

## LIST OF RECOMMENDATIONS UNDER DELEGATED POWERS

### REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE

**Reference No:** HGY/2007/0500

**Ward:** Noel Park

**Date received:** 12/02/2007

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**Drawing number of plans** 667.01.P.01/02/03

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667.PM.P.01/02/03/04/05/06

**Address:** Wood Green Shopping City, High Road N22 6YD

**Proposal:** Development to extend the Mall, Wood Green shopping centre, to include erection of new retail store (10,000sq.m) on 3 floors and storage; extension to restaurant adjacent to Mayes Road Service Yard; demolition of existing petrol filling station and provision of new Service Yard; landscaping and associated plant and machinery.

**Existing Use:** A1 use

**Proposed Use:** A1 use

**Applicant:** The Mall Corporation Ltd. Partnership

**Ownership:** The Mall Corporation Ltd. Partnership

### PLANNING DESIGNATION

Major Town Centre  
A105 Road  
Heartlands Framework

### RECOMMENDATION

GRANT PERMISSION subject to conditions and Section 106 Agreement

### SITE AND SURROUNDINGS

The application site falls within Wood Green Town Centre, which is strategically identified as a Metropolitan Centre in the London Plan (one of ten). The Town Centre has over 100,000 square metres of retail floorspace, including multiple retailers and department stores and functions as an important commercial and retail centre for this part of North London.

The application site is 2.15 hectares in size and comprises part of the Mall Shopping City, adjoining service yards to the centre and a recently vacated petrol filling station. The application site is located on the western side of Wood Green High Road. The shopping centre was constructed in the mid 1970s and consists of a covered three-level shopping mall, a multiplex cinema, multi-story car parks (1,500 parking spaces), along with residential and office space above.

The western part of the application site front onto Mayes Road and Caxton Road, with residential uses beyond this point, accommodated in Victorian suburban dwellings and some purpose built blocks of flats. Wood Green Central Library is located immediately to the north of the site and is separated from the application site by a pedestrian route which runs along the side of the Library building; providing a pedestrian cut through from the High Road onto Caxton Road. Haringey Asian Centre (and a place of worship) is located immediately to the south of this pedestrian route and physically adjoins the application site. To the front of the

site, at the point where the pedestrian route joins the High Road, there is a two-storey stand alone building, accommodating an estate agents (Douglas Allen) at ground floor level and a Turkish radio station at first floor level.

## **PLANNING HISTORY**

The main planning history in regards to the site is as follows:

OLD/1976/0475- Erection of up to 575,000 sq ft of gross shopping floor space, a market hall, servicing facilities, up to 1,450 car parking spaces, showrooms and offices, post office, public house, two restaurants, garage and petrol filling station, 220 housing units – Approved 19-01-1976

HGY/1996/1461 - Erection of leisure and recreational facility, multiplex cinema and restaurants, together with some reconfiguration and extension of existing shop units. The formation of new service/delivery facilities and some demolition. (Outline Application) – Granted 02-06-98

There have been many relatively minor applications for the Shopping City over the past 30 years, and for the most part are applications for changes to shopfronts and advertisement signage.

## **DETAILS OF PROPOSAL**

The proposal is to extend the Mall, Wood Green Shopping City, to provide approximately 11,450 sqm gross of new retail floorspace (comparison goods shopping) along with other associated changes; comprising of:

- the erection of a new retail store on 3 floors along with storage and restaurant use;
- the erection of a smaller 2-storey extension to the west side of the Centre;
- demolition of an existing petrol filling station and provision of a new service yard; landscaping and associated plant and machinery;
- creation of a new covered storage space;
- a number of internal alterations to the configuration of internal circulation space of the Shopping Centre;
- Improvements to the pedestrian route between the library and proposed site to enhance the visual environment and to provide an upgraded link between the High Road and the Heartlands site to the west;
- landscaping, new planting and paving to former entrance of service yard 5 to create a public space.

The proposed development will comprise of approximately 8,391 sqm of retail floorspace and 3,101 sqm of new mall circulation/tenant areas, giving a total of 11,492 sqm.

## **CONSULTATION**

Ward Councillors (Noel Park and Woodside)  
Building Control  
Legal Services  
Noise and Pollution  
Policy  
Wood Green Town Centre Management  
Transport for London  
Environmental Agency  
Metropolitan Police  
Wood Green Library, High Road, N22

Flats 1-31 (c.) Penwortham Court, Mayes Road, N22  
Flats 1-34 (c.) Tarleton Court, High Court, N22  
100-162 (c.) High Road, N22  
136, 136 a, b & c High Road, N22  
Flat 1-12 (c) High Road  
Morrisons High Road, N22  
Iceland, High Road, N22  
21-51 (o) Parkland Road  
1-19 (o) Caxton Road  
6,8 & 10 Caxton Road  
63-107 (o) Mayes Road  
86-114 (e) Mayes Road  
86a Mayes Road  
3-12 (c) Jack Barnet Way  
40-58 (e) Park Ridings  
49-69 (o) Park Ridings  
35 Parking Ridings  
161-197 (o) Hornsey Park Road  
112-142 (e) Hornsey Park Road  
Flat 1-18 (c.) 51 Mayes Road  
1-119 (c) Alexandra Road

The application was publicised by site and press notices and letters to neighbours

A Development Control Forum was held on March 15<sup>th</sup>: Appendix 1 contains the minutes of the Forum meeting.

## **RESPONSES**

### *Local Residents*

#### Avenue Garden Residents Association & Noel Park North Area Residents' Association

- 1 No customer entrance to Caxton Road. This will make Caxton Road continue to feel like a 'back door', conflicting with Haringey Heartlands Development Framework (HHDF) and the architects' own objective of a square for here.
- 2 The proposed relocation of the serving area to the garage site on Caxton Road/ Mayes Road will make Caxton Road continue to feel like a 'back door', conflicting with HHDF.
- 3 The lack of a main entrance directly off the High Road/ library square.
- 4 The narrow width of the proposed alleyway to Caxton Road with poor forward visibility and facades could encourage crime.
- 5 Broadly support the siting and scale of the proposed development;

#### Park side Malvern Residents Association

- 1 Object to the visually oppressive rear elevation of the long L-shaped 3-storey building
- 2 Not enough has been done in the proposed to improve the Library passage, which will be the keystone pedestrian link from the Town Centre to the new Heartlands site;
- 3 The Library passage should be wider and should be lined with trees or other greenery and have active frontage – should be made into a pleasant and welcoming boulevard;
- 4 Library forecourt should be made greener and more welcoming;
- 5 Use of a double row of trees, instead of a single row, along the Caxton and Mayes Road borders;
- 6 Problem of alcoves and insert doorways;
- 7 Now that Service Yard Gate No 8 is no longer in use the padlock gates should be replaced with a fenced wall to match the surrounding;
- 8 No 185 High Road should be compulsory purchased and the space in front of the Library landscaped and designed to create a focal point for the Town Centre.

### *External Consultees*

Transport for London (TFL) - Have required a revised Transport Assessment (TA) to be submitted but believe that some issues could be dealt with by planning conditions or Section 106 agreements. TFL ask for information in regards to parking utilisation is required.

