

LONDON BOROUGH OF HARINGEY

# Wood Green AAP

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## A Local Plan Document

Working Draft

Reg 18 Consultation Draft

1/3/2017

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## 1. Introduction

### Why prepare an AAP

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<sup>2</sup> of new employment floorspace, and 17,000m<sup>2</sup> of new town centre floorspace.

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.

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.

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.

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

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.**

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.

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

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

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

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

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

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 not reduced.

## Social Infrastructure

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

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

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

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

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

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

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

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.

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>

Consultation is open between **3<sup>rd</sup> February January – 14<sup>th</sup> 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

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

- **ADD HALF A PAGE HERE FOR NOW**

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

Email: [localplan@haringey.gov.uk](mailto:localplan@haringey.gov.uk)

Post: Planning Policy  
Level 6, River Park House  
225 High Rd  
Wood Green  
N22 8HQ

If you require further information on this document please contact the Haringey Planning Policy team on 020 8489 1479 or at [localplan@haringey.gov.uk](mailto:localplan@haringey.gov.uk)



## Next Steps

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	February-March 2017
Proposed Submission (Reg 19) consultation	June-July 2017
Submission to Planning Inspectorate	August 2017
Examination in Public	October-November 2017
Receipt of Inspector’s Report	December 2017
Adoption by Full Council	January 2018

## 2. Policy Context

### National Policy

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.

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

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.

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.

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 Clendon 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 brought 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.*

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

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.

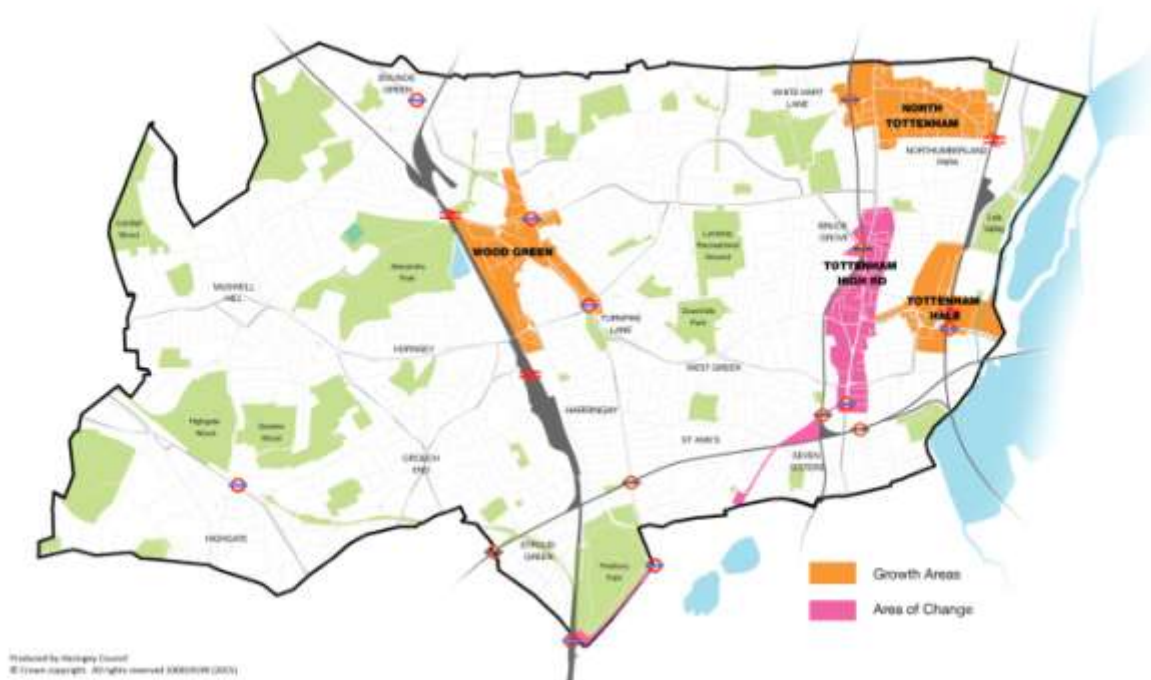


Figure 2.1: Local Plan growth distribution (Local Plan: Strategic Policies SP1)

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.

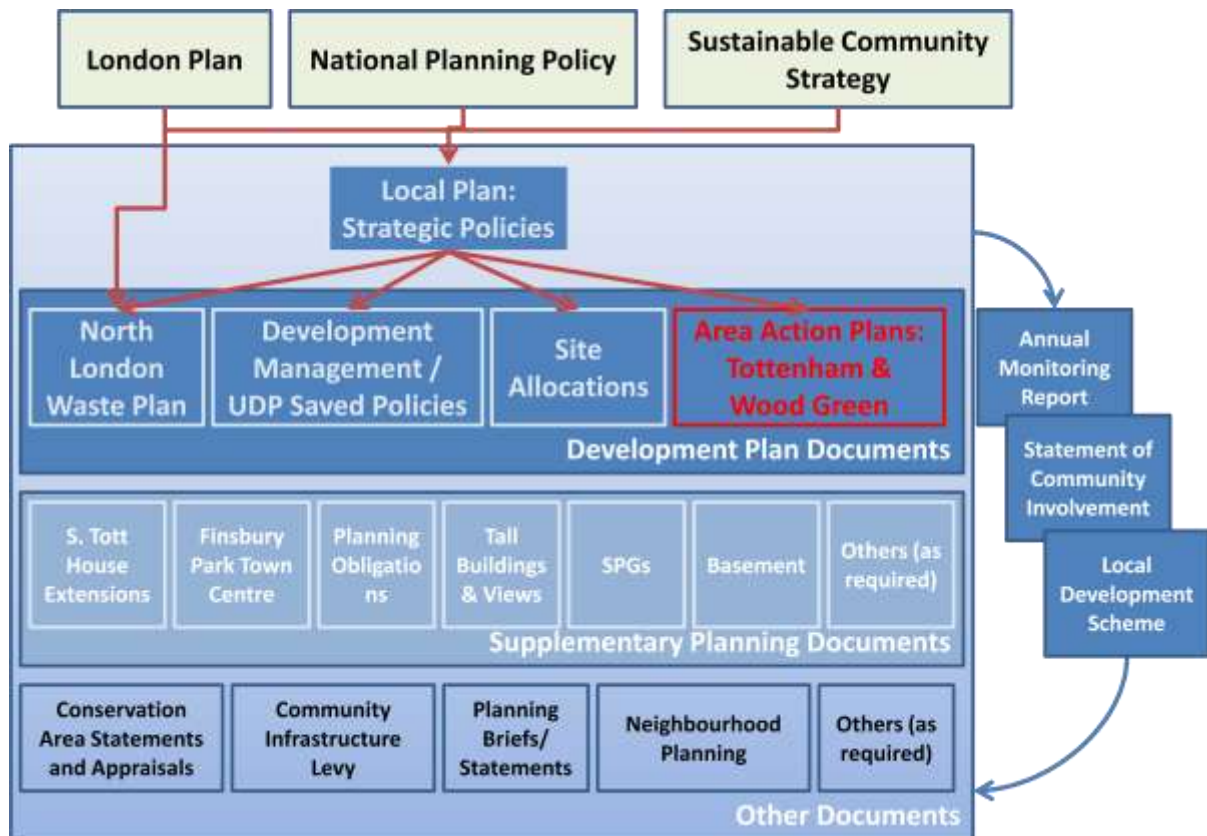


Fig 2.2 Local Development Framework

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.



