

Transportation Planning and Highways Comments

HGY/2022/4319, Edmansons Close, Bruce Grove, London, N17 6XD

Date: 14/08/2022

Description

An application has been received seeking planning permission for the refurbishment and reworking of the original almshouses to create 1, 2, and 3 bedroom dwellings that will total 48 dwellings, down from the original 61 dwellings. The development would be providing 28 residential on-site parking spaces, plus 2 visitor bays 81 long-stay and 2 short-stay cycle parking. The proposal does include the provision of 20% active electric vehicle charging points, with passive provision for the rest. The development currently has gated vehicle accesses, although only 2 are being used with a one-way system. Although the vehicle entrances are to be retained, the third one not currently used is being brought back for this proposal. There are separate existing pedestrian accesses that are to be retained for the new development. The site is located within the Bruce Grove North CPZ, which restricts parking to permit holders only Monday to Saturday, 0800 – 1830, there are extra extended hours on events days. The development fronts onto Bruce Grove which is apart of Transport for London's Road Network (TLRN), who are the Highway Authority rather than Haringey Council. The proposal site has PTAL rating of 5 indicating that its access to public transport is very good when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by modes other than the private car. The proposal site has convenient access to shops, services, facilities and transport links. Bruce Grove Overground station is only a some 2min bike ride and approximately 7min walk from the site location. Furthermore, in close proximity to the northern entrance are 2 bus stops which are served by bus routes 123 and 243.

Unit mix

Existing: 50 x studios, 2 x 1 bedroom, and 9 x 2 bedroom dwellings.

Proposed: 7 x studio, 17 x 1 bedroom, 17 x 2 bedroom, and 7 x 3 bedroom dwellings.

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 T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, 7 x studio, 17 x 1bedroom, 17 x 2bedroom, and 7 x 3 bedroom dwellings with a PTAL ranking of 5 the maximum number of car parking spaces permitted would be car-free, this is further supported by the by Haringey Development Management DPD, Policy DM32 which support car-free developments. Therefore, the proposed 30 on-site car parking spaces would not be in accordance with policy. This issue can be addressed with a planning condition reducing the number of car parking spaces to be provided on site.

The London Plan 2021 T6.1 Residential Parking states that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled

person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. However, the Highway Authority would require that the 10% be provided from the outset, which means that the development would need to make provision for 5 blue badge/accessible parking spaces. Additionally, all disabled bays associated with the development must be for resident use only.

Car clubs

As per the pre-application advice the Highway Authority would require the applicant to enter a S106 agreement with Haringey Council to provide car club facilities for potential occupants of the development to use. This will assist with reducing rate of car ownership from residents of this development. The applicant will be required to provide 3 years car club membership for each residential unit, along with £50 driving credit. The car club operators will advise as to the local coverage and whether the applicant should be funding any new bays/cars in the locality to meet future car club demand from the development.

Cycle parking

As mentioned above the development would see the provision of 81 long-stay and 2 short-stay cycle parking spaces on-site, 16 cycle parking space will be allocated to the apartments, which leaves 65 cycle parking spaces allocated to the houses. The cycle parking for the houses is proposed to be located within the gardens, whilst the cycle parking for the flats will be within a secure sheltered cycle store. However, no specific information has been submitted on the type of secure shelters that are to be used. Furthermore, the Highway Authority finds the proposed cycle parking locations for the house to be unsatisfactory, as residents would be forced to proceed through the dwelling to retrieve/store the bikes. This would deter their intended use, making them not fit for purpose. Therefore, the development is not in accordance with the published London Plan 2021 Policy T5 Cycle which requires developments to *'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'*. This issue can be addressed with a pre-commencement planning condition requiring the applicant to submit details of cycle parking space in line with the London Plan and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site.

Electric vehicle charging

As stated above the proposal would see provision that is in line with The London plan 2021 standards, which are 20% active and rest passive. However, as the development would need to be car free and any on-site provision being only for the 5no. blue badge bays the Highway Authority would require developer to provide 1no. active, with rest being passive. This to be in accordance the published London Plan 2021 Policy T6.1 Residential Parking which requires that *'20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'*. This issue can be addressed with a planning condition.

Service and delivery

A service and delivery plan has been submitted as part of the application, which has provided information on the access, swept paths, and type of vehicles. As this is an existing site with no changes being made to the vehicle entrances. Within the plans, it does state that no loading bays are to be provided on-plot as there is sufficient space for them to manoeuvre pass the parked cars on the private road. This was found to be sufficient as the on-site car parking will now be lowered to 5no. blue badge holders to comply with policy T6.1 Residential parking of the London Plan 2021.

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 65 long-stay cycle spaces, located in a more accessible location for approval. REASON to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

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

2. Car Parking

The applicant will be required to provide a revised parking plan which limits the provision of on-site car parking spaces to disabled car parking spaces only, as this development proposal, must be designated a car-free development. The applicant will be required to send the Highway Authority a Parking Management plan for approval which includes a reduction in the number of on-site parking spaces to 5 blue badge bays, meaning 25 car parking bays are removed.

Reason: To ensure the development complies with the London Plan Policy T6.1 and Haringey Development Policy DM32.

3. 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.

S.106 Obligations

1. Car-Free Agreement

The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity

2. Car Club Membership

The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of three years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 2 years.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.

3. 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.

4. Residential Travel Plan

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
- b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.
- c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives.

Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.