Environmental Agency – Object in principle to the proposed development for the following reasons.

1. The culvert's structural integrity could be affected by the imposed loading of the proposed development. The Moselle Culvert is in a poor state of repair at this location, excessive loading posed by the development could cause this structure to fail and may increase the risk of flooding to people and property.
2. The development may prejudice flood defence interests and restrict necessary access to the culvert in the future should it need to be replaced, repaired or upgraded.
3. The plant required to replace/repair/upgrade this culvert would be unlikely to operate within the confined space in and adjacent to the new building.
4. The new building would need to be removed if it was constructed over the culvert and the culvert needed to be repaired during an emergency.
5. The proposed development sets an unacceptable precedent for the surrounding area it also places an unreasonable liability on any future land owner.

Due to the proposed size of the building, the Environmental Agency believe that there is no scope to set the development a minimum of four metres back from the culvert's wall. The Agency set out the policy regarding Culverts (1999) which states that buildings above or adjacent to culverts will make improving standards of flood protection costly or impossible to undertake. Cases of serious flooding have and can occur where culverts collapse due to stockpiling or building on top of the culvert. There is also a need to maintain an overland flow route should the culvert become blocked or its capacity is exceeded.

The policy states that wherever practical the Agency will seek to have culverted watercourses restored to open channel and encourage developers to incorporate an open channel in their design. Building over or adjacent to culverts prevents restoration for the lifetime of that development, in addition to increasing flood risk and making maintenance more difficult or impossible.

There are three options that the applicant could investigate as alternative proposals to building over the culvert:

- Alter the development so it can be set back four metres from the outer edge of the culvert wall. If this approach was adopted it would be necessary to survey the culvert in order to assess its condition and undertake necessary replacement/repairs.
- Open-up the culvert and make a feature of it throughout the site. As the Moselle culvert is not a flood channel, flood risk is not a barrier to undertaking deculverting. This proposal would also fit in with our river restoration strategy for North London and would be strongly encouraged.
- Realign the culvert to follow a new route. If this was undertaken it would need to be realigned in a location in which it was not built over. It is not clear whether this is feasible at this site or not. In order to reduce the risk of blockage the culvert would need to be designed without sharp bends.

The Environmental Agency state that under the terms of the Water Resources Act (1991) and the Thames Region Land Drainage Byelaws (1981), their prior written consent is required for any works in, over, under or within eight metres of a main river. This is irrespective of any planning permission granted. They would be likely to refuse consent in this instance for the reasons outlined above.

### *Internal Consultees*

Environmental Services – Request that a time restrictions be placed for deliveries and activities associated with the new delivery yard, which may cause noise e.g. nothing before 8am or after 8pm (it is noted that that currently deliveries take place between 6am and 8pm in the current location – Monday to Saturday). It is requested that external yard surfaces be smooth and unlikely to minimise noise from wheeled cages, pallet trucks, trolleys & material handling equipment.

It is recommended that sound absorption properties be incorporated into the perimeter wall which is to be built around the service yard. This is seen as important to address potential concerns raised by local residents; as such an issue unless dealt with through the planning process may prove to be less effective if dealt with in the future under other statutory instruments which deal with noise nuisance. In terms of the compactor to be installed on site it is suggest that a time restrictions be placed on this and any activity which might lead to noise complaints.

Environmental Health & Safety - State that further investigations of the potential risks and liabilities associated with the contamination from the petrol station site is required. The Officer has asked for a condition to be applied seeking a site investigation report and details of any remediation required.

Traffic & Transportation – Do not object to this application on the conditions that contributions are made towards enhancing pedestrian safety in the immediate vicinity and a revised scheme for vehicular access onto Mayes Road be submitted showing the access positioned further east of Mayes Road.

Design Team – Express concern that the alleyway that links the High Road to Caxton Road does not benefit from adequate overlooking from the proposed development. Whilst it is recognised that the proposed development is prevented by existing development from providing direct visual links between the proposed retail unit and the alleyway it is felt that the current arrangement is undesirable in urban design terms.

They also point out that the absence of any direct access from the department store onto the High Road is a negative feature of this proposal. This situation has arisen as a result of a constrained site and internal access arrangements preferred by the developer. Active frontages and buildings define streets and spaces. This is identified as desirable in UD4 of the UDP, SPG1a and the Haringey Heartland Heart land Development Framework (HDDF).

In addition there is concern that by locating the service yard and storage area on a site identified within the HDDF as having potential for a mixed-use landmark development this proposal reduces the opportunity for a diversity of uses that would encourage activity at this location.

Overall, the Design Team have no design objection to the scheme proposed in terms of its material treatment, form, rhythm and massing but feel that the opportunity to encourage development has real urban design value as part of the larger and more comprehensive strategic development of the Heartlands and Wood Green has been missed.

### Crime Prevention Design Adviser

The Metropolitan Police Crime Prevention Officer has no objection to this application. The Officer is keen that the alleyway between Caxton Road and Wood Green High Road is enhanced, particularly through better lighting, which is an excellent crime prevention measure. The Officer acknowledges that security has been considered in the new service yard too, although he would urge caution in using "Low level" lighting in this environment, as this can be frequently damaged by goods delivery vehicles. The officer is keen to be involved in the future design of this project, especially with the newly created public space.

### Development Control Forum

This application was presented at a Development Control Forum on the 15<sup>th</sup> March 2007. The minutes of this meeting are attached in Appendix 1. The comments/ concerns raised at the meeting are summarised as follows:

1. The pedestrian route should be wider/ should be a boulevard to provide access to the Eastern Utilities Land.
2. Pedestrian route should be lined with trees.
3. Need for active frontage (in the form of a small retail units as well as an entrance into the new Department Store) along the pedestrian route.
4. Design of the side of the building and the flexibility of ever having active frontage along this side.
5. New public space needs active frontage.
6. Need for CCTV camera along this passageway.
7. Alcoves/ insert doorways to the Mall building need to be brought forward.
8. The bend along the pedestrian route should be removed and the route straightened.
9. Turkish Radio building should be removed and included in this development and a more pronounced public entrance to the store created.
10. Library site should also be redeveloped.
11. Window from the restaurant needs to have a larger amount of glass to take advantage of the view of Alexandra Palace (Note: Another person expressed concern about overlooking to properties on Caxton Road if there are large windows on the side of the restaurant).
12. Design of the storage buildings on two sides of the service yard is still too austere.
13. Need for improvement to the shop frontages to the back of Shopping City (the Ladbrokes shop etc) as well as improvements to the railings/ gates to Service Yard 7.
14. Need for traffic calming on the corner of Caxton and Parkland Roads.
15. Car parking pressure – particularly when the Asian Centre and Mosque are in use.
16. The cycle lane on Caxton Road is not used as it is too dangerous.
17. Flooding occurs at the corner of Caxton and Parkland Road when there is heavy rain.
18. Disturbance, dirt, dust associated with the construction phase.

