

- 3.49 Refuse will then be collected by the collection operatives directly from the holding area from Silsoe Road. Swept path analysis demonstrating this is included at **Appendix G**.

Non-Residential

- 3.50 A dedicated refuse store will be provided for the B1 workspace on the ground floor level of Block H2, adjacent to Silsoe Road. Tenants will be responsible for taking their refuse and recycling to this store.
- 3.51 On collection days, the refuse collection vehicle will collect directly from the store via Silsoe Road. Swept path analysis demonstrating this is included at **Appendix G**.
- 3.52 A dedicated refuse store will also be provided for each of the A3 restaurant/ taproom spaces. One will be provided at the ground floor level of Block H1 and tenants will be responsible for taking their refuse and recycling to this store and subsequently moving the bins to Coburg Road on collection days for the vehicle to pick up from on-street. The second will be located at the ground floor of Block H3. Refuse from this store will be collected directly from the internal movement corridor, consented as part of the Reserved Matters application for Blocks E1-E3. Swept path analysis demonstrating this is included at **Appendix G**.

Emergency Access

- 3.53 Emergency access to Blocks H1- H3 will be provided from Coburg Road, Silsoe Road and via the internal route through the Northern Quarter, as shown at **Appendix H**. Fire tenders are able to travel through the site and pull up within 40m of each core.

4 Impact of the Development Proposals

- 4.1 As described previously, the wider site benefits from outline consent for up to 118,150m² Class C3 Residential; 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use in the northern part of the site.
- 4.2 As set out in Section 3 of this report, the proposed quantum of development in Blocks H1 – H3 combined is as follows:
- C3 (Residential) floorspace of 31,089 sqm (377 units),
 - 411 sqm (GIA) A3 restaurant/ taproom space and
 - 2,022 sqm GIA) B1 workspace.
- 4.3 This level of development falls within the quantum of development permitted by the outline consent, as described above.
- 4.4 The potential impact of the development proposals therefore falls well within the parameters of the impact assessment undertaken for the consented outline application and set out in the approved Vectos Transport Assessment (R05-BB-Transport Assessment_171012 Final). It is therefore concluded that the impact of the proposals is acceptable, given that it will fall within the parameters of the accepted outline scheme.

5 Summary & Conclusion

- 5.1 Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey (LBH).
- 5.2 A hybrid planning application (planning Ref: HGY/2017/3117) was submitted in November 2017, and approved in April 2018 for:
- “A residential led mixed use development comprising the construction of buildings across the site to include the following 178,300m² GEA Use Class C3 Residential; 7,500m² GEA Class B1 Business; 1,500m² to 3,950m² GEA Class A1-A4; 417m² GEA Class D1 Day Nursery; and up to 2,500m² GEA Class D1/ D2 Leisure; New Basement Level, Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.”*
- 5.3 As described above, this comprised a part outline / part detailed hybrid planning application. Outline planning permission was granted for:
- “The demolition of Olympia Trading Estate and Western Road buildings and structures; 118,150m² Class C3 Residential; 7,168m² to 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.”*
- 5.4 Detailed permission was granted for:
- “The construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332m² Class B1 Business Use / Class A1-A4 Use; 417m² Day Nursery; associated cycle and car parking provision; two basements; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road.”*
- 5.5 This Transport Statement has been prepared to support a Reserved Matters Application for Blocks H1-H3, which form the fourth phase of the outline scheme.
- 5.6 The proposed quantum of development in Blocks H1-H3 combined is 31,067 sqm residential floorspace (377 units), 411 sqm A3 restaurant/ taproom space and 2,022 sqm B1 workspace.
- 5.7 Car parking will be provided for the residential dwellings at basement level. No parking will be provided for the non-residential aspects of the proposed development. The Phase 4 basement will be accessed via the consented basement and will provide a total 19 Blue badge parking spaces (5% provision based on 377 units).
- 5.8 Long stay and short stay cycle parking will be provided for each land use, in accordance with the minimum standards contained within the London Plan. It should be noted that these are more onerous standards than what was agreed as part of the consented outline application and therefore

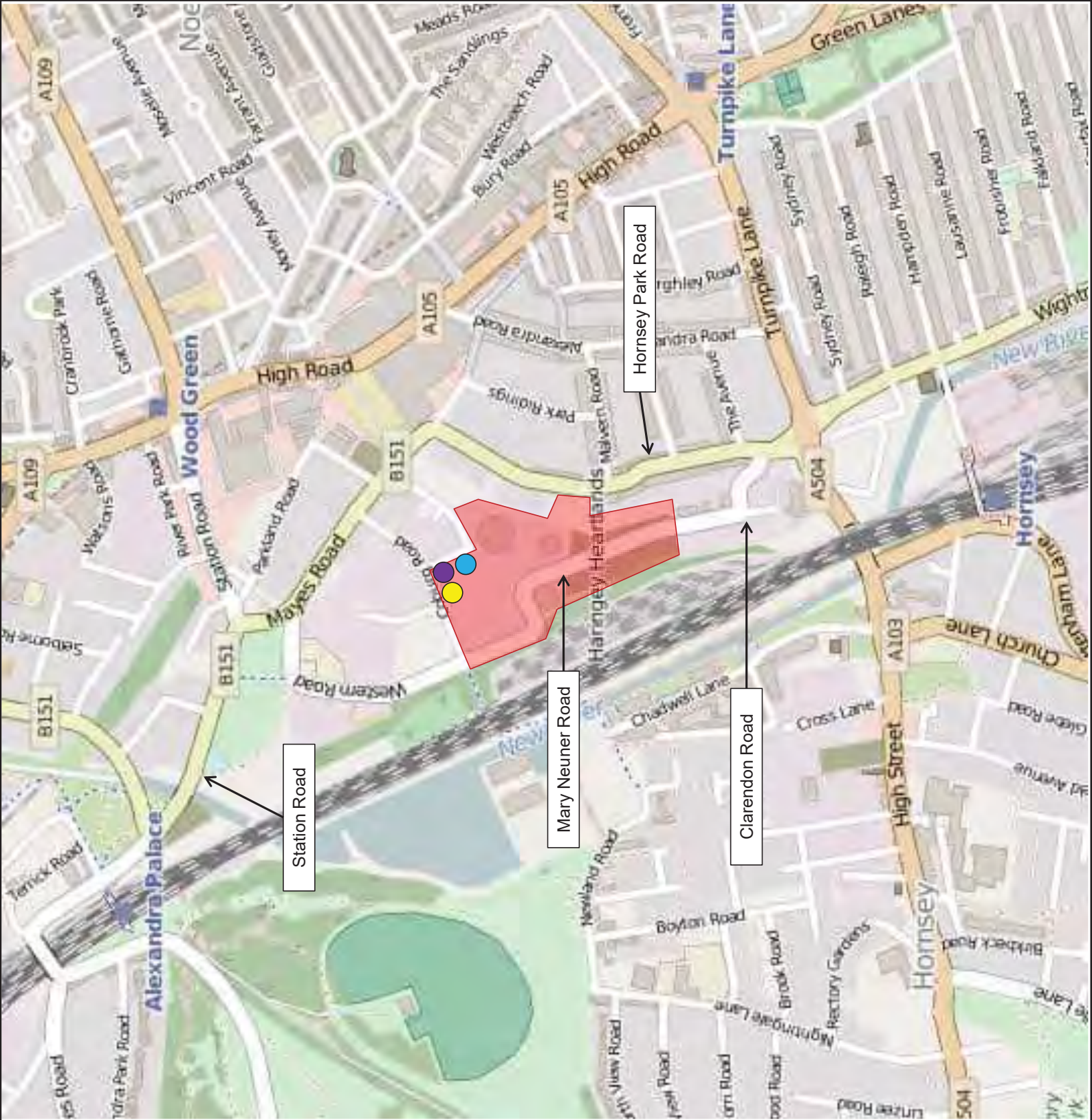
the proposed cycle parking provision is much higher than what would be permitted by the consent. This reflects changes in travel behaviour and transport policy, encouraging active travel modes and discouraging private car ownership.

- 5.9 It is proposed that new public realm will be created as part of the proposed development, in order to complement the landscape scheme already approved for Northern Quarter (Blocks D1-D4 and E1-E3). A new public square will be created to south of Block H1 and the west of Block H3.
- 5.10 Public seating will be provided along with trees and other soft landscaping. The proposed A3 restaurant / taproom spaces will also overlook the square and have outdoor seating in order to take advantage of the attractive setting and create a strong sense of place.
- 5.11 From the square, two connections will be provided to Coburg Road. At the east of the site, a shared pedestrian and cycle route will be provided, connecting the internal movement corridor to Coburg Road. A central connection, known as The Arcade, will also be provided between the square and Coburg Road, between Block H1 and Block H2/H3. This will be designated for pedestrians only and will have a covered canopy between the buildings to provide shade and shelter. Further seating and planting will be provided to create an attractive space for people to sit and rest.
- 5.12 On Coburg Road, the buildings will be set back from the public highway in order to create a wide, pedestrian footway with sufficient space available for tree planting, short stay cycle parking and seating. The width of the public realm along Coburg Road will vary between 7.1m and 8.4m.
- 5.13 Deliveries and servicing will be undertaken from the internal movement corridor which was approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).
- 5.14 Based on the proposed quantum of development, it is estimated that Blocks H1-H3 will generate a total of 30 delivery vehicles (60 two-way movements) per day.
- 5.15 Residential refuse stores will be located at basement level and this is where residents will take their refuse and recycling to on a daily basis. For collection, a residential holding store will be located at ground floor level on the east side of Block H3, adjacent to Silsoe Road. Bins will be transported to this location from the basement, via a service lift, throughout the week as they become full. This will be undertaken by the site management team. Refuse will then be collected by the collection operatives directly from the holding area.
- 5.16 A dedicated refuse store will be provided for the B1 workspace on the ground floor level of Block H2, adjacent to Silsoe Road. Tenants will be responsible for taking their refuse and recycling to this store. On collection days, the refuse vehicle will collect from Silsoe Road.
- 5.17 A dedicated refuse store will also be provided for each of the A3 restaurant/ taproom spaces. One will be provided at the ground floor level of Block H1 and tenants will be responsible for taking their refuse and recycling to this store and subsequently moving the bins to Coburg Road on collection days for the vehicle to pick up from on-street. The second will be located at the ground floor of Block H3. Refuse from this store will be collected directly from the internal movement corridor.
- 5.18 The proposed quantum of development falls within the maximum parameters permitted by the outline consent, as described above. The potential impact of the development proposals therefore falls well

within the parameters of the impact assessment undertaken for the consented scheme, which is set out in the approved Vectos Transport Assessment (R05-BB-Transport Assessment_171012 Final). It is therefore concluded that the impact of the proposals is acceptable given that they fall within the parameters of the accepted outline scheme.

- 5.19 As described above, the development proposals, including the access and servicing strategy; and cycle parking provision, are in line with the planning consent and therefore the proposed development is concluded to be acceptable.

