

WG SA 1: LBH Civic Centre

Address	Haringey Civic Centre, High Rd, Wood Green, N22		
Site Size (Ha)	1.0	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Civic Centre & Council Offices		
Ownership	Single public ownership		
How site was identified	Existing Site Allocation		
Planning designations	Haringey Civic Centre is locally listed Adjacent to: Church of St Michael and All Angels (grade II), War Memorial, Wood Green High Rd (grade II), Wood Green fountain and cattle trough (grade II). Site falls within the Trinity Gardens Conservation Area Adjacent to Green Chain		
Indicative Development Capacity	Net residential units	Employment m ²	Town centre m ²
	116	1,017	1,017

Proposed Site Allocation

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

Commentary

The Council is investigating how best to utilise its landholdings and it is clear that this site has additional capacity within it. A new preferred location for the existing civic use has been identified in central Wood Green, and many parts of the existing building are no longer suitable for their current use. There is potential for development on the extensive car parking at the rear of the site, and options to convert the front section, including the Council chamber, should be considered.. The Civic Centre is a locally listed building within a Conservation Area, and any comprehensive redevelopment requiring demolition would need to justify that the replacement building would make a significant contribution to the Trinity Gardens Conservation Area.

WG SA 1 Civic Centre



Site Requirements

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

Development Guidelines

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

WG SA 2: Green Ridings House

Address	Green Ridings House, Wood Green High Rd, N22		
Site Size (Ha)	0.6	PTAL Rating	
		6a	
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Offices (former telephone exchange)		
Ownership	Single private freehold		
How site was identified	Existing Site Allocation		
Planning designations	Proposed green chain Adjacent to Trinity Gardens Conservation Area		
Indicative Development Capacity	Net residential units	Employment m ²	Town Centre m ²
	191	1,571	786

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the High Rd North Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- The **setting of St. Michael's Church should be preserved, in particular the local views from the High Street to the south.**
- The principle building frontage should address Wood Green High Rd, but buildings should also address the Watsons Road street frontage.

- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should complete the Green Chain from Wood Green Common through to Trinity Gardens in tandem with Allocations WG SA 3 and WG SA 4.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 3: Wood Green Bus Garage

Address	Wood Green bus garage and ancillary buildings, High Rd, N22			
Site Size (Ha)	1.3	PTAL Rating		6
Timeframe for delivery	2017-2022	2022-2027	2027 onwards	
Current/Previous use	Bus Garage and ancillary buildings			
Ownership	Single private freehold			
How site was identified	Existing Site Allocation			
Planning designations	Area of Archaeological Importance Proposed green chain Wood Green Metropolitan Centre			
Indicative Development Capacity	Net residential units	Town centre m ²	Employment m ²	Bus stabling m ²
	326	1,904	3,808	9,520

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

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

WG SA 4: Station Road Offices

Address	225 Wood Green High Rd, 10-48 Station Rd, 40 Cumberland Rd, Wood Green, N22		
Site Size (Ha)	1.2	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Predominantly B1a office use		
Ownership	Mix of public & private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre Proposed green chain Area of Archaeological Importance		
Indicative Development Capacity	Net residential units	Employment m ²	Town centre m ²
	372	3,468	3,468

Proposed Site Allocation

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

Commentary

This predominantly Council-owned collection of office blocks is one of the largest buildings by floorspace in Wood Green. While capable of accommodating a large number of jobs, they are of limited architectural merit, do not provide sufficiently high quality facilities to draw commercial clients at a market rent, and are approaching the end of their commercial life. Together with the adjacent Bus Garage site, they represent an opportunity for comprehensive redevelopment to create a more fine-grained street layout, a new piece of urban realm, improved, and new, town centre frontages, and new commercial and residential development within the town centre.

WG SA 4 Station Road Offices**Site Requirements**

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

Development Guidelines

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

WG SA 5: Vue Cinema

Address	Hollywood Green, 180 Wood Green High Rd, Wood Green, N22		
Site Size (Ha)	0.6	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Cinema, town centre uses at ground floor		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Wood Green AAP Issues & Options report		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre		
Indicative Development Capacity	Net residential units	Employment m ²	Town centre m ²
	138	1,760	1,760

Proposed Site Allocation

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

Commentary

The Vue Cinema/ Hollywood Green occupies a prominent location directly outside of Wood Green Underground station. At present it is an underutilised site, offering a weak gateway to the town centre. Potential exists for this site to create an improved public realm focussed around a new Crossrail 2 entrance, with more active uses at ground floor level to create a high quality entrance to Wood Green, and an improved overall public realm offer within the centre.

WG SA 5 Vue Cinema



Site Requirements

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

Development Guidelines

- The principles of the High Rd North Character Area should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance from Wood Green Underground Station; Framing views down the High Rd
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations. The functioning of the Piccadilly

Line and potentially Crossrail 2 could be a constraint on development however.

- New development should establish an improved plaza fronting onto Wood Green High Rd. The busy High Rd should be appropriately screened from the plaza to mitigate noise and air pollution impacts.
- New uses on the site will provide passive surveillance to improve safety and security on the plaza.
- There may be the potential for secondary town centre uses on the frontages perpendicular to Buller and Redvers Rds, but these should be respectful of the residential uses directly opposite.
- Landscaping should form a perimeter between the plaza and the High Rd which mitigates effects of traffic, but does not block out the sun from the West.
- Due to the proximity of Wood Green station, development should respect the setting of this listed building.
- Development should respect the scale of the terraced developments on Gladstone Avenue.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.

WG SA 6: Mecca Bingo

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

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the Lordship Lane Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- The height of development in the south of the site should be respectful of the existing properties on Moselle Avenue and Wellesley Rd.
- Development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- The building line along the southern edge of Wellesley Road should be continued.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a

decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.

WG SA 7: Morrison's Wood Green

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

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the High Rd North and The Mall & Wood Green Library Character Areas should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Lane/ Bruce Castle. Development should be designed to ensure this view is carefully managed.
- Heights on Parkland Road should be restricted to protect the amenity of the occupants of

the existing houses.

