

# 1 Introduction

## Overview

Following the production of the Wood Green Spatial Plan (Urban Practitioners, 2006), Urban Practitioners, DTZ and Alan Baxter and Associates were commissioned to produce the Wood Green Town Centre Supplementary Planning Document (SPD) in May 2007.

The six main areas of opportunity previously identified by the Spatial Plan were:

1. Providing high quality public realm;
2. Creating and ensuring community safety;
3. Enhancing the importance of Wood Green's shopping potential in the metropolitan region;
4. Developing a synergetic link with the new Haringey Heartlands development adjacent to the town centre;
5. Improving local and regional linkages - especially towards east and west; and
6. Enhancing the ease of vehicular and pedestrian movement through the town centre.

The intention of this SPD is to develop these opportunities further in order to guide future development in Wood Green town centre over the coming years. The document draws upon an extensive consultation process, the work of the Wood Green Spatial Plan, and a review of baseline data and other relevant sources, including the Wood Green Audit (Parkside Malvern Residents' Association et al., 2006).

The SPD sets out a clear and detailed vision for the town centre, together with a strategy for its future regeneration and development.

Figure 1.1 illustrates the SPD boundary, town centre boundary (as defined by the UDP), boundary of the Haringey Heartlands Development Framework, and relevant conservation area boundaries. The SPD boundary extends further than the UDP town centre boundary to include sites of strategic importance to the town centre, including the Civic Centre and Ducketts Common. However, the SPD does not seek to alter the existing town centre boundary defined by the UDP.



*Wood Green High Road*

## SPD Role and Status

The SPD will be one of the material considerations that can be taken into account when determining a planning application in Wood Green town centre. It will eventually form part of the London Borough of Haringey Local Development Framework (LDF), and will provide detailed (non-statutory) guidance for Wood Green town centre, supplementing policies contained within the Core Strategy and other Development Plan Documents. The Core Strategy, once adopted, will present strategic direction for the development of the Borough, including the provision of preferred options for the location of housing, retail, mixed use commercial and employment generating land. However, whilst the Core Strategy is being developed, the adopted and saved UDP policies and the London Plan - Consolidated with Alterations since 2004, (2008) together with the national planning framework provides the Development Plan for the Borough, within which the SPD will operate.

## Sustainability Appraisal and Formal Consultation

The SPD has been prepared with the intention of promoting sustainable development in Wood Green town centre. Sustainable development can be defined as “*development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs*” (UN, 1992).

Under the requirements of the Planning and Compulsory Purchase Act 2004, the SPD has to be accompanied by a Sustainability Appraisal. This assesses the social, economic and environmental effects of the SPD from the start of the preparation process, to ensure that it contributes to sustainable development.

The Sustainability Appraisal process has included the production of:

- A Sustainability Appraisal Scoping Report, which defines the sustainability objectives for the SPD; and
- A Sustainability Appraisal Report which assesses the proposals in the SPD against the sustainability objectives contained in the Scoping Report in order to make recommendations for the improvement of the document.

The reports have both been subject to the necessary periods of consultation, and comments have been appropriately documented. Both of the reports are available separately from the Council.

## Wood Green Context

Wood Green is located in the London Borough of Haringey in North London (see Figure 1.2 below). It is a vibrant and busy town centre and has an important role in the North London sub-region's town centre hierarchy. Wood Green is well placed in relation to a number of high profile regeneration schemes such as Haringey Heartlands and Tottenham Hale.

Wood Green is designated as a Metropolitan Centre in the London Plan (2008) which reflects its role as a key retail and commercial destination in north London. Within North London, Wood Green is one of the largest centres with approximately 77,300m<sup>2</sup> of retail floorspace, although Brent Cross Shopping Centre is also a key draw and provides a similar quantum of retail floorspace. Within London, the West End represents by far the largest centre with close to 1,000,000m<sup>2</sup> of retail floorspace. Major Centres within the North London sub-region include Enfield Town, Walthamstow and Edgware. There are five District Centres within Haringey at Bruce Grove/Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road/Seven Sisters (DTZ, 2007).

Shopping is the dominant activity in Wood Green town centre, and it includes a number of well-known multiples, such as Marks & Spencer and H&M. In total, there are 333 units within the town centre. A significant amount of the retail floorspace is located within Shopping City (the Mall), a large indoor shopping mall located in the centre of the town. Planning permission has recently been granted for the extension of the Mall to include a new Debenhams store (10,000m<sup>2</sup>) over three floors plus storage.

Wood Green town centre contains relatively few restaurants, cafés, pubs and bars in relation to the level of shopping provision and there is a limited level of office space provision other than the Council's own offices. However, the town centre has two large multi-screen cinemas, the six screen Showcase cinema in Hollywood

Green and the twelve screen Cineworld in Shopping City.

