

Final Transportation Planning Comments

HGY/2023/1043-Civic Centre, High Road, Wood Green, London, N22 8ZW

Date: 16/08/2023

Development proposal: Redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure) comprising of Class E floorspace; 2 x two storey links; creation of central courtyard; parking and landscaping; and refurbishment and external alterations of the existing Civic Centre and offices, including alterations to entrance facade and fenestration; and associated works for the continuation of mixed civic (Class F1) and office (Class E) uses

Description

An application has been received seeking planning permission to redevelop the existing car park and erect a three-storey building Class E Office. The development would see provision made for 8 on-site car parking spaces, with 3 allocated as accessible spaces, 136 long-stay and 34 short-stay on-site cycle parking spaces would be provided, with further provision made for staff showers and lockers. The 3 on-site car parking spaces would be supported with electric vehicle charging points from the onset, with future capabilities for other spaces. The development will have a gross internal floorspace of 10,547 sqm; there are currently 4 vehicular accesses onto and off the location site. The development will have an average of 800 office workers on site during the core hours of 08:00 – 18:00, with a maximum of 1,030 persons occupying the new development at any one time.

The site is located within the Wood Green CPZ, which restricts parking to permit holders only Monday to Saturday, 0800-1830. Trinity Road does contain some pay and display bays with a max stay of 2 hours. Furthermore, a School Streets is located on Trinity Road, which operates Monday to Friday 08:15-09:15 and 14:45-15:45. The site fronts on High Road A105, which is an adopted council road. The proposal site has a PTAL rating of 6b, indicating that its access to public transport is excellent when compared to London as a whole, suggesting that there are opportunities for some trips to be made to and from the site by modes of transport other than the private car. The site is easily reachable from Wood Green Station, which is only a 4min walk, and 3min bike ride. Furthermore, Alexandra Palace Station is only a 12min walk and 5min bike ride from the site. The location is well-serviced by buses on High Road, with these being 121, 141, 232, 329, 629, and W4. Bus stops are located at in front and opposite the Civic Centre on High Road.

Trip Generation

Trip generation has been constructed using both census data from 2011 and TRICS sites, the developer has tried to utilise comparable sites. Although, the Highway Authority finds these sites to have significant differences in terms of their location compared to the development site, which limits comparability, it is to be noted that the trips generated by the new offices are not all new trips as the staff will be relocated from other council offices in the surrounding area to the new building.

The new development will host council meetings during weekday evenings from 18:00 – 22:00 and weekends from 09:00 – 20:00, this will be similar to the previous use of the Civic Centre, no new additional functions are proposed which is likely to generate additional trips when compared to the previous use as a Civic Centre/ office compared to the new proposal, and as the majority of the current staff are already located within the local area we have considered that the additional trips that will be generated by the development proposal will be negligible and are likely to be by sustainable modes of transport.

It is acknowledged by the Highway Authority that with the reduction in on-site car parking, the new development will produce considerably less vehicle trips. The census data was utilised to produce mode share trips for the existing development. As previously discussed, staff will be moving from other council offices to the location site, which is understood to be new trips to the development site. Overall, trip generation is considered to be acceptable.

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 T6.2 Office Parking requires that development proposals must comply with the relevant parking standards, which equates to 1 space per 100 sqm GIA. For a development of this type, a Class E Office with a PTAL with a ranking of 6b, the maximum number of car parking spaces permitted would be 105no. spaces. Therefore, the 8 proposed are in accordance with this policy. Additionally, lower car provision for office developments is further supported by the London Plan 2021, where the site is accessible via public transport, walking and cycling.

The London Plan 2021 T6.5 non-residential disabled persons parking states that disabled person parking should be provided in accordance with the levels set out within the policy. With at least access being provided to 1 on or off-street disabled persons parking bay. As a minimum 5% of the on-site car parking spaces must be designated disabled persons parking bay from the outset, which would be 1 parking space. All designated bays should be marked up as disabled person's parking bays from the outset. If it can be demonstrated that the existing level of disabled persons parking is not adequate.