Figures



Key:	
	Wider Site Location
	Indicative Location of Block H1
	Indicative Location of Block H2
	Indicative Location of Block H3

Clarendon Gas Works
St William Homes LLP
Site Location Plan

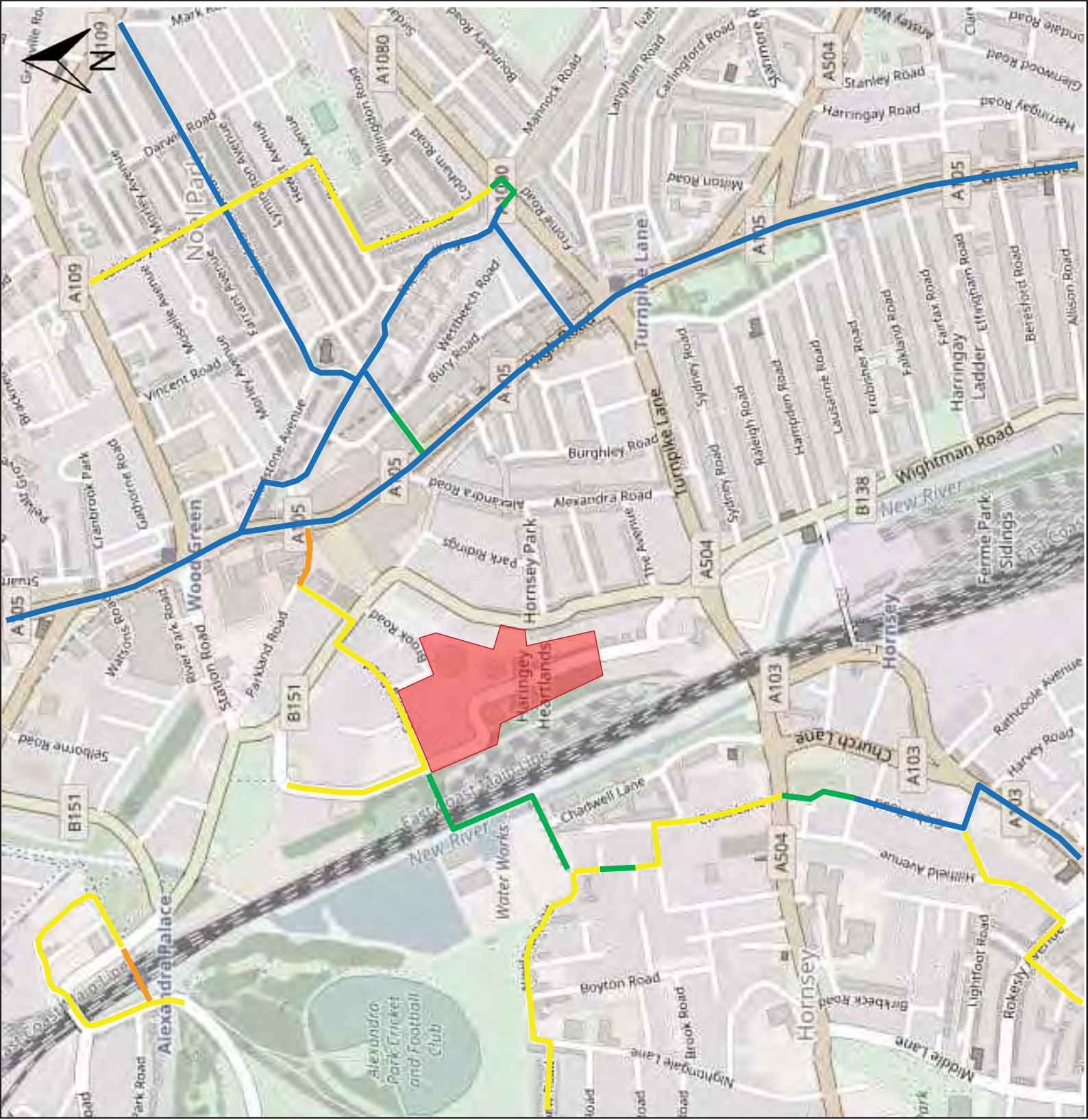
NTS			
SCALES:			
DRAWN: BB	CHECKED: MDC	DATE: 210619	REVISION: .



transport planning specialists

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Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

Figure 1



Key:



Site Location

Cycle Link Classification

Route signed or marked for use by cyclists on a mixture of quieter or busier roads



Quieter roads that have been recommended by other cyclists, may connect other route sections



Off-road routes



Pedestrian only route which connects cycling sections



Clarendon Gas Works

St William Homes LLP

Existing Cycle Routes

NTS

BB

GS

DATE: 210619

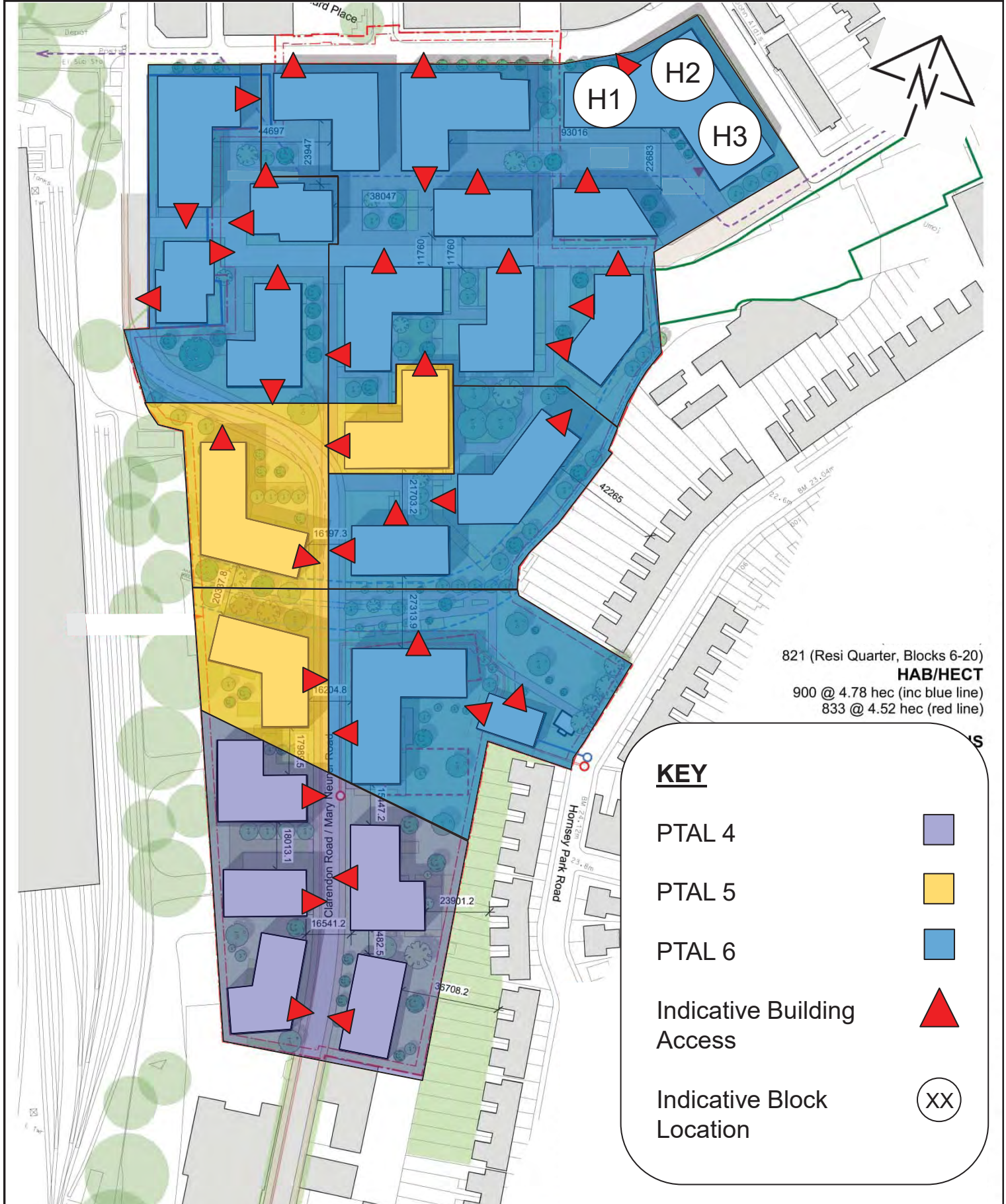
REVISION: .



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DRAWING REFERENCE:

Figure 3



Project: **Clarendon Gas Works**

Client: **St William Homes LLP**

Title: **Manual PTAL Site Plan
(Indicative Site Layout Plan)**



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DRAWN:
BB

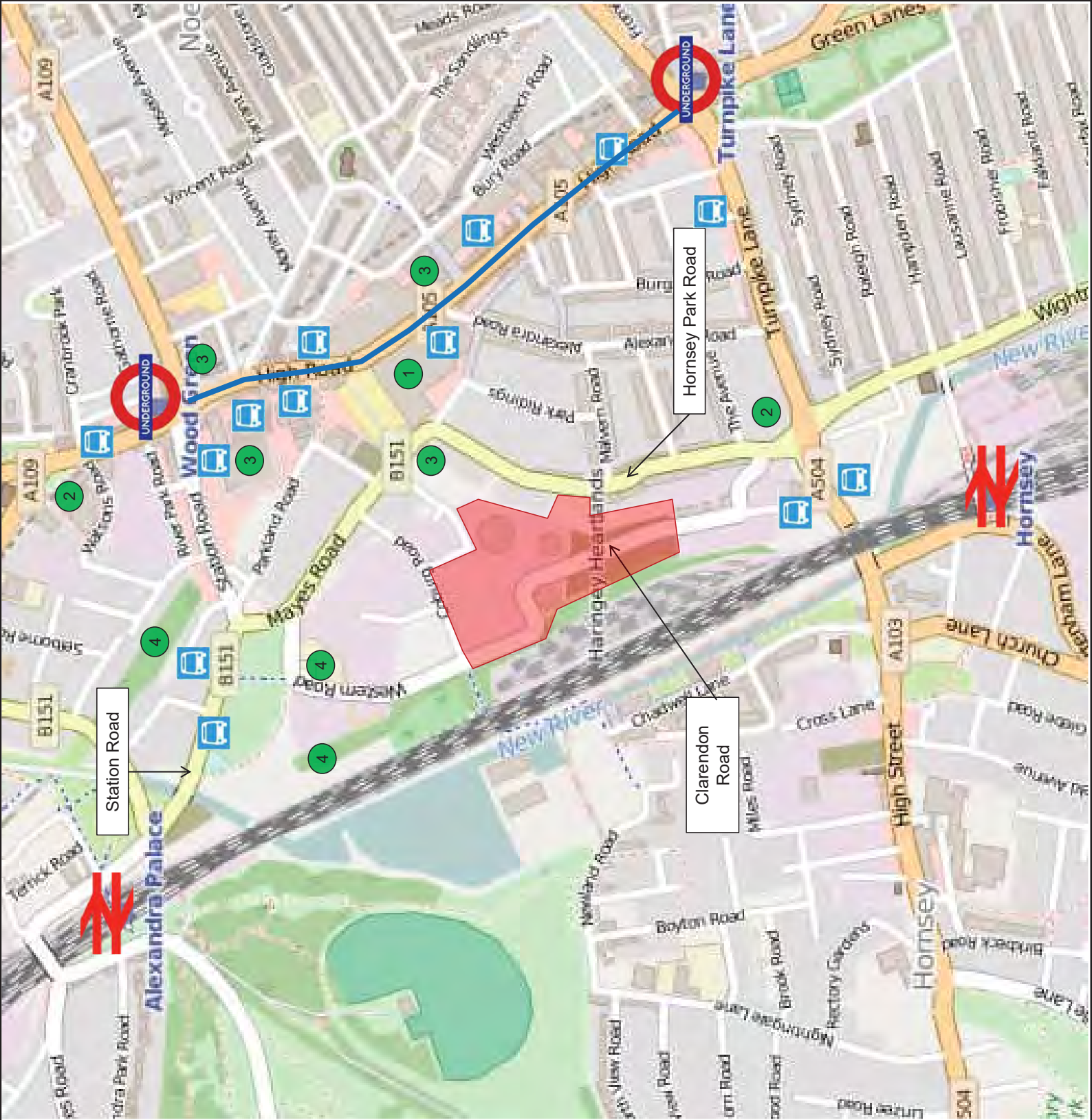
CHECKED:
MDC

DATE:
210619

SCALES:
NTS

DRAWING REFERENCE:
Figure 4

REVISION:



Key:

- Site Location
- Bus Stop
- National Rail Station
- London Underground Station
- The Mall Wood Green
- GP Surgery
- Food Store
- School
- Wood Green High Street Area

Clarendon Gas Works

St William Homes LLP

Local Amenities Plan

NTS

SCALES:	DRAWN:	CHECKED:	DATE:	REVISION:
	BB	MDC	210619	.



