

Highways Technical Note

Site: 1 Orchard Cottages, Clarence Road, London
Prepared by: AM
Approved by: DM
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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared in support of a proposed development at 1 Orchard Cottages, located on Clarence Road within the London Borough of Haringey.
- 1.2 The proposals include the construction of four residential dwellings to the rear of an existing block of flats (known as Orchard Court). The dwellings will comprised of 4x two-bedroom houses. Proposals for the site include an outdoor communal area, cycle storage and appropriately located bin storage. The development will not include any onsite parking, and access to the new houses will be achieved via a footpath to the side of Orchard Court.
- 1.3 A highways technical note was prepared in 2022 for a previous scheme comprising five dwellings, although the scheme has since been reduced in scale to address non-highway matters.
- 1.4 The site is located in a PTAL 4 location and is accessible by both bus and train. The closest bus stop to the site is 350m (a 7 minute walk) to the north. The closest underground station is Bounds Green, while the closest mainline station is Bowes Park, both a 7 minute walk away from the site.
- 1.5 This technical note includes the results of a parking beat survey, which identifies the potential for residents to use on-street parking near the site, along with details on cycle parking and refuse storage at the site.

2.0 Development Parking Impact

- 2.1 To enable a prediction of likely car ownership associated with the development, a review of census data for the category 'Accommodation Type by Car or Van Availability' has been carried out for the resident population of the Middle Super Output Area (MSOA): E02000397 – Haringey 001 (2011 Output), where the site is located.
- 2.2 Table 2.1 summarises the car and van availability for houses in this area.

Number of Cars/Vans	Car/Van ownership rate	No. dwellings at this development	No. parking spaces needed
No Cars/Vans	40%	1	0
1 Car/Van	43%	2	2
2+ Cars/Vans	17%	1	2
Total	100%	4	4

Table 2.1 – Level of Car/Van Availability – Houses in Haringey 001 (Super Output Area) (2011 Census)

- 2.3 Based on the above, the proposed dwellings are likely to have 4 associated vehicles. As the proposals don't include any on-site parking, it is likely that the proposals will have an overall on-street parking impact of 4 vehicles.

Existing On-Street Parking

- 2.4 The existing levels of on-street parking or the parking 'stress' surrounding the development site have been assessed through the undertaking of manual surveys, in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council 2009).

- 2.5 Lambeth councils parking survey methodology is broadly accepted across Greater London and involves one overnight parking beat between the hours of 00:30 and 05:30 on 2 separate weeknights. This is intended to capture the maximum residential parking demand within a 200m radius of the site. The local parking capacity is considered 'stressed' when on-street parking exceeds 85% capacity.

Survey Design

- 2.6 In accordance with the above guidance, parking surveys were undertaken on Thursday 9th December 2021 at 05:00 hours and Friday 10th December 2021 at 01:00 hours.
- 2.7 The Lambeth Methodology requires a 200m distance from an identified site to be surveyed. Where the 200m boundary occurs part way along a street, the survey area should be shortened or extended to the nearest junction.
- 2.8 The survey area has been designed to extend 200m away from the site, with the 200m radius comprising of the following roads:
- ▶ Clarence Road; and,
 - ▶ Truro Road.
- 2.9 The number of existing parking spaces in the survey area were identified from on street observations and site measurement as part of the analysis. For the purposes of calculating parking stress as defined by the Lambeth guidance document it is assumed that each vehicle takes up an average kerb length of 5 meters. Physical bays have been divided into 5 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metre or along vehicles crossovers, have been eliminated from the available kerb space, in accordance with the guidance.
- 2.10 On-street car parking near the site is controlled by either a single yellow line, which prevents parking during the daytime (although none of these areas provided enough room to be classified as spaces by the Lambeth Methodology), by parking within marked bays that are designated for permit holders between 11am and 1pm from Monday to Friday, or by being restricted to disabled users only.

