Wood Green AAP

A Local Plan Document

Regulation 18 Preferred Option Consultation Draft

February 2017

www.haringey.gov.uk

Haringey LONDON

Haringey Council
Civic Centre
High Road
Wood Green
London
N22 8LE

Tel: 020 8489 0000

www.haringey.gov.uk/woodgreen

All maps produced by Haringey Council, © Crown copyright. All rights reserved 1000019199 (2014)

CABINET MEMBER INTRODUCTION

Cllr Joe Goldberg
Cabinet Member for Economic Development, Social Inclusion and Sustainability

The Wood Green Area Action Plan will be a blueprint for the comprehensive and co-ordinated regeneration of Wood Green. It will provide a statutory basis for determining future planning applications which will deliver the change the Wood Green needs to establish itself as the beating economic heart of North London, providing a more liveable place where businesses can innovate and grow, whilst maintaining a character that is unquestionably authentically London. To do this we need to re-imagine what a town centre looks like in the future – and this has to be more than a combined retail, food and beverage offer. In addition this plan secures space for a skilled and productive economy, particularly in eco, digital and fashion industries.

I am encouraged by the positive feedback that has been received from the Issues & Options consultation held in early 2016, and in particular the recognition of the need for bold interventions to create real change in Wood Green, to improve the way Wood Green works for local residents and businesses. To this end the Council is working to deliver an ambitious plan, predicated on maximising the benefits associated with the introduction of a new Crossrail station to the centre of Wood Green.

This plan is employment-led. Wood Green is the largest town centre in the borough, and the policies in this document will enable increased opportunities for existing businesses to grow, and attract new businesses to thrive within a rejuvenated urban environment. Increases in overall densities within the centre will create the residential viability to be spent on improving the public realm, provide a range of new business units, new services, as well as provide much needed affordable housing stock. The Council, as a key service provider and landholder in Wood Green will be working with developers to ensure that the best use is made of both publically and privately held land.

This is a consultation document, and I look forward to meeting with, and hearing local feedback on the Council's preferred option from local residents, businesses and stakeholders. Once we have responded to the feedback, a Publication version of the document will be created which will go before a Government-appointed inspector for public examination. As such it is vitally important that you respond to this document to ensure that we put forward the best possible plan for the future of Wood Green and in doing so secure our potential as London's fastest growing economy.

CONTENTS

1. **Introduction** 6
   - Why prepare an AAP 6
   - Aims and objectives of this AAP 6
   - Purpose and Scope of this document 7
   - Previous Consultation Outcomes 8
   - Consultation – Views sought and how to respond 9
   - Next Steps 10

2. **Policy Context** 11
   - National Policy 11
   - Regional Policy 11
   - Haringey's Local Plan 11
   - Other Plans & Policies 15

3. **Portrait of the area** 16
   - Land uses and urban character 16
   - Transport and movement 23
   - Demographics 24
   - Relationship with surrounding areas 26
   - Defining the Wood Green AAP area 28
   - SWOT for the AAP Area 29
   - Character/Sub-Areas within Wood Green 29
   - Sub Area 1: Wood Green Tube Area (Wood Green North) 31
   - Sub Area 2: Wood Green Central 34
   - Sub Area 4: Haringey Heartlands 40

4. **Key issues, challenges and drivers** 44
   - Economic growth 44
   - Town centre vitality 44
   - Housing need 49
   - Transport and movement 50
   - Infrastructure 52

5. **Spatial vision and strategic objectives** 54
   - Vision 54
   - Spatial Objectives: AAP Area 54
   - Vision for Wood Green North 56
   - Vision for Turnpike Lane 58
   - Vision for Heartlands 59

6. **Spatial Development strategy** 60
   - Generating the Strategy 60
   - Projected AAP Development Outputs 61

7. **AAP Area-wide policies** **67**
- Policy WG1: Town Centre Uses, Boundary & Frontages 68
- Policy WG2: Housing 75
- Policy WG3: Economy 78
- Policy WG4: Wood Green Cultural Quarter 81
- Policy WG5: Wood Green's Urban Design Framework 83
- Policy WG6: Local Tall Buildings and Local Views policy 89
- Policy WG7: Heritage 91
- Policy WG8: Green Grid/New Urban Spaces 92
- Policy WG9: Community Infrastructure 95
- Policy WG10: Improving the Evening Economy 97
- Policy WG11: Transport 99
- Policy WG12: Meanwhile Uses 101

8. **Site Allocations** **102**
- Introduction 102
- Sites in Northern Wood Green sub-area 104
- Sites in Wood Green Central sub-area 120
- Sites in Turnpike Lane sub-area 130
- Sites in the Heartlands sub-area 140

9. **Delivery and Implementation** **162**
- Working in partnership 162
- Stalled developments or sites 162
- Council as a landowner and developer 162
- Infrastructure delivery 162
- Monitoring 163
- Wood Green Investment Framework 163

Appendicies

A. Indicative Development Capacities by site 164
- Assumptions 164
- Methodology 164
- Delivery Summary of sites allocated in the Wood Green AAP 165
- Site Allocation Delivery Assumptions 165
- Site Capacities (Site Allocations) 166

B. Superseded Supplementary Planning Documents and Guidance 167
- Site Allocations DPD: Policies SA5-SA16, SA18-SA25 167
- Haringey Heartlands Development Framework 167

C. Glossary of Terms 168

CHAPTER 1
INTRODUCTION

Why prepare an AAP

1.1 Wood Green is allocated as a Growth Area in The Local Plan: Strategic Policies (2013), and as a potential Opportunity Area in the London Plan (2015). The submitted Site Allocations DPD (2016) confirms the spatial distribution and quantum of growth anticipated to come forward within the Growth Area, identifying the potential for 4,300 net additional residential units, 47,000m^2 of new employment floorspace, and 17,000m^2 of new town centre floorspace.

1.2 Wood Green has tremendous strengths, but also significant opportunities to improve. Public transport access, high levels of footfall on the High Street, and the diverse, multicultural array of shops and businesses are amongst the strengths, while congestion, underused land parcels, and a relatively low amount of spend from local customers are issues that can be improved.

1.3 The Council has commenced the preparation of an Investment Framework for Wood Green. This delivery plan will evolve over time setting out short term goals as well as the long term aspirations. This portfolio of work will act to spur investment in the area, including co-ordinating and influencing the plans of major landowners, including the Council, and local businesses.

1.4 The Area Action Plan will provide a statutory land-use basis for determining planning applications, and undertaking land and property interventions to consolidate land parcels together, and as such is critical to the delivery of investment in Wood Green. Following the adoption of the Area Action Plan, the work undertaken as part of the Investment Framework will seek to deliver the development allocated, and objectives identified in the AAP.

1.5 Together the AAP and the Investment Framework will provide a comprehensive, and statutory, framework that provides clarity and certainty to landowners, developers, service providers and the community about how places and sites within the Wood Green AAP area will develop, and against which investment decisions can be made and development proposals can be assessed.

Aims and objectives of this AAP

1.6 Wood Green is an important centre within a thriving global city, serving a wide catchment of north London. By improving the economy within Wood Green, London's overall productivity will be boosted, and the equity of access to jobs will be improved within the sub-region.

1.7 To achieve this, actions within this document will improve opportunities for businesses to form and grow within Wood Green, including those already existing in Wood Green, those yet to be created, and those seeking to relocate to a new area of London. The centre will be a thriving location for people to come and share ideas, enjoying a wide range of facilities and an environment which not only serves as a service centre for local residents, but stimulates creativity and interaction in those who visit. Improved connections will increase the number of people who can access Wood Green, and in turn contribute to, and benefit from this increasingly prosperous environment.

1.8 The opportunities for Wood Green as well as the challenges it faces as a town centre, are set out in Sections 3 & 4 of this document. These will help to meet the following set of objectives, as set out in section 5:

1. Creating a productive and innovative economy
2. Creating a town centre fit for a modern economy
3. Creating a liveable and interactive urban environment
4. Revitalising the evening economy
5. Creating new homes
6. Serving the borough
7. Celebrating the areas diversity and heritage

Purpose and Scope of this document

1.9 This document forms the principal Local Planning document for the Wood Green area. These policies should be read alongside other borough-wide policies included in the Local Plan: Strategic Policies, and Development Management DPD. It covers the Wood Green area as shown below.

Figure 1.1: Wood Green AAP Area

Previous Consultation Outcomes

1.10 Consultation on the Issues & Options for the Wood Green AAP was carried out Between February and April 2016 on four options for the regeneration of Wood Green. Over 30 events and 2 online surveys were used to collect the views of a broad range of local residents, businesses, traders, service providers, community organisations, landowners and public bodies. Over 23,000 flyers and letters, 100 posters, banners and 2,000 digital messages were used to promote the consultation. Over 1,100 people have been engaged with, with over 500 forms of feedback received, including 23 written responses.

General

1.11 The community and major landowners of Wood Green, together with public bodies are mostly supportive of "widespread redevelopment" or "significant transformation" of Wood Green (Options 3 & 4 in the 2016 Issues & Options consultation document). The majority of respondents agree that major change is required to deliver Wood Green's potential. The Council is therefore progressing a vision which will deliver transformation, focussing on a more productive and innovative town centre economy, increasing the number, type, and quality of jobs, new homes and trading and meeting opportunities.

Transport and circulation

1.12 Respondents were supportive of the potential arrival of Crossrail 2, with many seeing the transformative potential of a central Wood Green Station as being a positive. There was support for the establishment of a strong east-west connection between the High Rd and the cultural quarter/ Heartlands area, and many respondents were supportive of the removal of the Mall in favour of a more permeable street-based network. Managing traffic in the area is recognised as being a significant issue. The Council has subsequently commissioned pieces of work to understand how a new central area of Wood Green could work, including implementing a new pedestrian network at the Mall site, and a high quality east-west route. A transport assessment of the preferred option will be carried out to ensure that the most appropriate decisions are being made with regards management of the road network.

Housing

1.13 Most respondents appreciate the need for new homes to be created in the area, however there was some concern about the affordability of new homes that will be created. There was qualified support for rehousing existing/affected residents in an improved standard of accommodation, however some residents were concerned that they could become priced out of the area. Existing planning policies will be used to ensure that an appropriate proportion of new homes are affordable, and that affordable stock levels are increased through new development.

Social Infrastructure

1.14 Local residents sought assurance that any increase in population in the AAP area would be met with sufficient facilities in terms of health and education. An updated Infrastructure Delivery Plan will be produced to show what new facilities are required and how they will be funded.

Employment

1.15 Many people felt that diversifying the uses within the town centre will significantly improve the local economy and create employment, and that Crossrail 2 would attract more people to spend time and money in the Centre. There was concern about potential loss of workspace within the Cultural Quarter. The Council will seek to increase, not decrease the number of jobs in the centre, and particularly within the Cultural Quarter.

Retail/ Town Centre Uses

1.16 Respondents generally supported the idea of the creation of a new multifunctional centre for Wood Green providing a new library, council customer service centre, shops, community events and market linked to a new Crossrail 2 station. People would like to see high quality and independent shops, a department store, cafes and restaurants, and a diverse range of community facilities.

Accessibility and Inclusion

1.17 There is agreement that improving public spaces and streets to make them more attractive, accessible, safe, and easy to navigate will improve the feel of the area for many. Human-scale design, pedestrian-friendly streets and new public places for people to meet and relax were supported. People would also like to see a reduction in traffic, cleaner streets and developments designed to encourage an active lifestyle would improve health. Accessible and inclusive design for the elderly and disabled was considered important.

Environment and sustainability

1.18 There was support for planting more trees and greening the area, as well as providing better waste and traffic management systems to improve the local environment. Providing new open spaces and greening streets were seen as a good way to increase biodiversity. There was concern about the impact tall buildings could have on the area. Work will be commissioned to understand the opportunity to create new, and improve access to open space in Wood Green. Additionally a tall buildings study will provide guidance on how new tall buildings should be planned in the borough.

Local distinctiveness and culture

1.19 There is support for well designed buildings which create new public spaces, and make Wood Green a more attractive destination. Respondents recommended that the Cultural Quarter could be a greater asset and a key character area, but there is concern that existing artists are being priced out of the area. There was a strong feeling that removing the Mall could create opportunities to create a more harmonious and visually pleasing High Rd. The Council will engage with the owners of the Mall to investigate the full range of possibilities for the future of this site.

Short-term projects

1.20 Respondents were presented with the opportunity to suggest short term initiatives, which may be initiated ahead or in some cases during the regeneration of Wood Green, taking advantage of temporarily vacant sites. A meanwhile policy supporting temporary projects will be included in the next version of the Plan.

Consultation – Views sought and how to respond

1.21 This consultation is on the Council's "preferred option" Wood Green AAP. We are seeking views of all interested parties on how the vision, objectives, and policies that will shape the future of Wood Green in the future. This is an open consultation, and comment is welcomed on any part of the document.

1.22 The Council is interested to hear the views of residents, businesses, landowners, and other stakeholders on the proposed Plan. This document, and all supporting information can be found at **http://www.haringey.gov.uk/woodgreen**

1.23 Consultation is open between **14th February – 31st March 2017.** Hard copies of this document are available for inspection and short term loan from all local libraries in the borough. Copies are also available at the Council's offices and in the Civic Centre. Addresses for these are:

Level 6, River Park House
225 High Rd
Wood Green
N22 8HQ

Civic Centre
Wood Green High Rd
Wood Green
N22 8LE

1.24 Additionally a number of drop-in sessions will be held in Wood Green during the consultation period. These include:

Where	Tuesday	Thursday	Saturday
The Mall		23 February 2017 4pm to 7pm	25 February 2017 11am to 4pm
Community Hub (formerly the Asian Centre, Caxton Rd)	28 February 2017 10am to 2pm	02 March 2017 5pm to 9pm	
Morrison's	07 March 2017 10am to 2pm	09 March 2017 5pm to 9pm	11 March 2017 11am to 4pm
Wood Green Library	14 March 2017 10am to 2pm	16 March 2017 4pm to 7pm	18 March 2017 11am to 4pm

1.25 Comments on the document can be made in the following ways:

Email: **localplan@haringey.gov.uk**

Post: Planning Policy
Level 6, River Park House
225 High Rd
Wood Green

1.26 If you require further information on this document please visit **www.haringey.gov.uk/woodgreen** or contact the Haringey Planning Policy team on 020 8489 1479 or at **localplan@haringey.gov.uk**

Next Steps

1.27 Following the conclusion of the consultation, all responses will be analysed and responded to. Where appropriate, changes will be made to the document. The revised "proposed submission" version of the document will then be consulted on for a period of 6 weeks ("Publication") prior to being submitted to the Planning Inspectorate for Examination in Public ("Submission"). The Publication consultation, and subsequent Examination in Public, will deal solely with issues of soundness and legality. Dates for these next steps are:

Stage of Plan preparation	Date
Reg 18 Preferred Options consultation	14 February-31 March 2017
Proposed Submission (Reg 19) consultation	Summer 2017
Submission to Planning Inspectorate	Autumn 2017
Examination in Public	Autumn-Winter 2017/18
Receipt of Inspector's Report	Early 2018
Adoption by Full Council	2018

CHAPTER 2
POLICY CONTEXT

National Policy

2.1 The adopted Local Plan: Strategic Policies (2013), and submitted Local Plan: Site Allocations (2016) are both in conformity with the National Planning Policy Framework (NPPF). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It reiterates that planning decisions must be made in line with the Development Plan, which this AAP forms a constituent part of. It establishes three mutually dependant roles that policy must fulfil to deliver sustainable development: economic, social, and environmental.

2.2 The NPPF contains a number of themes that are relevant to the preparation of an AAP for Wood Green:

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from a net loss of bio-diversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes.

Regional Policy

2.3 The London Plan (2015) is the spatial development plan for London. It provides the strategic, London-wide context within which all London boroughs must set their detailed local planning policies. Accordingly the AAP will seek to give effect to, and be in conformity with, the policies of the London Plan.

2.4 A key driver in bringing forward the AAP is to give effect to the future designation of the Wood Green area as an Opportunity Area in the next iteration of the London Plan (currently programmed for 2020). Currently the London Plan designates Haringey Heartlands/Wood Green as an area of Intensification with the potential to deliver up to 2,000 new jobs and 1,000 net additional homes as part of a mixed use redevelopment.

2.5 Specifically, in relation to the Haringey Heartlands/Wood Green Intensification Area, the London Plan (at Appendix 1) states that:

A range of development opportunities on the railway and former industrial lands to the south-west of Wood Green town centre with significant potential for improvement building on the area's industrial heritage. Phases of residential and mixed-use development at Hornsey waterworks sites have been completed. Other key sites with development potential include the Clarendon Road gas works and adjacent Coburg Road industrial area. Mixed-use regeneration of these sites adjacent to Wood Green town centre should support delivery of the full range of uses. Site assembly and provision of better links with the town centre and Alexandra Park are key to comprehensive development. Opportunities should be explored to redevelop parts of Wood Green town centre for high-density, mixed-use schemes and strengthen pedestrian connections to the town centre and library. Any new development and infrastructure bought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.

2.6 The London Plan provides a spatial framework which underpins a number of the policies in the Adopted, or submitted Local Plan documents.

Haringey's Local Plan

2.7 The Local Plan is the development plan for Haringey, and covers the period 2011-2026. The Council's submitted Local Plan: Strategic Policies identifies the Haringey Heartlands/Wood Green Metropolitan Town Centre area jointly as a Growth Area capable of accommodating 4,300 new homes. It, along with Tottenham Hale and North Tottenham, are identified as the three growth areas in the borough capable of accommodating the majority of the borough's growth over the plan period.

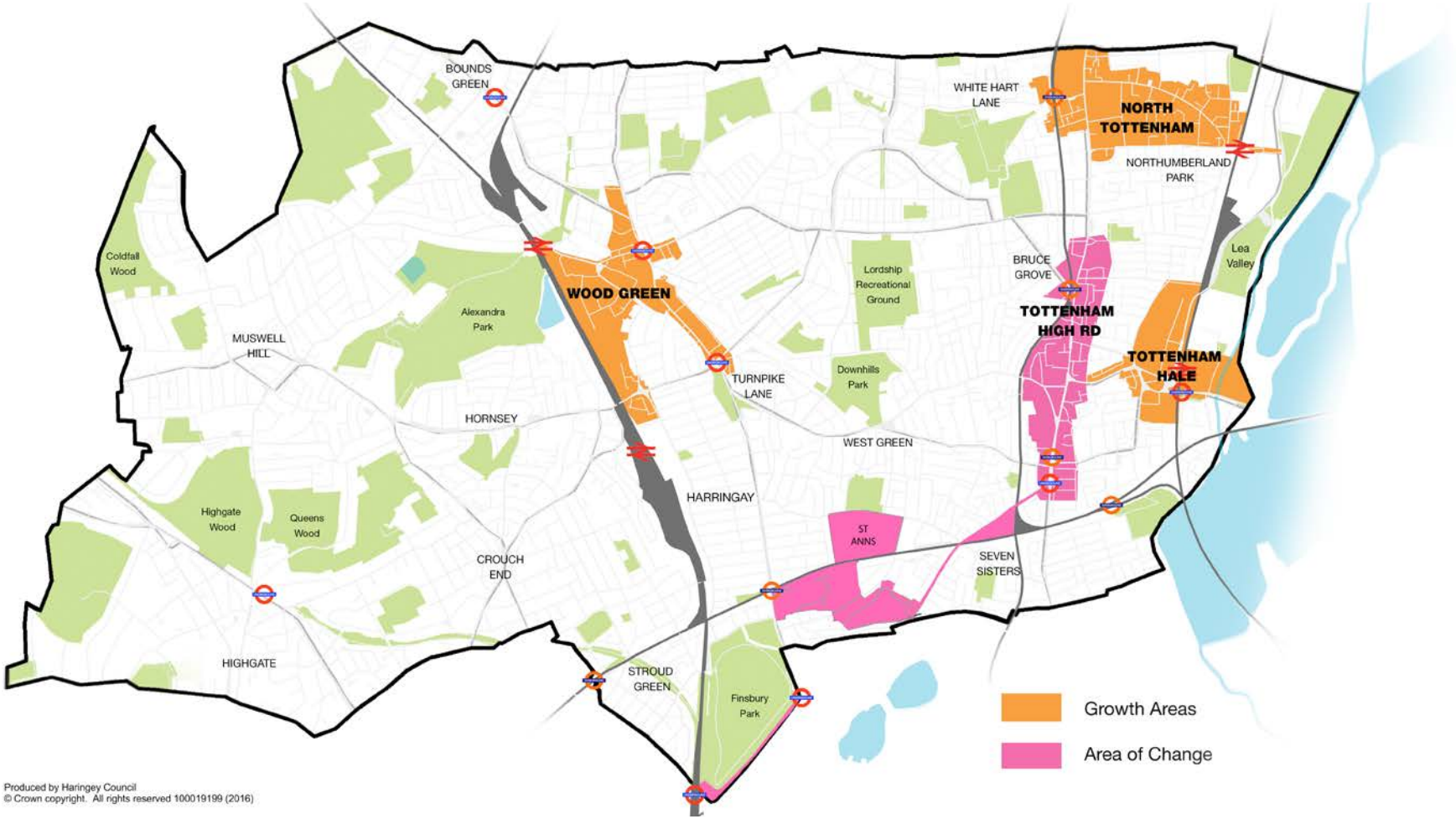


Figure 2.1: Local Plan growth distribution (Local Plan: Strategic Policies SP1)

2.8 There are also other policy documents in the Local Plan, including guidance documents in the form of SPDs. All of these should be read alongside this AAP when considering the merits of a development. The full suite of Local Plan Documents is shown below.

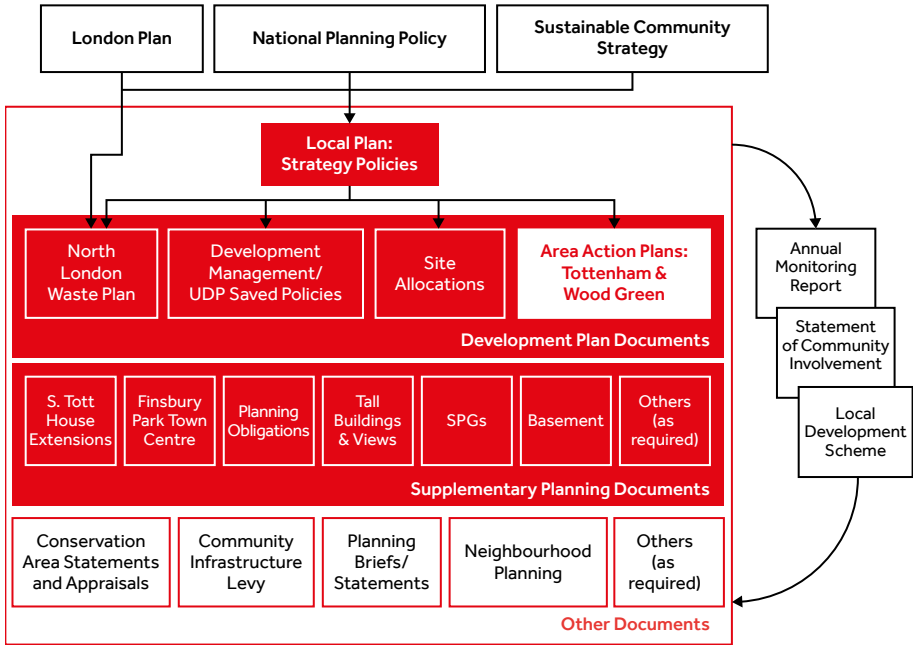


Figure 2.2: Local Development Framework

2.9 The Site Allocations DPD includes 20 sites within the AAP area, establishing the baseline quantum of development in the area, and the site requirements and land uses of all the sites coming forward on each. The AAP will build on these assumptions, but replace the Wood Green Site Allocations with those included in this document.

Figure 2.3a: Existing Designations in the Local Plan

Figure 2.3b: Existing Sites and Growth Designations in the Local Plan

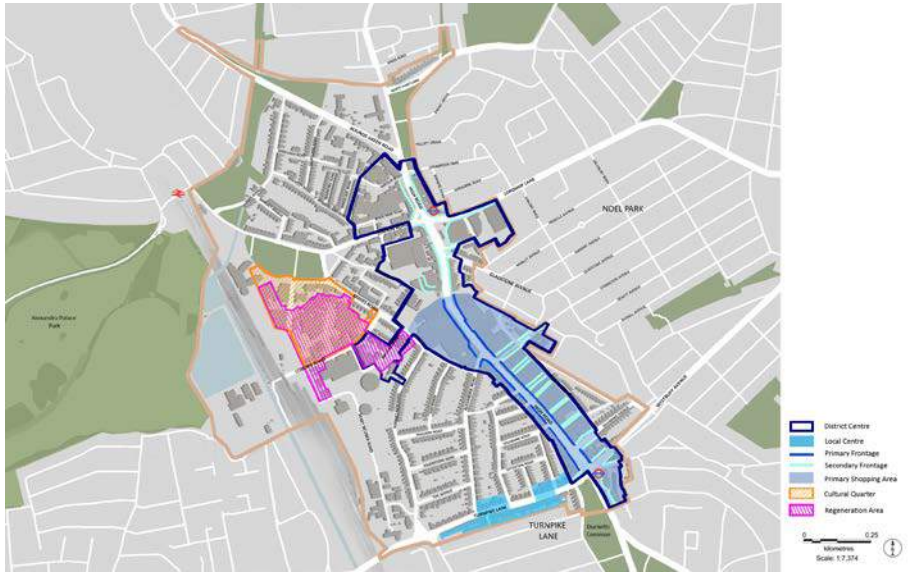


Figure 2.3c: Existing Town Centre and Employment Designations in the Local Plan

Figure 2.3d: Exiting Open Space Designations in the Local Plan

Other Plans & Policies

Haringey Corporate Plan

2.10 Haringey's Corporate Plan for the period 2015-2018 sets out the vision for the borough as: **To work with communities to make Haringey an even better place to live**, and the approach as **To encourage investment and create opportunities for all to share in**. It sets out five key targets:

- Every child and young person is able to attend a good or outstanding school or early years setting
- To deliver £1 billion of inward investment into the borough
- Increase average household earnings in Haringey to align with the London average by 2030 and to have made clear progress towards that goal by 2018
- Ensure that people are able to have as much social contact as they like, reducing the number of people who feel isolated to less than 12% which is the current national average
- Increase the number of people satisfied with the area as a place to live to more than 80% compared with the current national average of 75%

Haringey Economic Development and Growth Strategy

2.11 Haringey Economic Development and Growth Strategy has twin objectives stating:

Our long-term aim for the borough is to ensure that, by 2030, we are:
A Fully Employed Borough, by which we mean:

- 75% of Haringey's working age population is in work
- Residents' full time earnings are in line with London averages for bottom quartile and median earners
- The proportion of working age residents qualified to NVQ Levels 3 and 4 is increased from 65% (2013 figures) to 70%

A More Dynamic Borough, by which we mean:

- The number of jobs in Haringey has increased by 20,000 from the 2011 London Plan baseline position
- The profile of Haringey-based jobs changes so that retail and public sector employment are less dominant, and there is a better range of jobs, including a greater proportion of jobs in more highly skilled sectors, such as sustainable technology, digital design and skilled/ craft manufacturing
- The number of jobs per square metre of employment land has increased by 20%, reflecting a shift to more intensive and productive employment

2.12 The strategy identifies that Haringey has the size of a small city, but it's location within London means that it is traditionally considered to be a dormitory area, with a mix of lower-value industrial/warehousing uses. It focuses on using the borough's strategic location to secure investment in sectors that will drive up the number of high skilled and well paid jobs, while helping to build local residents' skills to enable them to access both these new jobs, and those available across London.

CHAPTER 3
PORTRAIT OF THE AREA

Land uses and urban character

History

3.1 Wood Green began as a small hamlet at the base of Tottenham Wood in the 13th Century. It is centred on a route (originally a drover's road) into Central London, principally the site of what is now Smithfield market. In the 17th Century the New River was constructed through the area to bring fresh water to London from the Hertfordshire area.

3.2 The road pattern that exists today was laid out at the beginning of the 19th and 20th centuries, with the establishment of the railway network (Great Northern rail line, Palace Gates line, and later the Piccadilly tube line) bringing factories and homes to the area. These are still visible today in the form of Victorian housing, much of which consists of terraced workers cottages, particularly the Noel Park estate, but also with some grander villas and semi-detached properties.

3.3 While the industrial areas in the west of Wood Green continued to renew themselves for principally employment uses, the second wave of development in Wood Green stemmed from the closure of the Palace Gates rail line, local governmental changes, and the advent of the car as a mode of transport. New, ambitious projects were commissioned, with the office buildings along Station Rd, Shopping City (now the Mall), Bury Rd Car Park, and the Sandlings housing estate being examples of large floorplate developments built in the second half of the 20th Century.

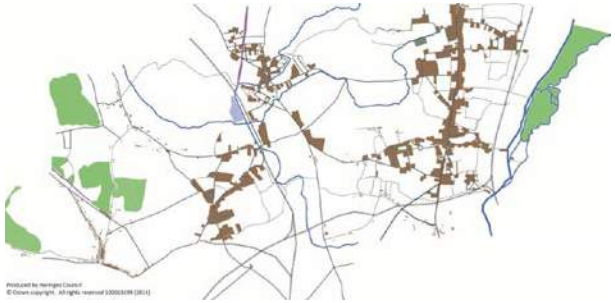


Figure 3.1a: Historic Development of Wood Green (1864)

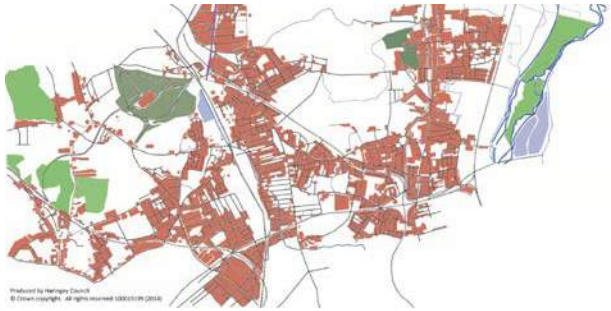


Figure 3.1b: Historic Development of Wood Green (1890)

Figure 3.1c: Historic Development of Wood Green (1935)

Land Use, Urban Structure and morphology

3.4 The main urban feature in Wood Green is the High Rd, which has a combination of large floorplate buildings and terraces which front the High Rd. These are quite mixed with terraced retail parades and residences sometimes sitting cheek by jowl with large post-war developments. These buildings generally face the High Road, and often "turn their back" to the residential hinterlands behind them on both sides.

3.5 The residential hinterland around Wood Green generally consists of Victorian and Edwardian terraced properties, often with an easily navigable street pattern, with the Noel Park estate being a particularly good example of purpose-built workers cottages.

3.6 There is an identifiable industrial area in the west of the area, currently known as "Heartlands", which contains a disused gas works, and the Wood Green Cultural Quarter. These places have, and continue to offer employment in the area, but tend to obstruct connectivity within the area, and do not present a consistent urban form with either its retail or residential neighbours.

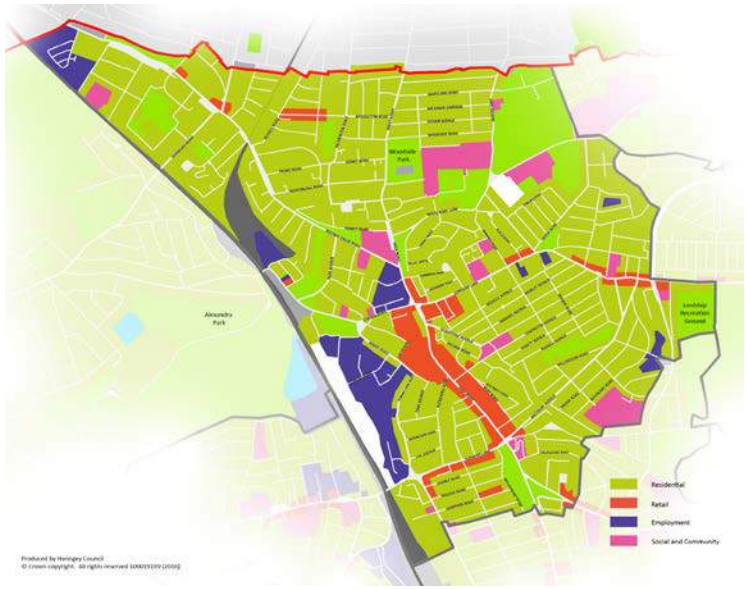


Figure 3.2: Land Uses in Wood Green

Metropolitan Town Centre

3.7 Wood Green is identified as a Metropolitan Town Centre in the London Plan, one of only 13 across London. In keeping with this, it serves a wide catchment for a range of shopping and other retail services. The focus of this is Wood Green High Rd which includes a mix of period terraced retail properties, as well as the more modern Shopping City. Together these provide a range of retail premises providing significant opportunities for a mix of retail businesses including national comparison retailers, smaller local chains, independent traders, and market stallholders.

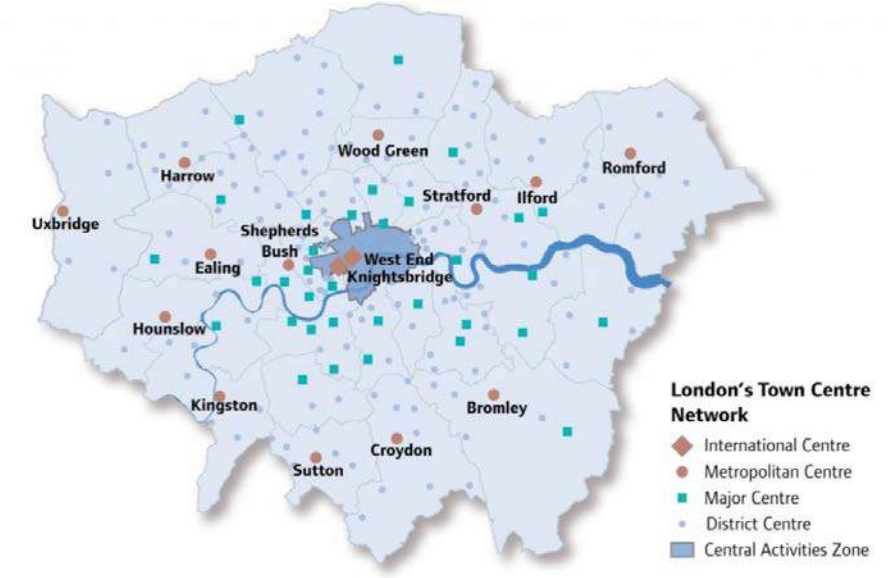


Figure 3.3: London's town centre network

Green Spaces and Waterways

3.8 Wood Green has a number of open spaces, most of which are located around the edge of the AAP area. The most prominent are Wood Green Common and Ducketts Common, which both close to the Town Centre, and are open spaces of a significant scale. Nightingale, Avenue, King George VI Memorial, Crescent and Trinity Gardens, along with the New River reserve and former rail line stretching between Station Rd and Park Avenue create a contiguous network of green spaces in the north of the area. There are large, high quality open spaces further distant, but still close to the AAP area in the form of Alexandra Palace, White Hart Lane Recreation Ground, Lordship Rec, and Downhills Park. Other smaller, but locally significant open spaces in the wider Wood Green area include Russell Park and Belmont Recreation Ground.

3.9 The New River and (culverted) Moselle River both run through the area. While the New River is visible in part, and has sections which are parkland above its alignment, the Moselle is not visible, and it's alignment, while influencing land use patterns above ground, is not easily identifiable by visitors to the area.

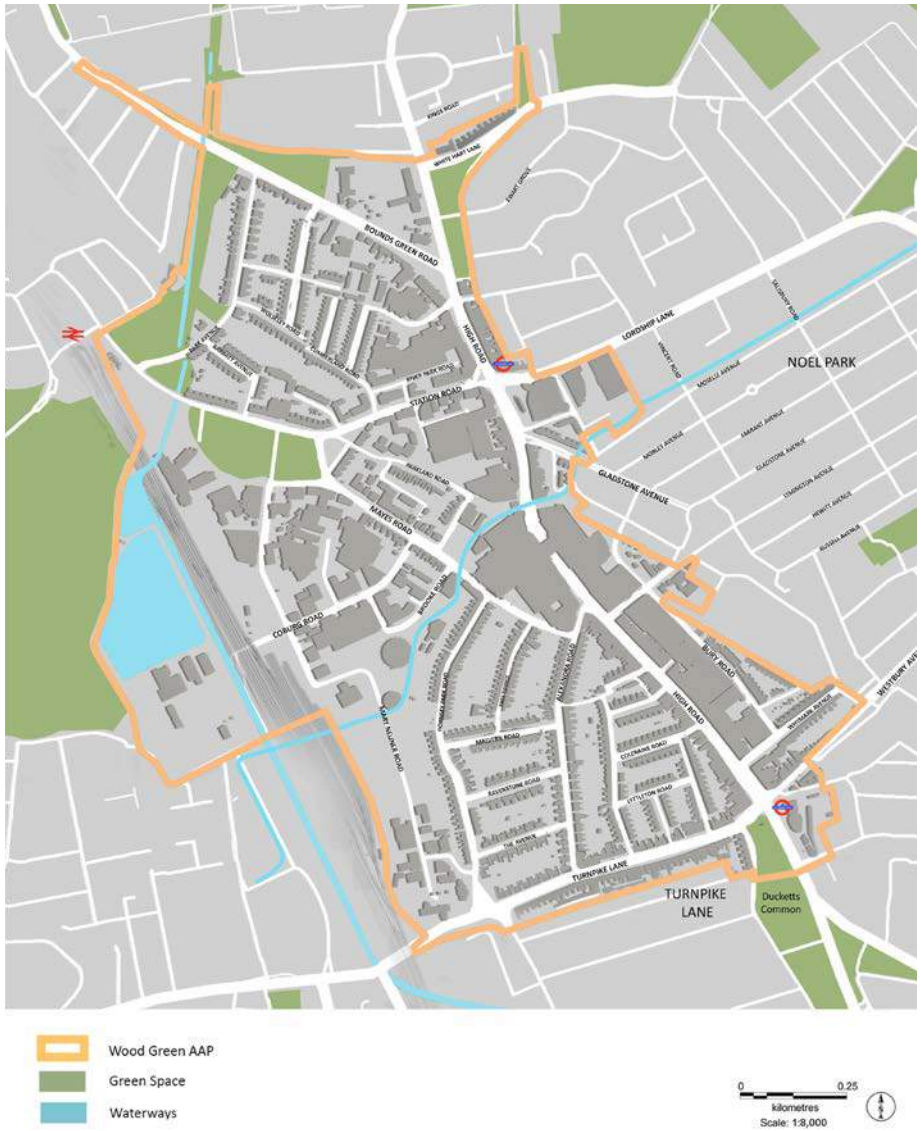


Figure 3.4: Wood Green's green spaces & waterways

Public Spaces

3.10 This diagram illustrates all public space, including green space, in Wood Green. The High Road is congested, both in terms of traffic, and pedestrian footfall, creating an environment in which it is not comfortable to dwell for any significant length of time. Where there is greater depth outside HollyWood Green, and the Library, frontages are poor and the opportunities are not optimised.

3.11 There is little depth to the High Rd's public realm, and therefore few opportunities to sit away from the busy High Rd exist in the centre. Creating a greater depth and variety of spaces would be appropriate to a Metropolitan town centre.

Figure 3.5: Public Space in Wood Green

Active Frontages

3.12 The vibrant High Rd and more locally oriented Turnpike Lane represent the only consistently active frontages in the area. There are some small active uses away from these frontages, notably Karamel Restaurant and the Duke of Edinburgh Pub, but these assets are hidden from the visitor to the High Street. There are many examples of sites having a significant commercial frontage, notably along Station Rd and in Heartlands, but the relationship between the building and the street is often poor.

Views and Vistas

3.13 A number of buildings offer visual reference points in the area. Buildings which make a particularly positive impression include St. Michael's Church, which is prominent on the approach up Wood Green High Rd from the south. The Chocolate Factory building is prominent, particularly from Western Rd.

3.14 There are numerous views of Alexandra Palace through the AAP area, however views towards Alexandra Palace are restricted locally, particularly from the High Rd. The railway embankment and railway development also block views from some western parts of the area. The Mall presently marks the centre of the shopping area, while River Park House, at 11 storeys sits opposite Wood Green Underground station. Both buildings are visible from around the AAP area.

Figure 3.6: Map of designated views in Haringey

Heritage Assets

3.15 The AAP area is home to 10 listed buildings, and includes or is adjacent to four Conservation Areas.

3.16 The Gaumont Cinema is Grade II* listed, and fronts the High Rd with a traditional stone and brick frontage, but has a particularly significant interior. Its rear and side elevations, which were typical of this period of theatre design, now offer large, and largely blank facades. St. Michael's Church, the Obelisk within Trinity Gardens, the War Memorial in King George V1 Memorial Garden, and 7&9 Bounds Green Rd have significance when considering development opportunities in the north of the AAP area. The two Charles Holden-designed tube stations at Wood Green and Turnpike Lane stations are part of a series of stations designed by Charles Holden for the Piccadilly Line, and are proximate to development sites.

3.17 Conservation Areas influencing the AAP are Wood Green Common, Trinity Gardens, Noel Park, and across the railway line Hornsey Filter Beds & Alexandra Palace. Wood Green Common includes the Common itself, and a number of characterful buildings surrounding it, dating to the Victorian period. Trinity Gardens covers much of the northern part of the AAP area, and forms a number of interlinked open spaces, with a mix of buildings including the Civic Centre, the Trinity Primary Academy, and residential properties on the north side of Trinity Rd. The Noel Park estate lies to the immediate east of the AAP area, and some buildings within the AAP area were constructed as part of the estate, including some High Rd frontages. The Alexandra Palace and Hornsey Water Works and Filter Beds Conservation Areas lies across the railway line to the west, but will be important factors in determining how the AAP developments forge a relationship with areas to the west.

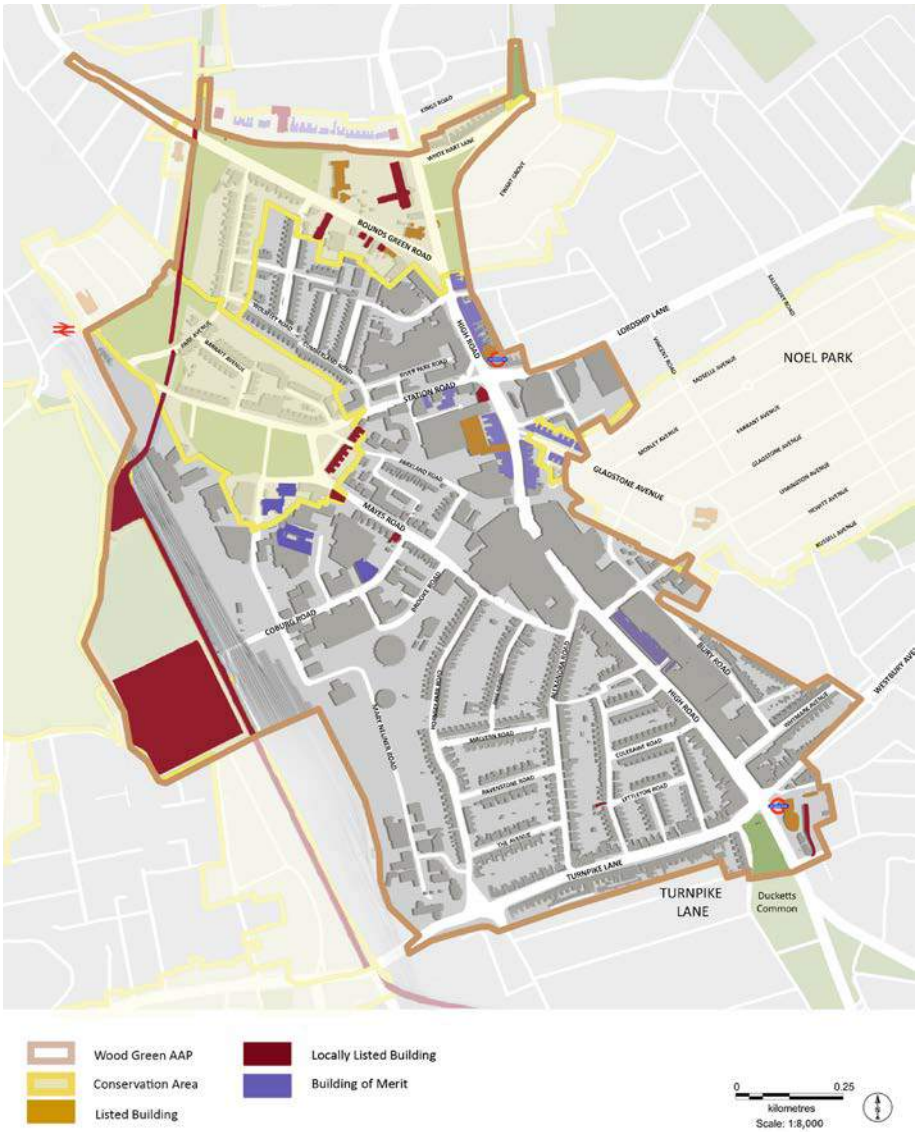


Figure 3.7: Heritage assets in Wood Green

Buildings of value and local assets

3.18 There are many notable, but not statutorily listed buildings within the AAP area. A number of these are along the High Road, including the Civic Centre and sections of terraced shop frontages, including the former Empire theatre frontage. There are three particularly characterful pubs within the town centre in the form of Goose, the Jolly Angler, and the Duke of Edinburgh.