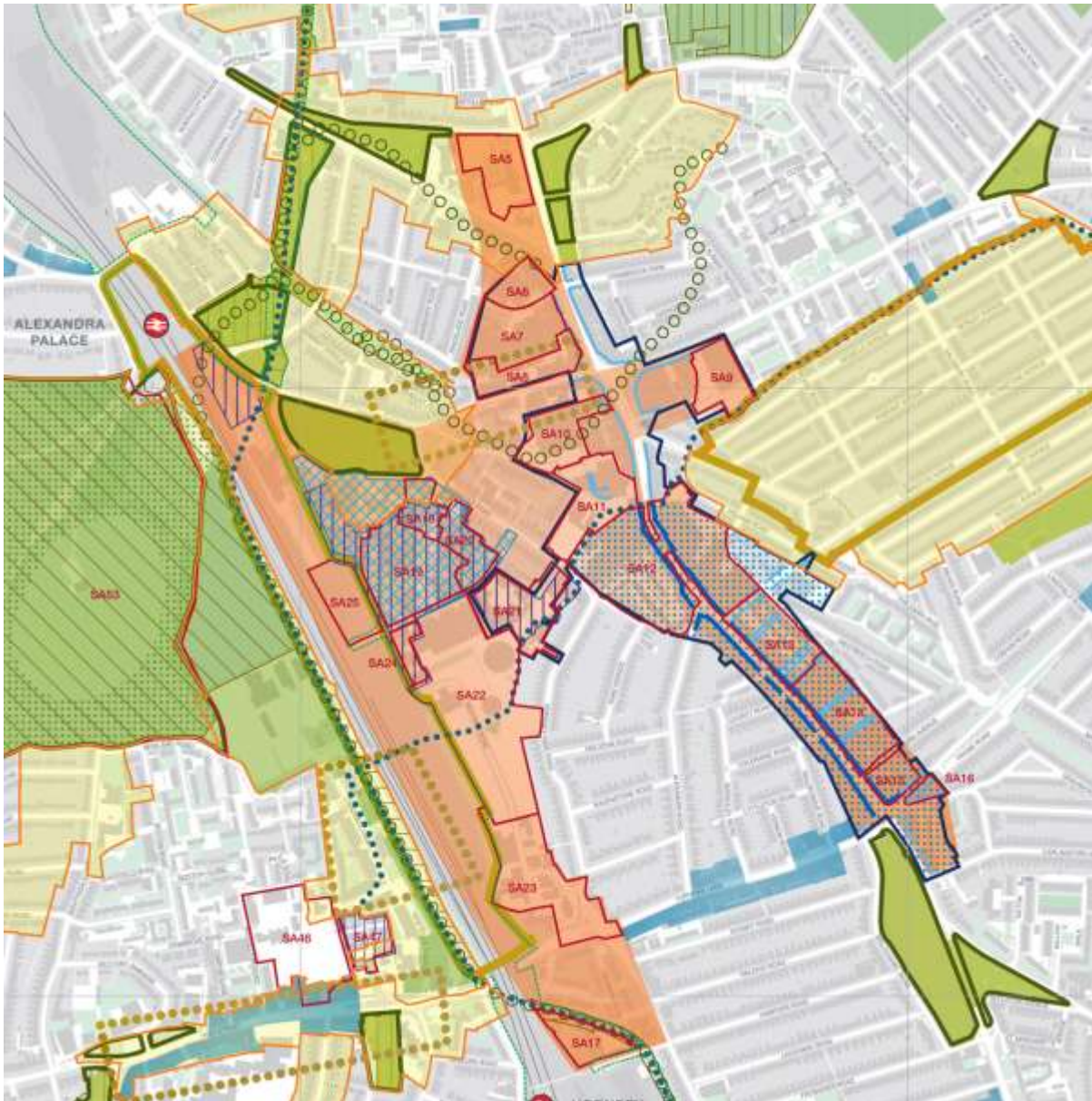


Figure 2.3: Existing designations in the Local Plan

## Other Plans & Policies

### Haringey Corporate Plan

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

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

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 either 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.**

### 3. Portrait of the area

#### Land uses and urban character

##### History

Wood Green began as a small hamlet at the base of Tottenham Wood in the 13<sup>th</sup> 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 17<sup>th</sup> Century the New River was constructed through the area to bring fresh water to London from the Hertfordshire area.

The road pattern that exists today was laid out at the beginning of the 19<sup>th</sup> and 20<sup>th</sup> 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.

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 20<sup>th</sup> Century.



Fig 3.1 Historic Development of Wood Green (1864)



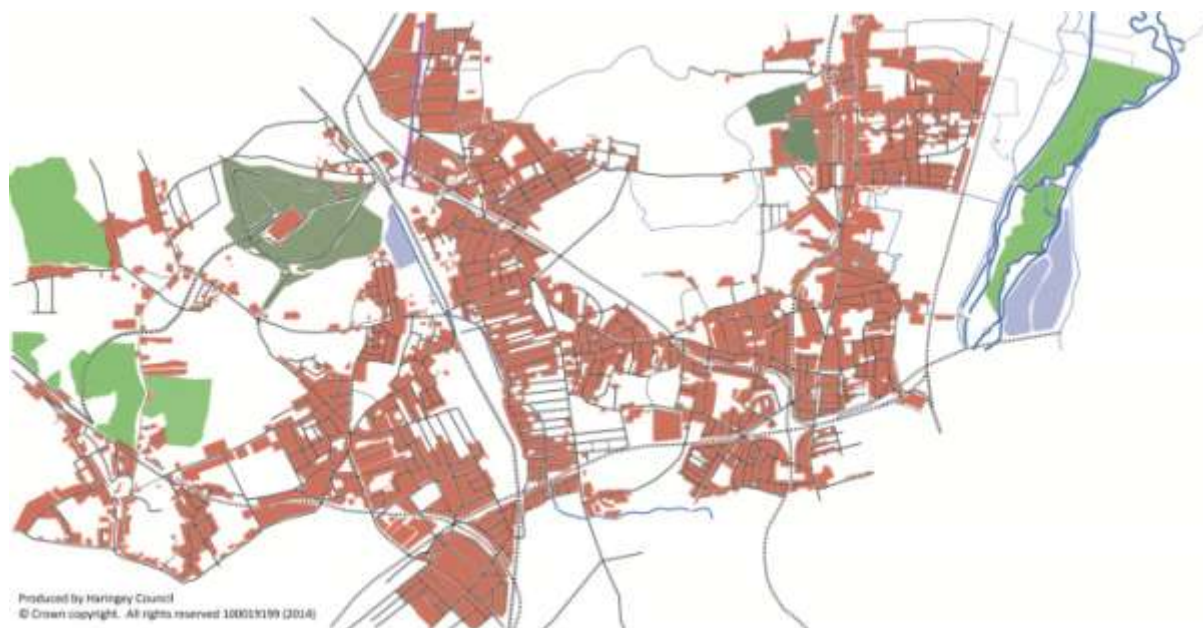


Fig 3.1 Historic Development of Wood Green (1890)



Fig 3.1 Historic Development of Wood Green (1935)

### Land Use, Urban Structure and morphology

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.

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.





Figure 3.2 Land Uses in Wood Green

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.

### Metropolitan Town Centre

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.

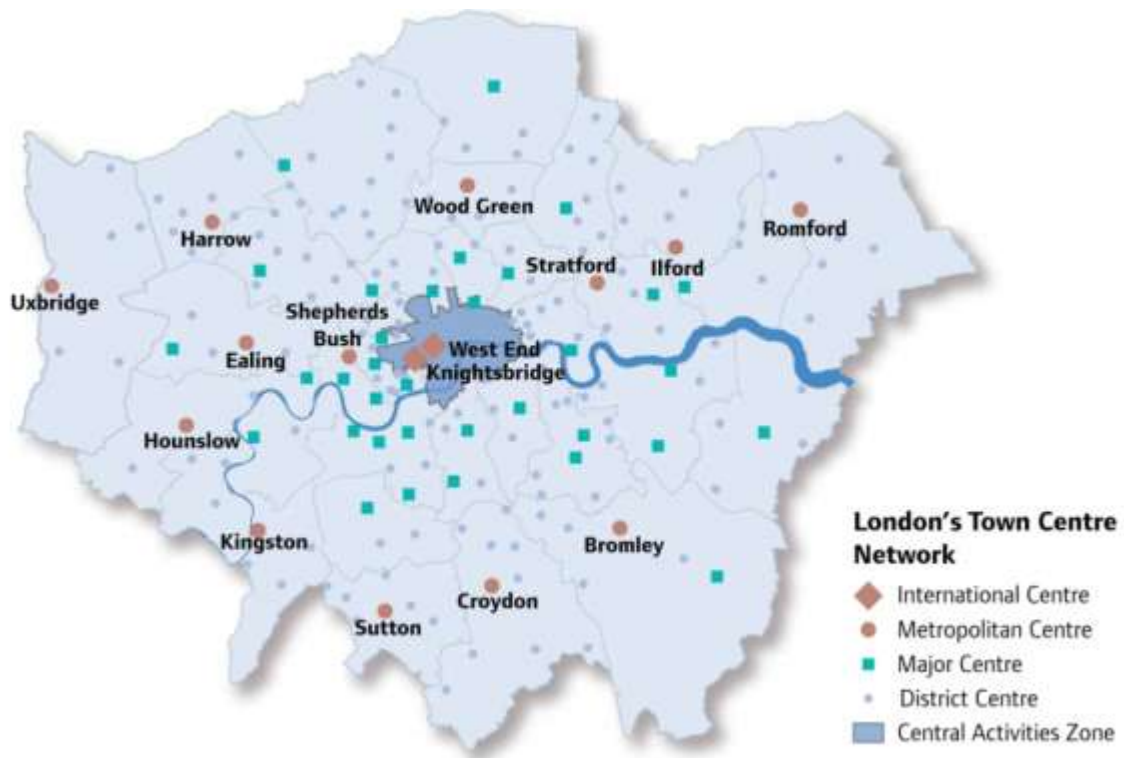


Fig 3.3 London's town centre network

### Green Spaces and Waterways

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.

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

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.

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

The active, and importantly, blank/inactive frontages in Wood Green are shown in this diagram.





Figure 3.6: Frontages in Wood Green

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

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.

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.



Fig 3.7: Map of designated views in Haringey

## Heritage Assets

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

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.

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 3.8: Heritage assets in Wood Green

### Buildings of value and local assets

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

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.

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.

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.

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).

### Fig 3.9: Public Land ownership in Wood Green

## Transport and movement

### Public Transport

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. Immediately to the south of the AAP area,

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.

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.

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

### Traffic Movements

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.

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

### Pedestrian and cycle movement

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

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

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*.