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

WG SA 8: Wood Green Library

Address	Wood Green Library and Shopping Centre, Wood Green High Rd; Asian Centre, Caxton Rd, Wood Green, N22		
Site Size (Ha)	0.6	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Library, shopping centre		
Ownership	Single public freehold		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Secondary frontage Adjacent to listed building: Gaumont Cinema		
Indicative Development Capacity	Net residential units	Town centre m ²	Employment m ²
	169	3,647	1,823

Proposed Site Allocation

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

Commentary

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

WG SA 8 Wood Green Library



Site Requirements

- Any application for development on this site will be required to be accompanied by a masterplan identifying how the proposed development helps to meet the allocations on this and WG SA 9.
- No buildings need to be retained
- A new Town Square will be created at this location, in conjunction with WG SA 9. A Crossrail Station entrance will be located on the Town Square.
- This site is within the Primary Shopping Area. New retail provision on this site should be predominantly A1 use class, and designed in such a way to attract national comparison retailers. Primary town centre frontages will be required on all frontages on this site.
- A new Crossrail station entrance will be provided on this site.
- An enhanced library will be secured within the town centre prior to demolition of the existing building.
- New town centre uses and improved active frontages which address the public realm will be provided on all edges of the new town square.
- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- A new east-west connection through the site will be created, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new urban square, to Wood Green's western heartland.
- A new local view will be established securing a viewing corridor from Wood Green High Rd to Alexandra Palace. This site contains the origin of this view, and the urban realm linking the town square with Wood Green High Rd should provide opportunity for this view to be appreciated.
- Beneath the viewing corridor should be located a new open-sided covered marketplace on one side of the town square.

Development Guidelines

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

include.

WG SA 9: Wood Green Town Centre West

Address	The Mall, 1-19 Caxton Rd, 8-10 Caxton Rd, and 86-98 Mayes Rd, Wood Green High Rd, Wood Green, N22		
Site Size (Ha)	4.1	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Shopping centre with multi-storey car parking, community centre, and residential units on top; Community Centre, residential properties.		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Wood Green AAP Issues & Options report		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage		
Indicative Development Capacity	Net residential units	Town centre m ²	Employment m ²
	825	23,311	11,655

Proposed Site Allocation

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

Commentary

The Mall is the current focal point of Wood Green, and while it performs an important role within the town centre through the provision of a significant and diverse quantum of retail floorspace. While performing a valuable role, the design of the Mall is not optimal in terms of the parking levels, urban design outlook within the centre, or permeability. The redevelopment of the Mall, when combined with the introduction of a new Crossrail station offers a generational opportunity to regenerate the centre of Wood Green, creating an increased and improved set of town centre uses, new homes and office accommodation. To facilitate the growth of Wood Green, and its optimization as a metropolitan town centre focused around a new Crossrail Station, the redevelopment of existing residential properties on top of the Mall, as well as

those on Caxton/Mayes Rd, and the current community facilities on Caxton Rd will be required. This will ensure that the regenerated town centre has the sufficient depth to accommodate a phased redevelopment of the town centre, and ensure that enough total floorspace is created to secure the future of Wood Green as a Metropolitan Centre people will continue to visit into the future.

WG SA 9 Wood Green Town Centre



Site Requirements

- Any application for development on this site will be required to be accompanied by a masterplan identifying how the proposed development helps to meet the allocations on this site and WG SA 8.
- Due to the significant role this site plays in the operation of the town centre, a phased approach to development to ensure that the benefits of redevelopment are not unduly compromised by the shutting down of large sections of the centre for long periods during construction. A phasing plan will be required to show how this site will be delivered alongside any application.
- No buildings need to be retained
- A new Town Square will be created at this location, in conjunction with WG SA 9. A Crossrail Station Entrance will be located on the Town Square.
- A finer-grain street layout will be established which enables greater permeability through the area. Park Ridings, Brook Rd, and Hornsey Park Rd should continue as pedestrianised streets, with a new route running perpendicular to the High Rd intersecting them running from the new Town Square to Alexandra Rd.
- A new local view will be established securing a viewing corridor from Wood Green High Rd to Alexandra Palace. Beneath the viewing corridor should be located a new open-sided covered marketplace on one side of the town square. This site will contribute to framing this view through the delivery of an **area of significant activity in the view's** alignment.
- New town centre uses and improved active frontages which address the public realm will be provided on all edges of the new town square.

- A mix of residential and commercial floorspace will be permitted above the active frontages. New office floorspace will be sought on this site.
- A new principle east-west connection through the site will be created, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new Town Square, to Wood Green's western heartland.
- Adequate re-provision of space for the community use should be identified prior to any redevelopment.
- This site is within the Primary Shopping Area. New retail provision on this site should be predominantly A1 use class, and designed in such a way to attract national comparison retailers. Primary town centre frontages will be required on all frontages on this site.

Development Guidelines

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

WG SA 10: The Mall (East)

Address	The Mall, Wood Green High Rd, N22		
Site Size (Ha)	1.8	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Shopping centre with multi-storey car parking, and residential units on top.		
Ownership	Single private freehold with public flying leasehold		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage Adjacent to Noel Park Conservation Area		
Indicative Development Capacity	Net residential units	Town centre m ²	Employment m ²
	446	10,430	5,215

Proposed Site Allocation

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

Commentary

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

WG SA 10 The Mall (east side)



Site Requirements

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

Development Guidelines

- The principles of the Mall & Wood Green Library Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed.
- Greater open **space for circulation should be created in order to make the “middle”** section of the High Road a more pleasant place to visit. Removal of the existing footbridge is envisaged as one intervention to achieve this.
- Views from the Noel Park Estate should be considered in the design of development on this site.
- The Moselle River runs in a culvert under the north eastern corner of this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Height should be restricted on parts of the site directly adjacent to residential properties on Pelham Rd.

