

Wood Green Area Forum and Committee

MONDAY, 27TH JANUARY, 2014

6.30 pm

VENUE: BOUNDS GREEN SCHOOL, BOUNDS GREEN ROAD, LONDON N11 2QG

MEMBERS OF THE AREA COMMITTEE/FORUM:

Councillors Christophides (Chair), Cooke, Demirci, Egan, Gibson, Meehan, Stewart, Strickland and Waters

AREA FORUM

- **INTRODUCTION AND WELCOME - 6.30PM**

The Chair will provide an overview of items on the agenda and how the Area Forum and Committee will proceed

- **PLANNING (PAGES 1 - 52) – 6.35PM**

The Cabinet Member for Planning, Cllr Ejiofor, will talk about the consultation currently open on the development of planning policies covering the future of key strategic sites in the borough including those in the Wood Green area.

An update will also be provided on the Coronation Sidings and Haringey Heartlands development schemes.

- **THE MAYOR OF HARINGEY– 7.15PM**

The Mayor, Cllr Peacock, will attend to talk about the role of the Mayor within the borough.

- **JAPANESE KNOTWEED – 7.30PM**

Officers will attend to talk about the management of Japanese knotweed within the borough including the advice and services available to residents.

- **SAFER NEIGHBOURHOOD TEAM UPDATE – 7.45PM**

To receive an update from the local Safer Neighbourhood Teams covering Bounds Green, Noel Park and Woodside wards.

- **ALEXANDRA PALACE – 8.00PM**

Cllr Cooke will provide a brief update on masterplanning for Alexandra Palace.

- **AGENDA ITEMS FOR FUTURE MEETINGS – 8.10PM**

AREA COMMITTEE – 8.20PM

1.APOLOGIES FOR ABSENCE

2.DECLARATIONS OF INTERESTS

A Member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct.

3.MINUTES (PAGES 53 - 54)

To agree the minutes of the Committee meeting held on 17 October as an accurate record.

4.ISSUES RAISED DURING THE AREA FORUM

To take forward any issues raised during the Area Forum.

5.TO NOTE DATES OF FUTURE MEETINGS AND DISCUSS VENUES AND AGENDA ITEMS

- 10 April

6.ANY OTHER BUSINESS OF AN URGENT NATURE

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Friday, 17 January 2014

Briefing note for Area Forums: Site Allocations DPD and Tottenham Area Action Plans public consultation Jan-Feb 2014

The Council would like to hear your views on future development in the borough.

The Local Plan: Strategic Policies document was adopted in April 2013, and building on this, the council is bringing forward additional Local Plan documents to help shape the future of the borough. The aim of this consultation is to introduce two of these documents to local interested parties, and set out the anticipated issues they will address.

The documents are at an early stage, and this is your opportunity to influence what issues they should address in your area. The responses to this consultation will be included in the next version of these documents, which will come forward for another consultation in Autumn 2014. After being examined in public by a qualified planning inspector, the documents are anticipated to be adopted by the Council in 2015.

Site Allocations DPD

This document identifies 54 of the most strategic sites in the borough, and aims to establish the principals of any future development on these sites. When complete this document will strengthen our control over development on these sites, as well as strengthening the Council's hand in bringing forward development where necessary.

Tottenham Area Action Plans

In areas of large scale regeneration the best mechanism for delivering change is considered to be an Area Action Plan (AAP) as it sets forth a comprehensive spatial strategy for co-ordinated development. An AAP will address the existing social, physical, environmental and economical issues in an area and will set the parameters for positive development in order to unlock the full potential of a place susceptible to transformational change.

How to get in touch

The documents are available to be viewed at local libraries, Council Offices, online at www.haringey.gov.uk/ldf. The consultation is open from 17th Jan-28th Feb 2014, and there are a range of ways you can get involved:

- Presentations with Q&A sessions will be given by Council officers at your local Area Forum
- Filling in an online survey using the above link
- Drop-in events will be held at local libraries (please contact your local library for dates)
- By phone on 0208 489 1479
- By email at ldf@haringey.gov.uk

We would encourage you to make written representations to these documents, and in order to save paper, would like to encourage these to be submitted electronically. All written representations will be responded to and both the representation and Council response will be published online.

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Haringey's Site Allocations DPD

Reg 18 Consultation Document

January 2014



Foreword

Statutory Information

The Local Plan: Strategic Policies document was adopted by Council in March 2013. This document sets out the strategic vision and objectives that the Council will seek to achieve through its planning decisions in the forthcoming years.

In order to deliver the objectives of the Plan to deliver new homes, jobs, economic growth and improve our social infrastructure, significant sites will need to be developed across the borough.

This report introduces the Site Allocations DPD, which in turn introduces the key development sites which will accommodate the majority of development in the borough over the next 20 years. In order to deliver the improvements that Haringey residents aspire to, the Council must have the appropriate powers necessary through the statutory planning system.

The Site Allocations approach will help to build consensus in the community and with our various stakeholders and is a fair and objective legal basis for balancing competing priorities and promoting positive actions.

Haringey remains a listening Council, and in order to challenge the soundness of the evidence base within our DPD, the document will go through a public examination led by a planning inspector.