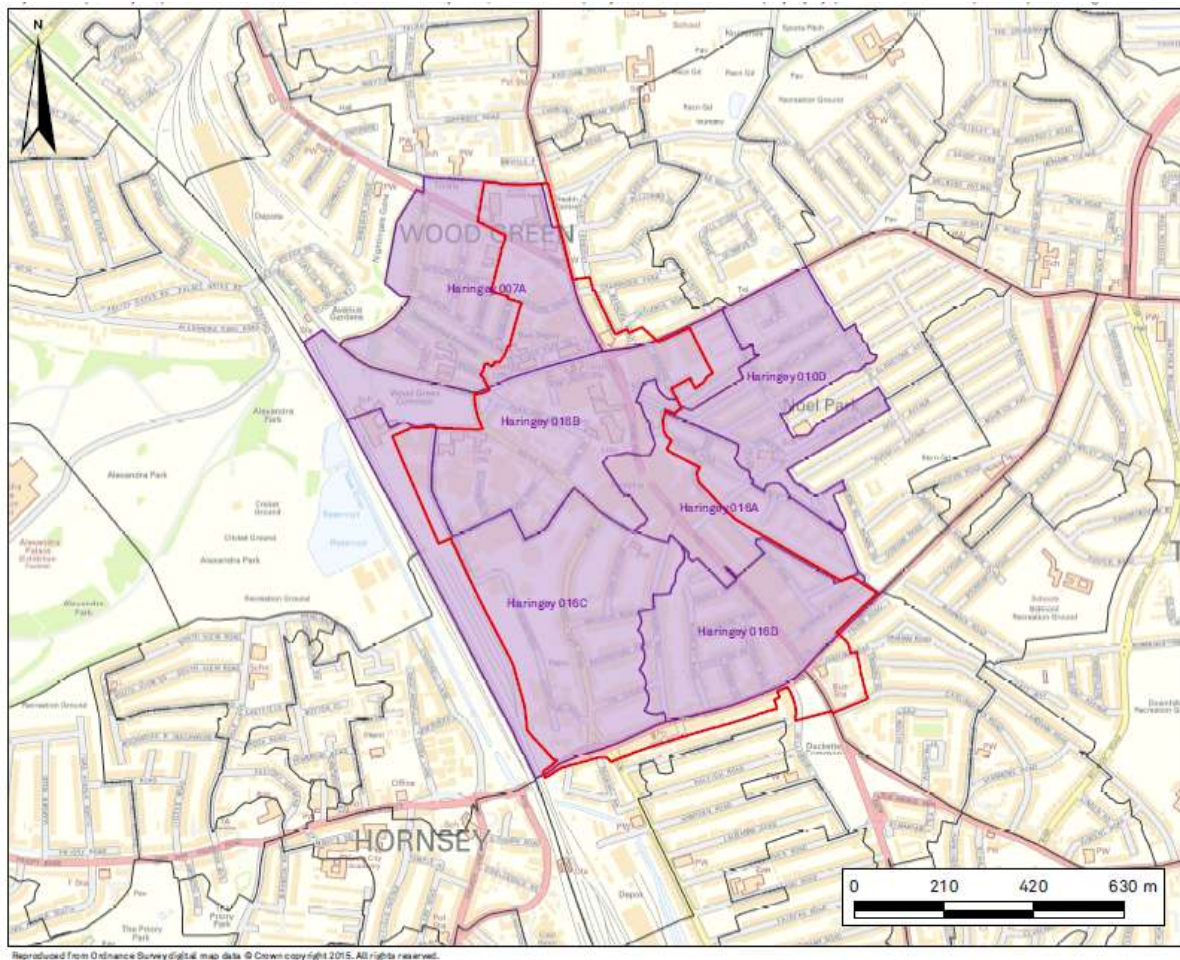


Figure 3.10 Output Areas forming the Wood Green Study Area

### Population

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

### Age Structure

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

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

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.

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

## Ethnicity

**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

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

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

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

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

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.**

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

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%).

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

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.

An established high street (Wood Green High Rd, located on Green Lanes), 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.

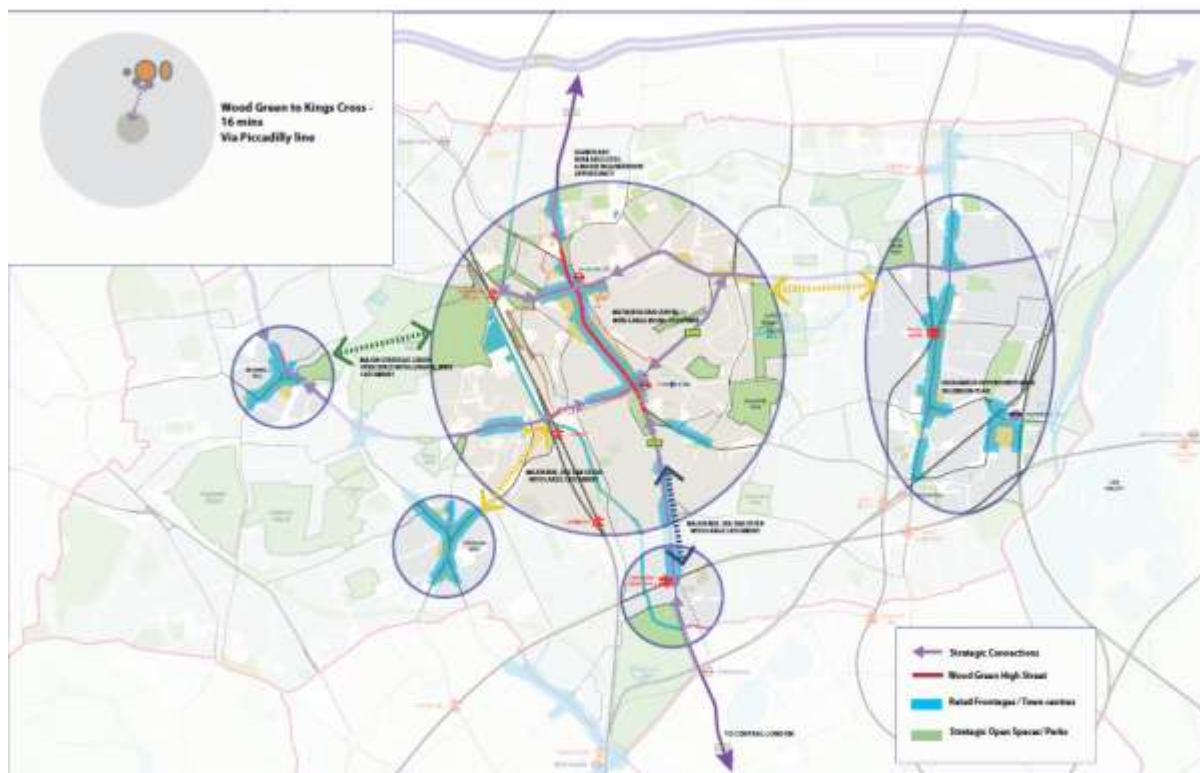
To the east of Wood Green is Tottenham, connected by Lordship Lane, Westbury Avenue, and West Green Road. Due to the two settlements being on separate radial train routes, the centres share a large hinterland, with Wood Green being the higher order retail centre, thus enjoying a net inflow from Tottenham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

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.

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.

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**.





**Fig 3.11 Wood Green's Surrounding areas**

### Boundaries of the area

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.

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

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 3.12: Wood Green AAP area

### SWOT for the AAP Area

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Low vacancy rates</li> <li>• High footfall</li> <li>• Many small retail units</li> <li>• Council services present</li> <li>• Excellent public transport connections</li> <li>• Alexandra Palace</li> <li>• Existence of creative community</li> <li>• Characterful shopping terraces</li> </ul>	<ul style="list-style-type: none"> <li>• High Rd dominated by traffic</li> <li>• Pinch points on footways on the High Road</li> <li>• Limited supply of larger shopping units</li> <li>• Lack of connectivity beyond the High Rd</li> <li>• Fear of crime</li> <li>• Underutilised green spaces</li> <li>• <b>Poor quality “alleyway” routes</b> through the centre</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Establish Wood Green as a centre for innovation and entrepreneurialism</li> <li>• Improved streetscape in the town centre</li> <li>• Increase and improved mix of town centre uses</li> <li>• Relative lack of planning constraints</li> <li>• Potential Crossrail 2 line</li> <li>• Celebrating a mix of cultures</li> <li>• Creation of new homes and jobs in and around the Centre</li> <li>• Improve and improve access to open spaces</li> <li>• Improve link between Heartlands and</li> </ul>	<ul style="list-style-type: none"> <li>• No Crossrail 2</li> <li>• Reputation of Wood Green as a comparison retail investment location worsens</li> <li>• Other centres continue to grow and <b>“out compete” Wood Green</b></li> <li>• Loss of local employment floorspace damaging local retail economy</li> <li>• Departure of Mountview Theatre School from cultural quarter</li> <li>• Loss of existing character/ impact on heritage assets</li> </ul>

High Rd, and beyond	
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### Character/ Sub-Areas within Wood Green

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 Road itself.

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

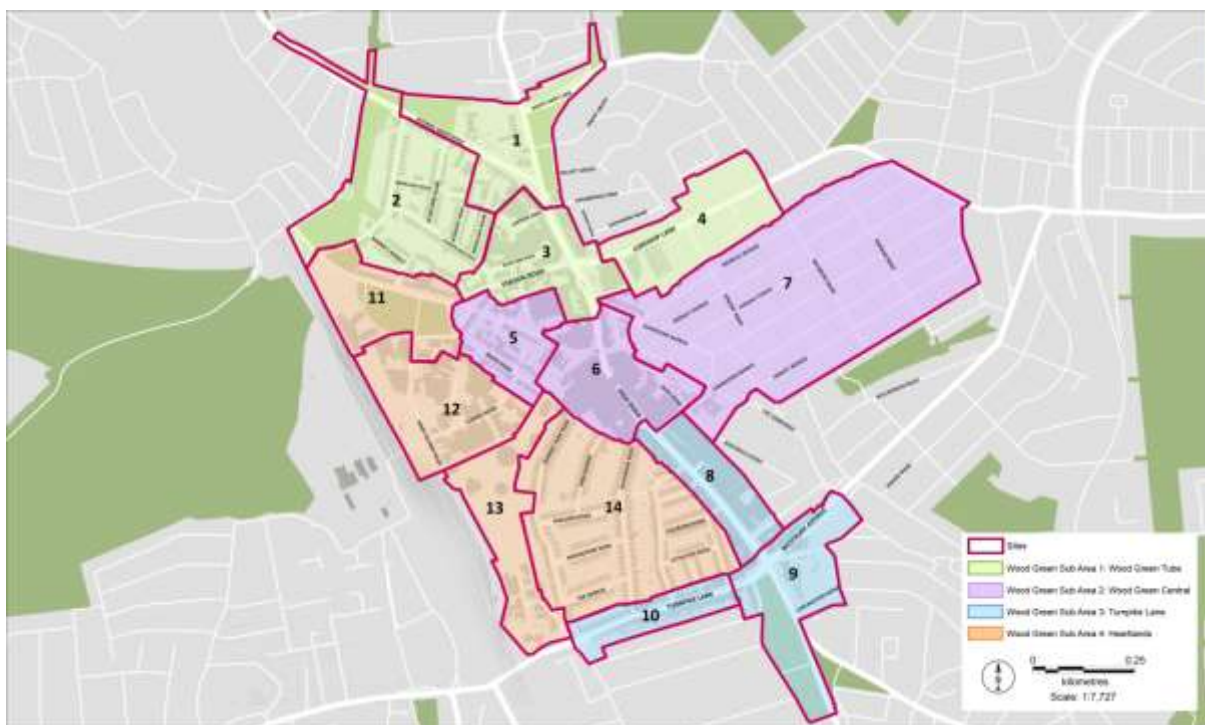


Figure 3.13: Character Areas

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

### 1. Civic Centre & Trinity Green

Picture here

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 than 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

