

HGY/2024/3115 - 12 Canning Crescent, Wood Green, London, N22 5SR

Demolition of the existing building and redevelopment of the site to provide 9 self contained flats. (Amendments to the approved application (HGY/2023/1337) .

Location and access

This site is on the corner of Canning Crescent and Newnham Road.

It has a PTAL value of 5, considered 'very good' access to public transport services. 7 bus services are within 2 to 7 minutes walk of the site, and Wood Green Underground Station is an 8 minute walk away.

It is located within the Wood Green Outer CPZ, which operates between 0800 – 1830 Monday to Saturday, it is also close to the western edge of this CPZ and this abuts the Woodside West CPZ, which operates Monday to Friday between 11.00 and 13.00.

Existing arrangements and proposed development

It is understood there are 6 existing studio flats at this site.

There is also already an existing consent in place for demolition of the existing building at the site and redevelopment of it to provide a 6 flat development (ref: 2023/1337)

The Proposed residential provision for this submission is as follows;

- 3 No. 1 bedroom
- 4 No. 2 bedroom
- 2 No. 3 bedroom

This is an uplift of three units compared to both the consented and previously established arrangements at the site.

An internal cycle parking store, two visitor cycle parking spaces, and waste/recycling store are shown on the ground floor level adjacent to the building in an external store. These are to be gated so a degree of security is provided.

Transportation considerations

The development is proposed as car free, which given the very good accessibility to public transport service and a PTAL value of 5, is considered appropriate and accords with policy DM32.

The applicant will need to enter into the appropriate planning Agreement to formalise the car free/permit free status, and meet the Council's administrative costs (£4000).

Although there is compared to both existing and consented arrangements, an uplift of three units, given the car free/permit free status and location within a CPZ, zero on site parking and very good PTAL, it is not expected that there will be any tangible parking impacts arising from this development should it be granted consent and built out.

The hours of operation within the Wood Green Outer CPZ are from 0800 – 1830 Monday to Saturday so are comprehensive. Local car ownership per household within the Woodside Ward was recorded in the 2011 census at 0.56 cars per household, this is expected to have reduced since then, so at most the additional three residential units could generate one or two additional cars at most which could only park outside of CPZ operating hours, which is essentially negligible.

Cycle parking is shown located within an internal cycle store to the east side of the building. To meet London Plan numerical requirements, 17 long stay and 2 short stay cycle parking spaces are required. The application includes 16 spaces provided within double decker cycle racks, plus a Sheffield stand close by, within this internal store. The short stay spaces will be separate from the long stay and are located in the side passage adjacent to the east side of the building. It appears London Plan numerical requirements are met.

All cycle parking should meet the London Cycle Design Standards as produced by TfL, and fully dimensioned details demonstrating this and, and adherence to the manufacturer's installation specifications for spacing, headroom and the like also needs to be demonstrated. Ideally, the applicant should confirm acceptable arrangements prior to decision, alternatively a pre commencement condition to provide full cycle parking details will be suitable.

Waste storage and collection arrangements will need to meet the Borough's standards with respect to capacity/form and pull distance. The applicant has located the bin store adjacent to the cycle parking store and comments that the pull distance for collections will be 10m.

Finally, given this site is both adjacent to existing residential properties and on a highway junction, a Construction Method Statement or Construction Logistics Plan will be required, this can also be conditioned as a pre commencement requirement, to detail how the development will be built out and how potential impacts on adjacent neighbours and the smooth operation of the public highway will be minimised and managed.

This will need to include information such as the programme, and confirmation that construction vehicle arrivals and departures will avoid the AM/PM peak periods and be concentrated between 0930 and 1500 (to also avoid school start and finish times) as far as is practicable. It should also include details of any proposals for temporary highways arrangements and identify which bays are sought for materials handling and visiting construction vehicles.

Summary

This Application is for redevelopment of the existing building at 12 Canning Crescent to provide a 9 unit development. The existing building contains 6 studio flats and there is also consent in place for a similar smaller development to provide 6 new/replacement units.

This proposal would result in an increase of three units compared to present/consented. The development remains a car free proposal this is appropriate given the PTAL of 5 and location within a CPZ with comprehensive operating hours, and of granted consent the development will need to be formalised as car free/permit free via S106 with the applicant required to pay the £4000 costs of formalising. The uplift in unit numbers may result in generation of additional car parking demands compared to existing/consented however this is expected to be negligible if it occurs.

Cycle parking needs to be provided to meet the numerical requirements of the London Plan, and details are required to demonstrate adherence with The London Cycles Design Standards as produced by TfL.

Finally, given the site's location, a Construction Method Statement or Construction Logistics Plan will be required.

Subject to the above being satisfactorily provided and car free/permit free status being formalised, Transportation do not object to these proposals.