Survey Results and Analysis

- 2.11 The parking survey results, including plans of the observed parking locations are included for reference at **Appendix A**. The results indicate that across the assessment area there are an equivalent of 125 on-street parking bays, designated for permit holders and 8 disabled bays along the roads in the vicinity of the site.
- 2.12 In terms of car parking occupancy, the survey results are set out in full within Table 2.1 for Thursday 9th December 2021 and Table 3.2 for Friday 10th December 2021.

Street Name	Available Spaces (Marked bays)			Available spaces (Disabled)		
	Spaces	Used	% Stress	Spaces	Used	% Stress
Clarence Road	101	83	82%	6	4	67%
Truro Road	24	18	75%	2	1	50%
Total	125	101	81%	8	5	63%

Table 2.1 – Summary of Parking Survey for Thursday 9th December 2021

- 2.13 Table 2.1 indicates that bays set aside for disabled users only reached 63% capacity, while there were 13 marked permit holder bays available equating to 81% parking capacity – under the 85% threshold that classifies an area as stressed.

Street Name	Available Spaces (Marked bays)			Available spaces (Disabled)		
	Spaces	Used	% Stress	Spaces	Used	% Stress
Clarence Road	101	82	81%	6	3	50%
Truro Road	24	17	71%	2	0	0%
Total	125	99	79%	8	3	38%

Table 2.2 – Summary of Parking Survey for Friday 10th December 2021

- 2.14 Table 2.2 indicates there are 18 available spaces in designated permit holder bays early morning on Friday 10th December, equating to 79% capacity, again below the 85% threshold that classifies an area as stressed. The parking stress for disabled bays is only 38%.
- 2.15 It is noteworthy that the above survey was undertaken three years ago as part of the initial scheme for five dwellings. In order to ensure the robustness of the results, a review of the London Borough of Haringey planning portal has been undertaken to account for any recent planning consents that may add to parking demand within the defined study area. A thorough review of applications in the surrounding area is summarised in Table 2.3 below.

Application Reference/Location	Proposal	Parking Impact
HGY/2024/1479 - 49 Clarence Road, Wood Green, London, N22 8PG	Certificate of Lawfulness for existing use as HMO for 6 occupants	None = building has been in use as a Class C4 HMO for a continuous period of ten or more years, with certificate of lawfulness simply confirming this
HGY/2022/3857 - 05, Truro Road, Wood Green, London, N22 8DH	Conversion of existing dwelling house into x5 self contained flats	Two parking spaces were provided on site, although the report suggested an overspill of two cars.

Table 2.3 – Recent Planning Consents in the Surrounding Area

- 4.1 The above review of recent planning applications in the surrounding area has highlighted one application whereby two cars could be displaced on-street. This additional impact is considered below.

Summary

- 4.2 The survey identifies that the existing overnight parking occupancy is in the range of 79-81% for the permit holder bays in the study area. This is below the 85% threshold that categorises an area as 'stressed'.
- 4.3 The above must be considered alongside the aforementioned census data assessment which has forecasted the likely car ownership associated with the development. The census data suggests that the proposed development is likely to generate parking demand for 4 vehicles, all of which will be parked on-street. The review of recent planning applications has also highlighted the potential for additional cars due to recent planning consents in the surrounding area.
- 4.4 Under the assumption that none of the additional cars will use the accessible bays, there will be an additional 6 extra cars in the designated permit bays. On the day of the busier survey, the addition of 6 cars would bring parking stress to 85% - this does not exceed the threshold that categorises an area as being under parking 'stress'. It is also robust, as it accounts for recent developments in the surrounding area that have not yet been built, and are not guaranteed to be built.

5.0 Site Design

- 5.1 The site has been designed in order to comply with local standards for cycle parking and bin storage, the details of these elements of the site are explained below.

Cycle Parking

- 5.2 The London Plan sets out the cycle parking standards for developments at this site, these standards are summarised in Table 3.1.