Picture

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

Picture

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 (Gaumont 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

Picture



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 Tube area (Wood Green North)



Fig 3.14: Wood Green North Sub-Area

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Significant sources of employment in the borough</li> <li>• Wood Green underground station creates a clear focus for the area</li> <li>• <b>St. Michael's Church</b> a landmark buildings</li> <li>• Development parcels generally outside of local views corridors to/from Alexandra Palace</li> <li>• Some characterful local terraces of shops</li> <li>• Civic hub at the Civic Centre and on Station Rd</li> <li>• Connects to a network of open spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Many office buildings address the street very poorly on Station Rd</li> <li>• Bus garage impact on pedestrian footpath</li> <li>• Junction of High Rd/ Lordship Lane/ Station Rd congested with road safety issues</li> <li>• Rat running through Ringslade/ Watsons Rds</li> <li>• Significant amount of surface car parking</li> <li>• Open space not always of a high quality</li> <li>• Many rear parts of sites of poor quality</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Potential Crossrail 2 station entrance</li> </ul>	<ul style="list-style-type: none"> <li>• Potential loss of employment floorspace in Station Rd offices</li> </ul>

<ul style="list-style-type: none"> <li>• Significant intensification potential on <b>Mecca Bingo, Morrison's, and Bus Garage</b> sites</li> <li>• Review of bus services to best meet local demand</li> <li>• Improve quality, and knowledge of/ access to existing green links</li> <li>• Rationalise town centre car parking</li> <li>• Add depth to the High Rd town centre offer</li> <li>• Large land parcels create opportunities for comprehensive development</li> <li>• Improve how buses integrate with the High Rd in this area</li> <li>• Improve how Station Rd operates as a link between Wood Green and Alexandra Palace stations</li> <li>• Opportunities to add depth to, and behind the High Rd</li> </ul>	<ul style="list-style-type: none"> <li>• Worsening of congestion at the key High Rd/ Lordship Lane/ Station Rd junction.</li> <li>• <b>Area "getting left behind" if Crossrail 2 doesn't come to Wood Green</b></li> <li>• Impact on sensitive local users (travellers site)</li> <li>• Potential impact on town centre car <b>parking of regenerating Morrison's</b></li> <li>• Need to decant bus stabling to fulfil Bus Garage redevelopment opportunity</li> </ul>
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## Sub Area 2: Wood Green Central

### 5. Parkland & Morrison's

#### Picture

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

#### Picture

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

### Picture

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 built 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

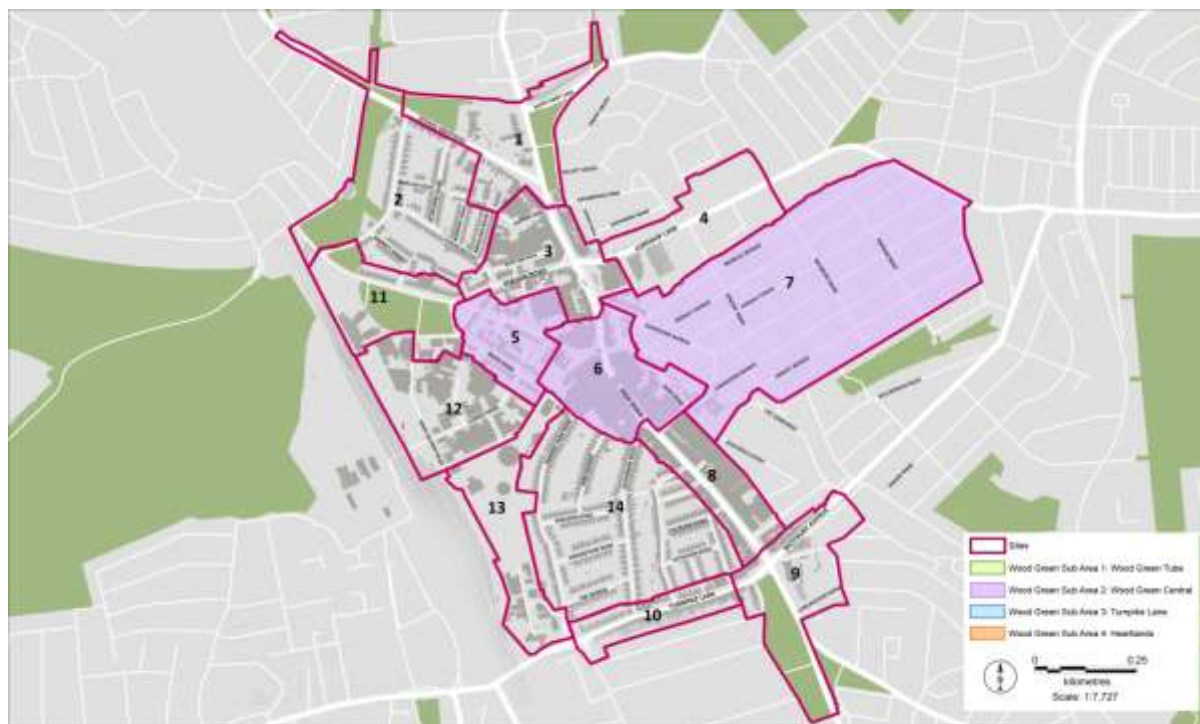


Fig 3.15: Wood Green Central Sub-Area

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Major draw on the High Rd</li> <li>• Hosts a number of community groups</li> <li>• Market traders</li> <li>• Wood Green Library</li> <li>• Vibrant restaurants on High Street</li> </ul>	<ul style="list-style-type: none"> <li>• Roads behind the High Rd don't have active frontages</li> <li>• High Rd congested with footways narrow and crowded in places</li> <li>• The Mall and its bridge create an oppressive environment on the High</li> </ul>

<ul style="list-style-type: none"> <li>• Good quality, historically significant Noel Park estate</li> </ul>	<p>Rd</p> <ul style="list-style-type: none"> <li>• Market stalls &amp; food court hidden away</li> <li>• Lack of diversity in good quality places to eat and socialise</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Council's preferred location of a new Crossrail 2 station entrance</li> <li>• Existing east-west cycling route can be improved</li> <li>• Improve the experience of walking down the High Rd in this area</li> <li>• Some public ownership of sites</li> <li>• Create a state of the art new library as part of a new civic area for Wood Green</li> <li>• Potential to celebrate the Moselle River (culverted at present)</li> </ul>	<ul style="list-style-type: none"> <li>• Redevelopment of the Mall risks affecting a large portion of the High Rd</li> <li>• Potential impact on town centre car parking of regenerating The Mall</li> <li>• Crossrail 2 not coming would adversely affect the viability of a number of schemes in this area</li> <li>• Council may need to acquire property</li> <li>• Redevelopment of the Mall may involve disruption to residents on the site.</li> </ul>

### Sub Area 3: Turnpike Lane

#### 8. High Rd South

##### Picture

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

##### Picture

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

### Picture

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 3.16: Turnpike Lane Sub-Area

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Many characterful shop terraces containing a number of independent traders</li> <li>• Turnpike Lane underground station creates a clear focus for the area</li> <li>• Well used and high quality park at Ducketts Common</li> <li>• Low vacancy rates</li> <li>• Potentially increasing spending power</li> </ul>	<ul style="list-style-type: none"> <li>• Areas to the rear of the High Rd do not contribute sufficiently to the Centre</li> <li>• Relatively narrow pavements create congestion</li> <li>• Dovecote Avenue is blocked by Bury Rd Car Park</li> <li>• Congestion, traffic dominance, and road safety issues at High Rd/ Turnpike Lane junction</li> </ul>
Opportunities	Threats

<ul style="list-style-type: none"> <li>• Creation of new streets perpendicular to the High Rd could add vibrancy and new retail opportunities</li> <li>• <b>Improve Duckett's Common as a local open space asset.</b></li> <li>• Establish a set of smaller, more artisan/ independent set of shops.</li> <li>• Establish an improved entrance to Wood Green from the south/east/west <b>at Duckett's Common &amp; Turnpike Lane station.</b></li> <li>• Transport interchange creates recognition of the place.</li> <li>• Potential for Crossrail 2 station to support higher density development</li> </ul>	<ul style="list-style-type: none"> <li>• Potential impact on town centre car parking of regenerating Bury Rd Car Park</li> <li>• Council may need to acquire property</li> <li>• Potential impact of new investment in the area could price out local independent traders</li> <li>• Redevelopment of Bury Rd car park may involve disruption to residents on the site.</li> </ul>
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## Sub Area 4: Haringey Heartlands

### 11. Wood Green Common

#### Picture

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

#### Picture

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 Clendon 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

#### Picture

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

#### Picture

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 19<sup>th</sup> 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