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Figure 5

Appendix A

Phase 3 - 22 Parking Spaces - (5% Blue Badge Parking)

Phase 4 - 19 Parking Spaces - (5% Blue Badge Parking)

Phase 5 - 22 Parking Spaces - (5% Blue Badge Parking)

REV.	DATE	AMENDMENT
P01	18/05/23	Draft planning set issue
P02	31/05/23	Planning set for client review



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77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardson.com

PROJECT
Clarendon Phase 4

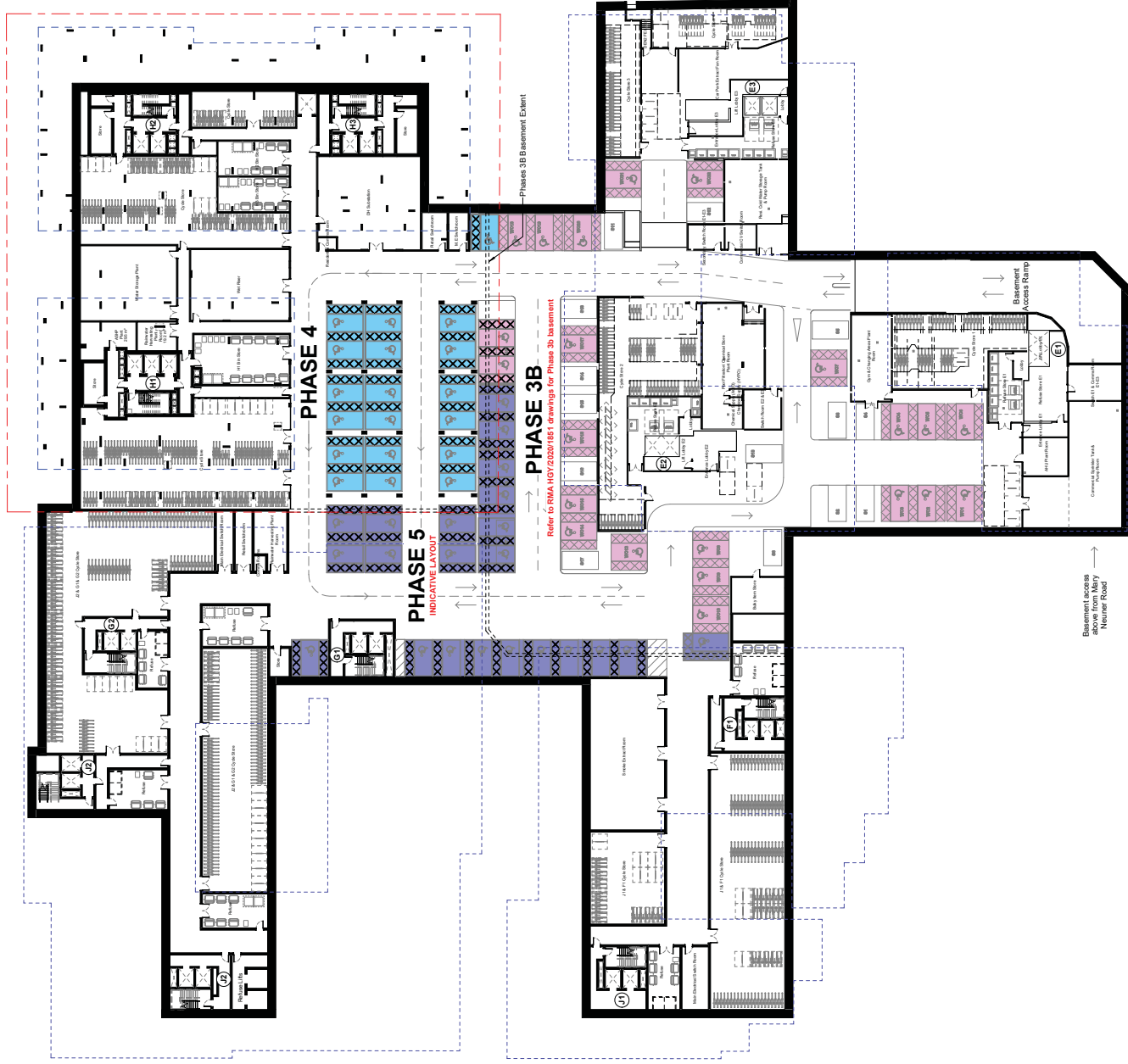
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3	3
4	4
5	5
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S2 Planning

DRAWING NO.

6726 - SBA-77-R1-DR-A-02100



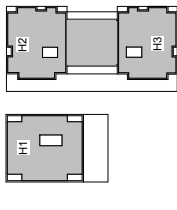
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Key
Cycle & Refuse Store
Plant / BOH
Residential Lobby

Extent of building above
Phase 4 site boundary
Temporary walls

REV. DATE AMENDMENT
P01 18/03/23 Draft drawings set issue
P02 31/03/23 Planning set for client review

0 2 4 6 8 10
m
KEY PLAN



CLIENT

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SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU

T: +44 (0)20 7941 1700 E: enquiries@sheppardrobson.com

PROJECT

Clarendon, Phase 4

SCALE: 1:500
DATE: 31/03/23
ORIGINATOR: JIM
CHECKED: RX
AUTHORISED: NH

General Arrangement
Basement Floor Plan

Stage 2

STATUS: S2

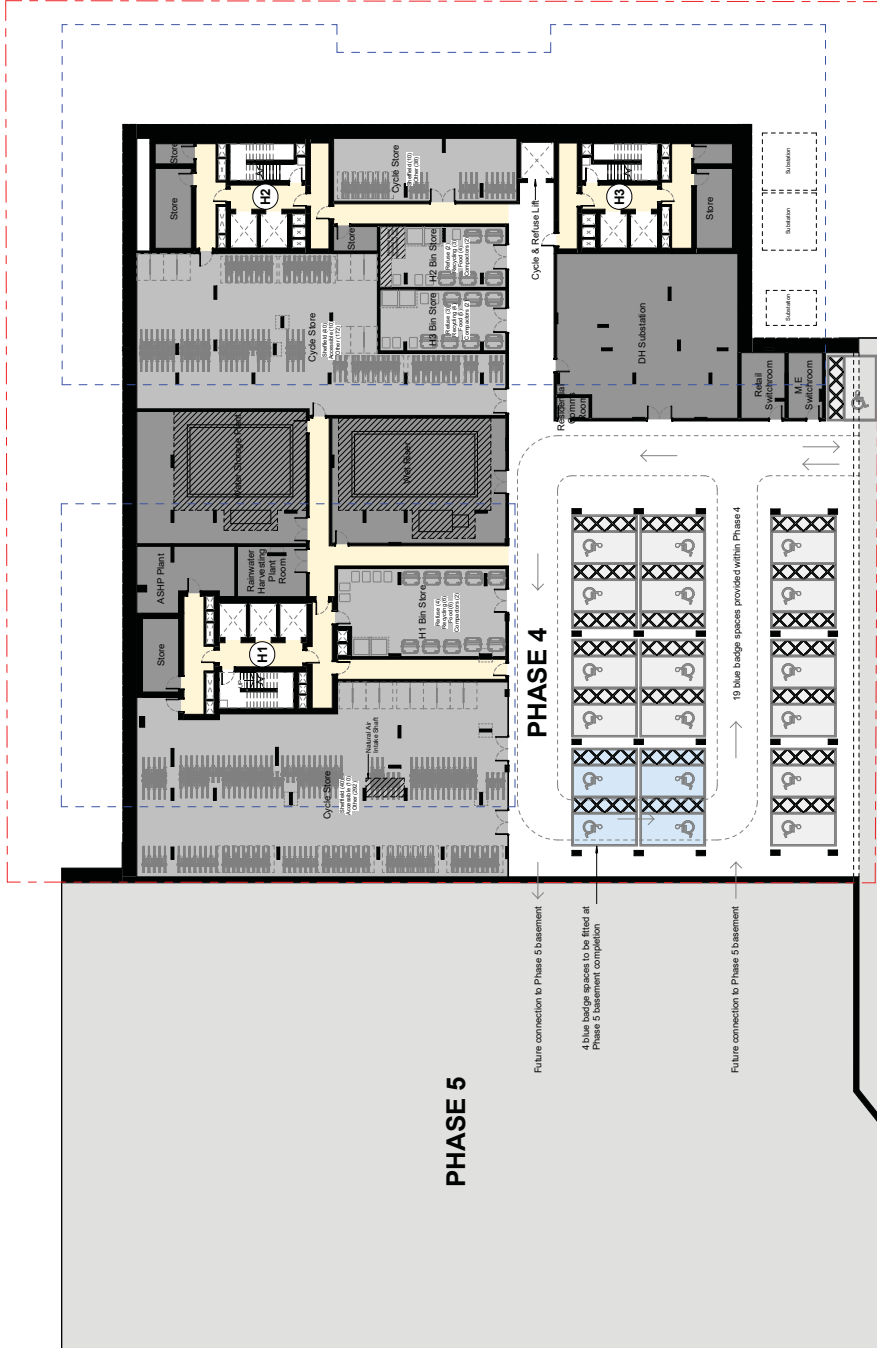
PURPOSE FOR ISSUE: Planning

DRAWING NO.: 6726

REV.:

6726 - SRA-ZZ-B1-DR-A-02101

P02



Access to basement from ramp
from Phase 3B to Phase 4
basement. Refer to drawing 6726-
SRA-ZZ-B1-DR-A-02101

PHASE 3B

PHASE 5

PHASE 4

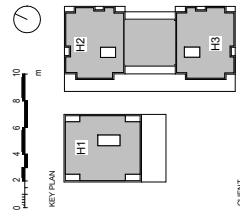
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- Key**
- A3 Use
 - B1 Use
 - Bus Driver Facilities
 - Cycle & Refuse Store
 - Plant / BOH
 - Residential lobby

