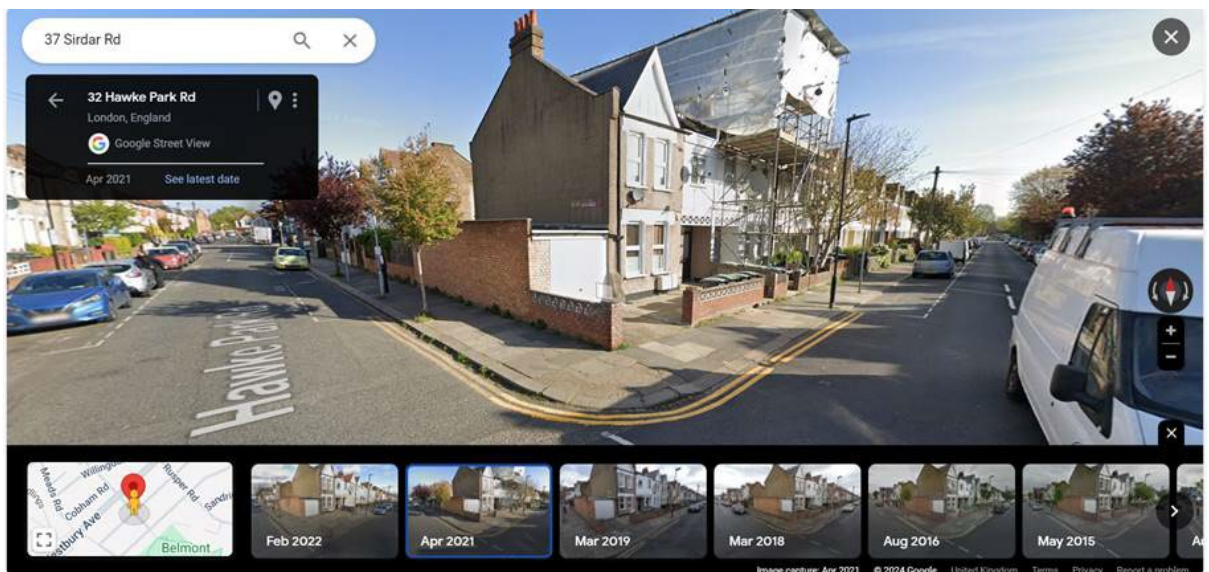


Transport comments are as follows:

- a. The site has very good public transport accessibility and is located within a CPZ. Consequently, a car free development would be appropriate at this location.
- b. The proposals would result in loss of existing garage car parking space and seeks to retain an off-street car park space in the front yard. This arrangement is not acceptable given the proximity of the of the vehicular access to the junction, the limited space in the front yard and safety / highway concerns regarding vehicles manoeuvring across adjacent footway. The applicant should consider reinstating the walls that previously existed (see google street view below) at boundary to the front yard but extended across the vehicular access leading to the garage. This is required to prevent the use of front garden for car parking and the related concerns.



- c. The applicant will be responsible for cost of reinstatement of existing vehicular crossover, as footway and any appropriate traffic management orders.
- d. Details of provision for cycle parking and refuse storage for the site are required – to meet London Plan standards, the cycle storage must be secure, sheltered and accessible.

Regards,

Shreekant Patel
Principal Transport Planner.

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