There is a considerable level of residential development in Wood Green town centre, with flats located above Shopping City and Bury Road car park. The town centre has a strong residential hinterland to both the east and west. There are two conservation areas located within close proximity to the town centre (Trinity Gardens and Noel Park). However, there are relatively few listed buildings present in the town centre. The majority of the buildings in Wood Green town centre are three storeys or more.

The SPD will help to deliver a town centre which is attractive to both residents and businesses, and is able to attract inward investment through the quality of its environment, infrastructure and services.



*Shopping City entrance*

## Haringey Heartlands

Haringey Heartlands is the area located immediately to the west of Wood Green town centre. The area includes large tracts of under-utilised utilities lands.

The London Plan (Consolidated with Alterations since 2004) identifies Haringey Heartlands as an 'Area for Intensification'. The designation covers a 50ha area with an indicative employment capacity of 1,500 jobs from 2001-2026 and a minimum of 1,700 new homes in the same period. The eastern area of utilities lands, which is adjacent to Wood Green town centre, requires comprehensive redevelopment in order to achieve a new mixed use and high quality urban community.

Improving access links through to Wood Green town centre will be essential for the future of the Heartlands area, and offers significant opportunities for development and regeneration of Wood Green. Proposals for Clarendon Square at Haringey Heartlands will provide between 1,100 to 1,200 new homes of various sizes. Haringey Heartlands will also include a new secondary school, retail, employment and other uses.



*View west towards Haringey Heartlands from the town centre*



Figure 1.2 - Wood Green Town Centre Spatial Location Plan



## 2 Planning Policy Context

### Introduction

A range of national, regional and local planning policies are relevant to the future of Wood Green town centre. This section provides a brief summary of some of the key relevant policy documentation.

### National Planning Policy Context

#### Planning Policy Statement 1: Delivering Sustainable Development (ODPM, 2005)

PPS1 outlines the Government's over-arching planning policies on the delivery of sustainable development through the planning system in England, in addition to other aspects of planning, such as high quality and inclusive design. It states that community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. It promotes economic development to secure higher living standards whilst protecting and enhancing the environment, and a more efficient use of land through higher density, mixed use development and the use of previously developed land and buildings.

#### Planning Policy Statement 3: Housing (ODPM, 2006)

PPS3 prioritises the provision of new housing on previously developed land and the reduction of car dependency by focusing new residential development on urban sites with good public transport accessibility.

#### Planning Policy Guidance 4: Industrial and Commercial Development and Small Firms (ODPM, 1992)

PPG4 states that planning authorities should:

- Ensure speculative developers who provide premises suitable for small firms are allowed to contribute to the expansion of the economy and employment;
- Aim to ensure that there is sufficient land available which is readily capable of development and well served by

infrastructure;

- Ensure there are a variety of sites to meet differing needs;
- Include policies for the type of condition or planning obligation that might be imposed or sought in a particular situation;
- Provide positive policies for small businesses;
- Recognise that it may not be appropriate to separate industry and commerce, especially small scale development, from the residential communities for whom they are a source of employment and services; and
- Not seek unreasonably to restrict commercial and industrial activities of an appropriate scale which would not adversely affect residential amenity.

#### Draft Planning Policy Statement 4: Planning for Sustainable Economic Development (DCLG, 2007)

This consultation paper sets out national policy aims for economic development at all levels. It promotes positive plan making for economic development, in line with the principles of sustainable development. Policies should be flexible and able to respond to economic change and the need for co-ordination with infrastructure and housing provision.

Local planning authorities are encouraged to use a wide evidence base in order to understand existing business needs and changes in the market. Additionally, they should plan for, and facilitate a supply of land which will be able to cater for the differing needs of business and the employment needs of the whole community.

Local planning authorities should seek to make efficient and effective use of land and buildings. Economic development should be of high quality and include inclusive design which improves the quality of an area and the way it functions.

### Planning Policy Statement 6: Planning for Town Centres (ODPM, 2005)

PPS6 aims to enhance the vitality and viability of town centres by:

- Planning for the growth and development of existing centres; and
- Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment that is accessible to all.

Further objectives include:

- enhancing consumer choice by providing a range of services which meet the needs of the entire community, particularly socially excluded groups;
- supporting efficient, competitive and innovative retail, leisure and tourism sectors, with improving productivity;
- improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport;
- promoting high quality and inclusive design, improving the quality of the public realm and open spaces, protecting and enhancing the architectural and historic interest of centres, and providing a sense of place and a focus for the community and for civic activity; and
- ensuring that town centres provide an attractive, accessible and safe environment for all.