#### Picture

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



Fig 3.17: Heartlands Sub-Area

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Source of jobs in the local area</li> <li>• Creative communities present here</li> <li>• Existing permission in place at Clarendon Square</li> </ul>	<ul style="list-style-type: none"> <li>• Cultural Quarter not achieving its potential</li> <li>• Lack of local green spaces</li> <li>• Lack of street activity due to B2/B8 uses</li> <li>• Vacant sites do not create positive sense of place</li> <li>• Adjoining train line and Coronation Sidings</li> <li>• Penstock foot tunnel can feel unsafe</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Improved east-west route can be established linking the High Rd with Alexandra Palace Park through Penstock foot tunnel.</li> <li>• New pieces of urban realm can be created at the Chocolate Factory and Clarendon Square</li> <li>• Creation of new employment space to attract new businesses into the area</li> <li>• Large land parcels create opportunities for comprehensive development</li> <li>• Potential to establish a more equitable share of traffic through the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Crossrail not coming would adversely affect the viability of a number of schemes in this area</li> <li>• Potential loss of jobs locally</li> <li>• Loss of Mountview</li> <li>• Impact on views to/from Alexandra Palace from new development</li> <li>• Impact on existing businesses in the area</li> <li>• Impact on Wood green Common Conservation Area of new development</li> </ul>



<ul style="list-style-type: none"><li>• Potential to celebrate the Moselle River</li></ul>	
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## 4. Key Issues, Challenges and Drivers

### Economic growth

#### Potential for growth

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.**

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

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

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

**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 improve the daytime economy in Wood Green

It is important to increase the number of people working in Wood Green, as well as the number of people living there. 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

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

Wood Green ranks 10<sup>th</sup> 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 <sup>2</sup> )	100,000-500,000	120,757
Total Floorspace (m <sup>2</sup> )	85,000-500,000	90,397
Comparison Goods retail floorspace (m <sup>2</sup> )	65,000-500,000	68,702
Convenience Goods retail floorspace (m <sup>2</sup> )	75%-100%	76%
Convenience Goods floorspace as % of total retail floorspace	5%-15%	17%
Leisure Services (m <sup>2</sup> )	20,000+	25,471
Office floorspace (m <sup>2</sup> )	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		

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

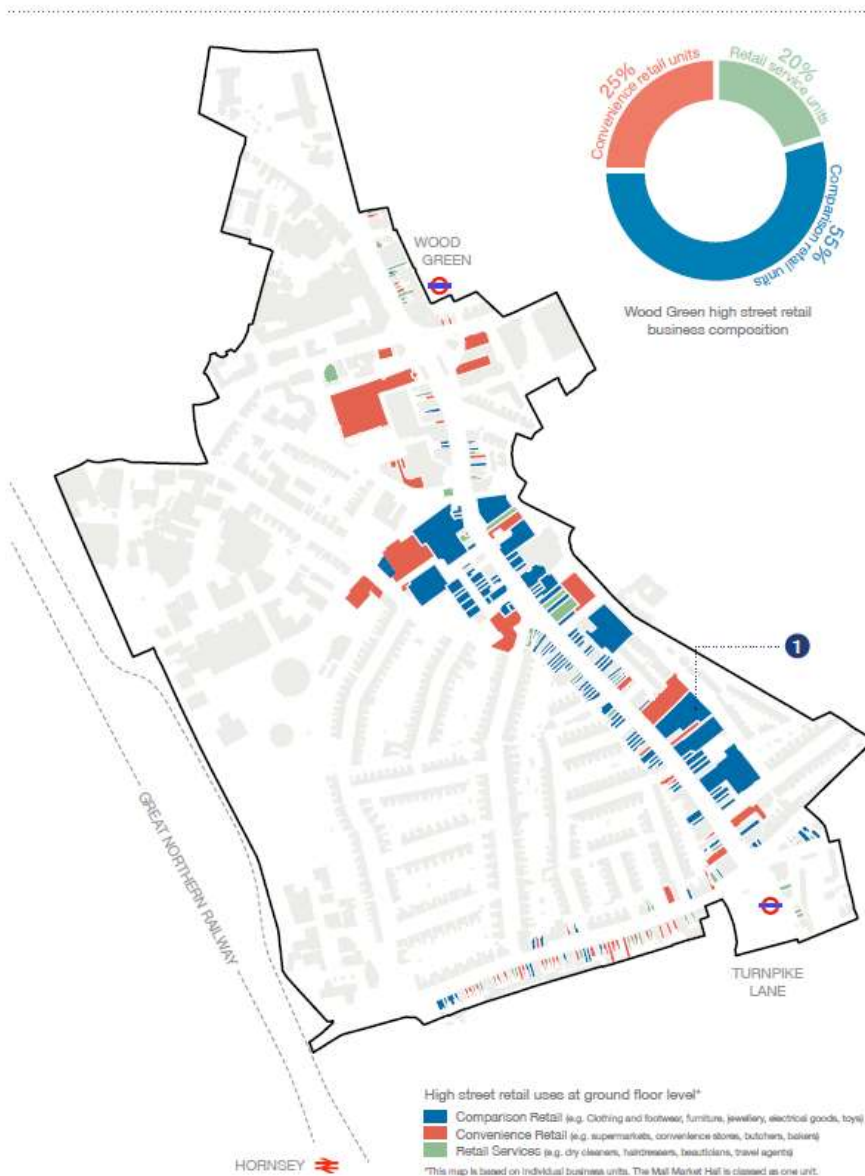


Fig 4.1: Retail uses in Wood Green (2015)

The Wood Green Retail Capacity Study identifies a need for a 20,000m<sup>2</sup> (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<sup>2</sup>

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.

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

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<sup>2</sup> (approx. 550m<sup>2</sup>).

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

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.

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

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<sup>2</sup> of net additional retail floorspace should be added to the centre.

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

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

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.

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.

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.

### Pictures of Negative uses and spaces within Wood Green

#### Negative impact streetscape

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.

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

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 20<sup>th</sup> Century.

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.

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.

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.

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 as design considerations can accommodate it.

## Housing Mix/ Unit sizes

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

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 provide improve the area's ability to meet housing need.

## Transport and movement

### Connection with surrounding areas

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

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.**

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.

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.

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.

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

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.

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. Although there are no plans to amend the CPZ, this will be kept under review.

## Cycling

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.

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.

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.

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.

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





Figure 4.3: Current Cycle Routes

### Pedestrian movement

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.

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.

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.**

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

## Infrastructure

### Education

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

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<sup>2</sup>.

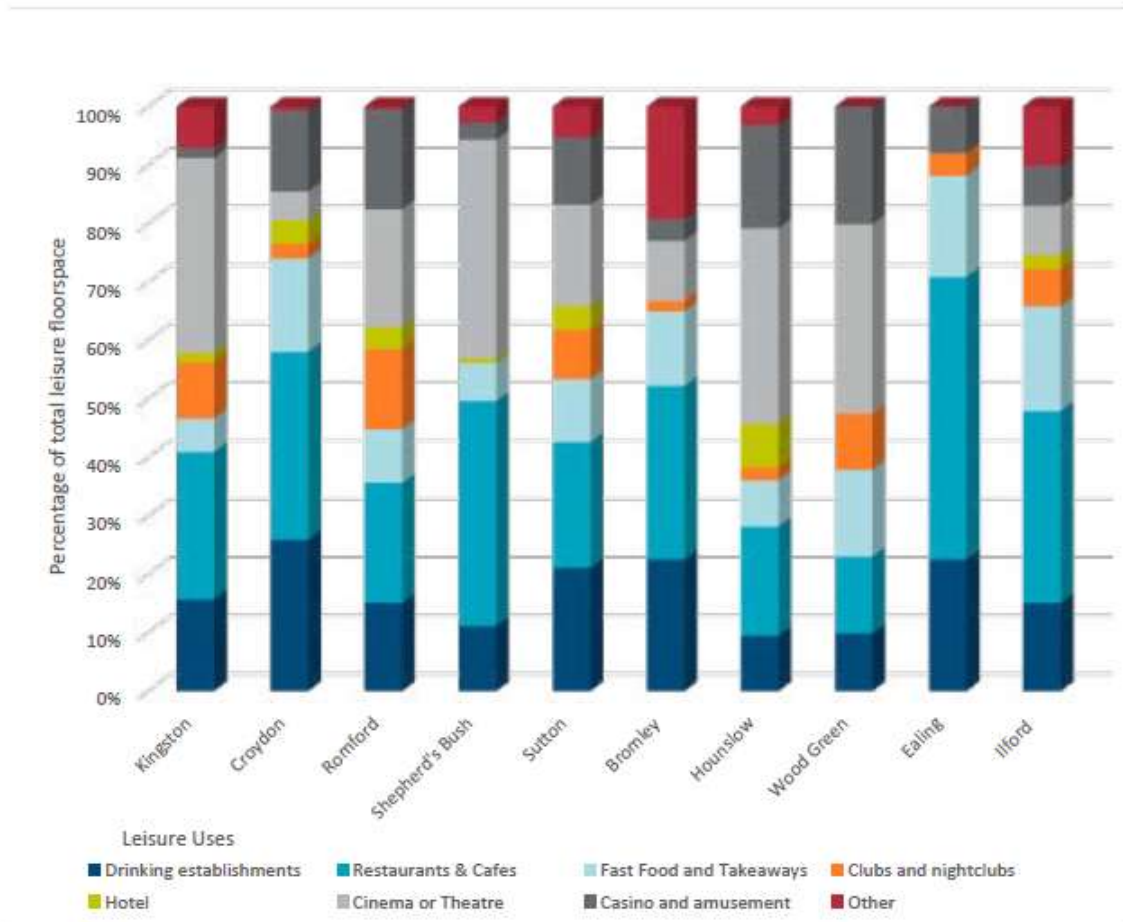
### Leisure

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.

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

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.



Source: TCHC 2014

Fig 4.4: Comparison of leisure uses in Metropolitan Centers

### Decentralised Energy

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

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

## 5. Spatial Vision and Strategic Objectives

### Vision

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 of 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.





Fig 5.1: Key Diagram

### Vision for Wood Green North

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.



Fig 5.2: Wood Green North Sub-Area Key Diagram

### Vision for Wood Green Central

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.



Fig 5.3: Wood Green Central Sub-Area Key Diagram

### Vision for Turnpike Lane

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.