Planning and Compulsory Purchase Act 2004, Sections 17 to 23

**Town and Country Planning (Local Development) (England)
(Amendment) Regulations 2012
Regulation 18**

London Borough of Haringey

Sites Allocation Development Plan Document

DRAFT FOR CONSULTATION

ON THE SUBJECT MATTER OF THE DEVELOPMENT PLAN

January 2014

We welcome any comments you have on this document. The purpose of this consultation is to enable the Council to engage with as wider audience as possible. Public meetings will be held at Area Forums at:

- Crouch End, Hornsey and Stroud Green Area Forum and Committee: 7:00pm, 14th January 2014;
- Northumberland Park and White Hart Lane Area Forum and Committee: 6:30, 20th January;
- St Ann's and Haringay Area Forum and Committee: 6:30pm, 21st January.
- Wood Green Area Forum and Committee: 6:30pm, 27th January;
- Bruce Grove and West Green Area Forum: 6:30pm 29th January;
- Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum and Committee: 6:30pm, 30th January.

Hard copies of this document can be found at local libraries and in the Civic Centre.

To aid your consultation response, we have produced a Site Consultation Form. This form enables you to put comments against the headings used in this document. Please put the name or reference of the site at the top of the Form, and fill in the sections with any comments you would like the Council to consider.

Additionally, should you want to add a site, please fill in this form with the details you have available of the site you would like to submit, and we will consider the site in preparing the proposed submission version of the document. Please ensure that the site is over 0.25Ha, and provide a map including a red line boundary of the site with your submission.

Copies of the Form, in Word version, are available at Haringey.gov.uk/ldf/site_allocations. One is also included as Appendix 1.

Please submit any representations **by 28th February 2014** to:

Planning Policy
6th floor, River Park House
Wood Green
N22 8HQ

Or online to ldf@haringey.gov.uk
Or by fax to 020 8489 5552

Local Plan documents are built on consensus building. Our consultations will offer the opportunity for residents and businesses to give their views about regeneration in the area through a statutory consultation process and is a prerequisite for any redevelopment proposals. Our consultations will follow the principals set out in the Statement of Community Involvement, and will include the following:

- Advert in local papers on consultation;
- Press Release, Haringey People article and information on Council's website;
- Information in Public Libraries and possible drop sessions at Tottenham's libraries;
- Mail notification and Drop-in session for all councillors including ward councillors and the Planning Policy Members Advisory Group;
- Letters to all those on our consultation database which include local community groups and residents, infrastructure providers, developers, statutory bodies, and neighbouring boroughs;
- Offer to community groups and stakeholders to have meetings to discuss the proposals;
- Duty to co-operate engagement with bodies that may have an interest in the formulation of our plan.

How to make a Representation and Next Steps

Introduction

The Draft Site Allocations Development Plan Document (DPD) will allocate strategic sites which will make a significant contribution to meeting the growth aspirations set out in the Local Plan. This document will not set out all of the sites that will be developed in the borough over the plan period. Many developments will take place which can be satisfactorily managed using policies included in the Strategic Policies DPD and Development Management DPD.

Some larger, more strategic sites will benefit from having a Site Allocation, to ensure that:

- The appropriate level of development occurs on the site;
- A positive approach to design is taken;
- Infrastructure is provided in a timely manner to serve the growing local community.