Land ownership

3.19 The Council has significant landholdings within Wood Green. These include parts of the Station Rd offices site, Wood Green Library, and the Civic Centre. Additionally there are a number of sites which the Council has either freehold or leasehold interests on. The Council intends to leverage the value of these land parcels to catalyse regeneration within the centre. Existing civic functions will need to be replaced, including Council services, both front office such as customer services, back office functions, Council meeting spaces, and Wood Green Library.

3.20 Wood Green, as would be expected as a metropolitan centre, has a number of institutional investors with interests in larger land parcels. The Council is seeking to engage with all landowners within the centre, to agree the objectives of the AAP and Investment Framework.

3.21 Heartlands, as an industrial area has coarser grain of land ownership, with larger parcels held by private investors. The former Clarendon gas holders site is by far the largest single parcel in this area.

3.22 Outside of the Metropolitan Centre, Wood Green's residential hinterland is a mix of private freehold properties, principally terraced houses, sometimes split into flats, and Council-owned residential stock (such as the Noel Park estate).

Transport and movement

Public Transport

3.23 Wood Green is well served by public transport. In addition to the two tube stations at Wood Green and Turnpike Lane, which provide a high frequency service to the West End in 20 minutes. Alexandra Palace and Hornsey stations provide regular services to Moorgate via Finsbury Park, Highbury & Islington and Old St. There are 12 bus routes operating on Wood Green High Rd. Services west and east go along Lordship Lane, Turnpike Lane, Station Rd, and Westbury Avenue, intersecting the High Rd at the two tube stations.

3.24 Piccadilly line services into central London are congested in peak periods with passengers standing south of Turnpike Lane station but with trains increasingly overcrowded into central London.

3.25 A similar pattern exists for rail services from Alexandra Palace station with high levels of overcrowding from Finsbury Park into central London. This station is on the mainline into Kings Cross from Edinburgh, and the frequent express services pass through at high speed, causing noise impacts for areas close to the rail line, but also offering glimpses of the borough to a large numbers of train passengers.

3.26 Bus speeds are typically around 8mph in the peak periods in the Wood Green area.

Traffic Movements

3.27 Vehicular traffic is heavy along Wood Green High Rd, typically 30,000 vehicles a day. Lordship Lane, Turnpike Lane and Station Rd also carry high flows. This creates significant transport pressure at the junctions at either end of the Wood Green High Road. There is an identified issue of rat running along Watsons Road/Ringslade Road/ Cumberland Road as drivers seek to avoid the Wood Green station junction. Conversely, Clarendon Rd/Mary Neuner Way currently has spare capacity.

3.28 As might be expected with high volumes of traffic, journey times are unreliable particularly on Wood Green High Road.

Pedestrian and cycle movement

3.29 There is very high pedestrian footfall within the town centre. On an annual basis there are more than 2.5 million pedestrians using the High Road. Annually there are more than 100,000 cyclists using the High Road in the morning peak period. There is an east west cycle route across the High Road but overall there are few cycle facilities within the AAP area.

Air Quality

3.30 Air quality is poor on Wood Green High Road. TfL has identified this as an air quality hotspot. Buses and HGVs cause almost three quarters of emissions of nitrogen oxides.

Demographics

3.31 The Demographic information below is based on the collective data for 5 Lower Layer Super Output Areas (Haringey 007A, 016A, 016B, 016C, and 016D), which together closely align to the AAP boundary. For the purpose of this section these will be termed **the study area**.

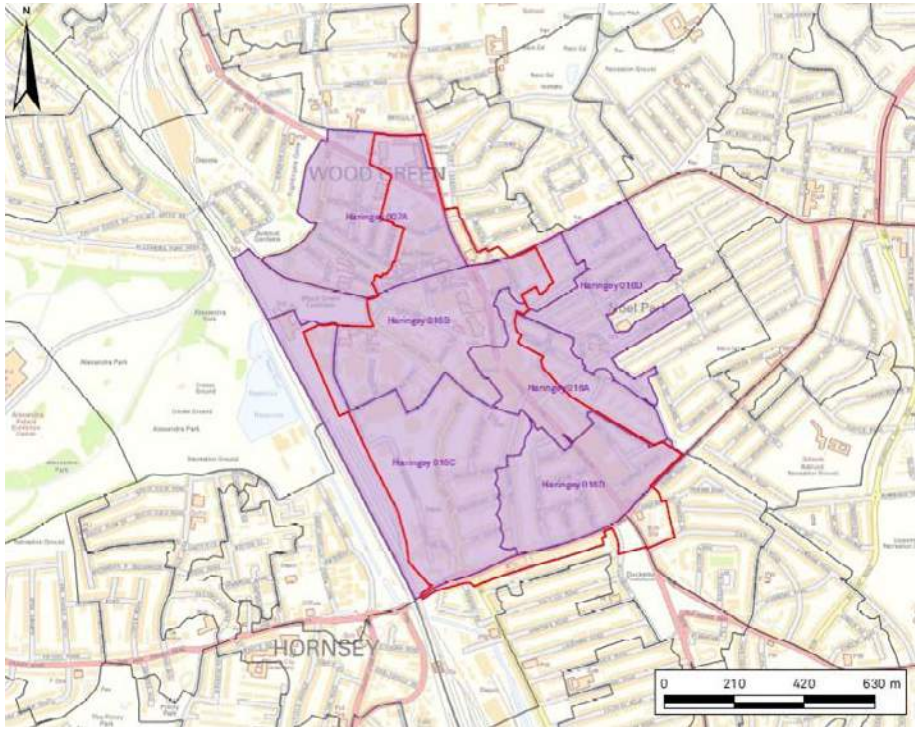


Figure 3.8: Output Areas forming the Wood Green Study Area

Population

3.32 The study area has a population of approximately 14,500 (GLA Mid-year projections 2014).

Age Structure

3.33 The study area has an above average proportion of working age population (74%) when compared with the London (69% and England (65%) averages.

3.34 Conversely the study area also contains a below average proportion of children (17%) as well as people aged 65 and over (9%) when compared to London and England 's averages.

Marital Status

3.35 At 55% the majority of the study area's residents are classified as single, which is significantly higher than the London (44%) and higher than England (47%) averages.

3.36 The number of married people (28%) is significantly lower than the London (40%) and England (47%) averages.

Ethnicity

3.37 Wood Green's population is very diverse. The 2011 census showed that the largest ethnic group of Noel Park ward was Other White, 27%, followed by 25% White British, demonstrating the significant Turkish and other European and Middle Eastern communities in the area. The study area contains a broadly similar proportion of people of a white ethnic background (57%) when compared to London (60%), significantly below that of England overall (85%).

Religion

3.38 The religious identity of Wood Green is relatively diverse. The proportion of Christians residing within the study area (46%) is below that of London (48%) and England (59%). The Muslims population of Wood Green (18%) is generally higher than in London (12%) and England (5%).

Household Composition

3.39 Aligning with the marital demography above, the study area contains a relatively high proportion of one person households (36.4%), the majority of which are under 65. This accounts for the area's below average proportion of family households (45%), compared with London's 53.2%.

Housing Tenure

3.40 Of the 3,477 households in the study area, a significantly lower proportion are owner-occupied households (27.8%) compared to London (48.3%) or England (63.3%). There is a higher than average proportion of shared ownership households however (4%).

Qualifications

3.41 At 37.4% the study area contains a relatively strong proportion of highly qualified people (having a qualification equal to NVQ4 or above), in line with London (37.7%), and higher than England (27.4%). At 19%, the proportion of people with no qualifications is slightly higher than the London rate (17.6%), but lower than for England (22.5%).

Industrial Structure

3.42 Forming the largest employment sector, 13.2% of the Study Area population work in the wholesale and retail trade, broadly in line with London's average.

3.43 A significant proportion of people are also employed in accommodation and food service activities (11.7%), significantly higher than that in London (6.3%) and England (5.6%). Education (11%) and human health/ social work (10.1%) also have a significant presence in Wood Green.

Occupations

3.44 37% the Study Area contains a relatively high proportion of people in highly-skilled managerial and professional occupations (NVQ4+), which is broadly comparable with the rest of London (34%).

3.45 It also has a higher than average proportion of people in low skilled "elementary occupations (13.6%) compared to London (9.6%).

Relationship with surrounding areas

3.46 Wood Green is located in North London at the heart of the borough of Haringey. With central London a 15 minute journey away via Kings Cross on the Piccadilly Line, and Moorgate 21 minutes away from Alexandra Palace station by rail, it is a well connected part of the city.

3.47 An established high street (Wood Green High Road), boasting a large retail footprint servicing shoppers from the neighbouring areas, has led to the designation of Wood Green as a Metropolitan Centre in the London Plan. Wood Green is also the civic hub of the area, housing public services and the Council's offices. As such it has a regional draw from surrounding suburbs.

3.48 To the east of Wood Green is Tottenham, connected by Lordship Lane, Westbury Avenue, and West Green Road. Due to the two settlements being on separate radial train routes, the centres share a large hinterland, with Wood Green being the higher order retail centre, thus enjoying a net inflow from Tottenham in terms of jobs and retail spend.

3.49 To the north lie the increasingly suburban areas of Bounds Green, Palmers Green, Winchmore Hill, and Southgate, in the boroughs of Barnet and Enfield. Wood Green acts as an important day-to-day shopping location for these areas.

3.50 The urban centres of Muswell Hill, Crouch End, and Hornsey lie across the Great Northern rail line to the west. Each of these provide a local retail and leisure offer in their own right, and Wood Green has an opportunity to increase its attractiveness to the residents of these areas.

3.51 Harringay lies a short distance to the south on Green Lanes, and is a thriving district centre which shares many similarities to Wood Green as a multicultural High Street based centre, but is smaller in size, so does not compete for retail sub-regionally. This area has undergone a successful trader-led regeneration recently, and offers a positive example for how some of Wood Green's terraced retail properties can benefit from regeneration.

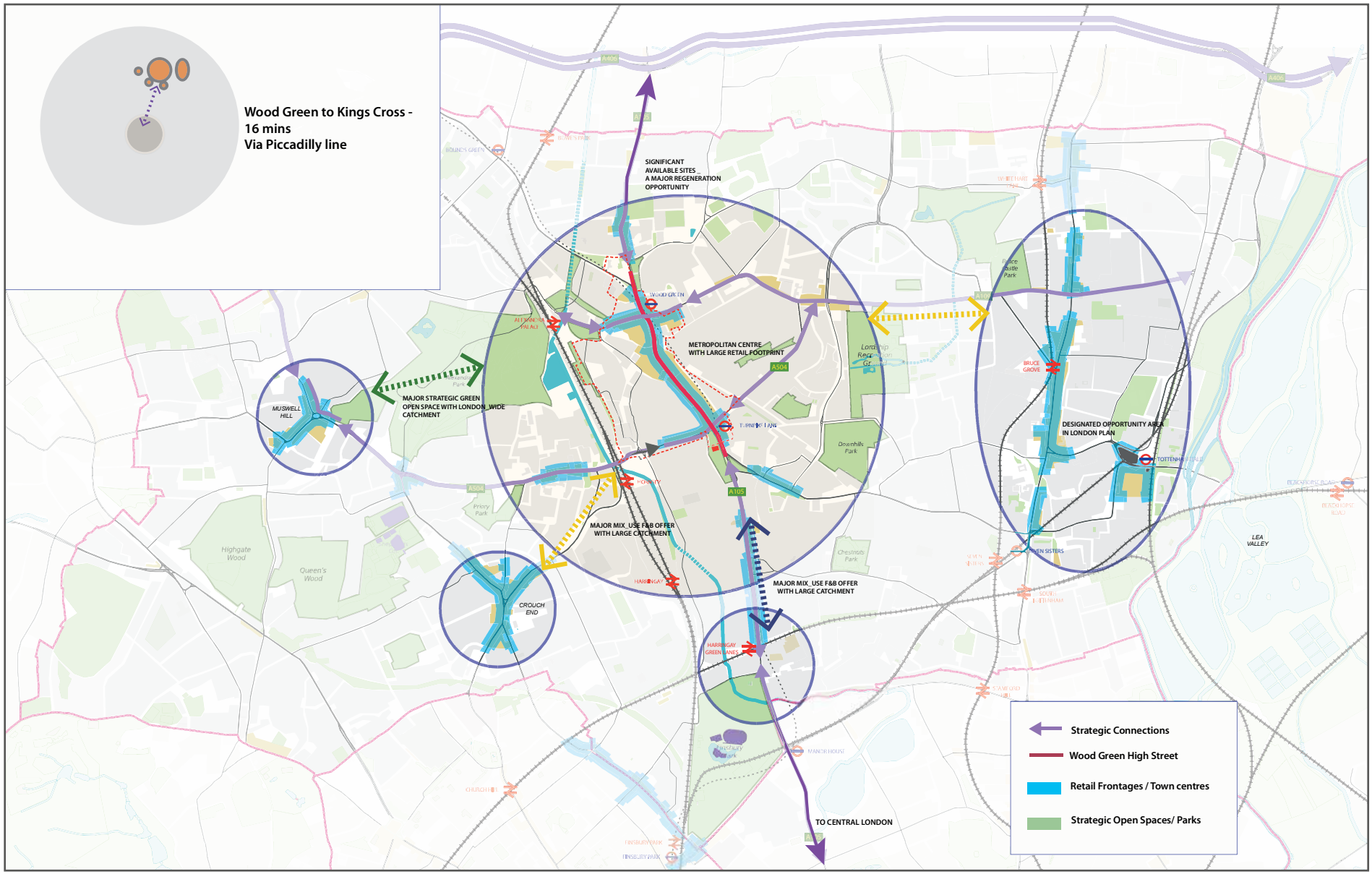


Figure 3.9: Wood Green's Surrounding areas

Boundaries of the area

3.52 The most obvious boundary in Wood Green is the Great Northern rail line which separates Noel Park and Woodside Wards from Alexandra and Hornsey wards. While Alexandra Palace is outside of the AAP area, it is important to note that the regeneration occurring in Wood Green will benefit, and complement, the enhancement of uses, and use of the Palace and Park grounds. Similarly, other green spaces surrounding the study area will be able to positively contribute, and benefit from the regeneration of Wood Green, principally through improvements to their interconnectivity, and quality of open space they offer.

3.53 Turnpike Lane and Westbury Avenue form a distinct boundary at the southern end of the area. The Noel Park estate and other residences interface with the AAP area to the east and north. It is noted that while the Mayes Rd and Hornsey Park Rd areas are within the AAP area, these will, with the potential exception of the area around Caxton Rd, remain as they currently are, and the amenity of existing residents in the area will be protected using existing Local Plan policies.

Defining the Wood Green AAP area

3.54 There are a number of existing designations within the Wood Green area, as shown on the map below. The AAP boundary has been selected to include all the potentially developable land parcels within the area within the boundary.

Figure 3.10: Wood Green AAP area

SWOT for the AAP Area

Strengths	Weaknesses
• Low vacancy rates • High footfall • Many small retail units • Council services present • Excellent public transport connections • Alexandra Palace • Existence of creative community • Characterful shopping terraces	• High Rd dominated by traffic • Pinch points on footways on the High Road • Limited supply of larger shopping units • Lack of connectivity beyond the High Rd • Fear of crime • Underutilised green spaces • Poor quality "alleyway" routes through the centre
Opportunities	**Threats**
• Establish Wood Green as a centre for innovation and entrepreneurialism • Improved streetscape in the town centre • Increase and improved mix of town centre uses • Relative lack of planning constraints • Potential Crossrail 2 line • Celebrating a mix of cultures • Creation of new homes and jobs in and around the Centre • Improve, and improve access to open spaces • Improve link between Heartlands and High Rd, and beyond	• No Crossrail 2 • Reputation of Wood Green as a comparison retail investment location worsens • Other centres continue to grow and "out compete" Wood Green • Loss of local employment floorspace damaging local retail economy • Departure of Mountview Theatre School from cultural quarter • Loss of existing character/ impact on heritage assets

Character/Sub-Areas within Wood Green

3.55 A number of character areas have been identified within the AAP area that offer different qualities of space, history, urban form and land use patterns. Initial impressions of a retail dominated High Road do not do justice to the range of types of area in Wood Green that can be experienced once departed from the High Rd itself.

3.56 There are considered to be 13 character areas within (or which overlap) the AAP area, and these can be arranged into four sub-areas, which are the foci of growth in the AAP. The character areas are overviewed here, and the strengths, weaknesses, opportunities and threats of each sub-area are discussed later in the document.

Sub Area	Wood Green Tube Area (Wood Green North)	Wood Green Central
Character Areas	1. Civic Centre & Trinity Green 2. Alexandra Palace Station 3. High Rd North 4. Lordship Lane	5. Parkland & Morrison's 6. The Mall & Wood Green Library 7. Noel Park
Sub Area	**Turnpike Lane**	**Haringey Heartlands**
Character Areas	8. High Rd South 9. Turnpike Lane Station, Westbury Rd, and Ducketts Common 10. Turnpike Lane	11. Wood Green Common 12. Wood Green Cultural Quarter 13. Clarendon Rd 14. Parkside Malvern 15. Hornsey Reservoirs & Filter Beds

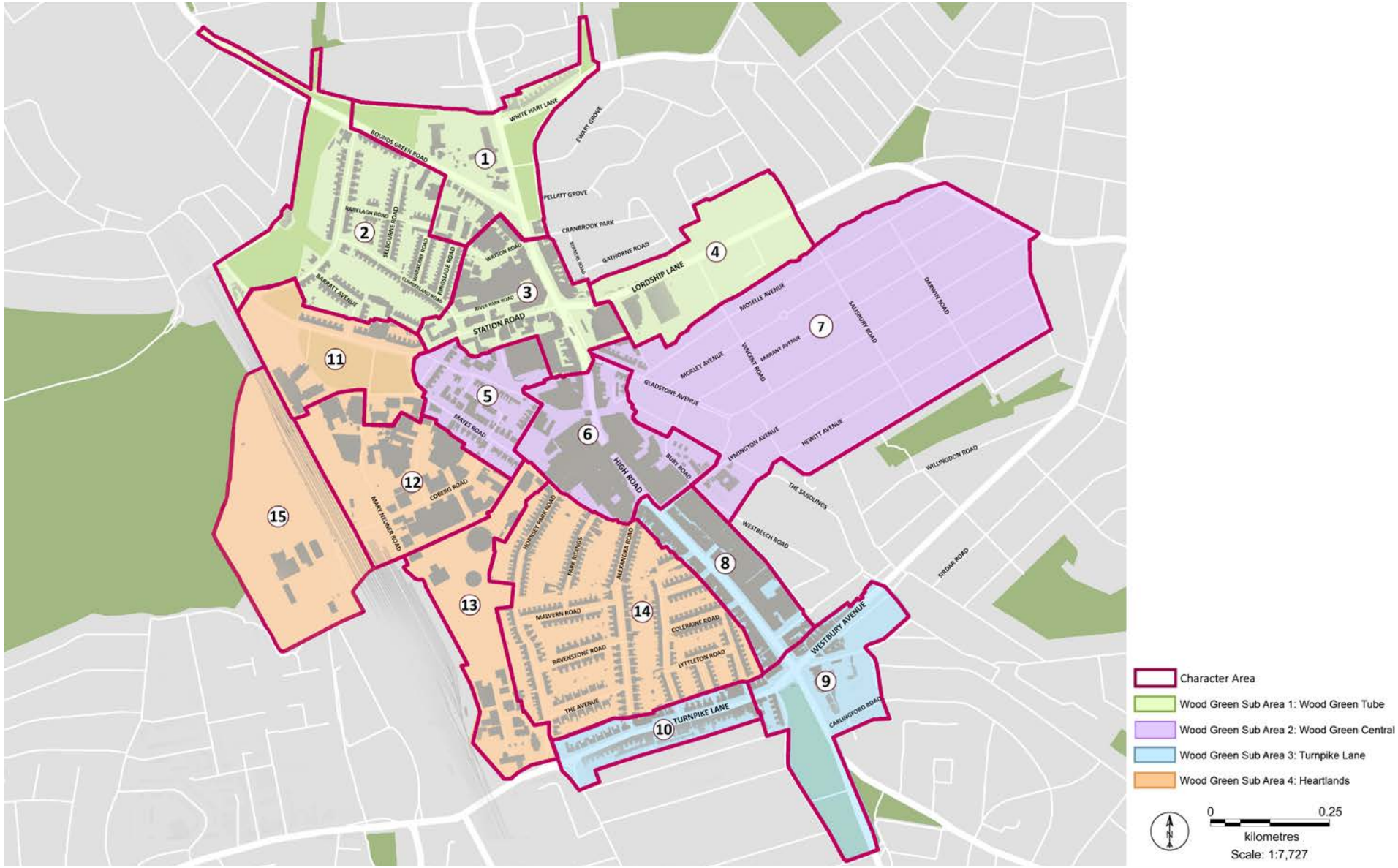


Figure 3.11: Character Areas

Sub Area 1: Wood Green Tube Area (Wood Green North)

1. Civic Centre & Trinity Green

3.57 The locally listed Civic Centre sits within the Trinity Gardens Conservation Area at the northern most end of the AAP area. This area is generally slower paced and more suburban in setting that the rest of the AAP area, albeit still heavily affected by traffic. It contains two listed buildings and a monument, the War Memorial on the eastern side of the High Rd. There are significant chains of green spaces in the area, but these often do not connect, and are adjacent to busy roads which adversely affect their user's amenity. A key view is afforded towards St. Michael's Church from the south, and is clearly visible as you approach Wood Green tube from the south along the High Rd.

2. Alexandra Palace Station

3.58 Alexandra Palace station currently provides a key east-west connection between Wood Green and Alexandra Palace/Muswell Hill by foot and car. While providing stopping and semi-express services, this is an underused local asset with regards drawing people to Wood Green, particularly from the north. This area is personified by a mix of pleasant open spaces and Victorian terraced streets. Part of the Wood Green Conservation Area, Station Rd is the main route through the area, and contains a small parade of commercial premises next to the rail station.

3. High Rd North

3.59 A key arrival point to Wood Green, this area sits around two key arterial routes, the High Rd, and Lordship Lane/Station Rd. Lordship Lane is the key route linking Wood Green and Tottenham, while Station Rd is at present the most direct route from Wood Green underground station to Alexandra Palace. The High Rd frontage in this area is predominantly made up of Victorian terraced shop frontages, although there are some larger floorplate buildings such as the HollyWood Green, and others which although they have High Street entrances, contain larger buildings behind the High Rd (Gaumant Theatre, Morrison's). HollyWood Green and River Park House are striking buildings that are highly visible when emerging from the tube, and neither currently offer a welcoming active frontage, and as such could be improved. Further north on the High Rd, and on Station Rd there are large buildings which provide important functions (offices, bus garage), but do not create welcoming streetscapes within the centre. Station Rd has a mix of buildings, with some good quality local assets, but generally poor frontages.

4. Lordship Lane

3.60 Lordship Lane is a key arrival point by car, foot and bus from Tottenham, and the shared residential hinterland between Wood Green and Tottenham. Historically there was a tram connecting the two areas. Residential units form the primary street frontage, while there are newer developments and a short, but lively parade of terraced retail shops closer to Wood Green Underground station. Wood Green Crown Court is also on Lordship Lane, and is one of the most visible buildings in the Wood Green area.

SWOT for Wood Green North Sub-Area

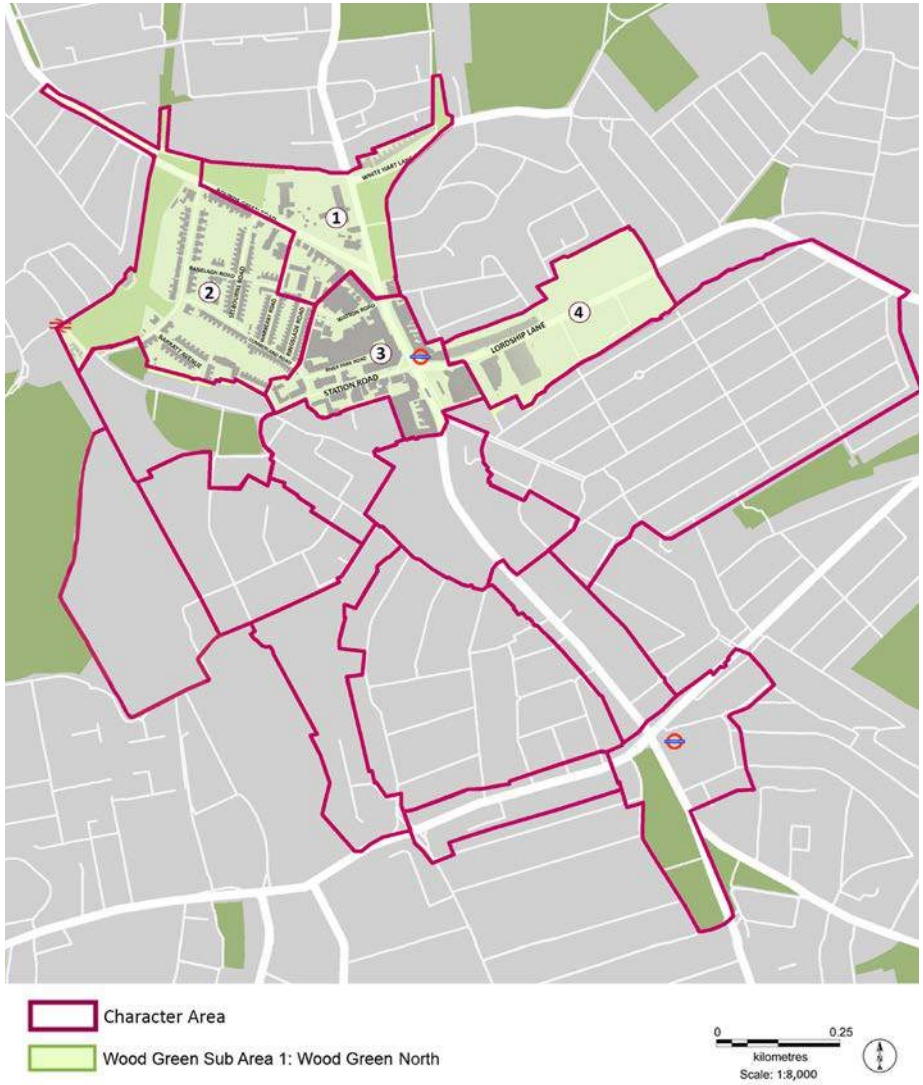


Figure 3.12: Wood Green North Sub-Area

Strengths	Weaknesses
• Significant sources of employment in the borough • Wood Green underground station creates a clear focus for the area • St. Michael's Church a landmark buildings • Development parcels generally outside of local views corridors to/ from Alexandra Palace • Some characterful local terraces of shops • Civic hub at the Civic Centre and on Station Rd • Connects to a network of open spaces	• Many office buildings address the street very poorly on Station Rd • Bus garage impact on pedestrian footpath • Junction of High Rd/ Lordship Lane/ Station Rd congested with road safety issues • Rat running through Ringslade/ Watsons Rds • Significant amount of surface car parking • Open space not always of a high quality • Many rear parts of sites of poor quality
Opportunities	**Threats**
• Potential Crossrail 2 station entrance to spur economic investment • Significant intensification potential on Mecca Bingo, Morrison's, and Bus Garage sites • Review of bus services to best meet local demand • Improve quality, and knowledge of/ access to existing green links • Rationalise town centre car parking • Add depth to the High Rd town centre offer • Large land parcels create opportunities for comprehensive development • Improve how buses integrate with the High Rd in this area • Improve how Station Rd operates as a link between Wood Green and Alexandra Palace stations • Opportunities to add depth to, and behind the High Rd	• Potential loss of employment floorspace in Station Rd offices • Worsening of congestion at the key High Rd/ Lordship Lane/ Station Rd junction • Area "getting left behind" if Crossrail 2 doesn't come to Wood Green • Impact on sensitive local users (travellers site) • Potential impact on town centre car parking of regenerating Morrison's • Need to decant bus stabling to fulfil Bus Garage redevelopment opportunity

Sub Area 2: Wood Green Central

5. Parkland & Morrison's

3.61 This area lies between Wood Green Underground station, Alexandra Palace station, Wood Green Cultural Quarter, and a potential new Crossrail 2 station entrance. It is however, home to a number of back sides of large floorplate buildings, including delivery yards and surface car parking. This space could be better used to create new uses which will help to attract people to visit the centre. In particular the road layout makes the area difficult to navigate, with a range of passageways which do not create a sense of safe space. There are some characterful Victorian residential buildings in the area, as well as the Duke of Edinburgh Pub which has the potential to contribute significantly to the area.

6. The Mall & Wood Green Library

3.62 Built in the late 1970's, the Mall occupies the site of the former Noel Park and Wood Green railway station. It is the most visible focal point within the town centre, and anchors the centre in terms of retail floorspace. According to a GLA healthcheck, the Mall and the High Rd attract 220,000 visitors each week. The Mall is split by the High Rd, and linked by a bridge over it, which in combination create a cavernous and intimidating stretch of the High Rd. The distinctive Southwater brick was selected to blend in with the surrounding streetscape, but the scale of the Mall creates the impression of significant blank facades within the site. The single largest use within the site is multi-storey car parking, with retail uses on the ground floor, and maisonettes on the building's roof. There are some ancillary food and drinks uses, leisure, offices, and a cinema. Importantly, the site also houses a thriving multicultural market hall which at present is hidden away at the back of the Mall.

7. Noel Park

3.63 Noel Park Estate is a unified, largely publicly-owned, conservation area-designated, estate to the east of Wood Green High Rd. It consists of 2,200 dwellings build between 1883-1907 by the Artizans, Labourers, and General Dwellings Company, and is easily identifiable by its red brick, turreted gables, and generous gridded street layout. The residences are not generally very large, and a regeneration programme to bring the buildings up to modern standards is underway. While the buildings are of a good quality, the interface between the Conservation Area and more recent developments such as the Mall is poor in places.

SWOT for Wood Green Central

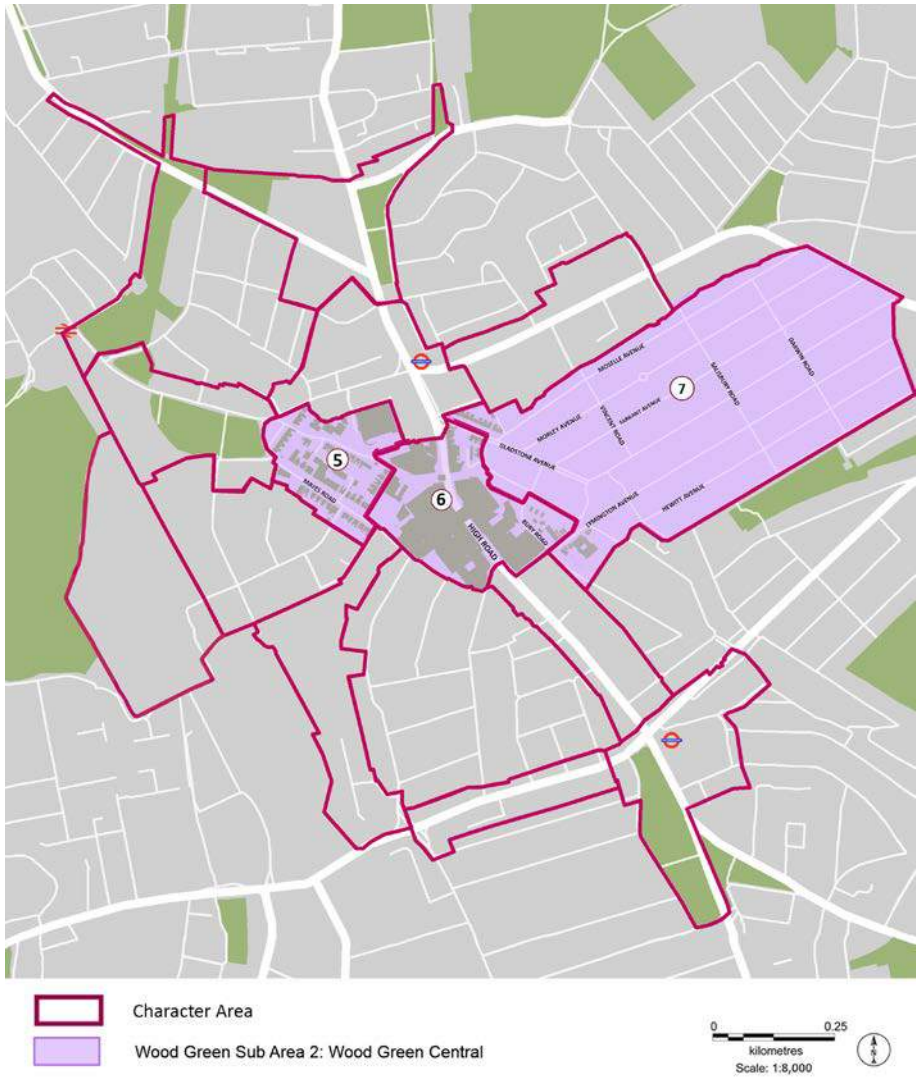


Figure 3.13: Wood Green Central Sub-Area

Strengths	Weaknesses
• Major draw on the High Rd • Hosts a number of community groups • Market traders • Wood Green Library • Vibrant restaurants on High Road • Good quality, historically significant Noel Park estate	• Roads behind the High Rd don't have active frontages • High Rd congested with footways narrow and crowded in places • The Mall and its bridge create an oppressive environment on the High Rd • Market stalls & food court hidden away • Lack of diversity in good quality places to eat and socialise
Opportunities	**Threats**
• Council's preferred location of a new Crossrail 2 station entrance has potential to spur economic investment • Existing east-west cycling route can be improved • Improve the experience of walking down the High Rd in this area • Some public ownership of sites • Create a state of the art new library as part of a new civic area for Wood Green • Potential to celebrate the Moselle River (culverted at present)	• Redevelopment of the Mall risks affecting a large portion of the High Rd • Potential impact on town centre car parking of regenerating The Mall • Crossrail 2 not coming would adversely affect the viability of a number of schemes in this area • Council may need to acquire property • Redevelopment of the Mall may involve disruption to residents on the site

Sub Area 3: Turnpike Lane

8. High Rd South

3.64 The majority of this stretch of the High Rd is terraced Victorian High Street typology. Many of these are in good condition, and provide relatively small, but prominent locations for small and independent traders. Some have been merged into larger units, but generally these units lack the depth to accommodate national comparison retailers. This changes on the eastern side towards Turnpike Lane where the typology drastically switches to larger floorplate retail units. Behind the eastern side of the High Rd is Bury Rd Car Park, which is similar in design to the Mall, and exhibits similar urban design issues associated with how it interfaces with its surroundings. The former Empire Theatre frontage is still visible on the High Street frontage, and provides an important link to the areas past.

9. Turnpike Lane Station, Westbury Rd, and Ducketts Common

3.65 Tube and bus stations reflect the importance of this location as a local transport hub, and sitting on the confluence of Westbury Rd and Green Lanes/Wood Green High Rd, it is a key node in the north London area, with traffic towards Wood Green, Islington/Hackney, Enfield, Tottenham and Hornsey/Muswell Hill meeting. Interestingly, although the station provides a fine entrance to the area, the surrounding streets do not function particularly well as a destination, with no buildings suitably marking the arrival into Wood Green when looking from the station. Ducketts Common is adjacent to the junction, and represents a significant and historic open space asset for the AAP area. The park contains a number of well-used sports facilities, grassed open space, and mature trees.

10. Turnpike Lane

3.66 Identified as a local shopping centre in the Local Plan, Turnpike Lane is a traditional Victorian terraced street layout, serving a range of local retail functions. Commercial units are generally found at ground floor level, with residential above and behind. This is the main road route between Tottenham and Hornsey, and there is significant traffic as a result. Some units are set back from the road, and take advantage of the presence of forecourts, while some are in residential use which breaks up an otherwise continuous retail frontage.

SWOT for Turnpike Lane area

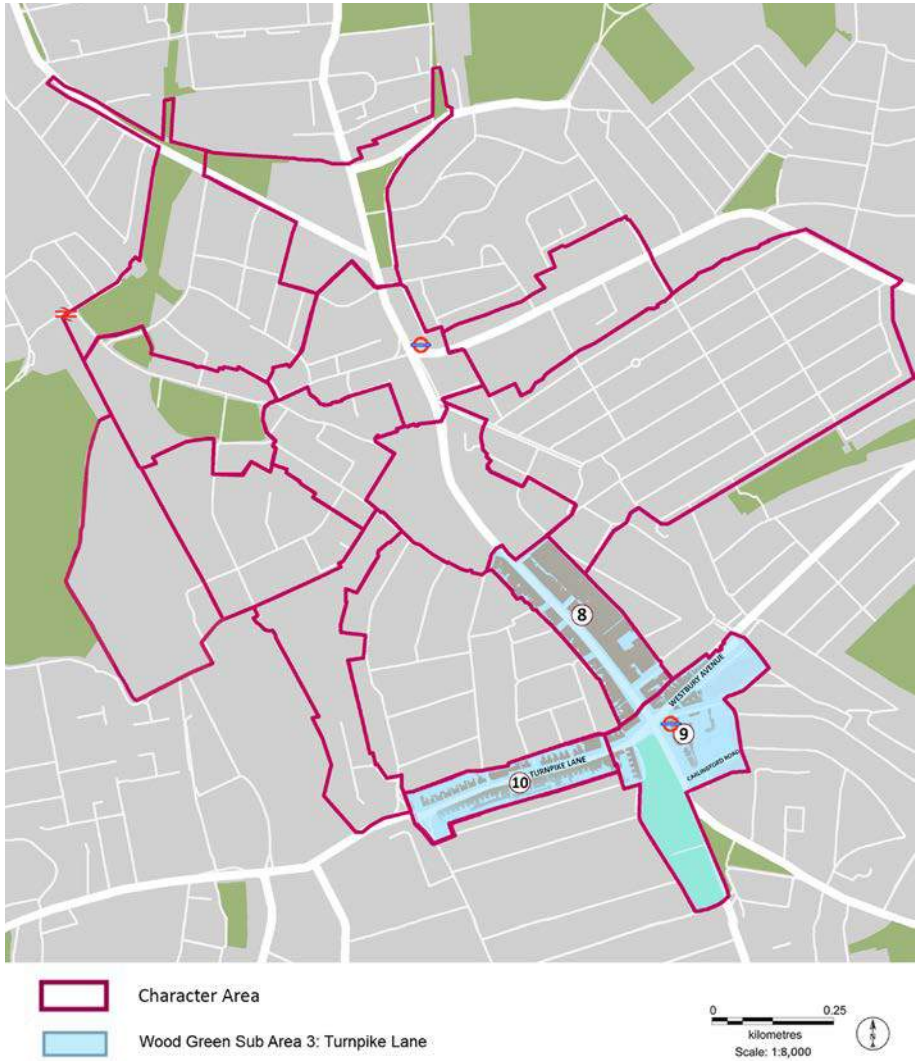


Fig 3.14: Turnpike Lane Sub-Area

Strengths	Weaknesses
• Many characterful shop terraces containing a number of independent traders • Turnpike Lane underground station creates a clear focus for the area • Well used and high quality park at Ducketts Common • Low vacancy rates • Potentially increasing spending power	• Areas to the rear of the High Rd do not contribute sufficiently to the Centre • Relatively narrow pavements create congestion • Dovecote Avenue is blocked by Bury Rd Car Park • Congestion, traffic dominance, and road safety issues at High Rd/ Turnpike Lane junction
Opportunities	**Threats**
• Creation of new streets perpendicular to the High Rd could add vibrancy and new retail opportunities • Improve Duckett's Common as a local open space asset. • Establish a set of smaller, more artisan/ independent set of shops. • Establish an improved entrance to Wood Green from the south/east/ west at Duckett's Common & Turnpike Lane station. • Transport interchange creates recognition of the place. • Potential for Crossrail 2 station to support higher density development	• Potential impact on town centre car parking of regenerating Bury Rd Car Park • Council may need to acquire property • Potential impact of new investment in the area could price out local independent traders • Redevelopment of Bury Rd car park may involve disruption to residents on the site

Sub Area 4: Haringey Heartlands

11. Wood Green Common

3.67 This open space represents the most significant open space asset within the AAP area. It has an associated Conservation Area, and is located broadly between Wood Green underground station, Wood Green Cultural Quarter, and Alexandra Palace station. Despite its good location, it currently provides a relatively local function, and is not as prominently connected to its surroundings as it should be. The Common itself is generally underused as an open space. It is formally treated, but lacks seating and leisure uses within it.

12. Wood Green Cultural Quarter

3.68 The Wood Green Cultural Quarter was first designated in the 1998 Unitary Development Plan as an area that could support employment space, create jobs, and improve links with the surrounding area. The area was once home to Barratt's sweet factory, which moved out in 1980. The locally listed Chocolate Factory building on Clarendon Rd is one of the area's key buildings. There are a range of small businesses operating within the buildings in the area, but it is recognised that not all of the employment buildings are of the highest quality, and connections through the site could be improved. The Mountview theatre school has recently signalled its intention to move out of the area, which will create a vacant building, and a need to consider the future cultural offer within the area. It is also home to the Western Rd reuse and recycling depot, as well as the Metropolitan Police's borough-wide vehicle park and associated offices to the western side of Western Rd. These uses are hard against the embankment of the Great Northern railway line, which brings with it significant noise pollution.

13. Clarendon Rd

3.69 This area is predominantly covered by a disused gas works site, with some surrounding industrial uses. It has been defined as a growth area since before the 2013 Strategic Policies were adopted, and currently holds planning consent for mixed use regeneration to create a new mixed use area surrounding a new local open space. It is anticipated that a new application will come forward to make comprehensive use of the area. Mary Neuner Rd was built in 2008 to connect the southern end of Clarendon Rd with Western Rd, and open up the Heartlands area. This sub-area also includes further active commercial premises on Clarendon Rd, as well as the Westpoint Apartments, a 7 storey residential complex which closes off the end of Clarendon Rd, requiring the existing convoluted junction at Hornsey Park Rd/Clarendon Rd/Turnpike Lane. Beside this junction at present is the West Indian Cultural Centre.

14. Parkside Malvern

3.70 Parkside Malvern sits in the south of the AAP area, and is surrounded by the Mall, High Rd, Clarendon Rd, and Turnpike Lane. This is predominantly a residential area, and residents often associate themselves with Hornsey instead/in preference to Wood Green. There are not many significant development opportunities within this area, but due to its location, the consideration of other development areas will need to consider their impact on properties in this area. It is characterised by late 19th Century 2 storey terraced housing in a coherent inflected grid of mostly quiet residential streets. Hornsey Park Rd itself carries the vast majority of traffic between Wood Green and Wightman Rd. The Mall turns its back on the northern part of this sub-area.

15. Hornsey Reservoirs & Filter Beds

3.71 Hornsey Filter Beds and Reservoirs lie on the path of the New River, at the foot of Alexandra Palace Park, to the west of the Great Northern railway line. The filter beds and reservoirs are in active use, although it has been identified that several of the filter beds are surplus to requirements for this function. Both the reservoirs/filter beds, and Alexandra Palace are the focal points of their own Conservation Areas, and any development in this area will need to show how it benefits the setting, or justifies harm. At present the Filter Beds does not facilitate positive routes through the area, including access to Wood Green from the west of the borough via the Penstock foot tunnel.