#### Pre-Application Consultation

A 'Consultation Statement' was submitted with this application and outlines some of the pre-application consultation measure taken by The Mall Corporation and the consultants acting on their behalf. These measures include a public exhibition of the proposal held at the Mall between 18<sup>th</sup> and 20<sup>th</sup> January 2007. This exhibition was manned by representatives of the Mall between the hours of 10.30 am and 5.30 pm and over 100 people attended the exhibition. A leaflet was prepared and distributed to local Councillors and Local Residents Associations.

#### Design Panel

An initial scheme was presented to the Design Panel on 18<sup>th</sup> January 07. Overall the Panel felt that the proposal was a positive response to this difficult site and the Panel appreciate the constraints that have shaped this proposal. Panel members felt that the materials and colours selected for the cladding were successful and expressed support for the feature window with framed views of Alexandra Palace. There are elements of the scheme that the Panel felt needed further consideration.

1. The lack of a direct entrance onto High Road means that the store will have no direct relationship with the High Road and therefore have a negative aspect of the scheme.
2. Panel members felt that the columns arranged along the alley to the north of the proposal could present problems for security and quality of environment.
3. Given the scale and height of development it was suggested that any potential for widening of the existing alley should be explored.
4. The alleyway to the north of the site be used creatively for the provision of public art along this route, and would be more preferable to advertising. Any installation of art

work in the alley should be designed in a way that does not result in any further tightening of its width.

5. It was felt that the provision of the new service yard presents some problems. Whilst the previous petrol filling station was not particularly attractive it provided much needed activity to this section of Mayes Road for extended hours. A possible solution to this loss would be to provide a use at this location that adequately replaces the existing active use. This would have implications for the form and arrangement of the new service yard.
6. The proposed storage units present a large blank flank wall facing on to Mayes Road adjacent to the new service yard. Concern was expressed about the extent of this blank surface and suggested that a strategy for animating this wall be developed. The Panel suggested that some form of graphical or sculptural treatment be applied to this area to help break up its volume and scale.
7. Space should be provided for facilities for collecting recyclable material. Waste from packaging from retail is a big issue and adequate facilities should be provided to allow easy sorting and storing before regular collection.
8. It was felt that given the potential for impressive views of Alexandra Palace and the local area, it is unfortunate that Debenhams are not exploring the opportunity to make use of the proposed green roof as a roof top café.

## **RELEVANT PLANNING POLICY**

### National Planning Policy

PPS 1: Delivering Sustainable Development  
PPS 6: Planning for Town Centres  
PPG 13: Transport  
PPS22: Renewable Energy  
PPS24: Planning and Noise  
PPS25: Development and Flood Risk

### The London Plan - 2004

Policy 2A.1 Sustainability criteria  
Policy 2A.3 Areas for Intensification  
Policy 2A.5 Town centres  
Policy 2A.6 Spatial strategy for suburbs  
Policy 2A.7 Strategic Employment Location  
Policy 3C.1 Integrating transport and development  
Policy 3C.2 Matching development to transport capacity  
Policy 3C.23 Parking in town centres  
Policy 3D.1 Supporting town centres  
Policy 3D.2 Town centre development  
Policy 3D.3 Maintaining and improving retail facilities  
Policy 3B.5 Strategic Employment Locations  
Policy 4B.3 Maximising the potential of sites  
Policy 4B.6 Sustainable design and construction  
Policy 4A.6 Improving air quality  
Policy 4A.7 Energy efficiency and renewable energy  
Policy 4A.8 Energy assessment  
Policy 4A.9 Providing for renewable energy  
Policy 4A.10 Supporting the provision of renewable energy  
Policy 4A.11 Water supplies  
Policy 4A.12 Water quality  
Policy 4A.13 Water and sewerage infrastructure  
Policy 4A.14 Reducing noise  
Policy 4A.15 Climate change  
Policy 4B.4 Enhancing the quality of the public realm  
Policy 4B.5 Creating an inclusive environment  
Policy 4B.7 Respect local context and communities

Policy 5E.1 The strategic priorities for North London  
Policy 5E.3 Areas for Intensification in North London  
Policy 6A.4 Priorities in planning obligations  
Policy 6A.5 Planning obligations

#### Adopted Unitary Development Plan, 2006

Policy G1 Environment  
Policy G2: Development and Urban Design  
Policy G4 Employment  
Policy G5 Town Centre Hierarchy  
Policy G12 Priority Area  
Policy AC1 Heartland/ Wood Green  
Policy UD2 Sustainable Design and Construction  
Policy UD3 General Principles  
Policy UD4 Quality Design  
Policy UD7 Waste Storage  
Policy UD9 Planning Obligations  
Policy ENV1 Flood Protection: Protection of Floodplain, Urban Washlands  
Policy ENV2 Surface Water Runoff  
Policy ENV3 Water Conservation  
Policy ENV5 Works Affecting Water Courses  
Policy ENV6 Noise Pollution  
Policy ENV7 Air, Water and Light Pollution  
Policy ENV9 Mitigating Climate Change: Energy Efficiency  
Policy ENV10 Mitigating Climate Change: Renewable Energy  
Policy ENV11 Contaminated Land  
Policy ENV12 Development at or near premises involving use or storage of hazardous substances  
Policy ENV13 Sustainable Waste Management  
Policy EMP1 Defined Employment Area – Regeneration Area  
Policy EMP3 Defined Employment Area – Employment Locations  
Policy TCR1 Development in Town and Local Shopping Centres  
Policy TCR3 Protection of Shops in the Town Centre  
Policy TRR5 A3 Restaurants and cafes  
Policy M2 Public Transport Network  
Policy M3 New Development Location and Accessibility  
Policy M4 Pedestrian and Cyclists  
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes  
Policy M10 Parking for Development  
Policy OS15 Open space deficiency and development

#### Supplementary Planning Guidance

SPG1a Design Guidance and Design Statements  
SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight  
SPG4 Access for All – Mobility Standards  
SPG5 Safety by Design  
SPG7a Vehicle and Pedestrian Movement  
SPG7b Travel Plan  
SPG7c Transport Assessment  
SPG8b Materials  
SPG8c Environmental Performance  
SPG8e Light Pollution  
SPG8f Land Contamination  
SPG8i Air Quality  
SPG9 Sustainability Statement Guidance  
SPG10a The Negotiation, Management and Monitoring of Planning Obligations  
SPG10d Planning Obligations and open space



SPG10e Improvements to public transport infrastructure and services  
SPG11c Town Centre and Retail Thresholds

### Other

Planning for Town Centres: Guidance on Design and Implementation Tools  
CABE Design and Access Statements.  
The Mayor's Energy Strategy (February 2004)  
Haringey Heartlands Development Framework – April 2005  
Retail Study (2003) Chesterton PLC

## **ANALYSIS/ASSESSMENT OF THE APPLICATION**

The main issues with this application are considered to be (1) principal of additional retail floorspace and the compatibility with retail policy and regeneration policies for the area, (2) the design and built form of the proposed development, (3) transport implications, including accessibility, levels of car parking and the capacity of the surrounding road network, new access arrangements and traffic calming measures (4) impact on adjoining residential properties (5) sustainability and environmental issues and (6) planning contributions.