Fig 5.4: Turnpike Lane Sub-Area Key Diagram

### Vision for Heartlands

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.



Fig 5.3: Heartlands Sub-Area Key Diagram



## 6. Spatial Development Strategy

### Generating the Strategy

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<sup>2</sup> (gross) new employment floorspace, and 17,200m<sup>2</sup> (gross) new town centre floorspace can be delivered. This document is at an advanced stage and is scheduled to be adopted in February 2017.

A Wood Green AAP Issues & Options document was consulted on between 8<sup>th</sup> February-20<sup>th</sup> 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

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.

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

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

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.

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.

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.

Overall, there is potential for the Site Allocation in this document to yield approximately 7,700 new residential units, and 73,300m<sup>2</sup> gross new town centre floorspace, and 95,000m<sup>2</sup> gross new employment floorspace.

## Outputs

Sub Area	M <sup>2</sup> emp	M <sup>2</sup> 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	50,933	11,573	3,550
<b>Total</b>	<b>94,889</b>	<b>71,762</b>	<b>7,739</b>

## Visual Distribution

**Fig 6.1: ISOMETRIC IMAGE OF DEVELOPMENT?**

## Infrastructure Improvements

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

projects 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<sup>2</sup>/ 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.



Fig 6.2: Map Of Infrastructure Improvements

## Public Realm/ Network Improvements

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.
- Greening 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.



## 7. AAP Area-wide Policies

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



Fig 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<sup>2</sup> 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 improve the public realm, increase the size and proliferate the range of town centre uses available in the area. 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.



Fig 7.1: Changes to Town Centre Boundary

### Reasoned Justification

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<sup>2</sup> 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.

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 through the expansion of national comparison retailers, but while maintaining opportunities for local businesses to co-exist.

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.

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

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

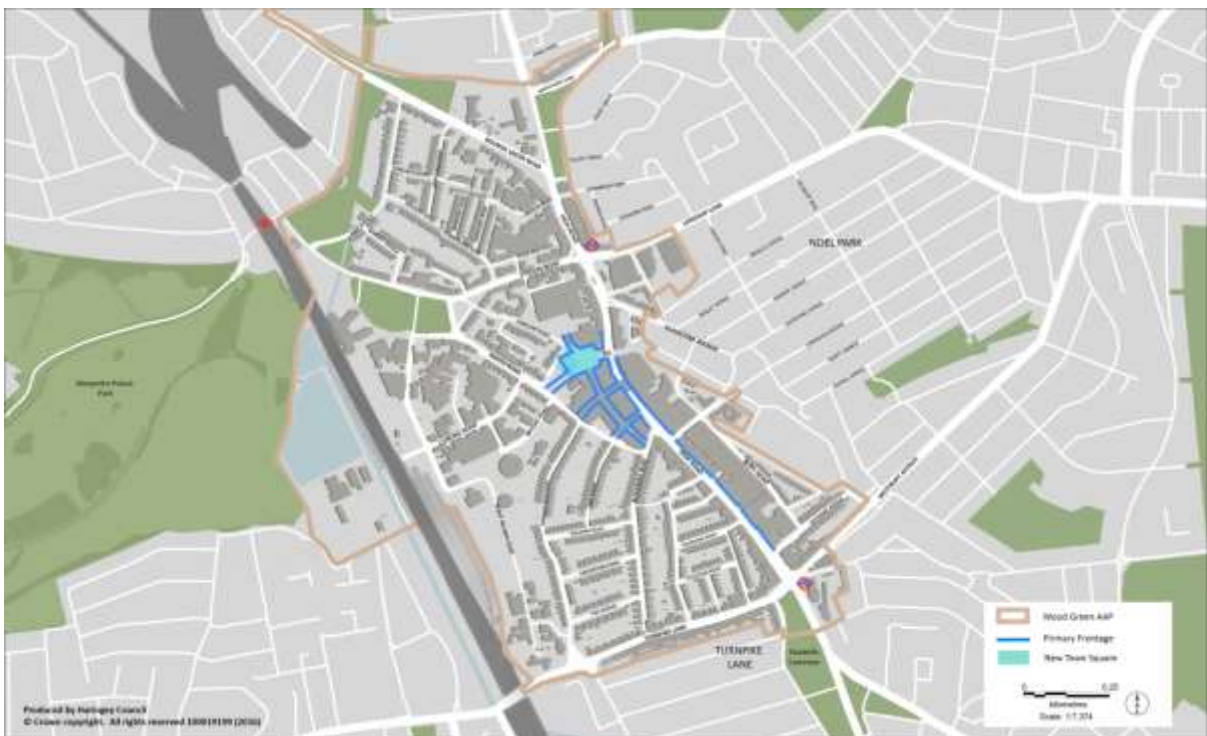


Fig 7.3: Primary Frontages in Wood Green

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<sup>2</sup>+ 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.

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.

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

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**.

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.



Fig 7.4: Changes to Secondary Frontages

### Terraces of Wood Green

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.



Fig 7.5: The terraces of Wood Green

### Markets

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

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.

An enhanced Brabant Rd will connect Station Rd to Wood Green Central Town Square through sites WGSAs 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.



Fig 7.6: Map of new routes in the town centre

### Laneways

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.

## 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 quantum 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

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

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.

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.





Fig 7.7: Areas more/less suitable for family housing

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.

### Housing Density

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

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.

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.**

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.

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**

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**

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 WGSAs 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<sup>2</sup> will be supported, to provide accommodation suitable for Small and Medium sized Enterprises (SMEs) start up and growth 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 permitted 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.

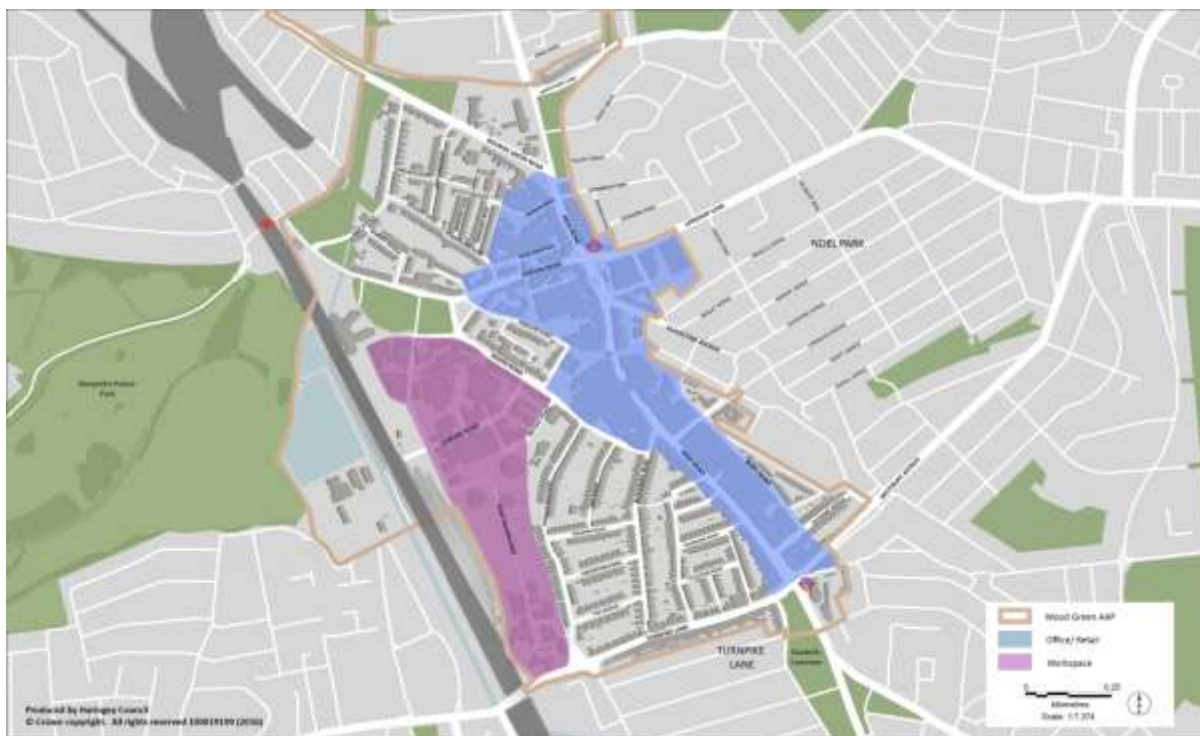


Fig 7.8 Economic development locations in Wood Green

### Reasoned Justification

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.**

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.

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<sup>2</sup> (gross) of floorspace will required to meet a jobs target of 4,000 new jobs and boost the weight of employment in Wood Green.

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.

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.

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<sup>2</sup> of office space currently on the market (June 2016).

### New Office floorspace

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.

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

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<sup>2</sup>) 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<sup>2</sup>-500m<sup>2</sup>).

## 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 WGSAs 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

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.



Fig 7.9: Wood Green Cultural Quarter

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

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

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.**
2. Local landmarks and heritage assets and their settings will be enhanced through new development, in line with policy WG7.
3. A generally consistent building line incorporating highly permeable street layout and active frontages will be required throughout the AAP area.
4. Blank facades and rear service areas exposed to the public realm will be strongly discouraged.
5. 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

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.

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

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 should not draw focus away from the primacy of the town centre area 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 West, 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.