### Planning Policy Statement 9: Biodiversity and Geological Conservation (ODPM, 2005)

Working with the grain of nature: a biodiversity strategy for England (Defra, 2002) includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible. In moving towards this vision, the Government's objectives for planning are:

- to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations.
- to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support.
- to contribute to rural renewal and urban renaissance by:
  - enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and
  - ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

### Planning Policy Statement 12: Local Development Frameworks (ODPM, 2004)

PPS12: Local Development Frameworks (2004) sets out the Government's policy on the preparation of local development documents, which includes the preparation of SPDs.

### Planning Policy Guidance 13: Transport (ODPM, 2001)

PPG13 provides advice on the integration of transport and land use planning to encourage alternative means of travel and reduce reliance on the private car. Reducing the level of car parking in new development is essential in promoting sustainable travel choices, avoiding the wasted costs to business of providing too

much parking, and tackling congestion which might otherwise detract from the convenience of car use and other road based transport. It emphasises the importance of taking a flexible approach to car parking standards to achieve the objectives of sustainability, and sets out maximum car parking standards as opposed to minimum.

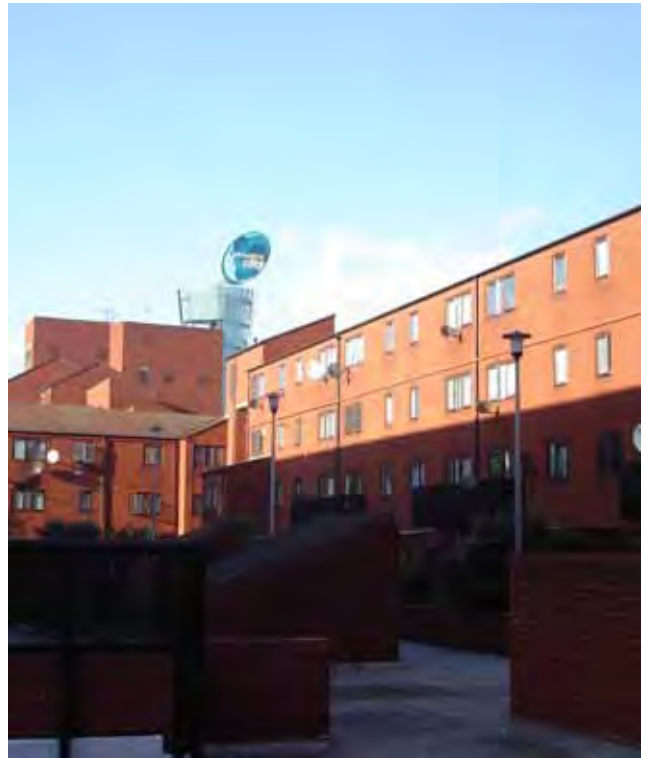
**Planning Policy Guidance 15: Planning and the Historic Environment (Department of the Environment and Department of National Heritage, 1994)**

This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment.

Conservation area designation introduces control over the demolition of most buildings within conservation areas. In exercising conservation area controls, local planning authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question. The general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings:

- the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- the adequacy of efforts made to retain the building in use; and
- the merits of alternative proposals for the site.

Once a building is listed, consent is normally required for its demolition, in whole or in part, and for any works of alteration or extension which would affect its character as a building of



*Sky City housing, Shopping City*

special architectural or historic interest. In determining applications local planning authorities are required to have special regard to certain matters, including the desirability of preserving the setting of the building.

**Planning Policy Guidance 16: Archaeology and Planning (1990)**

PPG16 sets out the Secretary of State's policy on archeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.

**Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (ODPM, 2002)**

PPG17 sets out the planning objectives for open space, sport and recreation. These

include:

- supporting an urban renaissance - local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe. Green spaces in urban areas perform vital functions as areas for nature conservation and biodiversity and by acting as 'green lungs' can assist in meeting objectives to improve air quality.
- promotion of social inclusion and community cohesion - well planned and maintained open spaces and good quality sports and recreational facilities can play a major part in improving people's sense of well being in the place they live. As a focal point for community activities, they can bring together members of deprived communities and provide opportunities for people for social interaction.
- health and well being - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others.
- promoting more sustainable development - by ensuring that open space, sports and recreational facilities are easily accessible by walking and cycling and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.

## Regional Planning Context

### Sustainable Communities Plan (ODPM, 2003)

A key component of the Government's Sustainable Communities Plan focuses on the four main areas identified previously by Regional Planning Guidance 9: the Thames Gateway, Milton Keynes / South Midlands; Ashford; and London-Stansted-Cambridge, in order to accommodate and sustain the economic success of London and the South East region. The Sustainable Communities Plan states that London and the four growth areas have the potential to accommodate an additional 200,000 homes above levels projected in the Regional Planning Guidance and London Plan. The London-Stansted-Cambridge corridor was extended in 2004 to include the whole of Cambridgeshire and Peterborough.