### **1 RETAIL IMPACT & REGENERATION**

#### Retail Impact

The proposed development comprises of approximately 8,391 sqm of retail floorspace and 3101 sqm of new mall circulation/tenant areas, giving a total of 11,492 sqm This increase in retail floorspace relates to comparison goods floorspace.

In terms of national planning policy the proposal accords with the sequential approach for selecting sites for retail development and accords with the objective of PPS6, which seek to:

- promote and enhance existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all;
- enhance consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community;
- support efficient, competitive and innovative retail;
- improve accessibility, ensure that existing or new development is, or will be, accessible and well-served by a choice of means of transport;
- deliver more sustainable patterns of development, ensuring that locations are fully exploited through high-density, mixed-use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use;
- promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres;
- make better use of existing land and buildings, including, where appropriate, redevelopment.

In terms of the London Plan the proposal accords with Policy 2A.5 which sets out an overarching approach to support and regenerate town centres and with Policy 3D.1 (Supporting Town Centres) which seeks to encourage retail use in town centres and enhance the quality of retail and other consumer services in town centres.

There is strong policy support at local level to enhance Wood Green's status as a metropolitan centre for the provision of additional comparison goods floorspace (Policy TCR1).The 2003 Retail Capacity Study recommends that Wood Green should be the key focus for additional comparison goods floorspace and identifies limited redevelopment opportunities in the centre.

The additional retail floorspace will increase the offer and attractiveness of the Town Centre, while the centres high accessibility rate means that people visiting this new retail space will be able to come by a variety of means. The level of comparison trade diversion associated with the development away from other Town Centres is considered to be negligible. It is proposed that a planning condition be placed on this consent limiting the use of the additional retail floor space to comparison goods sales only, as well as a condition preventing further horizontal or vertical subdivision of this space. The terms 'convenience' and 'comparison' shopping are defined within Table 3 of Planning Policy Statement 6 - Planning for Town Centres.

### Regeneration

The application site falls within an 'Area for Intensification' as identified in London Plan and falls within the Heartlands/ Wood Green area and as identified in policy AC1 of the adopted plan. Policy AC1 stated that development should have regard to the development framework for the area (Haringey Heartlands Development Framework – April 2005) which seeks:

- to support and extend the function of Wood Green as a Metropolitan Shopping Centre and provide an extended retail and leisure offer to complement existing activities.
- to provide better links between the High Road and the eastern utilities lands.
- improvements to Wood Green Central Library, and redevelopment of the Mall, with a new public space onto the High Road.
- Improved pedestrian links from High Road and Station Road through Brabant Road.

The Framework states that significant retail development away from the core of Wood Green Town Centre would be contrary to national planning policy and could undermine its vitality and viability. It states that development must clearly be linked to the Town Centre core acting as a natural extension rather than creating a rival core.

The proposed development is considered to be in accordance with Policy AC1 of the adopted plan and the objectives of the 'Haringey Heartlands Development Framework'. The proposed extensions and reconfiguration of some of the existing retail floor space will strengthen the vitality and viability of the Town Centre and will help to secure investment in the wider area, as well as supporting physical regeneration, in line with the relevant Development Plan policies.

## **2 ACCESS, DESIGN AND BUILT FORM**

### Design and Built Form of New Department Store Building

The new three storey extension will be built in Service Yard 5 and will occupy an irregular footprint. The structure will be built against the existing building perimeter and will be bounded on one side by the pedestrian route which runs alongside the library. The new building will be built up to the back of the existing stand alone Estate Agents/ Turkish Radio building, located to the front of the site. The overall height of the new extension will be lower than that of the existing Mall centre.

This extension will create 8,556 sqm of additional retail space arranged over three floors. The new building will be essentially a windowless box and reflects the nature of the internal use and function of a modern Department Store. The only aspect of glazing along the side elevation will be a third floor cantilevered bay window serving the customer restaurant. This window will benefit from long axial view to Alexandra Palace.

The new structures will be built of a steel frame with insitu concrete floors. The ground floor side of this new structure (directly abutting the pedestrian route) will consist of a colonnade of diagonal structural columns that will stand in front of a continuously glazed corridor, which will light and articulate the pedestrian route. The glazing to the corridor will be formed in structural frosted glass planks that span from ground to ceiling. These glass panels will be back illuminated both during the day and night, by way of a colour changing LED light systems. This will create a semi transparent surface which in turn will be visually lighter and more

pleasing in aspect than an alternative solid cladding or brick plinth to the building. This glazed façade will be of strong impact strength and will be easily cleaned if subjected to graffiti or illegal flyposting.

The rear of the façade of the building will be cladded in the form of a 'rain screen' system utilizing resin-laminated panels bonded to a vertical aluminium rail system supported off the backing structure. The panels will be set out horizontally on a consistent grid with vertical joints varying in height from 300mm to 900 mm, arranged randomly to create a subtle pattern across the facades surface.

The new Department Store building will have a green roof which will bring ecological and thermal benefits to this development (addressed further on in this report). This new extension will be occupied by a new anchor retailer (Debenhams), who will replace the previous anchor store (Pearson's who have recently closed). The applicant's have argued that the size of this previous anchor unit do not meet the size requirements of a major Department Store and the absence of such an anchor retailer diminish the attractiveness of the centre.

Bearing in mind the constraints of the site as well as what is presently on this site (i.e. the somewhat drab and utilitarian façade to the service yard with its extensive dominance of red brick and concrete to the side of the existing Mall and its relationship to the existing pedestrian route), it is considered that on balance the scale of the proposed buildings is acceptable. The proposed ground floor and upper floor treatments to the façade of the building will help to provide more visual character and improve the visual environment to provide an upgraded link to Caxton Road.

#### Design and Built Form of Extension to South West of the existing Complex

A smaller 2-storey rectangular shaped extension (15.5 metres by 19.5 metres- approx.) at ground and first floor level will be erected to the west side of the Centre. This will provide 8,900 sqft of retail space and will enable the creation of a second large retail unit within the Mall. This extension will have a brick façade to match the existing built form along with an opening for ventilation to internal plant equipment and escape stairs on the elevation facing towards Mayes Road. This extension will be stepped back from the pavement boundary with Mayes Road to take account of an existing mature street tree. This tree will help to soften the visual bulk of the brick wall frontage.

#### Internal Changes

The proposal will create a new mall running through the area of the original Pearson's store at ground and first floors levels with newly created retail units to either side (approximately 20) leading into the new Department Store. The Mall will be lit by a conical light shaft extending up to the existing car park roof level.

#### New Service Yard & Storage Areas

As discussed above the construction of the new extension will lead to the loss of Service Yard 5. This is being addressed by the creation of a new service yard at the corner of Mayes Road (the site of the petrol filling station). This service yard will have direct access onto Mayes Road and therefore the closure of the existing of the service yard will bring benefits to residents of Caxton Road.