Type/Size of dwelling	Long Stay Requirements	Short Stay Requirements
1 person, 1 bedroom dwelling	1 space	5 to 40 dwellings – 2 spaces Thereafter, 1 space per 40 dwellings
2 person, 1 bedroom dwelling	1.5 spaces	
All other dwellings	2 spaces	

Table 3.1 – London Plan Cycle Parking Standards

- 5.3 Based on the size of dwellings at the site, to meet the local standards, 8 cycle parking spaces are required. The site includes a shelter accommodating 10 spaces, which exceeds the above standards. The storage will be in the form of a communal external bike shed, which will be covered and secure.

Refuse Collection

- 5.4 Refuse storage for the site will be located on the eastern edge of the site, adjacent to the refuse storage for the existing flats. Residents will be expected to carry their refuse to these stores.
- 5.5 The stores are less than 25m from the kerb line where refuse collection will occur, meaning that they are located within the carry distance set out by Manual for Streets.

6.0 Summary

- 6.1 Based on the above the proposed development is deemed acceptable in transport terms and meets local and national policy criteria. The assessment work undertaken has demonstrated that the scheme can be safely serviced within the existing highway network and that parking requirements for the site shouldn't lead to parking 'stress' on the local highway network. Therefore, it is considered that there are no traffic or transport related reasons why this development should not be granted planning consent.