REV.	DATE	AMENDMENT
P01	18/03/23	Draft planning set base
P02	31/03/23	Planning set for client review
P03	01/04/23	Planning set for client review
P04	03/07/23	Planning set for client review
P05	11/07/23	Planning set for client review
P06	31/03/2023	Issued for Planning



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T: +44 (0)20 7941 700 E: enquiries@sheppardrobson.com

PROJECT
Clarendon, Phase 4
SCALE: 1:500
DATE: 31/03/2023
ORIGINATOR: JIM
CHECKED: RX
AUTHORISED: NH

General Arrangement
Ground Floor Plan

Stage 2
STATUS: S2
PURPOSE FOR ISSUE: Planning
DRAWING NO.: 6726 - SRA-ZZ-00-DR-A-02102
REV.: P06
SR NO: 6726

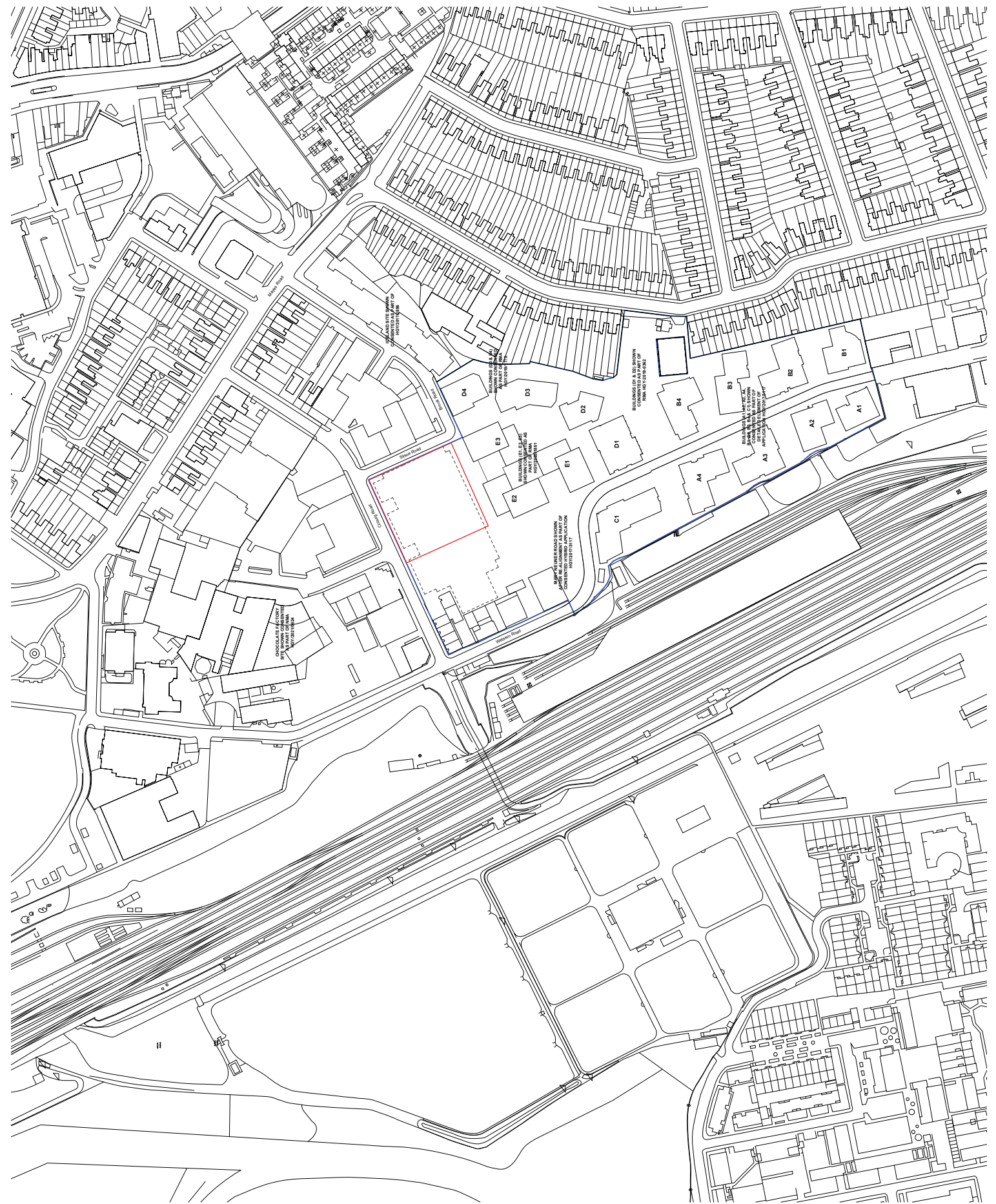


Appendix B

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REV.	DATE	AMENDMENT
P01	18/03/23	Draft planning application
P02	31/03/23	Planning application for client review

Phase 4 site boundary
Hybrid permission boundary
Existing buildings on site to be demolished



CLIENT

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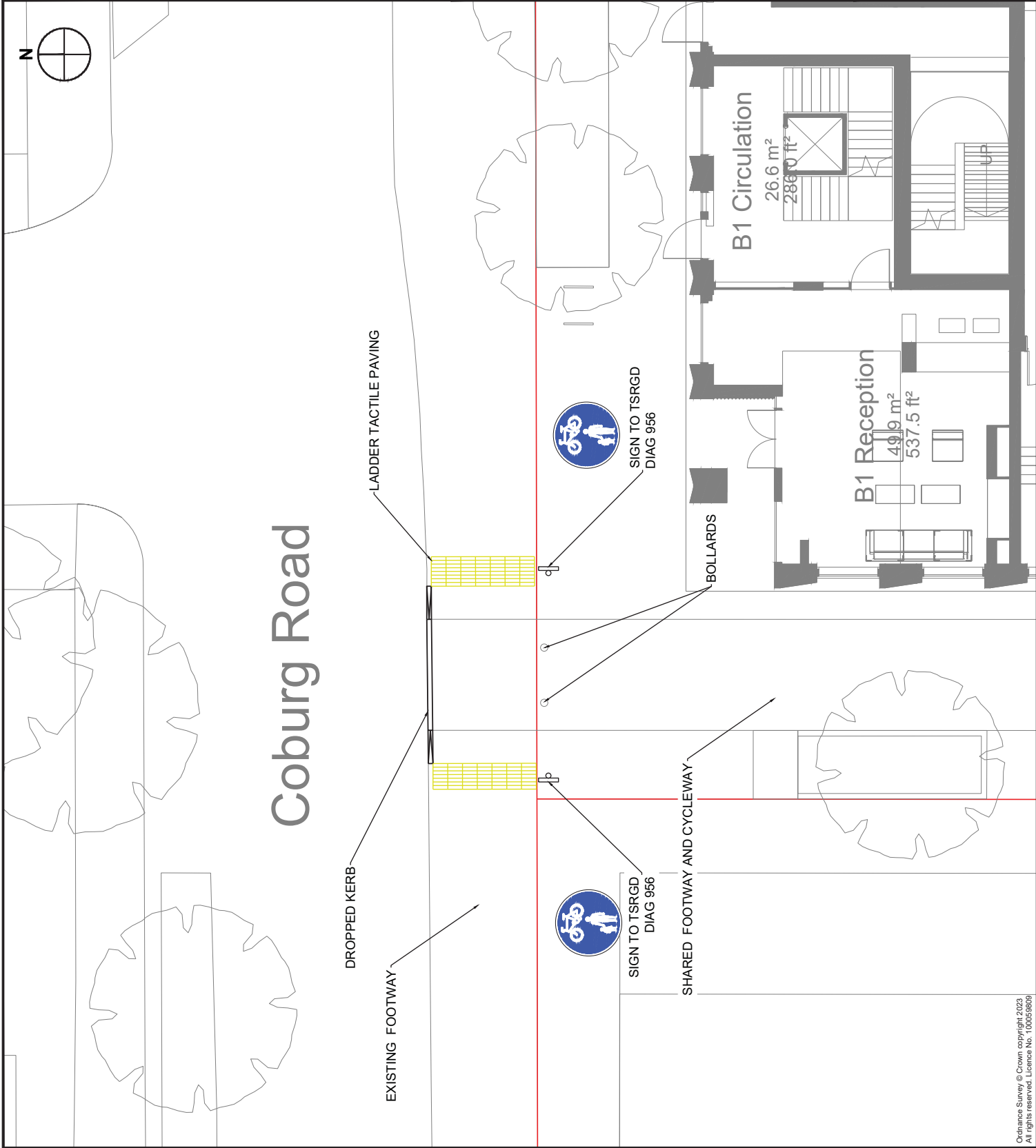
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77 Parkway Garden Town London NW1 7PU
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Clarendon, Phase 4
DATE: 31/03/23
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CHECKED: RX
AUTHORISED: NH

Site Location Plan

Stage 2
STATUS: PURPOSE FOR ISSUE
S2 Planning
DRAWING NO. 6726
REV. 02010
P02

Appendix C



Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. While lining is indicative only.

EXISTING FOOTWAY

DROPPED KERB

LADDER TACTILE PAVING



SIGN TO TSRGD
DIAG 956

SHARED FOOTWAY AND CYCLEWAY



SIGN TO TSRGD
DIAG 956

BOLLARDS

B1 Circulation

26.6 m²
286.0 ft²

B1 Reception

49.9 m²
537.5 ft²

INFORMATION ONLY

CLIENT:

St William

PROJECT:

Clarendon Phase 4

DRAWING TITLE:

Proposed Shared Space
Crossing
Footway/Cycleway Option 2

SCALES:

1:100 at A3

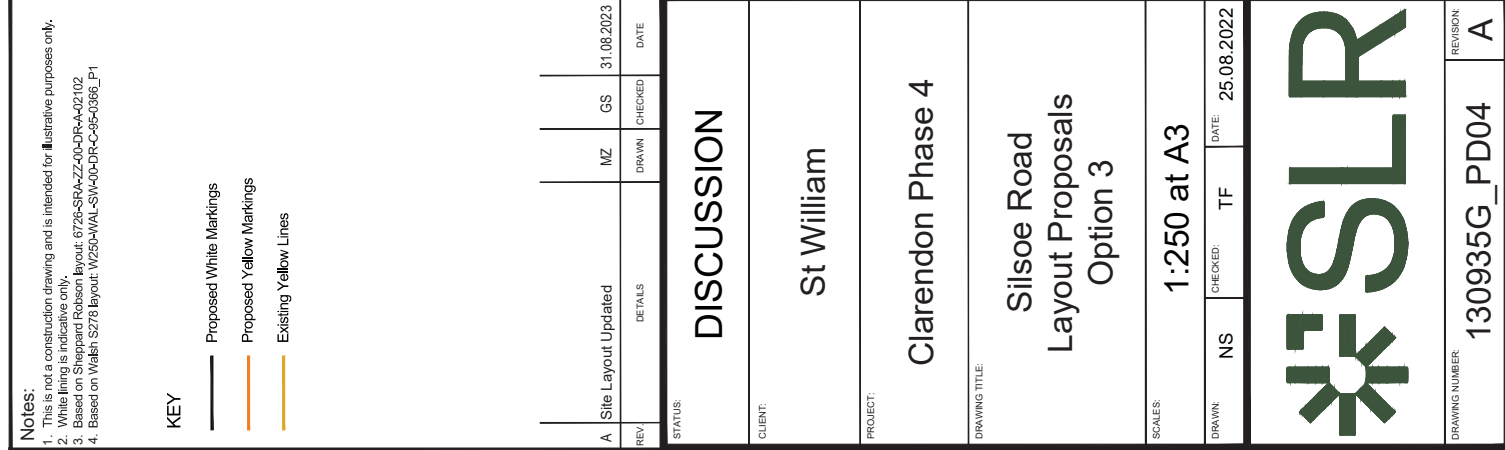
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DRAWING NUMBER: 130935G_PD08 REVISION: .

