

39 Queen Street, Transport Response

Planning Application: [HGY/2024/1203](#)

1. TTP Consulting has prepared this report to provide clarification on matters relating to comments received from the Highway Officer by email in September 2024.

Existing Site

2. The site is currently in use, with Booker wholesaler operating from the building. Several queries were raised regarding shift patterns and numbers of staff which we provide further detail on below.

Existing site shift patterns	Number of staff on shift
Monday to Saturday 7am – 4.30pm	8
Sunday 8.30am – 1.30pm	8

3. It must be noted that the site could be used more intensively under the terms of the extant consent / use, which would generate significantly more staff and associated movements. There is customer car parking at the existing Booker site, which will currently generate customer trips throughout the day. These parking spaces will be removed as part of the proposal and therefore the number of trips to the site will reduce in this regard.

Existing HGV Access

4. Booker has confirmed that their HGV drivers successfully use several different routes to access the site and do not need to prescribe specific routes to drivers.

Car Parking

5. The proposed number of car parking spaces has been accepted.

Electric Vehicle Charge

6. Of the 27 spaces proposed, 6 will have active electric vehicle provision from the outset. Ducting will be in place so that all remaining spaces will have passive provision, which means that charge facilities can easily be installed when demand arises.

Cycle parking

7. An updated site layout plan has been prepared (see drawing in Annex A) which addresses comments relating to cycle parking. In particular, it separates the short-stay cycle parking provision into a dedicated store.
8. In summary:
 - The provision being made is in accordance with London Plan minimum standards.
 - All cycle parking will be in the form of Sheffield stands.
 - Each store has space for a cargo bike.
 - There will be separate long-stay provision for staff and short-stay provision for visitors.

- Long stay stores will be in front of each unit and will be secure, lockable and sheltered.
- The shared short stay store will have a shelter but will be open so that all visitors can use it easily. It will be located on the north side of the access road in proximity to the zebra crossing in front of Unit 2 / 3.

Long-stay cycle parking (Number of spaces)	
Unit	Long-stay
Unit 1	6 spaces
Unit 2	6 spaces
Unit 3	8 spaces
Total	20 spaces

Short-stay cycle parking (Number of spaces)	
Total	Short-stay
All units	8 spaces

Access

9. A query is raised regarding access to the Unit 1 cycle store. The updated site layout plan now includes a new zebra crossing which provides a location for cyclists and pedestrians to cross the access road (see drawing in Annex A). It should be noted that there will be a footway on both sides of the access road. A new 2m wide footpath will be introduced along the north side of the access road and the existing footpath will remain in place on the south side.

Construction

10. Reference is made to the proposed access alteration that would need a S278 agreement, which is accepted by the Applicant. A Road Safety Audit is also requested.
11. The routing diagram shows how vehicles could access the site. It is not possible to know at this stage where vehicles will be arriving from and therefore which route will be taken. Notwithstanding this, an indicative swept path analysis drawing has been undertaken using OS mapping, which demonstrates the vehicle can traverse the White Hart Lane junction (see drawings in Annex B).
12. It must be noted that the site is currently serviced by the same vehicle as drawn. There will be no change to this situation. It has been confirmed that drivers use multiple routes to get to the site and therefore the proposed development should not be limited in this regard.
13. Reference is made to timings of deliveries for construction vehicles. Given the proximity of Haringey Sixth Form College it will be important to time vehicles so as not to coincide with opening and closing times. A review of the college website indicates it is open Monday to Friday between 08:00 – 17:00. It is therefore considered that vehicle timings of 10:00 – 16:00 would be appropriate thereby avoiding typical commuter peak.