The process for converting enlarged bays should be set out in a Parking Design and Management Plan which must be secured by way of a planning condition. All designated disabled person's parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1. Therefore, the Highway Authority finds the provision of the 3 to comply with this policy. Although, it is understood that priority 1 (Blue Badge or mobility issues) permit holders will be accommodated either on-site or on-street locally to the development.

The Highway Authority believes that a higher provision of disabled bays should be made available from the onset, as it has been stated that there are currently 5 blue badge holders at Alexandra House who will have to move to the new site. Thus, having 5 provided from the onset will grant them the ability to park at the new site without fear of traversing any great distance.

Information has been supplied within the Transport Assessment on the current occupancy of the location sites car parks. All council staff parking permits are issued via a priority system ranked highest P1 (Blue Badge or Mobility issues) to lowest P9 (Casual). There are currently 134 permits issued to staff. The new development would see this number reduced from 134 to 46, with the reduce number of permits allocated to high-priority level users only.

A parking stress survey was conducted, which utilised the Lambeth Methodology of 500m from the site, which covered a maximum 7min walk radius. It revealed that there are 317 available on-street parking spaces for those working at the site to use, though this would only be limited to the 46 permit holders, which has been mentioned already, and these permit holders, in the first instance, will be accommodated in other council-owned car parks. The Highway Authority would require a Car

Parking Management plan to be submitted which would provide further details on the site's car parking. This must be secured by way of a planning condition.

Cycle parking

The development will see provision for on-site cycle parking being provided within the published London Plan 2021 Policy T5 Cycle standards, which are as follows Class B1 Business Office Long-stay 1 space per 75 sqm, short-stay 1 space per 500 sqm, with 1 extra after first 5000 sqm. Class D1 Other long-stay 1 space per 8 fulltime staff and short-stay 1 space per 3 fulltime staff.

The applicant is proposing to provide a total of 136 long-stay and 34 Short stay cycle parking spaces. No long-stay cycle parking is proposed for the class D1 as it is proposed by the applicant that this is accounted for within the office function of the building and is not required for the civic use.

The Highway Authority would request that a higher provision of cycle parking is provided on-site as previously mentioned the development could see up to 800 staff working on-site. Policy T5 Cycle, which 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.* We will therefore require the cycle parking provision to be monitored as part of the staff travel plan which must be secured by condition, as part of the detailed design efforts should be made to increase the level of on-site cycle parking provision.

The Transport Assessment mentions that the cycle parking provision will be designed and built according to Transport for London's London Cycle Design Standards (LCDS). The Highway Authority would require that plans are submitted showing in depth design and type of long and short stay cycle parking, this must be secured by condition.

Pedestrian / vehicular access to site Access

The submitted Transport Assessment has included an Active Travel Zone (ATZ) assessment which covers a 20-minute cycle area from the site. An examination of the walking and cycling environment to the site via five routes and 5 clusters for collision data has been provided as part of the assessment. Cluster 1 (A105 High Road – White Hart Lane junction) and cluster 2 (A105 High Road – A109 Bounds Green Road junction) are near the site location, with both clusters containing several serious and slight collisions. Although, it is unknown how many of these are made up of pedestrians and cyclists. Some recommendations have been stated within the ATZ detailing improved upgraded signalled crossings and facilities for pedestrians, tactile paving on existing crossings, dedicated cycle infrastructure on White Hart Lane, and improved East-West pedestrian crossing facilities on High Road-White Hart Lane. With the reduction in on-site parking from the new development, it will mean employees are more likely to walk and cycle to the site, consequently increasing trips made by these modes. Therefore, the Highway Authority would require the developer to provide funding towards a highway improvement scheme which will address issues surrounding pedestrian and cyclist road safety within the vicinity of the site.

The site will be using the existing vehicle entrances, with barriers installed to prevent unauthorised access from vehicles. However, information has been submitted on proposed barriers, with the one on Trinity Road being brought closer to the highway which would block the pedestrian footpath whilst vehicles are waiting to enter the site, which could result in pedestrians walking around the vehicle into the highway thus increasing road danger. This would not be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that *'development proposals should not increase road danger'*. Therefore, the Highway Authority would

require that any existing barriers are kept at their present location, this must be secured by way of a planning condition.

