

Redevelopment of the site to provide a single building of between 4 and 9 storeys in height, comprising 75 residential units (C3) and 953 sqm of flexible commercial floorspace (Use Classes A1-A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, landscaping and all necessary ancillary and enabling works

Application proposals

This application seeks to redevelop the former petrol filling station site on the corner of Mayes Road and Caxton Road within Wood Green Town Centre.

75 residential units are proposed as detailed in the table below;

Unit Type	Number	%
One bedroom	23	31
Two bedroom	41	55
Three bedroom	11	14

These are to be located from the first floor up.

The 952 sqm of commercial floor space will be located on the ground floor, with commercial units facing onto both Caxton and Mayes Roads.

A gated outdoor 'yard' type space is also proposed, to the eastern and northern sides of the development adjacent to the western side of the Mall, where smaller commercial units are proposed. It is intended that these are available/accessible in the short term for residents and occupiers of the commercial units, and should later part redevelopment of the Mall take place, this space/passage could eventually become a route connecting to the town centre. This would align with the aspirations of the SA11 site allocation.

It is also proposed to set the building line back by 1.8m from the current boundary/Highway boundary to enable a widening of the footway/public realm to the perimeter of the development.

The development is proposed as a 'car free' development.

Location

The site is located on the corner of Caxton Road and Mayes Road in Wood Green. It has a PTAL value of 5, considered 'very good' access to public transport services. 7 bus services are accessible between 6 to 8 minutes walk away, Wood Green Underground Station is an 8 minute walk away, and Alexandra Palace National rail station an 11 minute walk away. The site is also located within the Wood Green Inner CPZ, which operates Monday to Sunday, between 0800 – 2200.

This site is within the larger SA11 strategic site allocation.

To the north and east sides of the site, the Site is bound by a vehicle ramp serving the Wood Green Mall main car park, with the main shopping centre located beyond, to the east. To the north, beyond the vehicle ramp, is a community centre and to the west the Site is bound by Caxton Road, with residential properties on the opposite side of the road. The Site is currently hoarded but is accessed from Mayes Road by way of two vehicular crossovers, with a further vehicular crossover also provided on Caxton Road

Transportation considerations

A Transport Assessment accompanies the application. From the transportation perspective, there are the following comments;

Access arrangements

Pedestrians and cyclists will be able to enter the building from Caxton Road, and the commercial units will be accessible from both Caxton and Mayes Roads. All vehicle related activity such as servicing and refuse/recycling collections will be taking place from Caxton Road.

Trip generation and distribution

For the residential component, The TA details that 8 inbound and 39 outbound trips are predicted for the AM peak and 12 outbound/24 inbound for the PM peak. Given the car free nature of this development, the bulk of the residential trips are by public transport.

Regarding the commercial/retail component, it is predicted that there will be 100 – 130 arrivals and departures in both peaks, and a 12 hour trip total of over 1500 arrivals and departures. The mode shares are predominantly for walking with the remainder being by public transport.

Highway and public realm arrangements to access the site

The applicant proposes to bring the building line back by 1.8m from the current edge of footway to enable a widening of the public realm to the perimeter of the development. It is however noted that the doors are all shown opening outward onto this 'new' area of public realm. Ideally these should not open outward into the areas where pedestrians will be walking and moving and this should be changed. It is expected that these new areas of public realm created by pulling back the building line will not be designated as public highway.

In addition to this there are currently three highway crossovers servicing the site, two on Caxton Road and one on Mayes Road.

In this application, the initial proposal was to reinstate the two crossovers on Caxton Road and retain a modified crossover off Mayes Road for servicing. Highways and Transportation officers however had considerable concerns with this proposed arrangement.

There are, and will be, increasing pedestrian flows using Caxton and Mayes Roads and this part of the town centre, particularly from the development sites within the Haringey Heartlands area and other new developments in the locality as they get built out. The route for many pedestrians from these sites is along Brook Road then making a diagonal crossing of Mayes Road to progress along Caxton Road, to get to the town centre.

There is accident history relating to pedestrians using this route, particularly the diagonal crossing of Mayes Road made by pedestrians between Brook/Caxton, and there are sensitivities regarding this and the quality of the environment that should be delivered in the near future.