SWOT for Heartlands area

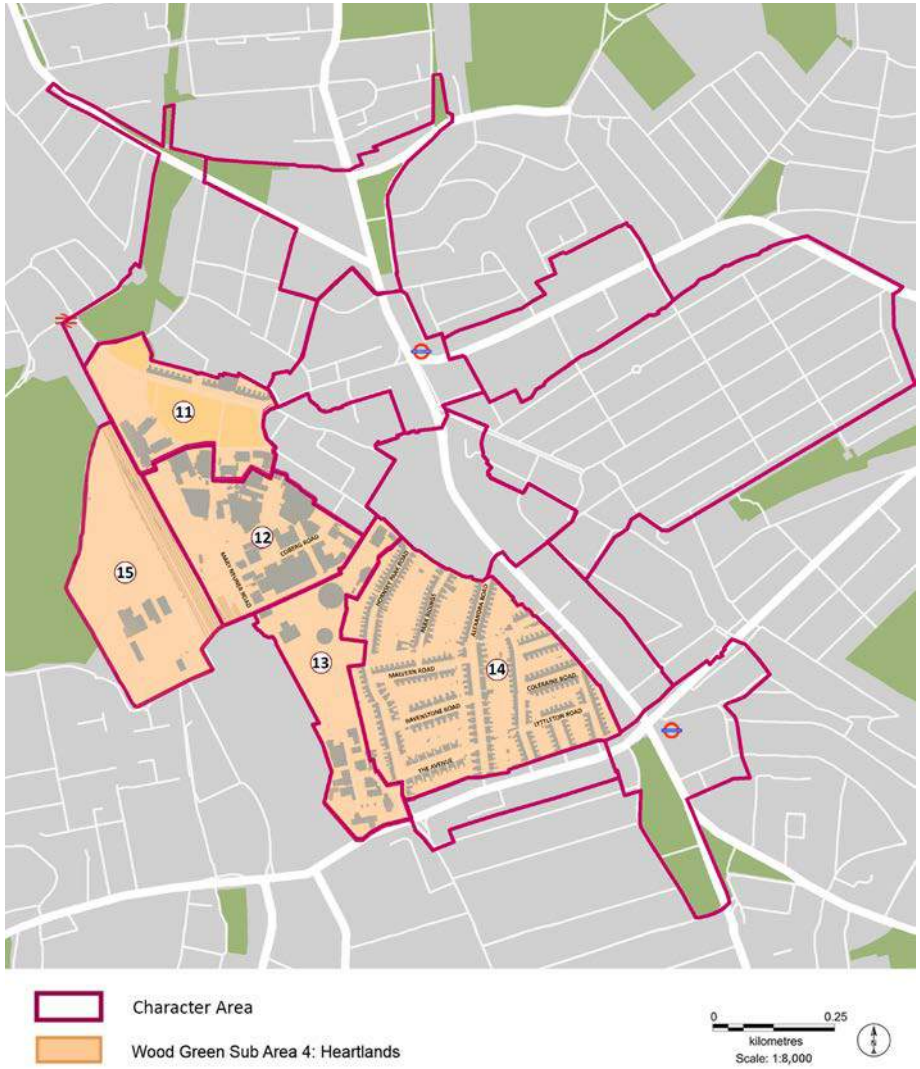


Figure 3.15: Heartlands Sub-Area

Strengths	Weaknesses
• Source of jobs in the local area • Creative communities present here • Existing permission in place at Clarendon Square	• Cultural Quarter not achieving its potential • Lack of local green spaces • Lack of street activity due to B2/B8 uses • Vacant sites do not create positive sense of place • Adjoining train line and Coronation Sidings • Penstock foot tunnel can feel unsafe
Opportunities	**Threats**
• Improved east-west route can be established linking the High Rd with Alexandra Palace Park through Penstock foot tunnel. • New pieces of urban realm can be created at the Chocolate Factory and Clarendon Square • Creation of new employment space to attract new businesses into the area • Large land parcels create opportunities for comprehensive development • Potential to establish a more equitable share of traffic through the area. • Potential to celebrate the Moselle River	• Crossrail not coming would adversely affect the viability of a number of schemes in this area • Potential loss of jobs locally • Loss of Mountview • Impact on views to/from Alexandra Palace from new development • Impact on existing businesses in the area • Impact on Wood green Common Conservation Area of new development

CHAPTER 4
KEY ISSUES, CHALLENGES AND DRIVERS

Economic growth

Potential for growth

4.1 There is significant potential for a growth in local businesses, and an expanded economy in Wood Green. This is based on three main drivers:

- Continued price increases in the Central London commercial property market driving firms outwards in their search for affordable commercial floorspace;
- Expansion of the tech sector driving the market for new start-up and grow on business spaces;
- Growth of maker economy, with a number of small maker firms already based in Wood Green's Cultural Quarter.

4.2 The Council has set out its objectives to grow the number and range of businesses in the borough in the Economic Development Strategy, and this plan represents a key opportunity to create improved conditions in which firms will be attracted, and new businesses will set up, and existing businesses will grow.

Cultural quarter

4.3 The development of this area offers potential to improve the overall animation of the area, particularly if some of the 'making' activities currently hidden away can be showcased in new developments.

Council activities

4.4 The overall numbers of council employees are likely to decline, but a large workforce with relatively high spending power for the area can be expected to remain in Wood Green. As council space needs change over time, there is the potential to offer up the space released in Council buildings to support start-up enterprises.

Office market

4.5 Wood Green's office offer is currently poor – with stock having been progressively depleted through change of use and in generally poor condition or outdated in form. An improved office offer would serve to support the general health of the town centre by increasing weekday spending power and hence the market for both food and drink and for comparison goods.

Need to improve the daytime economy in Wood Green

4.6 It is important to increase the number of people working in Wood Green, as well as the number of people living here. This is both a good in itself, because it will increase the vibrancy of the area, and critical to the future health of Wood Green as a Metropolitan retail centre.

Town centre vitality

4.7 Wood Green is the borough's sole Metropolitan Town Centre, and plays a valuable role as a place residents visit to meet their shopping needs. When benchmarked against other Metropolitan Centres in London, and Metropolitan town centre thresholds as set out in the London Plan, it can be shown that Wood Green generally meets the specified criteria, but not in all categories, and is at the bottom end of the range for many indicators. While meeting targets is not the principal aim of this AAP, the interventions planned for will help to push relevant levels up against these indicators.

Quantity & type of retail floorspace

4.8 Wood Green ranks 10th out of 12 Metropolitan Town Centres in London for total amount of town centre floorspace. There has been a 3% fall in the total town centre floorspace in Wood Green between 2007-2012, possibly as a result of the economic downturn over that period. Interestingly 8 out of the 12 other Metropolitan Town Centres grew over the same period, showing Wood Green falling relatively behind on this measure. Particularly, Wood Green has a minimal quantum of total and comparison retail for a Metropolitan Centre, as well as for comparison retail as a percentage of overall retail.

Core indicator	Metropolitan Town Centre thresholds	Wood Green
Total Town Centre floorspace (m^2)	100,000-500,000	120,757
Total Floorspace (m^2)	85,000-500,000	90,397
Comparison Goods retail floorspace (m^2)	65,000-500,000	68,702
Convenience Goods retail floorspace (m^2)	75%-100%	76%
Convenience Goods floorspace as % of total retail floorspace	5%-15%	17%
Leisure Services (m^2)	20,000+	25,471
Office floorspace (m^2)	7,000-10,000,000	N/A (does not rate)
Zone A Rents	3,000-4,000	C £1,500
Public Transport Accessibility Level (PTAL)	5-6	6

Source: GLA Town Centre Health Check 2014

4.9 Between 2012 and 2015 the number of comparison shop units reduced by 28 outlets, with the number of vacant units increasing by 10 units. The number of units in all other sectors has increased slightly, which suggests Wood Green has diversified slightly away from comparison retailing to other food and service uses. This is not unhelpful, as an increased A3/A4/A5 offer will help to address the issue of retail premises within the centre closing relatively early in the evening.

Type of unit	Units 2012	Units 2015	% of Units 2015	
			Wood Green %	UK Average
A1 Comparison Retail	182	154	44.5	35.8
A1 Convenience Retail	30	36	10.4	8.4
A1 Services	31	35	10.1	12.3
A2 Services	27	37	10.7	12.3
A3 Restaurants/Cafes	26	29	8.4	9.0
A4 Pubs/bar	7	8	2.3	4.5
A5 Takeaway	23	26	7.5	5.9
Vacant	11	21	6.1	11.8
Total	337	346	100.0	100.0

Source: Experian GOAD 2012 & 2015

Figure 4.1: Retail uses in Wood Green 2015

4.10 The Wood Green Retail Capacity Study identifies a need for a 20,000m^2 (minimum) increase in comparison retail floorspace in Wood Green, based on increasing local population and spending power. There is a requirement for approximately 5,000m^2 of new convenience retail uses in the town centre. As such there can be seen to be a need to increase the total quantity of retail floorspace within the AAP area, with the majority of this coming forwards as comparison (rather than convenience) retail. It is preferable that the total amount of convenience retail floorspace, which acts as a significant attractor of visitation to the centre, should be retained, with any losses through redevelopments being replaced across the AAP area. The increase in total and comparison retail should be accommodated on allocated developments sites.

4.11 Diversification of retail units to uses which will positively benefit the evening economy, such as food and beverage and bars will have beneficial effects on addressing the relatively poor night-time economy in the centre. The loss of comparison retail to create this should be closely monitored however to ensure that the desired overall quantum of comparison retail is being provided across the AAP area.

Small Retail Unit Sizes

4.12 Below is a map showing the range of retail unit sizes in Wood Green. It is clear that there is a significant supply of smaller, terraced-style retail units, particularly on Wood Green High Rd. These provide a good supply of units for small firms who need a relatively affordable property in a high footfall location. Conversely, these units are not suitable for multiple comparison retailers who generally need units in excess of 6,000ft^2 (approx. 550m^2).

4.13 As such there is a need to increase the number of larger, high quality, retail units within the area. The Council believe that wherever possible this growth should not come at the expense of terraced properties along Wood Green High Rd, which provide an important function in offering independent retailers the opportunity to offer a diverse range of goods and services within the centre.

High Road Dominance

4.14 Currently Wood Green's town centre offer is heavily focused on Wood Green High Rd. While these units are generally occupied, and fulfilling their purpose, if Wood Green is to fulfil its potential as a Metropolitan Town Centre, there needs to be an expanded set of routes and spaces in which town centre uses can be visited.

4.15 Opportunities to create additional town centre uses include:

- The creation of new streets to the west of the High Rd, on and behind the site of The Mall;
- Increasing the depth of the High Street itself by creating town centre uses on perpendicular routes;
- Activating Station Rd as part of the town centre offer;
- Providing complementary spaces and uses in the Heartlands sub-area;
- Redesigning currently underused sites such as Morrison's and Mecca Bingo.

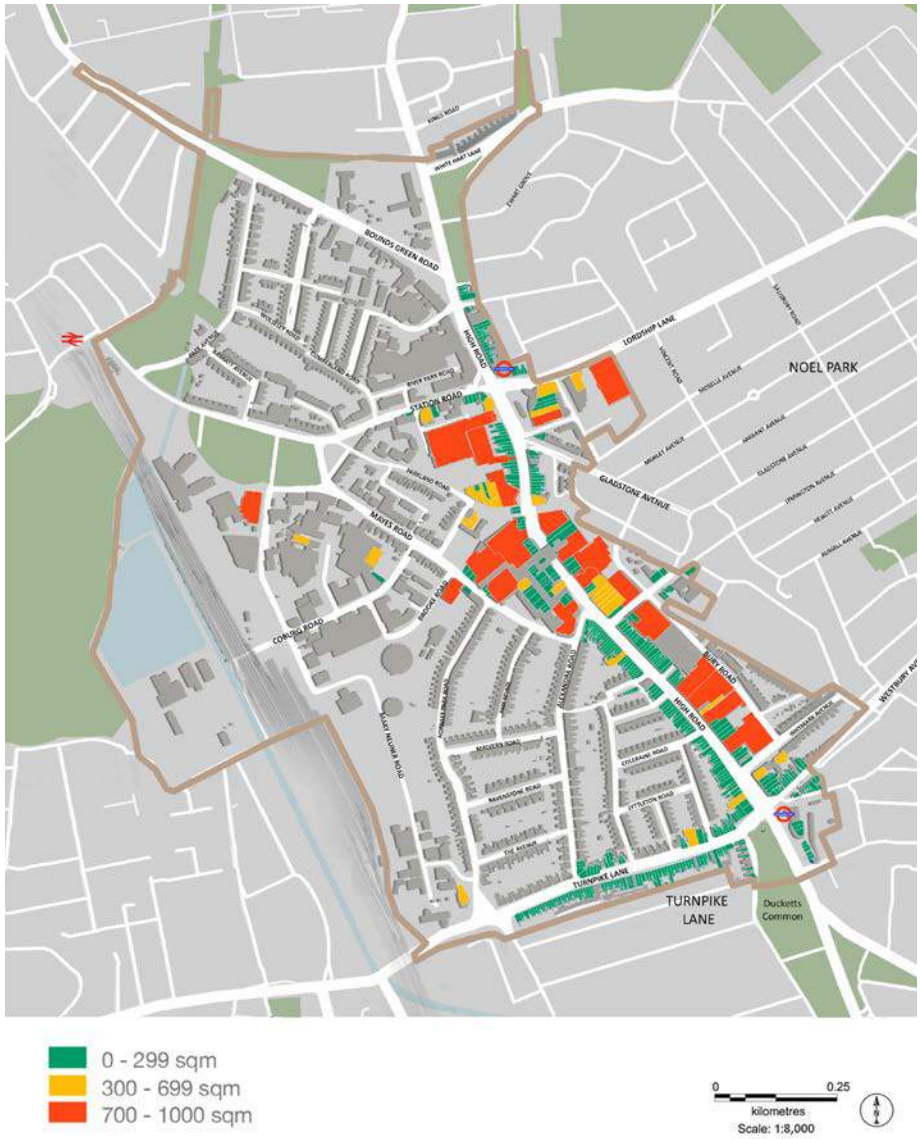


Figure 4.2: Retail Unit Sizes in Wood Green (2015)

Low Rental Values

4.16 Rental values for retail units in Wood Green are generally low, when compared with other Metropolitan Town Centres. While this provides opportunity for small firms to enter the marketplace, rental values are in part a product of profitability of the retail unit, and low rental values suggest relatively low levels of spend, and hence retail revenues within the centre. It is anticipated that the introduction of additional residential units into the centre will spur retail revenues, and drive up rents, which will in turn attract larger national comparison retailers to come to Wood Green. The Retail Capacity Study (2016) suggests that an additional 20,000m^2 of net additional retail floorspace should be added to the centre.

4.17 The Council sees low rental values in some instances as being helpful in supporting entrepreneurialism in the borough. The provision of a large supply of affordable town centre units will reduce the barriers to entry to independent traders "setting up shop" in the Centre, and providing access to a wide range of goods and services, in keeping with the multicultural, and entrepreneurial nature of the area.

Poor Night time economy

4.18 Wood Green has a high proportion of shops that close by 7pm in the evening. While it is normal to expect retail premises to close between 7pm-9pm, Wood Green, particularly away from the Underground stations, has a particularly high prevalence of early closures. Part of this issue can be attributed to a food and drink offer which is generally smaller than other metropolitan centres. An increase in these uses could help to provide greater activity during the evening, although it is important that any loss of retail is carefully monitored against changes on other sites.

Built Environment

4.19 Wood Green does not at present make the best use of all of the land within the Town Centre. While there is significant concentration of people on Wood Green High Rd, the areas to the west of the High Rd are generally vacant, and often occupied by delivery yards, and half-empty car parks.

4.20 There is a lack of dwelling space in Wood Green. Seating levels are poor, and often privately-controlled. This creates an unwelcoming environment, particularly for those less able to remain standing for long periods or for people with younger children needing a safe place. An improvement in the comfort of the town centre would encourage visitors to stay for longer, and potentially engage with a larger range of shops during their visit.

4.21 At present there is a vibrant set of markets which are hidden away in the back of the Mall and Wood Green Library buildings. These traders are an important part of the fabric of Wood Green, but deserve a better location than they currently occupy.

Negative impact streetscape

4.22 While Wood Green is generally a very busy centre, which is in many ways positive, there are a number of buildings, uses, and spaces which create a negative impact on the streetscape within Wood Green. Examples of buildings making a negative impression on the urban realm are the oppressive architecture of The Mall (particularly where the bridge crosses the High Rd), and vacant yards to the rear of shops within the centre. There are examples of buildings failing to create an aspirational impression upon entrance to the area by the tube at Wood Green and Turnpike Lane station entrances. Additionally there are sections of footways within the High Rd that are frequently overcrowded, and ones in Heartlands which are so quiet that they can feel unsafe.

4.23 The level of interconnectivity is often poor, with large blocks failing to facilitate safe and direct routes between parts of the AAP area.

Housing need

4.24 The AAP area's housing stock is characterised as being a mix of late Victorian and Edwardian terraced housing, with later in-fill development which includes a range of typologies, including high-rise tower blocks. There has been an increase in density of development around Wood Green High Rd, with new flatted developments and conversions of existing terraced stock in the second half of the 20th Century.

4.25 Haringey's housing target, which will contribute to the completion of housing which meets London-wide housing need, is 1,502 net additional homes per annum, as set out in the London Plan 2015.

4.26 The Council's Strategic Housing Market Assessment identifies that 1,345 new homes are required to be built in the borough each year in order to meet local housing need.

4.27 The existing spatial pattern for the borough as identified in the Local Plan: Strategic Policies, is for housing growth to be directed to the borough's growth areas (Tottenham Hale, North Tottenham and Wood Green). Through the Site Allocations, sites within Wood Green are allocated to accommodate 4,300 new homes.

4.28 Growth Areas have been selected due to their locational strengths, being located close to public transport, having good levels of local services, being in or close to town centres, and having a number of sites capable of accommodating new development. It is therefore appropriate, and in line with adopted Local Plan policy, to accommodate the maximum amount of growth, so far a s design considerations can accommodate it.

Housing Mix/ Unit sizes

4.29 Due to the town centre, opportunity area, and Growth Area designations for Wood Green, new housing developments are likely to be delivered at relatively high densities, with a high proportion of smaller (1 & 2 bed) units. While it is appropriate to maximise housing delivery in a highly sustainable location, it is important that a mix of family, and particularly affordable family-sized units are produced within the area. There is a need to guide the market regarding the locations more and less suitable locations for family housing within Wood Green.

Decanting/Replacement of demolished stock

4.30 There are development sites within the AAP area which include existing housing. One aim of this AAP is to increase the number of housing units within the area, and as such while finding suitable local relocation opportunities is not a planning matter, there is an expectation that the increase in local housing stock, including affordable housing stock, will improve the area's ability to meet housing need. Relevant Council policies including those in the Strategic Policies and Housing Strategy will be observed.

Transport and movement

Connection with surrounding areas

4.31 Wood Green, as a metropolitan town centre, provides an important role as a service centre for its surrounding area. At present there are very strong north-south connections into the centre by tube, rail, and bus. Connections from the east and west are generally limited to bus routes. In order to ensure that areas to the east and west benefit from, and are able to access the improvements within the centre, in addition to the introduction of Crossrail 2, improved connections by foot and bike will be established in the plan.

Public Transport Access

4.32 TfL and Network Rail are leading on the development of Crossrail 2 sub regional rail line. The route has been safeguarded through the Wood Green AAP area. This document is predicated on the introduction of a single Crossrail station at Wood Green underground station, with access into the Central Wood Green Area, which is the Council's preferred solution.

4.33 TfL are planning enhancements to the Piccadilly line. These would deliver new signalling and new trains increasing peak period capacity by 60% by 2025, significantly cutting levels of crowding. In the absence of this investment TfL predict there will be more people standing on trains.

4.34 Further investment in the Great Northern line through Alexandra Palace is planned. Some Thameslink services will call at Alexandra Palace following completion of this project which will enhance connectivity through central and south London. The GN line will be very overcrowded by 2031 with more people standing in the absence of investment. Even with investment crowding is expected to worsen by 2031.

4.35 Bus access to Wood Green is generally very good, with stations located proximate to Wood Green and Turnpike Lane Underground stations serving a range of destinations across north and central London. The fact that these buses terminate at Wood Green is also helpful in raising the image of the area. The High Road is served by 12 bus routes which offer a very high frequency service in the core shopping area. There may be opportunities to review bus service provision in the town centre and surrounding area, with the aim of spreading the bus service west to serve the growing population in the Heartlands part of the AAP area. With the arrival of Night Tube services on the Piccadilly line this would offer support for the night time economy in Wood Green.

4.36 Wood Green is also served by Alexandra Palace station on the Great Northern railway line. This is a 5-10 minute walk from much of the AAP area. In the future Alexandra Palace will be served by Thameslink trains as well as Great Northern services to Moorgate, opening up further journey opportunities.

Vehicle Access/ Parking

4.37 Wood Green is located on an arterial route into/out of central London, and the High Rd has high levels of traffic at most times of the day. This congestion spreads onto other nearby roads, notably Lordship Lane, and rat running routes exist, including around Ringslade Rd. It is unlikely that the number of journeys passing through the area will change in the near future, but methods of making these routes as civilized as possible through the Wood Green area will be considered. Poor air quality is an issue particularly for the High Road. The Council will be seeking to work with TfL on measures to minimise emissions from buses.

4.38 There is a significant quantity of off-street car parking in the AAP area, and this will be reviewed in the context of an increasing retail offer within the centre to ensure an appropriate amount is reprovided in any redevelopments. The whole of the AAP area is within a Controlled Parking Zone. Currently the CPZ is split into an Inner area operating Monday to Sunday 8 am to 10 pm and an Outer area operating 8am to 6.30 pm Monday to Saturday. Consultation on possible changes to the CPZ took place in 2016 and amendments to the scheme are likely to come forward in 2017.

Cycling

4.39 Improvements to east west routes are required. A planned Quietway cycle route going east west between Tottenham Hale and Muswell Hill/Finchley is planned. There is an existing route across the High Road close to the Library. Similarly an existing route towards Tottenham uses Lymington Avenue to access the High Road. Improved routes would link to the Heartlands area to the west of the High Road with Alexandra Palace.

4.40 North south movement through the area is currently difficult. A north south Quietway is being developed which would support radial journeys towards central London. In addition a Quietway cycle route is also being developed between Hornsey and north Finchley connecting with the north south route in Hornsey. Further opportunities to facilitate safer and easier cycling will be developed.

4.41 Improvements to the quality and quantity of cycle parking will be sought. On street bike hangars can support greater cycle ownership and usage for residential areas without safe, undercover parking.

4.42 Planned changes to the road network will also provide the opportunity to enhance cycle facilities. Designs should meet TfL's London Cycle Design Standards to ensure the highest quality facilities.

4.43 The map below shows the planned cycle route network in the AAP area.

Figure 4.3: Current Cycle Routes

Pedestrian movement

4.44 East-west pedestrian connections are generally weaker than north south ones through Wood Green. The large footplates of post-war developments and terraces, and mix of industrial, residential and town centre typologies, along with congestion on the High Rd, impede east-west connectivity however. The rail line also restricts connectivity to the west of the borough, as there are currently only three points to cross on foot in Wood Green at Turnpike Lane, Penstock foot tunnel, and Alexandra Palace station.

4.45 There is poor pedestrian access to areas away from Wood Green High Rd. This manifests itself as creating the impression of the High Road being the sole focus of the town centre experience. Immediately once departing the High Road, the visitor is presented with unmarked alleyways, blank facades, and half-empty car parks. Opportunities exist to improve the depth of the High Road, by creating pedestrian routes to the substantial brownfield sites in Heartlands to the west of the High Road as well as to Alexandra Palace.

4.46 There is significant pedestrian congestion at points along Wood Green High Road particularly from the Mall's bridge towards Turnpike Lane. Opportunities will be taken to enhance the pedestrian experience within the town centre and on the approaches to it.

4.47 Enhancements to signage and pedestrian crossing facilities would be supported as part of place making for Wood Green.

Infrastructure

Education

4.48 The 2016 School Place Planning Report identified a projected need by 2025 for 1.5 new forms of primary school entry in the greater Wood green area. Additionally, there is forecast to be an unmet 0.5 new form of primary school entry need in the greater Harringay area. On this basis a new 2 form of entry primary school is proposed in the southern Clarendon Rd site (WGSA 24). This site is ideally located in the zone more suitable for family housing, and can meet need in both the greater Wood Green, and greater Harringay areas.

Health

4.49 There is projected deficit in the Wood Green area totalling 3,755 people due to the anticipated retirement of current single handed GPs. Additionally, new development is forecast to increase the population of Wood Green by 10,785. This creates a need for an additional 8 new GPs, 8 new C&E rooms, and 3 new treatment rooms. This equates to a floorspace of 1,011m^2.

Leisure

4.50 Leisure uses perform an increasingly important role in successful town centres, largely driven by changing perceptions about how retail is provided with the advent of online shopping, with people increasingly seeking an enjoyable "experience" from their trips to town centres.

4.51 Leisure floorspace comprise a range of activities including cinemas, theatres, concert halls, restaurants, sports facilities, cafes, takeaways, pubs, bars, and night clubs, alongside other uses.

Telecommunications

4.52 In order to realise Wood Green's potential to establish itself as a key economic investment location in London, superfast internet connectivity will be required to enable firms with digital skills to locate there.

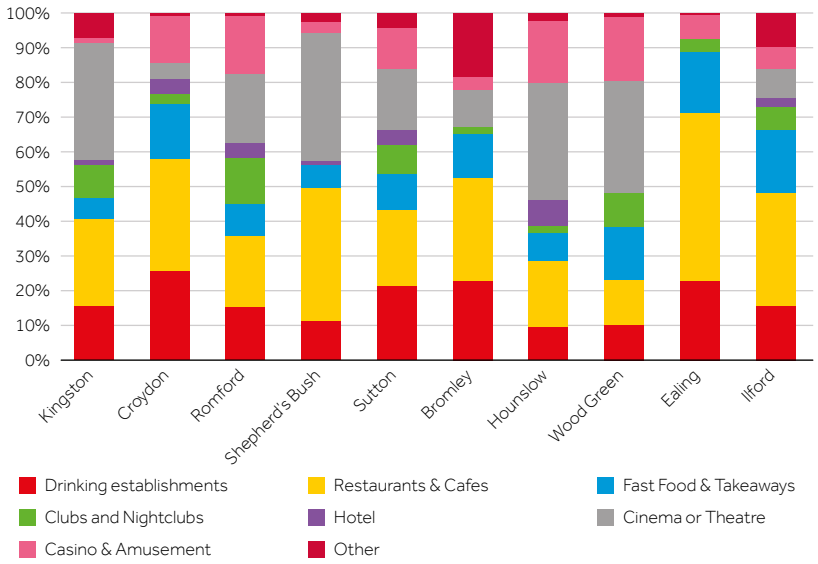


Figure 4.4: Comparison of leisure uses in Metropolitan Centers

Decentralised Energy

4.53 New development delivering net growth will increase energy consumption within the local area. As part of the Council's commitment to becoming London's first zero carbon borough, a decentralised energy network will be established linking the new development sites, and ensuring that energy can be created and used locally.

Open Space

4.54 Wood green has a number of local open spaces in close proximity to it, but only Ducketts Common and Wood Green Common in or directly adjacent to the AAP area. This manifests as an area of open space deficiency, as set out in the Council's Open Space and Biodiversity Study.

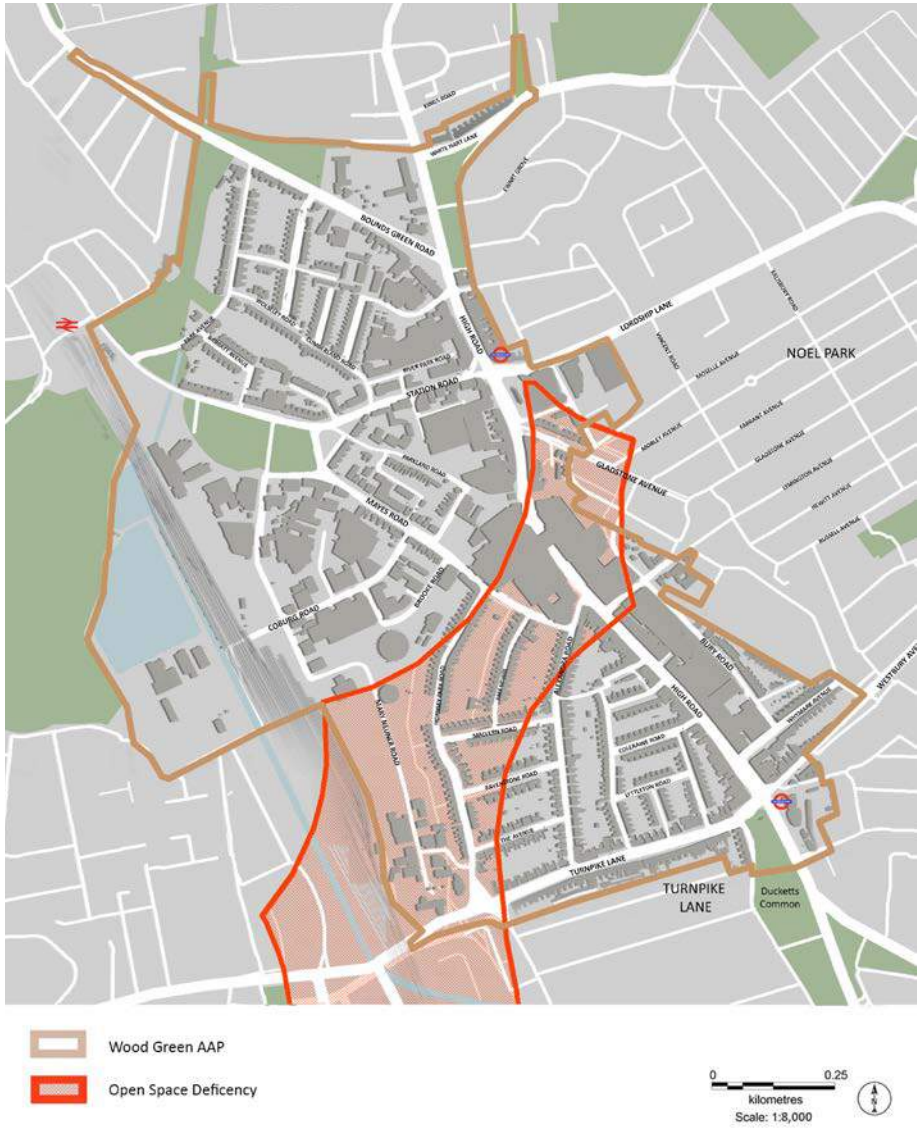


Figure 4.5: Open Space deficiency in Wood Green

CHAPTER 5
SPATIAL VISION AND STRATEGIC OBJECTIVES

Vision

5.1 Wood Green will be north London's most prosperous and liveable town centre. It will combine outstanding places for people to shop, socialise and create, with a wide range of businesses. It will be a focus for opportunity and growth, a productive economic capital for Haringey where people can come together, exchange ideas and create new services and products.

Spatial Objectives: AAP Area

1. **Creating a productive and innovative economy:** Redeveloping underused sites to create a range of new workspaces and offices to accommodate growth for local and London-based businesses, creating 4,000 new jobs.
2. **Creating a town centre fit for a modern economy:** Enhancing street activity, revitalising and refreshing the town centre, creating additional places to shop, meet, and relax, improving opportunities to do business by creating space for markets, independent traders, and larger national retailers.
3. **Creating a liveable and interactive urban environment:** Creating safe, welcoming public spaces where people will enjoy spending time.
4. **Revitalising the evening economy:** Bringing more restaurants, cafés and places to socialise, in both the day and the evening, making Wood Green one the best places to shop, eat, drink, and share ideas in London.
5. **Creating new homes:** Building 7,000+ new homes that current and future residents can afford, with value from these being spent on an improved public realm and other town centre infrastructure.
6. **Serving the borough:** Making the most of Wood Green's accessible location, performing a sub-regional Capital role in supporting and complementing neighbouring town centres
7. **Celebrating the areas diversity and heritage:** Build upon the area's existing mix of cultures and lifestyles, heritage, and cultural/community capital, making residents proud to live in Wood Green.

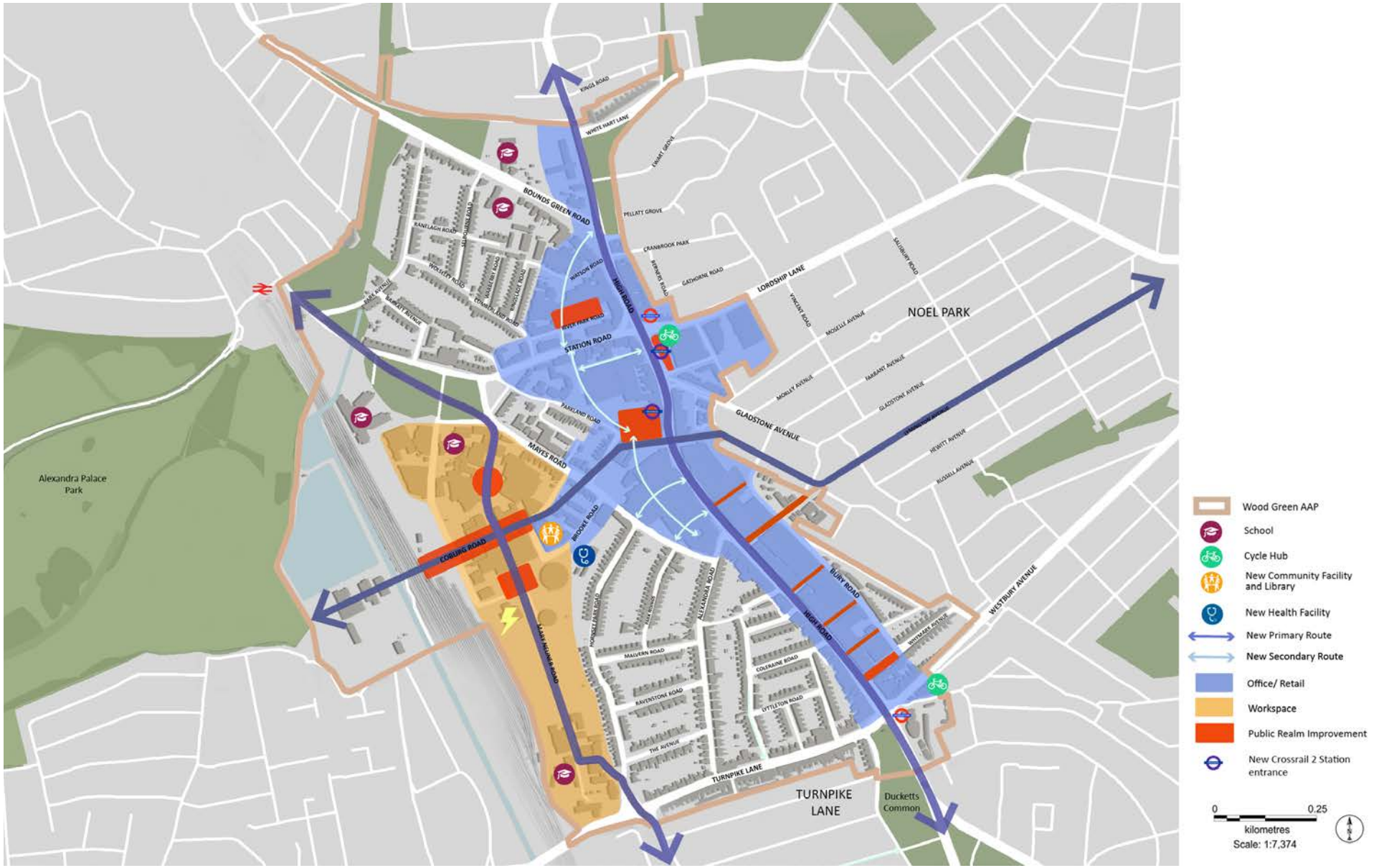


Figure 5.1: Key Diagram

Vision for Wood Green North

5.3 A key public transport gateway for the centre, including by bus to the redeveloped bus garage/station, and underground. New development along Station Rd and at the Vue cinema will improve the urban realm within the area, and provide a greater range of food and drink opportunities in the north of the centre. An enhanced set of green links will reflect the suitability of the area for family housing further away from the High Rd and Station Rd frontages.

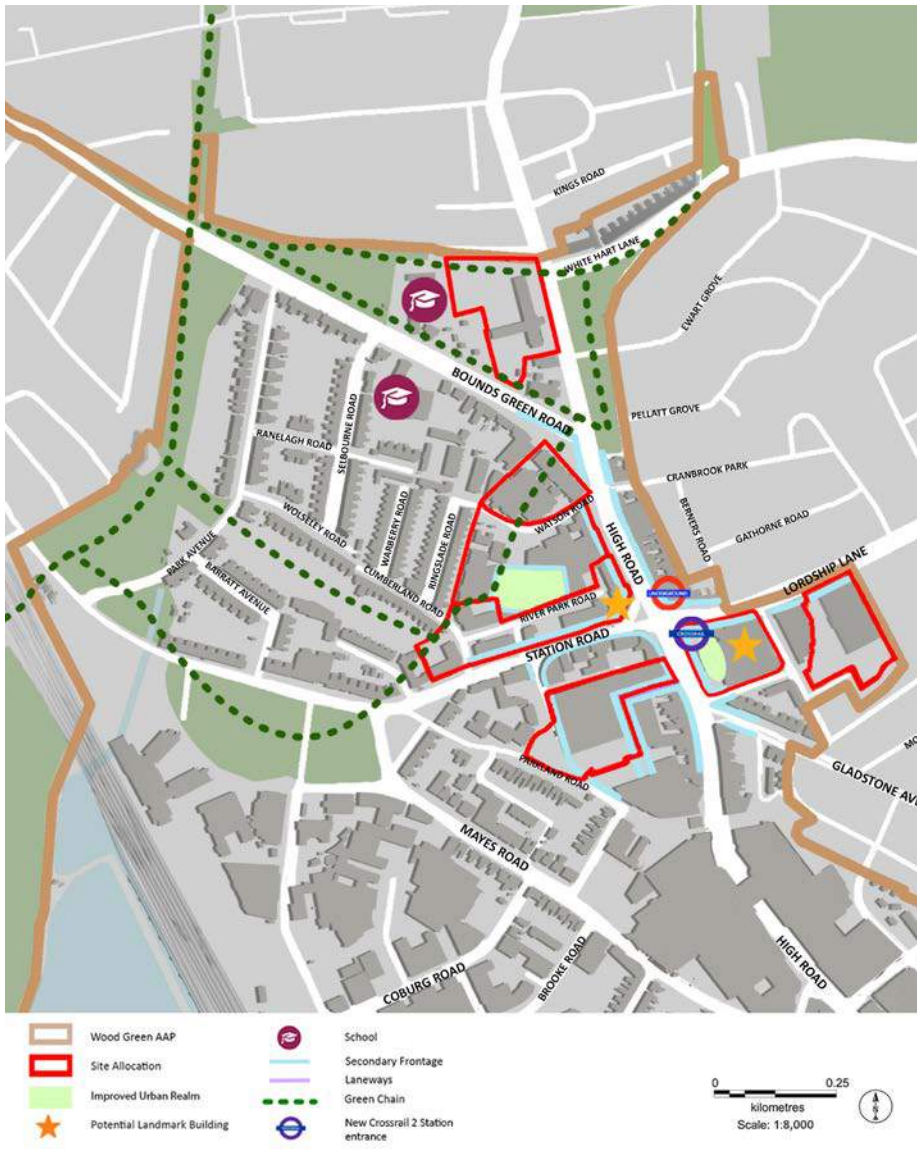


Figure 5.2: Wood Green North Sub-Area Key Diagram

Vision for Wood Green Central

5.4 An expanded retail centre for Wood Green focussed around a new Crossrail station entrance. A new town square with a vibrant mix of retail and leisure uses will be established, creating a western expansion of the primary shopping area. This westward expansion will link to the significant redevelopment opportunities to the west, around Clarendon Rd.

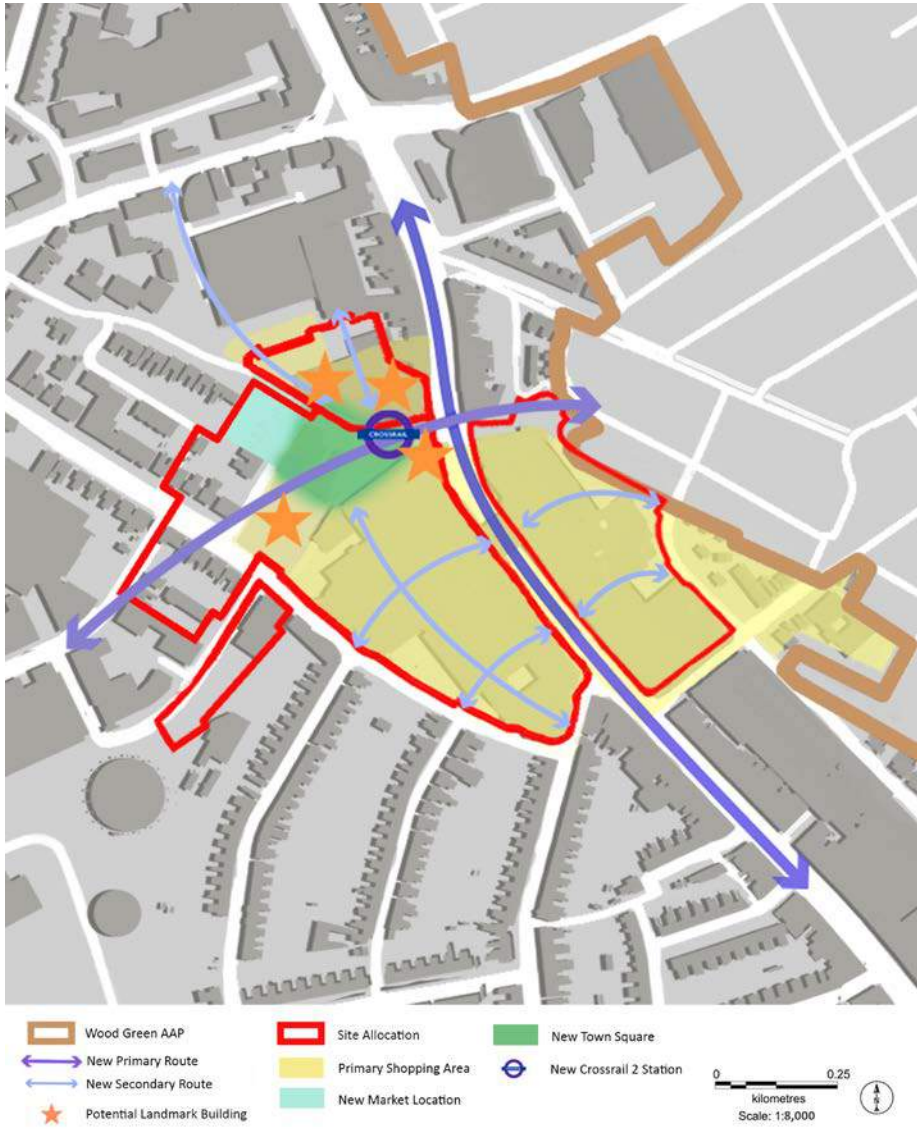


Figure 5.3: Wood Green Central Sub-Area Key Diagram

Vision for Turnpike Lane

5.5 A revitalised Wood Green High Rd, with an improved public realm, more generous pavement spaces, and new pedestrianised laneways, providing a mix of retail and F&B uses, including significant opportunities for smaller businesses to showcase a wide range of goods and services.

Figure 5.4: Turnpike Lane Sub-Area Key Diagram

Vision for Heartlands

5.6 Establishment of an improved cultural quarter, and the redevelopment of Clarendon gas works to create new homes, jobs, and open spaces. The creation of a new civic boulevard will complement improved connectivity through the area connecting the west of the borough with Wood Green, helping it to provide a local capital function for Haringey. Family homes will be prioritised in parts of this area away from higher density mixed use area centred along a realigned Brook/Coburg Rds.

