

Transportation Planning Comments

HGY/2024/2279, 25-27 Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DD

Date: 23/12/2024

Proposal: Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision

Description

An application has been received seeking planning permission to demolish the existing building and erect a new shared living development, with affordable workspaces, commercial floorspace. The proposal will also include public realm improvements, soft and hard landscaping, cycle parking. Residents will have access to on-site facilities such as a gym and dining.

The development site currently contains a vehicle access that leads to a car park which will not be retained for this scheme. The site is currently used as offices (Class B1) and for purposes of distribution (Class B8). The vehicle access allows for current servicing to be done on-site rather than utilising on-street parking bays. The proposal would have cycle provision for 167 long-stay and no short-stay parking for the co-living accommodation, the commercial space will have 2 long-stay and 1 short-stay cycle space. The proposal includes a single disabled bay to be provided on the adopted highway, but off-street.

The proposal site has a PTAL rating of 4 indicating that its access to public transport is excellent when compared to London as a whole suggesting that there are opportunities for 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 which restricts parking to permit holders Monday to Sunday 08:00 – 22:00. The proposal site fronts onto Clarendon Road, which is an adopted highway with a speed limit of 20 mph and has a width of around 8m, the width decreases to c5.8m with on-street parking. The site is located on a bend in the road. The development is located near to Wood Green Town Centre providing future residents with convenient access to shops, services, and transport links. One of the nearest stations is Hornsey National Rail Station which is around a 9min walk and a c.5min bike ride. As part of Haringey Heartlands bus route extensions, the 91 and the N91 are meant to be extended to Wood Green to provide new residents of the heartlands better public transport connectivity. Nearby high frequency bus services can be reached from Turnpike Lane.

Unit mix

Proposed: 222 x co-living bedrooms

Commercial floorspace: Proposed: 231 sqm

Trip generation

Trip information has been provided which utilises data from survey sites from the TRICS database, 4 surveyed sites were used to display the existing trips for the current office and distribution uses. For the co-living space only one site existed which was a site called the Collective located in Old Oak Common comprising 544 units which did not provide any parking. Mode share data has been used to determine the usage levels for all modes of transport, though these have been manually adjusted to reflect the low car usage of the site. It should be highlighted that this data has been sourced from the 2011 Census data, which tends to be used given the 2021 Census was conducted during Covid 19

when lockdowns were still taking place, although the 2011 census data is still more than a decade and thus the difference in travel behaviour would have changed since.

For purposes of simplicity the total proposed two-trips for the co-living space and commercial unit as follows based on highest first:

- 502 public transport trips
- 84 walking trips
- 25 cycle trips
- 23 car trips

The Transport Assessment predict over a 12-hour period that 578 two-way person trips will be created by this site. Given that the area/environment is currently lacking in road safety and accessibility for pedestrians LBH Transport Planning will require the developer to enter a s278 agreement to enable improvements to the public realm and to improve road safety for pedestrians at this location given the new high numbers of walking trips generated by the development proposal which will have to be accommodated onto the local highways network.

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, 222 x single bedrooms with a PTAL rating 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 moderately good PTAL. Given the PTAL of the site and its proximity to public transport links the development will be designated as car free/car capped to be in accordance with Haringey's 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 and applied effectively throughout the borough LBH Transport Planning has had further discussion with the applicant/developer for the installation of an off-street layby similarly to the ones found further north of the site on Mary Neuner Road.

The site would include workspace/commercial floorspace with an area of 231 sqm, though the number of potential employees is not known. 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'. Consequently, given the relatively small size of the commercial unit and its possible uses it is felt in this instance it would not be enough to generate demand for a dedicated disabled bay. Although, anyone with a blue badge will be able to use the general disabled bay that would be provided on Clarendon Road as part of this scheme.

LBH Transport Planning will require the developer/applicant to enter into a s278 agreement with the council for the provision of this on-street disabled bay.

Future parking demands

A parking stress survey was conducted, which utilised the Lambeth Methodology covering an area of 200m, given the commercial use of the proposal a 500m survey area was recommended within pre-application discussion. Surveys were conducted over two nights utilizing car lengths of only 5m. However, LBH Transport Planning recommended for lengths of 5.5m – 6m given the abundance of larger vehicle types in use on residential streets. 4 residential streets were covered within the survey that demonstrated on-street parking stress was between 88% - 90%, this was above the threshold of 85%, this means that these streets would not have sufficient capacity to absorb any more demand generated by the development proposal. This would not be in Accordance with the published London Plan 2021 Policy T2 Healthy Streets states that *'development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving'*.

We will therefore be seeking a contribution towards parking management measures to ensure that those areas outside of the Wood Green Inner control parking zone do not suffer from any displacement in parking demand generated by the proposal.

