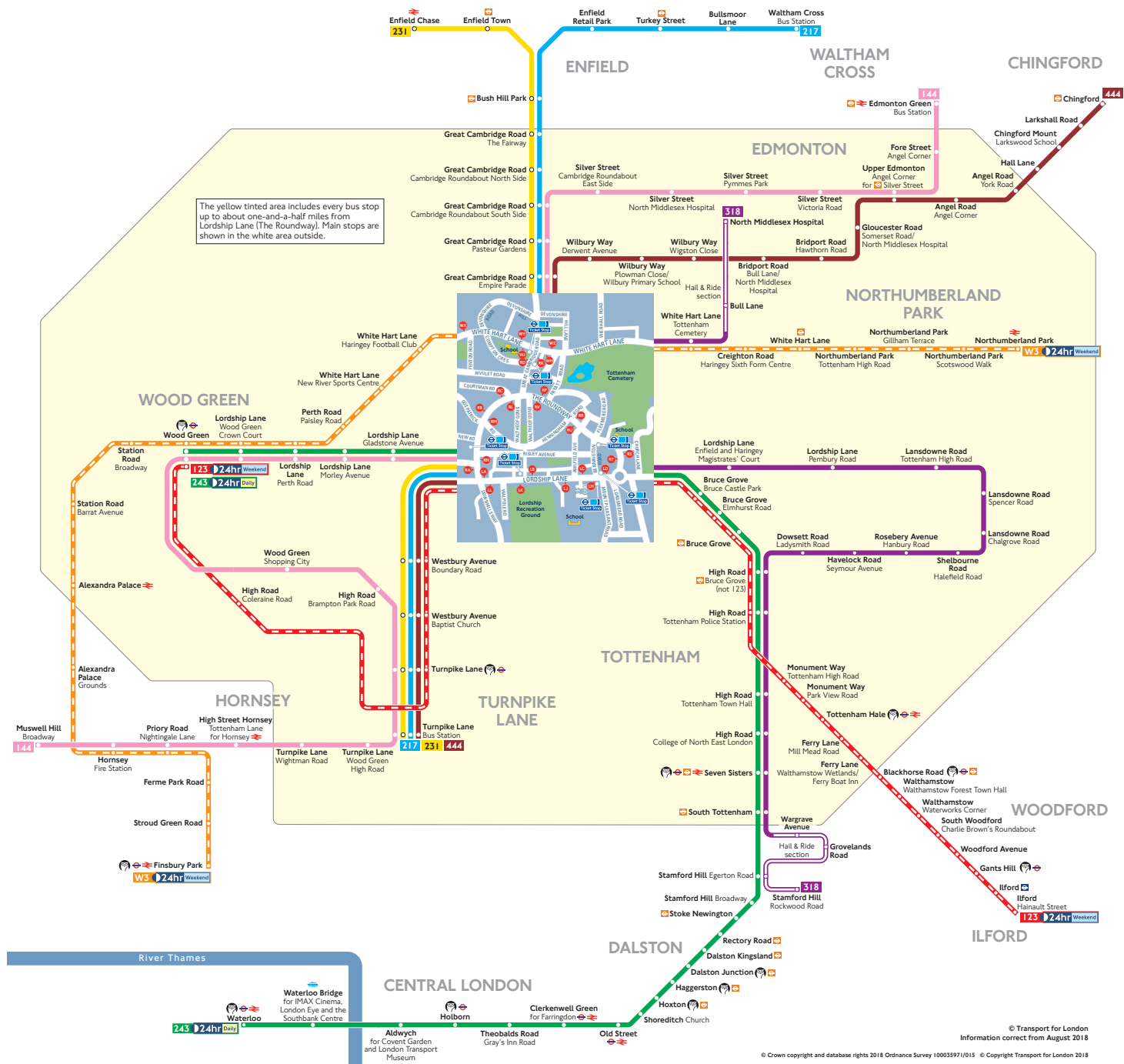
The Roundway
Figure 2-6: Local Public Transport

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Buses from Lordship Lane (The Roundway)



Route finder

Bus route	Towards	Bus stops
123 	Ilford	    
144	Wood Green	    
144	Edmonton Green	    
217	Muswell Hill	    
217	Turnpike Lane	    
231	Waltham Cross	    
231	Enfield Chase	    
243 	Turnpike Lane	    
243 	Waterloo	    
318	Wood Green	    
318	North Middlesex Hospital	    
444	Stamford Hill	    
444	Chingford	    
W3 	Turnpike Lane	    
W3 	Finsbury Park	    
W3 	Northumberland Park	    