Appendix A

Parking Beat Survey Data

Appendix A

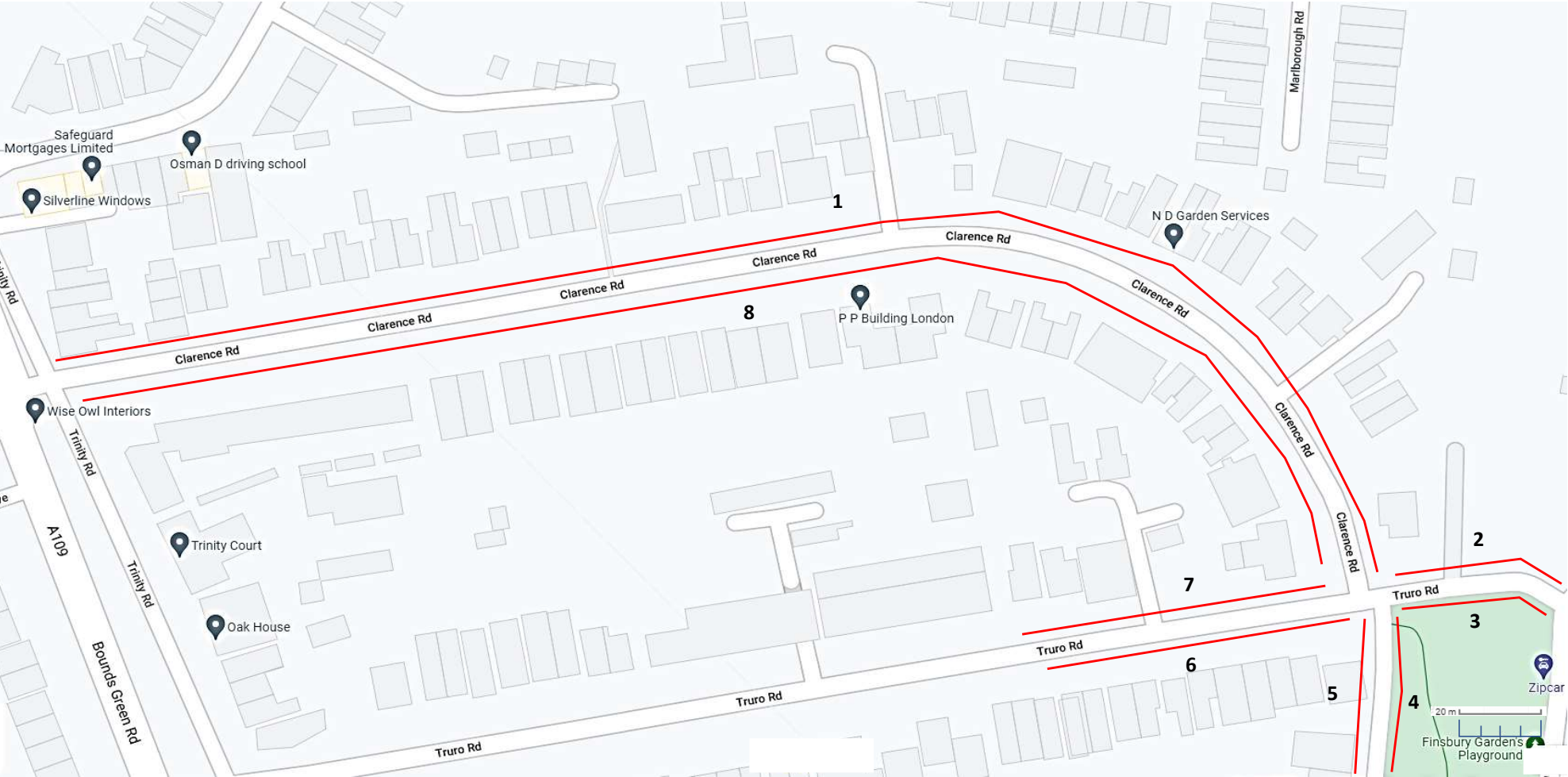
Parking Beat Survey Data

K&M TRAFFIC SURVEYS

DATE: 9th & 10th DECEMBER 2021

DAY: THURSDAY & FRIDAY

LOCATION: CLARENCE RD, WOOD GREEN, N22 8PL

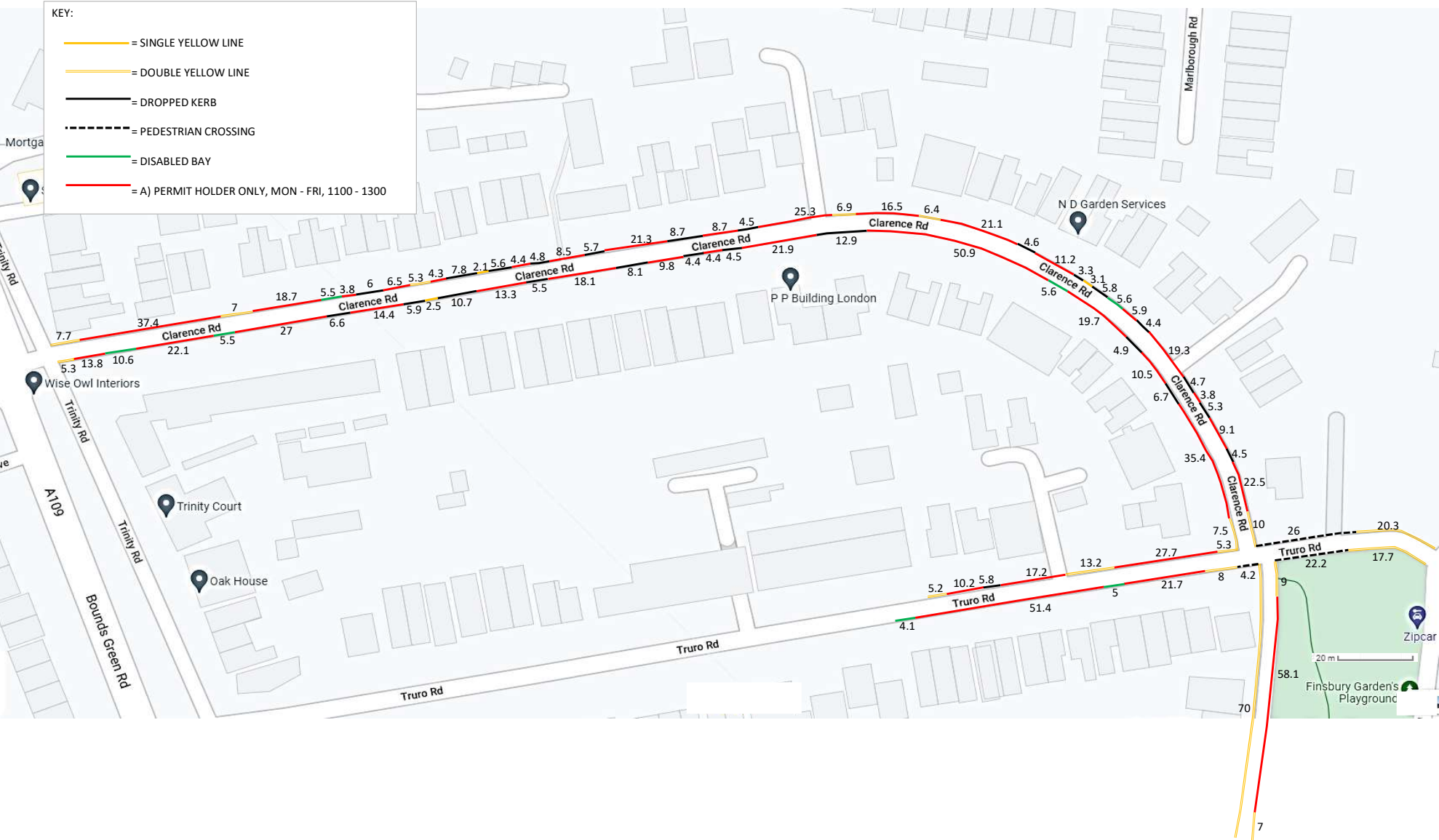


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DATE: 9th & 10th DECEMBER 2021

DAY: THURSDAY & FRIDAY

LOCATION: CLARENCE RD, WOOD GREEN, N22 8PL

					THURSDAY 9th DECEMBER 2021		
					TIME : 0500		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (INCLUDES MARKED BAYS OF LESS THAN 5 METRES)	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
CLARENCE RD	1	DOUBLE YELLOW LINE	36.3				
		A) PERMIT HOLDER ONLY, MON - FRI , 1100 - 1300	248.3	44	39	5	88.6%
		DISABLED	11.1	2	1	1	50.0%
		DROPPED KERB	75.7		1		