Cycle parking

The sites total proposed cycle parking for both elements of the site were 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*. Further guidance has been created and published by the Greater London Authority on Large-scale purpose-built shared living developments in 2024. It provides some recommendations on cycle parking with 0.75 per bedroom needing to be provided, though this is stated as being a benchmarking in regard to the long stay. Notwithstanding there is no short-stay cycle parking recommendation to be found within the same document. The co-living space is proposed to have 167 long-stay spaces and no short-stay, the commercial will be provided with 2 long-stay and 1 short-stay. With regards to the commercial units the developer/applicant has used Use Class B1 Business offices which requires 1 space per 150 for long-stay and 1 space per 500 sqm. Given the sites proximity to Wood Green Town Centre and Haringey Heartlands the higher standards of cycle parking will be sought. The applicant will be required to provide 167 long-stay cycle parking spaces for residents and for the commercial unit 3 long-stay and 1 short-stay cycle spaces.

The location and some details on the design of the cycle parking has been given. All the cycle parking will be located within the same area for both the long and short stay. Cycle parking will utilise the following:

- 118 two-tier racks
- 26 Sheffield stands
- 7 enlarged adaptive spaces to meet the LCDS 5% requirement

- 18 Brompton bike lockers
- 1 Sheffield stand for the short-stay parking

LBH Transport Planning has received detailed plans which can be compared against the LCDS, this will be secured via a planning condition. The short-stay cycle must be provided outside of the building but within the curtilage of the site as by definition the long-stay must be secure, and visitors should not be able to gain entry to the bike stores. The 18 Brompton bike lockers do not provide enough variety or flexibility of use given that they can only be used for the storage of Brompton bikes.

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

Highways works.

Some highway works have been proposed as the development as previously mentioned above a layby will need to be provided which will be off from the highway similarly to others that have been installed north of the site. This bay will be at a minimum 12m in length, it will provide a single disabled bay, and a general residential parking space supported with an electric vehicle charging point. The footway will be pushed back onto the applicant's land. Because the footway will need to be recessed with the applicants red line boundary, they have agreed with LBH Transport Planning for the new footway to be adopted by the Council under a S.38 agreement. LBH, Transport Planning would require a stage 1 and 2 Road Safety Audit to be completed during the design stage of any potential S.278 works. These works would be subject to further detailed design and approval and will have to be secured as part of a S.38 and S.278 agreement between the Council and applicant.

Car clubs

The closest car club bay is located on Maru Neuner Road which is approximately a 3min walk from the development site. Given the scale of this proposal for 222 single bedrooms LBH Transport Planning will require that £100 in credit is provided to each resident. This is to ensure that the site is being sufficiently supported to maximise its potential to increase uses of sustainable transport and deter the use of the private car usage. Additionally, this will 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 CPZ is not in operation as demonstrated by the parking survey there is not sufficient on-street capacity to absorb any demand. The applicant will also be required to provide 2 years of car club membership for each residential unit, along with £100 driving credit for each resident this will be secured via S.106 obligation. Full details on the car club provision must be submitted to the local authority for approval at least 6 months before the development is occupied as part of the travel plan.

Access

An Active Travel Zone (ATZ) has been produced and submitted as part of the Transport Statement. 4 walking routes to key destinations were analysed and assessed against the Healthy Streets indicators. These routes were:

- Route 1: Site to/from Hornsey Rail Station.
- Route 2: Site to/from Turnpike Lane Underground Station/Bus Station.
- Route 3: Site to/from the Mall Wood Green.
- Route 4: Site to/from Sainsburys A504 High Street.

- Route 5: Site to/from Alexandra Park Cricket and Football Fields.

Some of the recommendations for improvements to these routes include the

- Hornsey Rail Station - installation of tactile/materials changes to improve accessibility, and more dedicated cycle lanes
- Turnpike lane Underground Station/Bus station – installation of a cycle route along turnpike lane.
- The Mall Wodd Gren – provision of wider footways around Hornsey Park Road.
- Sainsburys A504 High Street – widening of footways and the introduction of a pedestrian crossing on the High Street.
- Alexandra Park Cricket and Football Fields – better separation between pedestrians and cyclists in shared spaces.

LBH Transport Planning have examined collision data from Transport for London's (TfL) Road Danger dashboard. Data has been sourced for pedestrians and cyclists for a 5-year period from until May 2024. Within that period no major clusters emerge within the immediate vicinity of the site. A small cluster of 3 slight collisions can be seen at the Turnpike Lane junction with Hornsey Park Road and Wightman Road. 1 slight collision has been reported further north from the site on Western Road. Mayes Road has a cluster which includes 2 serious and 2 slight. The developer has not provided any improvements to address any known road collisions.

Service and delivery.