Travel Plan

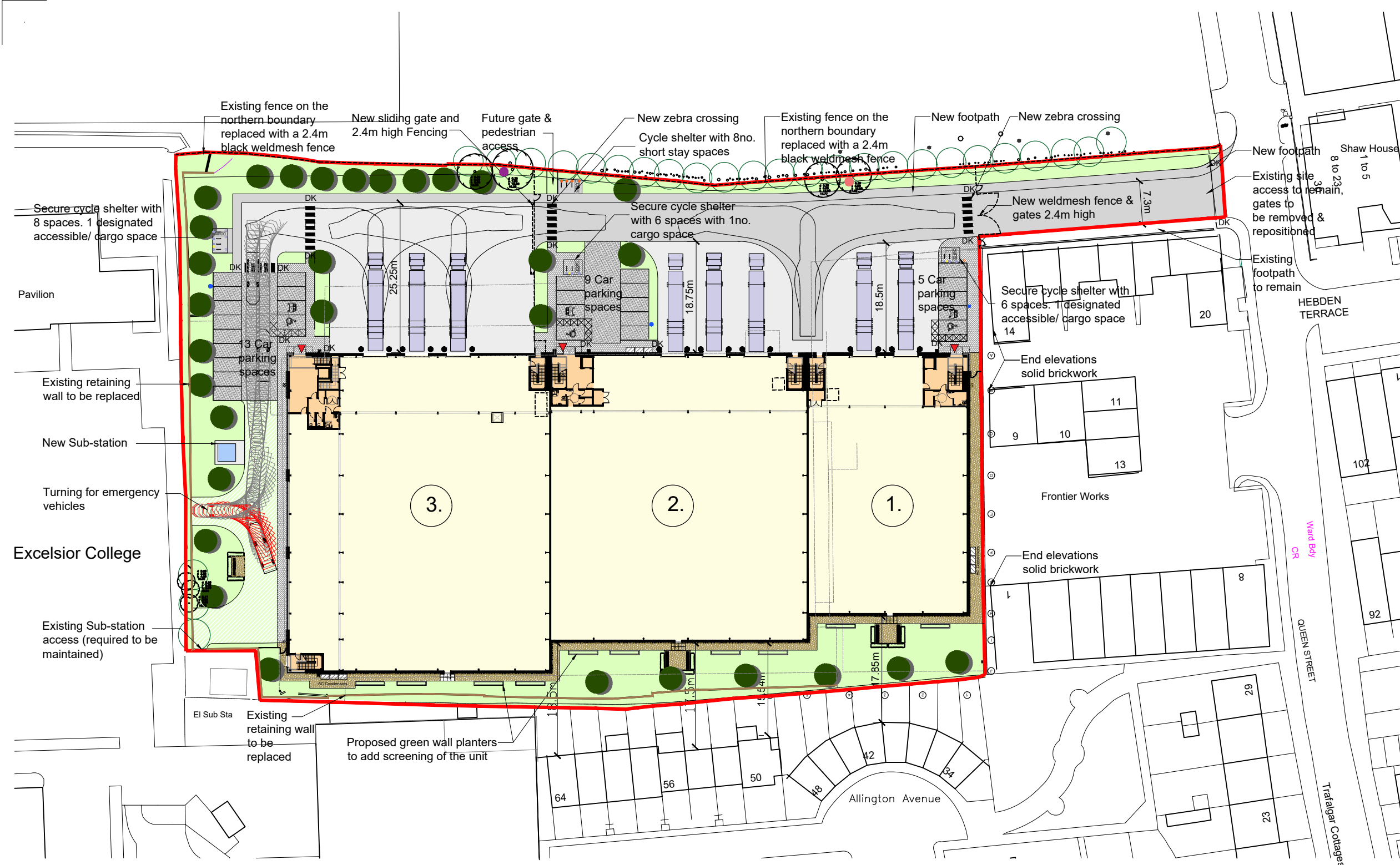
14. A Draft Travel Plan has been provided for the whole site. The Travel Plan should include further strategies to increase cycle parking, to monitor use of the car parking spaces, to reduce car parking and to provide further information on mode share.
15. It is accepted that each unit will prepare its own Travel Plan that will be monitored individually. This will be secured through a planning condition.

Service and delivery

16. Refuse collection will be by private arrangement, as per the existing situation. There will be no issue with access as larger vehicles have already been tracked.
17. A Delivery & Servicing Plan has been submitted. This will be secured through a planning condition.

Annex A

Revisions:	Drawn/Chkd:	Date:
A. Cargo spaces & zebra crossing added	VS	Jun 24
B. Cycle parking amended, gates added, crossing added	ME	Sep 24
C. Urban design officer comments added	ME	Sep 24



Client:
VERITY TRUSTEES LTD

Project:
BOOKER TOTTENHAM

Drawing Title:
PROPOSED SITE LAYOUT

Scale @ A2: 1:500
Checked by: ME
Date: MAR 24
Job No: 11472
Stage: PL 002
Drawing No: C

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☐
Tender ☐
Offices:
Woking
London
Milton Keynes
Warsaw

PRC Architecture & Planning

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SITE AREA: 3.06 acres

SITE COVERAGE: 58% (SITE AREA/GIA)

