



Date: 28th April 2017

Commercial Development

By email

Transport for London
5th Floor West Wing
55 Broadway
London
SW1H 0BD

Phone: [REDACTED]
Email: pollybarker@tfl.gov.uk

Dear Sir/Madam,

RE: Wood Green Area Action Plan Preferred Option 2017

Thank you for consulting Transport for London (TfL) on the Wood Green Area Action Plan (AAP) Preferred Option. The following comments represent the views of officers in TfL Commercial Development Planning Team (TfL CD) in TfL's capacity as a significant landowner and are separate from any representations that may be made by TfL Planning in its statutory role as the strategic transport authority for London.

As an overarching comment, TfL CD recommends that the AAP makes clear that Crossrail 2 is not currently a consented scheme, and that Wood Green has not been confirmed as the preferred station over Turnpike Lane / Alexandra Palace. A Strategic Outline Business Case (SOBC) has recently been submitted to the Government for review, and a decision is expected later in the year. Following this, decision on the preferred scheme will then be subject of public consultation. If the Wood Green alignment is not selected by the Secretary of State then the drafting of this AAP (and its projected outputs) would require comprehensive review, ahead of further public consultation. Alternatively, two options could be considered within the document in addition to reviewing a non Crossrail 2 option to future proof the document as a whole.

To ensure soundness of the plan there should also be clarity within the document as to whether the 7,700 units identified within Policy WG2: Housing are net additional to those already identified within the Site Allocations DPD (Pre-submission version) or the total anticipated housing numbers for the area

Turnpike Lane bus station

TfL CD wishes to use this consultation to promote the Turnpike Lane Bus station as an opportunity site for a residential led development allocation, to be listed within the allocations identified within Chapter 8 of the existing Wood Green Area Action Plan document. The site boundary is identified within the plan appended to this letter.

The site provides a prominent town centre location with a high PTAL (6b) (out of a range of 1 to 6) and an excellent opportunity for high density residential development, whilst retaining the operational requirements of the bus station.

The 2015 SOBC shows the bus station as part of a larger worksite for the proposed Crossrail 2 Turnpike Lane station. As stated above, depending on the outcome of the updated SOBC and preferred station(s), this site may or may not be required for Crossrail 2. However and regardless of this, the site has the potential to come forward independently and a specific site allocation will be able to reflect this in terms of delivery timescale.

Feasibility work already undertaken by the TfL CD Property Development team demonstrates a viable scheme for residential over site development, whilst retaining the bus station. However there is scope for significantly higher density development, particularly if Crossrail 2 were to go ahead. The site also

offers a good opportunity for a landmark building, adjacent to that shown in Location 7 in Figure 7.12. The bus station and close location to Turnpike Lane Underground station offers the opportunity to mark the entrance to the Town Centre, and would assist in framing Wood Green High Road.

TfL CD therefore seeks the inclusion of Turnpike Lane bus station as a development allocation within the Wood Green AAP. The site is suitable, available and achievable over the plan period and TfL CD would welcome further discussions with LB Haringey to consider those options in further detail.

Development sites

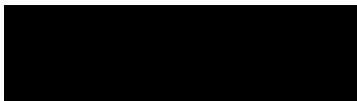
Aside from Turnpike Lane bus garage, several other sites have been identified within the AAP as potential Crossrail 2 worksites in the 2015 consultation material; including Green Ridings Housing, part of Wood Green bus garage and the Vue Cinema site. Post construction of Crossrail 2, TfL / Crossrail 2 would have ownerships of these sites and they have been identified as locations for high density over site development, which is supported.

Initial feasibility work has been carried out to review capacity on site, TfL CD seeks reference to this within the AAP Document. TfL CD would welcome further discussions with Haringey Council to consider in more details these development options and ensure opportunity for the development of each of the sites to be brought forward, whilst acknowledging that any profit from the re-development of these sites will be directly reinvested into the transport network, and particularly this scheme.

Although these sites have been given a post 2027 delivery date within the AAP, TfL CD wishes to highlight that if committed, Crossrail 2 would not allow delivery until post construction which is currently planned beyond 2030.

As stated above, we welcome the opportunity to meet with you to discuss these sites in further detail. I would appreciate if you could confirm receipt of this letter. Should you have any queries, please do not hesitate to call me on 020 3054 7536.

Yours sincerely

A black rectangular redaction box covering the signature of Polly Barker.

Polly Barker

Planning Advisor, Commercial Development

Cc:

Patricia Cazes-Potgieter, Planning Development Manager, Commercial Development