### The London Plan - Consolidated with Alterations since 2004 (GLA, 2008)

The London Plan sets out the spatial development strategy for London, and identifies Wood Green as a Metropolitan Centre. It also identifies Wood Green and Haringey Heartlands as an area for intensification, with the potential to provide 1,500 new jobs and 1,700 new homes up to 2026.

Policy 2A.6 of the Plan states that policies for development in areas for intensification should exploit their public transport accessibility and potential for increases in residential, employment and other uses, through higher densities and more mixed and intensive use.

Paragraph 5.46 states that a planning framework for Haringey Heartlands and Wood Green should co-ordinate the range of development opportunities on the railway and industrial lands to the south-west of Wood Green town centre. The provision of sustainable high density mixed-use development for housing, leisure, retail, employment and open space should be included in any redevelopment plans, and

opportunities should be taken to redevelop parts of Wood Green town centre for high-density, mixed-use schemes.

Policies 2A.8, 3D.1 and 3D.2 reinforce the importance of the network of town centres in London, support the development of a competitive retail sector, aim to enhance access to goods and services and strengthen the wider role of town centres, and ensure that town centre development is appropriately sited.

Other policies relevant to town centre uses and open spaces in Wood Green include 3D.3 (maintaining and improving retail facilities), 3D.4 (development and promotion of arts and culture), 3D.8 (realising the value of open space and green infrastructure), 3D.11 (open space provision in DPDs) 3D.13 (children and young people's play and informal recreation strategies), and 3A.18 (protection and enhancement of social infrastructure and community facilities).

The London Plan encourages boroughs to seek an intensification of housing provision through development at higher densities particularly where there is access to public transport. Additionally, Policy 3A.9 states that local authority policies should take into consideration the Mayor's strategic target of providing new housing of which 50% is affordable in order to help promote mixed, balanced communities. In addition, Policy 3A.10 states that boroughs should:

*"Seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with policy 3A.7, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements."*

The London Plan includes new housing



Wood Green High Road

provision targets for the London Borough of Haringey, which are statutory. The ten-year target for additional homes from 2007/8 to 2016/17 is 6,800. Therefore, the annual monitoring target is 680.

Policies 4A.1 to 4A.7 relate to climate change, sustainable design and construction, energy assessments, the provision of heating and cooling networks, decentralised energy and renewable energy. Additionally, policies 4A.9 to 4A.14 relate to adaptation to climate change and sustainable planning for flood risk management.

Policy 4A.18 of the London Plan contains the London Plan requirements for water and sewerage infrastructure. Water and wastewater infrastructure requirements should be put in place in tandem with planned growth to avoid adverse environmental impacts.

Section 4B sets out design policies for London which should be observed in Wood Green. Policy 4B.1 relates to design principles for a compact city, and policy 4B.2 relates to promoting world-class architecture and design.

The principles of inclusive design underpin the London Plan and are fundamental in achieving the aim of social inclusion. Policy 4B.5 states that all future development should meet the highest standards of accessibility and inclusion, designed so that it:

- Can be used safely by as many people as possible without undue effort, separation or special treatment;
- Offers the freedom to choose, and the ability to participate equally in the development's mainstream activities; and
- Values diversity and difference.

In terms of employment, policy 3B.11 of the London Plan seeks to improve employment opportunities within London.

The London Plan includes a number of policies that relate to transport provision and future development. The Plan seeks to sustain

London's continued population and economic growth by increasing accessibility, especially by walking, cycling and public transport. Policies encourage high density development in places with relatively good access by public transport and the provision of public transport services to support the main areas for future development. Additionally, Policy 3C.1 'Integrating transport and development' states that the Mayor will work with TfL, the Strategic Rail Authority, Network Rail, the Government, boroughs and other partners to ensure the integration of transport and development.

Policy 3C.20 of the London Plan aims to improve the quality of bus services for all. UDP / LDF / Local Implementation Plan (LIP) policies should actively promote and give priority to the continued development of the London bus network, including:

The allocation of road space and the high levels of priority required for buses on existing or proposed bus routes;

- Ensuring good bus access to and within town centres;
- Provision of good passenger waiting facilities;
- Ensuring that walking routes to bus stops are direct, secure, pleasant and safe; and
- Ensuring that bus layover and turning areas, driver facilities, bus stations and garages are available where needed.

Detailed advice on improving the accessibility of bus stops is contained in TfL's 'Accessible Bus Stop Design Guidance' (2006).

Policy 3C.21 of the London Plan establishes principles for improving conditions for cycling in London.