Other buses

Bus route	Towards	Bus stops
617 Sch	Turkey Street	RA RB RC RD
	Turnpike Lane	RK RL RM RN

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights
	School journeys

Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Existing Vehicular Network and Site Access

- 2.24 The local highway network is illustrated overleaf in **Figure 2.8**.
- 2.25 The A10 Roundway and Lordship Lane are two-way routes, connected via a mini-roundabout to the southwest of the Site. The A10 The Roundway forms part of the TfL Road Network (TLRN) red route and is an important arterial running into central London from Cambridge via Royston. It provides access to the north-circular road and the M25.
- 2.26 Church Lane to the east of the Site is one-way southbound and is circa 4.6m wide, with on-street parking bays along its western side (comprising eight marked parking spaces and three doctor spaces at the southern end). These spaces reduce the effective carriageway width to c2.6m.
- 2.27 There are two vehicular crossovers on the eastern side of the A10 The Roundway. The northern crossover was formerly used by customers of Unit 313 Roundway the former tyre repair shop. The southern crossover served Unit 315 Roundway a former car radiator servicing garage, and also a former workshop unit. There are also three vehicle crossovers on the western side of Church Lane. The southern crossover served the workshop which has burnt down, the middle crossover served Unit 313 Roundway and the northern crossover is still used for vehicles accessing the 12 Church Lane a vehicle repair garage.

Existing On-Site Car Parking

- 2.28 **Table 2.4** provides a summary of the approximate number of car parking spaces that are present on Site. These are not formally marked spaces and are associated with the repair uses.

Table 2.4: Existing Car Parking

Building	Use	Current Status	Approximate Car Parking Spaces
12 Church Lane	Vehicle servicing	Occupied	10
313 Roundway	Tyre repair shop Car sales on current lease	Up to 2018 Post May 2018	15
315 Roundway	Car radiator servicing	Unoccupied since 2008.	6
Workshop accessed from The Roundway	Workshop	Unoccupied	4
Workshop accessed from Church Lane	Workshop	Unoccupied/ burnt down	1
Total			36

Controlled Parking Zone Extent

- 2.29 The Site falls within the Tottenham Event Day Controlled Parking Zone (CPZ) which is operational on event days:
- Monday to Friday 5pm to 8.30pm; and,
 - Saturday, Sunday and Public Holidays 12 noon to 8pm.
- 2.30 The streets to the west of the Roundway fall within the Tower Gardens Event Day CPZ, which are subject to the same time restrictions.



 Site Boundary

The Roundway
Figure 2-8: Local Highways

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- 2.31 Lordship Lane and the areas to the south fall within the Bruce Grove North CPZ which is operational Monday to Saturday: 8am - 6.30pm, or on event days: Monday to Friday: 8am - 8.30pm, Saturday and Sunday: 8am - 8pm, Public Holidays: 12 noon - 8pm.

Existing Car Clubs

- 2.32 Car clubs provide the convenience of using a vehicle without having to pay for upkeep, licensing, insurance or residents' parking charges. Not only do car clubs help to offer flexibility and cost savings for many, but they also ease parking problems and help reduce CO2 emissions.
- 2.33 LBH is served by ZipCar and Enterprise Car Clubs. The nearest Car Club vehicles are provided by ZipCar and are located near The Avenue and Mount Pleasant Road, roughly 650m to the south of the Site.

3 Development Proposal

Proposed Development

- 3.1 The Proposed Development ground floor layout plan is included in **Appendix A**.
- 3.2 The current proposals that will be included in the forthcoming planning application comprise:
- A total Gross External Area (GEA) of 7,960 sqm.
 - 76 residential dwellings across the following blocks:
 - Block A – 20 units
 - Block B – 20 units
 - Block C – 21 units
 - Block D – 15 units
 Blocks A and B will front The Roundway and Blocks C and D will be accessed via Church Lane.
 - C 608 sqm GEA of Flexible Class E, most likely to include:
 - A 330 sqm GEA convenience food store in Block A accessed from The Roundway (although this could also potentially be another use).
 - 278 sqm GEA of workspace in Block B accessed from The Roundway.
- 3.3 The residential accommodation schedule is presented in **Table 3.1**.