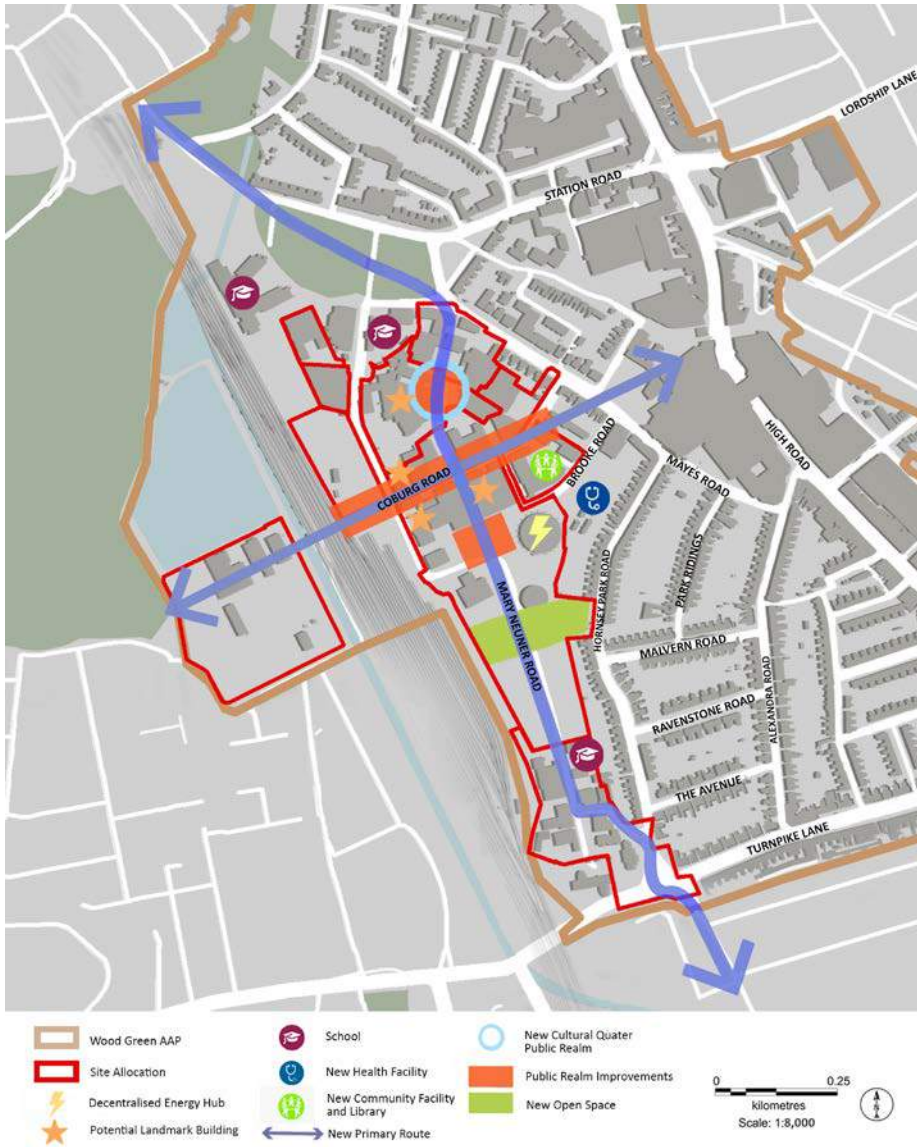


Figure 5.5: Heartlands Sub-Area Key Diagram

CHAPTER 6
SPATIAL DEVELOPMENT STRATEGY

Generating the Strategy

6.1 Haringey's Local Plan already contains a suite of Site Allocations which will bring forward redevelopments in Wood Green. The site capacities for these demonstrate that 4,320 net additional housing units, 47,300m^2 (gross) new employment floorspace, and 17,200m^2 (gross) new town centre floorspace can be delivered. This document is at an advanced stage and is scheduled to be adopted in February 2017.

6.2 A Wood Green AAP Issues & Options document was consulted on between 8th February-20th March 2016. This set out four growth options for the centre, with capacities ranging from 4,600-6,000 new homes. These 4 options were:

1. High Road Rejuvenation
2. Residential-led town centre
3. Comprehensive redevelopment
4. Complete transformation

6.3 Consultation reporting has confirmed that the Council's preferred option of complete transformation of the centre linked to a new Crossrail 2 station has support from the public, landowners and stakeholders in the area.

6.4 This document has drawn on a number of further studies which test the feasibility, deliverability, and impact of the preferred option. These are available on the Council's website, and include:

- An Economic Viability Study
- Character & Placemaking Study
- Retail Study Update
- District Centre Heat Network modelling
- Parking and Circulation Study
- Social Infrastructure Study
- Employment Land and Workspace Study

6.5 Additionally there are a number of evidence studies which underpin the borough-wide Local Plan which will also underpin this AAP. These can be found at **http://www.haringey.gov.uk/planning-and-building-control/planning/planning-policy/local-plan/local-plan-evidence-base**

Projected AAP Development Outputs

Methodology and assumptions

6.6 New development in this area is going to be spurred by a combination of public interventions and private investments in the AAP area. Key amongst these will be the introduction of Crossrail 2 to the area, including the development of a new station in the centre of Wood Green, and the redevelopment of Council land within the centre. Together with private investment on neighbouring sites, most prominently that of The Mall, Clarendon Square, and within the Wood Green Cultural Quarter, the area will be transformed to meet the Spatial Objectives set out in section 5.

6.7 In order to recognise the impact that the introduction of Crossrail will have on the property market in Wood Green, as well as the Council's commitment to growth as a part of the regeneration of Wood Green, density assumptions have been increased from those set out in the current Site Allocations DPD for the sites within Wood Green. This, alongside the introduction of new sites (development capacity on the Mall, Vue Cinema Site, Hornsey Filter Beds) raises the capacity of the area.

6.8 The total quantum of development anticipated to come forward over the plan period is identified on allocated sites. The site capacities for the suite of allocated sites are based upon the density assumptions in the London Plan's density matrix (Table 3.2). These capacities should be considered as minimums in terms of being added up to an AAP-wide capacity figure. The capacity identified may be above or below the capacity determined when planning consent is sought, which will be determined on the basis of a detailed design.

6.9 Overall, there is potential for the Site Allocation in this document to yield approximately 7,700 new residential units, and 71,800m² gross new town centre floorspace, and 101,000m² gross new employment floorspace.

6.10 Outputs

Sub Area	M² emp	M² Town Centre	net resi units
Wood Green North	16,931	14,242	1,750
Wood Green Central	19,296	37,990	1,637
Turnpike Lane	7,728	7,958	802
Heartlands	57,985	11,573	3,512
Total	**101,940**	**71,762**	**7,701**

Visual Distribution

Figure 6.1: Isometric image of development

Infrastructure Improvements

6.12 To complement and sustain the increase in jobs and homes allocated in this document, a number of infrastructure improvements will be delivered. Details of a project's current status can be found in the Council's Infrastructure Delivery Plan, but the infrastructure currently anticipated to be required to meet current and increased demand will be:

- New Crossrail station at Wood Green Underground Station, with an underground connection to the Central Wood Green area.
- A new 2 forms of entry primary school (with potential for expansion to 3 forms of entry) will be provided at Clarendon Rd South.
- New health facility (1,000m^2/ 8 GP min) will be provided at the Iceland site on Brook Rd.
- A replacement public library on the Bittern Rd site, in conjunction with development of a new Council customer service centre.
- A decentralised energy hub will be created on the Clarendon Rd site, and an underground heating network provided (potentially linked to underground/ Crossrail stations) to provide local heat for new developments sites across the area.
- Hyper-fast telecommunications infrastructure will be laid throughout the area.
- Enhanced green links in the north of the AAP area.
- Improved cycle links between Wood Green, Tottenham, and the west of the borough, particularly focussing on improving access to the centre from the rest of the borough, and linkages between local parks.

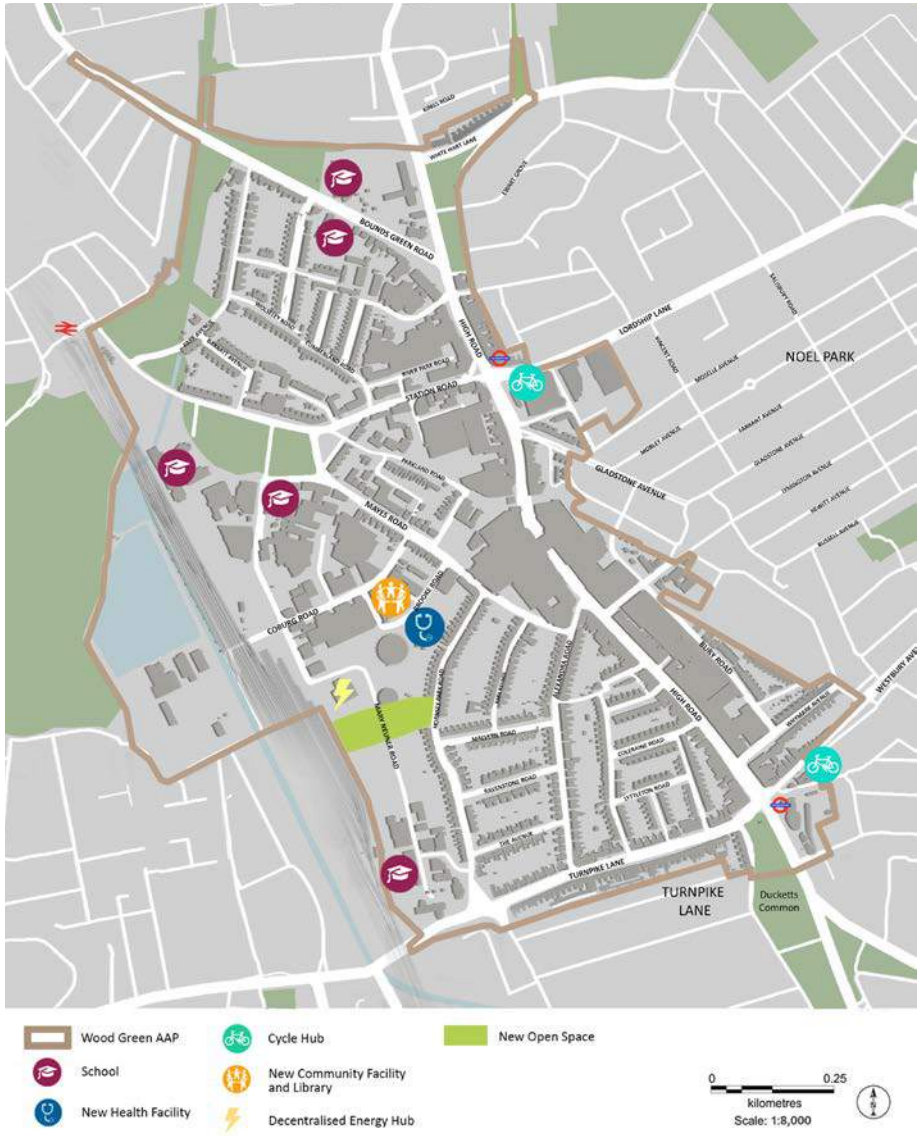


Figure 6.2: Map of Infrastructure Improvements

Public Realm/ Network Improvements

6.13 The following public realm improvements and network improvements are facilitated through the Site Allocations contained in Section 7 of this document.

AAP Area-wide

- A coherent and legible wayfinding strategy throughout the AAP area comprising of signage and information systems such as area wide maps to aid orientation.
- An overarching approach to lighting throughout the AAP area to improve night time appearance and safety. Including but not limited to the lighting of historic buildings and those aiding orientation and wayfinding.
- A new east-west connection linking the town square more directly with the Cultural Quarter and Alexandra Park to the west and Noel Park to the east. This will become a primary east-west route for both pedestrians and cyclists with planting and opportunities for public seating/activity to lead people through the centre.
- Shop front improvements such as those retained on the High Road and Turnpike Lane parades.
- Improvements to the appearance and setting of historic buildings
- Rationalisation of parking to reduce the existing oversupply and promote mode shift towards more sustainable methods.
- Creation of a quietway cycling network throughout Wood Green linking nodes within Wood Green, but also enabling routes to be created linking neighbouring areas through Wood Green, alongside provision of new public bike storage.
- Consideration of alternative methods to transport visitors up the hill from Alexandra Palace station to Alexandra Palace, and cross the railway line south of the station.
- Opportunities to create active top-floor uses looking westwards to Alexandra Palace from tall buildings in the area.
- Tree planting throughout the area, to re-establish a feeling of "wooded" and "greenness" in the area.

Wood Green North

- Improved pedestrian crossing at the High Rd/Green Lanes/Bounds Green Rd junction.
- Enhancements to the green space on Bounds Green Rd/ Wood Green High Rd in front of Green Ridings House to complement the green links network in the area.
- Consideration of the optimal entry/egress route to the Wood Green Bus Garage.
- Creation/enhancement of retail uses and street scene along Station Rd, creating a new "arm" to the town centre providing a range of active uses on the route between Wood Green Underground and Alexandra Palace Station.
- Creation of a pleasant pedestrian route linking Station Rd and the Wood Green Central area to improve circulation within the town centre.
- Seek improvements to the setting of the listed Gaumont cinema, with a focus on how the negative effects of the existing large blank facades can be improved.
- Alongside consideration of redevelopment of Wood Green bus garage, alternative arrangements for bus garage and bus standing facilities will be developed.
- Improving the nature conservation corridor running along the alignment of the disused Palace Gates rail line between station Rd and Wood Green Common at Park Avenue.
- New urban realm created over the newly-decked Wood Green Bus Garage.

Wood Green Central

- A new Town Square will be established off Wood Green High Rd, creating a new space to dwell, space for events, and a focus for new active uses and pedestrian routes within the town centre.
- A new Civic square will be created providing new employment uses and Council functions at an accessible location which will support the town centres retail uses.
- Creation of a new high quality open air covered market adjacent to the town square.
- Establishing a new high quality pedestrian route linking Wood Green High Rd with the town and civic squares, to create a set of nodes along a new focal route for the town centre.
- Removal of the bridge at the Mall, and improvements to the urban realm around this stretch of Wood Green High Rd to create a more pedestrian-focussed environment.

Turnpike Lane

- Improved access and frontages to Ducketts Common from Turnpike Lane and Green Lanes, improving enhancement of the pedestrian and cycling route between Turnpike Lane and Hornsey rail station. These frontages should create a high quality environment for both visitors to the park, and passers-by, including users of Turnpike Lane station/ bus stops/station.
- Investigate improvements to the northbound bus stop on Green Lanes adjacent to Ducketts Common to create more waiting space at peak times.
- Potential improved pedestrian common linking the Harringay Ladder to Burghley Rd, to enhance the pedestrian route to Wood Green High Rd.
- Greening of the pedestrian confluence of Arnold Bennett Way, Brampton Park Rd and Burghley Rd, to improve navigability towards Wood Green High Rd, including consideration of the creation of a pocket park.
- Improved cycle access, including provision of a new cycle parking facility to serve the significant catchment east of Turnpike Lane station.
- Enhancement of the existing cycle route linking Noel Park via the Sandlings to the Turnpike Lane cycling hub via Frome Rd.
- Improvements to the small open space at the corner of Whymark Avenue and the Sandlings to optimise the cycle and pedestrian route, open space quality, and address issues of public safety.
- Establishing active frontages on the laneways running off the High Rd in this area. High quality public realm will be created which will help to attract users to spend time in these new "off the High Rd" locations.
- Laneways off the High Rd should continue to make provision for market stalls.
- The urban realm on Wood Green High Rd will be improved through the setting back of retail frontages to create greater circulation space on the High Rd.
- New laneways running perpendicular off Wood Green High Rd will create opportunities to increase the depth of the High Rd, particularly to the east.

Haringey Heartlands

- Creation of a high quality pedestrian and cycling east-west route linking the Heartlands area with Wood Green High Rd, and more widely the West of the borough and Tottenham, through the Penstock foot and cycle tunnel and Noel Park area.
- Make better use of the New River where it runs above ground in the Wood Green Common area, including where feasible, initiating pedestrian routes along the riverside. Consideration should be given to the practicality of connecting Station Rd with Alexandra Palace Park via this route.
- A new piece of urban realm with active uses fulfilling the vision of creating a Cultural Quarter for Wood Green will be created adjacent to the Chocolate Factory.
- Clarendon Rd will be extended as a pedestrian and cycling route through Wood green Cultural Quarter to Wood Green Common.
- Improvements to the quality of Wood Green Common and Alexandra Palace Park will be sought to meet the leisure needs of Wood Green's growing population.
- The Penstock foot and cycle tunnel will be enhanced to improve perceptions of safety, and optimise the route though to Alexandra Palace Park.
- A new publically accessible open space will be provided at the heart of the redeveloped Clarendon Rd gas works site, along the route of the culverted Moselle.

CHAPTER 7
AAP AREA-WIDE POLICIES

7.1 The policies in this section cover the whole Wood Green AAP area, and form part of a suite of policies which will be used in the determining of planning applications in Wood Green. The full suite of Policies is:

- London-wide policies in the London Plan;
- Borough-wide policies in the Local Plan: Strategic Policies;
- Borough-wide policies in the Development Management DPD;
- Wood Green AAP: Area wide policies
- Wood Green AAP: Site Allocations

Figure 7.0: Policy framework in Haringey

Policy WG1: Town Centre Uses, Boundary & Frontages

WG1: Town Centre Uses, Boundary & Frontages

1. The Council will support applications which increase the quantum of town centre floorspace uses within the Metropolitan Town Centre boundary as indicated on the Policies Map. Proposals should accord with DM Policy 42, and WG 10 where relevant.
2. Where comprehensive redevelopment is proposed, applicants should demonstrate how new retail floorplates will meet the centres need to provide new comparison retail units for national comparison retailers. Where the terraces of Wood Green High Rd are to be retained, a wider mix of retail uses will be permitted, to help to improve the local evening economy – see WG10. This will be achieved using a varied approach by AAP Sub-area:
   - A. The **Wood Green Central** sub-area will become the focus for A1 retail uses, and defined as the Primary Shopping Area within the centre. This will include:
     - i. Development will be focused around the creation of a new Town Square. This will be created on Allocations WGSAs 8 & 9.
     - ii. A new open air market will be provided in this area to provide a contrasting and varied retail offer in this area, and provide activity to the western edge of the new Town Square.
     - iii. The principle typology of newly developed retail floorspace in this area should be that of larger floorplates (generally 550m^2 and above) to accommodate the introduction of additional national comparison retailers in this area.
     - iv. Ancillary leisure and A3 uses which complement the primary retail function of this sub-area will be supported.
   - B. The **Wood Green North** sub-area will become a food and drink-oriented area, building on the public houses and restaurants which already exist in this area, and the demand for this use from visitors to Alexandra Palace who arrive at Wood Green Underground station.
     - i. Secondary frontages will be allocated on all frontages along Station Rd to encourage a mix of uses. This includes sites which do not currently have active ground floor uses.
   - C. The **Heartlands** sub-area will be transformed principally for a mix of employment and residential uses. Some new local town centre uses will be created in this area, but this will serve a local function, and will be supplemental to the Central Wood Green and High Rd areas:
     - i. A new Civic Square will be created in the Heartlands precinct, creating a new location for Haringey residents to fulfil their civic needs.
     - ii. New ancillary retail will be permitted across the area, but only at a level that does not compete with Wood Green's Primary Shopping Area.
     - iii. A new heart for the Cultural Quarter will be created, offering an alternative location to the Wood Green shopping offer, fulfilling an area-wide role, attracting visitation for nearby residents from within and outside the AAP area seeking unique products, bars, cultural activities and attractions, and cafes.
   - D. Wood Green High Rd towards **Turnpike Lane** will continue to be a High Street, but redevelopment which improves the public realm, increase the size and proliferate the range of town centre uses available in the area will be supported. This will be achieved by:
     - i. Redeveloped sites on the eastern side of the High Rd will be expected to be designed to accommodate a range of national comparison retailers.
     - ii. The terraces on the western side of the High Rd will generally be protected to maintain opportunities for independent traders. Secondary frontages will be allocated here to enable a wide range of goods and service offerings.
     - iii. Active ground floor uses will be supported on existing frontages, and on new laneways running perpendicular off Wood Green High Rd. These will provide for new uses which support the evening economy in Wood Green.
3. Opportunities for the creation and expansion of permanent and temporary/seasonal/daily market spaces within the town centre will be supported where it can be demonstrated the amenity of the space it sits within will benefit, and an ongoing demand for the proposed use is identified.
4. Within the Terraces of Wood Green area, as defined in Figure 7.5, development proposals will be resisted where they involve the amalgamation of individual shop fronts on historical terraced frontages to Wood Green High Rd, in order to preserve the historical streetscape rhythm and to preserve opportunities for independent traders. To achieve this:
   - i. Ground floor frontages will be required to be an active town centre use which contributes to a vibrant street environment.
   - ii. Permission seeking additional town centre uses within a retail terrace will be supported where they provide additional town centre use above and behind the existing active frontage;
   - iii. The amalgamation of neighbouring shop fronts will not be permitted.
   - iv. These frontages will be designated as secondary frontages to encourage a greater variety of uses;
   - v. Other town centre uses will be permitted on the floors above, and where appropriate behind the use which provides an active frontage to the High Rd.
   - vi. Residential uses will be resisted above shop frontages, to help encourage uses that open later into the evening.

Figure 7.1: Changes to Town Centre Boundary

Reasoned Justification

7.3 Wood Green is a thriving, busy, Metropolitan Town Centre, at the heart of the borough. Against many indicators, it has a low total quantum of comparison retail floorspace for a Metropolitan Centre within a London context. There is an identified demand for 20,000m^2 of additional comparison retail floorspace within the town centre. As Wood Green is the principle town centre for the borough, this target is considered to be a minimum figure, and new development which exceeds this, subject to other policy considerations, will be supported.

7.4 This policy, in conjunction with relevant Site Allocations, will reassert the primacy of the central area within Wood Green as the Primary Shopping Area within the centre, and the centre as a premier shopping centre within the North London sub-region. Key to this will be the introduction of an increased, and more varied retail offer into the town centre, particularly thorough the expansion of national comparison retailers, but while maintaining opportunities for local businesses to co-exist.

7.5 To ensure a mix of retail units are available within the centre, three principle types of new floorspace will be present in Wood Green:

1. Large floorplate retail units aimed at national comparison retailers within the Primary Shopping Area;
2. Terraced High Rd (and High Rd proximate) units for independent traders offering a wider range of goods and services on Secondary Frontages;
3. New market space for stallholders.

7.6 All redevelopment within the town centre will be expected to be mixed use, with either new residential or office developed above retail at ground floor, or floors as will be expected within the Primary Shopping Area. The retention of existing offices located above terraced retail properties will be supported.

Primary Shopping Area – Wood Green Central

7.7 In order to grow Wood Green's retail floorspace, redevelopment within the primary shopping area for intensified, new comparison retail floorspace is required. The introduction of a Crossrail station entrance into the central part of Wood Green will spur investment and redevelopment in the local area, creating opportunities to expand the quantum and mix of the retail offer here. The location of this intensification on the west side of the High Rd, will benefit the redevelopment of the Heartlands area, by establishing improved connections to, and pushing the centre of gravity of the centre west towards the area in which significant growth will occur.

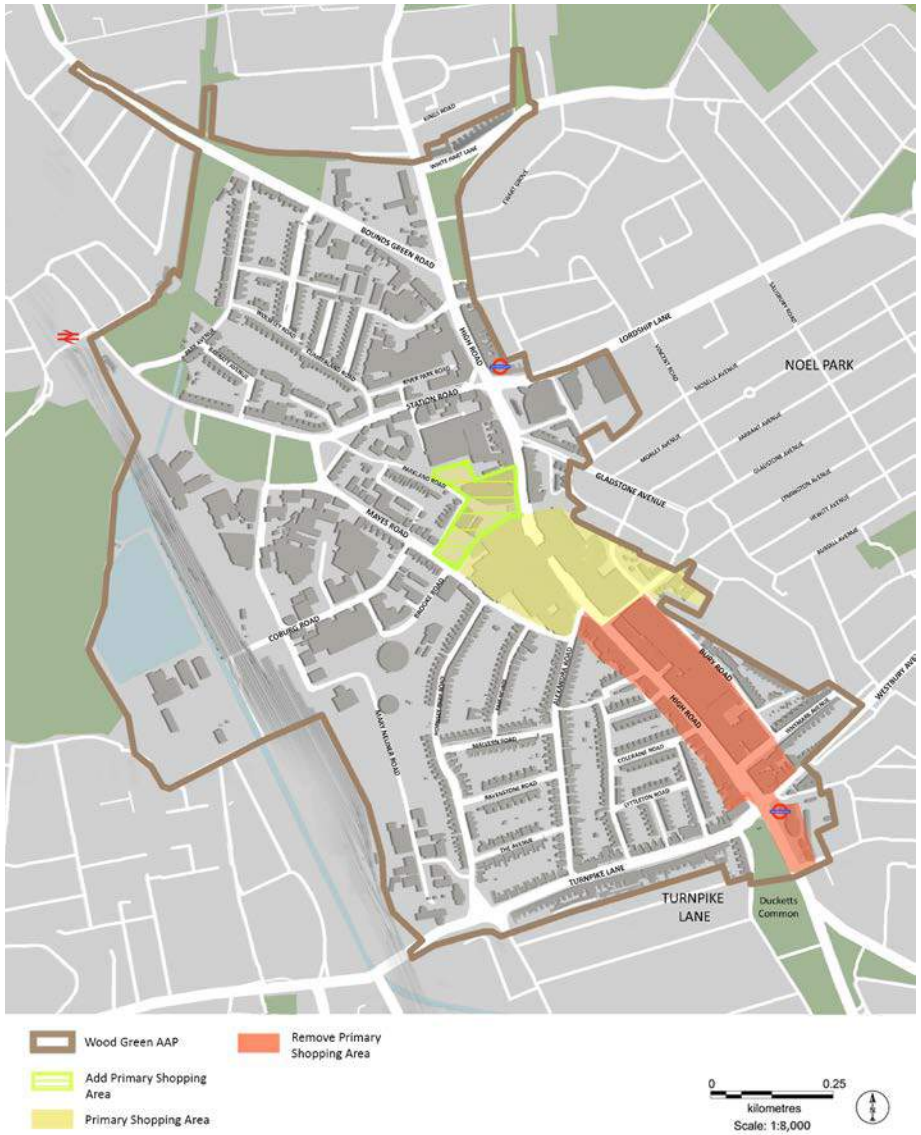


Figure 7.2: Changes to the Primary Shopping Area in Wood Green

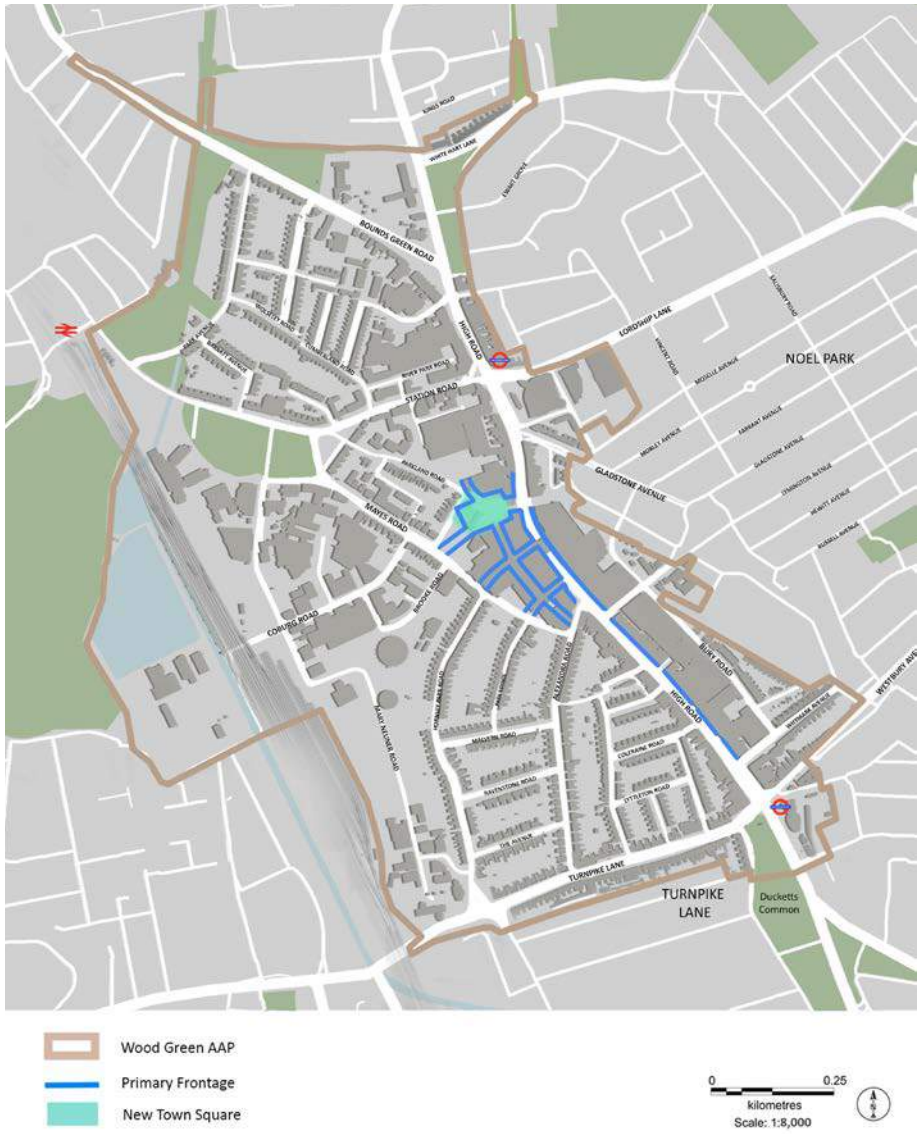


Figure 7.3: Primary Frontages in Wood Green

7.8 Development within the Primary Shopping Area is generally expected to be comprehensive in nature, with new multi-storey mixed use developments. This will include mixed use development including multiple floors of retail-focused town centre uses being created. The maximum quantum of retail floorspace created in this area will be supported in each proposal, and the size of units optimised to the requirements of large, established brands (generally 550m^2+ units). The focus will be on growing comparison retail use, but any development resulting in the loss of convenience retail should be managed to ensure existing and new residents' local shopping needs are adequately met within the AAP area. Residential development above the retail use will be supported, alongside a complementary mix of leisure, food and beverage uses that work alongside the retail uses.

7.9 Developments in this area have the potential to make a significant impact on the town centre as a whole, and sites will be expected to be accompanied by masterplans to show how they benefit the whole of the centre. This will include retail impact assessments to monitor the cumulative impact of extant and proposed planning consents. The increased comparison retail provision in the Primary Shopping Area will not be constrained by policy, but the quantum of convenience retail within the area will be managed.

7.10 A new Town Square will be created, as set out in Site Allocations WGSAs 8 & 9. This will be the focal point of the primary shopping area in Wood Green, and offer active frontages with a mix of retail and food and drinks offerings that remain active through the day and into the evening. Connectivity by foot and bicycle will need to be provided through the square, continuing the east-west link through the area. A new open-sided covered market will be created on the western side of the square, providing market space for local traders, and enabling the view of Alexandra Palace from the new square.

Primary and Secondary Frontages

7.11 Outside of the Primary Shopping Area a wider range of town centre uses, and building floorplates will be permitted. These uses will fulfil the dual objectives of providing smaller units for local traders to operate in, and enable new uses which will significantly improve Wood Green's evening economy.

7.12 There are some larger development opportunities outside of the Primary Shopping Area. Opportunities for new larger retail units on these sites will be supported, particularly where they front onto Wood Green High Rd. These frontages will be defined as primary shopping frontages. On these sites there will generally be opportunities to create new town centre frontages running perpendicular to the High Rd. On these, smaller unit sizes will be expected, and a flexible range of uses permitted (as per the terraces on Wood Green High Rd). These "laneways" will create opportunities for new uses which enhance the evening economy, and will be allocated as secondary town centre frontages.

Terraces of Wood Green

7.13 Wood Green contains a number of characterful terraces, which will be retained as smaller retail units within the centre. These are of historical value to the centre, and by ensuring a stock of smaller, flexible use class buildings along the High Rd; these properties will counterbalance the new, larger units within the centre. The terraced properties will continue to provide affordable and appropriately-sized (small) properties for independent traders, and SMEs to expand into. Growth will be encouraged to manifest itself vertically, by filling the upstairs levels. These terraces will be allocated as secondary frontages to encourage a higher degree of flexibility on these shopfronts.

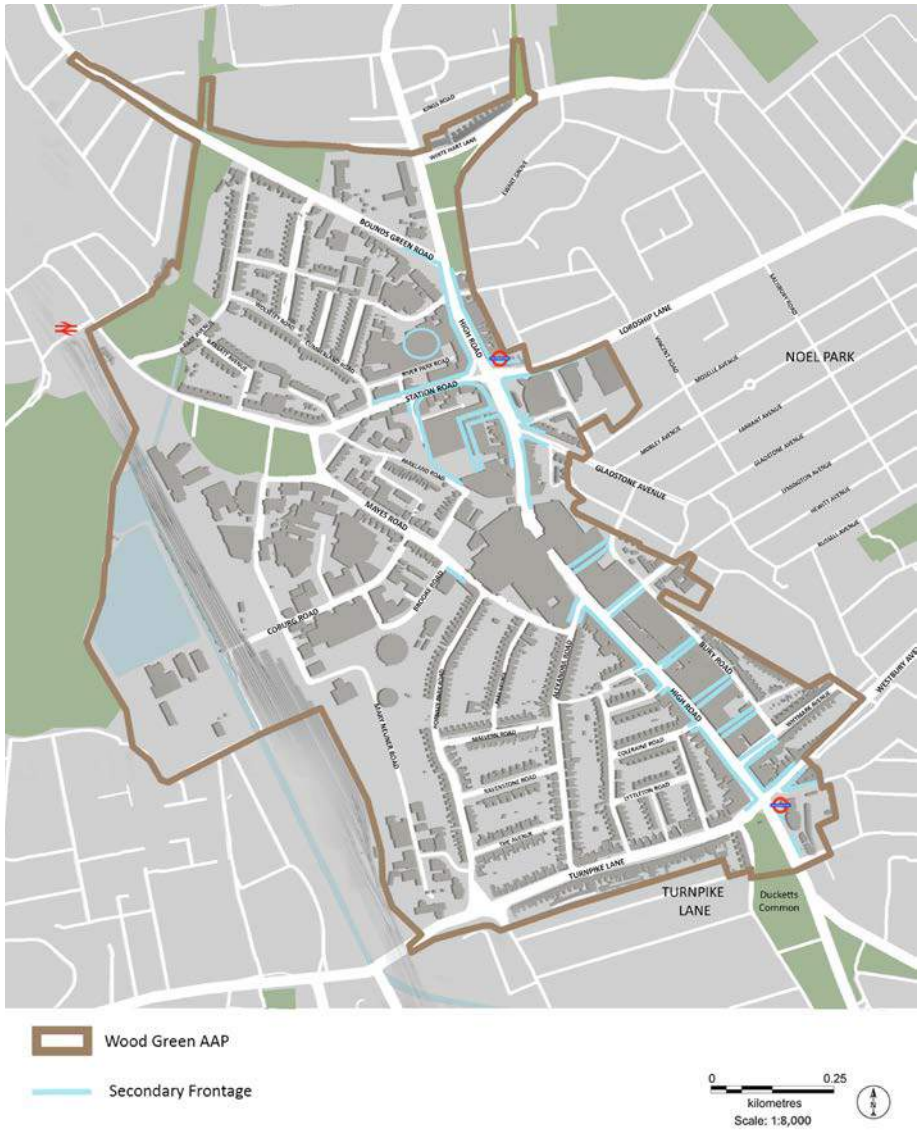


Figure 7.4: Changes to Secondary Frontages

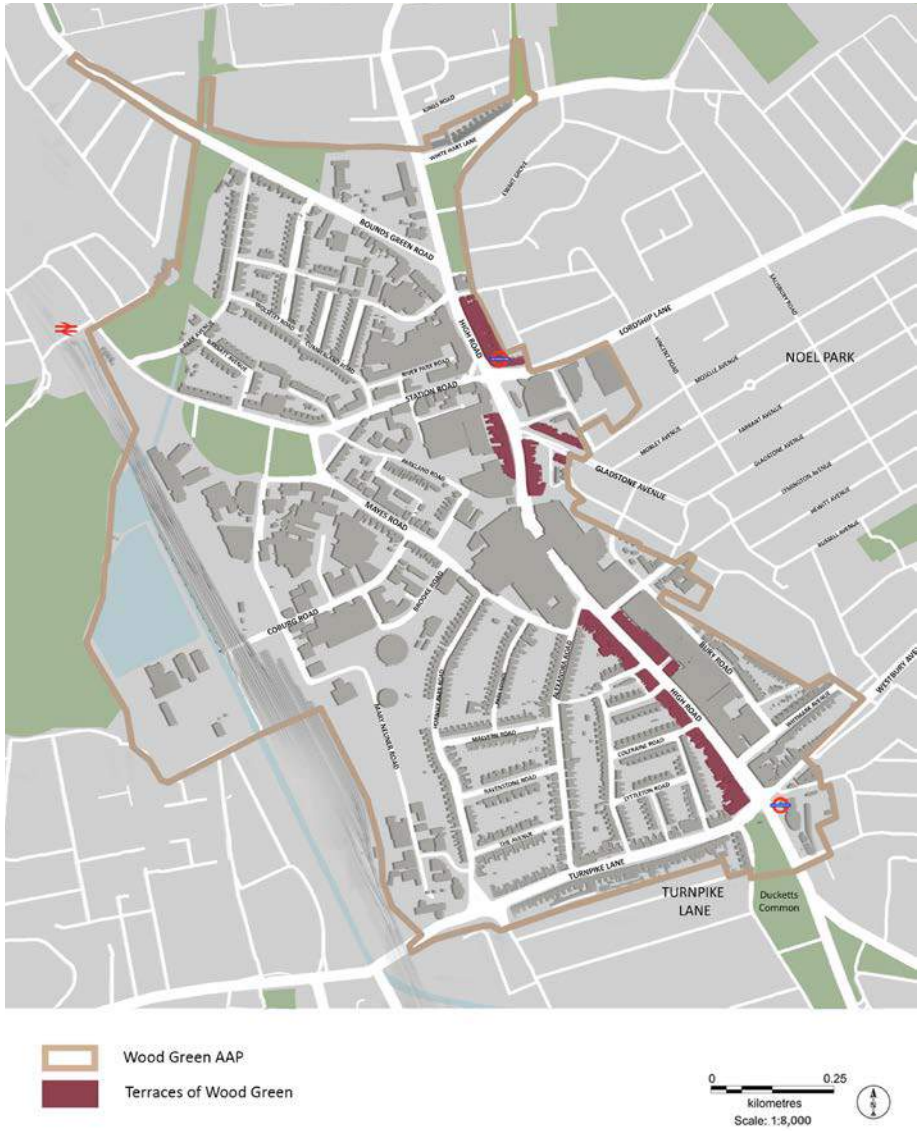


Figure 7.5: The terraces of Wood Green

Markets

7.14 In addition to a new permanent market space at the new Town Square, spaces which cater for rotational/seasonal markets will be supported. The most suitable location for these uses may be on new pedestrianised routes running off the High Rd. Applications for market uses will have to demonstrate how the market will contribute to the vibrancy of Wood Green overall, and how they will interact favourably with traders on adjacent town centre frontages.

New Streets in Retail areas

7.15 A principle East-West route will run from the current site of the Mall, via the new Town Square, and Civic Boulevard, to Alexandra Palace Park via the Penstock foot tunnel. This includes sites WGSAs 8, 9, 10, 16, 17, 18, 21 & 25. These will have active uses on all frontages to the new route, but these need only be town centre uses within the town centre boundary. Commercial frontages will be acceptable along the Coburg Rd alignment.

7.16 An enhanced Brabant Rd will connect Station Rd to Wood Green Central Town Square through sites WGSA 7 & 8. This will have active town centre uses on all new frontages. Similarly a new street network within the site of The Mall will be created, extending Hornsey Park Rd and Park Ridings as pedestrianised streets, with a perpendicular route linking the new Town Square with Wood Green High Rd further south, reinforcing the historic street pattern.

Laneways

7.17 New routes perpendicular to the eastern side of Wood Green High Rd will also be created to improve pedestrian connectivity between the centre and its eastern hinterland. These will be delivered through sites WGSA 7, 10, 12, 13 & 14. These areas will offer smaller retail units with a diverse range of products, including uses that will benefit the evening economy within Wood Green.

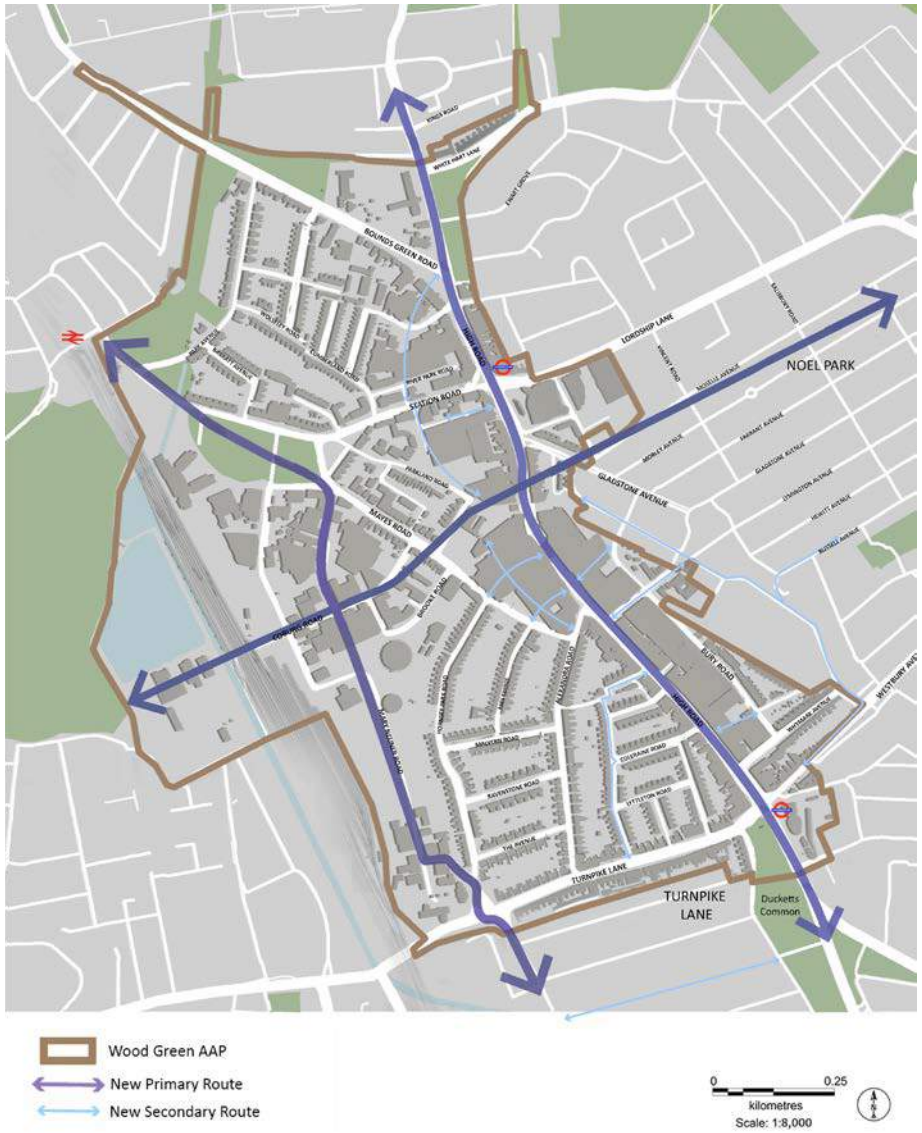


Figure 7.6: Map of new routes in the town centre

Policy WG2: Housing

WG2: Housing

1. To improve the diversity and choice of homes, and to support mixed and balanced communities in Wood Green, the Council will support the delivery of 7,700 additional new homes across the Wood Green AAP area in order to meet housing needs, contribute to mixed and balanced communities and to improve the quality of homes;
2. Development proposals incorporating a housing element will be expected to provide the housing in accordance with the indicative minimum capacities, set out in the Site Allocations within this AAP. All new development will be design-led, and higher densities and capacities than indicated in each in indicative capacity may be acceptable in appropriate locations, providing the other policies of this AAP and Haringey's Local Plan are not compromised.
3. Sites will be required to deliver a mix of sizes of units across the AAP area, including ensuring an appropriate mix of 1, 2, and 3+ bedroom properties are created. New family housing will be focussed outside of the town centre and Cultural Quarter, in the Zone More Suitable for Family Housing.
4. The Council will support a portfolio approach to the delivery of affordable housing within a site, or collection of sites within a local area, where it can be demonstrated that it will create greater quantums of affordable housing within the local area.
5. Any proposals for student housing will be required to be proportionate, be shown to meet an identified need, and accord with the requirements of DM15.

Reasoned Justification

7.19 Wood Green is expected to experience significant growth over the plan period, as set out in SP1 of the Local Plan: Strategic Policies, and Site Allocations. The Plan seeks to enable delivery of 7,700 new homes across the Wood Green AAP area as a mechanism for stimulating regeneration and economic growth. The capacity to deliver 7,700 new homes has been identified in the allocated housing sites outlined in Chapter 8 of this document. Additional sources of capacity may come forward as a result of the investment going into the area and as these developments come forward, they will contribute to meeting housing needs in the borough.

Housing Mix

7.20 Within Wood Green Metropolitan Town Centre, as the majority of new homes will be accommodated within mixed-use development, the majority of dwellings will tend to comprise apartments over shops or other uses. The Council's housing needs assessment and Housing Strategy identify a need for new smaller residential units, but also a pressing need for larger affordable homes.

7.21 The Council considers that the most suitable location for new family housing will be away from the mixed use developments in the town centre, and Wood Green Cultural Quarter. This is due to the elevated noise levels associated with mixed use development, the aspirations to improve Wood Green's evening economy, and the greater opportunities for creating embedded open spaces within developments away from the need to provide town centre uses at ground floor. The Area More Suitable for Family Housing is set out in Figure 7.7 below.

7.22 DM16 protects family houses in Wood Green from being converted into flats which would reduce the number of family units on the site. This will ensure that the existing family stock is not eroded, with any family sized units coming forward on redevelopment sites contributing to the overall supply of units of this size.