- Residential parking should be minimised on this site due to the excellent local public transport connections. There is a need to meet Town Centre parking need however, as per the transport study supporting the next version of this document.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 11: Iceland Site

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

Proposed Site Allocation

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

Commentary

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

WG SA 12: Iceland Site



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Site Requirements

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

Development Guidelines

- The principles of the Clarendon Rd Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to ensure this view is carefully managed.
- Height of new buildings where they back onto the residential properties on

Hornsey Park Road should be considered carefully to respect their residential amenity. Development opposite the properties on Mayes Rd that are proposed to be included in the Bittern Place development will need to protect existing users on this site will need to be developed

- New development along Brook Rd should frame the space creating a positive and safe town centre feel along its length.
- The new health centre should be provided at the western end of the site.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is suitable for car free development due to its good, and improving public transport access.

WG SA 12: Bury Road Car Park

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

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the High Rd South Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- Views from the Noel Park Estate should be considered in the design of development on this site.
- Development should complement the buildings in the Noel Park Estate Conservation

Area to the north/east of the site across Bury Road. Heights should be restricted along this interface, and have entrances that present onto the street.

- Residential parking should be minimised on this site due to the excellent local public transport connections. There is a need to meet Town Centre parking need however, as per the transport study supporting the next version of this document.
- The new secondary frontages on Lymington and Dovecote Avenues should provide complementary uses to the primarily retail offer on Wood Green High Road. These should be pedestrianised spaces.
- Opportunities to open up the old arcade building in the Cheapside parade to create an additional set of active frontages would be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. The **Council's Strategic Flood Risk Assessment** further outlines when an assessment is required and what it should include.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A piling statement will be required prior to any piling taking place.

WG SA 13: 16-54 Wood Green High Rd

Address	16-54 Wood Green High Rd, N22		
Site Size (Ha)	1.6	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Ground and some first floor town centre uses with mix of commercial and residential uses above.		
Ownership	Mix of public and private freehold and leasehold interests.		
How site was identified	Existing Local Plan Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage		
Indicative Development Capacity	Net residential units	Town centre m ²	Employment m ²
	487	4,432	4,432

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the High Rd South Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.

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

WG SA 14: Land between Westbury & Whymark Aves

Address	Land between Westbury Avenue, Whymark Avenue, and the High Rd, Wood Green, N22		
Site Size (Ha)	0.5	PTAL Rating	6b
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Retail with a mix of residential and commercial activities above.		
Ownership	Multiple private freeholds and leaseholds		
How site was identified	Existing Local Plan Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area		
Indicative Development Capacity	Net residential units	Town centre m ²	Employment m ²
	137	1,282	1,282

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The setting of the Grade II listed Turnpike Lane Underground Station should be respected through any design.
- The principles of the High Rd South and Turnpike Lane Station, Westbury Avenue, and Ducketts Common Character Areas should be used to guide development on this

site.

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

WG SA 15: Turnpike Lane Triangle

Address	Triangular piece of land between Westbury Avenue, Langham Rd, Turnpike Lane, N22		
Site Size (Ha)	0.2	PTAL Rating	6b
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Mixture of town centre uses, with some residential above.		
Ownership	Mixture of private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Secondary frontage Adjacent to Listed Turnpike Lane building		
Indicative Development Capacity	Net residential units	Town centre m ²	Cycle store m ²
	49	230	230

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the Turnpike Lane Station, Westbury Avenue, and Ducketts Common Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- Heights should be restricted at the interface with the residential buildings to the east on Langham Road and Westbury Avenue.
- Design of the site should be sympathetic to the Grade II listed Turnpike Lane station

buildings across Langham Road.

- Creation of new high quality urban realm between the new building and Turnpike Lane station.
- Development should respond positively to the adjacent Grade II listed Turnpike Lane Underground Station to the south.
- This site should **contribute to providing an important node on the borough's cycling network** by enabling a connection from Frome Road through the bus station, and **Duckett's Common towards Hornsey** and the West of the borough.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, taller building with a sleek appearance will be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.

WG SA 16: Coburg Road North

Address	John Raphael House, Olympia Industrial Estate, Mallard & Kingfisher Places, Chocolate Factory 2, Cypress House, Coburg Rd, & Duke of Edinburgh pub, Mayes Rd, Wood Green, N22		
Site Size (Ha)	1.2	PTAL Rating	4
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Commercial, leisure, pub		
Ownership	Mix of private and public freeholds and leaseholds		
How site was identified	Existing Site Allocations		
Planning designations	Wood Green Growth Area Local Employment Area: Regeneration area		
Indicative Development Capacity	Net residential units	Employment m ²	Town Centre m ²
	257	6,547	1,637

Proposed Site Allocation

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

Commentary

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

WG SA 16 Coburg Road North



Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and the other Cultural Quarter site allocations.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through development on this site.
- The new Civic Boulevard along the current Coburg Rd alignment will contain active commercial uses along its length.
- A new Civic Boulevard will be established along Coburg Rd along with sites WG SA 17 & WG SA 18. Part of this will be the principle new east-west connection through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new civic square, to Alexandra Palace via the Penstock foot tunnel. Coburg Rd may be stopped up to achieve this.
- A new junction at the nexus of the new principle north-south pedestrian route along Clarendon Rd and the new principle east-west route along Coburg Rd will be created, linking the Town Centre, Cultural Quarter Clarendon Rd site and Penstock foot tunnel.
- Access to the site by car, and for servicing, will be from Western Rd, and Mayes Rd.
- **Chocolate Factory 2 and the Duke's Head Pub will be retained, and the frontage outside of them improved, and a consistent building line established. Due to this frontage being south-facing, active uses which**

- utilise the space in front of the buildings will be supported.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through developments on this site.
 - This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
 - Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
 - Workspace-type commercial floorspace will be sought on this site.
 - Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
 - A contribution to the new, high quality public realm will be created at the centre of the Cultural Quarter on this the site (in combination with WGSAs 19 & 20), around Clarendon Road in the north of the site. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required.
 - Active frontages to both sides of Clarendon Road will be required, which will demonstrably contribute to the cultural output of the area.

Development Guidelines

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

WG SA 17: Bittern Place

Address	Bittern Place, Coburg Rd, Wood Green, N22		
Site Size (Ha)	0.7	PTAL Rating	6a
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Commercial		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre		
Indicative Development Capacity	Net residential units	Employment m ²	Town centre m ²
	94	3,751	938

Proposed Site Allocation

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

Commentary

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

WG SA 17 Bittern Place



Site Requirements

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

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is within an area considered to be generally less suitable for family housing within the AAP area.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.