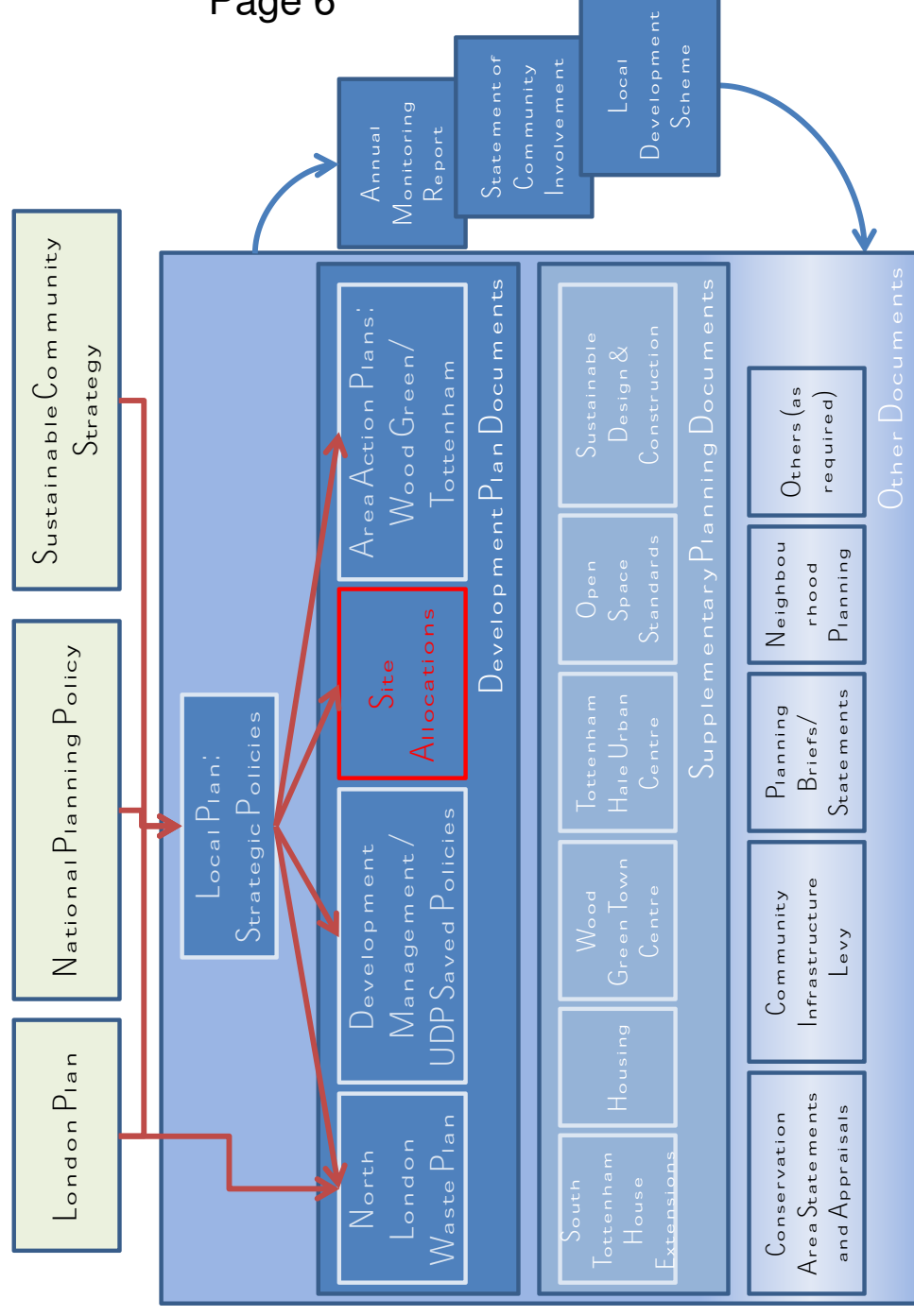
If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified housing target, and provide services for its communities.

Once adopted, the Site Allocations document will enable the Council to determine planning applications and make interventions on sites in line with the allocations. This document will enable:

- **Guidance** for developers of what development is expected on these sites,
- **Refusal** of proposals that do not conform with the allocation,
- **Intervention** on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

Call for Sites

A Call for sites was issued in March 2013 to seek inputs into this document. This was in line with standard practice for a document of this type. Where sites were received they were reviewed for potential to be included in this document. A list of all sites nominated can be found at Appendix 2.



Planning Regulations

This consultation is being carried out under the Local Planning Regulation 18 by which interested organisations, the public and businesses are encouraged to make representations on the proposed subject matter of a development plan. The representations are then taken into account in preparing a further document for public participation under Regulation 19.

Policy Context

This document takes account of the existing development plan in force in Haringey. This consists on the Local Plan: Strategic Policies, which was adopted in March 2013, and the London Plan 2011. It also has regard to demographic, social and economic change, and the operational plans of our partner organisations.

How this document is set out

The document will be broken down into chapters relating to the themes identified in SP1 of the Local Plan: Strategic Policies DPD. Each chapter will be introduced with an overarching map showing the context of the key sites for that area. The geographical chapters containing site profiles are:

- Tottenham Hale Growth Area
- Haringey Heartlands Growth Area & Wood Green Area of Change
- North Tottenham/Northumberland Park Area of Change
- Tottenham High Rd Area of Change (including Bruce Grove and Tottenham Green)
- Highgate, Muswell Hill, Crouch End, and Hornsey
- South of the borough

The majority of this document comprises of two-page site profiles for each site setting out:

- Location map;
- Site details: size, PTAL (Public Transport Access Level), address and potential phasing;
- The Draft Site Allocation;
- Existing policy designations;
- Description of the surrounding area;
- Potential development Capacities;
- Design considerations;
- Implementation considerations.

Sources of Sites

Many of these sites have been proposed for development before, but some of the areas may be new in this document. The sources of the sites in this document are:

- Unitary Development Plan 2006—Site Specific Proposals (UDP Appendix 1);
- Call for Sites (March-May 2013: Appendix 2 of this document);
- Greater London Authority SHLAA, including a separate Call For Sites
- Major outline planning permissions;
- Supplementary Planning Documents (SPDs), Guidances (SPGs), planning briefs, and masterplans;
- Internal stakeholder workshops.

Small scale developments & Housing Trajectory

This document sets out the location of all currently known large (over 0.25Ha) future housing sites. Over 20 years these sites may have the potential to accommodate 35,000 new dwellings. These sites fall into one of two categories, Draft Site Allocations, which are directly addressed in this document, and Housing Trajectory sites.

Housing Trajectory sites are sites of over 0.25Ha in size which do not require an allocation. This may be because the site already holds planning consent, or because the Council believes their delivery can be adequately managed using policies contained in the 2006 UDP or its future replacement, the Development Management DPD, when the site comes forward.

Development comes forward on sites of all sizes, and recent research from the Greater London Authority (GLA) shows that approximately 350 net additional units have come forward per year for the past 8 years on sites of below 0.25 Ha. These are generally conversions and smaller infill developments.

