

Hornsey Depot development October 2013 (HGY/2013/2019)

There are a vast number of documents relating to this planning application. These notes are based on information in Design and Access Statement; Heritage Statement; Planning Statement and Transport Assessment. This last document is over 350 pages including many appendices but there are no page numbers on appendices so it is impossible to give proper references.

1. Introduction

Probably nobody is against development of the Depot site but the concern about this proposal is overdevelopment – too big a supermarket and too many housing units – and the resultant design implications.

2. Size of supermarket

The supermarket will be 3,250 sqm (not including car park space). Haringey Council (LBH) say that a supermarket on this site should be not more than 2,500 sqm (Haringey Heartlands Development Framework April 2005). No explanation or justification is given for this one third increase on the local authority's limit.

To give a idea of the size, Sainsbury's Muswell Hill is about 2,000 sqm; Sainsbury's Green Lanes 5,000 sqm; and Budgen's in Crouch End 900 sqm.

There will be a car park for supermarket shoppers with 114 parking spaces.

3. Housing

There will be 438 housing units. The housing density is given as 602 hrh (habitable rooms per hectare but has this excluded car park area from total area of development?). There are serious concerns about housing density. Is there enough amenity space?

4. Traffic

It is interesting to note that the photo on the cover of all their documents is of the frontage of the development on the High Street but without a single vehicle in the High Street!

Automatic Traffic Counts (ATC) surveys of present traffic have been carried out on 15 sites in the High Street, Myddleton Road, Church Lane, Tottenham Lane, Hornsey Park Road, Wightman Road, etc., but none on roads to the west of the site such as Middle Lane, Priory Road and Park Road which will also be affected by the development.

They provide figures for "forecast change in two-way traffic flows" over 24 hours on the local highway network as less than 5%, a "negligible effect" (p 14/22).

Based on other supermarkets' traffic they calculate the "average peak hour trip generation" as 225 two way vehicles but the supermarkets chosen for comparison are smaller (eg Finchley 2,601 sqm) – have they adjusted for this? (p 50). They calculate that 225 is less than 20% increase on present peak hour rates. So even on their figures this is hardly a "negligible effect".

They say that there will be 23 service vehicle trips a day (p56).

They estimate the number of “sole purpose” and “pass by” trips to the supermarket. They assume that 50% of trips are pass by. TfL criticise this saying that 30% pass by trips is a better estimate (letter from Alex Williams, TfL, in Transport Assessment, Appendix E).

There will be 178 parking spaces for residents of the 438 homes. In the absence of CPZs in surrounding areas this will lead to extra parking pressures.

5. Impact on other shopping centres

They demarcate an area around the Depot which is divided into seven zones (1-7). The total area of the seven zones covers Hornsey, Muswell Hill, Wood Green, the Ladder, Stroud Green, Crouch End (down to Barking/Gospel Oak railway line), etc.

They say that the “diversion expenditure in total catchment area” will be 18.2% from Crouch End District Centre and 20.7% from Muswell Hill Sainsbury’s (Transport Asst). This would have a serious impact on these shopping centres.

6. High Street frontage

The proposed development would result in the loss of the public baths and washhouse frontage – a distinctive feature of the conservation area. It would also result in the loss of the view of Ally Pally from the High Street. This view is excluded (deliberately one has to assume) from their “key views” on page 13 of the Design and Access document.

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