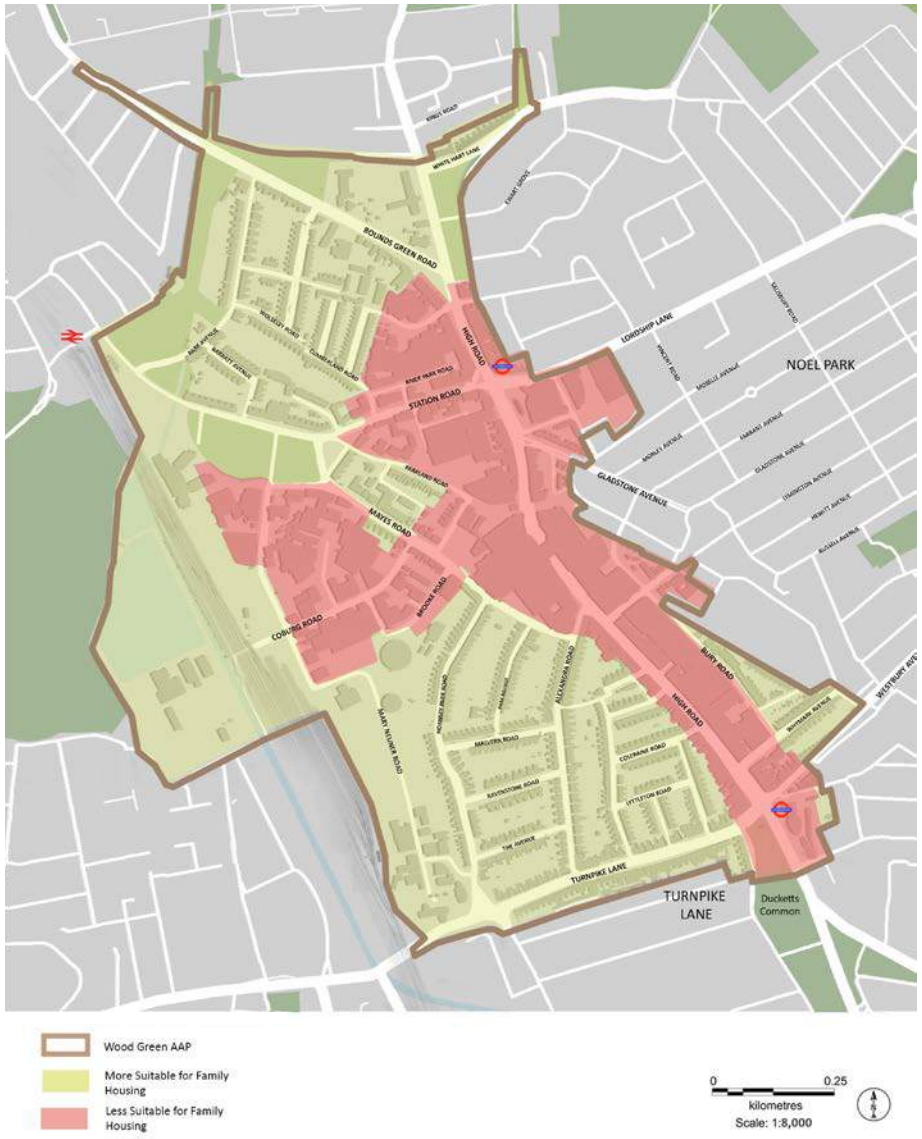


Figure 7.7: Areas more/less suitable for family housing

Housing Density

7.23 To optimise the potential of development sites, the London Plan recommends a minimum density in locations such as Wood Green of 650 – 1,100 habitable rooms per hectare (hr/ha), which equates to 240 – 435 units per hectare when 2.7 habitable room per unit (hr/u) is applied. However, this is a guide to potential density, and in relation to proposals for high-density development, considerations relating to good urban design, effect on townscape and heritage, and impact on amenity are key factors. On certain opportunity sites the height of buildings may need to be moderated to relate positively to the existing context, which in turn has a bearing on locally appropriate density levels. New development will be subject to the design charter contained in Local Plan policy DM1, DM6 on height of development, and the GLA's London Housing Design Guide.

Housing Values/Affordable Housing

7.24 The Council will expect affordable housing to be provided in accordance with Policy SP2 of the Local Plan: Strategic Policies and DM13 of the Development Management DPD.

7.25 Wood Green has intermediate housing values when considered within a borough context. As such the borough-wide approach (40% of new homes to be affordable, split by 60% affordable rent, and 40% intermediate product (this can include low cost homeownership or discounted rent at 20% below the market level). will be applied in this area. The Council is keen to be flexible in how this is achieved, and will encourage a "portfolio" approach where groups of sites can be used to work together to meet the overall objectives of the Plan.

7.26 Any reduction in the percentage of family size units in the Town Centre locations should be offset by increased percentages of family units in other specified/identified site locations to ensure overall dwelling mix targets are achieved.

7.27 The Council is keen to be flexible in how this is achieved, and will encourage a "portfolio" approach where groups of sites can be used to work together to meet the overall objectives of the Plan. An example of the portfolio approach being successfully used is in Tottenham Hale, where the Council is responding to individual site characteristics with a view to keeping to a minimum overall affordable housing provision of 40%. As an example, in the Tottenham Hale area, the proposed Monument Way scheme is 100% affordable rent, while Ashley Road developments are to deliver 50% shared ownership and affordable rent, while Over-station Development is 100% private rental, with off-site contributions supporting other schemes. This approach also ensures that developments closer to the core of the District Centre are able to capture the value that supports the overall affordable target.

Student Housing

7.28 Policy DM15 of the Development Management DPD identified growth areas as the most suitable location for student housing in the borough. The Council recognises that student housing can play a role in the rejuvenation of the town centre, but will seek to ensure that a mix of housing types come forward in Wood Green which meets overall housing need.

Private Rented Sector

7.29 The Council considers that there is a role for Private Rented developments to play in meeting housing need in the borough. This is acceptable within Wood Green. Proposals will be required to demonstrate that there is an appropriate blend of tenures in the AAP area, in line with Policy DM11.

Policy WG3: Economy

WG3: Economy

1. Applications which create new employment floorspace, and promote increased jobs and job densities in the AAP area will be supported.
   Specifically, by Sub-Area:
   - A. The **Heartlands** sub-area will transform from a principally industrial area to a mixed use area, encompassing:
     - i. A new civic core will be created on site WGSA 17. This will form the new focal point for governmental jobs in the borough. An element of new office floorspace will be created in addition to Civic functions;
     - ii. New flexible and affordable workspace will be supported in this area to support new business formation and growth;
     - iii. DEA19 will be retained as a Local Employment Area: Regeneration Area, to ensure an appropriate quantum of new employment floorspace will be sought within this area;
     - iv. New creative workspace will be created within the development at Wood Green Cultural Quarter, as part of mixed use development.
     - v. Workspace that incorporates individual unit sizes of between 50 and 500m^2 will be supported, to provide accommodation suitable for Small and Medium sized Enterprises (SMEs) start up and grow-on space. Affordable rents (70%-80% of market rent) will be required on sites which are to provide an incubatory function.
   - B. Applications seeking changes of use of floorspace to create new B1 use above and behind retail terraces on Wood Green High Rd will be supported within the **Wood Green North** and **Turnpike Lane** sub-areas.
   - C. To grow the office market in the AAP area, new high quality office floorspace will be required on comprehensive developments around Wood Green High Rd in the **Wood Green North**, **Wood Green Central**, and **Turnpike Lane** sub-areas, new developments which create new office floorspace will be required on WGSAs 1-14 & 17.
   - D. The principle source of employment in **Wood Green Central** will be town centre/ retail employment. A blend of commercial office floorspace will be sought as part of mixed use development on sites in this area to complement the daytime retail economy.
2. Employment uses should not displace retail uses on designated town centre frontages, but will be actively encouraged as part of mixed use developments, for example behind or above an active retail frontage.

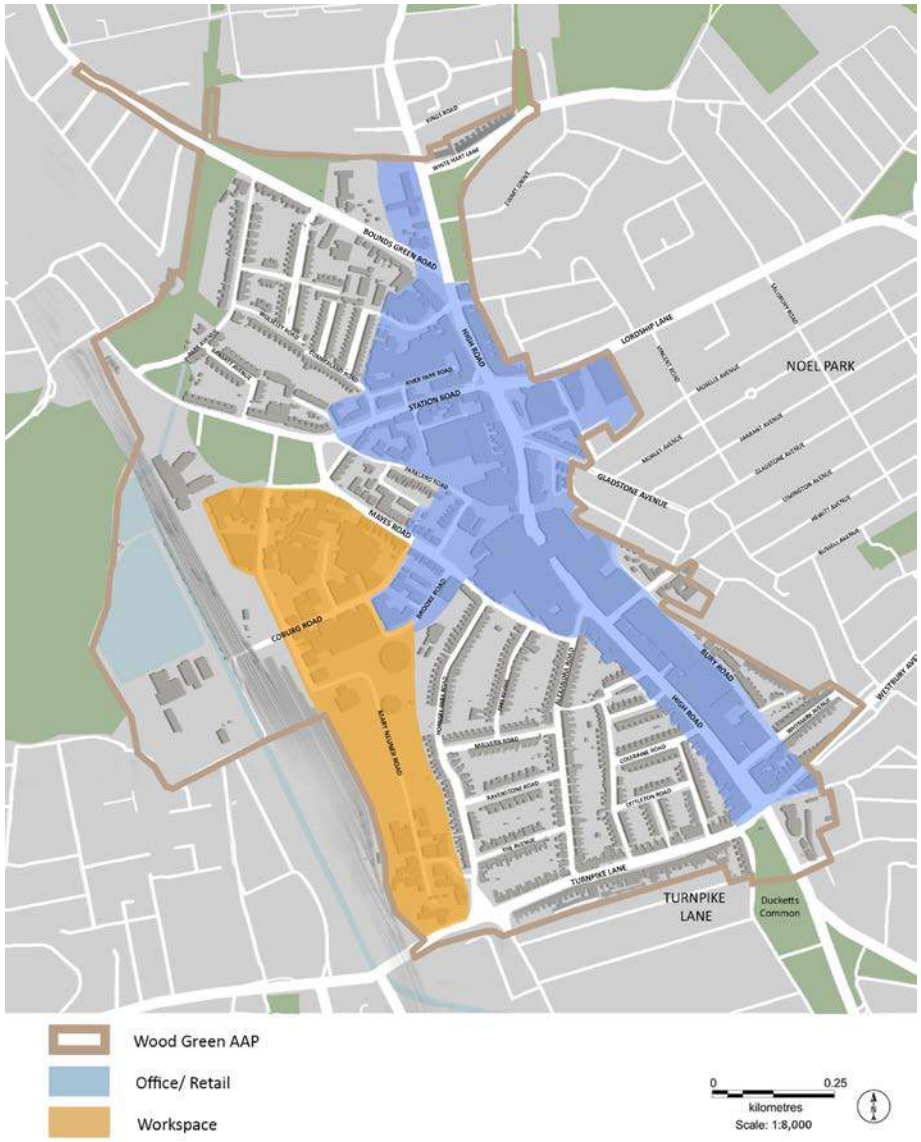


Figure 7.8: Economic development locations in Wood Green

Reasoned Justification

7.31 There is a need for new development to deliver jobs as well as housing in order to improve the borough's employment ratio, offer greater local employment opportunities, and drive up the overall viability of Wood Green town centre, and in particular the town centre's daytime economy.

7.32 It is critical to the establishing of new employment floorspace in the borough that the urban realm into which it is set is of a high quality. This will help to ensure that the new workspace can be successfully marketed. Affordability will continue to be a key issue, with Wood Green offering a price-advantageous location when compared to Central London, but with excellent amenity and connections to Central London.

7.33 Future employment floorspace requirements will depend on the evolution of the economy's sectoral structure. If the area is to support growth in B-class activities as part of its employment targets, it will need to supply sufficient and adequate floorspace. Modeling suggests that in order to maximize the delivery of new jobs in Wood Green, 80,000m^2 (gross) of floorspace will required to meet a jobs target of 4,000 new jobs and boost the weight of employment in Wood Green.

7.34 Wood Green has the potential to meet future space requirements, but needs to ensure the quality and profile of the supply meets the needs of potential occupiers. At present Wood Green's workforce is mainly locally-based, with a high proportion of 'micro' businesses, generally higher than in the rest of London. This results in higher levels of self-employment than elsewhere in the city (and the UK). Residents are over twice as likely to work either from home or in no fixed place as an average London citizen. According to GLA forecasting, 27% of new jobs across London are going to be self-employed.

7.35 There is likely to be latent demand for the right type of B-space in the borough which is frustrated by the lack of appropriate premises. Many firms that create this demand will have in turn been frustrated by the lack of appropriate premises, and importantly price, in central London boroughs. At present there are no developments in the pipeline offering a substantial boost to B-space provision in Wood Green. In fact, there is a risk of net losses to residential uses through permitted development rights. This is why it is important for the Council to carefully manage existing supply to minimize the risk of erosion.

7.36 There is at present a scarce immediate capacity in Wood Green to accommodate additional B-space employment, the existing supply of available office stock is very limited, with only 1,200 m^2 of office space currently on the market (June 2016).

New Office floorspace

7.37 There is potential for the development of new office floorspace within the centre. It is important that this is flexible, to adapt to a range of potentially changing occupants. There is particularly forecast to be a market for small-medium size modern office space targeted at SMEs and start-ups. Overall, if office employment in particular is to grow significantly in Wood Green, additional supply will be required.

7.38 The allocated sites have the potential to provide a significant increase in the quantity of B-space in the area, enough to meet the highest future requirement for employment land and floorspace. Policies in the Development Management DPD seek to achieve the highest amount of new commercial floorspace in new developments on sites in Regeneration Areas, and in areas of high public transport accessibility. This approach will be continued in Wood Green, albeit with competition for this floorspace for new town centre, and infrastructural uses which will support and develop the town centre. New high quality commercial premises will help to attract more established employers who will locate in Wood Green due to the excellent accessibility and amenity of the centre. These will principally occupy comprehensively redeveloped sites, be of a generally larger floorplate, and have a prominent "front door".

Workspace development

7.39 Co-working, start-up, and grow-on space are likely to be in significant demand over the plan period. Workspace to accommodate these types of use can take the form of light industrial units, studios, office space, serviced offices and co-working space. New workspace will be created principally in the Heartlands area, with new office use created through mixed use developments in the centre of Wood green. It is acknowledged that an element of affordable rental space may be required to support the incubation of small and medium sized businesses. New space will support new business growth, and appropriate move on space will be created to ensure that as far as possible the jobs created by new firms are retained in the local area. It is important that the sizes of new development reflect the spatial needs of firms who will use them. Small units (<100m^2) will be supported, but it will also be required to provide new spaces for move-on space to accommodate growing firms increasing need for floorspace (100m^2-500m^2).

Policy WG4: Wood Green Cultural Quarter

WG4: Wood Green Cultural Quarter

1. The Council will support proposals the creation of new floorspace which yields the maximum feasible quantum of culturally-oriented commercial floorspace in this area. Proposals will be required to show:
   - A. That a range of sizes and types of business units are being provided across the Cultural Quarter which allow for SME start-up and move-on space;
   - B. That affordable entry-level business floorspace is expanded within the Cultural Quarter;
   - C. That ground floor frontages promote active streetscapes within the area.
2. Site Allocations WGSA 16, 19 & 20 will create a new piece of public urban realm at the centre of the Cultural Quarter, with active uses surrounding it, which promote and celebrate the sharing of cultural accomplishments of occupants of the area. Proposals for, and adjoining this new piece of urban realm should:
   - A. Be pedestrian-oriented;
   - B. Have active uses on all frontages;
   - C. Provide space for casual interaction at all times of the day;
   - D. Be open into the evening;
   - E. Allow for events which showcase the cultural activities undertaken in the area
   - F. Be interconnected, forming part of a network of public spaces in the wider AAP area, with a particular focus on the establishing of a new north-south link between the Civic Square/Coburg Rd, and Wood Green Common.

Reasoned Justification

7.41 The cultural quarter at Wood Green is dominated by the Chocolate Factory, a former Barratt's sweet factory, now a complex of 80 artist studios and small business units, with more than 100 creative individuals and organisations. It is north London's largest creative enterprise centre. The Wood Green Cultural Quarter is expanding further with the potential for growth as Haringey Heartlands develops.

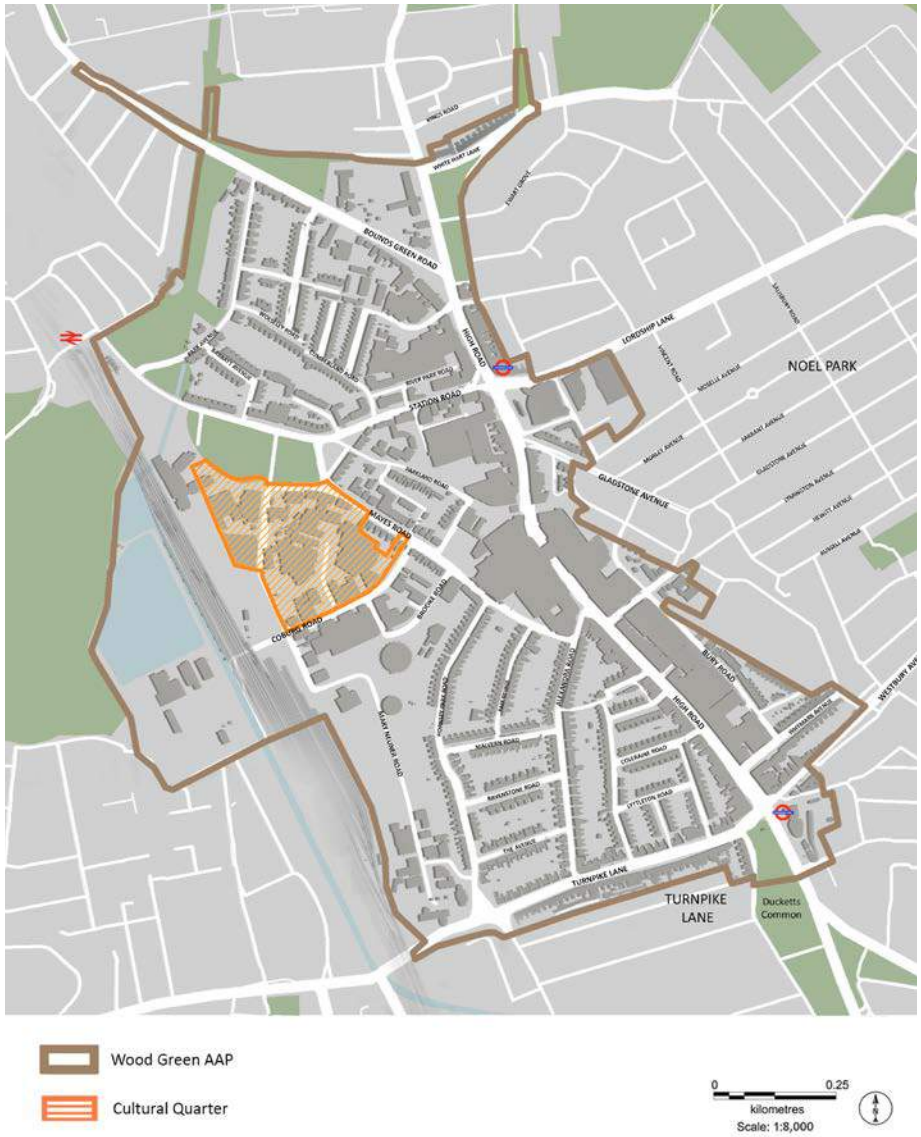


Figure 7.9: Wood Green Cultural Quarter

7.42 Wood Green's Cultural Quarter has an established "maker" economy, and new development which will expand, and proliferate the opportunities for these uses to thrive will support the furthering of cultural output in this area. This will be manifested through the increased availability of differing unit sizes of property at varying degrees of cost, to foster the stable conditions required to establish SMEs, alongside the provision of move-on space as and when these firms grow.

New Public realm

7.43 The new piece of public realm will be a space aimed at creating opportunities for gathering, both informally during the day, and into the evening, enabling people-watching and other activities such as cultural animation programmes, and opportunities for the showcasing of locally produced goods and artworks. A mix of food and beverage providers, as well as shops and galleries exhibiting and retailing local produce will showcase the area, and act as a cultural destination complementing Wood Green town centre. The addition of a complementary theatre venue would help to support the establishment of the Cultural Quarter.

New Link

7.44 The extended Clarendon Rd will connect the "spine" route through the Clarendon Square development, the Civic Square, Cultural Quarter and Wood Green Common as a new north-south route within the AAP area, complementing the primary north-south route of Wood Green High Rd, and forming an important part of Wood Green's Green Grid. The new link should take the form of a pedestrian and cycling route with an active ground floor frontage, but with minimal set-backs.

Policy WG5: Wood Green's Urban Design Framework

WG5: Wood Green's Urban Design Framework

1. Future development should respect the established characteristics of the Character Area that the site exists within.
2. New landmark buildings will be supported at the locations identified in figure 7.12, subject to policies DM1, and if tall, WG6, DM6, and should emphasise the major points of arrival into the town centre (identified in Figure 7.12) by:
   - A. Improving access to and from the arrival point;
   - B. Including and contributing to high quality streetscape and landscape treatments;
   - C. Are architecturally, artistically and/or culturally notable;
   - D. Managing, and where possible enhancing strategic and local views (identified in Figure 7.13) by not obscuring these views and ensuring that all new development works to 'frame' these views where possible.
3. Local landmarks and heritage assets and their settings will be enhanced through new development, in line with policy WG7.
4. A generally consistent building line incorporating highly permeable street layout and active frontages will be required throughout the AAP area.
5. Blank facades and rear service areas exposed to the public realm will be strongly discouraged.
6. Specific opportunities for improving the urban realm in Wood Green as a whole will be supported, including:
   - A. Shopfronts on terraced properties on Wood Green High Rd as identified in Fig 7.5 (in Policy WG1) will be protected, and opportunities to restore them to their original condition supported. Extensions to the front, including awnings will not be acceptable on these properties where it harms pedestrian circulation within the centre.
   - B. Larger town centre developments on comprehensive development sites, as identified in Figure 7.10 should:
     - i. Respect the building line of neighbouring existing retail terraces;
     - ii. Increase pedestrian circulation space on Wood Green High Rd wherever possible;
     - iii. Create new pedestrianised laneways perpendicular to Wood Green High Rd which create linkages to the existing street network;
     - iv. Where tall or taller elements of sites are suitable, establish podiums which respect the character of neighbouring sites.
   - C. Where opportunities for new Laneways are identified in Figure 7.9, uses should be created that make use of the pedestrianised urban realm in front of their active frontages, and benefit the centre's evening economy as per policy WG10.
   - D. A new principle East-West Route will be created through the area as identified in Figure 7.10. This will link Noel Park with Alexandra Palace via the new Town Square and Civic Square, incorporating site allocations WGSAs 8, 9, 10, 16, 17, 18, 21, and 25. Developments along this route should ensure:
     - i. That active frontages are provided along its entire length;
     - ii. That there is necessary space for pedestrian and cycling along the route;
     - iii. That junctions are pedestrian and cyclist-friendly as a direct route through the Town Centre, including through the new Town and Civic Squares;
     - iv. That the route is legible, with developments that front the route reinforcing the primacy and legibility of the route within Wood Green;
     - v. That surfaces are of a high quality, with consistent materials and treatments used along the route;
     - vi. That where possible opportunities for new planting, and the creation of dwell spaces for visitors to the Town Centre are created;
     - vii. That connections into the area-wide Green Grid are realised.
   - E. A new North-South Route will be created through the Heartlands area as identified in Figure 7.10. This route will link the Mary Neuner Way with Wood Green Common through the new Civic Square, and a regenerated Cultural Quarter, incorporating allocations WGSA 16, 18, 19, 20, and 24. Developments along this route should ensure:
     - i. That new bus routes along Clarendon Rd/ Mary Neuner Way can be accommodated;
     - ii. That a new pedestrian and cycling connection is established from the "S-bend" on Mary Neuner Way to Wood Green Common;
     - iii. That junctions along the route are pedestrian and cyclist-friendly as a direct route through the area, including through the new Civic Square;
     - iv. That connections into the area-wide Green Grid are realised.
   - F. New pieces of urban realm will be created within the centre as set out in Policy WG8.

Reasoned Justification

7.45 Wood Green exhibits a number of issues associated with the layout of sites. These include creating insufficient space for circulation on the High Rd, buildings presenting yard space to pedestrian routes away from the High Rd, blank facades, and having few spaces to dwell.

7.46 There are examples of ground floor additions to bring the building line forward on parts of the High Road, and these are considered to harm the existing character of the terrace.

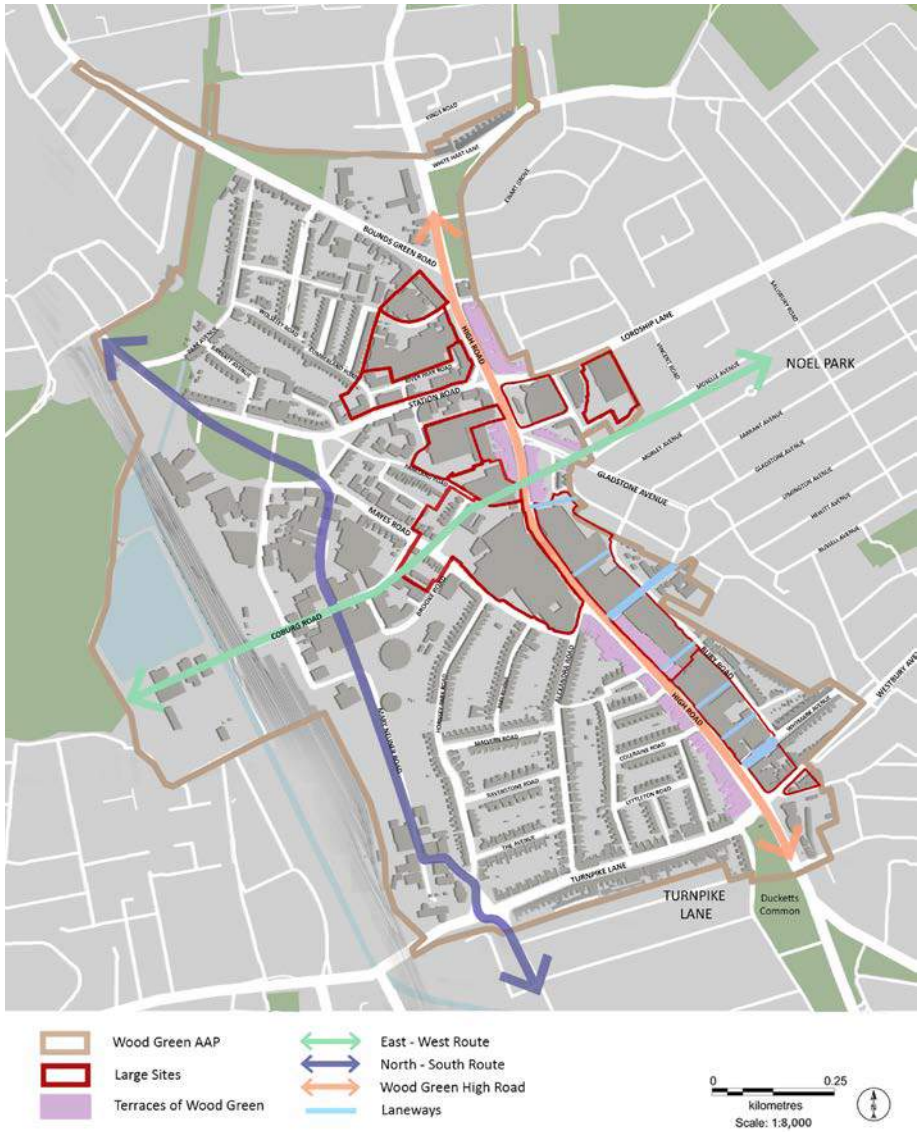


Figure 7.10: Urban Design Framework

Character Areas: Design considerations

7.47 As identified in section 3, there are 13 "character areas" within the AAP Area. Developments should respond to the characteristics of these areas as identified in this document, and where relevant in the Council's Urban Characterisation Study.

1. **Civic Centre & Trinity Green:** New development should respect and respond to the character of the open spaces in the area, and more suburban residential blocks which surround them.
2. **High Rd North:** There will be significant change in parts of this area, with an improved impression on arrival created. The rhythm and scale of the retained High Rd terraces and Wood Green Underground station will need to be considered in future development proposals.
3. **Lordship Lane:** This is a secondary route that runs perpendicular to the High Rd; development here should appropriately complement the primary shopping area along the High Rd to the west.
4. **Parkland & Morrison's:** There is an opportunity for significant change to establish a higher density mixed use town centre character, however the residential character of Parkland Rd will need to be maintained, and the heritage significance of the Gaumont Theatre respected.
5. **The Mall & Wood Green Library:** This area will undergo complete transformation, but developments will need to respect the scale and character of the Noel Park Conservation area to the east, and ensure a positive relationship with the Gaumont Theatre is established. An opportunity for landmark development which marks the centre of Wood Green, and future Crossrail station entrance will need to consider how it responds to views to/from Alexandra Palace.
6. **Noel Park:** Opportunities for new development (outside of the Conservation Area) to complement the street layout of this estate will be encouraged. Views of, and access to the town centre from the Conservation Area should be improved wherever possible.
7. **High Rd South:** While there is an opportunity for significant redevelopment on and behind the eastern side of the High Rd in this area, the character of retained retail terraces should be respected by new development. Further new laneways running perpendicular to the High Rd in this area increasing the "depth" of the High Rd will be encouraged.
8. **Turnpike Lane Station, Westbury Avenue, and Ducketts Common:** An opportunity to create improved entrances to the town centre and Ducketts Common from Turnpike Lane Station exists in this area. While the height of development could be tall to create a landmark, the setting and rhythm of the existing High Rd terraces, Turnpike Lane station, and Ducketts Common should all be respected in new developments.
9. **Turnpike Lane:** There is little development planned for this area, and any proposals should demonstrate how they complement the existing rhythm of shopfronts, levels of activity, and variety of uses on Turnpike Lane.
10. **Wood Green Common:** The character of the Common itself, and local building of merit will need to be respected in the design of new development in this area.
11. **Wood Green Cultural Quarter:** The existing Chocolate Factory building should be the focus around which significant change comes forward in this area. Care to reflect the industrial heritage of the area in new development should be taken.
12. **Clarendon Rd:** This area will undergo complete transformation, but will need to be mindful of the amenity of surrounding residential areas, and views to/from Alexandra Palace.
13. **Parkside Malvern:** This area is and will continue to be residential in character, new development will be limited and should respect the existing use.

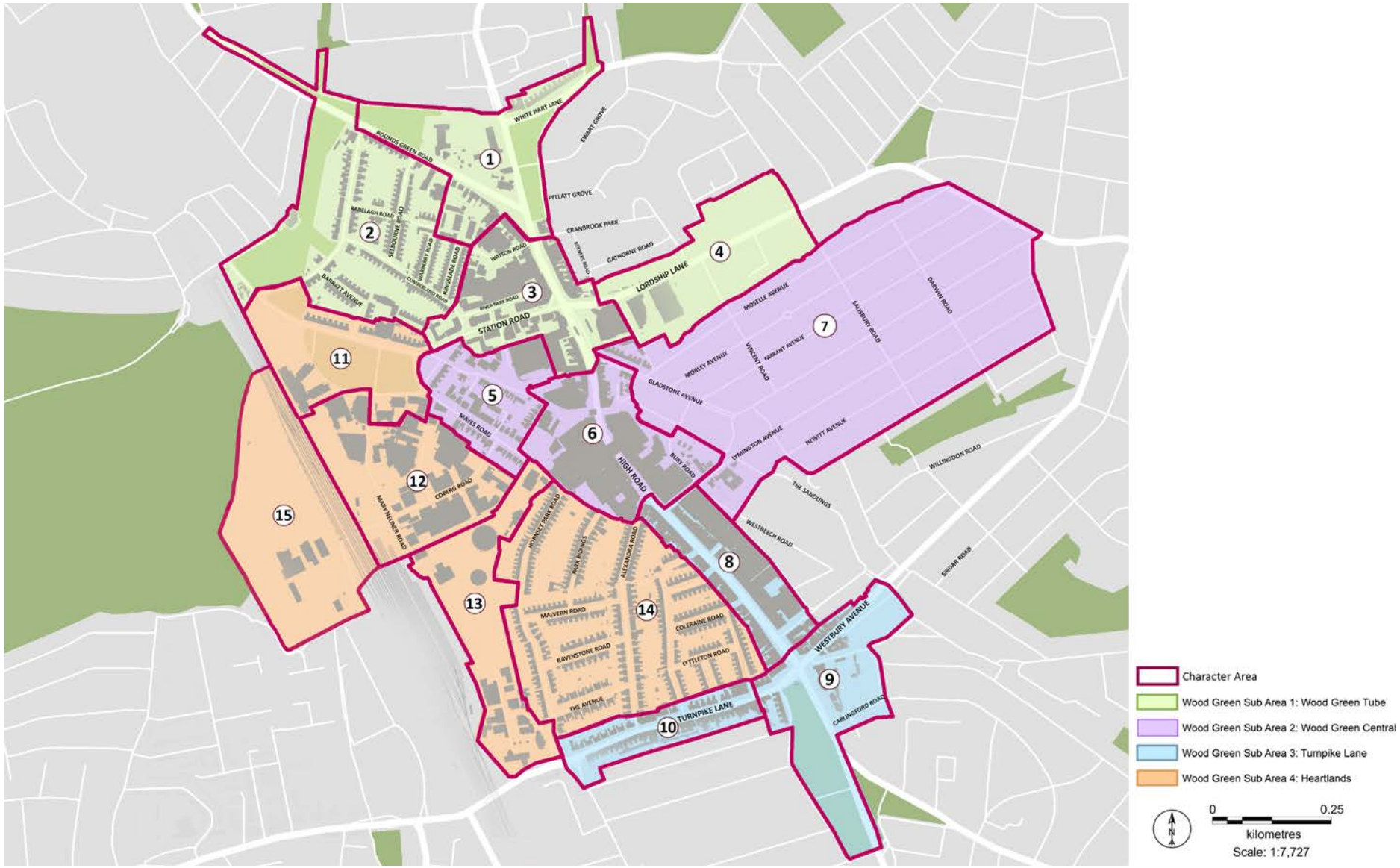


Figure 7.11: Wood Green Character Areas & Sub Areas

Landmark Buildings

7.48 At key points within the town centre, landmark buildings can emphasise the importance of the location, and help to guide visitors through the area to these locations. A landmark building should be of exceptional design within the centre, but doesn't necessarily have to be a tall building as defined by DM6. Such locations could include Wood Green and Turnpike Lane tube stations, the new Crossrail Station, the Town Centre Square, Civic Square, and Cultural Quarter. If the proposal is for a tall building, then policies DM6 and WG6 will be applied to ensure that their design is acceptable with both the local and borough-wide planning framework for tall buildings.

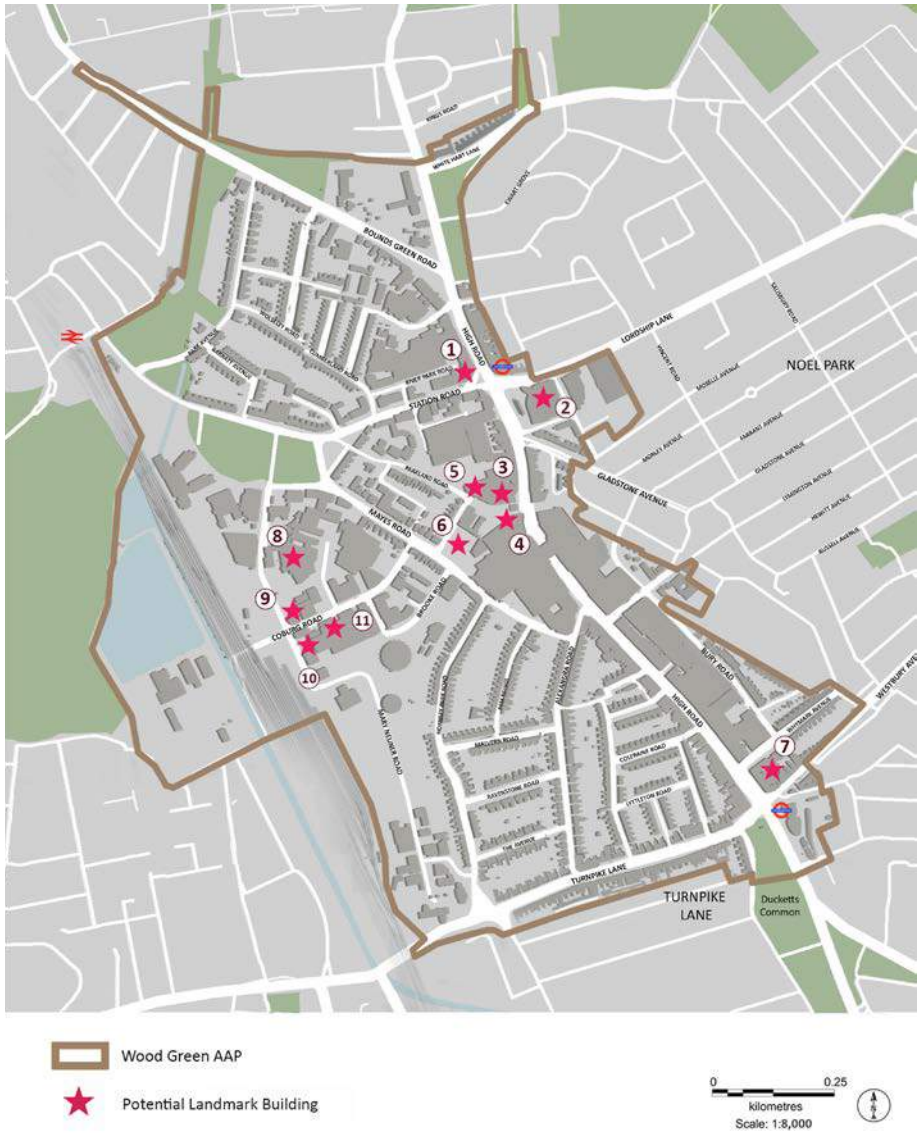


Figure 7.12: Landmark building locations

7.49 The locations set out in Fig 7.12 below are justified as follows:

1. Station Rd: Marking the entrance from Wood Green Underground and Crossrail Station; Framing views of Alexandra Palace down Station Rd; Waymarker from new piece of urban realm in Wood Green North sub-area.
2. HollyWood Green: Marking the entrance from Wood Green Underground and Crossrail Station; Framing views down the High Rd.
3. Wood Green Library: Marking the entrance from Wood Green Crossrail Station entrance; Marking the confluence of Wood Green High Rd & the new East-West link (north); Marking the entrance to the new Town Square; Framing views of Alexandra Palace from Wood Green High Rd.
4. Wood Green High Rd/Wood Green Library: Marking the entrance from Wood Green Crossrail Station entrance; Marking the confluence of Wood Green High Rd & the new East-West link (north); Framing views of Alexandra Palace from Wood Green High Rd.
5. Wood Green High Rd (the Mall): Marking the entrance to the centre from Wood Green High Rd; Marking the entrance to the new Town Square; Framing views of Alexandra Palace from Wood Green High Rd.
6. Wood Green Town Centre west: Marking the entrance to the new Town Square; Framing views of Alexandra Palace from Wood Green High Rd.
7. Westbury/ Whymark Avenues: Marking the entrance to the Town Centre from Turnpike Lane Underground Station; Framing Wood Green High Rd.
8. Chocolate Factory: Marking Wood Green Cultural Quarter.
9. Coburg Rd (N): Marking the entrance to the Wood Green from Alexandra Palace/the west of the borough; Framing views down the new east-west route.
10. Coburg Rd (S) Marking the entrance to the Wood Green from Alexandra Palace/the west of the borough; Framing views down the new east-west route.
11. Coburg Rd (N-S/E-W confluence): To mark the confluence of the new principle East-West and North-South links through the Heartlands Sub Area; Waymarker from Clarendon Rd, Cultural Quarter, and Boulevard pieces of urban realm.

7.50 There are a number of existing buildings that can rightfully be considered landmarks in their own right. These will provide a context for new development as set out in DM1. Particular consideration should be given to the setting of the existing buildings set out in Figure 3.8.

Policy WG6: Local Tall Buildings and Local Views policy

WG6: Tall Buildings and Local Views Policy

1. In line with DM6, Wood Green has been identified as being potentially suitable for the delivery of tall buildings. The design of any buildings within this area will be in accordance with the relevant Site Allocation, and proposals should follow the guidance set out in the emerging Tall Buildings SPD.
2. Where feasible, new tall buildings will provide public access to the top floor of the building so that everybody can benefit from the best views created in new developments. Particular consideration in Wood Green should be given to the views west from the public area.
3. A new local view from Wood Green High Road through to Alexandra Palace will be established across the new Town Square.
4. Views across the rail line from Alexandra Palace should be a primary consideration in the location and design of tall and taller buildings in Wood Green, and particularly in the Heartlands sub-area.

Reasoned Justification

7.51 Wood Green, as a Metropolitan Town Centre, identified growth area, and highly accessible area, is identified in the Local Plan Strategic Policies as a suitable location for tall buildings. This is established in the Local Plan: Strategic Policies DPD. Further work has been carried out in the tall buildings SPD which offers guidance on how tall buildings should be designed in the borough.

7.52 The location of viewpoints to the east of Wood Green focusing on views of Alexandra Palace creates a need to design tall buildings very sensitively in the Wood Green Central and Heartlands sub-areas. There is a less constrained (in purely view terms) opportunity for tall buildings in the north of Wood Green, and towards Turnpike Lane Station.

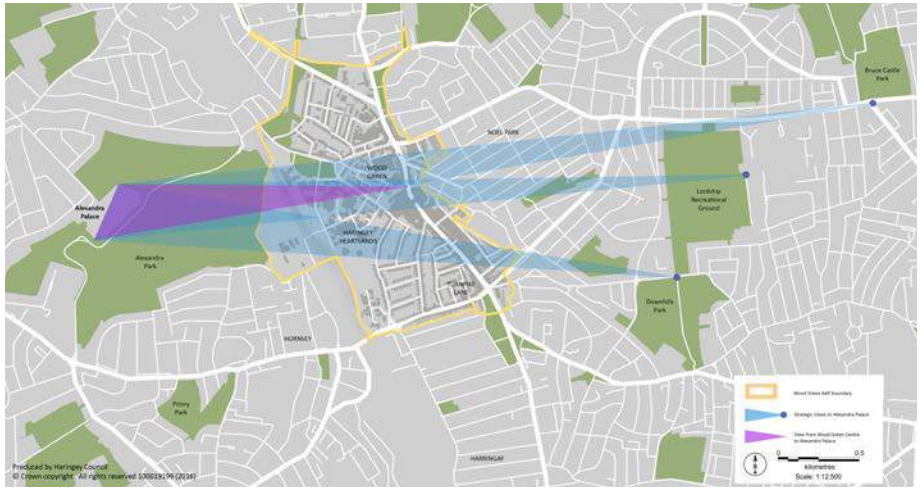


Figure 7.13: View Corridors in Wood Green

7.53 London Plan Policy 7.7 (Part C(h)) states that publically accessible areas should be provided on upper floors, where appropriate. Wood Green lies to the east of Alexandra Palace and the Highgate-Muswell Hill ridge line, affording excellent views there, as well as towards the city, and Docklands. As such publically accessible uses such as cafes, bars, and gathering spaces will be expected to be provided at the top of tall buildings in the area to exploit this, and help fulfil the building's role in contributing positively to the appreciation of variety in Wood Green's urban form.

7.54 The new local view of Alexandra Palace from Wood Green High Rd will play a crucial role in drawing the attention of visitors to Wood Green High Rd towards the western extension of the Town Centre towards Heartlands. The view will be established by having restricted heights in the form of the new Town Square to the west of the High Rd, and beyond that the establishment of a new Wood Green open-sided marketplace. Beyond this, development which helps to frame Alexandra Palace will be supported.

Figure 7.14: 3D Model of view over the market to Ally Pally

Policy WG7: Heritage

WG7: Heritage

1. Existing buildings and open spaces of historic or architectural merit, as set out in Figure 3.8 must be preserved or enhanced and new buildings will be required to demonstrate how they positively reflect this context whilst encouraging high quality, contemporary design responses that achieve optimal regeneration impact.
2. The historic fabric of the town centre in terms of the architectural, townscape and landscape features should be preserved or enhanced, including making the best use as far as possible in relation to:
   - A. Listed and locally listed buildings and their settings, particularly the listed Gaumont Cinema building in the heart of the Wood Green Central area, and Chocolate Factory building at the heart of the Cultural Quarter, ;
   - B. Buildings within the Noel Park, Wood Green Common, and Trinity Gardens Conservation Areas, as well as the setting of the adjacent Alexandra Palace and Hornsey Water Works and Filter Beds Conservation Areas;
   - C. Unlisted buildings of historic and architectural merit and of townscape importance within the town centre. These heritage assets are proposed for potential regeneration through re-use and refurbishment and should inform the design of new development and inform wider proposals. These assets are indicated in Figure 3.8.
   - D. The terraces along Wood Green High Rd will be retained as a link to the past, and as a source of small business space which is consistent with Wood Green's cultural heritage.

