

Transportation Planning Comments

HGY/2024/0466, 157-159, Hornsey Park Road, London, N8 0JX

Date: 26/07/2024

Proposal: Demolition of existing structures and erection of two buildings to provide residential units including (3 x studio, 12 x 1 bedroom, 13 x 2 bedroom, and 4 x 3 bedroom dwellings) , Class E floorspace of (97 sqm) and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities.

Description

An application has been received seeking planning permission to demolish the existing structures and erect in its stead two buildings that will provide 32 residential units and Class E floorspace, with associated landscaping, a new pedestrian link through the site, car and cycle parking. Prior to March 2023 the site was used for purposes of light industrial (E-g-(iii)).

Given the commercial elements size it could employ 8 staff. Provision will be made for 3 residential disabled bays; these spaces will be supported with electric vehicle charging points. The applicant is proposing to provide 55 long-stay and 2 short-stay for the resident. At the same time, the commercial unit will only have 1 long-stay and 1 short-stay. The proposal would include a new walking route through the site that will connect to the other nearby new developments, the provision is required by the site allocation that describes a new link between Wood Green and Clarendon Square be established.

The proposal site has a PTAL rating of 4 indicating that its access to public transport is good when compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car. The site is located within the Wood Green Inner CPZ that restricts parking to permits holder Monday to Sunday 08:00 – 22:00. However, the site sits on the boundary line for Wood Green Outer which are parking restrictions are Monday to Saturday 08:00 – 18:30.

The proposal has an existing vehicle access which fronts onto Hornsey Park Road which is an adopted highway and has a width of c.7.5m, though this width is further decreased to c.5.3m by the on/off the kerb residential parking bays. The development is near to Wood Green Town Centre, which gives it convenient access to shops, services, and transport links. Wood Green Underground Station itself is some a 10-minute walk and 5-minute by cycle. Furthermore, Hornsey Rail Station is only a 13-minute walk and a 3-minute bike ride and a 10-minute bus ride.

Trip generation

Trip generation has been provided and has been submitted along with the transport statement. TRICS surveyed sites and 2021 Census data has been used to determine the proposed residential developments, with the example located in Neasden, Acton, and Hayes, with the dwelling's numbers ranging from 74-107. This results in the following trips: 24 two-way trips in the AM peak and 19 in the PM peak, with most trips diverted towards public transport. The data does include those that work from home, though these trips cannot be considered as the resident are not leaving the site. Consequently, this decreases the trip to 16 AM peak two-way and 14 PM peak two-way trips. Overall, the numbers are low, but the development is only providing 32 dwellings. The commercial unit will create a moderate number of with the following two-way trips 6 in the AM and 6 trip in PM peaks. We have considered that this will have no significant impact on local public transport links or services.

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, a 3 x studio, 12 x 1 bedroom, 13 x 2 bedroom, and 4 x 3 bedroom dwellings with a PTAL ranking of 4. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has a high PTAL. Given the high PTAL of the site the development proposal is permitted to have a maximum parking provision of 24. Consequently, the proposal is car free outside of the disabled bays therefore making it in accordance with this policy. This is further supported by Haringey Development Management DPD, Policy DM32 which states the council will support proposals for new developments with limited or no on-site parking, where:

- There are alternative and accessible means of transport available.
- Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index.
- A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development.
- Parking is provided for wheelchair accessible units.

The published 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.

As part of our ongoing effort to ensure that this policy can be complied with LBH Transport Planning would require that, the applicant demonstrate from the outset that the full 10% of wheelchair accessible space can provided from the onset. The applicant has demonstrated that the development proposal will be able to provide the required number of 3 accessible parking spaces. All accessible bays associated with the development must be for resident use only, leased rather than sold, and be designated according to the design guidance BS8300vol.1.

The site would include a commercial unit, which will only have a floorspace of 97 sqm and employ only around 8 people. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that '*all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided*'. The developer felt given the size of the unit and that the third space provided within the site could be used by the worker of the unit. However, LBH Transport Planning will require these to be allocated to residents as it forms part of its provision. A parking stress survey for the commercial unit was conducted over two days which demonstrated that there was ample availability of existing disabled bays on Hornsey Park Road. Thus, it is believed they should be sufficient for future occupiers of the commercial unit because any individual with a blue badge can park in a disabled bay.

All of the above will be secured via planning conditions for both the provision of the 3 disabled bays and a car parking management plan to manage how they will be allocated.