Policies relating to car parking in the town centre include policy 3C.23 (parking strategy) and 3C.24 (parking in town centres).

Additionally, Annex 4 sets out the approach to determining appropriate maximum parking standards.

Policy 3C.25 relates to the development of freight strategies, and improving freight movements and the distribution of goods and services.

The London Plan also seeks to retain land for transport purposes and make new land available for expanding transport provision (Policy 3C.4). It states that the protection and provision of necessary land or facilities for transport purposes through the planning process can be seen to be a 'win-win' solution. This will not only help to deliver a more efficient and effective transport system, but also improve accessibility to key development sites.

Further guidance is provided by the Land for Transport Functions (GLA, 2007) Supplementary Planning Guidance (SPG) to the London Plan. In relation to bus garages, this states that the loss of any bus garage through redevelopment should be resisted unless a suitable alternative site that results in no overall loss of garage capacity can be found in the immediate area, or TfL agree formally that the particular garage is no longer required. Sites in inner London are particularly scarce and so existing bus garages should be afforded a particularly high degree of protection. Therefore, the bus depot in Wood Green is likely to be protected.

Proposals for the town centre should also be in accordance with the following supplementary planning guidance (SPG) and best practice guidance (BPG) produced by the GLA and TfL:

- Accessible London: Achieving an Inclusive Environment SPG (GLA, 2004);
- Providing for Children and Young People's Play and Informal Recreation SPG (GLA, 2008);
- Housing SPG (GLA, 2005);
- Planning for Equality and Diversity in London SPG (GLA, 2007);
- London View Management Framework SPG (GLA, 2007);



*Ducketts Common*

- Sustainable Design and Construction SPG (GLA, 2006);
- Health Issues in Planning BPG (GLA, 2007); and
- Managing the Night Time Economy BPG (GLA, 2007).
- Draft Residential Travel Planning in London (TfL, 2007);
- Workplace Travel Planning (TfL);
- Transport Assessment Best Practice Guidance (TfL, 2006); and
- Draft Streetscape Guidance (TfL, 2004)

## Sub Regional Planning context

### The North London Sub Regional Development Framework (GLA, 2006)

The SRDF provides non-statutory guidance on the implementation of the London Plan and covers the boroughs of Barnet, Enfield, Haringey and Waltham Forest.

The SRDF states that Wood Green's role as a Metropolitan Centre should be enhanced by exploiting development opportunities in the associated Haringey Heartlands area of intensification, and through higher density mixed use schemes in the town centre (paragraph 135). Potential demand for 11,000m<sup>2</sup> of additional comparison floorspace is identified. The 'cultural quarter' concept is also thought to have the potential to contribute to the regeneration of Wood Green (paragraph 140).

Paragraph 238 of the SRDF states that the good public transport links in Wood Green and Haringey Heartlands offer the potential for the development of intense land uses and tall buildings, subject to a capacity assessment.

In paragraph 63, the LDA has identified the potential for a creative cluster in Wood Green / Haringey Heartlands, supported by leisure, cultural and tourism uses, building on the area's industrial heritage.

## Local context

### Core Strategy

The Core Strategy, once adopted, will present the strategic direction for development in the Borough. Consultation on the issues and options ended on the 31st March 2008, and consultation on the preferred options is due to take place in January 2009. The Council intends to adopt the Core Strategy in late 2009

### The Haringey Unitary Development Plan (adopted July 2006)

At the present time the saved policies of the Haringey UDP form part of the Development Plan for Wood Green (along with the London Plan). The UDP therefore provides the statutory framework to guide development and protect and enhance the environment in Haringey. Several policies in the Plan are of direct relevance to the SPD.

Policy AC1 relates specifically to Haringey Heartlands and Wood Green. The policy states that development should have regard to the development framework for the area which seeks to ensure comprehensive and co-ordinated development which:

- supports the London Plan designation as an intensification area, suitable for a business park, potentially achieving 1,500 new jobs and a minimum 1,000 new homes, which will include a proportion of affordable housing to meet the overall borough target of 50%, and other uses;
- achieves significant new employment spaces for small businesses and the creative industries, especially in the cultural quarter;
- creates better links with the surrounding area including Wood Green High Road;
- extends and complements Wood Green Town Centre, reinforcing its role as a metropolitan centre and meeting the identified need for new retail development;
- contributes to regenerating Hornsey High

Street as a shopping destination, which could include a medium size food store;

- creates significant new public spaces and improves existing ones;
- meets identified demands for enhanced and additional community facilities;
- has a design and layout that encourages walking and cycling;
- helps bring forward and maximise opportunities for improved public transport services;
- ensures that the waste transfer site and travellers site will be appropriately relocated to achieve land for development; and
- ensures that any continuing rail-related operations on the site are not prejudiced.