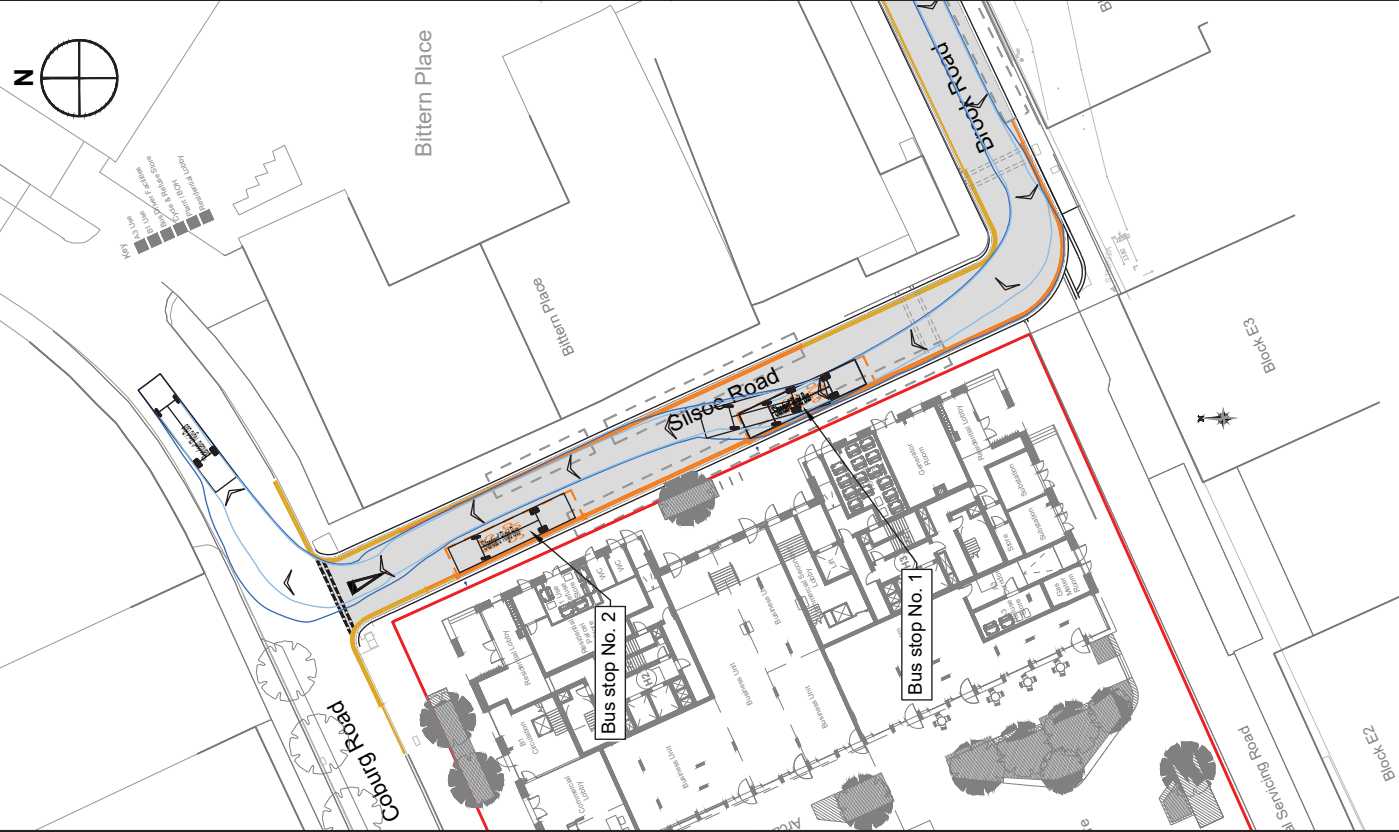
Appendix D



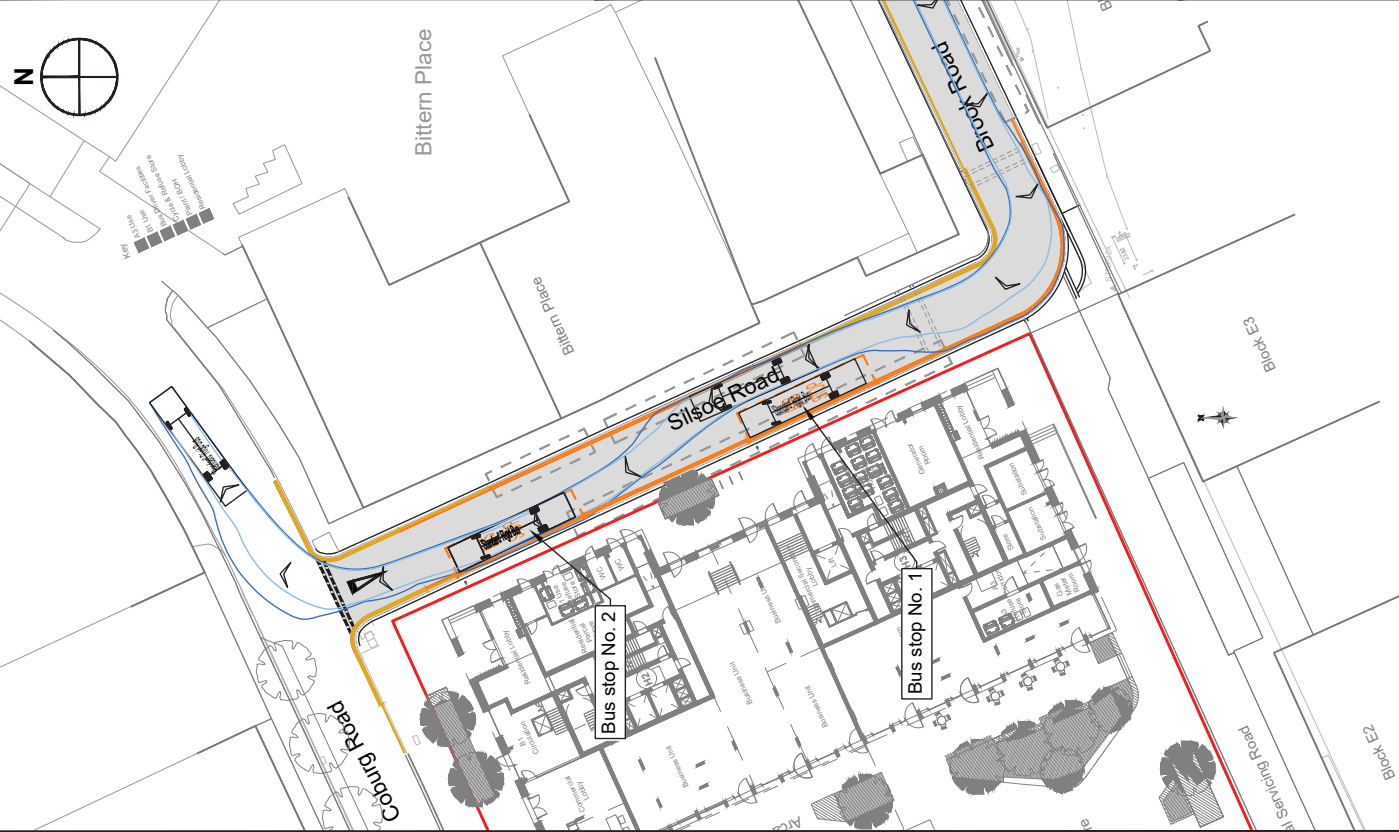
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SINGLE DECK BUS - ENTERING & EXITING FROM BUS STOP NO.1

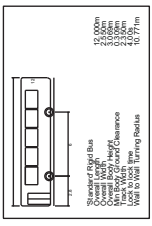


SINGLE DECK BUS - ENTERING & EXITING FROM BUS STOP NO.2



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on Sheppard Robson layout: 6726-SRA-ZZ00-DR-A-02102
4. Based on Valen SZ78 layout: W250-HAL-SH400-DR-C-950366-F1



REV	DETAILS	DRAWN	CHECKED	DATE
A	Site Layout Updated	MZ	GS	31.08.2023

STATUS

DISCUSSION

CLIENT:

St William

PROJECT:

Clarendon Phase 4

DRAWING TITLE:

Swept Path Analysis
Silsoe Road
Rigid Bus

SCALES:

1:500 at A3

DRAWN:

NS

CHECKED:

TF

DATE:

25.08.2022

*SLR

DRAWING NUMBER:

130935G_PD04_AT01

REVISION:

A

Appendix E

Clarendon Gasworks, Phase 4 Blue Badge Parking Review

130935G

August 2023

Introduction

1. Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey
2. It is proposed to submit a Reserved Matters Application for Buildings H1-H3 (Phase 4) which comprises of around 377 residential flats alongside commercial and retail floorspace. The application also includes a basement which will accommodate Blue Badge holder parking, cycle parking, plant space and residential refuse stores.
3. The outline application was approved in 2018 on the basis of providing Blue Badge holder parking at a ratio of 10% of the number of units and total site-wide parking at a ratio of 0.25 spaces per unit (inclusive of the 10% Blue Badge). This requirement was also captured within the signed S106 agreement which was subsequently amended by Deed of Variation in relation to the provision of 10% blue badge which now requires 3% to be allocated to Blue Badge Holders and 7% to be available should they be requested by Blue Badge Holders.
4. Since the Deed of Variation agreement was signed, trends in car ownership and Blue Badge ownership have changed and as the early phases of development have been occupied, significant insight has been gained into the take up of parking within the development. Alongside this, the demand for space within the basement in relation to waste storage, cycle storage and plant space have increased.
5. The proposal at this stage is for Clarendon Gasworks Phase 4 is for disabled parking to be provided at a ratio of 5% of residential dwellings. It is also proposed that for the entire Clarendon Gasworks site, including Phase 1, Phase 2 and Phase 3 which are either built or approved, and Phase 4 and future Phase 5, that the overall site-wide provision of disabled parking will be just over 7%. This comprises provision in Phase 1 and 2 of over 10% (as built), Phase 3 at 5% (under construction) and Phase 4 and 5 at 5% (as currently proposed).
6. As such, St William are seeking to engage with LB Haringey, reducing the need to provide 10% Blue Badge holder parking for homes in Phases 4 and 5.

Spatial Constraints

7. The basement associated with Phases 3, 4 and 5 has a finite amount of space due to the boundary of St William's land ownership and needs to accommodate an increasing quantum of bins, cycle parking and plant space in order to ensure the ground floor provides the required commercial offer and the maximum provision of active frontage
8. There is therefore a balance to be met between car parking and non-negotiable ancillary uses within the basement. The proposal by St William is that a lower percentage of Blue Badge spaces are provided across the Phase 3, 4 and 5 basement. This reduction will be justified in the following sections.