GEA UNIT	GF M ²	FF M ²	TOTAL M ² / FT ²	TOTAL GIA FT ²	FF%	CIH M	CAR PARKING
1.	1,217	243	1,460 / 15,715	14,886	20	8.5	5
2.	2,124	423	2,547 / 27,415	26,500	20	8.5	9
3.	2,412	839	3,251 / 34,993	33,486	34	10	13
TOTAL			7,258 / 78,123	74,872			

NOTES:
FLEXIBLE USE CLASSES E(g)(iii), B2 & B8, CAR PARKING PROVIDED AT 1 PER 250², HAUNCH HEIGHT BASED ON DAYLIGHTING OF 25° 1.5M ABOVE GROUND LEVEL ON RESIDENTIAL PROPERTIES TO THE SOUTH.

FIRST FLOOR OFFICES EXTEND OVER LOADING DOORS.

6 ELECTRIC CAR CHARGING SPACES

CYCLE PARKING 10 SHORT STAY NEEDED FOR VISITORS (1 STAND TO UNIT 2, 2 STANDS UNIT 1 & 3)

ACCESSIBLE/ CARGO SPACES BASED ON 5% OF OVERALL NUMBER.
SIZE BASED ON 'A GUIDE TO INCLUSIVE CYCLING' AND 'LONDON CYCLING DESIGN STANDARDS'.
OVER SPACE ALLOCATED 1500MM X 2500MM

KEY	
	SITE BOUNDARY
	EXISTING BUILDINGS TO BE DEMOLISHED
	BROXAP APOLLO CYCLE SHELTER, SHEFFIELD CYCLE HOOPS
	BOLLARDS
	ELECTRIC VEHICLE CHARGING POINT (TWO VEHICLES PER POST)
	PROPOSED BUILDINGS
	BLOCK PAVING (VEHICULAR AREAS) CHARCOAL
	BLOCK PAVING (PEDESTRIAN AREAS) NATURAL

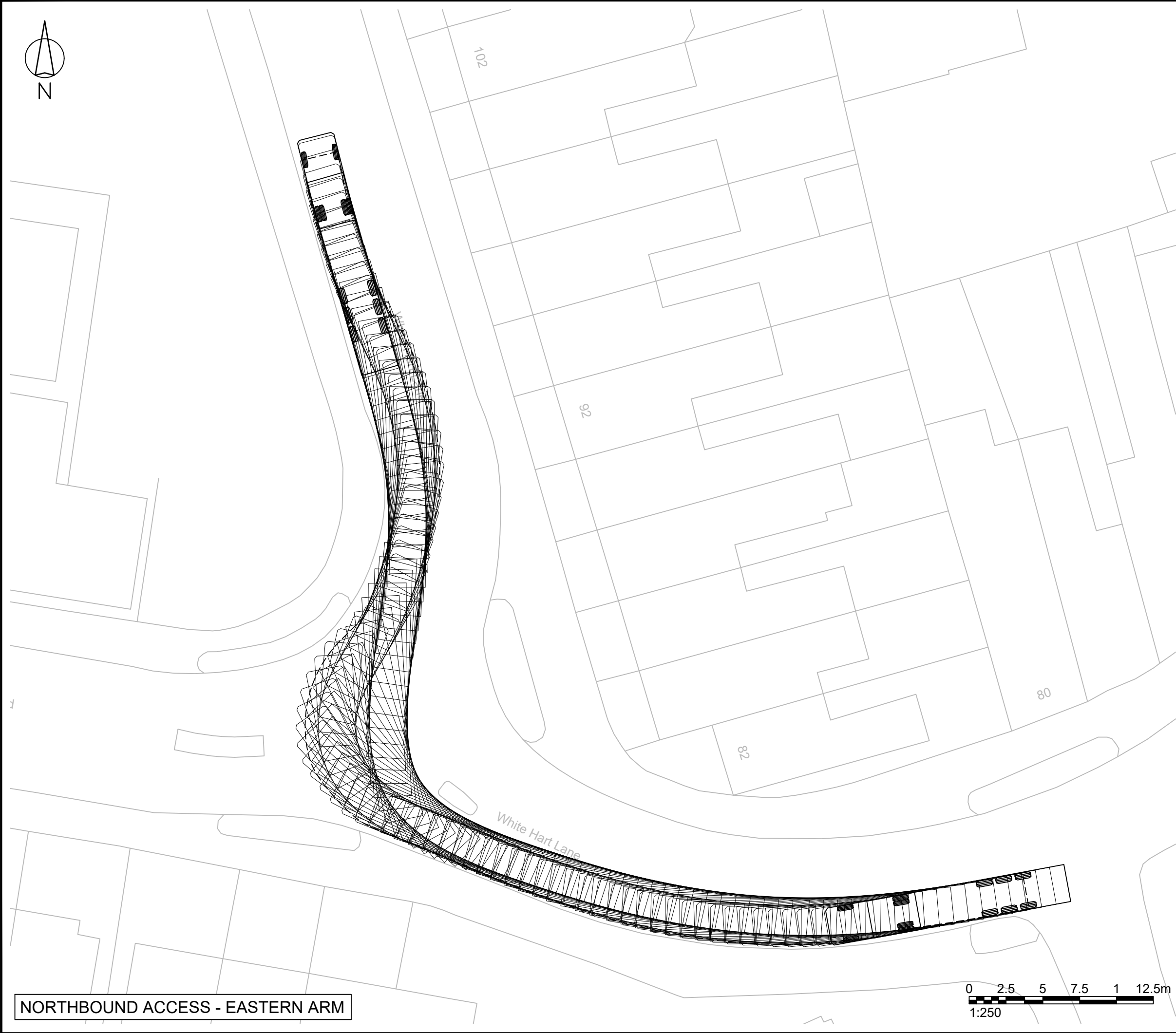
	BRUSHED CONCRETE SERVICE YARD
	TARMACADAM SURFACING
	WELL CONSOLIDATED GRAVEL WITH FINES
	SOFT LANDSCAPING
	GRASSCRETE
	TREES TO BE RETAINED
	PROPOSED TREES
	2.4M HIGH WELDMESH FENCE WITH ACCESS GATES
	AMENITY AREAS
	CAR SHARE SPACE
	PROPOSED SUBSTATION AND SWITCH ROOM