Policy TCR1 seeks to ensure that development in town and local shopping centres: is appropriate in scale, character and function of the town centre; does not harm the vitality and viability of the centre or other centres; does not cause an unacceptable increase in disturbance from noise or other environmental harm; and does not have an adverse effect on transport.

Policies TCR3 and TCR4 seek to ensure that shops in the main town centres, such as Wood Green, will be protected when considering proposals for new development/redevelopment.

When assessing proposals for restaurants, cafes, drinking establishments and hot food takeaway uses that fall within A3, A4 and A5 use classes, the Council will take into account: the effectiveness of measures to mitigate litter, undue smell, odours and noise from the premises; the hours of opening, operation and delivery; and where appropriate the proportion of existing A3, A4 and A5 uses within the main town centres.

In addition, the UDP contains a number of policies which relate more generally to development in Wood Green Town centre, including:

**Housing:** Policy HSG4 relates to affordable housing provision. Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. Policy HSG9 states that residential development in the borough should normally be provided within the density range of 200-700 habitable rooms per hectare (hrh). However, higher density proposals up to 1,100 hrh may be allowed in Wood Green Town Centre.

**Development and Urban Design:** Any new development in Wood Green should adhere to the following principles:

- a) no significant adverse impact on residential amenity or surrounding uses;
- b) the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area;
- c) the proposal would not significantly affect the public and private transport networks;
- d) there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties have been taken into account; and
- e) opportunities for soft landscaping, including appropriate tree retention and tree planting, have been taken into account.

Development proposals should address the following design elements in a positive manner: urban grain and enclosure; building lines; form, rhythm and massing; layout; height and scale; landform, soft and hard landscape, trees and biodiversity; fenestration; architectural style; historic heritage context; living frontages and public realm; any identified local views; designing out crime and the fear of crime; and walkability.

Where possible, developments in Wood Green should include a mix of uses in order to ensure sustainable development (UD3, UD6 and UD9).

Applications for tall buildings will be assessed against the following criteria: a) high design

quality; b) acceptable relationship to surroundings; c) appropriate site size and setting; d) wind turbulence and overshadowing; and e) impact on historic environment, Green Belt and MOL (UD9).

Additionally, proposals for the town centre should be in accordance with policy UD4 (Quality Design) and SPG1a (Design Guidance).

**Environment:** Any development in Wood Green which could increase the risk of flooding from surface water run-off must provide a drainage impact assessment. The Council also encourages all built developments to incorporate sustainable drainage systems (SuDS) techniques, where feasible (Policy ENV2).

**Open Space:** Development in close proximity to open space in Wood Green will only be permitted if it protects or enhances the value and visual character of the open land. Additionally, development should ensure that biodiversity is not diminished, and that every opportunity is taken to enhance it (Policy OS5 and OS11). In areas deficient in open space provision proposals for major new developments will be expected to either provide an appropriate area of open space or improve the accessibility or quality of nearby open space (Policy OS15).

The Council has recently adopted an Open Space and Recreational Standards SPD. This provides local open space and recreational standards for the borough and supports the policies in the UDP to protect and promote open space and sports provision in the borough. It also helps to inform negotiations on planning obligations relating to open space and recreation provision arising from new development.

**Movement:** As an area of high public transport accessibility, Wood Green should accommodate developments with high trip generating characteristics. Additionally, design should



*Open Space between the High Road and Stuart Crescent*

encourage cycling and walking (Policy M3), and the Council will support the protection, improvement and creation of pedestrian and cycle routes (Policy M5). Policy M9 encourages proposals for car-free development in areas of high public transport accessibility, such as Wood Green town centre.

**Community and Well-being:** Proposals for the development of new community or health facilities will be considered if the facility is appropriate to its location, the facility will meet a local need, the building is designed so that it can be used for more than one community purpose, where possible, and the facility is accessible (Policy CW1).

**Conservation:** The Council will require that proposals affecting conservation areas or statutory listed buildings: preserve or enhance the historic character and qualities of the

buildings and/or conservation areas; recognise and respect the character and appearance of listed buildings and / or conservation areas; protect the special interest of buildings of architectural or historic interest; do not adversely affect the setting of listed buildings; and retain the original use of a listed building wherever possible (Policies CSV1 and CSV2).

Additionally, proposals for the town centre should be in accordance with policy CSV3 (locally listed buildings and designated sites of industrial heritage interest), policy CSV7 (demolition in conservation areas) and SPG2 (Conservation & Archaeology).