Trends in Blue Badge & Car Ownership

9. Across the UK and England, the number of Blue Badges being issued is decreasing as a result of improvements to the accessibility of sustainable transport modes (such as step free access and modern bus fleets to enable disabled access), which has in turn altered people's travel habits.
10. In the year ending March 2021:
 - 2.35 million Blue Badges were held as of 31 March 2021, a decrease of 3.8% from March 2020; and
 - 824,000 Blue Badges were issued, representing a reduction of 14.7% from March 2020.
11. The Department for Transport (DfT) Blue Badge Statistics (Table DIS0105) provides the number of existing Blue Badge holders as a percentage of the population for authorities across England. The statistics show that just 3% of the population in the London Borough of Haringey hold a Blue Badge. This is significantly less than the 10% provision for Blue Badge parking identified in the London Plan and provided on previous phases of the Clarendon Gasworks scheme. The information in Table DIS0105 is summarised below in **Table 1**.

Table 1: DfT Table DIS0105 Valid Blue Badge Holders

Local Authority	Number of valid Blue Badges held at 31 March (thousands)	Badge Holders as a percentage of the population	Total population (thousands)
Haringey	8	3.0	266

12. Furthermore, 2011 Census data shows that just 42% of registered, disabled residents in the Wood Green area owned a car, as summarised below in **Table 2**. It should be noted that this data is from

over 10 years ago and as such is likely to have changed, especially given the reduction in new Blue Badge holders as per the DfT data presented above.

Table 2: 2011 Census Data Car Ownership for Residents with a Disability

Car Ownership	Number of Households	Percentage
Total Households	6,760	100%
No Cars	3,918	58%
1 Car	2,279	34%
2 or more Cars	563	8%

13. There is therefore evidence that the provision of spaces that can serve 10% of new homes with blue badge parking is a sizeable overprovision and is unlikely to be used and this is set out in the sections below.

Blue Badge Parking Provision / Demand

Clarendon Gasworks

14. Phase 1 and over 60% of Phase 2 of the Clarendon Gasworks scheme have been completed, comprising Blocks A1-A4, Blocks B1-B4 and Block C1.
15. As per information received from the sales team, to date, there have been no requests for Blue Badge holder parking spaces and the Blue Badge spaces which have been provided remain empty.
16. It stands to reason that future phases are likely to be similar in terms of demand and as such, providing Blue Badge spaces equating to 10% of the number of homes across Phases 3 – 5 would represent a significant over-provision.
17. Furthermore, Phases 3 – 5 of the development are located in the most accessible area of the site within a very short distance of the high street and immediately adjacent to the new bus services which are being brought forward on Silsoe Road.
18. A summary of the total provision across the completed phases (Blocks A, B and C) and the proposed provision within the Northern Quarter (based on approved provision for Phase 3 and proposed provision for the remainder of the Northern Quarter basement) is presented below in **Table 3**.

Table 3: Site Wide As-Built / Approved / Proposed Parking Provision

Location	Residential Units	Total Parking	Blue Badge Holder Parking
Block A1 – A4 Basement*	291 flats	43 spaces	39 spaces (13%)
Block B1-B4 Basement*	157 flats	72 spaces	30 spaces (19%)
Block C1 Ground Floor*	169 flats	18 spaces	4 spaces (2%)
Northern Quarter Basement Phase 3 (Blocks D1–D4 and E1–E3)**	481 flats	37 spaces	22 spaces (5%)
Northern Quarter Basement Phase 4***	377 flats	19 spaces	19 spaces (5%)
Total Resident Parking	1,475 flats	189 spaces	114 spaces (8%)
Northern Quarter Basement Future Phase 5***	399 flats (TBC)	22 spaces	22 spaces (min. 5% provision)
SITE WIDE TOTAL RESIDENT PARKING	1,874 flats	211 spaces	136 spaces (7%)

***As Built; **Under Construction; ***Proposed, subject to Reserved Matters consent**

19. It can be observed that the earlier phases which have been built out provide an average of over 10% Blue Badge parking, based on the number of units. As described previously, none of these Blue Badge spaces have been taken up by residents.
20. Due to the increasing demands for plant space, refuse stores and cycle stores at the basement level, the volume of space remaining for car parking is reduced, as shown in the Northern Quarter Basement layout plan included at **Appendix A**. The volume of space required for cycle parking has increased since the outline application due to an increase in minimum cycle parking standards.
21. The current proposal to provide Blue Badge parking at a rate of 5% of units for Phase 4 and future Phase 5 represents a reasonable balance struck between the varying demands for basement space. The only way to increase Blue Badge parking provision for these phases would be to move refuse

stores/ plant space etc. to the ground floor, therefore removing active frontage. This is not considered to be a reasonable use of space given LBH's and the client's desire for active frontage at ground level and given the lack of uptake of any Blue Badge parking spaces in the development so far.

22. Finally, it is important to recognise that on a site-wide basis, Blue Badge parking equates to provision of 7% of total residential units. St William, through their Parking Management Plan, can allocate Blue Badge spaces to residents in other phases of the site, if needed, although it is not expected that this will be required, given the number of Blue Badge holders in Haringey and the Census data showing car ownership amongst registered disabled residents.

Other Berkeley Schemes

23. In addition, a review of other Berkeley schemes across London has been undertaken, reviewing the number of spaces provided and the uptake of these spaces. This information is summarised below in **Table 4**.

Table 4: Berkeley Scheme Blue Badge Parking Provision / Uptake

Development	PTAL	Blue Badge Parking Provision	Uptake of Blue Badge Parking Spaces
Clarendon Gasworks	4	Minimum 10% (currently)	0
Prince of Wales Drive, Battersea	5	11% (34 spaces)	0
Corniche, Albert Embankment	6a	10% (5 spaces)	0
Dumont, Albert Embankment	6a	10% (6 spaces)	0
Merano, Albert Embankment	6b	10% (2 spaces)	0
Riverlight, Vauxhall	2	10% (38 spaces)	0

24. Whilst not an exhaustive list of all Berkeley Group developments, this short snapshot provides evidence that the provision of space to be able to provide 10% Blue Badge parking is unnecessary.

Review of similar Developments within LB Haringey

25. A review of similar schemes within the London Borough of Haringey has been undertaken to understand what other residential developments have provided. These developments are discussed below.

St Ann's New Neighbourhood (HGY/2022/1833)

26. The St Ann's scheme is located in an area of PTAL 1A / 2 and will provide 995 new residential dwellings. The scheme will be car-free with the exception of 30 Blue Badge parking spaces, equating to 3% provision. An extract from the Transport Statement submitted with the scheme is provided below:

"The DfT Blue Badge Statistics (Table DIS0109) provides the level of existing accessible blue badge as a percentage of the population for authorities across England. This table shows that 2.9% of the population of Haringey hold a Blue Badge. This is significantly below the 10% provision identified in the London Plan and indicates that the full 10% is unlikely to ever be utilised.

The intention is to still provide the full 3% accessible parking provision for each phase of the masterplan. However, it is proposed to allow for an additional 2% accessible parking spaces rather than the full 7%. This has been agreed with both LBH and TfL."

Former BHS (HGY/2018/3145)

27. The scheme was unable to achieve the requirement for Blue Badge parking spaces based on the number of accessible units provided, however the pre application feedback was positive in this regard although justification was requested by Haringey for the specific constraints limiting the number of disabled parking spaces.
28. The main reason provided by the team was the spatial constraints at the site, followed by the fact that the site was in a highly accessible location (PTAL 6B) and therefore supports a car-free lifestyle. They also stated that the likelihood of all disabled residents owning a car would be low. An extract from the Transport Assessment is provided below:

"The rigid application of these standards is not considered appropriate given the highly accessible location of the site and the likelihood therefore that not all disabled residents would own a car. For example, the excellent public transport services and the proximity to a comprehensive range of amenities would reduce the need for residents to make journeys away from the site by car"

Tottenham Hale Centre B (Ferry Island Retail Park) (HGY/2018/2223)

29. The scheme was approved in 2018 and is car free apart from 31 blue badge parking spaces. This equates to a provision of one blue badge parking bay per dwelling for 3% of dwellings. An extract from the approved Transport Statement is provided below:

"The proposed blue badge car parking provision is deemed appropriate for the site based on the following key factors:

- *The site is in a highly sustainable location (PTAL 6A);*

- *Step-free access is provided to all modes at the Tottenham Hale Public Transport Interchange*
- *The development will benefit from future amenity and transport improvements given its location within the DCF area”*

Summary & Conclusion

30. The proposed Phase 3 – 5 development has multiple demands on this space when taking into account the ambition to maximise ground floor active frontage and accommodating a range of ancillary uses within the basement.
31. Based on levels of Blue Badge ownership nationally and within the LB Haringey, St William wish to propose that Blue Badge parking equating to 5% of the total number of homes across Phases 3, 4 and 5 is justified. This is further supported by an overall provision across the total site (Phases 1 – 5) of 7%.
32. This is supported by evidence from both approved applications in the borough, which have been granted permission with Blue Badge parking of approximately 3%, as well as evidence provided by St William on parking uptake in other Berkeley Homes schemes including Phase 1 and 2 of Clarendon Gasworks. This evidence has shown that out of six schemes (including the earlier phases of Clarendon Gasworks) with varying levels of public transport accessibility, no Blue Badge parking spaces have been used and car parks are staying underused.
33. It stands to reason that Phases 3 – 5 of the Clarendon Gasworks scheme is likely to reflect the trends of Phase 1 and 2, as well as trends across other similar developments and therefore the demand for Blue Badge parking is highly unlikely to ever be as much as 10%. Based on this, it is proposed that Phases 3 – 5 will provide Blue Badge parking at a rate of 5% of units only.
34. In the unlikely scenario that there is a very high level of demand from Phase 4 and Phase 5 residents Blue Badge parking spaces beyond the 5% proposed then the Parking Management Plan allows St William to allocate spaces within other phases.
35. St William propose to revise the approved car parking management plan to reflect this revised approach, subject to the support of LB Haringey.