Electric vehicle charging

As mentioned above the development would see provision of electric vehicle charging points being made available for 3 on-site parking spaces only. Although, it is not understood whether these will have active capabilities. A future provision option has been mentioned, which would see the remaining spaces provided with similar capabilities to the first 3. The published London Plan Policy T6.2 Office Parking which states that '*Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles, including active charging points for all taxi spaces*'. Therefore, the Highway Authority would request that full provision of active charging points is provided from onset for all spaces to maximise electric travel to the site, especially when considering cease of sale of new combustion engines by 2030, this must be secured by way of a planning condition.

Service and Delivery

Servicing of the site will take place at two locations. The main servicing and refuse collection will be accessible from Trinity Road, and a secondary servicing and refuse collection will be located off Bounds Green Road. Swept path drawings have been submitted to demonstrate how vehicles will exit in first gear. Vehicles using the main servicing location will turn on-plot, and those using the secondary will enter via High Road and exit onto Bounds Green. Therefore, the Highway Authority finds the swept path drawings to be satisfactory. However, the developer will still need to submit a Service and Delivery Plan, which will provide more depth of detail.

Construction Logistics Plan

No Construction Logistics Plan have been submitted as part of the submission, although some information has been provided within the Transport Assessment document regarding the development's construction. Overall, construction is expected to last 20-22 months, with a start date given of January 2023. A worst-case scenario has been presented in which 75% of traffic will use Trinity Road, and 25% would be diverted by High Road A105. Core working hours have been given as the following Monday to Friday 08:00 – 18:00, Saturday 08:00 – 13:00, and no working on Sundays, Bank or Public Holidays. However, the Highway Authority finds the operating times to be unacceptable as they should be outside of peak AM and PM to minimise the impact to local residents and the highway/road network on Trinity Road, Bounds Green, and High Road A105.

The Highway Authority would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant. This can be secured via a planning condition. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, 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 five thousand pounds (£5,000) for the monitoring of the construction activities on site.

Recommendation

There are no highway objections to this proposal subject to the following conditions and s.106 obligations.

Conditions

1. Cycle Parking

The applicant will be required to submit to the Highway Authority plans showing accessible; sheltered and secure cycle parking for 136no. long-stay and 34no. short-stay for approval.

The applicant will be required to submit plans to the Highway Authority in detail showing the design and type of on-site cycle parking for both short and long stay.

Reason: To ensure that cycle parking is provided in line with the London Plan 2021 Policy T5 and the London Cycle Design Standard (LCDS).

2. Delivery and Servicing Plan

The applicant 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 delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site.

Reason: To ensure that the development proposal can be serviced adequately.

3. Car Parking

The applicant will be required to submit a Car Parking Management Plan to the Highway Authority for approval which details the management of onsite car parking and the allocation of the reduced quantum of essential car parking permits.

Reason: to ensure that the impact of the reduction in the onsite car parking does not negatively impact on the on-street car parking provision on the local area surrounding the site.

4. Electric Vehicle Charging

Subject to a condition requiring the provision of 8no. active electric vehicle charging points to serve the on-site parking spaces from onset.

Reason: to be in accordance with published London Plan 2021 Policy T6.2 Office Parking.

5. Disabled Parking Bays

The applicant will be required to submit and provide plans showing 3no. on-site disabled persons parking bays.

REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 non-residential disabled.

S.106 Obligations

1. 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 £5,000 (five 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; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

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.

2. Highway Improvements

The applicant shall be required to enter into agreement with the Highway Authority under Section 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. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at £366,000 (three hundred and sixty-six thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.

Reason: To implement the proposed highways works to facilitate future access to the development site.

3. Workplace Travel Plan

The Applicant will be required to enter a Section 106 agreement to secure a Workplace Travel Plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport:

- a) The applicant submits a Works place 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:
 - a) Provision of welcome workplace induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, 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 workplace element of the development.
 - d) The developer is required to pay a sum of £2,000 (two 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.

Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.