

Planning Sub Committee – 4 July 2022

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

<b>Reference No:</b> HGY/2022/0081	<b>Ward:</b> Northumberland Park
<b>Address:</b> 15 -19 Garman Road N17 0UR	
<b>Proposal:</b> Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10 No. self-contained design studio offices on the third floor. (Full Planning Application)	

The Transportation comments published have been superseded by the attached and are set out below and reflected in amendments to the Conditions and Obligation:

#### 4. CONSULTATION RESPONSE

##### Proposed Vehicular Access

The existing site benefits from two vehicle crossovers. It is proposed to reduce the number of vehicle crossovers to a singular access point, which will provide access into a forecourt parking area comprising the 3 car parking spaces and granting access to a loading dock with the proposed building.

The proposed highway works would be covered by a Section 278 legal agreement. A Section 278 drawing showing the extent of the proposed works to understand the exact impact of the proposed crossover relocation would be required for costing purposes by the Council post-consent.

Based on the ground-floor plans provided, there would be a widening of the existing southern crossover (shared with the adjacent building, 11 Garman Road). The northern crossover would be shortened and no longer use for access to the site.

The proposals would affect the loading bay located immediately outside the site and a contribution of £4,000 towards the amendment of the Traffic Management Order would be sought.

The 2.4m x 25m visibility splays at the widened crossover for vehicles coming out of the site onto Garman Road are based on a 20mph speed limit show that visibility would be acceptable, despite the presence of on-street parking bays immediately to the south of the site on the eastern side of Garman Road. The transport consultant has clarified that the low speed limit means that some encroachment of the visibility splays upon on-street parking and parked cars is acceptable, in line with Manual for Streets guidance. This justification is accepted.

Vehicle swept path analysis has been undertaken for cars manoeuvring into and out of the parking spaces in the front car park, as well as accessing and egressing the site. Likewise, tracking has been carried out for a 7.5t box van and a 3.5t panel van accessing and egressing both the front (on Garman Road) and the rear of the

proposed building via the industrial estate to the south. All vehicles would be able to manoeuvre satisfactorily without any issues.

### **Proposed Car Parking and Operational Parking for Deliveries and Servicing**

There is currently no on-site parking, with two vehicle crossovers onto Garman Road to allow loading and unloading activity.

A total of 3No. Car parking spaces are proposed. The swept paths provided show that each parking space could be manoeuvred in and out by a large car without any issues.

The site is located in the Upper Lea Valley Opportunity Area. As such, the maximum car parking provision is up to 1 space per 600sqm GIA. Based on the proposed GIA, a maximum of 5 spaces are allowed, therefore the proposals are compliant with the London Plan (2021) standards.

One of the proposed spaces would be for wheelchair users, which is welcome. One of the proposed car parking spaces would be fitted with an active electric vehicle charging point, and the remainder with passive provision.

Whilst the proposed car parking provision accords with the maximum London Plan (2021) standards, there is likely to be additional car parking demand from staff. See the On-Street Parking Stress Survey section below for detailed comments on this.

It is stated that delivery and servicing activity would occur on site mostly (with vehicles entering the building), with any additional activity expected to operate on street from the kerbside. A loading-only bay is located immediately outside the site which it is said could be relied upon on an ad-hoc basis.

The trip generation assessment (see the dedicated section further below) has demonstrated that the peak delivery and servicing demand for the proposed development would be 4 two-way vehicle movements (2 arrivals and 2 departures) between 10:00 and 11:00, based on the trip generation for LGVs and OGVs derived from the same TRICS survey selection. The fact that delivery and servicing vehicles would be able to access and egress both the front and rear of the proposed building as well as make use of the on-street loading bay if necessary means that sufficient loading bay capacity would be available to cater for that maximum expected demand.

As per London Plan Policy T6.2 Office Parking, “operational parking requirements should be considered on a case-by-case basis. *All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles*”. An electric vehicle charging point would be provided within the proposed building for use by operational (delivery and servicing) vehicles.

A dedicated planning condition would be sought to provide details of the electric vehicle charging infrastructure both for the proposed car parking spaces and internal loading spaces.

### **Proposed Waste Collection Arrangements**

Waste collection would operate as per the existing kerbside arrangements along Garman Road, with a member of on-site staff expected to move the bins to the kerbside ahead of the scheduled collection times by the private collection operator.

### **On-Street Parking Stress Survey and Cumulative Parking Impact**

An on-street parking stress survey has been undertaken in accordance with the Lambeth methodology for commercial developments, within 500m of the site. Based on a total of 409 calculated spaces within the study area (excluding double yellow lines, loadings and private parking spaces), the parking stress levels recorded between 07:00 and 19:00 during the survey day ranged from 74.6% at 18:00 to a maximum of 86.8% at 07:00. The minimum spare capacity therefore is 54 spaces, based on what is assumed to be a 5m bay length.

At the Council's request, further analysis has been carried out, namely:

- The parking stress levels for 5.5m and 6m bay lengths as sensitivity testing;
- An estimate (based on the proposed trip generation assessment and/or the future number of on-site employees and Census car driver mode share data) of the number of employees' cars expected to commute to and from the site and park on site and on street in its surroundings; and
- A cumulative impact parking assessment derived from any on-street parking demand associated with the neighbouring developments on Garman Road (21-25 Garman Road, HGY/2020/3186 and 27-31 Garman Road, HGY/2021/2248) to determine the total on-street parking impact of all recent proposals.