Reasoned Justification

7.55 All development proposals should demonstrate an understanding of the local historic environment and clearly consider the proposal's physical and functional impact on this environment, as well as the wider area. The Council will seek to ensure that all proposals consider opportunities for adaptive re-use of existing assets, where viable, as well as the sensitive integration of new development within the existing urban and historic fabric.

7.56 The Council is undertaking a review of its local list at the current time, which may add, remove, or change the status of some of the heritage assets listed in Figure 3.8.

Policy WG8: Green Grid/New Urban Spaces

WG8: Green Grid

All developments in the Wood Green AAP area will be required to respond positively to the creation, optimisation, and implementation of the Green Grid network. Where appropriate, new development will:

A. Maximise the benefit of amenity from, improve where possible access to, and ensure development is complementary to Wood Green Common and Ducketts Common, to make them better able to serve Wood Green's growing population;

B. Create an enhanced network of legible, and walkable green links between Wood Green Common, Nightingale and Trinity Gardens, and the New River reserve in the north of Wood Green;

C. Improve pedestrian and cycling links to, and the overall quality of Belmont Recreation Ground, Alexandra Palace Park, Russell Park, Lordship Rec, White Hart Lane Rec, Woodside Park, and Downhill's Park, with the aim of improving access to a range of types of open spaces in Wood Green.

D. New public urban spaces will be established and connected, including on the following sites:

i. A new Town Square to the west of Wood Green High Rd (WGSAs 8 & 9);

ii. A new Civic Boulevard will be developed in the Coburg Rd area (WGSAs 16, 17 & 18);

iii. A new piece of urban realm serving as the focal point of an improved cultural quarter (WGSAs 16, 19 & 20);

iv. Wood Green bus garage (WGSAs 2, 3 & 4).

Reasoned Justification

7.57 Wood Green has a deficit of urban realm in which people can gather, dwell, and relax at present. The spaces that do exist are often poorly located or orientated, and/or located on the busy High Rd, with little screening from the impacts of heavy traffic. Through redevelopment, new spaces will be created within the centre.

A new town square to the west of Wood Green High Rd

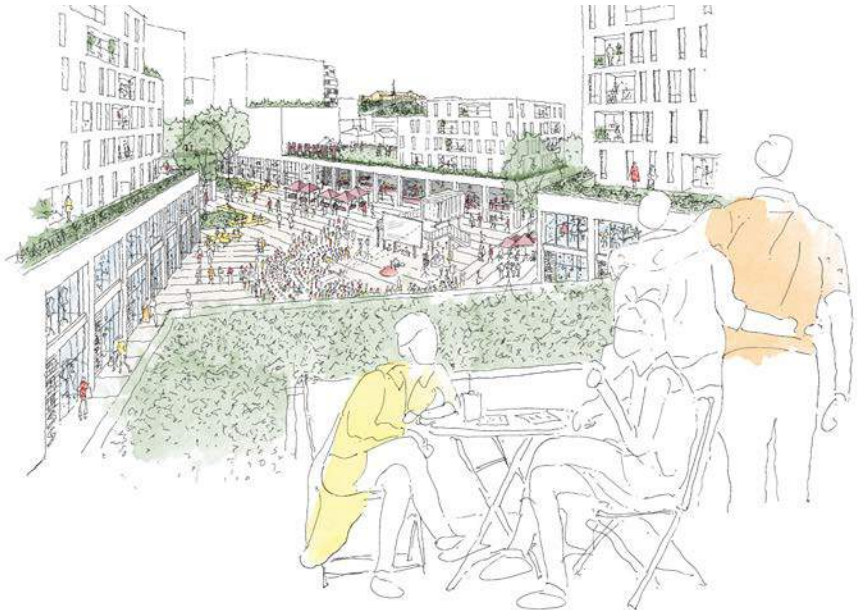


Figure 7.15: Vision/IMAGE

7.58 This new Town Square will be a new focal point of the regenerated Wood Green town centre. Located on the new principle East-West Route, pedestrian and cycling connectivity will need to be incorporated. New retail circuits of the town centre will be facilitated from the Square, including to the north to Station Rd, and Wood Green High Rd at Wood Green Underground Station via WGSAs 7 & 8; and through WGSA 9 south and back onto the High Rd. Views across the square, and the new market located to its west will establish a visual link between Wood Green High Rd and Alexandra Palace for the first time in a generation. There will be a new Crossrail 2 station entrance onto the square, with a mix of retail and leisure uses surrounding it.

A new Civic Boulevard will be developed in the Coburg Rd area

Figure 7.16: Vision/IMAGE

7.59 This generously proportioned new pedestrian and cycle-oriented route will connect the new Civic functions located on WGSA 17 with an improved access to Alexandra Palace via an improved Penstock Foot Tunnel. This route will provide an opportunity for active uses on sites WGSA16, 17, 18 & 21 to frame the new space, creating a set of active uses along its length. There will be opportunities for new uses to occupy the space within the urban realm, potentially in the form of daily markets or for performance events. The space should change along its length, and be flexible throughout to hold a range of types of events. The key junction on the new principle east-west and north-south routes should be designed to accommodate the ready flow of pedestrians and cyclists navigating through the area, including the use of appropriate waymarking.

Green Grid

7.60 Due to the significant need for new housing and employment in Haringey, and Wood Green, delivering new open spaces of a significant scale is not considered realistic. Wood Green does have a range of excellent open spaces within it, and on its doorstep. Additionally, development contributions have the potential to be collected and spent on improving those spaces, and improving access to them. Together, these aims will form a green grid of networked, high quality open spaces.

7.61 Wood Green's Green Grid will form a part of the Haringey and London wide integrated network of green infrastructure. A network of accessible open spaces linked by footpaths, cycleway and tree-lined avenues is planned. The more built-up character of many of the areas identified as being deficient in access to nature make the reduction of deficiency all the more challenging. Policy WG6 seeks to ensure that through a combination of more substantial enhancements, as part of major development, and off-site investment, this will ensure a valuable environmental legacy for future residents.

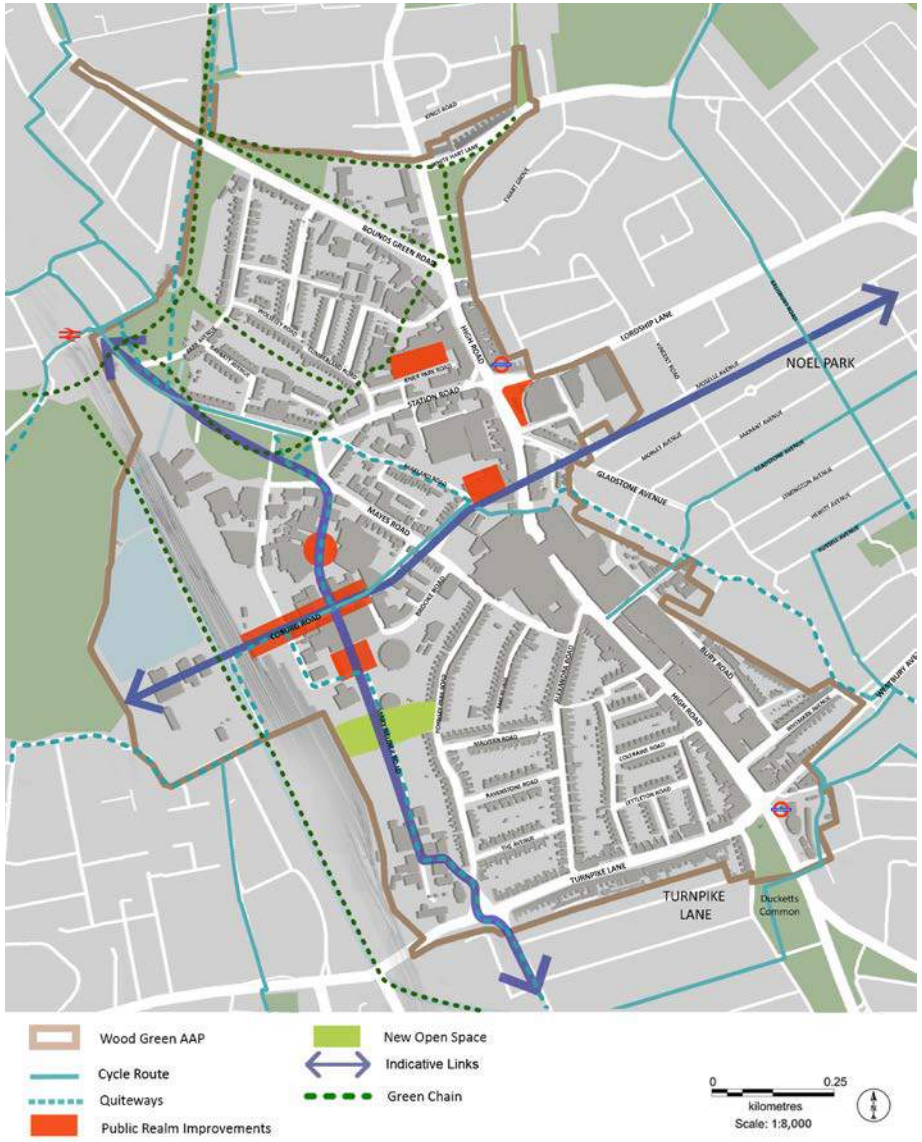


Figure 7.17: Wood Green's Green Grid

7.62 Key routes within Wood Green include the connecting of the High Road with Alexandra Palace Park through the key growth area in Haringey Heartland. Links to the collection of parks to the east of the AAP area (Lordship Rec, Downhills Park, and Chestnuts Park) will also be improved. An improved set of green links will be established in the north of the AAP area. Existing nearby parks such as Belmont Common, Russell Park, Woodside Park, and the White Hart Lane facility will be better connected, and have their quality improved. Wood Green Common, and Ducketts Common will be improved to act as the key local parks for the metropolitan centre.

7.63 The impact of new routes on existing open spaces will be closely managed. The aim of improving pedestrian and cycling connectivity through parks is to enhance and link together existing open space assets and ensure as many people can access them as easily as possible. Any developments should be able to clearly demonstrate how they meet this aim, including how any affected assets in the Park will be reprovided and improved.

Policy WG9: Community Infrastructure

WG9: Community Infrastructure

1. In order to meet the needs of Wood Green's growing population:
   A. A 2 new forms of entry primary school entry will be provided, with potential to be expanded to 3 forms of entry, with the preferred location being on WGSA 24;
   B. A new GP surgery will be provided, with the preferred location being on WGSA 11;
   C. Proposals which incorporate new leisure uses as part of mixed use developments will be supported;
2. A new Civic Square will be created on the East-West Route through Wood Green creating a new piece of urban realm surrounded by uses focussing on the provision of services to local residents.
3. Proposals which affect existing community floorspace will need to identify how the use will be reprovided within the area.
4. D1 uses which help to support the delivery of social infrastructure will be permitted above and behind active frontages on terraced properties in the AAP area.
5. All new commercial development will be required to design in and connect up to ultra high speed telecommunications infrastructure.
6. New development will be required to facilitate the development, and ensure connection to the Wood Green Decentralised Energy Network where feasible.

Reasoned Justification

7.64 Wood Green's population is forecast to grow by approx as a result of new development contained in this document. The Council's Infrastructure Delivery Plan identifies existing shortfalls in infrastructure in the Borough, and Wood Green, and the following additional infrastructional buildings are considered necessary in order to make development acceptable across the AAP area:

7.65 CIL will be collected on all sites where applicable in Wood Green to fund the provision of community infrastructure in the borough.

Education

7.66 The 2016 School Place Planning Report identified a projected need by 2025 for 1.5 new forms of primary school entry in the greater Wood Green area. Additionally, there is forecast to be an unmet 0.5 new form of primary school entry need in the greater Harringay area. On this basis a new 2 form of entry primary school is proposed in the southern Clarendon Rd site (WGSA 24). This site is ideally located in the zone more suitable for family housing, and can meet need in both the greater Wood Green, and greater Harringay areas. To ensure future capacity within the area is robust, the new school should be designed in such a way as it can be expanded to accommodate a third form of entry. There is not forecast to be a requirement for additional secondary school capacity.

7.67 At present there are a range of smaller scale community facilities including language collages operating out of offices above terraced retail properties in Wood Green. These form a useful role in the local economy, drawing new people into the centre, and providing local jobs and services for local residents.

Health

7.68 The 2016 Infrastructure Delivery Plan Update identified a projected deficit in the Wood Green area totalling 3,755 people due to the anticipated retirement of current single handed GPs. Additionally, new development identified is forecast to increase the population of Wood Green by 10,785. This creates a need for an additional 8 new GPs, 8 new C&E rooms, and 3 new treatment rooms. This equates to a floorspace of approximately 1,000m^2.

Leisure

7.69 The provision of leisure uses within a town centre forms an important part of a Town Centre's overall offer to visitors. Leisure can be used as a wide term and could include commercial town centre facilities including food & drinks, cinemas, bowling alleys, as well as social infrastructure such as gyms, sports courts, and swimming facilities, which could be provided by the public or private sector.

Civic facilities

7.70 A new Civic Square will be created as a focus for local services and community activities in Wood Green, focused around a pleasant environment, in an accessible location. This will include new Council offices, a new library, and opportunities for the provision of new flexible community space to reprovide space lost in redevelopments to facilitate regeneration of the town centre.

Community space

7.71 There are a number of existing community facilities scheduled for redevelopment in Wood Green. The Asian Centre (WGSA 9), the West Indian Centre (WGSA 24), the Job Centre (WGSA 20), and Wood Green Library (WGSA 8) will all need to be rehoused within the local area. Opportunities for these uses to be provided in new, multifunctional facilities should be explored to ensure that communities' needs will be met in a space-efficient manner, as per Local Plan policy DM49.

7.72 A replacement library will be provided on the Civic Square area to replace the existing facility on Wood Green High Rd which will be redeveloped as part of the creation of a new Town Square.

Policy WG10: Improving the Evening Economy

WG10: Improving the Evening Economy

1. Development which creates managed leisure and other uses which increase activity and safety in Wood Green town centre during the evening hours will be supported.
2. The 50% minimum requirement for A1 uses on Secondary town centre frontages will be relaxed to 25% in the areas identified in Figure 7.20 where there is a proposal for A3 or A4 uses.
3. New market squares and spaces which provide opportunities for evening uses, potentially on different nights of the week to day-time market uses will be supported.
4. Proposals for evening economy uses must demonstrate that any adverse impacts on neighbouring uses, including residential use (within and around the AAP area) will be appropriately managed by submitting a management strategy with their proposal.

Reasoned Justification

7.73 Wood Green's economy closes down generally around 7pm, particularly in areas away from Wood Green or Turnpike Lane underground stations. In addition to adding local population through new housing in the area, changes of use and development of an enhanced set of later-opening uses within the centre will encourage greater visitation by people from within and around Wood Green. A thriving evening economy will also serve to attract a more diverse and prosperous resident base to the area. These will focus around new urban realm locations, so that activity in the evening creates overlooking of public spaces, to improve safety.

7.74 The following locations are identified as being appropriate in principle for a greater range of food and drink (use classes A3, A4 and A5), as well as potentially leisure-related uses (use class D2):

1. Parts of Wood Green North (Station Rd & Vue site);
2. Terraces of Wood Green;
3. Laneways running off Wood Green High Rd.

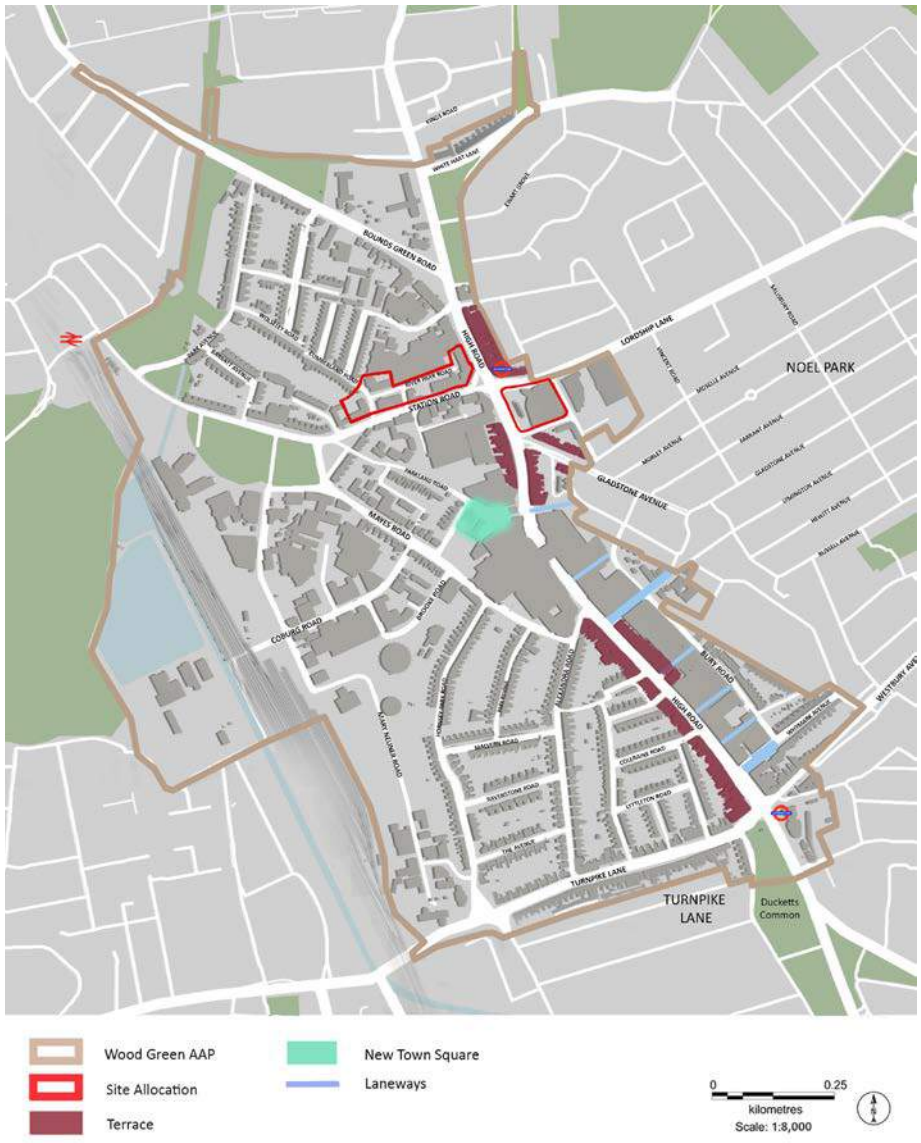


Figure 7.18: Evening Economy Locations

Management Strategy

7.75 To assist the assessment of proposals, planning applications must include a management strategy that show how the use will operate and how any potential undue impacts can be mitigated (including noise, hours of operation, how customers will be managed when leaving the premises etc). The management strategy must be strictly adhered to [as a condition of the consent] if a proposal for the evening economy use is approved by the Council.

Policy WG11: Transport

WG11: Transport

1. Development which enhances pedestrian and cycle access, permeability and facilities, particularly those helping to establish the new principle East-West and North-South pedestrian and cycling routes through the area, will be supported.
2. A new entrance to a central Wood Green Crossrail station will be created, opening onto the Town Square.
3. The appropriate quantity and location of off-street Town Centre parking required within the centre will be delivered in line with the findings of the Transport Study underpinning this plan.
4. New cycle hubs will be established on sites WGSA 5 & 15.
5. Opportunities to create more bike lockers and hangers through new developments will be supported.
6. All parking spaces for new development will be required to provide electric vehicle charging points
7. Opportunities to improve the layout of junctions should be considered through the transport assessments and designs for new developments. Specific improvements should be considered as part of the designs for the following allocations:
   i. Junction of Station Rd, Wood Green High Rd, and Lordship Lane, and the issue of rat running along Watsons and Ringslade Rds: WGSAs 2, 3, 4 & 5;

Reasoned Justification

7.76 Improvements to the capacity of the public transport network are required to support the planned developments in Wood Green. Piccadilly line services are relatively infrequent [about 23 trains per hour] compared to the Victoria line [36 tph]. TfL are planning to invest in new signalling and rolling stock which will increase capacity by about 60% from mid 2020s. With the proposed Crossrail 2 services running through Wood Green, this will encourage developers to bring forward sites for earlier development than would otherwise be the case. Crossrail 2 would also provide greater connectivity within central and inner London.

7.77 Wood Green is well served by bus routes with 12 routes using the High Road alone. As part of the regeneration of Wood Green it is considered worthwhile for TfL to review the bus network to ensure bus services are planned to best meet existing and future demands whilst seeking to minimise the environmental impact on the area's main roads.

Figure 7.19: Cycling Network In Wood Green

7.78 Enhancements to the road network to increase capacity at critical junctions will be necessary to minimise delays to buses and other traffic and to facilitate the development.

Parking

7.79 The availability of on and off-street parking is a key element in managing traffic generated by development. The management of this parking is necessary to achieve sustainable regeneration. The Council will be undertaking a transport study to assess the impact on the road network. The study will also include an analysis of parking demand and capacity, to establish the most appropriate levels of off-street town centre parking in Wood Green. At present the majority of town centre parking is on the Morrison's, The Mall, and Bury Rd Car Park sites.

Junction Improvements

7.80 A review of the operation of critical junctions in the AAP area will be undertaken by the Council. In addition work will be required to address specific issues of rat running traffic within the AAP area.

Cycle Hubs

7.81 Cycle and pedestrian facilities have been improved in recent years as part of urban realm enhancements to the town centre. However, much better access by cycle and foot into and through the area is needed to support sustainable development.

7.82 Wood Green and Turnpike Lane stations serve a large catchment, particularly to the east of Wood Green high Rd. The establishing of new cycle hub facilities, including bike storage, repair, and refreshment facilities will underpin local residents' choice to use a bike-to-rail mode of travel.

Policy WG12: Meanwhile Uses

WG11: Meanwhile Uses

The Council will support, through the granting of temporary planning consents, "meanwhile" uses on existing undeveloped parcels of land and allocated development sites which are not expected to come forward in the short term. Such uses will be required to demonstrate how they contribute to the vibrancy of the immediate area and support the delivery of the development outcomes and vision as set out in this Plan.

Reasoned Justification

7.83 In order to deliver the desired regeneration outcomes and successfully co-ordinate development schemes, the Council recognises that some developments may not come forward until the later part of the plan (2026-2035). The Council believes that there are many opportunities for sites to continue to offer an active use throughout the early stages of redevelopment.

7.84 Where there are functioning buildings on sites which are scheduled for redevelopment, the Council will support applications that keep the buildings in active use in the short term. Where demolition has occurred, but the new development may be a few years away, a suitable temporary meanwhile use of the space will be encouraged. Such uses should ensure that they have no negative impact on the immediate area and that they continue to complement the vibrancy and distinctiveness of the neighbourhood.

CHAPTER 8
SITE ALLOCATIONS

Introduction

Site Ref	Site Name	Page
WG SA 1	Civic Centre	106
WG SA 2	Green Ridings House	108
WG SA 3	Wood Green Bus Garage	110
WG SA 4	Station Rd Offices	112
WG SA 5	Vue Cinema Site	114
WG SA 6	Mecca Bingo	116
WG SA 7	Morrison's	118
WG SA 8	Wood Green Library	122
WG SA 9	Wood Green Town Centre West	124
WG SA 10	The Mall (east side)	126
WG SA 11	Iceland	128
WG SA 12	Bury Rd Car Park	132
WG SA 13	16-54 Wood Green High Rd	134
WG SA 14	L/b Westbury & Whymark Aves	136
WG SA 15	Turnpike Triangle	138
WG SA 16	Coburg Rd North	142
WG SA 17	Bittern Place	144
WG SA 18	Clarendon Rd	146
WG SA 19	Wood Green Cultural Quarter (South)	148
WG SA 20	Wood Green Cultural Quarter (North)	150
WG SA 21	L/a Coronation Sidings	152
WG SA 22	Western Rd Depot	154
WG SA 23	Western Rd Car Park	156
WG SA 24	Clarendon Rd South	158
WG SA 25	Hornsey Filter Beds	160

Fig 8.1: Site Allocations

Sites in Northern Wood Green sub-area

Site Ref	Site name	Page Number	m² employment	m² town centre	Net resi units	Other	
						m²	Use
WG SA 1	Civic Centre	106	1,017	1,017	116	-	
WG SA 2	Green Ridings House	108	1,571	786	191	-	
WG SA 3	Wood Green Bus Garage	110	3,808	1,904	326	9,520	Bus Garage, new open space
WG SA 4	Station Rd Offices	112	3,468	3,468	372	1,734	New Open Space
WG SA 5	Vue Cinema Site	114	1,760	1,760	138	4,401	Replacement open space, Cycle hub
WG SA 6	Mecca Bingo	116	2,407	2,407	275	-	
WG SA 7	Morrison's	118	2,899	2,899	331	-	
		Total	**16,931**	**14,242**	**1,750**	**15,655**	

Fig 8.2: **Sites in Wood Green North Sub Area**

WG SA 1: LBH CIVIC CENTRE

Address	Haringey Civic Centre, High Rd, Wood Green, N22		
Site Size (Ha)	1.0	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Civic Centre & Council Offices		
Ownership	Single public ownership		
How site was identified	Existing Site Allocation		
Planning designations	Haringey Civic Centre is locally listed Adjacent to: Church of St Michael and All Angels (grade II), War Memorial, Wood Green High Rd (grade II), Wood Green fountain and cattle trough (grade II). Site falls within the Trinity Gardens Conservation Area Adjacent to Green Chain		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	116	1,017	1,017

Proposed Site Allocation

8.1 Extension and conversion, or if suitably justified, redevelopment of the Civic Centre building, exploiting the site's capacity to develop onto the car park area, to create a mix of commercial and residential buildings.

Commentary

8.2 The Council is investigating how best to utilise its landholdings and it is clear that this site has additional capacity within it. A new preferred location for the existing civic use has been identified in central Wood Green, and many parts of the existing building are no longer suitable for their current use. There is potential for development on the extensive car parking at the rear of the site, and options to convert the

front section, including the Council chamber, should be considered.. The Civic Centre is a locally listed building within a Conservation Area, and any comprehensive redevelopment requiring demolition would need to justify that the replacement building would make a significant contribution to the Trinity Gardens Conservation Area.

Site Requirements

- The Civic Centre building is locally listed and careful consideration regarding its retention and potential enhancement should be given through any proposals. Any development on the site should have regard to the significance of the Civic Centre building, and its role within the Trinity Gardens Conservation Area.
- The retention of the Council Chamber building, with conversion to a new community use should be considered.
- If demolition is considered, the building line should complement the building at 247 High Rd.
- There is potential to develop the currently underused land to the rear of the Civic Centre for new residential and commercial floorspace.
- The public realm to the front of the site will be designed so to enhance the Trinity Gardens Conservation Area, and complement the network of green spaces in the area.
- The northern edge of the site should be landscaped to complement the network of green chains in the area.
- Redevelopment involving the use of the travellers' site to the south west of the site will not be considered unless adequate reprovision of these housing units has been secured.
- Any development on this site should enhance the overall setting of Trinity Gardens Conservation Area.
- This site accommodates a bus stop outside the entrance; the accessibility of this bus stop would be expected to be maintained or improved through any redevelopment.
- New commercial office floorspace will be sought on this site.

Development Guidelines

- The principles of the Civic Centre & Trinity Gardens Character Area should be used to guide development on this site.
- This site is within an area considered to be generally more suitable for family housing within the AAP area.
- The setting of St. Michael's Church should be preserved, in particular the local views from the High Street to the south, Trinity Gardens to the west, and to the east from Crescent Gardens should be enhanced by any development on this site.
- Access to the site by car should be from Trinity Road to minimise the traffic impact on Wood Green High Rd. The height of development along Trinity Road will be limited to complement the residences opposite.
- The existing mature trees should be complemented by a green frontage to Trinity Rd on the site's northern boundary, to help to establish the green links routes within the area.
- The existing Council offices could be converted to housing, with the car parking and open space to the rear of the site will provide opportunities for new residential blocks.
- There is potential for development between the Church and the Travellers site on Bounds Green Road, but this must be sympathetic to both uses. Additionally, development of this block must preserve the viewing corridor from Trinity Gardens Park to St. Michael's Church.
- New development on the site should complement the form, massing, and architectural style of the Civic Centre (should it be retained), and is sympathetic to the adjacent Travellers site and properties on Trinity Road.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should be managed to improve water quality.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 2: GREEN RIDINGS HOUSE

Address	Green Ridings House, Wood Green High Rd, N22		
Site Size (Ha)	0.6	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Offices (former telephone exchange)		
Ownership	Single private freehold		
How site was identified	Existing Site Allocation		
Planning designations	Proposed green chain Adjacent to Trinity Gardens Conservation Area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	191	1,571	786

Proposed Site Allocation

8.3 Redevelopment of existing telephone exchange building for masterplanned new residential and employment mixed use development in association with the redevelopment of Wood Green bus garage.

Commentary

8.4 This site is a significant, but outdated telephone exchange. It is identified as having the potential to intensify uses of both employment in terms of number of jobs, and to provide new homes. There is the potential for this site to create a new mixed use precinct in the north of Wood Green when developed along with the Bus Garage and Station Rd Offices sites.

Site Requirements

- Development should be accompanied by a masterplan showing how the redevelopment will complement the aspirations for redevelopment on the adjacent Wood Green Bus Garage and Station Rd offices sites. A masterplan detailing how future complementary development of the Station Road Offices site could be progressed will be required alongside any planning application.
- There is no requirement to retain the existing building.
- A Secondary town centre frontage will be created fronting Wood Green High Rd.
- The open space to the front of the building should be enhanced to contribute to enhancing the setting of the Trinity Gardens Conservation Area and form part of the Northern Wood Green Green Chain.
- The Wood Green High Road frontage should have an active employment use, with the remainder of the site being a mix of employment and residential use. New office floorspace will be sought on this site.

Development Guidelines

- The principles of the High Rd North Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- The setting of St. Michael's Church should be preserved, in particular the local views from the High Street to the south.
- The principle building frontage should address Wood Green High Rd, but buildings should also address the Watsons Road street frontage.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should complete the Green Chain from Wood Green Common through to Trinity Gardens in tandem with Allocations WG SA 3 and WG SA 4.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 3: WOOD GREEN BUS GARAGE

Address	Wood Green bus garage and ancillary buildings, High Rd, N22			
Site Size (Ha)	1.3	**PTAL Rating**	6	
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**	
Current/Previous use	Bus Garage and ancillary buildings			
Ownership	Single private freehold			
How site was identified	Existing Site Allocation			
Planning designations	Area of Archaeological Importance Proposed green chain Wood Green Metropolitan Centre			
Indicative Development Capacity	**Net residential units**	**Town centre m²**	**Employment m²**	**Bus stabling m²**
	326	1,904	3,808	9,520

Proposed Site Allocation

8.5 Reprovision of bus stabling on the site, with the construction of a podium level above, creating new mixed use development including town centre, residential and office uses, increased permeability through the area, and a new piece of urban public realm.

Commentary

8.6 Wood Green Bus Garage represents a key infrastructure asset within Wood Green, and the site is a significant local employer. Redevelopment to make a more intensive use of the space is sought, but the continuation of the bus stabling facility within the Wood Green area will be required as part of this development. A phased, masterplanned redelivery of the bus garage will be sought, in combination with adjoining sites, to create new town centre uses, a public urban square, and new homes at podium level and above.

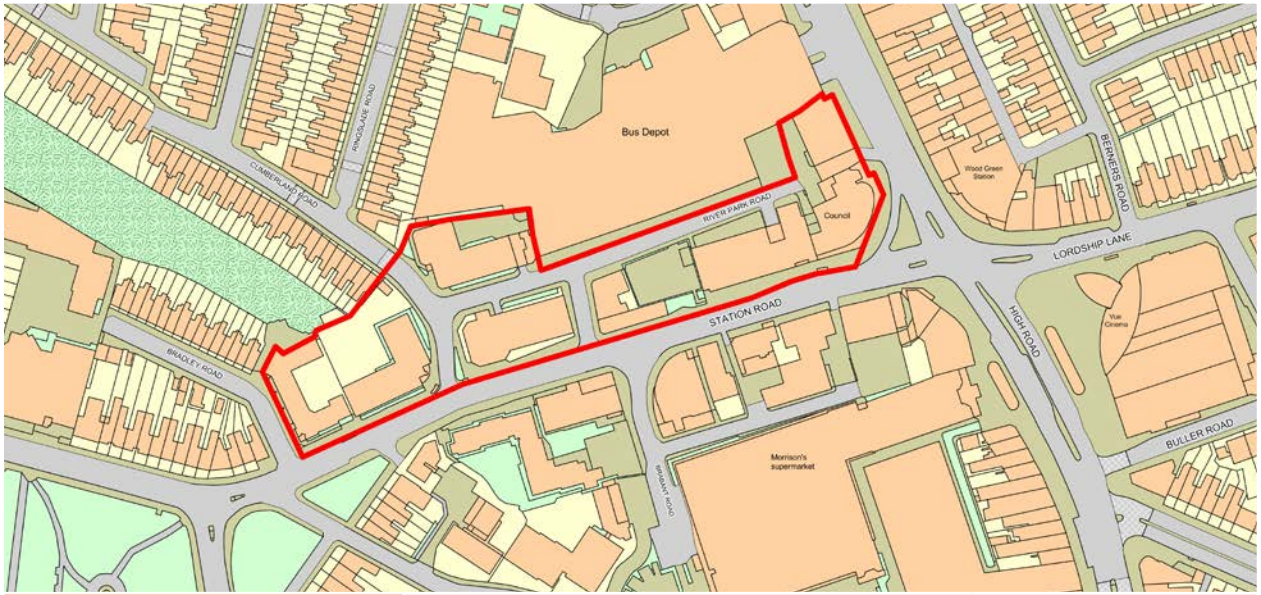
Site Requirements

- Development should be masterplanned with the Green Ridings House and Station Rd offices sites. A masterplan detailing how future complementary development of the Station Road Offices site could be progressed will be required alongside any planning application.
- Comprehensive redevelopment of the site must retain or enhance the capacity for buses and associated facilities on site, or alternatively a similar well located site in the vicinity of this site should be identified prior to any development being undertaken.
- No buildings need to be retained.
- This site should be considered together with the Station Rd Offices site to the south to create increased permeability through the local area, including a new north-south, and improved east-west pedestrian/cycling links.
- A new urban square should be created on the podium above the bus stabling in the centre of this site. This will enable the connection of a Green Chain linking Wood Green Common with Trinity Gardens through this site.
- New development should address Wood Green High Rd, and predominantly be at podium level, above the replacement bus garage.
- Secondary town centre frontages should be created on the Wood Green High Road frontage, and fronting onto the new urban realm in the centre of the masterplanned site.
- A mix of commercial and residential uses will be permitted above podium level to improve the viability of creating the new bus garage beneath. New office floorspace will be sought on this site.
- The setting of the Grade II listed Wood Green Underground Station should be respected through any design, potentially through establishing a podium level with higher elements set back from the High Road.
- Residential uses should be located away from and insulated against noise from the bus operations.

Development Guidelines

- The principles of the High Rd North Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- The site sits on a slope rising from south to north. While development fronting onto Ringslade Road will be at grade, there may well be an opportunity for undercutting towards River Park and Station Rds, providing the opportunity to stable buses at lower ground level. This could ultimately lead to buses entering and exiting the site from Station Road or from the High Road, with a podium created to enable development above.
- Heights will be restricted next to the properties on Ringslade Road to ensure that their amenity is respected. This could be achieved through the introduction of mews-style development between the proposed new Green Chain, and these residential properties.
- Operational parking for staff of the Bus Garage may be required, but overall parking should be minimised on this site due to the excellent local public transport connections.
- New private courtyards could be created as part of the developments fronting onto Wood Green High Road.
- There should be a publically-accessible piece of open space at the centre of the development at podium level, with new town centre uses surrounding it. This new urban realm should be subsidiary to the Town Square created in the Centre of Wood Green.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Management of air quality and noise will be required to ensure that the transport and residential uses are complementary.
- A flood risk assessment is required for any development.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.
- The setting of St. Michael's Church should be preserved, in particular the local views from the High Street to the south.

WG SA 4: STATION ROAD OFFICES



Address	225 Wood Green High Rd, 10-48 Station Rd, 40 Cumberland Rd, Wood Green, N22		
Site Size (Ha)	1.2	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Predominantly B1a office use		
Ownership	Mix of public & private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre Proposed green chain Area of Archaeological Importance		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	372	3,468	3,468

Proposed Site Allocation

8.7 Redevelopment of existing office buildings to create new mixed use development with town centre uses at ground floor, a mix of offices and residential above, and improved public realm and connections through the area. Potential use of the lower ground floor as a new bus garage.

Commentary

8.8 This predominantly Council-owned collection of office blocks is one of the largest buildings by floorspace in Wood Green. While capable of accommodating a large number of jobs, they are of limited architectural merit, do not provide sufficiently high quality facilities to draw commercial clients at a market rent, and

are approaching the end of their commercial life. Together with the adjacent Bus Garage site, they represent an opportunity for comprehensive redevelopment to create a more fine-grained street layout, a new piece of urban realm, improved, and new, town centre frontages, and new commercial and residential development within the town centre.

Site Requirements

- Development should be in accordance with a masterplan which includes consideration of the potential redevelopment of the Wood Green Bus Garage and Green Ridings House sites (WG SA 2 & WG SA 3).
- The requirements for optimising provision for bus stabling may impact on this site. Provision of access to an underground/lower ground level bus garage with access from Station Road or the High Road should be identified, with the impact on High Rd/Lordship Lane/Station Rd junction identified and addressed.
- Secondary town centre frontages will be created on the Wood Green High Road and Station Rd frontages, and fronting onto the new urban realm in the centre of the masterplanned site.
- New commercial and residential uses will be permitted above ground floor level. New office floorspace will be sought on this site.
- A finer-grain street layout will be created, including a new north-south route, and enhanced east-west pedestrian links, incorporating connection of the Wood Green North Green Chain network linking Wood Green Common, the former Palace Gates rail line, and Trinity Gardens.
- A new piece of open space will be created on this site at podium level at the confluence of the new Green Chain, north-south, and east-west pedestrian routes through the site.
- No buildings need to be retained.
- The setting of the Grade II listed Wood Green Underground Station should be respected.
- A new green grid connection through the disused railway line should be established.

Development Guidelines

- The principles of the High Rd North Character Area should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance from Wood Green Underground Station; Framing views of Alexandra Palace down Station Rd; Waymarker from new piece of urban realm in Wood Green North sub-area.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- New private courtyards should be considered as part of the developments fronting onto Station Road and Wood Green High Road.
- New north-south and east-west pedestrian connections linking Station Road, Wood Green High Road, and Watsons Road will be created. These will be separate to the potential bus entrance.
- Active frontages should be considered on the new north-south and east-west pedestrian podium routes.
- Parking should be minimised on this site due to the excellent local public transport connections.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- The setting of St. Michael's Church should be preserved, in particular the local views from the High Street to the south.
- The new north-south route across the site should be designed to complement a suitable crossing point on Station Rd, probably aligning with an enhanced Brabant Rd.

WG SA 5: VUE CINEMA

Address	Hollywood Green, 180 Wood Green High Rd, Wood Green, N22		
Site Size (Ha)	0.6	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Cinema, town centre uses at ground floor		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Wood Green AAP Issues & Options report		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	138	1,760	1,760

Proposed Site Allocation

8.9 Comprehensive mixed use development for town centre and residential uses, establishing an enhanced public plaza fronting Wood Green High Rd, with town centre uses complementing an enhanced piece of urban realm at the entrance to Wood Green from Wood Green underground station.

Commentary

8.10 The Vue Cinema/HollyWood Green occupies a prominent location directly outside of Wood Green Underground station. At present it is an underutilised site, offering a weak gateway to

the town centre. Potential exists for this site to create an improved public realm focussed around a new Crossrail 2 entrance, with more active uses at ground floor level to create a high quality entrance to Wood Green, and an improved overall public realm offer within the centre.

Site Requirements

- Development should be set back from Wood Green High Rd to create a new, enhanced "plaza" at the entrance to Wood Green.
- Secondary town centre frontages will be created fronting onto the new plaza, and on Lordship Lane.
- No buildings need to be retained, but highly functional bus stops on the High Rd frontage and Lordship Lane will be required.
- Active frontages will be required on the High Rd and Lordship Lane frontages.
- A mix of new leisure, commercial and residential development will be appropriate above ground floor town centre uses. New office floorspace will be sought on this site.
- Consultation with TfL will be required to understand the requirement to preserve bus standing behind this development to be designed into this development, and to understand the potential future requirements of the development of Crossrail.
- The ground floor of the Lordship Lane frontage of the building could be a suitable location for a cycle hub linked to Wood Green Underground station.
- Opportunities to complement the development of Wood Green's decentralised energy network via heat sourced from Crossrail should be explored.

Development Guidelines

- The principles of the High Rd North Character Area should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance from Wood Green Underground Station; Framing views down the High Rd.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations. The functioning of the Piccadilly Line and potentially Crossrail 2 could be a constraint on development however.
- New development should establish an improved plaza fronting onto Wood Green High Rd. The busy High Rd should be appropriately screened from the plaza to mitigate noise and air pollution impacts.
- New uses on the site will provide passive surveillance to improve safety and security on the plaza.
- There may be the potential for secondary town centre uses on the frontages perpendicular to Buller and Redvers Rds, but these should be respectful of the residential uses directly opposite.
- Landscaping should form a perimeter between the plaza and the High Rd which mitigates effects of traffic, but does not block out the sun from the West.
- Due to the proximity of Wood Green station, development should respect the setting of this listed building.
- Development should respect the scale of the terraced developments on Gladstone Avenue.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.

WG SA 6: MECCA BINGO

Address	Mecca Bingo, Lordship Lane, Wood Green N22		
Site Size (Ha)	0.8	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Bingo Hall		
Ownership	Single private freehold		
How site was identified	Existing Site Allocation		
Planning designations	Blue ribbon network Wood Green Growth Area Wood Green Metropolitan Centre Adjacent to Noel Park Conservation Area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	275	2,407	2,407

Proposed Site Allocation

8.11 Redevelopment of bingo hall for town centre uses with residential above.

Commentary

8.12 This site represents an underutilised opportunity in a highly accessible town centre location. There is scope for comprehensive redevelopment to bring new commercial and residential development into the town centre with an improved town centre frontage onto Lordship Lane, and a significant reduction in surface car parking.

Site Requirements

- No buildings need to be retained.
- The alignment of Wellesley Road will be extended, with townhouses provided on the southern side of the road. This will provide the servicing access for the site.
- A secondary town centre frontage will be provided on the Lordship Lane ground floor frontage of this site.
- A mix of residential and commercial will be acceptable above ground floor level. New office floorspace will be sought on this site.
- The Moselle runs in a culvert along the south edge of the site, and investigations around it's suitability for future use, and potential deculverting should be facilitated through any development.

Development Guidelines

- The principles of the Lordship Lane Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- The height of development in the south of the site should be respectful of the existing properties on Moselle Avenue and Wellesley Rd.
- Development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- The building line along the southern edge of Wellesley Road should be continued.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.

WG SA 7: MORRISON'S WOOD GREEN

Address	Morrison's, Wood Green High Rd, N22		
Site Size (Ha)	1.0	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Supermarket, shopping mall, surface and multi-storey car parking		
Ownership	Single private freehold		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Area of Archaeological Importance Adjacent to listed building: Gaumont Cinema		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	331	2,899	2,899

Proposed Site Allocation

8.13 Redevelopment of the supermarket and surface car parks to create mixed use development comprising of town centre uses on the ground floor, new routes through the centre, with residential and commercial uses above.

Commentary

8.14 This site, while busy, is underutilised considering its public transport access and town centre location. The extensive car parking space could be redeveloped, with the retail offer improved by aligning it more closely with the High Road and the creation of a new north-south route along an extended Brabant Rd, linking Station Rd and the new Town Square at Wood Green Central.

Site Requirements

- Any planning application will be required to be accompanied by a site-wide masterplan showing how the development complements other development proposed, allocated, and/or permitted on surrounding sites.
- No buildings in the site need to be retained, but, the Gaumont Cinema to the south of the site is Grade II* Listed, and the terraces adjacent on the High Road (nos. 1-19 incl. The Broadway), make a positive contribution to the setting of the listed building from the High Road, and should be enhanced through redevelopment of the current arcade entrance on the High Road frontage.
- A new Laneway running from Wood Green High Rd into the centre of the site will be created. This should junction with the extended Brabant Rd in the centre of the site.
- The part of the site adjacent Wood Green Library site will, in tandem with other local sites, establish an enhanced street layout focused on a new Town Square, which this site will create a new pedestrian link into, in the form of an extended Brabant Rd, creating a new circuit within the centre.
- Ground floor town centre uses will be required on all frontages. Primary frontage will be required in the south of the site (close to the new Town Square), while secondary town centre frontages should be provided on all other frontages.
- Above ground floor, the uses will be a mix of commercial and residential. New office floorspace will be sought on this site.