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

WG SA 18: Clarendon Road

Address	Land at Former Clarendon Gas Works, Clarendon Rd, Hornsey Park Rd, Mayes Rd, Clarendon Rd, N8		
Site Size (Ha)	5.0	PTAL Rating	4-6
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Vacant former gas works, commercial premises.		
Ownership	Mix of public and private freeholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Blue Ribbon Network Adjacent to: <ul style="list-style-type: none"> • Regeneration Area • Cultural Quarter • Ecological Corridor • Article 4 direction for Heartlands rail corridor 		
Indicative Development Capacity	Net residential units	Commercial m ²	Town Centre m ²
(HGY/2009/0503)	1,080	700	920
Update 2016	1,610	14,091	7,046

Proposed Site Allocation

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

WG SA 18 Clarendon Road



Commentary

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

Site Requirements

- Development proposals will be required to be accompanied by an area-wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and on surrounding sites.
- A new open space will be created above the alignment of the Moselle on this site, which will help to mitigate existing open space deficiency in this area.
- A new Civic Boulevard will be established along Coburg Rd along with sites WG SA 16 & WG SA 17. Part of this will be the principle new East-West Route through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road, through the new civic square, to Alexandra Palace via the Penstock foot tunnel. Coburg Rd may be stopped up to achieve this. This route should be as wide as feasible and viable to accommodate a range of activities and events throughout the year.
- A new principle North-South Route connecting Wood Green Cultural Quarter in the north, and Mary Neuner Way in the south will be created. This will need to be pedestrian and cyclist friendly along its route, including the car and bus stretch in the south of the site.
- A new public square providing local services for local residents will be created. This should complement, rather than compete with Wood Green Town Centre, and be located on the new principle North-South route.
- Part of this site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Workspace-type commercial floorspace will be sought on this site.
- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.
- An element of supported housing, in conjunction with a new adult day centre (reprovided from site WG SA 24) will be accommodated on this site.
- Community space reproviding the uses currently located in the Asian Centre on WG SA 9.
- Provision for a new bus route, including a new bus stop on Mary Neuner Way will be required.
- This is the preferred location for a new decentralised energy hub for the heartlands area. This should be designed **in accordance with the Council's** most up-to-date decentralised energy masterplan.

Development Guidelines

- The principles of the Clarendon Rd and Wood Green Cultural Quarter Character Areas should be used to guide development on this site.
- A new Landmark building should be delivered marking the entrance to the Wood Green from Alexandra Palace/ the west of the borough; Framing views down the new east-west route.
- Another new Landmark building should be delivered to mark the confluence of the new principle East-West and North-South links through the Heartlands Sub Area; Waymarker from Clarendon Rd, Cultural Quarter, and Boulevard pieces of urban realm.
- The northern part of this site is within an area considered to be generally less suitable

for family housing within the AAP area. The southern portion of this site is within an area considered to be generally more suitable for family housing within the AAP area.

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhills Park. Development should be designed to ensure this view is carefully managed.
- A high quality new public realm will be created which creates spaces for new residents to relax, meet and interact.
- A mix of public and private open spaces should be created to meet the needs of occupants of the site, and help to address existing open space deficiency in this area.
- An element of supported housing, in conjunction with a replacement day centre would be appropriate on this site.
- Development should respect the amenity of properties on the west side of Hornsey Park Rd.
- View of the site from Alexandra Palace & Park should be considered in any design. Development should address the Park across the rail line on upper levels where it will be visible from within Alexandra Palace Park.
- New entrances through the site should be provided from Hornsey Park Rd.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- New street trees should be provided in this area.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 19: Wood Green Cultural Quarter (south)

Address	Chocolate Factory, 1-3 Clarendon Rd, Mallard Place, Olympia Business Estate and John Raphael House, Wood Green N22		
Site Size (Ha)	1.4	PTAL Rating	4
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Existing Cultural Quarter		
Ownership	Mix of private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Cultural Quarter Local Employment Area: Regeneration area Adjacent to Wood Green Common Conservation Area		
Indicative Development Capacity	Net residential units	Employment m ²	Town Centre m ²
	391	7,810	1,953

Proposed Site Allocation

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

Commentary

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



Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and the other Cultural Quarter site allocations.
- The original Chocolate Factory building will be required to be retained.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through developments on this site.
- Coburg Rd will be pedestrianised and contain active uses including commercial and town centre along its length.
- A new Principle North-South link along Clarendon Rd will be created, linking the Cultural Quarter and Wood Green Common with the Clarendon Rd site to the south. Clarendon Road will be extended through this site, and subsequently through WG SA 20 to connect the Heartlands area with Wood Green Common and Alexandra Palace Station by foot.
- Access to the site by car, and for servicing, will be from Western Rd.
- Parma House and the 80s extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable incumbent uses to be retained and/or reprovided being identified within the local area.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- Workspace-type commercial floorspace will be sought on this site.
- Residential development will be considered suitable on this site, with viability

form the scheme used to create new commercial floorspace and an improved public realm in the centre of the Cultural Quarter.

- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- Clarendon Rd will be enhanced and provide a north-south pedestrian and cycling connection through the site to link with Wood Green Common to the north.
- A new, high quality public realm will be created that will act as the focal point for the Cultural Quarter on this the site in combination with WG SA 20. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required. This will be located on an improved Clarendon Rd.
- Active frontages to both sides of Clarendon Road will be required, which will demonstrably contribute to the cultural output of the area.
- Development should follow the principles set out in any future Council-approved masterplan, and the Wood Green AAP.
- A fine-graining of the road network on this site will be required.