Future parking demands

A parking stress survey was conducted, which utilised the Lambeth Methodology covering an area of 200m, utilised 5m vehicle lengths, and was completed over two weekday nights. On-street resident parking stress both averaged around at 61% and 62% respectively, although Hornsey Park Road itself did experience slightly higher levels of 74% and 70% parking stress which is still below the acknowledged 85% of concern where a street does not have spare capacity for further vehicle demand by new developments. Furthermore, both days showed between 43-45 vehicles parking on-street with spare capacity to be between 16-18. A 500m commercial survey was also conducted between the hours of 09:00-17:00, demonstrated that local business permit bay stress at its highest was at 55% against a total capacity of 31 bays, and resident bays had a height of 82%. Overall, the survey has shown that there is some on-street extra capacity for both elements of the development.

Cycle parking.

The sites total proposed cycle parking provision for both Use Classes was assessed against the published London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments *'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.* It would appear the developer/applicant has used B1 light industry to determine the amount of provision as the provision is set out as against the following guidance: 1 space per 250 sqm long-stay and 1 space per 100 sqm short-stay. This would mean that need 1 long-stay and 1 short-stay. Yet, LBH Transport Planning believes using B1 Office standards would be more appropriate given that would be considered a worst-case scenario given the higher provision in cycle parking that it provides, although the provision works out to be the same as what has been proposed. The residential element of the development would see the provision of 55 long-stay and 2 short-stay., this is in accordance with the London Plan 2021 Policy T5 Cycle.

Additionally, new information has been received on how access and security will work in relation to the residential cycle following early feedback given to the developer/applicant. This is because the bike store will be located at the most northern part of the site behind block b, and it was initially felt that given the sites openness and high amount of footfall through the site once the walking access is opened up it would create safety risks that could result in bike theft or antisocial behaviour. Consequently, as earlier mentioned new information has been provided that describes how security will work. This includes access to the store only via a locked gate accessed solely by residents, passive security provided by windows from block b, appropriately placed lighting mounted on the shelters and a CCTV strategy. Given the number of people walking through the site, additional passive security is to be installed. Finally, some detail has been given on the design of the resident's bike store, all spaces will be located within a sheltered structure that will utilise both Sheffield and two-tier racks, though the dimensions of which have not been specified.

Details relating to the bike store can be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's and the London Cycle Design Standards (LCDS), which must be submitted and approved before development commences on site.

Highways works.

The development does include some works that will be needed to the access on Hornsey Park Road. The access will need to be modified, and parking bays are proposed to be removed on either side of the access to allow for improved visibility and better sight lines for approaching vehicles. A new continuous footway will need to connect with existing footways and onto the public highway. The

design of the access and the proposed internal layout has already been subjected to a Road Safety Audit. The developer/applicant has provided design response to the design. LBH, Transport Planning would require a further stage 2 RSA is completed during the design stage of any potential S.278 works and on the general internal layout. These works would be subject to further detailed design and approval and will have to be secured as part of a S.278 agreement between the Council and applicant.

Car clubs

The applicant/developer has already been in contact with Zipcar who have provided advice with respect to this development. Zipcar have recommended that they would offer 3 years membership for dwellings and offer to manage/monitor enquiries from residents as part of any S106 agreement, this all would require a total contribution of £1,800 to be paid by the developer/applicant. The site does have good coverage in terms of car club bays near the site, one can be found on Mary Neuner Road some 10 min walk and one closer to the site on Parkland Road some 5 min walk from the site. The developer would be required to enter into a S106 agreement to provide five years membership with £100 credit for each resident of the dwellings. Given the area high connectivity to public transport and local car club coverage by Zipcar it should assist with reducing the rate of car ownership by residents of this development and help to offset any potential future car parking demands on local residential streets when the CPZs are not in operation. Therefore, the applicant/developer will be required to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will also be required to provide 5 years of car club membership for each residential unit, along with £100 driving credit for each resident.

Access

The Transport Statement does not include any Active Travel Zone (ATZ) assessment. Routes from the site to Wood Green High Street, Wood Green Underground Station, and Hornsey Station, and Coburg Road have seen highway improvements for pedestrians, cyclists, public realm, and the funding of bus routes into Haringey Heartlands. Further analysis around road safety via the provision of collision data would have been welcomed to best determine if the development would have any impact on the surrounding road network. This is because the developer/applicant has stated such analysis should only be provided where a development is providing more than 150 dwellings, although Transport for London's own guidance for the threshold of Transport Assessments and statements is guidance only and is not considered definitive. It is further explained within the document that an assessment may be more appropriate for a smaller development than what is stated within its thresholds, and this is the same for bigger developments and a statement.