The Trinity Gardens and Wood Green Conservation Areas are both the subject of draft character appraisals. The appraisals were considered for approval and adoption at the Council's Planning Committee meeting on 11 February 2008. These will be used in conjunction with planning policies in Haringey's UDP and other guidance to assist the ongoing management of the conservation areas, including development control decisions.

#### [Draft Housing Supplementary Planning Document \(London Borough of Haringey, 2008\)](#)

The public consultation draft of the SPD was produced in April 2008. The document will form part of the Council's LDF, and provide guidance to supplement the housing policies of the UDP. The SPD is intended for use in the determination of planning applications for housing development or for mixed use proposals involving housing. It provides detailed guidance on standards for new housing and conversions, on affordable housing provision and on housing density and design.

The SPD identifies that the need for affordable housing in Haringey is significantly above the inner London average, with a shortage in all wards. The Council aims to maximise the availability of affordable housing from all possible sources, particularly from new development. It seeks to maximise the provision

of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50%. Over the next ten years, the affordable housing capacity in Haringey will be increased by two major regeneration areas in the Borough, at Tottenham Hale and Haringey Heartlands. These two areas will provide over four-fifths of the housing supply currently identified in Haringey and provide a significant opportunity to help addressing the severe need for affordable housing in the Borough.

#### [Haringey's Regeneration Strategy \(London Borough of Haringey, 2007\)](#)

Haringey's Regeneration Strategy 'People, Places & Prosperity – Creating Inclusive & Sustainable Communities' was approved by the Haringey Strategic Partnership in December 2007.

The overall vision of the Strategy is to create economic vitality and prosperity for all through exploitation of Haringey's strategic location in a global city, major development site opportunities and by developing the Boroughs 21st century business economy.

The strategy aims to ensure that maximum regeneration impact is realised from the major development projects in the Borough, and that the projects contribute to the following core objectives:

- Objective 1: People – To increase skills, raise employment and reduce worklessness so that residents can contribute to and benefit from being part of one of the most successful cities in the world.
- Objective 2: Places - To make Haringey a place in which more people want to live and invest by using the opportunity of major sites and key locations to create positive change. This objective includes the priority of renewing Wood Green as a shopping centre for North London.
- Objective 3: Prosperity - To maintain and

develop a 21st century business economy that offers opportunities for sustainable employment and enterprise, to help make Haringey a place people want to work in and visit. This objective includes the priority of delivering a high quality town centre in Wood Green to ensure it thrives in a changing retail world.

The Strategy also aims to ensure that links are forged with the opportunities that are being created in the wider London region and that mainstream Council services are oriented to best serve Haringey's regeneration objectives. Therefore, the SPD will attempt to ensure that the location of Council services in Wood Green reflects the future aspirations for the town centre.

## **Other Relevant Strategies and Documentation**

Details of the following other relevant strategies and documentation are included within Appendix A at the end of this report.

## 3 Evidence Base and Consultation

### Introduction

This section sets out an overview of the key issues identified for Wood Green town centre through the review of the evidence base and analysis of the consultation process.

### Evidence Base

The following documents have been reviewed as part of the evidence base for the Wood Green Town Centre SPD. Further details are included in the Consultation Report.

#### Wood Green Spatial Plan

The Wood Green Spatial Plan (Urban Practitioners, 2006) was completed by Urban Practitioners, Donaldson's and Alan Baxter and Associates in 2006 on behalf of the London Borough of Haringey, the Mall Corporation and Wood Green Town Centre Management.

The following clearly defined vision for Wood Green was adopted by the Spatial Plan:

“To boost North London’s premier Town Centre by offering a high quality, vibrant retail, leisure and cultural experience that reflects and caters for the area’s diverse population” (Wood Green Town Centre Management Business Plan (April 2005-March 2006)).

This theme sits above the following key objectives:

- Providing a high quality public realm;
- Creating a safer community;
- Enhancing Wood Green’s market position as a Metropolitan shopping centre;
- Maximising the opportunities offered by the proposed Haringey Heartlands development;
- Creating new east-west links into the surrounding hinterland; and
- Enhancing pedestrian and vehicular movement through the town centre.

#### Wood Green Town Centre Retail Healthcheck (DTZ, 2007)

The Healthcheck was undertaken by DTZ in the Autumn of 2007. The key conclusions have been summarised in the form of a SWOT analysis (included in the Consultation Report).

#### Wood Green Audit (Parkside Malvern Residents’ Association et al., 2006)

The Wood Green Audit (2006) reports on a street audit of Wood Green town centre, and was prepared by Parkside Malvern Residents’ Association, with general endorsement and contributions from:

- Avenue Gardens Residents’ Association;
- Burghley Road Area Residents’ Association;
- Noel Park North Area Residents’ Association;
- The Sandlings Residents’ Association;
- West Green Residents’ Association; and
- The Haringey Federation of Residents’ Associations.