The proposed new service yard will be some 8,000 sqft smaller than the original, but will allow for the same throughput of vehicles as the original. The south and eastern perimeters of the service yard will be formed by the construction of new three storey blocks, containing new loading docks, along with plant areas at ground level and retail storage at first and second floor levels.

As proposed the new blocks will have a simple form (facing brickwork broken up with some fenestration along with a flat roof). These blocks will be smaller in height to the nearest residential terrace on Mayes Road and will also block views of the existing ramp and

supporting structure to the multi-storey car park. The development to this part of the site will also provide the opportunity to demolish the existing and unused concrete access ramp which was built with the original centre as a future link to a road system to the east of the High Road, and which has never been implemented.

The bulk and size of these storage blocks is considered to be acceptable. However in terms of design and external appearance of the new storage, buildings have an austere appearance and an over dominance of red brick which provided no visual interest. A revised elevational treatment, which gives the road facing elevations more visual interest/ improvements. This has been addressed by way of a condition and resolved before the date of Committee Meeting it will be reported to Members.

The service yard will have a two metre high perimeter walls to both the Caxton and Mayes Road frontages along with a painted steel motorised gate. Outside the perimeter wall there will be some tree planting along the back edge of the pavement to act as a buffer. This will be secured by way of a Section 106 agreement. The service yard will be lit from light sources placed at low level and the area will be monitored by CCTV cameras.

As discussed in more detail further on this report the new service yard will also provide the site area for the ground source heat pump.

### Changes to the Pedestrian Route

It is also intended that, subject to Section 106 Agreements with the Council, the existing pedestrian route between the library and proposed site will be enhanced to improve the visual environment and will create an upgraded link to the proposed Heartlands redevelopment scheme to the west. The area currently forming the entrance to the existing service yard will be integrated into this route and landscaped with new planting and paving to further enhance the environment created as a result.

In terms of safety the length of the pedestrian route has been reduced from 70 metres to 42 metres, therefore improving sight lines. The route will be partially widened in parts and will benefit from better lighting from the glass panels along the ground side elevation of the proposed building and from new street lighting. These measures will contribute to creating a safer and brighter space.

The new public space will benefit from some overlooking and natural surveillance from the restaurant windows and from the glazed entrance doors to be inserted on the ground floor elevation, along the point where the pedestrian route opens out into the small public space. Given the constraints of the site it is considered that it is not possible or realistically viable to introduce retail frontages along this route. It may be possible in the future, with the redevelopment of Library building, to introduce frontages/ glazing onto this pedestrian route. On balance these proposed changes are considered to be in accordance with SPG1a 'Design Guidance' and SPG5 'Safety by Design'.

### Design & Access

The existing Mall has flush pedestrian street level access at all entrances as well as automated opening doors with surface textural changes at the thresholds. The existing centre has a help desks known as an 'Ask me Point' at ground floor level which provides induction loop facilities to assist members of the public with hearing impairment.

There will be seamless level access (open entrances) from the existing Mall to the ground and first floors of the new extensions. The link at second floor to the new Department Store to the car park will incorporate a shallow (in excess of 1:15) ramp and associated handrails to meet statutory requirements. To improve accessibility between Mall levels two further escalators will be incorporated into the proposals adjacent to the new Department Store entrance. These will be fully compliant with the latest DDA legislation. In addition the new Department Store will also incorporate both up and down escalators and two 21 person passenger lifts between all retail floors. In addition all staff areas are fully accessible by 13-person lift access that will be fully DDA compliant. Within the new extended Mall floor finishes

will be selected to ensure that they do not present a slip hazard and will be selected in terms of colour to ensure clear visual distinction between surfaces to assist those persons with visual impairments.

The existing two car parks at the centre provide clearly marked accessible parking bays adjacent to lift cores at all levels for both disabled and parent and child parking. The lifts within the centre give level access to the proposed ground and first floor Malls. The new Department Store entrance is also directly adjacent to an existing lift core. There is also a vertical escalator connecting both parts of the centre.

Existing customer lifts to be incorporated into the scheme will be refurbished internally and where appropriate and feasible, as part of any overhaul of equipment or controls, will be upgraded to current DDA standards. The treatment of lighting within the new Mall will be carefully designed to ensure that surfaces and features are not a hazard to the visually impaired.

The existing pedestrian route between the library and the proposed public space will be the subject of a Section 106 Agreement and details of materials, finishes, external lighting to ensure a safe and accessible environment will be assessed accordingly.

The proposed scheme including those parts incorporating the reconfiguration of the existing Mall will comply with all relevant statutory requirements and with the requirements of SPG4 'Access for All – Mobility Standards'.

### **3 TRANSPORT AND PARKING**

In accordance with the requirement of SPG7c a Transport Assessment has been submitted with this application. This is presently being revised to take account of comments raised by Transport for London (TFL). The Traffic Assessment provides an:

- Assessment of the likely traffic generation associated with the proposed development.
- Impact of the development on the local road network.
- The accessibility of the development proposal, including full PTAL analysis.
- Assessment of Road Safety.

TFL have asked for further information to be provided. Further comments provided by TFL will be reported at the planning committee meeting.

#### Parking & Vehicular Access

There are two multi-storey car parks at this location operated by 'pay on foot' payment system with accessible parking bays east and west of High Road. These provide a total of 1,500 car park spaces. One of these is next to the proposed development with vehicular access off Caxton Road and the other located east of High Road. These car parks have substantial capacity to accommodate customer parking demand. Vehicular access for these car parks will remain unchanged.

A new vehicular access onto Mayes Road will be created to provide access to the new service yard. In respect of this access the Council's Transportation team have expressed concern about its siting close to Mayes Road/Caxton Road junction. They have therefore asked that this access be moved further south-eastwards away from this junction in order to ensure that vehicular conflict is minimised. This has been requested and a condition will be placed on this planning consent to request this.

#### Traffic Generation/ Impact on the Immediate Highway Network:

Although the ultimate number of trips forecast to be attracted to the proposed development has been under-estimated by the applicant's consultants CampbellReith, interrogation with TRAVL trip forecasting database has shown that some 333 vehicle trips are already generated by the existing petrol filling station on Mayes Road during the critical pm peak hour

(1700hrs to 1800hrs). The Council's Transportation team therefore accepted that the level of generated vehicle trips associated with the petrol station is significantly higher than the 207 vehicles in the same period, forecast for the proposed development. Hence, the Transportation Officer agrees with consultants who have prepared the TA (CampbellReith) that it is not necessary to analyse the impact the development traffic would have on the existing capacity of the adjoining highway network.

Nevertheless, whilst there is the concern with the considerable number of pedestrian accidents recorded in the last 3 years in the vicinity of this proposed development, the applicant has not investigated and sought remedial measures to the contributory factors of these accidents. CampbellReith's accident cluster map has indicated that majority of the severe pedestrian accidents are concentrated around the junctions of High Road and Hornsey Park Road with /Turnpike Lane. Since, the Council's Wood Green Town Centre Study in 2006 has identified key measures to enhance pedestrian highway safety around these areas; the Council consequently seek some contribution towards a pedestrian accident study and the associated mitigating measures.