Development Guidelines

- The principles of the High Rd North and The Mall & Wood Green Library Character Areas should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Lane/Bruce Castle. Development should be designed to ensure this view is carefully managed.
- Heights on Parkland Road should be restricted to protect the amenity of the occupants of the existing houses.
- The building line and height of development along the High Road frontage should respond to the design of The Goose public house and the remainder of The Broadway terrace.
- Opportunities for development at the northern edge of the site to complement (potentially) active uses at the rear
- Development should respect the integrity of the listed Gaumont Theatre. The relationship with this building, specifically whether it can be treated as a boundary wall should be explored.
- Active uses should be provided on the extended Brabant Rd linking Station Rd and the Wood Green Library site. This will be a pedestrian route with town centre frontages wherever possible on both sides.
- Part of this site is within the Primary Shopping Area. New retail provision on this site should be predominantly A1 use class, and designed in such a way to attract national comparison retailers.
- A separation of Brabant and Parkland Rds will emerge from the new Wood Green Central Town Square, with a building that addresses both frontages between them.
- Existing semi-mature trees along the western and north-western boundary should be retained in the development.
- Brabant Rd (east-west branch) will continue to perform a servicing function for the properties on Station Rd, as well as the new development.
- The Gaumont Cinema to the southeast of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected. Adequate sound and vibration mitigation measures must be incorporated, reflecting its desired reuse as a theatre, cinema or other cultural venue, and vehicle access to the stage house must be maintained.
- Residential parking should be minimised on this site due to the excellent local public transport connections. There is a need to meet Town Centre parking need however, as per the transport study supporting the next version of this document.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

Sites in Wood Green Central sub-area

Site Ref	Site name	Page Number	m² employment	m² town centre	Net resi units	Other	
						m²	Use
WG SA 8	Wood Green Library	122	1,823	3,647	169	912	Town Square
WG SA 9	Wood Green Town Centre West	124	11,655	23,311	825	5,828	Town Square
WG SA 10	The Mall (east side)	126	5,215	10,430	602	-	
WG SA 11	Iceland site	128	602	602	120	2,409	GP surgery
		Total	**19,296**	**37,990**	**1,637**	**9,148**	

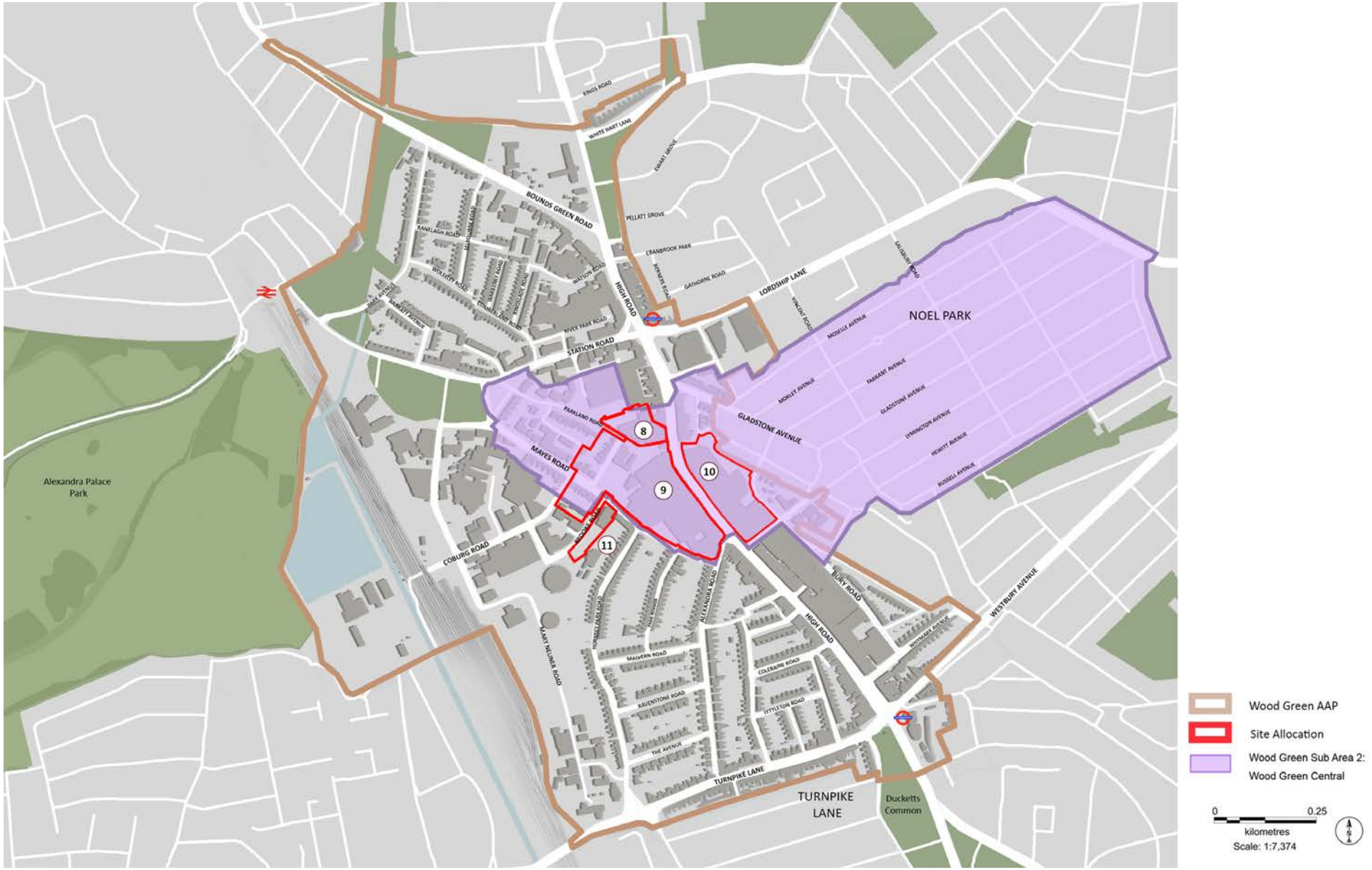


Fig 8.3: **Sites in Wood Green Central Sub Area**

WG SA 8: WOOD GREEN LIBRARY

Address	Wood Green Library and Shopping Centre, Wood Green High Rd; Asian Centre, Caxton Rd, Wood Green, N22		
Site Size (Ha)	0.6	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Library, shopping centre		
Ownership	Single public freehold		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Secondary frontage Adjacent to listed building: Gaumont Cinema		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	169	1,823	3,647

Proposed Site Allocation

8.15 Redevelopment of existing library building to create a new town square with enhanced town centre uses surrounding it, Crossrail Station entrance, and residential and commercial uses above.

Commentary

8.16 The Wood Green Library site incorporates a number of uses including the small retail premises as well as the library itself. The library is one of the most popular in London, and this function must be reprovided within the Metropolitan Centre. The site is in Council ownership, and will be used to catalyse the regeneration of Wood Green town centre. Development will create an opportunity to deliver part of a new town square, a new Crossrail station entrance, and will create a gateway to the Heartlands area from Wood Green High Rd.

Site Requirements

- Any application for development on this site will be required to be accompanied by a masterplan identifying how the proposed development helps to meet the allocations on this and WG SA 9.
- No buildings need to be retained
- A new Town Square will be created at this location, in conjunction with WG SA 9. A Crossrail Station entrance will be located on the Town Square.
- This site is within the Primary Shopping Area. New retail provision on this site should be

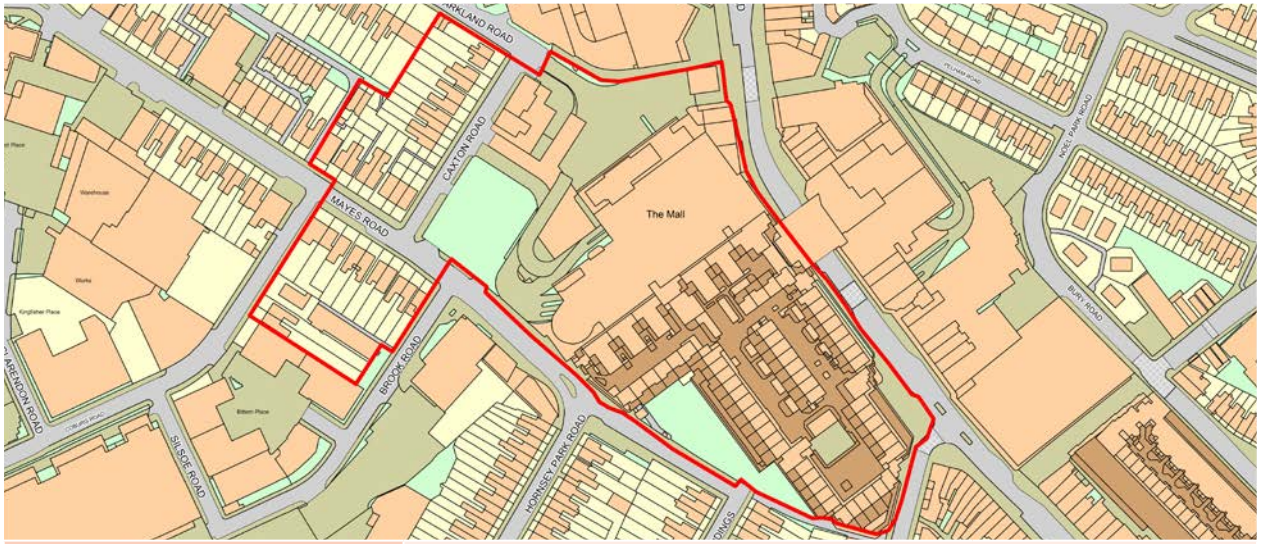
predominantly A1 use class, and designed in such a way to attract national comparison retailers. Primary town centre frontages will be required on all frontages on this site.

- A new Crossrail station entrance will be provided on this site.
- An enhanced library will be secured within the town centre prior to demolition of the existing building.
- New town centre uses and improved active frontages which address the public realm will be provided on all edges of the new town square.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- A new east-west connection through the site will be created, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new urban square, to Wood Green's western heartland.
- A new local view will be established securing a viewing corridor from Wood Green High Rd to Alexandra Palace. This site contains the origin of this view, and the urban realm linking the town square with Wood Green High Rd should provide opportunity for this view to be appreciated.
- Beneath the viewing corridor should be located a new open-sided covered marketplace on one side of the town square.

Development Guidelines

- The principles of the Mall & Wood Green Library Character Area should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance from Wood Green Crossrail Station; Marking the confluence of Wood Green High Rd & the new East-West link (north); Marking the entrance to the new Town Square; Framing views of Alexandra Palace from Wood Green High Rd.
- A new Landmark building should be delivered marking the entrance from Wood Green Crossrail Station; Marking the confluence of Wood Green High Rd & the new East-West link (north); and framing views of Alexandra Palace from Wood Green High Rd.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies beneath a protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle. Development should be designed to ensure this view is carefully managed.
- The new town square will include a range of town centre uses, including a mix of food and beverage, and retail..
- Height should be restricted on parts of the site directly adjacent to retained residential buildings on Caxton and Mayes Roads to respect their amenity.
- Provision for an extended Brabant Rd to connect into the new Town Square should be provided.
- Development should complement the terraced properties at The Broadway.
- This site is within the Primary Shopping Area. New retail provision on this site should be predominantly A1 use class, and designed in such a way to attract national comparison retailers.
- This site must provide an attractive, safe and generous east west pedestrian and cycling connection linking into the wider cycle network linking Alexandra Palace/the west of the borough with Noel Park/Tottenham.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored. It may be possible that a deculverted river could be a focal point for the new urban square.
- The Gaumont Cinema to the north of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected. Adequate sound and vibration mitigation measures must be incorporated, reflecting its desired reuse as a theatre, cinema or other cultural venue, and vehicle access to the stage house must be maintained. Potential for new entrance(s) and/or additional facilities in suitably designed extensions may be considered.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

WG SA 9: WOOD GREEN TOWN CENTRE WEST



Address	The Mall, 1-19 Caxton Rd, 8-10 Caxton Rd, and 86-98 Mayes Rd, Wood Green High Rd, Wood Green, N22		
Site Size (Ha)	4.1	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Shopping centre with multi-storey car parking, community centre, and residential units on top; Community Centre, residential properties		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Wood Green AAP Issues & Options report		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	825	11,655	23,311

Proposed Site Allocation

8.17 Redevelopment of existing shopping city and surrounding properties to create a refreshed town centre focussed around a new Town Square, with new mixed use development comprising of town centre ground floor uses along a new street layout, with a mix of residential and office uses above.

Commentary

8.18 The Mall is the current focal point of Wood Green providing a significant and diverse quantum of retail floorspace. While performing a valuable role, the design of the Mall is not optimal in terms of the parking levels, urban design outlook within the centre, or permeability. The redevelopment of the Mall, when combined with the introduction of a new Crossrail station offers a generational opportunity to regenerate the centre of Wood Green, creating an increased and improved set of town centre uses, new homes and office accommodation. To facilitate the growth of Wood Green, and its optimization as a metropolitan town centre focused around a new Crossrail Station, the redevelopment of existing residential properties on top of the Mall, as well as those on Caxton/Mayes Rd, and the current community facilities on Caxton Rd will be required. This will ensure that the regenerated town centre has the sufficient depth to accommodate a phased redevelopment of the town centre, and ensure that enough total floorspace is created to secure

the future of Wood Green as a Metropolitan Centre people will continue to visit into the future.

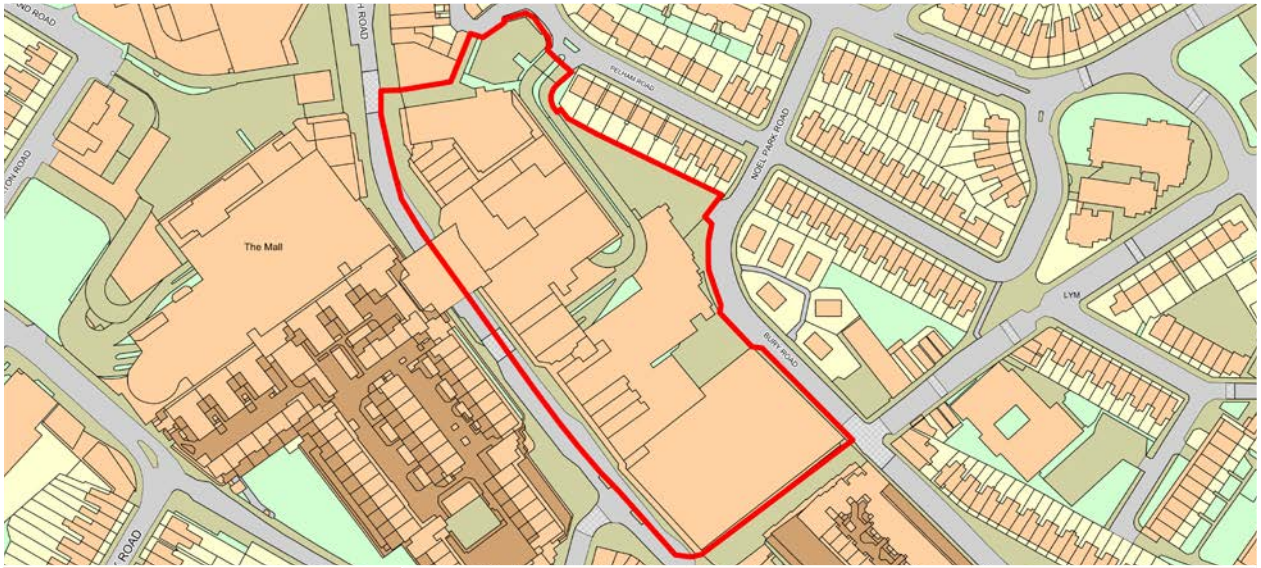
Site Requirements

- Any application for development on this site will be required to be accompanied by a masterplan identifying how the proposed development helps to meet the allocations on this site and WG SA 8.
- Due to the significant role this site pays in the operation of the town centre, a phased approach to development to ensure that the benefits of redevelopment are not unduly compromised by the shutting down of large sections of the centre for long periods during construction. A phasing plan will be required to show how this site will be delivered alongside any application.
- No buildings need to be retained
- A new Town Square will be created at this location, in conjunction with WG SA 9. A Crossrail Station Entrance will be located on the Town Square.
- A finer-grain street layout will be established which enables greater permeability through the area. Park Ridings, Brook Rd, and Hornsey Park Rd should continue as pedestrianised streets, with a new rout running perpendicular to the High Rd intersecting them running from the new Town Square to Alexandra Rd.
- A new local view will be established securing a viewing corridor from Wood Green High Rd to Alexandra Palace. Beneath the viewing corridor should be located a new open-sided covered marketplace on one side of the town square. This site will contribute to framing this view through the delivery of an area of significant activity in the view's alignment.
- New town centre uses and improved active frontages which address the public realm will be provided on all edges of the new town square.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- A new principle east-west connection through the site will be created, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new Town Square, to Wood Green's western heartland.
- Adequate reprovision of space for the community use should be identified prior to any redevelopment.
- This site is within the Primary Shopping Area. New retail provision on this site should be predominantly A1 use class, and designed in such a way to attract national comparison retailers. Primary town centre frontages will be required on all frontages on this site.

Development Guidelines

- The principles of The Mall & Wood Green Library Character Area should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance to the centre from Wood Green High Rd; marking the entrance to the new Town Square; and framing views of Alexandra Palace from Wood Green High Rd.
- A new Landmark building should be delivered marking the entrance to the new Town Square from the west; and framing views of Alexandra Palace from Wood Green High Rd.
- Part of this site lies beneath a protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle. Development should be designed to ensure this view is carefully managed.
- Height should be restricted on parts of the site directly adjacent to retained residential buildings on Parklands and Mayes Rds to respect their amenity.
- Removal of the existing footbridge is envisaged as part of an improved urban realm in the central area of the High Rd.
- Development on Mayes Rd should be residential or commercial, rather than establishing a single-sided retail street opposite retained residences. Town Centre uses opposite the current commercial frontages will be expected.
- Residential parking should be minimised on this site due to the excellent local public transport connections. There is a need to meet Town Centre parking need however, as per the transport study supporting the next version of this document.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

WG SA 10: THE MALL (EAST)



Address	The Mall, Wood Green High Rd, N22		
Site Size (Ha)	1.8	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Shopping centre with multi-storey car parking, and residential units on top		
Ownership	Single private freehold with public flying leasehold		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage Adjacent to Noel Park Conservation Area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	446	5,215	10,430

Proposed Site Allocation

8.19 Redevelopment of existing shopping city to create new mixed use development with town centre uses along active frontages at ground floor level, and a mix of residential and commercial above.

Commentary

8.20 The Mall is the current focal point of Wood Green, and while it performs an important role within the town centre through the provision of a significant and diverse quantum of retail floorspace. While performing a valuable role, the design of the Mall is not optimal in terms of the parking levels, urban design outlook within the centre, or permeability. The redevelopment of the Mall, when combined with the introduction of a new Crossrail station offers a generational opportunity to regenerate the centre of Wood Green, creating an increased and improved set of town centre uses, new homes and office accommodation.

Site Requirements

- Due to the significant role this site pays in the operation of the town centre, a phased approach to development to ensure that the benefits of redevelopment are not unduly compromised by the shutting down of large sections of the centre for long periods during construction. A phasing plan will be required to show how this site, and site WG SA 11, will be delivered alongside any application.
- Any application for piecemeal development on this site will be required to be accompanied by an allocation-wide masterplan identifying how the proposed development contributes to meeting the aspirations of this policy.
- No buildings need to be retained.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- This site is within the Primary Shopping Area. New retail provision on this site should be predominantly A1 use class, and designed in such a way to attract national comparison retailers. Primary town centre frontages will be required on all frontages on this site.
- A finer-grain street layout will be established which enables greater permeability through the area. A new laneway will be created on the northern edge of the site (next to Portman House), and a pedestrianised extension to Noel Park rd through the site.
- A new Laneway will be created on Lymington Avenue, extending through to Bury Road, with Secondary town centre frontages along its length.
- A new east-west connection through the site will be created, establishing an easily navigable pedestrian and cycling link from Wood Green High Road into the generously spaced roads of Noel Park, and subsequently to areas beyond.
- New retail provision on this site should be aimed at national comparison retailers, with new retail floorplates being designed in such a way to accommodate this type of retailer.

Development Guidelines

- The principles of the Mall & Wood Green Library Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed.
- Greater open space for circulation should be created in order to make the "middle" section of the High Road a more pleasant place to visit. Removal of the existing footbridge is envisaged as one intervention to achieve this.
- Views from the Noel Park Estate should be considered in the design of development on this site.
- The Moselle River runs in a culvert under the north eastern corner of this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Height should be restricted on parts of the site directly adjacent to residential properties on Pelham Rd.
- Residential parking should be minimised on this site due to the excellent local public transport connections. There is a need to meet Town Centre parking need however, as per the transport study supporting the next version of this document.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 11: ICELAND SITE

Address	Iceland, 59 Mayes Rd, Wood Green, N22			
Site Size (Ha)	0.4	**PTAL Rating**	4	
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**	
Current/Previous use	Iceland supermarket, vacant land			
Ownership	Single public freehold with private leasehold			
How site was identified	Existing Site Allocation			
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Local Employment Area: Wood Green regeneration area Blue ribbon network			
Indicative Development Capacity	**Net residential units**	**Commercial m²**	**Health m²**	**Town centre m²**
	120	602	2,409	602

Proposed Site Allocation

8.21 Comprehensive redevelopment creating a new health facility, retail, and commercial use at ground floor, with residential above.

Commentary

8.22 This site plays an important edge-of centre role in regenerating Wood Green Town Centre. The future development will provide a limited retail frontage along Mayes Rd, to complement surrounding retail uses, and mark the end of the Town Centre, with a new health centre being created at the western end of the site, accessible to both the growth in the Central Wood Green and Heartlands areas. Commercial ground floor uses will be provided in between, and subject to viability, above the other active ground floor uses there will be a mix of uses including new residential.

Site Requirements

- Development proposals will be required to be accompanied by an area-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels on surrounding Allocations.
- No buildings are required to be retained.
- A new health centre should be provided on the site.
- New retail should be provided on the Mayes Rd frontage, marking the edge of the Primary Shopping Area in Wood Green.
- Commercial uses should be provided where viable on this site, filling the ground floor uses once the requisite space for the new health centre and retail uses has been created. New office floorspace will be sought on this site.
- Development should be mixed use with commercial and residential above the mix of active ground floor uses.
- The orientation of the health centre should support access by foot from the Civic Square to the north, as well as along Brook Rd.

Development Guidelines

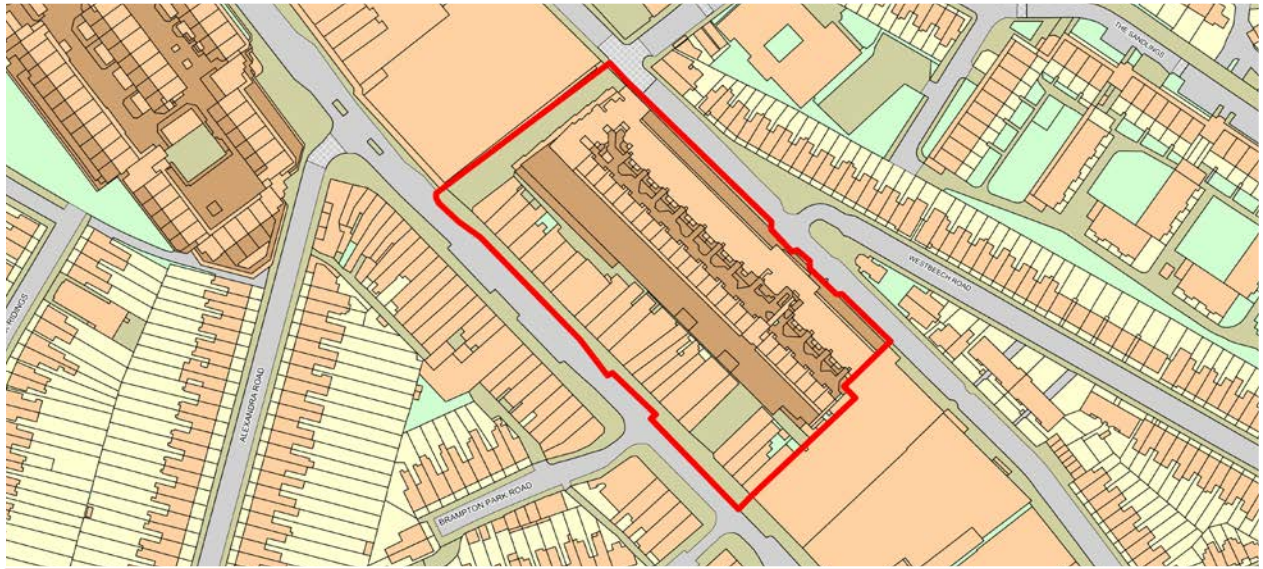
- The principles of the Clarendon Rd Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed.
- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity. Development opposite the properties on Mayes Rd that are proposed to be included in the Bittern Place development will need to protect existing users on this site will need to be developed
- New development along Brook Rd should frame the space creating a positive and safe town centre feel along its length.
- The new health centre should be provided at the western end of the site.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is suitable for car free development due to its good, and improving public transport access.

Sites in Turnpike Lane sub-area

Site Ref	Site name	Page Number	m² employment	m² town centre	Net resi units	Other	
						m²	Use
WG SA 12	Bury Rd Car park	132	2,013	2,013	130	-	
WG SA 13	16-54 Wood Green High Rd	134	4,432	4,432	487	-	
WG SA 14	L/b Westbury & Whymark Aves	136	1,282	1,282	137	-	
WG SA 15	Turnpike Triangle	138	-	230	49	230	Cycle Hub
		Total	**7,728**	**7,958**	**802**	**230**	

Fig 8.4: **Sites in the Turnpike Lane Sub Area**

WG SA 12: BURY ROAD CAR PARK



Address	Bury Road Car Park, Bury Rd, Wood Green, N22		
Site Size (Ha)	1.2	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Multi-storey car parking, with large floor plate retail at ground floor level, and residential on top		
Ownership	Single public freehold with a mix of private leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary and secondary frontage		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	130	2,013	2,013

Proposed Site Allocation

8.23 Comprehensive masterplanned redevelopment of the rear of this site, including new laneway linkages off Wood Green High Road creating new mixed use development comprising town centre and residential uses.

Commentary

8.24 The Bury Road car park is a mix of town centre uses, residential, and significant quantum of multi-storey car parking. The Council considers that it is appropriate that the use of this site is expanded, and that car parking is reduced in line with the forthcoming town centre parking strategy. This site will also be able to make an additional positive contribution to the town centre by creating new Laneways with complementary town centre uses running perpendicular from the High Road to increase its depth.

Site Requirements

- Buildings fronting the High Road at this point are of significant conservation value, particularly the Cheapside Arcade, and will be retained. Any demolition should ensure that the existing High Road frontage buildings are unaffected, or the setting of the High Road is improved.
- New Laneways will be created on Dovetail and Lymington Avenues, extending through to Bury Road. With Secondary town centre frontages along their lengths.
- Due to the comprehensive development opportunity on this site, provision of larger floorplate retail units aimed at national comparison retailers will be expected.
- A primary shopping frontage will be placed on the High Street frontage. Smaller scale ground and first floor town centre uses will continue to be supported on the terraced High Road frontage.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- Existing market stall storage will need to be reprovided within the town centre prior to redevelopment.
- Access to properties above High Rd frontage will need to be secured as part of any proposal.

Development Guidelines

- The principles of the High Rd South Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- Views from the Noel Park Estate should be considered in the design of development on this site.
- Development should complement the buildings in the Noel Park Estate Conservation Area to the north/east of the site across Bury Road. Heights should be restricted along this interface, and have entrances that present onto the street.
- Residential parking should be minimised on this site due to the excellent local public transport connections. There is a need to meet Town Centre parking need however, as per the transport study supporting the next version of this document.
- The new secondary frontages on Lymington and Dovecote Avenues should provide complementary uses to the primarily retail offer on Wood Green High Road. These should be pedestrianised spaces.
- Opportunities to open up the old arcade building in the Cheapside parade to create an additional set of active frontages would be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A piling statement will be required prior to any piling taking place.

WG SA 13: 16-54 WOOD GREEN HIGH RD

Address	16-54 Wood Green High Rd, N22		
Site Size (Ha)	1.6	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Ground and some first floor town centre uses with mix of commercial and residential uses above		
Ownership	Mix of public and private freehold and leasehold interests		
How site was identified	Existing Local Plan Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	487	4,432	4,432

Proposed Site Allocation

8.25 Comprehensive redevelopment of current buildings for mixed use development consisting of town centre uses at ground and first floor level, with residential above.

Commentary

8.26 This is a collection of buildings which are of mixed, but overall limited architectural quality at the southern end of Wood Green High Road. Development is likely to come forward in phases due to the multiple land ownerships on this site, but all applications should be co-ordinated through this policy. There is an opportunity to improve the High Road frontage, introduce a fine graining of the site to introduce new town centre uses off the High Road through the introduction of new Laneways, and increase residential and commercial office uses within the centre.

Site Requirements

- Development proposals will be required to be accompanied by an allocation-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the site allocation.
- No buildings need to be retained.
- Due to the comprehensive development opportunity on this site, provision of larger floorplate retail units aimed at national comparison retailers will be expected.
- A primary shopping frontage will be placed on the High Street frontage.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- Height will be limited facing the High Road, with the possible exception for the site adjoining the potential tall building on the Whymark/ Westbourne Road site. A laneway aligning with Westbeech & Coleraine Rds should be considered.
- New Laneways will be created on running east-west off the High Road, in addition to Whymark Avenue. These will have secondary town centre frontages at ground floor level, and are suitable as zones to help improve Wood Green's evening economy. One or two new laneways should be created through comprehensive development on this site.
- New development should increase the amount of circulation space available on the pavements fronting Wood Green High Rd.
- New retail provision on this site should be aimed at national comparison retailers, with new retail floorplates being designed in such a way to attract this type of retailer.
- At present part of this site is safeguarded for the construction of Crossrail 2.

Development Guidelines

- The principles of the High Rd South Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- Heights of buildings at the rear of the site should be sympathetic to the residential properties on the east side of Bury Road.
- A podium level fronting onto Wood green High Rd may be suitable to respect the character of the terraced properties on the eastern side of Wood green High Rd.
- Private open space will be provided in internal communal courtyards, private balconies and roof gardens.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Building lines should be set back at ground floor level to increase space for circulation along Wood Green High Road, through having a wider pavement width. This should respect the terraced frontage on WG SA 13 to the north of this site, and the frontage to WG SA 15 to the south.
- The Victorian shopping parade immediately north of the site on Wood Green High Road should be retained, and enhanced by this site's development.
- This site will in all probability come forward in phases due to the differences in ownership. Landowners will need to demonstrate how their schemes affect neighbouring properties, including their future redevelopment as part of their proposed design.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A materials palate that complements the terraces opposite on Wood Green High Rd, and the Noel Park Conservation Area should be used on this site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 14: LAND BETWEEN WESTBURY & WHYMARK AVES

Address	Land between Westbury Avenue, Whymark Avenue, and the High Rd, Wood Green, N22		
Site Size (Ha)	0.5	**PTAL Rating**	6b
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Retail with a mix of residential and commercial activities above		
Ownership	Multiple private freeholds and leaseholds		
How site was identified	Existing Local Plan Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	137	1,282	1,282

Proposed Site Allocation

8.27 Redevelopment of existing town centre buildings to create a new gateway development marking the entrance to Wood Green from Turnpike Lane Station, with town centre uses at ground floor level, and residential above.

Commentary

8.28 At present the entrance to Wood Green town centre from Turnpike Lane station is poor. Through redevelopment of this collection of buildings there may be an opportunity to provide a distinctive new landmark building marking the entrance to the town centre on this site. New town centre uses, an improved public realm, and new commercial and residential floorspace will be encouraged through a set of phased and co-ordinated developments in line with a site-wide masterplan.

Site Requirements

- Development proposals will be required to be accompanied by an allocation-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Site Allocation.
- No buildings need to be retained.
- Secondary town centre frontages will be allocated at ground floor level on Wood Green High Road.
- A new Laneway will be created on running east-west off the High Road on Whymark Avenue. Secondary frontages will be allocated here which will help to contribute to Wood Green's evening economy.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- Development of a landmark building marking the gateway to Wood Green from
- Turnpike Lane tube station will be supported but should preserve or enhance the setting of the listed station.
- Building should be set back at ground floor level to increase space for circulation along Wood Green High Road, while also providing active frontages.
- The urban realm in front of this site should be representative of the site's gateway location from Turnpike Lane Tube to Wood Green centre.

Development Guidelines

- The setting of the Grade II listed Turnpike Lane Underground Station should be respected through any design.
- The principles of the High Rd South and Turnpike Lane Station, Westbury Avenue, and Ducketts Common Character Areas should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance to the Town Centre from Turnpike Lane Underground Station; Framing Wood Green High Rd.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- Height should fall away from its peak at the frontage to Wood Green High Road along Whymark Avenue to preserve the amenity of adjoining terraced residential properties.
- The frontage to the High Road needs to create a high quality active frontage. The opportunity for additional town centre uses at first floor level should also be exploited.
- Building lines should be set back at ground floor level to increase space for circulation along Wood Green High Road, through having a wider pavement width.
- Taller elements may need to be set back from Wood Green High Rd due to the Piccadilly Line running in a shallow tunnel in this area.
- A podium level fronting onto Wood green High Rd may be suitable to respect the character of the terraced properties on the eastern side of Wood green High Rd.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Opportunity to enable an improvement to the cycle network between Wood Green and the south/west at the junction of The Sandlings and Whymark Avenue should be considered. There may be an opportunity to improve the existing small open space open space at the junction of The Sandlings and Whymark Avenue.
- The urban realm around Turnpike Lane station should be of a high quality, and new development should enable this as it occupies a key gateway location into Wood Green.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted as part of any planning application.
- Development should respond positively to the adjacent Grade II listed Turnpike Lane Underground Station to the south.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 15: TURNPIKE LANE TRIANGLE

Address	Triangular piece of land between Westbury Avenue, Langham Rd, Turnpike Lane, N22		
Site Size (Ha)	0.2	**PTAL Rating**	6b
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Mixture of town centre uses, with some residential above		
Ownership	Mixture of private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Secondary frontage Adjacent to Listed Turnpike Lane building		
Indicative Development Capacity	**Net residential units**	**Cycle store m²**	**Town centre m²**
	49	230	230

Proposed Site Allocation

8.29 Comprehensive redevelopment creating a mix of town centre and residential uses which increase the multimodal transport function of Turnpike Lane tube station.

Commentary

8.30 This site is ideally located to create a positive impression of Wood Green upon arrival at Turnpike Lane station. New town centre uses will be created, with residential development above, and a high quality public realm. There is an opportunity to create a new cycle hub which will serve the large residential hinterland served by Turnpike Lane station, particularly to the north east of the station where public transport is generally poorer.

Site Requirements

- Development proposals will be required to be accompanied by an allocation-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Site Allocation.
- No buildings on this site need to be retained.
- Secondary town frontages will be required at ground and first floor level, with residential uses above.
- The ground floor of the Westbury Avenue frontage of the building could be a suitable location for a secure cycle hub linked to Turnpike Lane station.
- The setting of the Grade II listed Turnpike Lane Underground Station should be respected through any design, potentially through establishing a podium level with higher elements set back from the High Road.

Development Guidelines

- The principles of the Turnpike Lane Station, Westbury Avenue, and Ducketts Common Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- Heights should be restricted at the interface with the residential buildings to the east on Langham Road and Westbury Avenue.
- Design of the site should be sympathetic to the Grade II listed Turnpike Lane station buildings across Langham Road.
- Creation of new high quality urban realm between the new building and Turnpike Lane station.
- Development should respond positively to the adjacent Grade II listed Turnpike Lane Underground Station to the south.
- This site should contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Road through the bus station, and Duckett's Common towards Hornsey and the West of the borough.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, taller building with a sleek appearance will be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.

Sites in the Heartlands sub-area

Site Ref	Site name	Page Number	m² employment	m² town centre	Net resi units	Other	
						m²	Use
WG SA 16	Coburg Rd North	142	6,547	1,637	304	3,273	Civic Boulevard
WG SA 17	Bittern Place	144	3,751	938	94	7,503	Civic space/library/urban realm
WG SA 18	Clarendon Rd	146	14,091	7,046	1,610	7,046	New Open Space/Boulevard
WG SA 19	Wood Green Cultural Quarter (south)	148	15,621	1,953	279	1,953	Urban realm
WG SA 20	Wood Green Cultural Quarter (north)	150	4,952	-	265	1,238	Access
WG SA 21	L/a Coronation Sidings	152	3,026	-	173	-	
WG SA 22	Western Rd Depot	154	759	-	87	759	Waste facility
WG SA 23	Western Rd Car Park	156	1,882	-	108	-	
WG SA 24	Clarendon Rd South	158	7,354	-	289	9,193	School
WG SA 25	Hornsey Filter Beds	160	-	-	304	10,475	Biodiversity/leisure/accessibility
		Total	**57,985**	**11,573**	**3,512**	**41,440**	

Fig 8.5: Site in the Heartlands sub-area

WG SA 16: COBURG ROAD NORTH

Address	John Raphael House, Olympia Industrial Estate, Mallard & Kingfisher Places, Chocolate Factory 2, Cypress House, Coburg Rd, & Duke of Edinburgh pub, Mayes Rd, Wood Green, N22		
Site Size (Ha)	1.2	**PTAL Rating**	4
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Commercial, leisure, pub		
Ownership	Mix of private and public freeholds and leaseholds		
How site was identified	Existing Site Allocations		
Planning designations	Wood Green Growth Area Local Employment Area: Regeneration area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	304	6,547	1,637

Proposed Site Allocation

8.31 Commercial-led mixed use development establishing the northern edge of a new Civic Boulevard linking Wood Green and the West of the borough via the Penstock Foot Tunnel, with new active frontages to the new piece of urban realm, and a mix of commercial and residential uses above and behind.

Commentary

8.32 Coburg Rd presents a unique opportunity to extend Wood Green town centre westwards into the Heartlands area. A new Boulevard providing active uses all the way from the shopping area of the town centre to the Penstock foot tunnel should be created around a new piece of urban realm, a new "Civic Boulevard". There is considerable Council-owned land in this area, and new civic uses will be expected at the eastern side of the Boulevard. The western end will create a new gateway into Wood Green from Alexandra Palace Park and the west of the borough. A key junction leading to the Clarendon Rd urban square, and new piece of urban realm at the centre of the Cultural Quarter will be created. The Chocolate Factory 2 and Duke of Edinburgh pub are important local assets in the area, and will remain and contribute to the active frontages along this route.

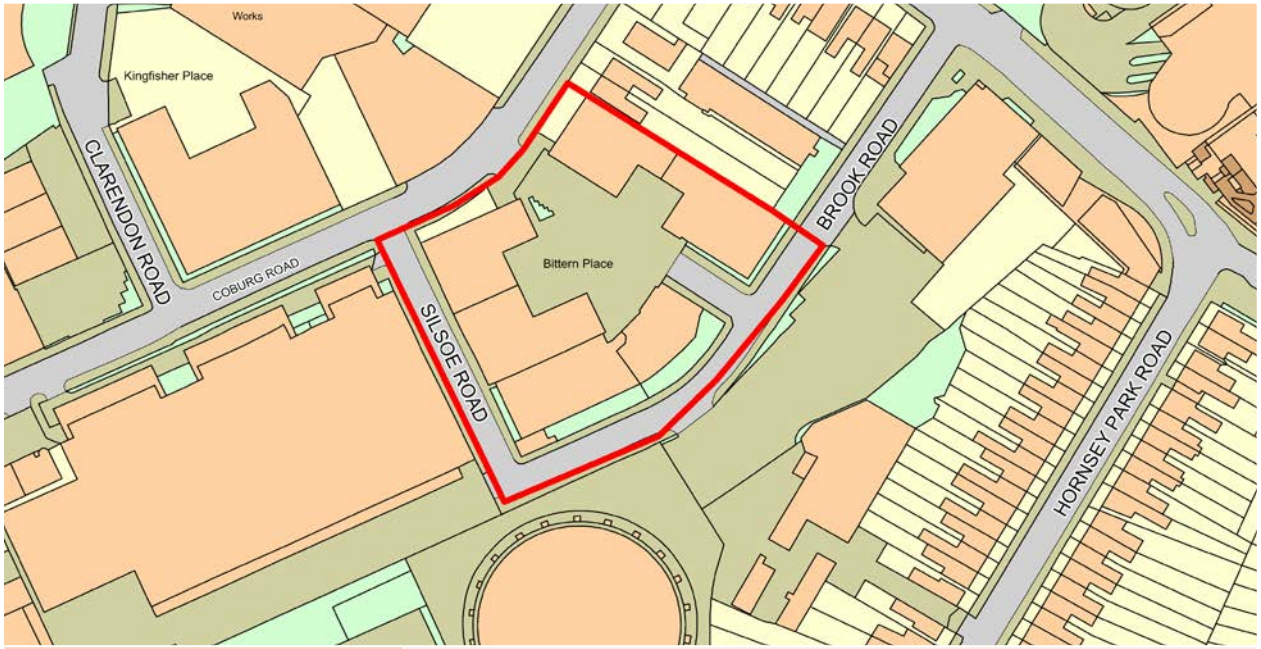
Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and the other Cultural Quarter site allocations.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through development on this site.
- The new Civic Boulevard along the current Coburg Rd alignment will contain active commercial uses along its length.
- A new Civic Boulevard will be established along Coburg Rd along with sites WG SA 17 & WG SA 18. Part of this will be the principle new east-west connection through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new civic square, to Alexandra Palace via the Penstock foot tunnel. Coburg Rd may be stopped up to achieve this.
- A new junction at the nexus of the new principle north-south pedestrian route along Clarendon Rd and the new principle east-west route along Coburg Rd will be created, linking the Town Centre, Cultural Quarter Clarendon Rd site and Penstock foot tunnel.
- Access to the site by car, and for servicing, will be from Western Rd, and Mayes Rd.
- Chocolate Factory 2 and the Duke's Head Pub will be retained, and the frontage outside of them improved, and a consistent building line established. Due to this frontage being south-facing, active uses which utilise the space in front of the buildings will be supported.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through developments on this site.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
- Workspace-type commercial floorspace will be sought on this site.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- A contribution to the new, high quality public realm will be created at the centre of the Cultural Quarter on this the site (in combination with WGSAs 19 & 20), around Clarendon Road in the north of the site. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required.
- Active frontages to both sides of Clarendon Road will be required, which will demonstrably contribute to the cultural output of the area.
- A replacement facility for the Area 1 facility will need to be found prior to any redevelopment of this part of the site.

Development Guidelines

- The principles of the Parkland & Morrison's and Wood Green Cultural Quarter Character Areas should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance to the Wood Green from Alexandra Palace/ the west of the borough; Framing views down the new east-west route.
- The northern portion of this site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- A landmark building should be provided at the junction of Western and Coburg Rds to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- New active frontages onto Western and Coburg Rds should be created.
- Coburg Rd will become part of a principle east -west cycle & pedestrian route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 17: BITTERN PLACE



Address	Bittern Place, Coburg Rd, Wood Green, N22		
Site Size (Ha)	0.7	**PTAL Rating**	6a
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Commercial		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town centre m²**
	94	3,751	938

Proposed Site Allocation

8.33 Extension of Wood Green Town Centre Westwards, including mixed use development comprising predominantly civic uses with a mix of residential and commercial above, the establishing of a new east-west link to Heartlands, including the creation of the eastern portion of a new Civic Boulevard.

Commentary

8.34 This site lies at a critical intersection between Wood Green town centre, and the former industrial area of Heartlands. In order for Wood Green to grow, and fulfil its role as a Metropolitan Centre, a western extension of the town centre towards Heartlands is planned. This will be along a new east-west Civic Boulevard linking Wood Green with Heartlands, and include new development which will accommodate improvements to Council services in Wood Green.