Table 3.1: Proposed Accommodation Schedule

Unit Size	Block A	Block B	Block C	Block D	Total
1B2P	17	9	11	9	46
2B3P	0	1	6	0	7
2B4P	0	4	4	6	14
3B5P	3	6	0	0	9
Total Units	20	20	21	15	76

Proposed Pedestrian Network

- 3.4 Policy T2 ‘Healthy Streets’ of the London Plan states that development proposals / plans should “*deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling*” and demonstrate the application of the Healthy Streets Approach to:
- improve health and reduce health inequalities;
 - reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise;
 - increase walking, cycling and public transport use;
 - improve street safety, comfort, convenience and amenity; and
 - support these outcomes through sensitively designed freight facilities.

- 3.5 As shown in **Appendix A**, an east-west pedestrian connection will be provided through the Site which will run from The Roundway between Blocks A and B, through an internal courtyard, and then between Block C and the substation to the south to connect with Church Lane. This will provide a new pedestrian link through the Site, which will be a significant benefit to the scheme and the local area as the Site is currently impermeable.
- 3.6 Pedestrian access to the proposed convenience store in Block A and workspace in Block B will be from The Roundway to the west. The residential Block A and B cores will be accessed from the east-west pedestrian through route, closest to The Roundway.
- 3.7 Block C and D will be accessed from the western side of the building via an additional pedestrian route which runs to the north of the Site around Block D. While this route will connect Church Lane with The Roundway, it will be gated and not an accessible through route.
- 3.8 The Proposed Development seeks to provide spaces where people want to dwell, walk, and cycle in a greener and more pleasant environment than the existing conditions.
- 3.9 The proposals will significantly enhance the pedestrian environment on the The Roundway and Church Lane by removing all of the vehicle crossovers used to access the existing site, which is strongly supported by TfL. The proposals also involve upgrading both The Roundway and Church Lane footways, directly adjacent to the site up to the kerb edge, using high quality footway materials. The grass verges on The Roundway will also be refurbished and enhanced through low level planting.
- 3.10 The improved pedestrian environment will create better natural surveillance to enhance the perception of safety and security.

Proposed Cycle Parking

- 3.11 As with the pedestrian network described above, the cycle network and consideration for cycle access considers the Healthy Streets Approach from the outset.
- 3.12 London Cycling Design Standards (LCDS) have also been reviewed through the design process.
- 3.13 The development looks to create a healthy environment in which people choose to cycle by providing appropriate levels of cycle parking which will be fit for purpose, secure and well-located.
- 3.14 The London Plan (2021) minimum cycle parking standards are shown in **Table 3.2**. The Site is situated within an area where higher minimum cycle parking standards do not apply.

Table 3.2: Cycle Parking Minimum Standards

Use Class	London Plan (2021) Minimum Standards	
	Long-Stay	Short-Stay
Residential	1 space per studio or 1 person 1-bedroom dwelling 1.5 spaces per 2-person 1-bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces. Thereafter: 1 space per 40 dwellings
Offices	Rest of London (outside central areas with higher standards) 1 space per 150 sqm GEA	First 5,000 sqm: 1 space per 500 sqm, thereafter: 1 space per 5,000 sqm (GEA)
A2-A5 cafes & restaurants	1 space per 175 m²	Rest of London: 1 space per 40m²

3.15 The minimum London Plan cycle parking space requirements based on the proposed unit mix and the above cycle parking standards are set out in **Table 3.3**.

3.16 As the final Flexible Class E use type is still to be determined cycle parking provision for the Flexible Class E use has been based on the worse case standards assuming:

- The office standard for the long stay cycle parking.
- The A2-A5 standard for short stay cycle parking.

3.17 The proposed actual cycle parking provision by location is outlined in **Table 3.4**. The location of these spaces are illustrated in **Appendices A and B**.

Table 3.3: Minimum Cycle Space Provision

Use Class	Land Use	Block	London Plan (2021) Minimum Standards		
			Long Stay Spaces	Short Stay Spaces	Total
C3-C4	Dwellings	A	32	2	34
		B	36	2	38
		C	37	2	39
		D	26	2	28
		Sub Total	131	8	139
E	Foodstore	A	3	9	12
E	Business Office	B	2	7	9
		Sub Total	5	16	21
Total (all uses)			136	24	160