Appendix A

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Key

- Phase 3 - 22 Parking Spaces - (5% Blue Badge Parking)
- Phase 4 - 19 Parking Spaces - (5% Blue Badge Parking)
- Phase 5 - 22 Parking Spaces - (5% Blue Badge Parking)

- Extent of building above
- Phase 4 site boundary
- Temporary walls

REV.	DATE	AMENDMENT
P01	18/03/23	Draft planning set issue
P02	31/03/23	Planning set for client review



CLIENT

St William
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SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7904 1700 E: enquiries@sheppardrobson.com

PROJECT

Clarendon, Phase 4

SCALE: 1:300
DATE: 31/03/23
ORIGINATOR: EV
CHECKED: RX
AUTHORISED: NH

General Arrangement
Combined Illustrative Basement

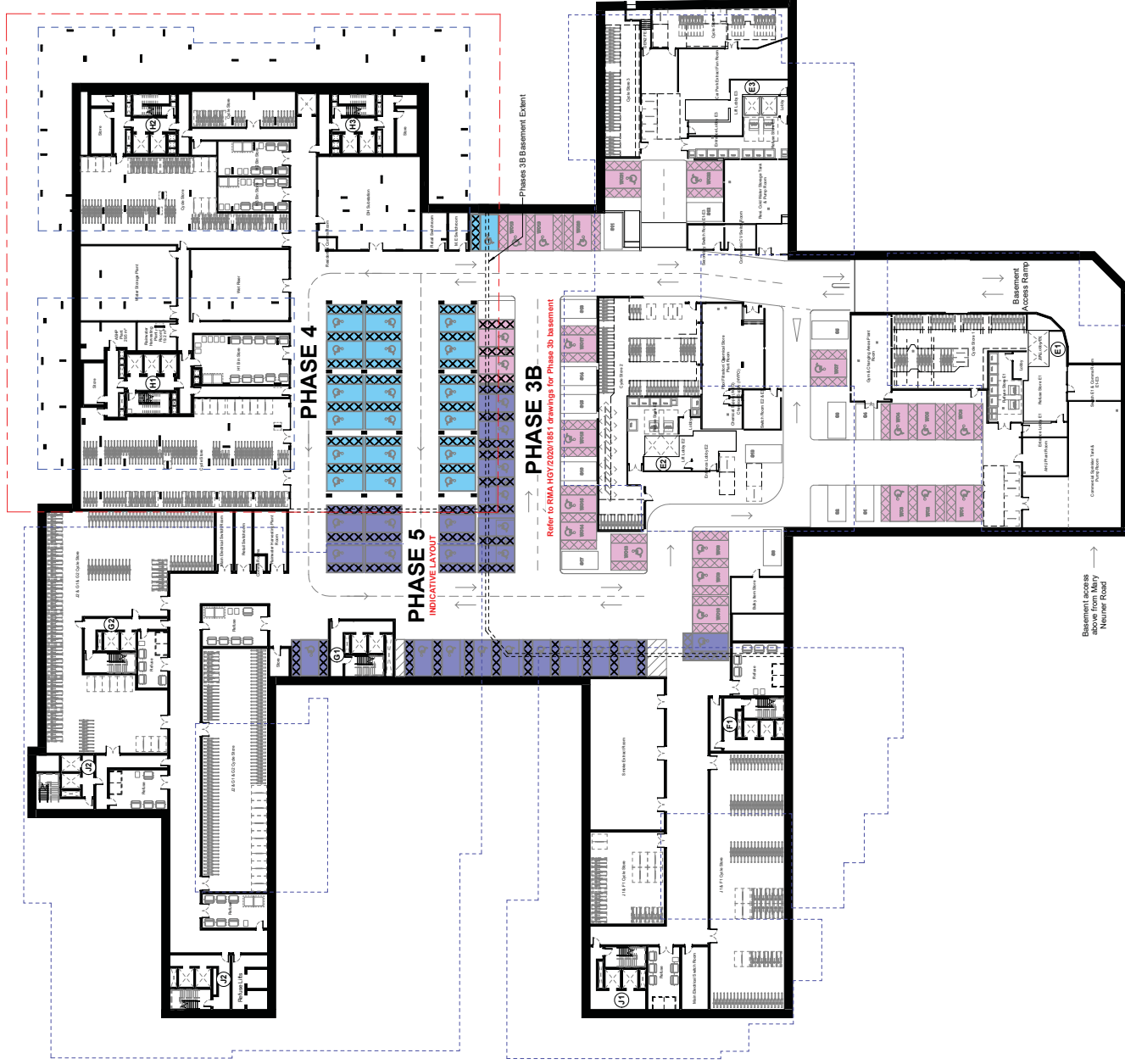
Stage 2

STATUS: PURPOSE FOR ISSUE

S2 Planning

DRAWING NO. 6726 - SRA-ZZ-B1-DR-A-02100

REV. P02



Appendix F

DRAFT DELIVERY & SERVICING MANAGEMENT PLAN

St William Homes LLP

Clarendon Gasworks

Blocks H1-H3 (Phase 4)

London Borough of Haringey

August 2023

Draft Delivery & Servicing Management Plan

Report control

Document: Draft Delivery & Servicing Management Plan

Project: Clarendon Gasworks Phase 4

Client: St William Homes LLP

Job number: 130935G

File origin: X:\Projects\130000\130935G - Clarendon Phase 4\WORD\R02-GS-DSMP.docx

Document checking

Primary Author: Georgina Stephens Initialled: GS

Contributor: Initialled:

Review by: Marcus Della Croce Initialled: MDC

Issue	Date	Status	Checked for issue
1	August 2023	Draft	MDC
2			
3			

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2	Delivery and Servicing Arrangements	4
3	Trip Generation.....	7
4	Key Features of the DSMP	8
5	Monitoring and Review	9

Figures

Figure 1	– Wider Development Site Location
Figure 2	– Ground Floor Refuse Store Locations

Appendices

Appendix A	– Phase 4 Layout Plans
Appendix B	– Refuse Collection Swept Path Analysis

1 Introduction

- 1.1 Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey (LBH). The location of the site is shown at **Figure 1**.
- 1.2 It is proposed to submit a Reserved Matters Application for Buildings H1-H3 (Phase 4) which comprise of 377 homes, 411 sqm A3 café/restaurant floorspace and 2,022 sqm B1a office floorspace. The application also includes basement car parking and upgrades to the public realm on Silsoe Road, which forms the eastern boundary of the Phase 4 site.

Planning Background

- 1.3 A hybrid planning application (planning Ref: HGY/2017/3117) was submitted in November 2017, and approved in April 2018 for:

“A residential led mixed use development comprising the construction of buildings across the site to include the following 178,300m² GEA Use Class C3 Residential; 7,500m² GEA Class B1 Business; 1,500m² to 3,950m² GEA Class A1-A4; 417m² GEA Class D1 Day Nursery; and up to 2,500m² GEA Class D1/ D2 Leisure; New Basement Level, Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.”

- 1.4 As described above, this comprised a part outline / part detailed hybrid planning application. Outline planning permission was granted for:

“The demolition of Olympia Trading Estate and Western Road buildings and structures; 118,150m² Class C3 Residential; 7,168m² to 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.”

- 1.5 Detailed permission was granted for:

“The construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332m² Class B1 Business Use / Class A1-A4 Use; 417m² Day Nursery; associated cycle and car parking provision; two basements; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road.”

- 1.6 Condition 2 attached to the permission states that:

“This permission is granted in outline, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, except for Site Preparation Works, the approval of the Local Planning Authority shall be obtained to the following reserved matters:

- appearance;
- landscaping;
- layout;
- scale; and
- access

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing, for each phase of development. The development of each phase shall then be carried out in complete accordance with those particulars.”

1.7 Following this submission of the Hybrid application there have also been subsequent reserved matters applications have been submitted and approved for the following:

- Buildings D1 & D2 (Planning Ref: HGY/2019/0362) on 10/05/2019
- Buildings D3 & D4 (Planning Ref: HGY/2019/1775) on 15/10/2019
- Buildings E1, E2 & E3 (Planning Ref: HGY/2020/1851) on 19/10/2020

Purpose of the Document

- 1.8 This Draft Delivery and Servicing Management Plan (DSMP) has been produced to support a Reserved Matters Application for Blocks H1-H3, which form the fourth phase of the Outline permission.
- 1.9 It should be noted that this document is an evolving document and will continue to be developed as the operational aspects of the development are progressed and the end occupiers of the commercial elements of the development proposal come forward.

Objectives of the DSMP

- 1.10 The plan will manage deliveries and servicing to the premises to ensure the successful operation of the servicing (including refuse storage and collection) for all elements of the scheme. Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have the minimum impact on the internal public realm and the external highway and pedestrian network.
- 1.11 Following this introductory section, the remainder of this report is structured as follows:
- Section 2: Delivery & Servicing Arrangements;
 - Section 3: Trip Generation;
 - Section 4: Key Features of the DSMP;

- Section 5: Monitoring and Review; and
- Section 6: Summary.

2 Delivery and Servicing Arrangements

- 2.1 Deliveries and servicing will be undertaken from the internal movement corridor approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).
- 2.2 Refuse collection will also be undertaken from Silsoe Road and Coburg Road, as well as the internal movement corridor.
- 2.3 The basement and ground floor layout plans for Blocks H1-H3 are included at **Appendix A** for reference.

Internal Route Design

- 2.4 As described previously, all deliveries will be undertaken from the one-way internal movement corridor approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).
- 2.5 This corridor is accessed from the corner of Brook Road and Silsoe Road, just south of Block H3. The route runs through the Northern Quarter on a west and then south alignment and then connects with Mary Neuner Road.
- 2.6 The internal movement corridor/ servicing road will have controlled access through the provision of rising bollards at the east of the route where it connects with Brook Road/ Silsoe Road. An intercom system will be installed allowing delivery / servicing vehicle drivers to contact the site management team, who will permit entry to the vehicle providing there is capacity along the internal route.
- 2.7 Vehicles will only be permitted to travel in one direction, from Brook Road to Mary Neuner Road. Signage will be provided at the entrance to the internal route indicating that vehicles are permitted to travel in one direction. At the exit onto Mary Neuner Road, signage will be installed informing site users that there is no entry apart from for cyclists.
- 2.8 These arrangements are in line with the approved internal movement corridor design.

Refuse collection

- 2.9 Refuse collection arrangements are described below and an extract showing the location of refuse stores for each proposed land use is included at **Figure 2**.

Figure 2: Refuse Store Locations

Residential

- 2.10 Residential refuse stores will be located at basement level and this is where residents will take their refuse and recycling to on a daily basis.
- 2.11 For collection, a residential holding store will be located at ground floor level on the east side of Block H3, adjacent to Silsoe Road. Bins will be transported to this location from the basement, via a service lift, throughout the week as they become full. This will be undertaken by the site management team.
- 2.12 Refuse will then be collected by the collection operatives directly from the holding area from Silsoe Road. Swept path analysis demonstrating this is included at **Appendix B**.

Non-Residential

- 2.13 A dedicated refuse store will be provided for the B1 workspace on the ground floor level of Block H2, adjacent to Silsoe Road. Tenants will be responsible for taking their refuse and recycling to this store.
- 2.14 On collection days, the refuse collection vehicle will collect directly from the store via Silsoe Road. Swept path analysis demonstrating this is included at **Appendix B**.

- 2.15 A dedicated refuse store will also be provided for each of the A3 restaurant/ taproom spaces. One will be provided at the ground floor level of Block H1 and tenants will be responsible for taking their refuse and recycling to this store and subsequently moving the bins to Coburg Road on collection days for the vehicle to pick up from on-street. The second will be located at the ground floor of Block H3. Refuse from this store will be collected directly from the internal movement corridor, consented as part of the Reserved Matters application for Blocks E1-E3. Swept path analysis demonstrating this is included at **Appendix B**.

3 Trip Generation

- 3.1 The number of deliveries per day is based on the agreed delivery and servicing vehicle trip rates set out in the Transport Assessment which accompanied the approved outline planning application.
- 3.2 Based on the proposed quantum of development, it is estimated that Blocks H1-H3 will generate a total of 30 delivery vehicles (60 two-way movements) per day.
- 3.3 This includes 5 deliveries (10 two-way movements) associated with the restaurant / taproom units, 4 deliveries (8 two-way movements) to the proposed workspaces and 21 deliveries (42 two-way movements) to the residential dwellings.
- 3.4 This is summarised below in **Table 3.3**.