The recent COVID19 situation and focus on improved pedestrian environments and public realm has further exacerbated these, given the need to provide a spacious and high quality pedestrian environment, and what is envisaged will be a flat top raised crossing at this location on Mayes Road to meet the desire lines between developments to the west and the town centre. The Highways Team are to be working up a scheme to meet these objectives, and the service demands for the PFS site development will have to be fully met kerbside from Caxton Road.

As a result of discussions between Transportation officers and the applicant's transport consultant, the applicant's proposal has been amended to remove the proposed vehicle crossover from Mayes Road, so all delivery and servicing activity will be undertaken from kerbside in Caxton Road.

Overall, the applicant will need to enter into a S278 Agreement under the Highways Act to cover the proposed changes to the highway arising from this development, It is expected that the S278 works will include the pedestrian crossing proposed for Mayes Road and the associated changes arising from the scheme in Caxton Road. At the time of drafting the response there is no outline estimate available for this scheme.

Parking considerations

The development is proposed as a car free development, taking into account the very good access to public transport services and town centre type location. In principle this is both appropriate and acceptable, and accords with current transportation policies in the London Plan.

The applicant has provided a Parking Stress Survey within the TA. This recorded parking conditions in the locality of the site during the traditional overnight period for considering residential parking demand and the daytime scenario.

The overnight surveys recorded parking stresses in the formal CPZ bays at 60%, with 23 spaces available of the 58 CPZ bays. Occupancy for the pay and display bays was also recorded and overnight, there were 24 spaces available not taking into account single yellow line availability. The daytime surveys recorded a higher level of on street parking, however the main parking considerations relate to the overnight scenario for residential demands.

Under the London Plan, there is a requirement for the provision of blue badge bays. The London Plan specifies for a minimum of 3% provision from the outset of a new development, which would be 3 spaces. There is a further requirement for a development to have the ability to provide 10% blue badge provision in total which would be 8 spaces. As submitted the development does not provide this. At present there is a single blue badge bay at the top end of Caxton Road.

The applicant will need to propose locations for and meet the costs of locating and implementing three on street blue badge bays to be provided prior to occupation of the development, most likely to be achieved by converting existing standard bays or length of bay in close proximity to the development site. This will ensure that the London Plan minimum requirement of 3% is met from the outset with additional blue badge bay availability in the locality of the site. It should also be noted that blue badge holders are able to park within standard CPZ bays and on single yellow lines.

It will also be necessary for the applicant to investigate and propose acceptable locations to provide the additional 5 blue badge bays to meet the 10% longer term requirement within the London Plan. This needs to be done for approval and agreement prior to occupation of the development so that additional space locations to meet demand have been identified and agreed. Funding to deliver these will be required and included within the S106 Agreement.

The parking stress surveys recorded 24 spaces available on the overnight surveys, which would indicate a reasonable amount of spare capacity in the locality of the site. Therefore, any likely demands from the 8 fully accessible units should be able to be met from new blue badge bays and additional demands from the residual spare capacity on the public highway in the locality of the development site.

The development will of course be appropriate for formal designation as a car free/permit free development, and the applicant will need to enter into the appropriate Planning Agreement to cover this and meet all of the Council's administrative costs (£4000). In addition to this two of the new on street spaces should be provided with charging infrastructure to enable electric vehicle charging.

Overall, it is considered that with the very good accessibility to public transport services, location close to the town centre, low provision of family sized units and permit free status, parking demands will be minimal, and that there will be appropriate on street provision of additional blue badge bays and residual parking capacity to meet the demands from blue badge holders in the fully accessible units.

Cycle parking

It is proposed to provide 138 long stay cycle parking spaces for residents, to be located within dedicated cycle stores on the ground floor of the building. It is proposed that these will be accessible via push pad entry type security arrangements or similar. The applicant also references electric socket provision for e-bike charging and space for a small number of inclusive bikes such as tricycles, handcycles and cargo bikes with at least 5 per cent of all spaces being capable of accommodating a larger cycle).

An additional 10 short stay spaces are proposed for the residential component, plus a further 9 cycle spaces are provided for the commercial element.

The proposed provision does meet the numerical requirements of the draft/forthcoming London Plan. However full details of the proposed cycle parking will need to be provided for

review and consideration. Given the development is proposed as a zero parking site, the cycle parking needs to be of the highest quality, with ease of use and convenience to encourage occupiers and visitors to use cycles. The details that will be needed include the manufacturer's specifications for installation, spacing and headroom, and scaled drawings showing sufficient area and room height to accommodate the cycle parking systems when in full use. The same details are required for the visitor cycle parking including dimensions and layout.