Improvements are proposed to the local highway network, including traffic calming measure at the bend along Caxton Road/ Parkland Road. These measures are to be secured by way of a Section 106 agreement.

#### Walking and Cycling:

The footway adjoining the proposed development on High Road have generous widths and connect reasonably well with other footways and the nearby tube stations with adequate crossing points along Wood Green High Road. The applicant has proposed to upgrade the existing walkway at the northern periphery of the proposed development, abutting the public library, limiting the length of its narrow section and linking it to a pedestrianised area northeast of Caxton Road and, ultimately create a pleasant pedestrian-friendly environment in this area. There are also cycle routes in the vicinity of this development, including additional schemes being implemented on High Road, linking to the wider cycle route network. The Transportation Officer states that some contribution may be required towards Station Road cycle route improvement.

#### Public Transport

The Town Centre is served by a total of 25 bus services, including a number of busses, including No's 121, 144 and 221 which stop immediately outside, and provide links from Enfield Lock, Edmonton Green, Bounds Green Turnpike Lane and Hornsey. Other buses stop nearby and are only a short walk from the centre. In addition two underground stations, located at either ends of the High Road (Wood Green and Turnpike Lane stations), both of which are on the Piccadilly Line. Wood Green town centre has a PTAL rating of 4, and has the highest level of public transport accessibility in Borough.

The site also has two current cycle routes on Pelham Road and Caxton Road. The proposed development therefore meets the requirements of Policy M3 which states that development with high trip generating characteristics should be locate where public transport accessibility is high.

The proposed additional retail space will strengthen the likelihood of linked trips between the residential, retail, employment and leisure uses, both within the Mall building itself and also in the wider town centre. The impact of the Mall extension and new service yard on transport and vehicular movement in the immediate vicinity and surrounding is considered to be negligible.

## **4 ENVIRONMENTAL ISSUES, SUSTAINABILITY & RENEWABLE ENERGY**

### Sustainability

In accordance with the requirement of SPG9 a Sustainability Statement and Checklist have been submitted with this application. The proposals scores high on the Council's sustainability checklist as the scheme incorporates a number of sustainable measures: namely by:

- Being a brownfield development;
- Forming part of a sustainable Town Centre mix of retail, leisure, office and residential land uses;
- Being highly accessible by public transport;
- Having well established waste management and recycling facilities including waste compaction;
- Providing additional trees, open space landscaping as well as improvements to the public realm;
- Providing a green roof which will reduce heat gains and losses, reduce surface water run off and reduce building maintenance, in addition to providing an ecological habitat;
- Improving the amenity of the public footpath between the Mall and the Library;
- Being highly accessible for pedestrians and the mobility impaired (DDA compliant);
- Providing additional employment opportunities;
- Including an energy assessment and use of renewable energy technologies;
- Providing double glazed windows;
- Upgrading the thermal performance of much of the original external envelope of the North facing façade;
- Providing a top lit light shaft some 4 metres in diameter extending down to both new Mall levels to allow daylight into the heart of the new developed area, thereby partially reducing the requirements for artificial lighting (also externally shaded as necessary to limit solar gains);
- Using an openable roof shaft to allows for natural ventilation to the Malls.
- Using lighting luminaries which are highly efficient.

#### Use of Renewable Energy

In accordance with the requirements of London Plan policy 4A.9 and policies ENV9 and Policy ENV10 of the adopted plan, as well as SPG8c, an assessment of the anticipated energy consumption associated with the proposed development and carbon emissions has been made. However, as detailed design of the new buildings is still underway, certain aspects of energy consumption cannot be fully understood.

In accordance with the requirements of the London Plan, an assessment of the potential contribution of renewable energy technologies to typical mixed used commercial development was undertaken. A list of potential renewable technologies were considered, namely: wind, photovoltaics, Solar Hot Water Systems, Biomass Heating, Biomass Combined Heat and Power, Ground Sourced Heating and Ground Sourced Cooling.

In the case of wind technology it was considered that there was no suitable external space that could be used to locate wind generators of the capacity that would provide a useful contribution in the case of this scheme. In the case of photovoltaics it was considered that the size of such an installation would have a dramatic impact on the roof space.

The application of ground source heating and cooling via heat pump technology has been identified on commercial and technical grounds as the most effective solution for meeting the 10% renewable energy requirement. Ground source heat pumps from bore holes submerged in the new service yard will create a heating and cooling system for either the mall areas or Department Store's fresh air supply systems.

The calculations submitted in the assessment indicate that a reduction in carbon emissions of 12.09% can be anticipated from the Ground Source heat pump system.

#### Environmental Impact Assessment (EIA)

A screening opinion has been submitted and the LPA has determined that an EIA is not required.

#### Impact on Moselle Brook Culvert.

The existing Moselle culvert runs beneath the northern service yard which is to be built upon as part of the extension. The Moselle brook was culverted in the early 20th Century. The majority of the culvert is of brick construction. The section of the culvert within the proposed development was reconstructed in the 1970s as part of the Shopping City Development. It is believed that the culvert was originally culverted as part of a wider flood attenuation scheme for the area.

The applicants state that the culvert will be left intact with a new point of access to the east of the site. A report has been prepared by Civil and Structural Engineers acting on behalf of the applicants, which analyses the impact of the development on the culvert. As stated in this report column layout and foundation structure of the new extension have been designed to avoid the need to locate columns over the line of the existing culvert that runs below the site.

The new development will have a piled foundation solution, and the piles and pile caps will be positioned sufficiently far away from the culvert to ensure that the culvert is unaffected by the construction operations and the operational loading to the floors above. At present there is an access point to the culvert situated on the proposed site. The existing culvert access point will be replaced by a new access point 14m east of the existing position. The proposed extension will not affect the flow rate or the flow route of the existing culvert.

In respect of water quality the water contained within the culvert has been contaminated by industrial or contaminative processes situated above or adjacent to its course. Initial industrial/potentially contaminative processes identified are Hornsey Water Treatment works and a Gas Holder Station/former town gas site. It is therefore considered that any attempt to de-culvert it would cause a potential health hazard.

Historical plans which show the design and intent of the culvert are presently being sought. Bearing in mind sections of the culvert within the site were reconstructed in the 1970s and the construction measures proposed to be taken, it is considered that the structural integrity of the culvert can be protected. The application site is not located within a Zone 2 or Zone 3 flood zone area (areas identified in Environmental Agency). As stated above the existing access point to the culvert will be replaced by a new access point, 14m east of the existing. The proposed development will not impact the low route and flow rate of the existing culvert. The proposed development is considered to be in accordance with policy ENV5.

At the point of writing this report the LPA have advised the applicants of the Environmental Agency's objection to this application and have advised them of the need to discuss this matter in more detail with them.

## **5 IMPACTS ON LOCAL RESIDENTIAL AMENITY**

### Daylight and Sunlight Issues

A daylight and sunlight study was prepared and submitted with this application to assess the likely impact of the proposed development on the nearest neighbouring residential properties. The report has been carried out in accordance with BRE Report 'Site Layout Planning for Daylight & Sunlight' 1991, the standard identified by Haringey's Unitary Development Plan.