The Council's Housing Trajectory aggregates all of these sources of housing supply and presents them to identify how much residential development will come forward, where, and when. A Housing Trajectory is included as Appendix 3 of this document.

Issues emerging since adoption of Local Plan: Strategic Policies DPD

Although the Strategic Policies DPD was adopted in March 2013, the majority of its content was agreed prior to the Examination in Public in June 2011. As such it is prudent to review recent trends occurring since adoption of the Local Plan: Strategic Policies document.

In August 2011 there was widespread **rioting** in London. The subsequent destruction has necessitated immediate efforts to repair and replace damaged buildings in Tottenham, but also given a fresh impetus to regenerate Tottenham to try and ensure that those events are not repeated. The overall aims of this strategy are set out in the Plan for Tottenham, with a Physical Development Framework which is being consulted on in December 2013.

- The **2011 Census** showed that in line with most of London, Haringey's population has increased at a faster rate between 2001-2011 than was previously anticipated. While the population in the GLA's 2010 projection estimated Haringey's population at 225,000, the 2011 Census count was 254,900. This is likely to cause the GLA to revise Haringey's housing target upwards from its existing 820 new homes per year.

- In order to test capacity for accommodating new housing in London, the GLA are in the process of carrying out a **Strategic Housing Land Availability Assessment (SHLAA)**. This has received input from all London Borough's and will help to inform the new housing targets. Haringey has assessed potential housing sites in the borough, and where appropriate these sites are included in this document as Draft Site Allocations or Housing trajectory sites.

- The **Localism Act** was enacted in 2011, enabling local community groups to establish themselves as Neighbourhood Forums, and subsequently prepare Neighbourhood Plans. Haringey contains one such Neighbourhood Forum, in Highgate. The Highgate Neighbourhood forum has made a thorough response to the Call for Sites, and a number of the sites put forward are included in this document. The Council will continue to work with the Highgate Neighbourhood Forum to bring forward their Neighbourhood Plan.

- In an attempt to increase flexibility for businesses, householders, and developers the Government has announced changes to **Permitted Development rights**. These have enabled greater scope for the change of use of shops, larger residential extensions, and the change of use from offices to residences.

- On 1st April 2012 the Mayoral Community Infrastructure Levy (**CIL**) was implemented across London. The rate in Haringey is £35/m², and is charged on all net additional floorspace apart from publically funded healthcare and education facilities. Haringey is working towards the adoption of a local CIL.

Previous Versions of this Document

In 2010, a Draft Site Allocations DPD was released for consultation. This was intended to support the proposed submission consultation of the Local Plan: Strategic Policies DPD.

This new version is released as a draft for consultation following the introduction of the National Planning Policy Framework, the Localism Act, and adoption of the Local Plan: Strategic Policies.

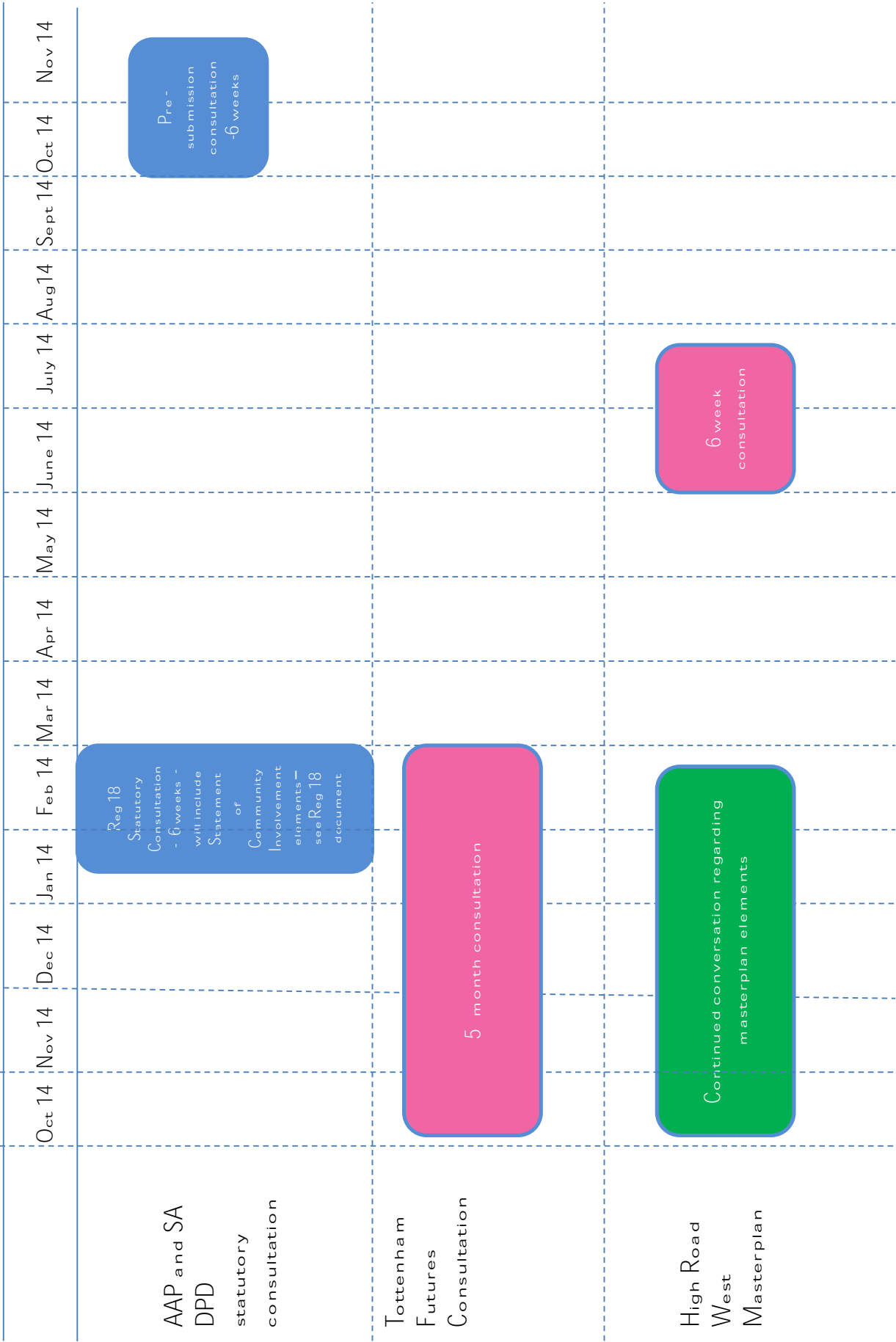
Draft Site Allocations and the Infrastructure Delivery Plan (IDP)