	BIRD BOXES
	BAT BOXES
	LONG STAY CYCLE SPACE
	SHORT STAY CYCLE SPACE
	ELECTRIC CYCLE CHARGER

28NO. CYCLE SPACES PROVIDED IN TOTAL, 20NO. LONG STAY IN SECURE CYCLE SHELTERS & 8NO. SHORT STAY WITH SHELTER



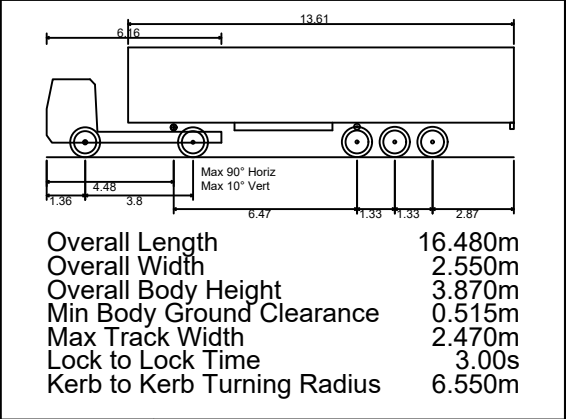
Annex B



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
...

Project
Unit 39, Queens Street,
Tottenham

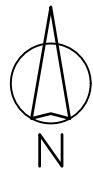
Drawing Title
Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 1 of 4)

Scale	1:250	Size	A3
Drawn	MG	17.09.24	
Checked	JP	17.09.24	



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2023-4969-TR09 (1)	...



White Hart Lane

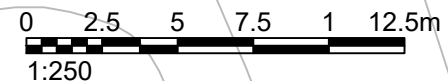
102

92

80

78

SOUTHBOUND EGRESS - EASTERN ARM

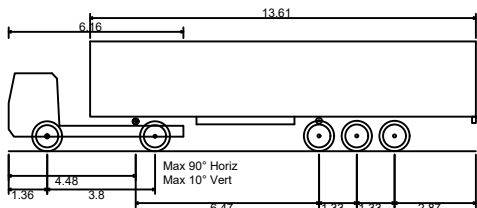


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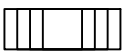
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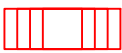
FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m



FORWARD MOVEMENTS
(design speed - 5kph)



REVERSE MOVEMENTS
(design speed - 2.5kph)

Client
...

Project
Unit 39, Queens Street,
Tottenham

Drawing Title
Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 2 of 4)

Scale	1:250	Size	A3
Drawn	MG	17.09.24	
Checked	JP	17.09.24	



111 - 113 Great Portland Street
London
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Drawing Number	Rev
2023-4969-TR09 (2)	...