The amount of light available to any window depends upon the amount of unobstructed sky that can be seen from the centre of a window under consideration. The amount of visible sky and consequently the amount of available skylight is assessed by calculating what is called the vertical sky component (VSC) at the centre of the window. The BRE guide advises that non-habitable rooms need not be analysed.



The study specifically considers the nearest residential buildings, namely properties (3 Caxton Road, 142 Hornsey Park Road & 65 Park Ridings). An analysis of the existing daylight levels enjoyed by these three properties was undertaken in order to provide a baseline against which the impacts arising from development could be assessed. The results shows that all 22 windows in the three residential properties fully comply with the target for VSC and the impacts to these windows is negligible when measured against the significance criteria (less than 20% reduction) as set out in the BRE Report. The proposed development is therefore in accordance with the requirement of SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

There have been no objections or concerns expressed by local residents about the likely impact of the proposed development on their living conditions/ amenity in respect of sunlight, daylight and overshadowing.

### Privacy

In terms of overlooking neighbouring residential properties, the design of the proposed extensions/ buildings provide no opportunities for overlooking. The cantilevered bay window serving the restaurant to the Department store is a significant distance away from the nearest residential property and consistent with distance requirements set out in SPG3b 'Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight'.

### Noise

An acoustic report has been submitted with this application. New mechanical plant required for the Department Store will be sited on the southern edge of the new roof, adjacent to the existing multi storey car park, to limit its visual impact from the residential properties to the North. An acoustic louvered aluminium screen 2 metres high following a curved plan profile will enclose the plant.

It has been requested that a time restrictions be placed for deliveries and activities associated with the new delivery yard in order to mitigate against impacts on local residential amenity. It has also been requested that sound absorption properties be incorporated into the design of the perimeter wall of the new service yard, as well as smooth surface be used on the surface of the yard. It has also be required that a time restriction be placed on the use of the compactor to be installed.

Bearing in mind that ambient noise levels are already high and taking into account the existing uses on site, it is considered that the use of appropriate planning conditions can mitigate against impacts on local residents. The proposed development is considered to be in accordance with policy ENV6.

## **6 PLANNING OBLIGATIONS**

Under Section 106 of the Town and Country Planning Act, the terms of Circular 05/2005 Planning Obligations, and in line with Policy UD8 and Supplementary Planning Guidance 10a 'The Negotiation, Management and Monitoring of Planning Obligations' the Local Planning Authority (LPA) will seek financial contributions towards a range of associated improvements immediately outside the boundary of the site and within the broader Town Centre.

### Contribution for Improvements in the Immediate Vicinity of the Site

A contribution of £500,000 is being sought for a range of highway, public realm and environmental improvements within the immediate vicinity of the site and within the broader Town Centre. These include improvements to the existing pedestrian route which runs between the Library building and the application site, the creation of the new public space, which will be integrated into this route, traffic calming measures along Caxton Road/ Parkland Road, tree planting along Caxton Road and Mayes Road. This contribution will cover the costs of new paving, landscaping, tree planting, lighting, CCTV, street furniture/ public art, and traffic calming measures.

This contribution is considered necessary to pay for the proposed improvements and to offset and mitigate the adverse impacts that would otherwise arise outside the boundary of the site. As per policy UD8 this contribution is necessary to overcome the problems associated with the proposed development, where planning conditions are not appropriate.

## **SUMMARY AND CONCLUSION**

The application site is the Mall Shopping City and relates to the part of the Centre located on the western side of High Road. The proposed development has three main aspects: the erection of a new three storey Department Store on an existing service yard, the demolition of the existing petrol filling station fronting onto Mayes Road and the provision of a new service yard with storage buildings, and the erection of a smaller two-storey extension to the west side of the Centre. The proposal will also involve some internal reconfiguration of the existing floorspace within the Shopping Centre.

In term of the principle of additional retail space, a development of this size accords with planning policy which seeks to locate such uses in town centres and in sustainable locations. The Mall's location at the heart of Wood Green Town Centre forms a natural location for additional retail floorspace. The existing shopping centre has a significant and established draw for local and surrounding residents. The proposed additional retail floorspace will increase the attractiveness of the Mall and the Town Centre as a whole. Notwithstanding this, the proposed development raises a number of sensitive planning issues, namely the relationship of the Department store building with the pedestrian route, the siting of the new service yard and the design and external appearance of the storage buildings, and the impact of the development on the Moselle culvert.

The existing alleyway that runs between Caxton Road and Wood Green High Road will be upgraded and enhanced, particularly through the use of better lighting. This will provide a safer and improved visual environment for pedestrians and will integrate a new public space at the end of the route for the benefit of local residents. The proposed storage buildings to the rear are considered to be broadly acceptable in bulk and size. In terms of the external appearance a condition seeking detail of the design and external appearance of these buildings will be placed on the approved consent, and will need to be discharged before the development commences. This has been considered necessary to address concerns about the austere appearance of this proposed building and extensive dominance of red brick.

The proposed development will have no detrimental impact on the levels of daylight and sunlight received by neighbouring residential properties and no overall significant impact on the residential amenity of local residents.

The provision of no additional car parking is considered to be acceptable as the existing amount of on-site parking is considered to be acceptable and strikes an appropriate balance between the needs of visitors to the Shopping Centre and the need to restrict car journeys and traffic. The high accessibility of the site by public transport, as well as the operation of a strict CPZ in the vicinity of the site, will ensure that demand for on-street parking in the locally is not seriously affected.

The use of ground source heat pumps, as an option to provide a percentage of on site renewable energy, positively responds to the need to for a sustainable form of development.

The proposal development broadly meets the strategic development policy for the area and will help secure investment for the wider area and support physical regeneration.

Having considered the proposal against the statutory development plan and taking into account other material considerations, Officers consider that the proposed development is acceptable and that planning permission should be granted subject to an appropriate Section 106 being entered into and suitable planning conditions being imposed.

## **RECOMMENDATION 1**

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2007/0500 subject to a pre-condition that the owners of the application site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

- (1.1) A contribution of £500,000.00 towards highway, public realm and environmental improvements within the immediate vicinity of the site and within the general area of the Town Centre.
- (1.2) Plus 5% of this amount as recovery costs / administration / monitoring which equates to £25,000.00. This gives a total amount for the contribution of £525,000.00.

## **RECOMMENDATION 2**

That in the absence of the Agreement referred to in resolution (1) above being completed within two months of the date of approval, planning application reference number HGY/2007/0500 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards highway, public realm and environmental improvements within the immediate vicinity of the site and within the broader Town Centre the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

## **RECOMMENDATION 3**

That following completion of the Agreement referred to in (1) above, planning permission be GRANTED in accordance with planning application no HGY/2007/0500 and Applicant's drawings:

667.01.P.01/02/03667.05.P.20/21/22/23/24667.04.P.01.1/01.2/02.1/03.1667.05.P.10/11/12/20/21/22/23.1/23.2/24/25/26/27/28667.PM.P.01/02/03/04/05/06

Subject to the following conditions:

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. Details/samples of the materials to be used for the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Development shall be carried out in accordance with these approved details.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

3. Notwithstanding Condition 2 above and the information shown on the submitted drawings, details of the design, external appearance and materials to be used in the external surfaces of the new three storey blocks (containing the new loading docks and storage areas) to be built in new service yard, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the requirements of the Local Planning Authority.