The site profiles contain estimates of CIL and s106 contributions that may be sought as part of any planning permission on a site. These are indicative modelled numbers, and their values may be higher or lower when the development comes forward. The revenues are based on a capacitation of the site based on its draft allocation, and the net additional floorspace was charged the CIL rates contained in the CIL charging Schedule submitted to the Secretary of State for Examination in Public on 21st October 2013.

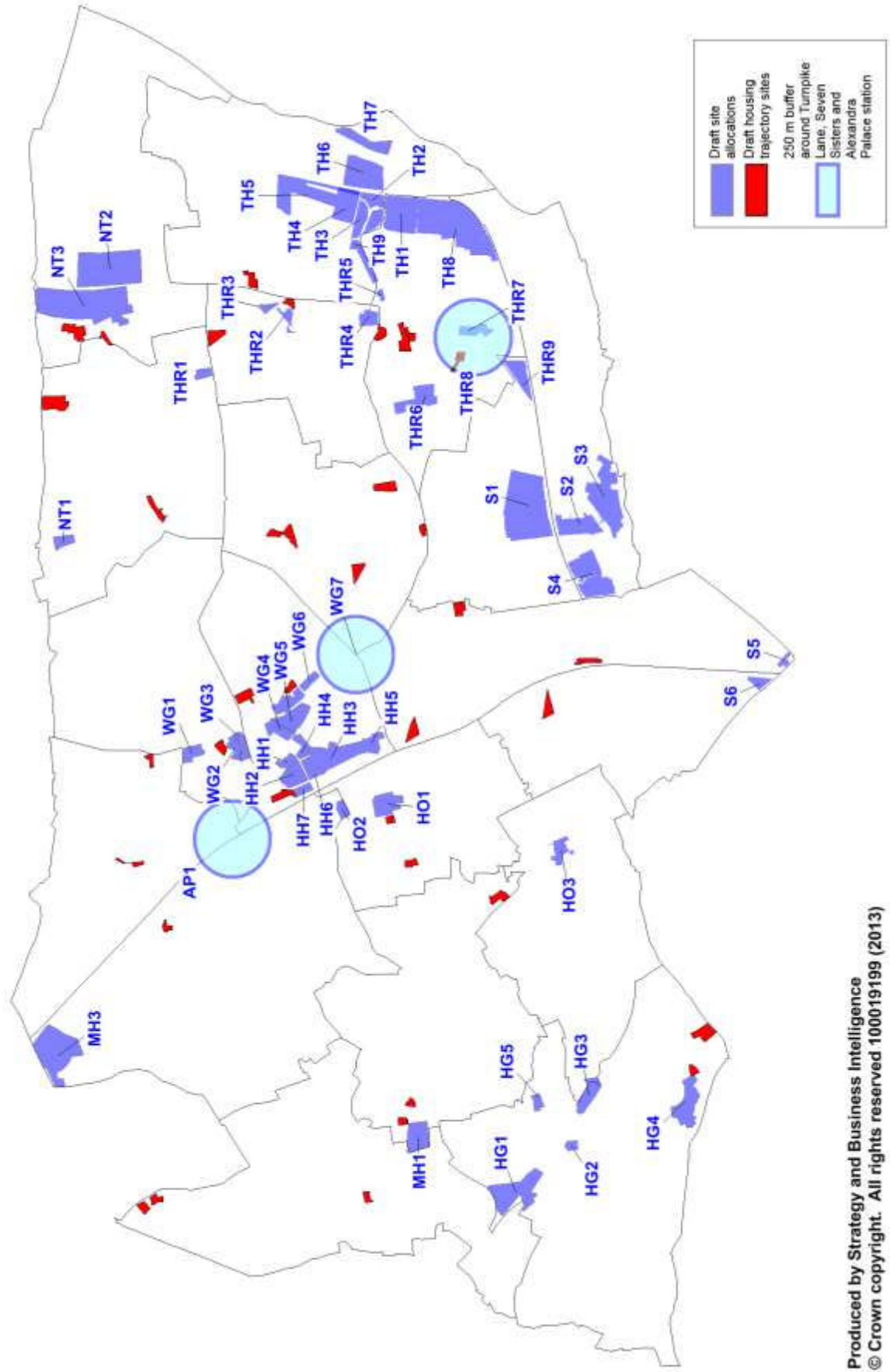
It is anticipated that by including these figures, it will help to give communities and infrastructure providers an idea of the range of benefits beyond those that the development itself offers in providing for infrastructure linked to growth.