Table 3.3: Daily Delivery Vehicle Trips & Locations

Block	Land Use	Number of Deliveries
H1	A3	2
	B1	1
	C3	10
H2	A3	3
	B1	2
	C3	5
H3	A3	-
	B1	1
	C3	6
TOTAL		30 (60 two-way movements)

4 Key Features of the DSMP

- 4.1 On-site management will be employed to oversee the operation of the site, including servicing and deliveries, to ensure its smooth operation.
- 4.2 In order to meet the key objectives of the plan (i.e. to minimise the potential for vehicle conflict and safeguard the amenity of pedestrians), the following initiatives will be adopted:
- On site management team will be employed to manage servicing activity at the site;
 - All commercial operators will be provided with written/emailed instructions on how to book deliveries and the procedures to be adopted;
 - All residents will be provided with a Home User Guide which will include details on how to book deliveries;
 - Suppliers visiting the Northern Quarter will be encouraged to use smaller vehicles to deliver goods where possible;
 - The management team will work with delivery companies (including food retailers) to minimise the number of arrivals per day and to consolidate deliveries, where possible;
 - The management team will ensure that deliveries remain in the vicinity of the site for as little time as required and that vehicle engines are switched off while stationary (where possible);
 - The concierge facility in Block C1 has a postal room and will have the ability to receive goods from courier deliveries (i.e. online retailers such as Amazon) if a resident is not available to minimise the number of repeat trips on the network; and
 - Restrictions may be in place preventing delivery and servicing vehicles from arriving at the site during peak periods.

5 Monitoring and Review

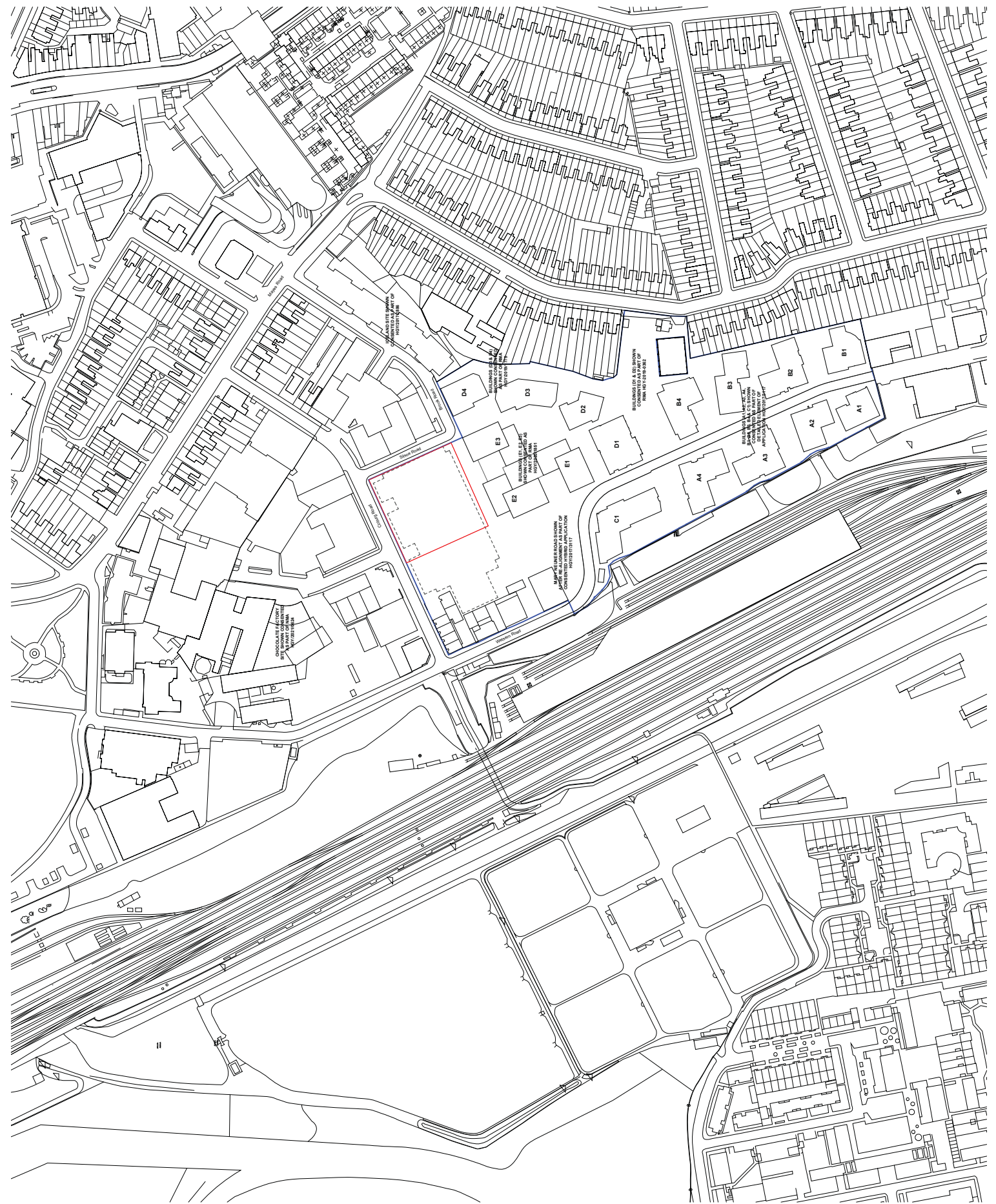
- 5.1 Servicing area activity will be regularly monitored to ensure that it is operating in an efficient way. The on-site management team will maintain a record of servicing activity which will include the following information:
- Day;
 - Date;
 - Delivery arrival/departure time;
 - Type of vehicle;
 - Goods delivered; and
 - Any other comments.
- 5.2 The on-site management team will constantly monitor / review the success of the DSMP and if considered necessary / appropriate will propose changes which will need to be approved in writing by the Local Planning Authority (LPA).
- 5.3 The contact details of the on-site management team will be provided to both TfL and the LPA so that in the event of any issues that arise the authorities can arrange a meeting to discuss.

Figures

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REV.	DATE	AMENDMENT
P01	18/03/23	Draft planning application
P02	31/03/23	Planning application for client review



KEY PLAN

CLIENT

St William
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SHEPPARD ROBSON
77 Parkway Garden Town London NW1 7PU
T: +44 (0)20 7041 1700 E: enquiries@sheppardrobson.com

Clarendon, Phase 4
DATE: 31/03/23
ORIGINATOR: JM
CHECKED: RX
AUTHORISED: NH

Site Location Plan

Stage 2
STATUS: PURPOSE FOR ISSUE
S2 Planning
DRAWING NO. 6726
REV. 02010
P02

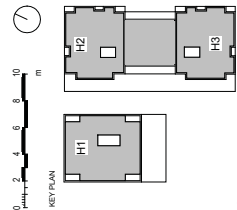
Appendix A

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- Key
- Cycle & Refuse Store
 - Plant / BOH
 - Residential Lobby

- Extent of building above
- Phase 4 site boundary
- Temporary walls

REV.	DATE	AMENDMENT
P01	18/03/23	Draft planning set issue
P02	31/03/23	Planning set for client review



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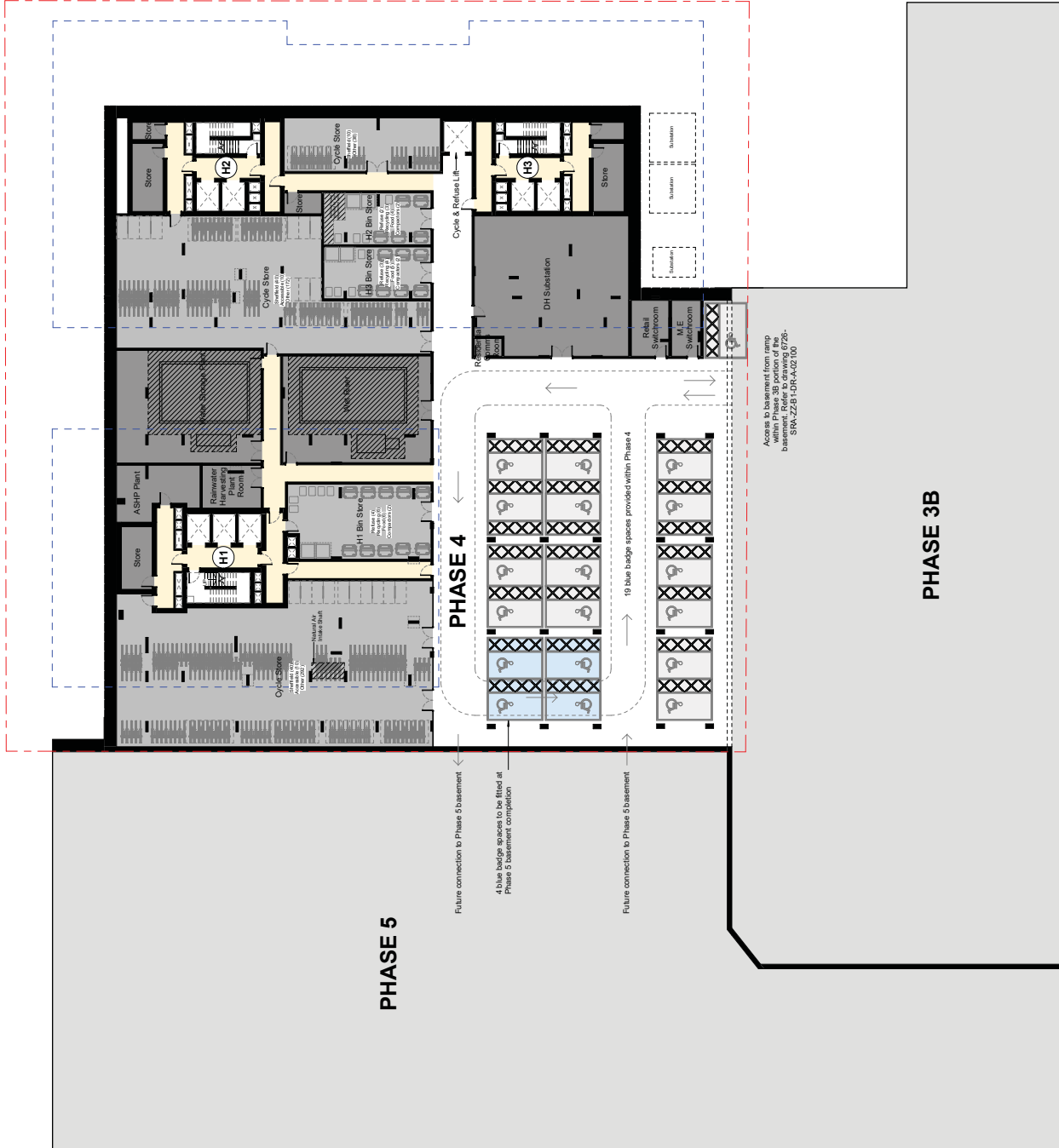
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T: +44 (0)20 7941 1700 E: enquiries@sheppardrobson.com

Clarendon, Phase 4
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DATE: 31/03/23
ORIGINATOR: JIM
CHECKED: RX
AUTHORISED: NH

**General Arrangement
Basement Floor Plan**

Stage 2

S2 Planning
STATUS: PURPOSE FOR ISSUE
REV. NO. 6726
DRAWING NO. 6726 - SRA-ZZ-B1-DR-A-02101
P02



Appendix B