		SINGLE YELLOW LINE	5.2				
TRURO RD	2	PEDESTRIAN CROSSING	26				
		DOUBLE YELLOW LINE	20.3				
	3	DOUBLE YELLOW LINE	17.7				
		PEDESTRIAN CROSSING	22.2				
CLARENCE RD	4	DOUBLE YELLOW LINE	16				
		A) PERMIT HOLDER ONLY, MON - FRI , 1100 - 1300	58.1	11	6	3	66.7%
	5	DOUBLE YELLOW LINE	70				
TRURO RD	6	PEDESTRIAN CROSSING	4.2				
		DOUBLE YELLOW LINE	8				
		A) PERMIT HOLDER ONLY, MON - FRI , 1100 - 1300	73.1	14	10	2	83.3%
		DISABLED	9.1	2	1	1	50.0%
	7	DOUBLE YELLOW LINE	23.7				
		A) PERMIT HOLDER ONLY, MON - FRI , 1100 - 1300	55.1	10	8	0	100.0%
		DROPPED KERB	5.8				
CLARENCE RD	8	DOUBLE YELLOW LINE	12.8				
		A) PERMIT HOLDER ONLY, MON - FRI , 1100 - 1300	261.3	46	38	5	88.4%
		DROPPED KERB	70.2				
		PERMIT DB041 - DISABLED	5.6	1	0	1	0.0%
		SINGLE YELLOW LINE	2.5		1		
		DISABLED	16.1	3	3	0	100.0%