Ideally all of the above details should have been provided for review of this application. The details can however be covered by a condition, for approval prior to commencement of the works for the development.

Delivery and servicing arrangements/ Refuse and recycling collection arrangements

The TA details a typical daily regime of 16 arrivals and 16 departures for delivery and servicing movements to the site. It is proposed that 11 of these will be related to the residential component, and 5 to the commercial/retail.

As commented above, the original proposal from the developer was for servicing to take place primarily from the Highway in Caxton Road, plus have a component of servicing taking place internally via a relocated crossover off Mayes Road. These proposals have now been revised as described earlier in this response.

The applicant's Transportation consultant has provided swept path details demonstrating that residual traffic along Caxton Road can pass a stationary refuse collection vehicle so this should work satisfactorily with respect to servicing. The reinstatement of redundant crossovers will enable longer kerbside to be provided and in addition to this, the applicant will need to employ 'light touch' servicing where arrivals and departures take place outside of the AM/PM peaks and conventional working day so as to reduce impacts on the highway and public realm during the busier periods of the day. An updated Delivery and Servicing Plan will be required that reflects the above changes to the initially proposed regime and includes the agreed hours for development servicing.

Active travel and site connectivity

As detailed earlier in this response, the development will provide an improved streetscape and public realm to the perimeter of the site, either via the S278 process or by financial contribution for implementation of a later scheme.

In addition to this, the development should contribute towards the provision of improved connectivity to promote and enable the uptake of active travel to and from the development, the town centre and public transport services, and the improvement of active travel mode shares to meet both travel plan targets and the aspirations of the Mayor's Transport Strategy.

There are a number of schemes and interventions being developed by the Council to do this, including for Caxton Road and Caxton Mews, Mayes Road, Brook Road and Hornsey Park Road. A contribution of £30,000 towards these schemes is considered appropriate and can be covered by the S106 agreement.

Car Club provision

The applicant has proposed potential provision of an additional car club bay in the locality of the site. There are existing car club bays in Parkland Road. The applicant should engage with the local car club operator and obtain their written recommendations for car club provision at this development. It is expected that as a minimum, the recommendation will be for a couple of new car club spaces/vehicles on street to meet demands from this site and increasing area demands, along with car club membership to be funded by the applicant for three years for each residential unit. This can be covered in the S106 agreement.

Construction period

A draft Construction Traffic Management Plan has been included in the application. This proposes the main topics to be included in a formal Construction Logistics Plan, for which a detailed draft will be required for review and approval prior to commencement of the works. The scoping for this will need to be agreed with Transportation and Highways/Network Management Officers, and it will need to discuss and detail the measures to be taken to minimise, manage and mitigate impacts on adjacent neighbours

and the safe and smooth operation of the public highway in the locality of the development site.

It is noted that it is expected to take 18 months to build out the development, and the outline plan references all of the appropriate topics and headings for a fully detailed CLP. It is suggested that the applicant engage directly with the Council's Network Managers to discuss any specific issues relating to routing and any temporary measures on the highway considered necessary for the construction.

A CLP monitoring fee of £3000 will be appropriate to cover the Council's costs in reviewing, administering and actively monitoring the transport and highways aspects of the build out of the development to ensure effective network management.

Travel Plan statement

The basis of a Travel Plan Statement has been included within the TA, this lists the proposed content of the statement. A worked up version can be delivered and covered via the S106 agreement, to meet the prescribed mode share target of 8% for cycling. More details of the requirements are at the end of this response.

Summary

This application seeks to redevelop the former petrol filling station site on the corner of Mayes Road and Caxton Road within Wood Green Town Centre, to provide 75 residential units and 952 sqm of commercial floor space.

The development is proposed as a 'car free/permit free' development and in principle this is appropriate and acceptable subject to formal designation as a permit free/car free development. No off highway blue badge parking is proposed, which does not meet the requirements of the London Plan, so it will be necessary for the applicant to provide 3 spaces on street to meet the lower 3% threshold required from occupation of the development, and propose and fund appropriate locations for another 5 spaces to meet the 10% London Plan target and potential future demands. The Parking Stress Survey recorded spare parking capacity available in the locality of the site, which should comfortably

accommodate any parking demands arising from the standard units in the development however these are expected to be minimal.