Reason: In order to ensure a satisfactory external appearance to the development and frontage onto Mayes Road and Caxton Road.

4. Details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

5. Development shall not begin until details of drainage works have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that adequate drainage of the site is carried out as approved.

6. Details of the design and materials and of the boundary treatment, incorporating sound absorption properties, and gates to be erected shall be agreed in writing with the Local Planning Authority and thereafter carried out in accordance with the approved details.

Reason: To protect the visual appearance of the area and the living conditions of neighbouring occupiers.

7. Notwithstanding details shown on the submitted plans, details of the access point and visibility splays shall be submitted to and approved by the Local Planning Authority prior to commencement of the development, and such details as approved implemented and retained permanently thereafter.

Reason: In the interest of highway and pedestrian safety.

8. Notwithstanding the information shown on the submitted drawings, details of refuse storage and waste management programme, including specification and location of the proposed waste compactor, for the development hereby permitted in accordance with the standards adopted by the Local Planning Authority shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure adequate refuse storage and to protect the living conditions of occupiers of the area.

9. No deliveries to the new service yard (Service Yard 5) shall take place outside the hours of 7.00 am to 7.00 pm on Mondays to Saturdays, and not at all on Sundays and public holidays.

Reason: To protect the living conditions of nearby residents.

10. Details, including hours of operation, of all external lighting (including any floodlighting) to be erected, and internal lighting visible from outside the site, demonstrating compliance with the recommendations of the Institution of Lighting Engineers "Guidance Notes for the Reduction of Light Pollution" and the provisions of BS 5489 Part 9, shall be submitted in writing to and approved by the Local Planning Authority prior the development commencing. The lighting as approved must be installed prior to the occupation of the new retail space, the utilisation of the new

service yard and maintained in accordance with these standards thereafter.

Reason: To protect the living conditions of occupiers of the area.

11. Details of external fume extraction from any cooking, kitchen, and café facilities shall be submitted to and approved by the Local Planning Authority prior to commencement of works to the approved extensions and such provision as approved shall be implemented prior to first occupation of the retail store and shall thereafter be permanently retained.

Reason: In the interests of living and working conditions of occupiers on the site and surroundings, and to protect the appearance of the area.

12. No machinery, plant, openings or ducts shall be installed on any elevations without the prior written permission of the Local Planning Authority.

Reason: To protect the living conditions of nearby occupiers.

13. Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 the proposed department store shall be used principally for the sale of comparison goods, with ancillary restaurant. No sub-division of the retail floorspace hereby approved shall be carried out without the prior written approval of the Local Planning Authority.

Reason: To prevent an over-intensive use of the site and to enable the Local Planning Authority to assess the impacts of introducing convenience goods retailing into this new retailing floorspace.

14. A supporting statement shall be submitted demonstrating consistency with the submitted Energy Assessment, along with details of the ground heat pump system and bore holes to be submerged, and approved in writing with the Local Planning Authority and thereafter implemented in accordance with any written approval given by the Local Planning Authority.

Reason: To ensure the development incorporates energy efficiency measures including on-site renewable energy generation, in order to contribute to a reduction in carbon dioxide emissions generated by the development in line with national and local policy guidance.

15. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: To protect the residential amenities of nearby occupiers and minimise danger and inconvenience to highway users

16. No development shall take place until site investigation detailing previous and existing land uses, potential land contamination, risk estimation and remediation work if required have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: In order for the Local Planning Authority to ensure the site is contamination free.

17. All service cables associated with the proposed development (such as electrical, communal television, telephone, and lighting cables) shall be run underground within the site. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 no telecommunications antennae or associated equipment shall be erected on the exterior of this development, without a separate

planning permission.

Reason: In the interest of orderly development and the visual amenities of the area, and in order to permit the Local Planning Authority to assess the design quality and appropriateness of any such features on the overall streetscape and appearance of the development.

18. No development shall take place on the site until details are agreed in writing with the Local Planning Authority of how the structural integrity of the culvert, which traverses the site, will be safeguarded from construction operations and the loading of the new extension.

Reason: To ensure that the development safeguards the structural integrity, flow route and flow rate of the existing culvert.

19. No goods or materials shall be placed or openly stored in the new service yard (Service Yard 5) other than within the new storage building.

Reason: In order to safeguard the visual amenity of the area.

20. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days unless previously approved in writing by the Local Planning Authority

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

21. The level of noise emitted from fixed plant equipment including a compactor for recycling waste packing and several minor condensing units associated with individual loading bays shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of an existing neighbouring residential property at the time of this decision notice.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of an existing neighbouring property at (address) at the time of this decision notice.

The plant compactor shall be restricted to operate during day approved times of the service yard's operation (8.00 am to 8.00 pm).

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties.

INFORMATIVE: This permission shall not be construed as giving permission for any signage, including any of the signage indicated on submitted drawings. All advertising signage for the development shall be the subject of obtaining consent under the Town & Country Planning (Control of Advertisements) Regulations 1992.

INFORMATIVE: The proposed development will require redundant crossovers to be removed. The necessary works will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed. The applicant should telephone 020-8489 1316 to obtain a cost estimate and to arrange for the works to be carried out.

INFORMATIVE: Under the terms of the Water Resources Act (1991) and the Thames Region Land Drainage Byelaws (1981), prior written consent is required from the Environmental Agency for any works in, over, under or within eight metres of a main river.

## REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows:

(a) The proposed development accords with strategic planning guidance and Policies as set out in the Mayor's London Plan (published 10 February 2004) and the Adopted Haringey Unitary Development Plan (July 2006). In particular the following Policies are relevant:

Adopted Haringey Unitary Development Plan (Policies Policy G1, G2, G5, G12, AC1, UD2, UD3, UD4, ENV1, ENV5, ENV6, ENV7, ENV9, ENV10, EMP1, TCR1, M3, M4, M5, M10 and OS15.

Supplementary Planning Guidance: SPG1a, SPG3b, SPG4, SPG5, SPG7a, SPG7c, SPG8c, SPG9, SPG10a, SPG10d, SPG10e, SPG11c.

(b) The proposal is acceptable for the following reasons:

- I. It has been demonstrated that there is additional need for comparison goods floorspace and the proposed additional floorspace will extend and compliment Wood Green's role as a metropolitan centre and enhance the vitality and viability of the Town Centre.
- II. The proposed extensions are considered to be of an appropriate bulk, size and design and will be sympathetic to the townscape.
- III. The applicant's investment in the Town Centre will provide a means of making improvements to the pedestrian link between the High Road and Caxton Road and the areas beyond the Eastern Utilities Land.
- IV. The proposed development incorporates energy efficiency measures, including on-site renewable energy generation, and responds to the need for a more sustainable form of development.