The site itself will feature a walking route connecting Hornsey Park Road in the east with Brook Road west of the proposal site. This pedestrian route is part of a wider site allocation provision that must be brought forward with any new development which takes place in this location. Early feedback provided from LBH Transport Planning determined that a shared access with private road and a footway would not be supportive of a safe environment given the potential high footfall and no inclusivity for those with disabilities. This is because the lack of kerb height difference meant the footway would have been driven on by larger vehicles given the lack of width for the vehicle access. New information provided within the Transport Statement describes that the access to the west will be gated that will be open throughout the day, but then closed after dusk to improve site security, though this is found to be detrimental it is reasonable to believe that once the site has been fully completed and opened up that this pedestrian route will informally form part of the borough's walking network and be used by local

residents from neighbouring new developments west of the site for access to shops, transportation links, and services and making it a gated access could impede this openness.

We will need a public access management plan to ensure that the route remains open to pedestrians at all times and is managed and maintained to a high standard.

Electric vehicle charging

For the proposal to be in accordance with 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*'. The submitted Transport Statement makes mention of all the disabled bays being supported through the inclusion of electric vehicle charging points. This is very much welcomed as it is higher than the 1 space supported with an active charger, which was required by policy. LBH Transport Planning will require a pre-commencement condition stipulating that a more detailed plan be submitted for approval showing 3 active vehicle charging points.

Service and delivery.

Trip information regarding service and delivery for both the residential and commercial uses of the site. The data for residents shows that two-way LGV movement is expected to be only 6 trips between the hours of 09:00 and 19:00, and the commercial unit is expected to only have 1-2 servicing trips per day with a dwell time of 15 minutes.

The application will have to be supported by a service and delivery plan to manage delivery access to the site and to limit the number of trips to ensure that the number of trips don't impact on residential amenity.

Construction and logistics

An outline of the Construction and Logistics Plan, it currently does not contain much detail which elaborate on certain segments of the development will be built. Some trip information has been supplied that sets out daily and weekly trips during certain phases of the development. The site would see between 10 -12 peak vehicle trips during four phases of construction. An area of concern that has been identified and communicated to the developer/applicant is the means of access given the carriageways limited width and the parked vehicles on the road. This is already an existing issue local residents face, given the sites previous use and the levels of congestion Hornsey Park Road experiences. Some information has been provided on access and vehicle types with the largest vehicle being an 8m 7.5t lorry, though this does seem rather small for demolition, piling, and superstructure works. If larger vehicles are needed like a 26t cement mixer or a 16.5m HGV then these would need to be accompanied with swept paths drawings.

A fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP.

A CLP draft should include the following:

- High provision of cycle parking should for workers for phases of construction to promote uptake of cycling to/from the site.

- Given the site's excellent connectivity to public transport which is demonstrated through its high PTAL rating, and local parking restrictions no on-site car parking should be provided for workers.
- The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times and peak road congestion.
- Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets given the site's location.

LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.

Recommendation

There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.

Conditions

1. Delivery and Servicing Plan and Waste Management

The owner 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 service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with [TfL guidance](#).

The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020

2. Cycle Parking

The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 55 long-stay, 2 short-stay residential, 1 long-stay, and 1 short-stay commercial approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

REASON: to be in accordance with the published London Plan 2021 Policy T5, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).

3. Electric Vehicle Charging

Subject to a condition requiring the provision of 3 active electric vehicle charging points to serve the on-site parking spaces from the onset.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.

4. Disabled parking bays

The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 3 residential car parking bays.

REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 disabled.

5. Car Parking Management Plan

The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:

- 1) Wheelchair accessible units or residents with a disability with the need for a car parking space
- 2) Family size units 4/3 bed units
- 3) 2 bed four person units
- 4) 2 bed 3 person units
- 5) Any other units

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 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. 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 £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the 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.

- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highways condition survey before and after completion.
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.
- g) The applicant will be required to contact LBH Highways to agree condition on surveys.
- h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- i) Swept path drawings.

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.

3. Car Club Membership

The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs, and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 5 years.

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

4. Commercial Travel Plan

A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
- b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
- c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.
- d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.
- e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

5. Residential Travel Plan

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be 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 sustainable modes of active 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, £3,000 (three thousand pounds) per year for a period of five years. £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives.
- d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.

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

6. Highway Improvements

The applicant will be required to enter into agreement with the Highway Authority under Sections: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to: Works on Hornsey Park Road for the reconstruction of the crossover and access to the site, the removal of on-street resident parking bays, and the reinstatement of the footway access from the public highway onto the new walking route through the site on Hornsey Park Road.

The applicant will be required to provide a detailed design for including lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the Highways Authority.

The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.

Reason: To implement the proposed highways works to facilitate future access to the development Site and to protect the integrity of the highways network.

7. Public Access Management Plan

In line with the site allocation document and the development proposal the applicant will be required to provide public access across the site to provide access to the surrounding development proposal, the applicant must provide a public access management plan, which include, 24-hour site access, cleaning, CCTV, lighting, and maintenance, this plan must be reviewed annually and retained for the life of the development proposal.

Reason: To ensure that public access is retained and always maintained, and to ensure public safety.