



Our ref: 12/2214
Your ref: HGY/2012/2241

Valerie Okeiyi
-by email only-

Transport for London
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Dear Valerie,

Re: Ermine Road and Plevna crescent – TfL’s initial comments

I write following receipt of the referable planning application in respect of the above site, dated November 2012, submitted to Haringey Council.

The following comments represent the views of Transport for London officers and are made on a “without prejudice” basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.

Site Location

At present the land is undeveloped former Network Rail land and the sites will be accessed from Ermine Road and Plevna Crescent. The nearest section of the Transport for London Road Network (TLRN) is the A10, High Road, located 150m away to the west of the site. The nearest section of the Strategic Road Network (SRN) is the A107 Amhurst Park, located 700m to the south of the site.

The site is well served by bus with a total of thirteen buses available within reasonable walking distance. The nearest bus stop is South Tottenham Station and is served by routes 476, 318, 349, 243, 76 and the 149. The access to the Victoria Line at Seven Sisters Station is located 670m to the north of this site. Access to Network Rail services are a further 150m east, along Seven Sisters Road. Both Seven Sisters Station and Stamford Hill Station have access to Lea Valley lines with the latter located 740m to the south of the site. South Tottenham Station is served by the Barking to Gospel Oak branch of the London Overground Network and is located 200m to the east. The site’s Public Transport Accessibility Level (PTAL) varies across the site from 5 (very good accessibility) to 6a (excellent), on a scale of 1-6 where 6 is most accessible.

Transport assessment

A multi-modal trip rate assessment has not been provided and therefore the Transport Assessment is not considered to be in accordance with TfL's Transport assessment best practice guidance. However, taking into consideration the scale of proposed development, the impact on local public transport and highway capacity will be minimal.

Car parking

A total of 113 car parking spaces are proposed on-site for residents, of which six will be allocated for visitors and eleven as accessible parking. This equates to a ratio of 0.72 parking spaces per dwelling.

In light of the site's excellent accessibility to public transport TfL requests a reduction in car parking for this application to comply with London Plan policy 6.13 '*Parking*' which states that development in areas of good public transport should aim for significantly less than 1 space per unit. Accordingly, the applicant is encouraged to investigate a more acceptable solution with a maximum ratio of around 0.4 spaces per unit akin to the permission granted for the nearby Wards Corner planning application.

The site is not currently within a Controlled Parking Zone (CPZ) and therefore a reduced car parking provision may exacerbate nearby on street parking pressures. Therefore a post site occupation parking monitoring strategy to cover nearby streets and the subsequent implementation of parking measures if required should be secured within the s106 agreement.

To facilitate a reduction in parking provision on the site the applicant is encouraged to examine the viability of providing a car club on site. The number of units proposed, level of car parking provided and the accessibility to members of the public would be influential factors in determining the viability of any car club vehicles.

It is welcomed that Electrical Vehicle Charging Points are proposed in accordance with the London Plan minimum standards.

Cycle parking

A total of 224 cycle spaces are proposed, located externally across the site. To ensure conformity with proposed London Plan minor alterations an additional four cycle spaces are required to cater for visitors to the site. Furthermore, the cycle parking locations will need to be revised as TfL do not currently consider them to be in accordance with London Plan policy 6.9 '*Cycling*'. Cycle parking should be in close proximity to access cores to encourage their uptake, furthermore they should be covered, secure, well-lit and covered by CCTV.

Buses

In accordance with London Plan policy 6.7 *'Better Streets and Surface Transport'*, and to promote inclusive access for all users of the proposed development, the applicant should undertake an assessment of bus stops 'TD' and 'TC' and identify a schedule of works required to improve them in line with TfL's *'Accessible Bus Stop Design Guidance'*: http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible_bus_stop_design_guidance.pdf. Upon TfL's receipt of the audit, a capped contribution of up to £20,000 per bus stop maybe requested to ensure full compliance with accessibility guidelines.

Furthermore, to provide a termination point for several high frequency bus routes off Tottenham High Road, TfL requests that this site accommodates bus standing facilities. Further discussion on this matter is welcomed.

Wayfinding

In line with London Plan policy 6.10 *'Walking'* TfL suggests that these proposals should contribute towards the implementation of Legible London signage in the immediate vicinity of the site. Legible London is a wayfinding initiative to encourage walking and cycling and the applicant should note that a pair of signs cost approximately £15,000.

Furthermore, the interchange between Seven Sisters and South Tottenham has been identified within the Mayor's Transport Strategy as a Strategic Interchange. Accordingly, to assist in pedestrian interchange between these stations TfL requests £6,000 towards improvements of signage at this interchange.

Construction, delivery and servicing

No detail relating to the site's servicing or construction strategy is included within the TA. Swept path analysis has been provided which shows that the proposed site layout provides sufficient space for larger vehicles.

In order to minimise impact on the nearby TLRN and to comply with London Plan policy 6.14 *'Freight'* TfL request a Delivery and Servicing Plan (DSP) is secured by condition in addition to a Construction Logistic Plan (CLP). The CLP will need to identify efficient and sustainable measures that will be undertaken during construction of the development.

Travel planning

In accordance with London Plan policy 6.13 *'Assessing effects of development on transport capacity'* a residential travel plan will need to be provided. Once passed by ATTrBuTE and considered to be of a high standard by officers,

Haringey Council should secure, enforce, monitor, review and ensure the funding of the final travel plan through the s106 agreement.

Community Infrastructure Levy

In accordance with London Plan policy 8.3, *Community Infrastructure Levy*, the Mayor commenced CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed developments are within the London Borough of Haringey, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA). Further details can be found at:

<http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

Crossrail 2

Haringey Council should be aware that this site has been identified as a location for a worksite to construct the Seven Sisters station however, to date, it does not benefit from formal safeguarding.

Summary

Provided the development is mitigated to TfL's satisfaction following the advice provided, then TfL considers this development could accord with transport policies in the London Plan.

If you have any questions regarding the above information, please don't hesitate to get in touch

Yours sincerely

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