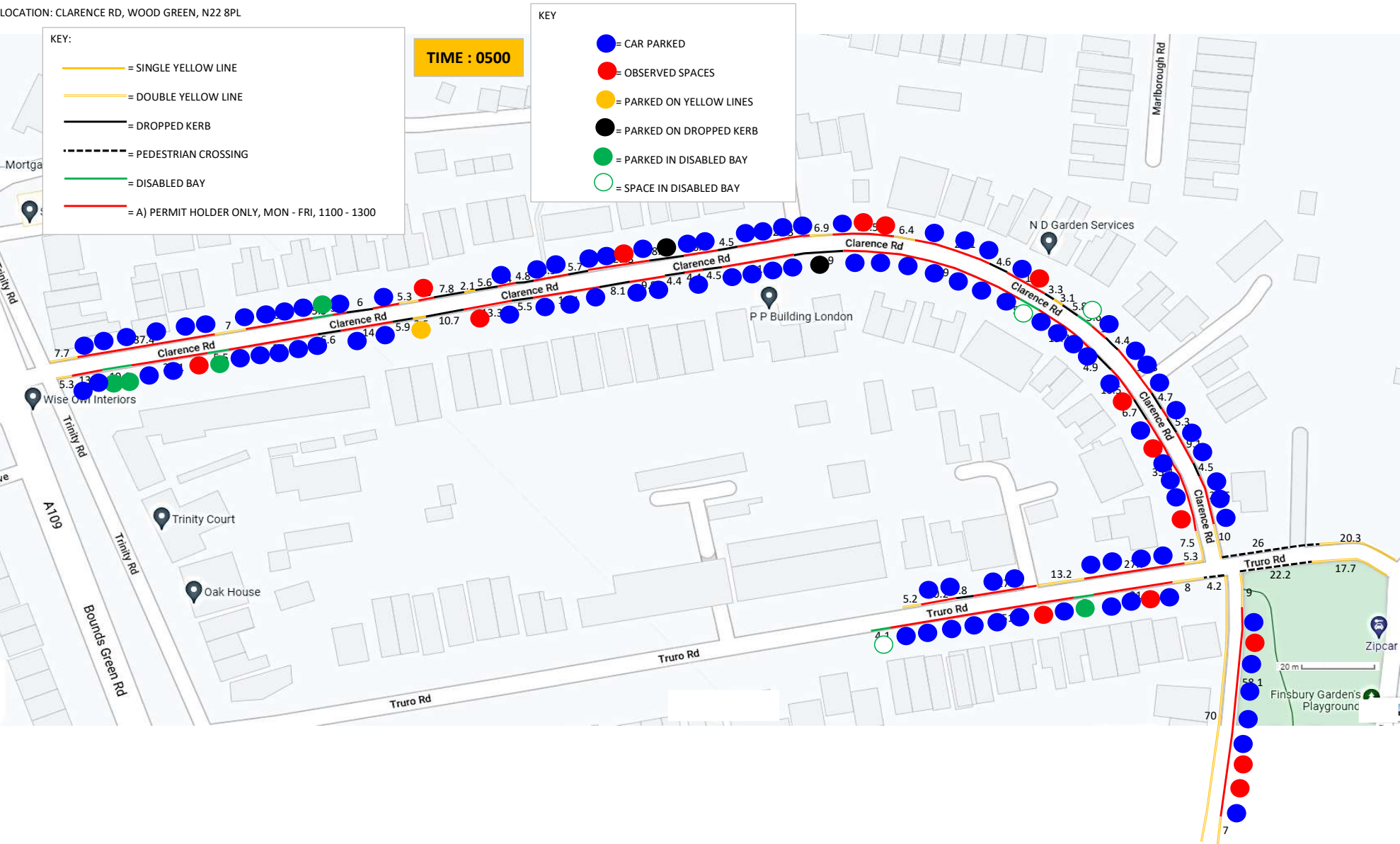
FRIDAY 10th DECEMBER 2021		
TIME : 0100		
PARKED	OBSERVED SPACES	%RESTRICTION STRESS
36	7	83.7%
1	1	50.0%
8	1	88.9%
1		
9	4	69.2%
0	2	0.0%
8	0	100.0%
38	6	86.4%
0	1	0.0%
1		
2	1	66.7%

K&M TRAFFIC SURVEYS

DATE: 9th DECEMBER 2021

DAY: THURSDAY

LOCATION: CLARENCE RD, WOOD GREEN, N22 8PL



LOCATION: CLARENCE RD, WOOD GREEN, N22 8PL