The parking stress survey sensitivity test shows maximum working-day/daytime occupancies at 12:00 noon of respectively 84.6% (5m bay length), 86.4% (5.5m bay length) and 93.7% (6m bay length). The transport consultant has estimated that the total parking demand arising from the 50 employees would be in the region of 14 spaces, of which there would be a net increase in demand for 8 spaces as 6 staff currently drive to the site. With 3 car parking spaces proposed on site, the residual on-street parking demand would amount to 5 spaces.

Analysis of the two local aforementioned schemes indicate the following:

- HGY/2020/3186 21-25 Garman Road: whilst the Transport Statement said there would be 8 car parking spaces in front of the new building, only 2 car parking spaces were agreed with the applicant, the remaining spaces being for operational requirements. With a predicted parking demand of 7 vehicles in total, that would leave a residual on-street parking of 5 vehicles;
- HGY/2021/2248 27-31 Garman Road: the reduction in floorspace would result in a decrease in vehicle numbers and therefore a betterment of local on-street parking pressures.

The conclusion is that the proposed development and local schemes would create additional on-street parking demand for up to 10 vehicles. Using a parking bay length of 5.5m as a guide, out of a total of 401 spaces within the study area, the total would

go up to  $346+10 = 356$  parked spaces, i.e. a parking stress level of 88.8%. This is a minor increase from the baseline of 86.4%, and below the threshold of 90% where it is usually considered that parking starts becoming problematic.

### **Proposed Cycle Parking**

The London Plan (2021) minimum cycle parking standards for land use classes B2-B8 require 1 long-stay space per 500sqm Gross External Area (GEA) and 1 short-stay space per 1,000sqm GEA. The proposed development should have a minimum of 6 long-stay and 3 short-stay spaces.

The proposed layout shows 6 long-stay spaces within the building and a total of 10 short-stay spaces in the site's public realm, in excess of the minimum standards. The vertical cycle parking systems are not supported and would have to be replaced with Sheffield stands.

Both long-stay and short-stay cycle parking should be provided in line with the London Cycling Design Standards, including the minimum dimensional and spacing requirements. Lockers, showers and changing rooms with drying facilities should be considered for employees who cycle. Accessible toilet facilities for disabled cyclists should also be provided.

Access to both long-stay and short-stay parking should avoid stairs, narrow doorways and passages of less than 1.2m in width. In the specific case of an internal cycle store, no more than two sets of doors should be passed through, with a recommended minimum external door width of 2m.

The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning condition and would be further reviewed at the time of discharge. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.

### **Net Vehicle Trip Generation and Traffic Impact**

A net trip generation assessment has been undertaken for vehicles and shows that the additional 3 and 8 two-way vehicle movements in the AM and PM peak hours respectively, and the extra 46 additional two-way vehicle movements across the day, would not have a significant impact upon the local highway networks.

### **Multimodal Trip Generation and Net Impact**

The net trip generation has been extended to include all person trips and modes of transport, using journey-to-work data from the 2011 Census to distribute trips across all modes. With up to 25 staff on site at any given time during working day, it is predicted that there would be two net additional London Underground two-way trips, two net additional rail two-way trips and eight net additional bus two-way trips. It is acknowledged that the net impact on local public transport services would not be material.

## **Additional Documents**

A Commercial Travel Plan Statement (Interim and Full documents) would be secured by planning conditions. Both a Delivery and Servicing Plan and a Construction Management and Logistics Plan would be secured by planning conditions. A Parking Design and Management Plan would be required by planning condition to set out how the on-site car parking spaces and proposed operational parking would work on a daily basis, especially the interaction between the cars parked on site and the delivery and servicing vehicles entering the building or parking just outside of it.

## **Highway Works and Public Highway Condition**

The development proposals involve S.278 highway works, the applicant would need to provide a Section 278 drawing showing their exact nature and full extent.

Finally, we would seek to add a public highway planning condition so that surveys of the existing condition of the public highway outside the site would be undertaken prior to and after redevelopment, to ensure the demolition and construction works do not damage the public highway. Any deterioration would be at the developer's cost.

We would not object to this planning application being granted approval subject to the following planning conditions and S.106 heads of terms.

## **Planning Conditions**

### Revised Planning Conditions

#### 16. Cycle Parking

No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until 6 long-stay and **10** short-stay cycle parking spaces for the employees and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.

### Additional Conditions

#### 22. Public Highway Condition

The applicant is advised to contact Haringey Highways prior to start of any demolition or construction works related to the development hereby approved, to record conditions of existing highway adjacent to the site and to set up monitoring arrangements.

Reason: The existing highway condition records will be agreed and used to assess whether any damage was subsequently caused by construction activities. The applicant will be responsible for reimbursing Haringey Highway for the full cost of corresponding repairs prior to occupation of the development. The applicant will also be responsible for payment of standard monthly officer inspection fee of £75 payable, for the duration of construction works. Details for making payments will be provided by Haringey Highway.

**Additional section 106 Heads of Terms:**

- Commercial Travel Plan Statement (Interim and Full documents) and a monitoring contribution of £3,000
-