A draft service and delivery plan has been received as part of the application. All deliveries are proposed to take place on the highway, there are no current loading bays located near to the site. Overall, some information has been provided within submitted documents regarding trip information sourced from TRICS survey data. It has been demonstrated that existing daily two-trips are around 10 HGV a day. The proposal could generate around 12 trips associated with the co-living space; these deliveries would more than likely be undertaken via a transit van. The site could see a high number of deliveries undertaken by bike or moped to fulfil either takeaway or online deliveries. The commercial is only expected to generate 1 trip per day. Vehicles servicing the site are expected to utilise existing on-street parking bays located near to the site. Refuse collections are proposed to take place the same way that they are currently. A 10.2m refuse vehicle will pull alongside the kerb on Clarendon Road and the council operatives will collect the bins from the stores which can be accessed from the footway. It is currently envisaged that the council will make collection from the site rather than a private refuse company. Most of the bins will be 1,100 litre euro bins.

The above issues can be addressed via the submission of a service and delivery plan to manage deliveries accessing the site and to limit the number of trips to the site to manage the impact on the highway network.

Travel Plan

A draft Travel Plan has been received which seems to solely cover the co-living segment of the proposal, with nothing included for the commercial floorspace. Some mode share data has been given which has been interpreted from the TRICS survey site to form the baseline year data for the site's residents. However, unfortunately this has not been applied to the single action to demonstrate how certain mode share can be increased during years 3 and 5. Understandably this is a draft document, though this exercise would be easy to undertake for this submission. As the site will see a high number of residents due to its 222 single bedroom capacity and commercial floorspace it has not been fully

denoted how the site will support active travel and public transport modes. Overall, LBH Transport Planning finds the currently drafted travel plan to be lacking in effective measures and coverage of the proposal's entire uses. Therefore, a Travel Plan Monitoring Fee per year for the first 5 years will be sought separately for the commercial and co-living residents. Additionally separate travel plans will need to be submitted for each use. The above will be secured and covered as of a S.106 obligation.

Construction and logistics

A draft construction logistics plan has been developed and submitted as part of the application. It sets out the principles of how the development will be built including: programme of works, vehicle routing/access, trip generation, monitoring, and existing site conditions, and demolition works. Some vehicle types have been provided, the largest would be a 10.2m tipper lorry used for the purposes of delivering materials and the smallest vehicle would be a 5.3m transit van.

A staff travel plan will be created, there will need to be effective monitoring to ensure that no worker is travelling by car to the site and parking locally. Some estimated trip information has been given which shows peak vehicle movements to/from the site will be as high as 10 per hour in worst case scenario, though it is difficult to understand the overall context of this given that no further trip information has been presented within a table for the entirety of the lifespan of the works. Information has been presented on possible uses of the highway for deliveries on Clarendon Road with 25m of the highway being proposed to be used for deliveries, this arrangement would woefully be unacceptable given the proposal for the 91-bus route extension, one side of the highway would be severely limited in width, and the fact that the site is located on a bend in the road. Barriers are also proposed to block access to the footway for pedestrians whilst deliveries are being made, this would create unsafe condition for pedestrians as there are no nearby safe crossing facilities for them. The above mentioned would increase road danger during construction as it could lead to a higher risk of collisions on Clarendon, this would not be in accordance with the London Plan 2021 Policy T7 Deliveries, servicing and construction states during *'the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times'*.

Any parking restrictions or closure of the footways required will need licenses that the developer/applicant will need to apply from the council and will need agreement on how these will be undertaken by council. Finally, before construction has begun a general highway survey will need to be carried at to ascertain the condition of the footway and highway and to determine if vehicle accesses will need to be reinforced.

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 and Transport Planning teams. The outcomes of these conversations will need to inform the finished CLP.

A CLP should include the following:

- High provision of cycle parking for workers for all 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 close proximity to public transport, 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 sites 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 site's construction activities.

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 167 long-stay cycle parking spaces for residents and commercial 3 long-stay and 1 short-stay spaces for the commercial unit for 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 London Cycle Design Standards (LCDS).

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, 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 2 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 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 Council's 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 £3,000 (three 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 to maximise the use of sustainable modes of 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 applicant is 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. Parking management contribution.

We will require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Lawrence Road and the surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.

Reason: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.

7.Highway Improvements

The applicant will be required to enter into agreement with the Highway Authority under Section:

38 and 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 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:

- 1) New inset car parking bays with the provision of a new wheelchair accessible car parking space with electric vehicle charging facility, type of EV charge to be agreed by the highway authority
- 2) New raised enter treatment of the junction of Clarendon Road to facilitate the increase in pedestrian traffic including tactile paving.
- 3) New street trees and repaving of the footways fronting the site in line with the agreed pallet of material approved for Mary Neuner Road and Clarendon Road.

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 and a Stage 1, and 2 road safety audit 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 improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets a to implement highway works to facilitate future access to the development site.