On larger schemes it may be desirable to co-locate infrastructure into a development site. Where this is done, it would be partially at the expense of developable land, and it is expected that CIL and/or s106 revenues would alter to accommodate this. The sites in this document will be used to begin negotiations with infrastructure providers to help providers and developers expedite these opportunities for co-location.

Tottenham Area Action Plans & Site Allocations Development Plan Document Consultation Timetable



Draft Site Allocations



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Site Ref	Site Name	Size (Ha)	Page
TH1	Tottenham Retail Park	4.84	12
TH2	Over Station Development at Tottenham Hale	0.95	14
TH3	Station Square West	2.52	16
TH4	Ashley Road South	2.63	18
TH5	Ashley Rd North	5.47	20
TH6	Hale Village	0.18	22
TH7	Hale Wharf	1.93	24
TH8	South Tottenham Employment Area	10.18	26
TH9	Welbourne Centre	0.97	28
Employment Land in Tottenham Hale		n/a	30
HH1	Parma House	1.17	34
HH2	Chocolate Factory	1.48	36
HH3	Clarendon Square	4.55	38
HH4	Clarendon Square Gateway	0.95	40
HH5	Clarendon Rd South	1.48	42
HH6	NW of Clarendon Square	0.30	44
HH7	Land adjacent to Coronation Sidings	0.71	46
WG1	Civic Centre, Wood Green	1.18	50
WG2	Arriva Bus Depot	0.84	52
WG3	Station Rd Sites	0.96	54
WG4	Wood Green Library	1.33	56
WG5	The Mall	3.60	58
WG6	Bury Rd Car Park	0.70	60
WG7	Turnpike Lane Station	7.0	62
NT1	500 White Hart Lane	1.00	66
NT2	Tottenham Hotspur Stadium Development	9.99	68
NT3	High Road West	10.90	70
NT4	Estate Renewal in North Tottenham/Northumberland Park	n/a	72

Site Ref	Site Name	Size (Ha)	Page
Employment Land in North Tottenham/ Northumberland Park		n/a	69
THR1	The Roundway at Bruce Grove	0.70	76
THR2	Tottenham Delivery Office et al	0.63	78
THR3	Bruce Grove Snooker Hall	0.50	80
THR4	Tottenham Green Bus Garage	1.43	82
THR5	Kwik Fit north of Saltram Close Housing Estate	0.30	84
THR6	Lawrence Rd	3.34	86
THR7	Seven Sisters Regeneration Project	1.37	88
THR8	Seven Sisters Station	19.6	90
THR9	Gourley Place & Wicks site	2.49	92
HG1	Wellington Roundabout & Highgate Rail Depot	3.97	96
HG2	Highgate Magistrates Court	0.47	98
HG3	Former Highgate Rail Station	1.50	100
HG4	Highgate Bowl	3.35	102
HG5	Summersby Rd	4.99	104
MH1	St. Luke's Hospital	2.52	106
MH2	56 Muswell Hill	0.50	108
MH3	Friern Barnet former sewage works	6.50	110
HO1	Hornsey Depot	2.36	112
HO2	Hornsey Water Treatment Works	0.66	114
HO3	Hornsey Town Hall	1.38	116
AP1	Alexandra Palace Station	19.6	118
S1	St. Ann's Hospital	11.50	122
S2	Greater Ashfield Rd	3.06	124
S3	Vale Rd/ Tewkesbury Rd Employment areas	7.15	126
S4	Arena Retail Park	5.74	128
S6	Finsbury Park Bowling Alley	0.37	130
S7	Finsbury Park & Stroud Green Rd	0.39	132