Development Guidelines

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

WG SA 20: Wood Green Cultural Quarter (north)

Address	Haringey job centre, Mayes Rd; and Guillemot Place, Clarendon Rd, Wood Green, N22		
Site Size (Ha)	0.9	PTAL Rating	5
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Job centre, Self store, industrial uses		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green Growth Area Wood Green Common Conservation Area Local Employment Area: Wood Green regeneration area		
Indicative Development Capacity	Net residential units	Employment m ²	
		265	4,952

Proposed Site Allocation

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

Commentary

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

WG SA 20 Wood Green Cultural Quarter (North)



Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation, and the other Cultural Quarter site allocations.
- The Wood Green job centre and Guillemot Place are of limited architectural quality, and will be permitted for redevelopment.
- The aims of the Wood Green Cultural Quarter Policy will be required to be met through developments on this site.
- An extension of Clarendon Road, from its current cul-de-sac, through the site, as a pedestrian and cycling route, linking the Cultural Quarter with Wood Green Common will be established through this site.
- Access to the site by car, and for servicing, will be from Western Rd, and Mayes Rd.
- A new, high quality public realm will be created that will act as the focal point for the Cultural Quarter on this the site in combination with WG SA 19. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here. Workspace-type commercial floorspace will be sought on this site.
- Residential development will be considered suitable on this site, with viability form the scheme used to create new commercial floorspace.

- Affordable commercial rents may be sought having regard to the viability of the scheme as a whole.
- The job centre function should be reprovided within the AAP area prior to its redevelopment.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of this redevelopment.
- Part of the site is located within Wood Green Common Conservation Area and any development should make a positive contribution to the setting of the Conservation Area, in particular the locally listed Alexandra Primary School, and 109 Mayes Rd.

Development Guidelines

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

WG SA 21: L/a Coronation Sidings

Address	Land adjoining Western Rd, the Penstock foot tunnel, and the Great Northern Rail line, Wood Green N22		
Site Size (Ha)	0.9	PTAL Rating	3
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Primarily vacant land, some lorry parking		
Ownership	Single public ownership		
How site was identified	Local Plan Site Allocation		
Planning designations	Wood Green Growth Area Ecological corridor		
Indicative Development Capacity	Net residential units	Employment m ²	
		173	3,026

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- A landmark building should be delivered on the corner of Western Rd and the Penstock path. This should not be a tall building due to the potential impact on long views of Alexandra Palace from Downhills Park.
- Development at the corner of Western Rd and the Penstock path should complement the development across Western Rd to the west. A taller element could be designed in such a way to be visible from Alexandra Palace Park,

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

WG SA 22: Western Rd Depot

Address	Western Rd Depot, Western Rd, Wood Green, N22		
Site Size (Ha)	0.3	PTAL Rating	4
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Recycling Depot		
Ownership	Single public freehold		
How site was identified	Review of local sites for Wood Green AAP		
Planning designations	Wood Green Growth Area Local Employment Area: Wood Green regeneration area		
Indicative Development Capacity	Net residential units	Employment m ²	Replacement recycling facility
	60	1,519	1,898

Proposed Site Allocation

Subject to suitable re-provision of the licensed waste capacity, use of the site for employment led mixed use development.

Commentary

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

WG SA 25: Western Road Depot



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Site Requirements

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

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/ Bruce Castle, as well as the new local view from Wood Green High Rd.
- Innovative approaches to re-providing the existing waste uses on site as part of mixed use development will be considered here. This should be focused on providing service to a mix of car and foot-borne visitation.
- Active uses should be provided onto Western Rd wherever possible.
- The amenity of users of Heartlands High School should be considered through any design.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.

- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.

WG SA 23: Western Rd Car Park

Address	Car Park, Western Rd, Wood Green, N22		
Site Size (Ha)	0.3	PTAL Rating	4
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	Car parking and warehouse/business uses		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Pre-application 2015		
Planning designations	Wood Green Growth Area Wood Green Metropolitan Centre Local Employment Area: Wood Green regeneration area Adjacent to Wood Green Common Conservation Area		
Indicative Development Capacity	Net residential units	Employment m ²	
		108	1,882

Proposed Site Allocation

Redevelopment for employment and residential mixed use development.

Commentary

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

WG SA 26: Western Road Car Park



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Site Requirements

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

Development Guidelines

- The principles of the Wood Green Cultural Quarter Character Area should be used to guide development on this site.
- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/ Bruce Castle.
- Development should be designed to complement the characterful Dacorum centre next door.
- Development should aim to improve view from Wood Green Common to the south.
- The amenity of users of Heartlands High School should be considered through any design.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination

there is on this site prior to any development taking place.

- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.

WG SA 24: Clarendon Rd South

Address	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
Site Size (Ha)	2.2	PTAL Rating	4
Timeframe for delivery	2017-2022	2022-2027	2027 onwards
Current/Previous use	West Indian Cultural Centre, Day Centre, Commercial Premises		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Existing Site Allocation		
Planning designations	Wood Green growth area Ecological corridor Adjacent to: <ul style="list-style-type: none"> • Article 4 direction for Heartlands rail corridor • Area of Archaeological Importance 		
Indicative Development Capacity	Net residential units	Employment m ²	Educational m ²
	289	7,354	9,193

Proposed Site Allocation

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

Commentary

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



Site Requirements

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

Development Guidelines

- The principles of the Clarendon Rd Character Area should be used to guide development on this site.
- This site is within an area considered to be generally more suitable for family housing

within the AAP area.

- Consideration should be given to how Clarendon Road/Mary Neuner Way should best be aligned in conjunction with Hornsey Park Rd to provide a straight alignment into Wightman Rd across Turnpike Lane.
- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations.
- Heights should be restricted where they adjoin the properties on Hornsey Park Road.
- Taller development will be acceptable on the west side of Clarendon Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This should be delivered in accordance with the latest Council-approved decentralised energy masterplan.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Business uses should respect adjacent residential.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

WG SA 25: Hornsey Filter Beds

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

Proposed Site Allocation

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

Commentary

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

WG SA28: Hornsey Filter Beds



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Site Requirements

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

Development Guidelines

- This site is within an area considered to be generally more suitable for family housing within the AAP area.
- **Due to this site's location in close proximity to Alexandra Palace, both tall and taller development will not be suitable.** Heights should provide an appropriate interface between the Park, Reservoir, and New River Village.
- Development should be respectful to the sites location in a Conservation Area, and the setting of the locally listed filter beds and Grade XX listed Alexandra Palace, including its parkland.
- The northern edge of this site should complement the SINC designation of the reservoir to the north. A sensitively landscaped walking and cycleway through this area may be appropriate.