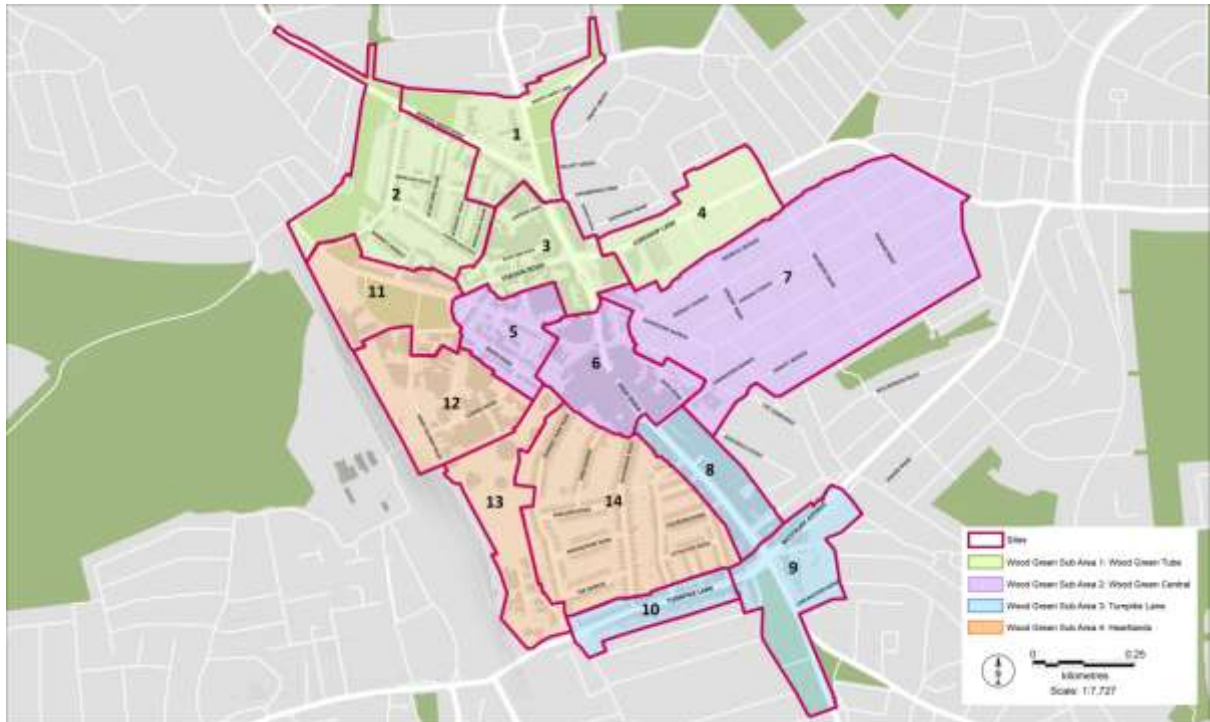


Figure 7.11: Wood Green Character Areas & Sub Areas

### Landmark Buildings

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

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.

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

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.



Fig 7.13: View Corridors in Wood Green

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.

London Plan Policy 7.7 (Part C(h)) states that publicly 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 publicly 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.**

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.

**Fig 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

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.

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 location close to, 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

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

##### **Fig 7.15: Vision/IMAGE**

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

**Fig 7.16: Vision/IMAGE**

This generously proportioned new pedestrian and cycle-oriented route will connect the new Civic functions located on WGS A 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 WGS A16, 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.

**A new piece of urban realm serving as the focal point of an improved cultural quarter**

**Fig 7.17: Vision/IMAGE**

Mixed Use, North-South route

**A new public square at the heart of the Clarendon Square development**

**Fig 7.18: Vision/IMAGE**

Mixed Use, North-South route

**A new urban courtyard atop a decked Wood Green bus garage**

**Fig 7.19: Vision/IMAGE****Green Grid**

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.

**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.



Fig 7.20 Wood Green's Green Grid

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.

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 WGSAs 24;
  - B. A new GP surgery will be provided, with the preferred location being on WGSAs 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. New 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

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 infrastructural buildings are considered necessary in order to make development acceptable across the AAP area:

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

### Education

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 (WGSAs 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.

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

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<sup>2</sup>.

## Leisure

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

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

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.

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

**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.

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):

- A. Parts of Wood Green North (Station Rd & Vue site);
- B. Terraces of Wood Green;
- C. Laneways running off Wood Green High Rd.



Figure 7.21 Evening Economy Locations

### Management Strategy

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 WGSAs 5 & 15.
5. Opportunities to create more bike lockers and hangers through new developments will be supported.
6. 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

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.

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**.



Fig 7.22: Cycling Network In Wood Green

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

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

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

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.

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

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.

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.

## 8. Site Allocations

### Introduction

	Site Ref	Site Name
Wood Green North	WG SA 1	Civic Centre
	WG SA 2	Green Ridings House
	WG SA 3	Wood Green Bus Garage
	WG SA 4	Station Rd Offices
	WG SA 5	Vue Cinema Site
	WG SA 6	Mecca Bingo
	WG SA 7	<b>Morrison's</b>
Wood Green Central	WG SA 8	Wood Green Library
	WG SA 9	Wood Green Town Centre West
	WG SA 10	The Mall (east side)
	WG SA 11	Iceland
Turnpike Lane	WG SA 12	Bury Rd Car Park
	WG SA 13	16-54 Wood Green High Rd
	WG SA 14	L/b Westbury & Whymark Aves
	WG SA 15	Turnpike Triangle
Heartlands	WG SA 16	Coburg Rd North
	WG SA 17	Bittern Place
	WG SA 18	Clarendon Rd
	WG SA 19	Wood Green Cultural Quarter (South)
	WG SA 20	Wood Green Cultural Quarter (North)
	WG SA 21	L/a Coronation Sidings
	WG SA 22	Western Rd Depot
	WG SA 23	Western Rd Car Park
	WG SA 24	Clarendon Rd South
	WG SA 25	Hornsey Filter Beds