Haringey Heartlands

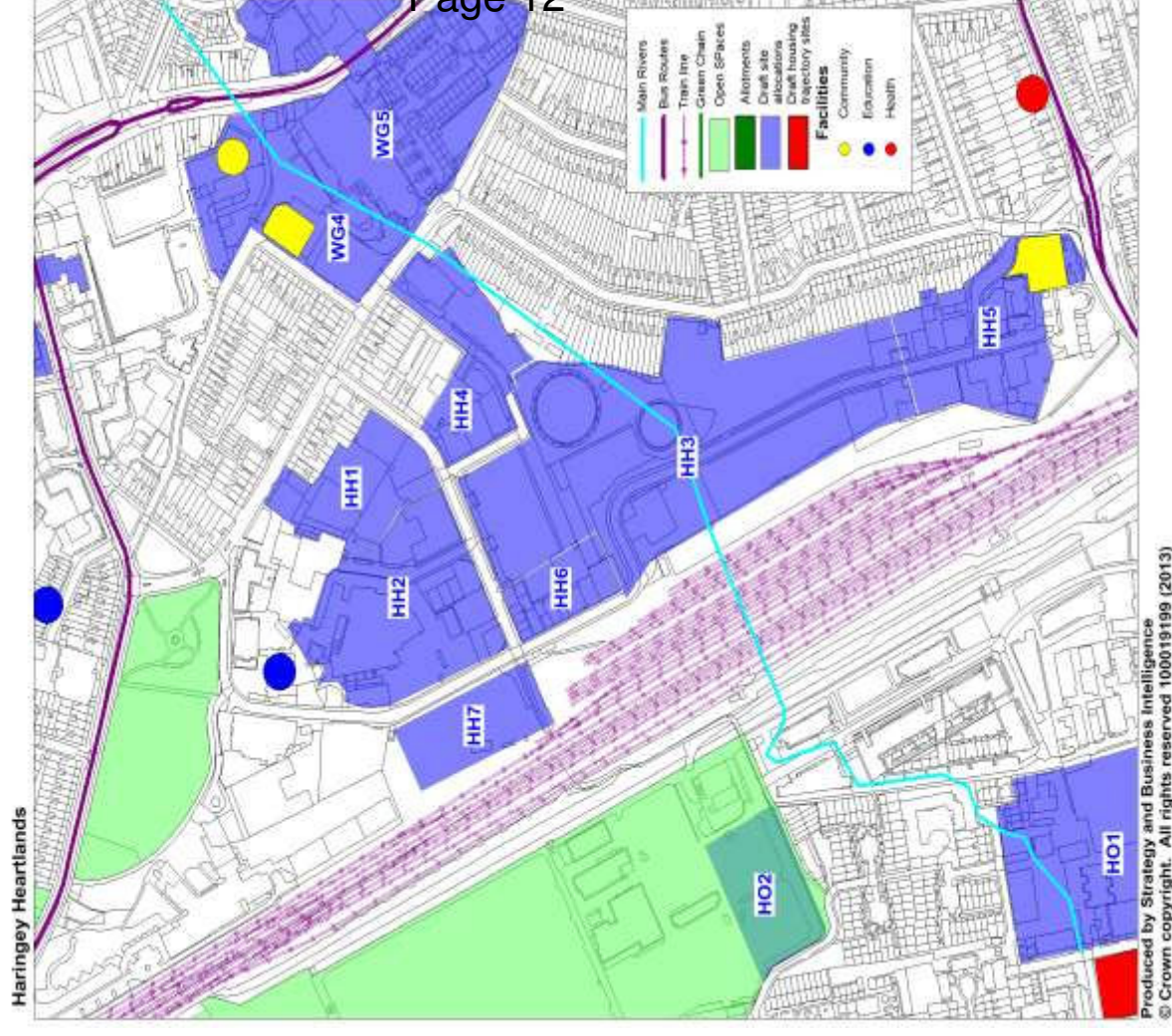
Haringey Heartlands is an identified growth area in the Haringey Local Plan: Strategic Policies document. It is a predominantly industrial area between Wood Green and the Great Northern Rail line. The comprehensive urban renewal of this area will create a new suburb, with a mix of new homes and jobs, a new public square with restaurants and cafes, as well as including a Cultural Quarter centred on the Chocolate Factory site.

The London Plan 2011 identifies Haringey Heartlands as an area capable of delivering approximately 1,500 new jobs and 1,700 new homes.

The Council's ambitions for the area are:

- To increase capacity and variety of uses at Wood Green Metropolitan Town Centre, given its proximity to Haringey Heartlands and the thriving Cultural Quarter,
- To bring back into use underused brownfield land and maximise capacity for housing and employment growth;
- The provision of additional open space, play areas, and community facilities as required by development of the area in order to meet the needs of the resident population;
- Physical and visual integration of the Heartlands with the wider area to benefit local communities and ensure sustainable development that will meet local and strategic goals;
- De-commissioning of the gas holders and decontamination of the land in order to bring forward development;
- Preparation of a business relocation strategy to provide impetus for land assembly;
- Improvement of pedestrian linkages to Wood Green and Haringey Heartlands; and
- Provision of green infrastructure projects to address a range of environmental issues.

The first key site has already gained outline planning consent for a residential-led mixed use development which will create a central square for the new suburb.



A significant part of Haringey Heartlands is the Eastern Utility Lands. This is characterised by the presence of disused gas collectors. On this land, the Council will seek the following:

- A mix of uses including substantial new housing, restaurant/cafe/ drinking establishment uses and community/leisure uses;
- A mix of office use, retail/financial and professional services;
- An excellent public realm with a network of safe and attractive places both public and private;
- An energy centre and utility compounds;
- Car parking spaces, cycle parking;
- Access and other associated infrastructure works; and
- To maintain and enhance the operational railway and safeguard for any necessary railway improvement works.

The Haringey Heartlands Development Framework was produced in 2005, and seeks to guide the redevelopment of this area. It is anticipated that an updated Wood Green town centre masterplan may come forward to complement or replace this document.