- This site is identified as being in an area with potential for being part of a **decentralised energy network**. Proposals should reference the Council's latest **decentralised energy masterplan** regarding how to connect, and the site's potential role in delivering a network within the local area.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Business uses should respect adjacent residential.
- A financial contribution for any net loss of employment floorspace will be sought in line with SP9, DM48, and the Planning Obligations SPD.

9. Delivery and Implementation

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

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

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

Working in partnership

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

Stalled developments or sites

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

Further, as set out in Policy AAP1, the Council will also use its compulsory purchase order powers to facilitate site assembly where this is required to enable comprehensive, timely and coordinated development to come forward. In certain circumstances, the Council may look to utilise its strategic acquisition fund to acquire sites, but such an approach will require robust assessment in terms of value for money.

Council as a landowner and developer

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

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

Infrastructure delivery

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

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

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

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

Monitoring

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

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

Wood Green Investment Framework

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

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

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

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

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

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

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

Appendix A Indicative Development Capacities by site

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

Assumptions

On sites where planning permission has already been granted for major development (10+ Units or 1,000m²), but where material works have not been completed, the site has been allocated in this Development Plan Document with the corresponding number of homes and/or floorspace that has been approved.

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

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

Methodology

- Residential unit size (GIA) is assumed to be 70m² per unit, providing an average of smaller and family-sized units;
- Town centre/ community ground floors uses as part of a mixed use development are generally assumed to be 10% of floorspace;
- Employment floorspace as part of a non-town centre site allocation is modelled at 20%, but may be decreased if there are additional uses identified on the site, such as community facilities, town centre uses, or if abnormal viability concerns are identified;
- PTAL is taken at the centre point of the site;
- GLA density assumptions are taken using mid-range assumptions from Table 3A.2 of the London Plan.

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

Example 1: Mecca Bingo

Site Area: 0.85 hectares

PTAL: 6a

Setting: Central

LP density matrix ranges: 405 dwelling per Hectare

Mix: 10% town centre uses, 10% commercial, 90% residential

Total developable floorspace: 24,070m²

Therefore estimated capacity of site is **275 new homes, 2,407m² and 2,407m² town centre floorspace.**

Example 2: Clarendon Rd South

Site Area: 2.19 hectares

PTAL: 4

Setting: Urban

LP density matrix ranges: 240 dwellings per hectare

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

Total developable floorspace: 36,772m²

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

Example 3: Turnpike Lane Triangle

Site Area: 0.45 hectares

PTAL: 6a

Setting: Central

LP density matrix mid range: 405 dwellings per hectare

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

Therefore estimated capacity of site is 210 homes.

Existing residential units on site: 10

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

Delivery Summary of sites allocated in the Wood Green AAP

Area	m ² employment	m ² town centre	Net resi units
Wood Green North	16,931	14,242	1,750
Wood Green Central area	19,296	37,990	1,637
Turnpike Lane area	7,728	7,958	802
Heartlands area	50,933	11,573	3,550
Wood Green total	94,889	71,762	7,739

Site Allocation Delivery Assumptions

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

Site Capacities (Site Allocations)

Site Ref	Site Name	net resi	m2 emp	m2 TC
WG SA 1	LBH Civic Centre	116	1,017	1,017
WG SA 2	Green Ridings House	191	1,571	786
WG SA 3	Wood Green Bus Garage	326	3,808	1,904
WG SA 4	Station Road Offices	372	3,468	3,468
WG SA 5	Vue Cinema	138	1,760	1,760
WG SA 6	Mecca Bingo	275	2,407	2,407
WG SA 7	Morrison's Wood Green	331	2,899	2,899
WG SA 8	Wood Green Library	169	1,823	3,647
WG SA 9	Wood Green Town Centre West	825	11,655	23,311
WG SA 10	The Mall East	521	5,215	10,430
WG SA 11	Iceland site	120	602	602
WG SA 12	Bury Road Car Park	130	2,013	2,013
WG SA 13	16-54 Wood Green High Road	487	4,432	4,432
WG SA 14	L/b Westbury & Whymark Avenue	137	1,282	1,282
WG SA 15	Turnpike Lane Triangle	49	0	230
WG SA 16	Coburg Rd North	257	6,547	1,637
WG SA 17	Bittern Place	94	3,751	938
WG SA 18	Clarendon Road	1,610	14,091	7,046
WG SA 19	Wood Green Cultural Centre (South)	391	7,810	1,953
WG SA 20	Wood Green Cultural Centre (North)	265	4,952	0
WG SA 21	Land Adjacent to Coronation Sidings	173	3,026	0
WG SA 22	Western Rd Depot	60	1,519	0
WG SA 23	Western Rd Car Park	108	1,882	0
WG SA 24	Clarendon Road South	289	7,354	0
WG SA 25	Hornsey Filter Beds	304	0	0
Total		7,739	94,889	71,762

Appendix B: Superseded Supplementary Planning Documents and Guidance

D1. This AAP proposes a new policy framework for Wood Green. As a result, a number of existing Supplementary Planning Documents (SPDs) and Guidance (SPGs) will be out of step with the new spatial strategy and the Tottenham policies and site allocations which give effect to this. The SPDs and SPGs listed below are therefore proposed for deletion.