Table 3-4: Proposed Cycle Parking Provision by Location

Use Class	Cycle Space Type	Location	Cycle Spaces	Total Cycle Spaces
C3-C4 Dwellings	Long Stay	Block A and B long stay cycle provision in Bike Store 01	60 spaces in double stackers + 8 spaces in Sheffield Stands.	68
		Block C long stay provision in Bike Store 02	30 spaces in double stackers + 7 spaces in Sheffield stands	37
		Block D long stay cycle provision in Bike Store 03	26 spaces in Sheffield Stands	26
	Total Residential Long Stay		90 in double stackers + 41 in sheffield stands	131
	Short Stay	The Roundway	4 cycle spaces in 2 Sheffield Stands	4
		Church Lane	4 cycle spaces in 2 sheffield stands	4
	Total Residential Short Stay		8 Sheffield Stands	8
	TOTAL RESIDENTIAL SPACES			139
Flexible Class E	Long Stay	Block A Convenience Store Unit	4 cycle spaces in 2 Sheffield Stands	4
		Block B Workspace Unit	4 cycle spaces in 2 Sheffield Stands	4
	Total Flexible Class E Long Stay		8 Sheffield Stands	8
	Short Stay	The Roundway	18 spaces in 9 sheffield stands	18
	TOTAL FLEXIBLE CLASS E SPACES			26

- 3.18 The residential long stay cycle parking provision for Blocks A and B will be provided in Bike Store 01 between Block B and C. This will have entrances from both the courtyard and the northern east-west pedestrian connection.
- 3.19 Long stay cycle parking provision for Block C will be provided in Bike Store 02, situated between Block C and D. This will be accessible from the courtyard and Church Lane. Long stay cycle parking provision for Block D will be located within a secure cycle shed (Bike Store 03) along the Site's northern boundary. This will be accessible from Church Lane and the pedestrian route around Block D.
- 3.20 The proposed commercial/ retail long stay cycle parking spaces will be provided as Sheffield stands within the units with short stay spaces provided adjacent to The Roundway.

Proposed Vehicular Access

- 3.21 The proposed delivery and servicing vehicle access strategy for the development comprises:
- A 12m inset loading bay on The Roundway capable of accommodating one vehicle at a time including a Haringey c 9.7m long refuse vehicle and a 10m long rigid vehicle. This bay will be 3.7m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks and commercial uses fronting A10 The Roundway. The proposed loading bay on The Roundway will require the relocation/ removal of the existing VMS sign in this location. The proposed relocation of this is shown in **Appendix C**.
 - A 12m partially inset loading bay on Church Lane capable of accommodating one vehicle including a Haringey c 9.7m refuse vehicle and a 10m rigid vehicle. This bay will be 3m wide x 12m long and will accommodate delivery and waste collection vehicles associated with

the residential blocks fronting Church Lane. A potential alternative to a formally marked loading bay in this location could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated. This could potentially be from 7.30 – 9.30am and 4.00 – 6.30pm, Mondays to Fridays, or similar.

- 3.22 The locations of these bays and associated swept path analysis for the vehicles accessing them is included in **Appendix C**.

Proposed Car Parking

- 3.23 In line with the London Plan 2021 and due to the PTAL 5 rating of the Site, the development is proposed to be car free except for the provision of four accessible residential spaces on the western side of Church Lane, directly adjacent to the Site.
- 3.24 The location of these spaces is illustrated in **Appendix C**. Four residential accessible spaces will ensure that 5% of the total residential units will have an accessible car parking space from the outset. This exceeds the London Plan 2021 requirement to provide 3% of total residential units with an accessible car parking space from the outset.
- 3.25 The proposed loading bay and accessible spaces to be provided on Church Lane will be partially inset to ensure the bay dimensions meet the minimum standards and to enable a minimum 2.6m wide effective carriageway width to be retained on Church Lane (the same width as the existing situation) for other vehicles/ cyclists to pass the bays.
- 3.26 In order to inset the bays and to maintain a 2m footway width behind the bays, part of the footway will need to be set back into the Site and adopted by S38 agreement.
- 3.27 In order to accommodate the loading bay and three accessible car parking spaces on Church Lane, three existing on-street parking bays will require removal as shown in **Appendix C**. These include the two on-street spaces directly adjacent to the site and one further space outside the children's nursery.
- 3.28 In line with the London Plan (2021), 20% of the residential parking spaces will be equipped with active charging infrastructure whilst the remaining spaces will be equipped with passive charging infrastructure.

Refuse Collection

- 3.29 The Proposed Development waste stores and waste storage strategy are illustrated in the drawings in **Appendix D**.
- 3.30 On refuse collection days it is proposed that the residential refuse bins for Blocks A and B will be wheeled to/from a temporary bin holding location on The Roundway by the on-site Facilities Management Team. LBH waste operatives will then wheel the bins to the refuse vehicles and return the empty bins to the temporary holding area. Facilities Management will then return the empty bins to the bin stores. This strategy ensures that LBH waste operatives will not have to wheel the bins further than 10m.
- 3.31 The residential refuse from the Block C and D bin store will be collected from the loading bay on Church Lane. The wheeling distance in this location is 14m due to the need to set the building back to address LBH heritage comments. LBH Waste Officers have confirmed that this distance is acceptable during pre-application scoping discussions.