Fig 8.1: Site Allocations

Sites in Northern Wood Green sub-area

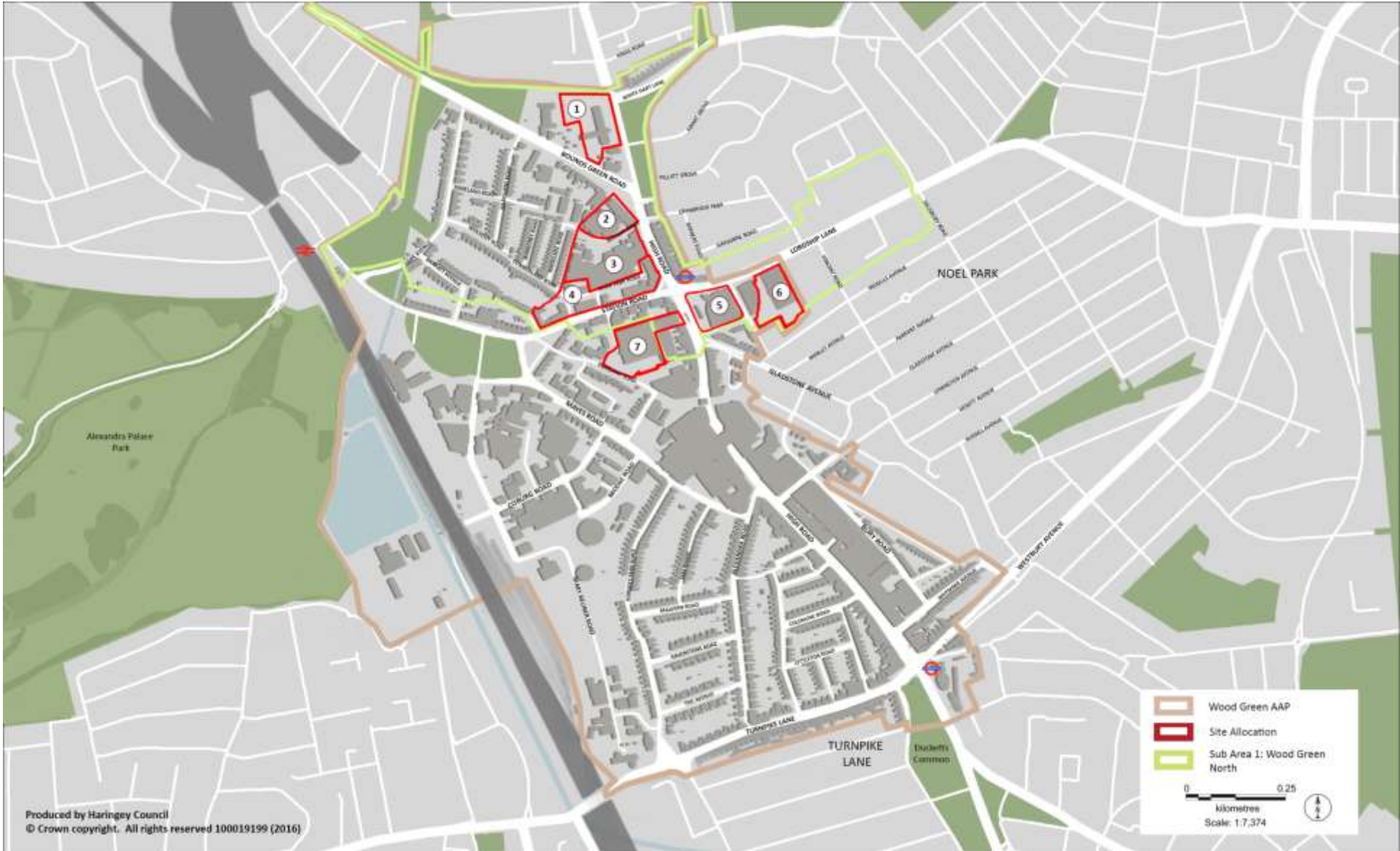


Fig 8.2: Sites in Wood Green North Sub Area



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

WG SA 1: Civic Centre

WG SA 2: Green Ridings House

WG SA 3: Wood Green Bus Garage

WG SA 4: Station Rd Offices

WG SA 5: Vue Cinema Site

WG SA 6: Mecca Bingo

WG SA 7: **Morrison's**



Sites in Wood Green Central sub-area

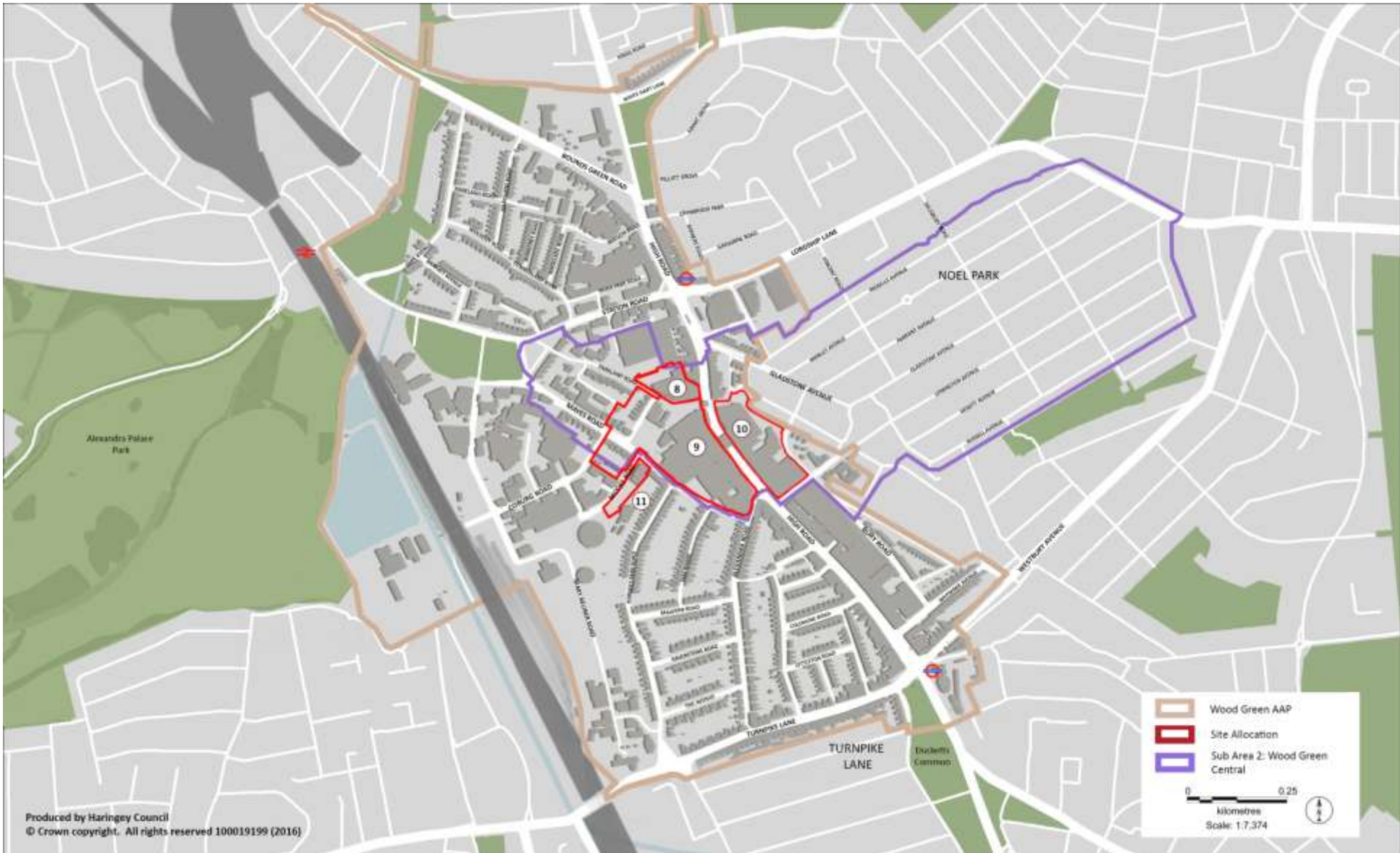


Fig 8.3: Sites in Wood Green Central Sub Area

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

WG SA 8: Wood Green Library

WG SA 9: Wood Green Town Centre West

WG SA 10: The Mall (east side)

WG SA 11: Iceland Site

Sites in Turnpike Lane sub-area



Fig 8.4: Sites in the Turnpike Lane Sub Area

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

WG SA 12: Bury Rd Car Park

WG SA 13: 16-54 Wood Green High Rd

WG SA 14: L/b Westbury & Whymark Aves

WG SA 15: Turnpike Triangle



Sites in the Heartlands sub-area

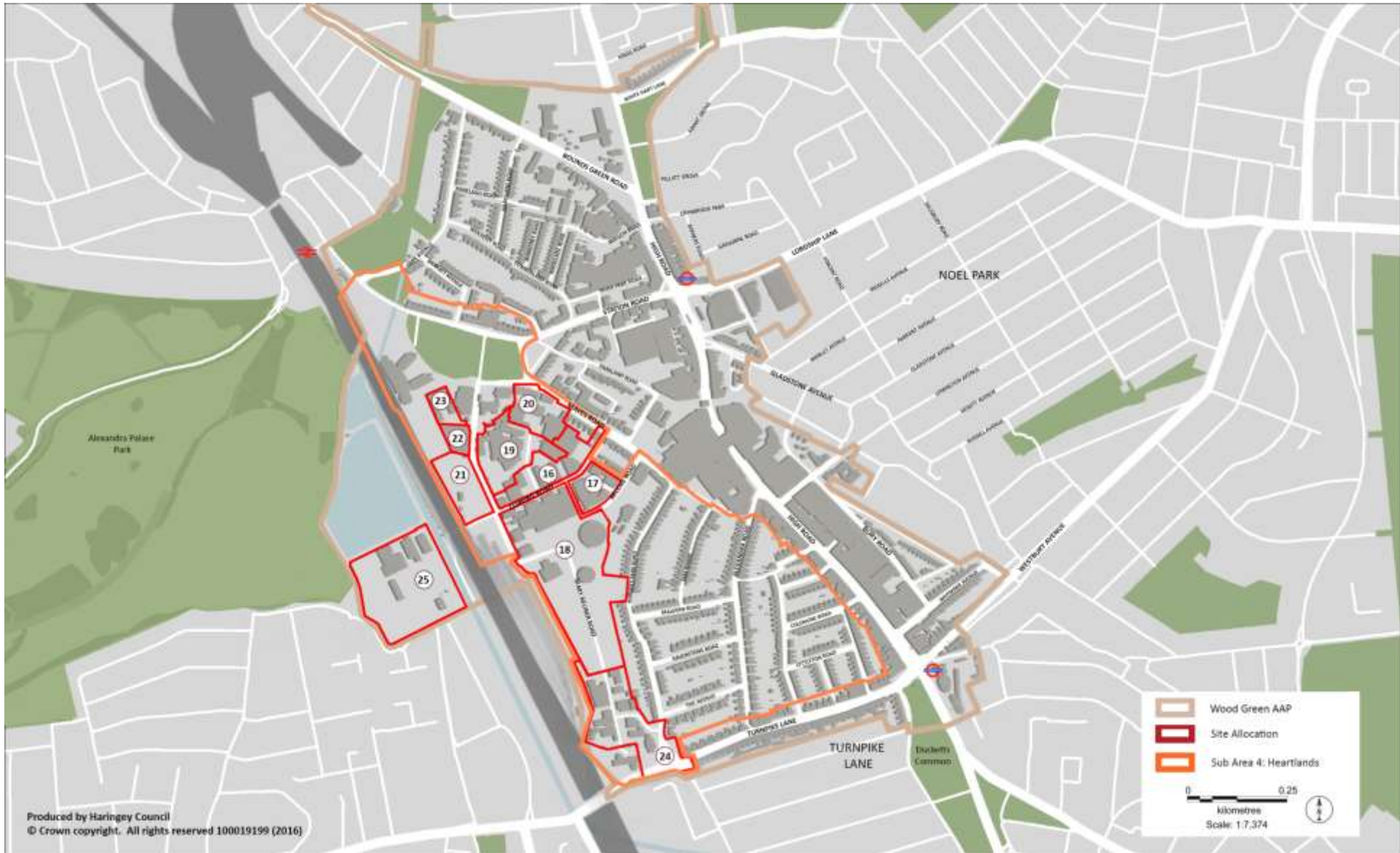


Fig 8.5: Site in the Heartlands sub-area

Site Ref	Site name	m <sup>2</sup>	m <sup>2</sup> town	Net resi	Other
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		employment	centre	units	m <sup>2</sup>	Use(s)
WG SA 16	Coburg Rd North	6,547	1,637	257	6,547	Civic Boulevard
WG SA 17	Bittern Place	3,751	938	94	7,503	Civic space/library/urban realm
WG SA 18	Clarendon Rd	14,091	7,046	1,610	7,046	New Open Space/ Boulevard
WG SA 19	Wood Green Cultural Quarter (south)	7,810	1,953	391	1,953	Urban realm
WG SA 20	Wood Green Cultural Quarter (north)	4,952	-	265	1,238	Access
WG SA 21	L/a Coronation Sidings	3,026	-	173	-	
WG SA 22	Western Rd Depot	1,519	-	60	1,898	waste facility
WG SA 23	Western Rd Car Park	1,882	-	108	-	
WG SA 24	Clarendon Rd South	7,354	-	289	9,193	school
WG SA 25	Hornsey Filter Beds	-	-	304	10,475	Biodiversity/ leisure/ accessibility
<b>Total</b>		<b>50,933</b>	<b>11,573</b>	<b>3,550</b>	<b>45,852</b>	

WG SA 19: Clarendon Rd

WG SA 20: Wood Green Cultural Quarter (South)

WG SA 21: Wood Green Cultural Quarter (North)

WG SA 22: Wood Green Cultural Quarter (East)

WG SA 23: L/a Coronation Sidings

WG SA 24: Western Rd Depot

WG SA 25: Western Rd Car Park

WG SA 26: Clarendon Rd South

WG SA 27: Hornsey Filter Beds

9. Delivery and Implementation