- Site Allocations DPD: Policies SA5-SA16, SA18-SA25
- Haringey Heartlands Development Framework

Appendix C: Glossary of Terms

- **Accessibility:** Ability of people or goods and services to reach places and facilities.
- **Accessible Development:** A building, facility etc. and its wider environment which can be reached and used, in particular by people with disabilities.
- **Accessible Transport:** Transport services and vehicles designed and operated to be usable by people with disabilities and other transport disadvantaged people, with characteristics possibly including affordable fares, wheelchair user accessibility and easy reach of final destination.
- **Active Frontages:** *street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street.* This is not the same as attractive frontages, such as art walls, green walls or display boxes. Active frontages are often taken to mean continuous rows of highly-glazed shop fronts with frequent entries and cafes.
- **Affordable Rent:** Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.
- **Affordable housing:** Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision
- (See entry for affordable rent, intermediate and social rented for further details).
- **Amenity:** A positive element or elements which contribute to the overall character or an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.
- **Authority Monitoring Report (AMR):** The AMR reviews progress on the preparation of the Council's Local Plan and monitors the effectiveness of Local Plan policies.
- **Area Action Plan (AAP):** Development Plan Documents used to provide a planning framework for areas of change (e.g. major regeneration) and areas of conservation.
- **Area of Archaeological Importance:** Areas with known archaeological potential where the Council's archaeology policies will normally be strictly applied.
- **Area for Intensification:** These are areas which have significant potential for increases in residential, employment and other uses through development for regeneration of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. These areas have good existing or planned public transport.
- **Area of Change:** these are areas with considerable potential for growth, though on a lesser scale than growth areas. These areas are appropriately located to support growth and contain identified sites which are available and suitable for development.
- **Area of Opportunity:** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and /or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
- **Article 4 Direction:** A power available under the 1995 General Development Order allowing the Council, in certain instances, to restrict permitted development rights.
- **Backland Development:** Development of land-locked sites, such as rear gardens, private open space or old lock up garages, usually within predominately residential areas.
- **Biodiversity:** Biodiversity encompasses the whole variety of life on earth (including on or under water) including all species of plants and animals and the variety of habitats within which they live. It also includes the genetic variation within each species.
- **Biodiversity Action Plan (BAP) – Haringey:** The Biodiversity Action Plan includes policies and actions that will contribute towards conserving, enriching and celebrating the wildlife in Haringey.
- **Blue Ribbon Network:** Policy covering London's waterways, water spaces and land alongside them.
- **Building Research Establishment Assessment Method (BREEAM):** used to assess the environmental performance of new and existing buildings.
- **Brownfield Land:** Previously developed land which is or was occupied by a permanent structure.
- **Borough Roads:** Roads for which the Borough is the Highway Authority.

- **Building Line:** The line formed by frontages of buildings along a street.
- **Car Club:** Schemes which facilitate vehicle sharing.
- **Central Activity Zone (CAZ):** The CAZ is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.
- **Care in the Community:** This enable people in need of care, whether because of old age, disability, illness or other reasons, to continue to live in their own homes or in homely settings within the community.
- **Census:** A ten-yearly comprehensive nation-wide sample survey of population, housing and socio-economic data. The latest one was conducted in March 2011.
- **Cluster:** Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.
- **Code for Sustainable Homes:** The national standard for the sustainable design and construction of new homes.
- **Combined Heat and Power (CHP):** The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
- **Community Facilities:** Community facilities can be defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, facilities for emergency services, including police facilities, education facilities, libraries, community halls, criminal justice facilities meeting rooms, places of worship, public toilets, pubs and post offices.
- **Community Infrastructure Levy (CIL):** A per square metre tariff on new development seeking to raise revenue to fund new infrastructure.
- **Community Transport:** A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.
- **Comparison Goods:** Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.
- **Compulsory Purchase Order (CPO):** An order which enables a statutory authority to purchase an area of land compulsory for an approved project.
- **Conservation Area:** Area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Council will seek to preserve and enhance the character and appearance of these areas.
- **Contaminated Land:** Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.
- **Context:** In urban design terms the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.
- **Convenience Goods:** Good purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type of which there is a wide sale.
- **Conversions:** The sub-division of residential properties into self-contained flats or maisonettes.
- **Core Strategy:** The Core Strategy was the former title of the Local Plan: Strategic Policies document.
- **Culture:** A way of life including, **but not** limited to language, arts and science, thought, spiritual activity, social activity and interaction (the Roshan Cultural Heritage Institute).
- **Cultural Quarter:** Area where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environment.
- **Decent Homes Standard:** A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring up their property standards to a defined minimum by 2010.
- **Density:** The number of habitable rooms per hectare.

- **Designated Views** - views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces
- **Development Management Policies DPD (DMDPD):** These are the policies which are required to ensure that all development in the borough meets the spatial vision and objectives set out in the Local Plan.
- **Development Plan Documents (DPD):** Statutory planning documents that form part of the Local Development Framework including the Local Plan: Strategic Policies, Development Management Policies and Site Allocations Document.
- **District Centre:** District centres have traditionally provided convenience goods and services for more local communities and accessible by public transport, walking and cycling.
- **Ecological Corridor:** Ecological Corridors are relative areas of green space running through built up areas that allow the movement of plants and animals to other areas and habitats.
- **Emergency Services:** Includes Fire, Police and Ambulance services.
- **Employment Land Review (ELR):** A study providing evidence of the macroeconomic circumstances driving the need for provision of employment land in the borough.
- **Environmental Assessment:** A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making.
- **Fluvial:** Water in the Thames and other rivers.
- **Form:** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.
- **General Development Order (GDO):** Identifies the certain types of usually minor development for which planning permission is not required and which therefore do not require a planning application to be submitted to the Council.
- **Greater London Authority (GLA):** The GLA is a strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.
- **Green Belt:** Green Belt is an area of land which has been given special status to restrict inappropriate development.
- **Green Chain/Link:** Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access, play valuable recreational, conservation, ecological and general amenity role. Green chains can also be Ecological Corridors.
- **Green Industries:** This business sector that produced goods or services, which compared to other more commonly used goods and services, are less harmful to the environment.
- **Green Infrastructure:** A network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.
- **Green Roofs:** Planting on roofs to provide climate change, amenity and recreational benefits.
- **Growth Area:** Specific areas for new residential development to accommodate future population growth. In Haringey, there are two including Tottenham Hale, Opportunity Area, and Haringey Heartlands, Area of Intensification.
- **Gyratory:** A road junction at which traffic enters a one-way system around a central island.
- **Health Impact Assessment (HIA):** A process for ensuring that land use and planning decision making at all levels consider the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects.
- **Heritage Land:** Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.
- **Highway Authority:** An authority responsible for a highway, whether or not maintainable at public expenses.
- **Historic Parks and Gardens:** Parks and gardens containing historic features dating from 1939 or earlier registered by English Heritage. These parks and gardens are graded I, II or II* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey.
- **Homes and Community Agency (HCA):** HCA is the national housing and regeneration agency for England.
- **House in Multiple Occupation (HMO):** Housing occupied by members of more than one household, such as student accommodation or bedsits.
- **Housing Association:** see Registered Provider.
- **Housing Trajectory:** Graph illustrating the supply of projected completion housing completions up to 2026.
- **Industrial Business Park (IBP):** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial

and higher value general industrial, some waste management, utility and transport functions, wholesale markets and some small scale distribution. They can be accommodated next to environmentally sensitive areas.