- 3.32 For commercial waste the private company waste operatives will collect the bins directly from the store in Block B and then return these once they have been emptied.
- 3.33 **Appendix C** details the swept path analysis and loading bay locations. The drawings in **Appendix D** illustrate the waste stores and drag distances for refuse collection.

4 Travel Plan Objectives and Strategy

Objectives

4.1 The key objectives of this Travel Plan Statement are to:

- Reduce single occupancy car travel to and from the development, due to the car free nature of the proposals.
- Maximise awareness of sustainable travel options and ensure they are convenient and attractive to encourage residents and visitors to choose to use non-car modes of travel.
- Promote walking as a healthy and sustainable way of travelling to and from the development.
- Promote cycling as a healthy and sustainable way of travelling to and from the development.
- Encourage the use of public transport where walking and cycling is not possible.

Travel Plan Strategy

4.2 This section sets out the proposed Travel Plan strategy measures.

Travel Plan Coordinator

4.3 A Travel Plan Coordinator (TPC) will be appointed by the developer. Their details will be provided upon request.

4.4 The responsibility of the TPC will be to ensure all staff are aware of up-to-date travel information, to ensure sustainable travel modes are promoted.

Travel Plan Funding

4.5 The developer will be responsible for funding the hard (infrastructure) measures being implemented at the time of construction.

4.6 The TPC will then be responsible for ensuring staff are provided with the up-to-date travel information.

Measures

4.7 The following measures are proposed to encourage staff to use sustainable travel modes for accessing the Site:

Marketing and Awareness

4.8 Providing travel information and raising awareness of the benefits of sustainable travel are key objectives of this TPS. The TPC will be responsible for leading on the marketing and awareness component of the Travel Plan. The marketing and awareness will be built upon two major components:

- A Travel Welcome Pack; and
- On-going awareness/events.

Travel Welcome Pack

- 4.9 The Welcome Pack will be supplied to new tenants upon occupation and will provide an important means of informing employees about their travel options. The guide will include the following:

- Information on walking, including safe walking routes to local destinations.
- Information on cycling routes and cycling maps.
- Information on local public transport options, including local stops by mode, route information, real-time data apps, relevant websites, timetables and ticketing information.
- Details of car clubs within LBH, including how they work, instructions on how to join and the potential benefits.
- Details of key destinations in the local area such as shops, leisure facilities and doctor's surgeries.
- Details of the development's access arrangements for pedestrians and cyclists and cycle parking facilities.

Measures to Encourage Cycling

- 4.10 The following measures will be introduced to encourage cycling:

- Encourage staff to attend cycle training, via schemes such as Cycle Confident, Pedal Power, Wheely Tots and Your Bike Project, who provide free 1-2-1 Cycle Training for residents, employees, children and students in Haringey.
- Provide cycle puncture kit and pump in building receptions for use by all occupants of the building.
- Establish a bicycle user group within the organisation(s) to act as a forum to promote cycling internally and help implement the measures. More information on how they work and what the benefits are: <http://www.ctc.org.uk/article/campaigns-guide/bicycle-user-groups-bugs>.

Notice Boards

- 4.11 The above information will also be displayed on staff notice boards within the development in communal staff areas, with electronic versions available upon request.

5 Action Plan

- 5.1 The following Action Plan set out in **Table 5.1** summarises the Travel Plan strategy for the development and key actions.

Table 5.1: Action Plan

Action	Objective/ Reasoning	Timescale	Responsibility
Appoint TPC	Provide a central contact for co-ordinating the travel plan measures.	Three months prior to opening	Hillview London LLP
Installation of cycle parking spaces	To meet requirements and maximise accessibility by active modes	During construction	Hillview London LLP
Design and production of Travel Welcome Pack	To support the TP objectives and encourage sustainable travel by employees and visitors	Prior to opening	TPC
Notice Board	Provide sustainable travel information on staff notice boards	Upon occupation	TPC
Cycle Training	Encourage staff to attend cycle training by promoting training options.	Upon occupation	TPC
Cycle puncture repair kit.	Provide cycle puncture kit and pump in building receptions for use by all occupants of the building.	Upon occupation	TPC
Bicycle User Group	Establish a bicycle user group to promote cycling and discuss issues.	Upon occupation	TPC

Appendices

A Proposed Site Layout