The twenty most important recommendations included in the Wood Green Audit, as identified by the local residents’ associations, are included in the Consultation Report. They include:

- Westbury Avenue / Langham Road junction – to be blocked off and made pedestrian friendly;
- Back alleyways – taskforce should be set up to recommend improvements;
- Pavements – to be renovated to the highest standard throughout town centre, and new trees planted wherever possible;
- Dovecote Avenue – completely pedestrianise and make more welcoming and people friendly; and
- Eastside shop buildings to the south of BHS – to be sensitively redeveloped.

## Consultation

The initial consultation phase for the SPD has included:

- A High Street Consultation exercise;
- Town Centre Walking Audit (major hands-on planning public consultation event);
- 17 stakeholder meetings;
- Workshop and meeting with the Wood Green town centre SPD Steering Group;
- Workshop and meeting with the Wood Green Action Group; and
- A dedicated project website.

Full details are provided in the Consultation Report which accompanies the SPD.

### High Street Consultation

The High Street Consultation event was held on 19th July 2007.

Summary of the comments received can be made as follows:

- One of the strongest positive features of Wood Green is the range of shops;
- People commented on the quality and convenience of the transport links;
- Traffic congestion and the attendant noise and pollution is regarded as a weakness;
- The perception of crime and gangs on the streets is high;
- People also noted a lack of politeness and general civility in the town centre;
- There was a strong perception that the centre is not clean, and that litter, gum and graffiti are significant problems; and
- People expressed a desire for more community facilities, particularly those aimed at younger people.



*High Street Consultation Model*



### Wood Green Town Centre Walking Audit

On 13th October 2007, a major hands-on planning public consultation event was held in Wood Green Town Centre, at the Decorium.

The event was structured in three parts: a walking audit of the town centre; the identification of problems and dreams arising from the walking audit; and a 'Solutions Workshop'.

Key themes emerging from the Walking Audit consultation event were:

- Improve maintenance and utilisation of the open spaces close to the town centre, especially Ducketts Common (mentioned by 4 out of the 5 groups);
- Reconfiguration of the buses in the town centre, in terms of the location of bus stops and bus stands, and the configuration of routes (4 groups);
- Redevelop the library, and improve the public space fronting the High Road (4 groups);
- Improve lighting throughout the town centre in order to improve safety, particularly at Bury Road (4 groups);
- Increase greenery along the High Road (3 groups);
- Improve public toilet facilities along the High Road, particularly at Turnpike Lane (3 groups);
- Consider pedestrianisation of the High Road (3 groups);
- Improve traffic flow along the High Road (2 groups);
- Improve the environment at bus stops (2 groups);
- Improve the retail offer, and the quality of shops (2 groups); and
- Improve the quality of paving in the town centre (2 groups).



Wood Green Walking Audit



Wood Green Walking Audit

### Haringey Phoenix Group Walking Audit

Haringey Phoenix Group is a local voluntary organisation for blind and partially sighted adults in Haringey and the wider area. In November 2007, the Group undertook their own town centre walking audit. Key findings included the need to make a variety of improvements to pedestrian crossings, and to reduce obstacles on the pavement or make them more easily detectable. Further details are included in the Consultation Report

The results of this exercise have been incorporated into the conclusions of the Walking Audit, shown in Table 3.1 below.

### Stakeholder Meetings

In addition to the consultation events described above, a number of meetings were held with 'key stakeholders' as part of the extended initial consultation to inform the production of the SPD. A total of 17 meetings were held with a wide range of stakeholders, including Council officers, local organisations, community groups and local businesses.

A summary of the comments and suggestions received is included in the Consultation Report.

### Steering Group Meetings and Wood Green Action Group

Members of the Steering Group include representatives of various teams from the London Borough of Haringey. The first meeting of the steering group took place on the 30th August 2007, where plans for the initial consultation process and the timetable for the SPD were reviewed. Additionally, a workshop session was held in order to understand the main issues which the group felt needed to be addressed by the project.

Additionally, a meeting was held with the Wood Green Action Group, on the 11th September 2007. The Action Group comprised of local stakeholders, including: Council officers; representatives from local residents' associations; the Mall Corporation; and TfL.

### Project Website

A dedicated project website was launched in September 2007, namely [www.woodgreenspatialplan.net](http://www.woodgreenspatialplan.net). This provides interested parties with information about the SPD. It includes details of:

- SPD objectives;
- consultation arrangements and a summary of the events that have taken place;
- project programme; and
- project team.

Additionally, the website includes opportunities for people to feedback their views of the town centre and how they would like to see it improved in the future.



*Woodgreenspatialplan.net - Dedicated Project Website*