- **Intermediate housing:** Homes that are for sale and/or rent, at a cost above social rent, but below private market level, subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable or socially rented housing.
- **Landmarks** - Buildings and structures, other than Strategically Important Landmarks, that are visually or culturally prominent in Designated Views
- **Landscape:** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.
- **Lifetime Home:** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.
- **Linear View:** A view seen through narrow gaps between buildings or landscaping
- **Listed Building:** Locally listed buildings are those which satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or with grade I being the highest. English Heritage is responsible for designating buildings for statutory listing in England.
- **Local Development Documents (LDD):** The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.
- **Local Development Framework (LDF):** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Local Plans or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.
- **Local Development Scheme (LDS):** The LDS sets out the programme/timetable for preparing the LDD.
- **Local Implementation Plan (LIP):** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
- **Local Nature Reserve (LNR):** Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.
- **Local Plan: Strategic Policies:** The Local Plan: Strategic Policies is a Development Plan Document setting out the vision and key policies for the future development of the borough up to 2026.
- **Local Shopping Centre:** The level of shopping centre below District Centre level, providing services for local communities.
- **Local Strategic Partnership (LSP):** A partnership of people that bring together organisations from the public, private, community and voluntary sector within a local authority area.
- **London Development Agency (LDA):** Organisation acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.
- **London Plan (The Spatial Development Strategy):** The London Plan is the name given to the Mayor's spatial development strategy for London.
- **Market Housing:** Private housing for rent or for sale, where the price is set in the open market.
- **Metropolitan Open Land (MOL):** Strategic open land within the urban area that contributes to the structure of London.
- **Metropolitan Town Centre:** Metropolitan centres serve wide catchments areas and can cover several boroughs. Typically they contain at least 100,000sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, leisure, service and civic functions.
- **Mixed tenure:** A mix of affordable and market housing.
- **Mixed Use Development:** Provision of a mix of complementary uses, such as residential, community and leisure uses on a site, within the same building or within a particular area.
- **National Planning Policy Framework (NPPF):** Sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government policy towards planning.

- **Neighbourhood and more local centres:** Typically serve a localised catchment often most accessible by walking and cycling. They include local parades and small cluster of shops, mostly for convenience goods and other services.
- **Open Space:** All land in London that is predominately undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
- **Panorama** - A broad prospect seen from an elevated public viewing place
- **Planning Obligations Supplementary Planning Document:** A guidance document offering support in the implementation of planning obligations on planning applications subsequent to the adoption of the Haringey CIL.
- **Primary Care Trust (PCT):** PCTs decide what health services a local community needs, and they are responsible for providing them.
- **Public Realm:** This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
- **Public Transport Accessibility Level (PTAL):** Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network.
- **Regeneration:** The economic, social and environmental renewal and improvement of a rural or urban area.
- **Registered Provider:** organisations that provide low-cost housing for people in need of a home.
- **River Prospect:** Short and longer distance visual experiences of a rivers cape (in HGY case Lee, Moselle or New River)
- **Section 106 Agreements (S106)/Planning Obligations:** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.
- **Secured by Design:** The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.
- **Site Allocations Development Plan Document:** This will form part of Haringey's LDF and will guide land use and future development in the borough until 2026.
- **Sites of Importance for Nature Conservation (SINC):** SINC are areas protected through the planning process having been designated for their high biodiversity value.
- **Small and Medium Enterprises (SMEs):** Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.
- **Social Infrastructure:** Facilities and services including health provision , early years provision , schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.
- **Social rented housing:** be owned by local authorities or private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above,
- **Spatial Vision:** A statement of long term shared goals for the spatial structure of an area.
- **Statement of Community Involvement (SCI):** The Council's policy for involving the community in the preparation, review and alteration of LDDs and planning applications. It includes who should be involved and the methods to be used.
- **Strategic Environmental Assessment (SEA):** Expression used by the European Union to describe environmental assessment as applied to policies, plans and programmes.
- **Strategic Housing Land Availability Assessment (SHLAA):** An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in section 48 of the NPPF
- **Strategic Housing Market Assessment (SHMA):** An assessment of housing need and demand which informs the London Plan and borough local development documents.
- **Strategic Industrial Location (SIL):** These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.
- **Supplementary Planning Document (SPD):** Provides supplementary information about the policies in DPDs. They do not form part of the development plan and are not subject to independent examination.

- **Supplementary Planning Guidance (SPG):** Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies.
- **Sustainability Appraisal (SA):** This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in the DPDs, which complies with the EU Directive for Strategic Environmental Assessment.
- **Sustainable Urban Drainage Systems (SUDS):** An alternative approach from the traditional ways of managing runoff from buildings and hard standing. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through storm water systems.
- **Tall Buildings:** The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- **Townscape View** - Unfolding close view of built up environment with spaces between and in each case views might or might not contain (but will be more significant if they do)
- **Tree Preservation Order (TPO):** Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.
- **Urban Characterisation Study (UCS):** An appraisal of the character of the borough in terms of built urban form, topography, conservation and heritage value.
- **Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987, as amended, lists 15 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission.
- **Unitary Development Plan (UDP):** A UDP is a land use plan that seeks to make the most efficient and effective use of land in the public interest. The LDF will eventually replace Haringey's UDP 2006.
- **View Corridor:** Strategic important views designated in the London Views Management Framework.
- **Warehouse Living:** Purpose built and genuine integrated working and living accommodation specifically targeted at the creative industries sectors.