Cycle parking has been proposed to numerically meet the requirements of the forthcoming/draft London Plan, with the appropriate amounts of parking for larger cycles and the like. Subject to sight of full details, this will be acceptable. The servicing arrangements have evolved during the consideration of the application and all servicing will now take place from the kerbside in Mayes Road. A Delivery and Servicing Plan will be required to cover the changes including the permitted hours for loading activity.

A number of changes to the public highway will result from the development, including the reinstatement of redundant crossovers, changes to on street waiting and loading restrictions, and the applicant will need to enter into a S278 agreement to cover these. It is also considered appropriate that this process includes provision of the improved pedestrian crossing facility proposed for Mayes Road and an improved public realm along Caxton Road. As an alternative to delivery via the S278 process, the applicant could make a financial contribution to the Highways works to deliver these measures.

Contributions towards other schemes and initiatives that are being developed to improve connectivity to and from the site and wider area to Wood Green Town Centre are also considered appropriate to contribute towards achieving travel plan and Mayoral Targets for active travel.

In balance, Transportation support the application subject to the following;

S106 requirements:

1. Car-free Development

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.

2. Travel Plan (Residential)

Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of active 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 in order to maximise the use of active travel modes and public transport:

- a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the development 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 like available bus/rail/tube services, map and time-tables, to every new resident.
- c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, two years' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. Car club operator to advise as required.
- d) the travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
- e) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for 5 years for monitoring of the travel plan initiatives.

Reason: To enable residential occupiers to uptake active travel modes and sustainable transport options.

3. A Work Place travel plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of active travel modes and public transport.
 - a) The applicant submits a Works place 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) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.
 - c) The developer is required to pay a sum of £1,000 (two 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.

Reason: To enable employees to uptake active travel modes and sustainable transport options.

4. Sustainable and active travel contribution

We will require the applicant to make a financial contribution of £30,000 by way of the S.106 agreement towards a package of measures to improve the walking and cycling conditions on the following key routes:

1. Caxton Road/Caxton Mews
2. Mayes Road
3. Brook Road
4. Hornsey Park Road.

Reason: To promote travel by active travel modes in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

5. Section 278 Highway Act 1980

The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes

if required, but not limited to, footway improvement works, reinstatement of redundant crossovers, alterations to carriageway arrangements, associated street furniture relocation, carriageway markings, and associated traffic regulation order changes. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment.

In addition, the developer will be required to provide details of any temporary highways scheme required to enable construction or occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at ~~£TBC~~ and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.

Reason: To implement the proposed highways works to facilitate future access to the development site.

6. The applicant/ Developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (Inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Brook Road, Western Road, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods, the plans must take into consideration other site that are being developed locally and were possible coordinate movements to and implement also measures to safeguard and maintain the operation of the local highway network.

A monitoring fee of £3000 will be required to meet the Council's costs in officer time for review of construction access proposals and management of the public highway during the build out period.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction.

7. Parking Management Plan

The applicant will be required to provide a Parking Management Plan which must include details on the proposed locations for 3 blue badge space on the public highway in the locality of the site, that will be in place prior to occupation of the development.

In addition to this the applicant must propose and agree locations for 5 further blue badge bays on the public highway and provide funding for their implementation to meet demands from the development as required.

Reason: To ensure that the provision of on street car blue badge parking bays meets the requirements of the London Plan.

Conditions

1. Cycle parking Design and Layout

The applicant will be required to provide full dimensional details of the proposed arrangements for cycle parking to ensure that the correct number of cycle parking spaces in line with the London Plan is provided and so that the cycle parking provided will be easy to access and use and meet manufacturer's installation specifications. In addition to this the cycle parking spaces should be designed and implemented in line with the 2016 London Cycle Design Standard.

Reason: To promote travel by sustainable modes of transport and to comply with the London Cycle Design Standard.

2. Electric Charging Points

The applicant will be required to provide a total of 2 on street blue badge car parking spaces with active electric charging points.

Reason: To comply with the Further Alteration to the London Plan and the London, and reduce carbon emission in line with the Council's Local Plan Policy SP4.

3. Delivery and Servicing Plan and Waste Management Plan.

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 deliver 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 distances of a refuse truck on a waste collection day.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.