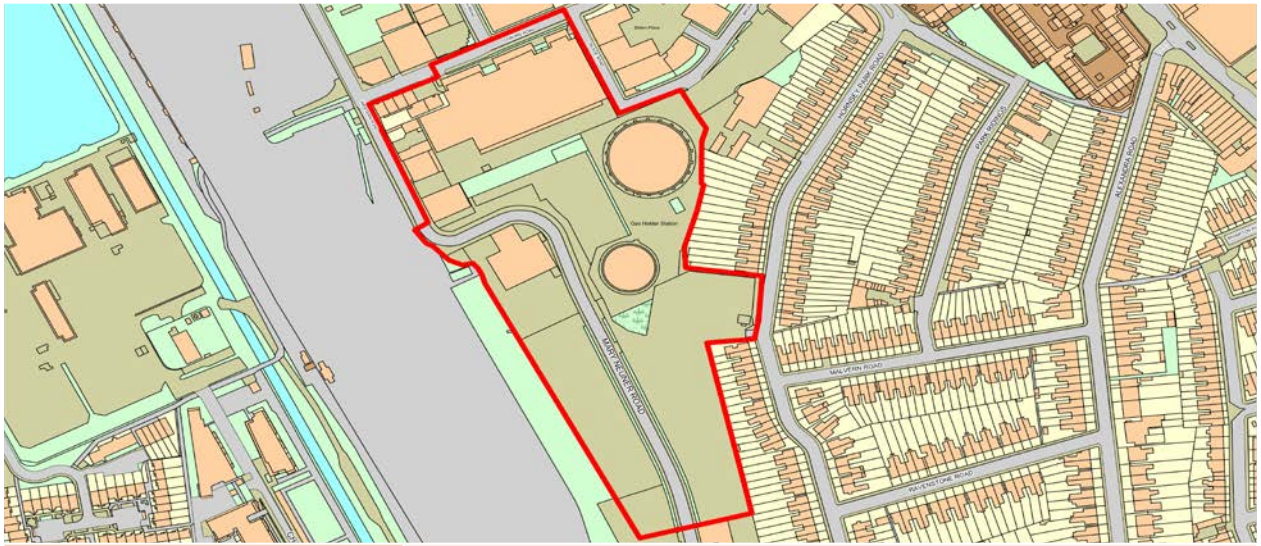
Site Requirements

- Development proposals will be required to be accompanied by an area-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within and adjoining the Site Allocation.
- No buildings need to be retained.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here. This site is the Council's preferred location for the creation of new civic uses, including Council services and a new civic square.
- A new Civic Boulevard will be established along Coburg Rd along with sites WG SA 16 & WG SA 18. Part of this will be the principle new east-west connection through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new civic square, to Alexandra Palace via the Penstock foot tunnel. Coburg Rd may be stopped up to achieve this.
- Active frontages which address the public realm will be provided around all edges of the new Civic Boulevard.
- A mix of residential and commercial floorspace will be permitted above the active frontages.

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- Development should also address Brook Rd, which will continue to be a road which provides access to the Clarendon Rd site, and Mayes Rd which will continue to be an important local residential street.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Development should enhance the setting of the neighbouring Duke of Edinburgh pub and Chocolate Factory 2 buildings.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 18: CLARENDON ROAD



Address	Land at Former Clarendon Gas Works, Clarendon Rd, Hornsey Park Rd, Mayes Rd, Clarendon Rd, N8		
Site Size (Ha)	5.0	**PTAL Rating**	4-6
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Vacant former gas works, commercial premises		
Ownership	Mix of public and private freeholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area, Blue Ribbon Network Adjacent to: Regeneration Area; Cultural Quarter; Ecological Corridor; Article 4 direction for Heartlands rail corridor		
Indicative Development Capacity	**Net residential units**	**Commercial m²**	**Town centre m²**
(HGY/2009/0503)	1,080	700	920
Update 2016	1,610	14,091	7,046

Proposed Site Allocation

8.35 Creation of comprehensive mixed use development, including new employment, residential, and a new urban square with ancillary retail centre uses, a decentralised energy hub, community uses, and establishing principle north-south and east-west connections through the area.

Commentary

8.36 Planning consent was granted in 2012 for a mixed use development consisting of 1,080 new residential units, town centre uses, and a new urban square. While extant, it is anticipated that a new application will come forward within the plan period. Due to the size of the site, this development will be expected to make a significant contribution to the creation of a new mixed use suburb adjacent to Wood Green Metropolitan Centre. It will create new jobs and homes in the area, contribute to meeting the community and decentralised energy need of a regenerated Wood Green, and create a positive urban realm including contributing to establishing new principle north-south route through the area, as well as an east-west Civic Boulevard in tandem with other sites along Coburg Rd.

Site Requirements

- Development proposals will be required to be accompanied by an area-wide masterplan showing how the land included meets this

policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and on surrounding sites.

- A new open space will be created above the alignment of the Moselle on this site, which will help to mitigate existing open space deficiency in this area.
- A new Civic Boulevard will be established along Coburg Rd along with sites WG SA 16 & WG SA 17. Part of this will be the principle new East-West Route through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new civic square, to Alexandra Palace via the Penstock foot tunnel. Coburg Rd may be stopped up to achieve this. This route should be as wide as feasible and viable to accommodate a range of activities and events throughout the year.
- A new principle North-South Route connecting Wood Green Cultural Quarter in the north, and Mary Neuner Way in the south will be created. This will need to be pedestrian and cyclist friendly along its route, including the car and bus stretch in the south of the site.
- A new public square providing local services for local residents will be created. This should complement, rather than compete with Wood Green Town Centre, and be located on the new principle North-South route.
- Part of this site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Workspace-type commercial floorspace will be sought on this site.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
- An element of supported housing, in conjunction with a new adult day centre (reprovided from site WG SA 24)will be accommodated on this site.
- Community space reproviding the uses currently located in the Asian Centre on WG SA 9.
- Provision for a new bus route, including a new bus stop on Mary Neuner Way will be required.
- This is the preferred location for a new decentralised energy hub for the heartlands area. This should be designed in accordance with the Council's most up-to-date decentralised energy masterplan.

Development Guidelines

- The principles of the Clarendon Rd and Wood Green Cultural Quarter Character Areas should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance to the Wood Green from Alexandra Palace/the west of the borough; Framing views down the new east-west route.
- Another new Landmark building should be delivered to mark the confluence of the new principle East-West and North-South links through the Heartlands Sub Area; Waymarker from Clarendon Rd, Cultural Quarter, and Boulevard pieces of urban realm.
- The northern part of this site is within an area considered to be generally less suitable for family housing within the AAP area. The southern portion of this site is within an area considered to be generally more suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- A high quality new public realm will be created which creates spaces for new residents to relax, meet and interact.
- A mix of public and private open spaces should be created to meet the needs of occupants of the site, and help to address existing open space deficiency in this area.
- An element of supported housing, in conjunction with a replacement day centre would be appropriate on this site.
- Development should respect the amenity of properties on the west side of Hornsey Park Rd.
- View of the site from Alexandra Palace & Park should be considered in any design. Development should address the Park across the rail line on upper levels where it will be visible from within Alexandra Palace Park.
- New entrances through the site should be provided from Hornsey Park Rd.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- New street trees should be provided in this area.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 19: WOOD GREEN CULTURAL QUARTER (SOUTH)

Address	Chocolate Factory, 1-3 Clarendon Rd, Mallard Place, Olympia Business Estate and John Raphael House, Wood Green N22		
Site Size (Ha)	1.4	**PTAL Rating**	4
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Existing Cultural Quarter		
Ownership	Mix of private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Cultural Quarter Local Employment Area: Regeneration area Adjacent to Wood Green Common Conservation Area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Town Centre m²**
	279	15,621	1,953

Proposed Site Allocation

8.37 Enhancement of the Wood Green Cultural Quarter through improvements to Chocolate Factory and creation of high quality urban realm at the Cultural Quarter's heart. Comprehensive redevelopment of the remaining sites for employment-led mixed use development with residential.

Commentary

8.38 The Wood Green Cultural Quarter represents a significant opportunity for growth in workspace within the greater Wood Green area. The Council will seek that the area creates new employment opportunities, while creating a high quality public realm which supports opportunities to visit and gather within the Cultural Quarter.

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and the other Cultural Quarter site allocations.
- The original Chocolate Factory building will be required to be retained.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through developments on this site.
- Coburg Rd will be pedestrianised and contain active uses including commercial and town centre along its length.
- A new Principle North-South link along Clarendon Rd will be created, linking the Cultural Quarter and Wood Green Common with the Clarendon Rd site to the south. Clarendon Road will be extended through this site, and subsequently through WG SA 20 to connect the Heartlands area with Wood Green Common and Alexandra Palace Station by foot.
- Access to the site by car, and for servicing, will be from Western Rd.
- Parma House and the 80s extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable incumbent uses to be retained and/or reprovided being identified within the local area.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Workspace-type commercial floorspace will be sought on this site.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace and an improved public realm in the centre of the Cultural Quarter.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- Clarendon Rd will be enhanced and provide a north-south pedestrian and cycling connection through the site to link with Wood Green Common to the north.
- A new, high quality public realm will be created that will act as the focal point for the Cultural Quarter on this the site in combination with WG SA 20. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required. This will be located on an improved Clarendon Rd.
- Active frontages to both sides of Clarendon Road will be required, which will demonstrably contribute to the cultural output of the area.
- Development should follow the principles set out in any future Council-approved masterplan, and the Wood Green AAP.
- A fine-graining of the road network on this site will be required.

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- A new landmark building should be delivered marking Wood Green Cultural Quarter.
- This site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec, and the new local view from Wood Green High Rd. Development should be designed to ensure this view is carefully framed and managed.
- Clarendon Road will be extended through Guillemot Place as part of the new principle pedestrian and cycling north-south route to connect the Heartlands area to Wood Green Common, and Alexandra Palace Station.
- A new active frontage to Western Rd should be created.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 20: WOOD GREEN CULTURAL QUARTER (NORTH)

Address	Haringey job centre, Mayes Rd; and Guillemot Place, Clarendon Rd, Wood Green, N22		
Site Size (Ha)	0.9	**PTAL Rating**	5
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Job centre, Self store, industrial uses		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Common Conservation Area Local Employment Area: Wood Green regeneration area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	
	265	4,952	

Proposed Site Allocation

8.39 Comprehensive redevelopment enhancing the Wood Green Cultural Quarter, including creation of a new north south link between Clarendon Rd and Wood Green Common.

Commentary

8.40 The Wood Green Cultural Quarter represents a significant opportunity for growth in workspace within the greater Wood Green area. The Council will seek that the area creates new employment opportunities, while creating a high quality public realm which supports opportunities to visit and gather within the Cultural Quarter. A new pedestrian & cycling connection linking the Cultural Quarter, Wood Green Common and Alexandra Palace Station should be created as part of comprehensive redevelopment on this site.

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and the other Cultural Quarter site allocations.
- The Wood Green job centre and Guillemot Place are of limited architectural quality, and will be permitted for redevelopment.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through developments on this site.
- An extension of Clarendon Road, from its current cul-de-sac, through the site, as a pedestrian and cycling route, linking the Cultural Quarter with Wood Green Common will be established through this site.
- Access to the site by car, and for servicing, will be from Western Rd, and Mayes Rd.
- A new, high quality public realm will be created that will act as the focal point for the Cultural Quarter on this the site in combination with WG SA 19. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here. Workspace-type commercial floorspace will be sought on this site.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- The job centre function should be reprovided within the AAP area prior to its redevelopment.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of this redevelopment.
- Part of the site is located within Wood Green Common Conservation Area and any development should make a positive contribution to the setting of the Conservation Area, in particular the locally listed Alexandra Primary School, and 109 Mayes Rd.

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle, and the new local view from Wood Green High Rd.
- Clarendon Road will be extended as a pedestrian and cycling link through Guillemot Place and the Job Centre site to connect the Cultural Quarter to Wood Green common, and Alexandra Palace rail station.
- The confluence of Mayes Rd, Clarendon Rd, and Western Rd will need to be carefully managed to ensure that a safe and efficient junction is created.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 21: L/A CORONATION SIDINGS

Address	Land adjoining Western Rd, the Penstock foot tunnel, and the Great Northern Rail line, Wood Green N22		
Site Size (Ha)	0.9	**PTAL Rating**	3
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Primarily vacant land, some lorry parking		
Ownership	Single public ownership		
How site was identified	Local Plan Site Allocation		
Planning designations	Wood Green Growth Area Ecological corridor		
Indicative Development Capacity	**Net residential units**	**Employment m²**	
	173	3,026	

Proposed Site Allocation

8.41 Creation of employment-led mixed use development with residential, including a landmark building marking the entrance to Wood Green from Alexandra Palace and the west of the Borough.

Commentary

8.42 This site is currently mostly vacant, and a development that marks the entrance to the Penstock foot tunnel linking Wood Green and Alexandra Palace Park will be supported. Development will need to demonstrate how it can enhance the ecological corridor running alongside the railway line in this area.

Site Requirements

- Uses on the ground floor of this site should be employment generating; either B1a or B1c. Residential will be permissible above.
- Residential development will be considered suitable on site, with viability form the scheme used to create new commercial floorspace.
- Workspace-type commercial floorspace will be sought on this site.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- The urban realm into and within the Penstock foot tunnel will be improved by securing a planning obligation on this site.
- The site is currently part of an underperforming north-south ecological corridor running along the rail line. While accepting that the quantum of corridor in this area will be reduced, the impact of development will need to be identified and mitigated to ensure that the function of the corridor is protected through the development. At present the land is not considered to be positively contributing to the principles of the corridor, and any future development should ensure a positive contribution to the corridor is produced.

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- A landmark building should be delivered on the corner of Western Rd and the Penstock path. This should not be a tall building due to the potential impact on long views of Alexandra Palace from Downhills Park.
- Development at the corner of Western Rd and the Penstock path should complement the development across Western Rd to the west. A taller element could be designed in such a way to be visible from Alexandra Palace Park, acting as a way marker, while respecting the setting of the Park.
- A new frontage to the Penstock path should be created, increasing passive surveillance of the path and the entrance to the tunnel.
- Penstock Path will become part of the new east-west route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into Coburg Rd should be secured through development on this site.
- Consideration regarding retention of the mature trees fronting onto Western Rd should be given, while ensuring that new buildings face onto, and are accessed from Western Rd.
- Development will need to be designed in such a way as the amenity of future occupants is not compromised by the continual operation of the Hornsey Rail Depot.
- Network Rail should be consulted regarding their ongoing access and security requirements to the existing Hornsey Rail Depot.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- The impact of Hornsey rail Depot operating in close proximity to this site should be considered as part of any application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

WG SA 22: WESTERN RD DEPOT

Address	Western Rd Depot, Western Rd, Wood Green, N22		
Site Size (Ha)	0.3	**PTAL Rating**	4
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Recycling Depot		
Ownership	Single public freehold		
How site was identified	Review of local sites for Wood Green AAP		
Planning designations	Wood Green Growth Area Local Employment Area: Wood Green regeneration area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Replacement recycling facility**
	87	759	759

Proposed Site Allocation

8.43 Subject to suitable reprovision of the licensed waste capacity, use of the site for employment led mixed use development.

Commentary

8.44 The existing reuse and recycling centre provides an important role in managing waste within the local area. The current layout of the site is not the optimal use of land within a Growth Area. There is a requirement that the existing licensed waste capacity on the site is continued to be managed locally. There is no off-site solution to this currently, and it is recognised that municipal recycling functions can be of benefit to communities living in higher density neighbourhoods. Development which facilitates an enhanced local recycling offer, while meeting licensed waste capacity requirements, and delivers a mix of new homes and employment floorspace, will be supported.

Site Requirements

- The licensed waste capacity on this site will need to be accommodated either on site or at a new location prior to any development for other uses taking place.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
- Workspace-type commercial floorspace will be sought on this site.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle, as well as the new local view from Wood Green High Rd.
- Innovative approaches to reproviding the existing waste uses on site as part of mixed use development will be considered here. This should be focused on providing service to a mix of car and foot-borne visitation.
- Active uses should be provided onto Western Rd wherever possible.
- The amenity of users of Heartlands High School should be considered through any design.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.

WG SA 23: WESTERN RD CAR PARK

Address	Car Park, Western Rd, Wood Green, N22		
Site Size (Ha)	0.3	**PTAL Rating**	4
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Car parking and warehouse/business uses		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Pre-application 2015		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre Local Employment Area: Wood Green regeneration area Adjacent to Wood Green Common Conservation Area		
Indicative Development Capacity	**Net residential units**	**Employment m²**	
	108	1,882	

Proposed Site Allocation

8.45 Redevelopment for employment and residential mixed use development.

Commentary

8.46 This site is currently in a mix of employment and car parking uses, which are not the optimal use of land within the Growth Area. Redevelopment which increases employment floorspace on the site will be supported.

Site Requirements

- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- Workspace-type commercial floorspace will be sought on this site.
- Development should be designed in such a way that it contributes positively to the setting of Wood Green Common, and other buildings within the Conservation Area.

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle.
- Development should be designed to complement the characterful Dacorium centre next door.
- Development should aim to improve view from Wood Green Common to the south.
- The amenity of users of Heartlands High School should be considered through any design.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.

WG SA 24: CLARENDON RD SOUTH

Address	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
Site Size (Ha)	2.2	**PTAL Rating**	4
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	West Indian Cultural Centre, Day Centre, Commercial Premises		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green growth area Ecological corridor Adjacent to: • Article 4 direction for Heartlands rail corridor • Area of Archaeological Importance		
Indicative Development Capacity	**Net residential units**	**Employment m²**	**Educational m²**
	289	7,354	9,193

Proposed Site Allocation

8.47 Subject to appropriate reprovision of the existing community uses, creation of a new primary school, and new mixed use development including community, commercial and residential uses.

Commentary

8.48 This site is currently of a mixed characteristic, including a mix of community, employment and residential uses. There is potential for the site to be used more intensively, and complement the development which is expected to take place in the Clarendon Rd development. There is a need for new primary school provision, and this site offers an ideal location to serve both the Wood Green and Harringay areas.

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- No buildings need to be retained, but businesses should be retained within the AAP area wherever possible.
- A new 2 forms of entry primary school, with potential to be expanded to 3 forms of entry, will be provided on this site.
- Residential development will be considered suitable on this site, with viability from the scheme used to secure the new primary school and reprovided community space.
- Workspace-type commercial floorspace will be sought on this site.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- Reprovision of the West Indian Cultural Centre and day centre will need to be agreed before development can proceed.
- Provision for a new bus route, including a new bus stop on Mary Neuner Way will be required.

Development Guidelines

- The principles of the Clarendon Rd Character Area should be used to guide development on this site.
- This site is within an area considered to be generally more suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- Heights should be restricted where they adjoin the properties on Hornsey Park Road.
- Taller development will be acceptable on the west side of Clarendon Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Business uses should respect adjacent residential.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.
- Opportunities to collaborate with existing community facilities providers in the area to improve the overall level of service should be explored.

WG SA 25: HORNSEY FILTER BEDS

Address	Hornsey Filter Beds, Newland Rd, Hornsey		
Site Size (Ha)	3.2	**PTAL Rating**	4
Timeframe for delivery	**2017-2022**	**2022-2027**	**2027 onwards**
Current/Previous use	Filter beds (water treatment)		
Ownership	Single private freehold		
How site was identified	Site submitted during Call for Sites 2013		
Planning designations	Metropolitan Open Land Locally Listed Hornsey Filter Beds Conservation Area Adjacent to SINC Adjacent to Coronation Sidings Article 4 Area Adjacent to Alexandra Palace Conservation Area Adjacent to blue ribbon network		
Indicative Development Capacity	**Net residential units**		
	304		

Proposed Site Allocation

8.49 Redevelopment to establish a new direct connection between Wood Green and Alexandra Palace, provide an appropriate complementary use to the locally listed and SINC Hornsey Reservoir, and MOL-appropriate use.

Commentary

8.50 This site offers a unique opportunity to improve connections between Wood Green and Alexandra Palace and Park. The site is considerably constrained by MOL and local listing designations, but it is considered that some of the existing uses on the site contribute detrimentally to the aspirations of these designations. It may be that a development on this site can be beneficial to meeting these aims, as well as offering the potential to complement the nature conservation designation on the adjacent reservoir.

Site Requirements

- Development will need to be consistent with green belt policy, i.e. it should not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development (Para 89 of NPPF).
- A new connection between the Penstock foot tunnel and Alexandra Palace Park should be established on this site.
- The significance of the locally listed Hornsey Reservoir, and its contribution to the setting of the Hornsey Water Works and Filter Beds Conservation Area should be a primary consideration in determining the scale of development on this site.
- A higher value use will be acceptable to provide viability for the other policy requirements. The scale of development will be required to reflect the heritage and MOL requirements.

Development Guidelines

- This site is within an area considered to be generally more suitable for family housing within the AAP area.
- Due to this site's location in close proximity to Alexandra Palace, both tall and taller development will not be suitable. Heights should provide an appropriate interface between the Park, Reservoir, and New River Village.
- Development should be respectful to the sites location in a Conservation Area, and the setting of the locally listed filter beds and Grade XX listed Alexandra Palace, including its parkland.
- The northern edge of this site should complement the SINC designation of the reservoir to the north. A sensitively landscaped walking and cycleway through this area may be appropriate.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Business uses should respect adjacent residential.
- A financial contribution for any net loss of employment floorspace will be sought in line with SP9, DM48, and the Planning Obligations SPD.

CHAPTER 9
DELIVERY AND IMPLEMENTATION

9.1 Each of the opportunity sites identified in this document will play a role in delivering the vision for the area and it is imperative that the Council does as much as possible to aid their delivery.

9.2 The Council will take the lead on project managing the implementation and delivery of the Wood Green AAP. Dedicated resources will be put to managing and coordinating delivery of both sites and supporting infrastructure.

9.3 A key mechanism for delivering the Wood Green AAP will be the Council's decisions on planning applications. The policies in the Strategic Policies Local Plan, along with those in this AAP and the Development Management DPD, once adopted, will provide the framework for such decisions. Planning decisions will be crucial to ensuring that new development appropriately responds to the Plan's objectives and policies. The Council will also take account of its supplementary planning documents and guidance when determining planning applications.

Working in partnership

9.4 The Council does not have the resources to implement the AAP alone. Implementation and delivery of the AAP will require the Council to work closely with a range of different partners, including landowners and developers, as well as infrastructure providers, the Greater London Authority and Transport for London, to ensure a coordinated framework and approach to delivery. The AAP provides the necessary framework for coordinating a large number of development proposals, along with investment in infrastructure, across the whole of the Wood Green area, over the life of the Plan, and across all partners involved.

Stalled developments or sites

9.5 Where appropriate the Council will prepare, in consultation with landowners, developers and the community, more detailed masterplans where this aids in accelerating delivery.

9.6 Further, as set out in Policy AAP1, the Council will also use its compulsory purchase order powers to facilitate site assembly where this is required to enable comprehensive, timely and coordinated development to come forward.

9.7 In certain circumstances, the Council may look to utilise its strategic acquisition fund to acquire sites, but such an approach will require robust assessment in terms of value for money.

Council as a landowner and developer

9.8 The Council has substantial landholdings across the AAP area, much of which has been allocated for redevelopment. The Council is committed to bring its sites forward in a timely manner and will, if appropriate, enter into joint ventures or other such arrangements, to facilitate this.

9.9 Any procurement exercise will be undertaken in an open and transparent manner.

Infrastructure delivery

9.10 An overall commitment to improving the pedestrian realm, delivering a range of new public open spaces and strengthening public transport and movement generally underpins the entire approach to the successful delivery of the AAP. The intention is to provide a strong setting and encouragement for new homes and jobs.

9.11 An Infrastructure Delivery Plan will be prepared for the AAP, setting out key responsibilities and timeframes, recognising the many partners that will assist in implementing the AAP over its lifetime. This Delivery Plan will align with the Borough-wide Infrastructure Delivery Plan for the Strategic Policies, which is currently being updated, and provide further information specific to the Wood Green area.

9.12 Given market values there is a demonstrable prospect of raising funding through private developer contributions as indicated by the Borough's existing planning evidence base. The following funding structure identifies broad potential contributions from a variety of sources.

- Well-structured Regeneration Programme prepared by LBH, with staff, plans, studies, and initiatives focusing on delivery against strategic themes;
- A prospectus of potential transport investments prepared by Transport for London (TfL) to support growth and regeneration in the Wood Green Opportunity Area;
- A comprehensive redevelopment proposal for The Mall;
- A potential new Housing Zone designation within Wood Green.

Monitoring

9.13 The Council will regularly review and monitor performance towards delivery of the AAP vision and strategic objectives (set out in Section 3), and the delivery of individual opportunity sites and policy initiatives, using the Strategic Policies indicators, where relevant, as well as through a bespoke set of monitoring indicators for the AAP as set out below. Progress and performance outcomes will be published annually in the Authority Monitoring Report.

9.14 The Council will also monitor government and London wide policy and changes in legislation to make sure that the AAP continues to be consistent with relevant national, regional and local planning policies, and to identify any the need to review or reassess the approach taken in this Plan.

Wood Green Investment Framework

9.15 The Wood Green Investment Framework ("The Framework", "IF") will set out a basis for co-ordinating investment decisions in Wood Green. It will operate in tandem with the Wood Green AAP, being highly focused on the delivery of the shared aspirations of the two documents. It is anticipated that a Wood Green Investment Framework document will be published alongside the next version of the Wood Green AAP in Summer 2017.

9.16 The Framework will assist in the co-ordination of social and community infrastructure in Wood Green. It will identify in greater detail than the AAP opportunities for new pieces of infrastructure, as well as identifying the ability of various funding streams, including those stemming from new developments such as CIL and S106 agreements to meet identified needs.

9.17 To help ensure the revitalisation of the Town Centre, the IF will support the establishing of a local Business Forum, and a Business Improvement District. Opportunities for town centre projects will be identified in the Framework.

9.18 Initiatives linked to the Council's commitment to Zero Fifty principles, and the steps required to establish a new Decentralised energy network within the town centre will be set out in the IF.

9.19 Opportunities for meanwhile projects linked to the regeneration of sites within Wood Green will be identified and managed.

9.20 A Streets and Spaces strategy combining local analyses of urban form will identify and co-ordinate opportunities for investment in an improved set of urban spaces within the Centre. This will include initiatives to improve public spaces, and spur increased cycle movement, complementing the policies in the Plan.

9.21 A Green and open spaces section will consolidate analyses of these assets, and identify improvements to improve local parks and waterways.

APPENDIX A
INDICATIVE DEVELOPMENT CAPACITIES BY SITE

This Appendix demonstrates how development will be delivered outside of the Wood Green Area, and indicates the broad distribution of growth as benchmarks in accordance with Strategic Policy SP1 (as revised). The following table summarises the past completions for the period 2011/12 to 2015/16, pipeline supply and planned delivery on previously developed land in each of the broad growth areas for the period 2011/12 to 2025/26.

Assumptions

On sites where planning permission has already been granted for major development (10+ Units or 1,000m^2), but where material works have not been completed, the site has been allocated in this Development Plan Document with the corresponding number of homes and/or floorspace that has been approved.

Where details of pre-application proposals are available and considered reasonable, the relevant housing capacity and employment floorspace have also been used to inform the site allocation. Likewise, where sites have been the subject of a detailed master planning exercise, the site allocation capacity will reflect the findings of the masterplans.

For all other sites, the potential development capacity of the site has been estimated in accordance with the methodology described below. It should be noted that the development capacity attributed to each site is as an indicative minimum, not prescriptive. The number of dwellings and floorspaces that may be achieved on a site will be determined by many considerations such as design and layout, the size and type of the homes/commercial units to be provided, relevant development management policy requirements, site constraints, scheme viability, the site area available for development and any change in the public transport accessibility level (PTAL) of the site.

Methodology

- Residential unit size (GIA) is assumed to be 70m^2 per unit, providing an average of smaller and family-sized units;
- Town centre/community ground floors uses as part of a mixed use development are generally assumed to be 10% of floorspace;
- Employment floorspace as part of a non-town centre site allocation is modelled at 20%, but may be decreased if there are additional uses identified on the site, such as community facilities, town centre uses, or if abnormal viability concerns are identified;
- PTAL is taken at the centre point of the site;
- GLA density assumptions are taken using mid-range assumptions from Table 3A.2 of the London Plan.

The following worked examples illustrate how the methodology has been applied.

Example 1: Mecca Bingo

Site Area: 0.85 hectares

PTAL: 6a

Setting: Central

LP density matrix ranges: 405 dwelling per Hectare

Mix: 10% town centre uses, 10% commercial, 80% residential

Total developable floorspace: 24,070m^2

Therefore estimated capacity of site is 275 new homes, 2,407m^2 and 2,407m^2 town centre floorspace.

Example 2: Clarendon Rd South

Site Area: 2.19 hectares

PTAL: 4

Setting: Urban

LP density matrix ranges: 240 dwellings per hectare

Mix: 20% commercial, 25% community (school + community facility), 55% residential

Total developable floorspace: 36,772m²

Therefore estimated capacity of the site is 289 new homes, 9,193m² community floorspace, and 7,354m² employment floorspace.

Example 3: Turnpike Lane Triangle

Site Area: 0.45 hectares

PTAL: 6a

Setting: Central

LP density matrix mid range: 405 dwellings per hectare

Mix: 5% town centre uses, 5% cycle hub, 90% residential

Therefore estimated capacity of site is 210 homes.

Existing residential units on site: 10

Therefore estimated capacity on this site: 230m² town centre use, 230m² cycle hub, and 59 new homes (49 net).

Delivery Summary of sites allocated in the Wood Green AAP

Sub Area	m² employment	m² town centre	Net resi units
Wood Green North	16,931	14,242	1,750
Wood Green Central	19,296	37,990	1,637
Turnpike Lane	7,728	7,958	802
Heartlands	57,985	11,573	3,512
Wood Green total	**101,940**	**71,762**	**7,701**

Site Allocation Delivery Assumptions

Site Ref	Site Name	mix (emp)	mix (TC)	mix (other)
WG SA 1	LBH Civic Centre	0.1	0.1	0
WG SA 2	Green Ridings House	0.1	0.05	0
WG SA 3	Wood Green Bus Garage	0.1	0.05	0.25
WG SA 4	Station Road Offices	0.1	0.1	0.05
WG SA 5	Vue Cinema	0.1	0.1	0.25
WG SA 6	Mecca Bingo	0.1	0.1	0
WG SA 7	Morrison's Wood Green	0.1	0.1	0
WG SA 8	Wood Green Library	0.1	0.2	0.05
WG SA 9	Wood Green Town Centre West	0.1	0.2	0.05
WG SA 10	The Mall East	0.1	0.2	0
WG SA 11	Iceland site	0.05	0.05	0.2
WG SA 12	Bury Road Car Park	0.1	0.1	0
WG SA 13	16-54 Wood Green High Road	0.1	0.1	0
WG SA 14	L/b Westbury & Whymark Avenue	0.1	0.1	0
WG SA 15	Turnpike Lane Triangle	0	0.05	0.05
WG SA 16	Coburg Rd North	0.2	0.05	0.1
WG SA 17	Bittern Place	0.2	0.05	0.4
WG SA 18	Clarendon Road	0.1	0.05	0.05
WG SA 19	Wood Green Cultural Centre (South)	0.4	0.05	0.05
WG SA 20	Wood Green Cultural Centre (North)	0.2	0	0.05
WG SA 21	Land Adjacent to Coronation Sidings	0.2	0	0
WG SA 22	Western Rd Depot	0.2	0	0.25
WG SA 23	Western Rd Car Park	0.1	0	0
WG SA 24	Clarendon Road South	0.2	0	0.25
WG SA 25	Hornsey Filter Beds	0	0	0.33

Site Capacities (Site Allocations)

Site Ref	Site Name	net resi	m² emp	m² TC
WG SA 1	LBH Civic Centre	116	1,017	1,017
WG SA 2	Green Ridings House	191	1,571	786
WG SA 3	Wood Green Bus Garage	326	3,808	1,904
WG SA 4	Station Road Offices	372	3,468	3,468
WG SA 5	Vue Cinema	138	1,760	1,760
WG SA 6	Mecca Bingo	275	2,407	2,407
WG SA 7	Morrison's Wood Green	331	2,899	2,899
WG SA 8	Wood Green Library	169	1,823	3,647
WG SA 9	Wood Green Town Centre West	825	11,655	23,311
WG SA 10	The Mall East	521	5,215	10,430
WG SA 11	Iceland site	120	602	602
WG SA 12	Bury Road Car Park	130	2,013	2,013
WG SA 13	16-54 Wood Green High Road	487	4,432	4,432
WG SA 14	L/b Westbury & Whymark Avenue	137	1,282	1,282
WG SA 15	Turnpike Lane Triangle	49	0	230
WG SA 16	Coburg Rd North	304	6,547	1,637
WG SA 17	Bittern Place	94	3,751	938
WG SA 18	Clarendon Road	1,610	14,091	7,046
WG SA 19	Wood Green Cultural Centre (South)	279	15,621	1,953
WG SA 20	Wood Green Cultural Centre (North)	265	4,952	0
WG SA 21	Land Adjacent to Coronation Sidings	173	3,026	0
WG SA 22	Western Rd Depot	87	759	0
WG SA 23	Western Rd Car Park	108	1,882	0
WG SA 24	Clarendon Road South	289	7,354	0
WG SA 25	Hornsey Filter Beds	304	0	0
Total	**7,739**	**7,701**	**101,940**	**71,762**

APPENDIX B
SUPERSEDED SUPPLEMENTARY PLANNING DOCUMENTS AND GUIDANCE

This AAP proposes a new policy framework for Wood Green. As a result, a number of existing Supplementary Planning Documents (SPDs) and Guidance (SPGs) will be out of step with the new spatial strategy and the Tottenham policies and site allocations which give effect to this. The SPDs and SPGs listed below are therefore proposed for deletion:.

Site Allocations DPD: Policies SA5-SA16, SA18-SA25

Haringey Heartlands Development Framework

APPENDIX C
GLOSSARY OF TERMS

Accessibility: Ability of people or goods and services to reach places and facilities.

Accessible Development: A building, facility etc. and its wider environment which can be reached and used, in particular by people with disabilities.

Accessible Transport: Transport services and vehicles designed and operated to be usable by people with disabilities and other transport disadvantaged people, with characteristics possibly including affordable fares, wheelchair user accessibility and easy reach of final destination.

Active Frontages: street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street. This is not the same as attractive frontages, such as art walls, green walls or display boxes. Active frontages are often taken to mean continuous rows of highly-glazed shop fronts with frequent entries and cafes.

Affordable Rent: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

Affordable housing: Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision (See entry for affordable rent, intermediate and social rented for further details).

Amenity: A positive element or elements which contribute to the overall character or an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.

Authority Monitoring Report (AMR): The AMR reviews progress on the preparation of the Council's Local Plan and monitors the effectiveness of Local Plan policies.

Area Action Plan (AAP): Development Plan Documents used to provide a planning framework for areas of change (e.g. major regeneration) and areas of conservation.

Area of Archaeological Importance: Areas with known archaeological potential where the Council's archaeology policies will normally be strictly applied.

Area for Intensification: These are areas which have significant potential for increases in residential, employment and other uses through development for regeneration of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. These areas have good existing or planned public transport.

Area of Change: these are areas with considerable potential for growth, though on a lesser scale than growth areas. These areas are appropriately located to support growth and contain identified sites which are available and suitable for development.

Area of Opportunity: London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

Article 4 Direction: A power available under the 1995 General Development Order allowing the Council, in certain instances, to restrict permitted development rights.

Backland Development: Development of land-locked sites, such as rear gardens, private open space or old lock up garages, usually within predominately residential areas.

Biodiversity: Biodiversity encompasses the whole variety of life on earth (including on or under water) including all species of plants and animals and the variety of habitats within which they live. It also includes the genetic variation within each species.

Biodiversity Action Plan (BAP) – Haringey: The Biodiversity Action Plan includes policies and actions that will contribute towards conserving, enriching and celebrating the wildlife in Haringey.

Blue Ribbon Network: Policy covering London's waterways, water spaces and land alongside them.

Building Research Establishment Assessment Method (BREEAM): used to assess the environmental performance of new and existing buildings.

Brownfield Land: Previously developed land which is or was occupied by a permanent structure.

Borough Roads: Roads for which the Borough is the Highway Authority.

Building Line: The line formed by frontages of buildings along a street.

Car Club: Schemes which facilitate vehicle sharing.

Central Activity Zone (CAZ): The CAZ is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.

Care in the Community: This enable people in need of care, whether because of old age, disability, illness or other reasons, to continue to live in their own homes or in homely settings within the community.

Census: A ten-yearly comprehensive nation-wide sample survey of population, housing and socio-economic data. The latest one was conducted in March 2011.

Cluster: Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.

Code for Sustainable Homes: The national standard for the sustainable design and construction of new homes.

Combined Heat and Power (CHP): The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.

Community Facilities: Community facilities can be defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, facilities for emergency services, including police facilities, education facilities, libraries, community halls, criminal justice facilities meeting rooms, places of worship, public toilets, pubs and post offices.

Community Infrastructure Levy (CIL): A per square metre tariff on new development seeking to raise revenue to fund new infrastructure.

Community Transport: A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.

Comparison Goods: Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.

Compulsory Purchase Order (CPO): An order which enables a statutory authority to purchase an area of land compulsory for an approved project.

Conservation Area: Area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Council will seek to preserve and enhance the character and appearance of these areas.

Contaminated Land: Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.

Context: In urban design terms the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.

Convenience Goods: Good purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type of which there is a wide sale.

Conversions: The sub-division of residential properties into self-contained flats or maisonettes.

Core Strategy: The Core Strategy was the former title of the Local Plan: Strategic Policies document.

Culture: A way of life including, but not limited to language, arts and science, thought, spiritual activity, social activity and interaction (the Roshan Cultural Heritage Institute).

Cultural Quarter: Area where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environment.

Decent Homes Standard: A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring up their property standards to a defined minimum by 2010.

Density: The number of habitable rooms per hectare.

Designated Views: views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces

Development Management Policies DPD (DMDPD): These are the policies which are required to ensure that all development in the borough meets the spatial vision and objectives set out in the Local Plan.

Development Plan Documents (DPD): Statutory planning documents that form part of the Local Development Framework including the Local Plan: Strategic Policies, Development Management Policies and Site Allocations Document.

District Centre: District centres have traditionally provided convenience goods and services for more local communities and accessible by public transport, walking and cycling.

Ecological Corridor: Ecological Corridors are relative areas of green space running through built up areas that allow the movement of plants and animals to other areas and habitats.

Emergency Services: Includes Fire, Police and Ambulance services.

Employment Land Review (ELR): A study providing evidence of the macroeconomic circumstances driving the need for provision of employment land in the borough.

Environmental Assessment: A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making.

Fluvial: Water in the Thames and other rivers.

Form: The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.

General Development Order (GDO): Identifies the certain types of usually minor development for which planning permission is not required and which therefore do not require a planning application to be submitted to the Council.

Greater London Authority (GLA): The GLA is a strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.

Green Belt: Green Belt is an area of land which has been given special status to restrict inappropriate development.

Green Chain/Link: Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access, play valuable recreational, conservation, ecological and general amenity role. Green chains can also be Ecological Corridors.

Green Industries: This business sector that produced goods or services, which compared to other more commonly used goods and services, are less harmful to the environment.

Green Infrastructure: A network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.

Green Roofs: Planting on roofs to provide climate change, amenity and recreational benefits.

Growth Area: Specific areas for new residential development to accommodate future population growth. In Haringey, there are two including Tottenham Hale, Opportunity Area, and Haringey Heartlands, Area of Intensification.

Gyratory: A road junction at which traffic enters a one-way system around a central island.

Health Impact Assessment (HIA): A process for ensuring that land use and planning decision making at all levels consider the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects.

Heritage Land: Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.

Highway Authority: An authority responsible for a highway, whether or not maintainable at public expenses.

Historic Parks and Gardens: Parks and gardens containing historic features dating from 1939 or earlier registered by English Heritage. These parks and gardens are graded I, II or II* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey.

Homes and Community Agency (HCA): HCA is the national housing and regeneration agency for England.

House in Multiple Occupation (HMO): Housing occupied by members of more than one household, such as student accommodation or bedsits.

Housing Association: see Registered Provider.

Housing Trajectory: Graph illustrating the supply of projected completion housing completions up to 2026.

Industrial Business Park (IBP): Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and some small scale distribution. They can be accommodated next to environmentally sensitive areas.

Intermediate housing: Homes that are for sale and/or rent, at a cost above social rent, but below private market level, subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable or socially rented housing.

Landmarks: Buildings and structures, other than Strategically Important Landmarks, that are visually or culturally prominent in Designated Views

Landscape: The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.

Lifetime Home: Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.

Linear View: A view seen through narrow gaps between buildings or landscaping

Listed Building: Locally listed buildings are those which satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or with grade I being the highest. English Heritage is responsible for designating buildings for statutory listing in England.

Local Development Documents (LDD): The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.

Local Development Framework (LDF): The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Local Plans or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.

Local Development Scheme (LDS): The LDS sets out the programme/timetable for preparing the LDD.

Local Implementation Plan (LIP): Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.

Local Nature Reserve (LNR): Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.

Local Plan: Strategic Policies: The Local Plan: Strategic Policies is a Development Plan Document setting out the vision and key policies for the future development of the borough up to 2026.

Local Shopping Centre: The level of shopping centre below District Centre level, providing services for local communities.

Local Strategic Partnership (LSP): A partnership of people that bring together organisations from the public, private, community and voluntary sector within a local authority area.

London Development Agency (LDA): Organisation acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.

London Plan (The Spatial Development Strategy): The London Plan is the name given to the Mayor's spatial development strategy for London.

Market Housing: Private housing for rent or for sale, where the price is set in the open market.

Metropolitan Open Land (MOL): Strategic open land within the urban area that contributes to the structure of London.

Metropolitan Town Centre: Metropolitan centres serve wide catchments areas and can cover several boroughs. Typically they contain at least 100,000sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, leisure, service and civic functions.

Mixed tenure: A mix of affordable and market housing.

Mixed Use Development: Provision of a mix of complementary uses, such as residential, community and leisure uses on a site, within the same building or within a particular area.

National Planning Policy Framework (NPPF): Sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government policy towards planning.

Neighbourhood and more local centres: Typically serve a localised catchment often most accessible by walking and cycling. They include local parades and small cluster of shops, mostly for convenience goods and other services.

Open Space: All land in London that is predominately undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Panorama: A broad prospect seen from an elevated public viewing place

Planning Obligations Supplementary Planning Document: A guidance document offering support in the implementation of planning obligations on planning applications subsequent to the adoption of the Haringey CIL.

Public Realm: This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL): Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network.

Regeneration: The economic, social and environmental renewal and improvement of a rural or urban area.

Registered Provider: organisations that provide low-cost housing for people in need of a home.

River Prospect: Short and longer distance visual experiences of a rivers cape (in HGY case Lee, Moselle or New River)

Section 106 Agreements (S106)/Planning Obligations: These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

Secured by Design: The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.

Site Allocations Development Plan Document: This will form part of Haringey's LDF and will guide land use and future development in the borough until 2026.

Sites of Importance for Nature Conservation (SINC): SINCs are areas protected through the planning process having been designated for their high biodiversity value.

Small and Medium Enterprises (SMEs): Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.

Social Infrastructure: Facilities and services including health provision, early years provision , schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

Social rented housing: be owned by local authorities or private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above,

Spatial Vision: A statement of long term shared goals for the spatial structure of an area.

Statement of Community Involvement (SCI): The Council's policy for involving the community in the preparation, review and alteration of LDDs and planning applications. It includes who should be involved and the methods to be used.

Strategic Environmental Assessment (SEA): Expression used by the European Union to describe environmental assessment as applied to policies, plans and programmes.

Strategic Housing Land Availability Assessment (SHLAA): An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in section 48 of the NPPF

Strategic Housing Market Assessment (SHMA): An assessment of housing need and demand which informs the London Plan and borough local development documents.

Strategic Industrial Location (SIL): These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.

Supplementary Planning Document (SPD): Provides supplementary information about the policies in DPDs. They do not form part of the development plan and are not subject to independent examination.

Supplementary Planning Guidance (SPG): Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies.

Sustainability Appraisal (SA): This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in the DPDs, which complies with the EU Directive for Strategic Environmental Assessment.

Sustainable Urban Drainage Systems (SUDS): An alternative approach from the traditional ways of managing runoff from buildings and hard standing. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through storm water systems.

Tall Buildings: The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.

Townscape View: Unfolding close view of built up environment with spaces between and in each case views might or might not contain (but will be more significant if they do)

Tree Preservation Order (TPO): Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.

Urban Characterisation Study (UCS): An appraisal of the character of the borough in terms of built urban form, topography, conservation and heritage value.

Use Classes Order: The Town and Country Planning (Use Classes) Order 1987, as amended, lists 15 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission.

Unitary Development Plan (UDP): A UDP is a land use plan that seeks to make the most efficient and effective use of land in the public interest. The LDF will eventually replace Haringey's UDP 2006.

View Corridor: Strategic important views designated in the London Views Management Framework.

Warehouse Living: Purpose built and genuine integrated working and living accommodation specifically targeted at the creative industries sectors.