The sites identified for potential allocation in this document are :

HH1 Parma House

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

HH2 Chocolate Factory

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

HH3 Clarendon Square

Redevelopment of a highly accessible brownfield site, to create a residential-led mixed-use urban quarter associated commercial and community uses set around a new public square which will be a focal point of activity.

HH4 Clarendon Square Gateway

Potential residential & commercial redevelopment to improve the link between Wood Green Town Centre and emerging Haringey Heartlands via Brook Rd or Caxton Rd, to establish a pedestrian and cycling link to Clarendon Square and onwards to Hornsey. High quality residential-led redevelopment along the new link route.

HH5 Clarendon Rd South

Long-term regeneration of land parcels in this area to create residential-led mixed use development .

HH6 Land NW of Clarendon Square

Infill mixed use development to complement the Clarendon Square site.

HH7 Land adjacent to Coronation Sidings

High density residential-led mixed use development.

HH1:Parma House

Address	Parma House, Clarendon Rd, Haringey Heartlands				
Size (Ha)	1.17				
PTAL Rating	5				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Cultural Quarter (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



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What is the site and surrounding area like?

The site includes commercial buildings occupied by firms engaged in creative industries, along with large areas of surface car parking. The main existing building is an inter-war former factory that fronts Coburg Road and extends deep into the site towards its western edge at Clarendon Road North. Together with the Chocolate Factory which adjoins the site to the west (HH2), this site forms the core of the Wood Green Cultural Quarter.

Most of the site abuts the back gardens of two-storey terraced housing along Mayes Road to the north east; with just a short frontage on to Mayes Road. The opposite side of Coburg Road has a continuous frontage of 2 to 3 storey residential buildings. Coburg Road continues north into the significant local parks of Wood Green Common, where it connects to Station Road, linking Wood Green and Alexandra Palace stations (10 minute walk); south Coburg Road meets Hornsey park Road at the entrance to The Mall, Wood Green's main shopping centre (5 minute walk).

The site has a continuous street frontage to the southeast along Coburg Road. Across Coburg Road is a mixture of housing and industrial uses, of mostly 2 storeys with front and side gardens/yards. To the south-west is Mountview Academy of Theatre Arts and Area 51 (a specialist education provider). South of Coburg Road, the small industrial estates form parts of HH3 and HH4. Coburg Road forms a primary east-west pedestrian and cycle route linking Alexandra park and Muswell Hill to the west with Wood Green, Noel Park and Tottenham to the east.

The area is generally characterised by small-scale industrial uses, with a mix of terraced housing. Most commercial premises are in active use.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

- Offices: 41,100m² (including existing)
- Maintain and enhance existing cultural quarter

Design Principles

The main former industrial buildings in the centre of the site, extending to its western and southern edge, form a good basis for establishing parameters, and their retention would be preferred. The active frontage they present to Coburg Road should be continued. The existing former Basset's building beside the site's Mayes Road frontage should also define development possibilities. Otherwise heights will have to step down and overlooking and overshadowing distances be respected close to the existing houses on both Mayes and Coburg Roads. Therefore development could rise from 3-4 storeys to the east to 7-8 in the centre, west and south, related to the Chocolate Factory, Clarendon Square and Clarendon Gateway developments (HH2,3 & 4).

The site is large enough to include a network of public routes: this could include an east-west route and the opportunity to include part of Guillemot House site to allow Clarendon Rd to be extended to Mayes Rd; some or all of which could be pedestrian/cycle only.

Access to the site is currently from Clarendon Rd North and Coburg Road. Car free development should be supported. The adopted Heartlands Development Framework proposes widening Coburg Rd (southern side of site) to achieve a boulevard effect.

There are no particular restrictions on design and materials, but site wide coordination in a design code and/or masterplan, along with coordination with the Chocolate Factory, Clarendon Square and Clarendon Gateway (HH2,3&4) would be encouraged.

Implementation considerations

- Health & Safety zone designation
- Constraints – protecting viability of creative industries: currently a low cost location. Unless rents for creative industries remain low cultural quarter risks becoming economically unviable.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site has a potential future priority Quietway cycle route passing through it.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH2: Chocolate Factory

Address	Chocolate Factory, Haringey Heartlands, Wood Green, N22				
Size (Ha)	1.48				
PTAL Rating	4				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	Call for Sites 2013				

Draft Site Allocation

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



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What is the site and surrounding area like?

The site occupied by the Chocolate Factory creative industries complex, which is part of the cultural quarter; consists of various buildings in the north of the site. The Mountview Academy of Theatre Arts is housed in an industrial building to the centre; three small industrial units are used as an annex to Mountview Academy; Area 51, a specialist education provider for teenagers and young adults is housed in an industrial building; with other community and commercial uses occupying industrial premises. The site also includes land north of Clarendon Road. About 40% of the site is used for surface car parking.

North of site are a school and factory units to the rear of the Job Centre. To the east is Parma House (HH1), in part adjoining and in part over Clarendon Road North. The southern boundary is Coburg Road; south of this are small scale industrial units and beyond the disused gasholders which form part of the Clarendon Square redevelopment site (HH3), and small factory units at corner of Coburg and Western Roads that form HH6. Western Road forms the western boundary of the site; to the west is a Council depot and vacant railway land (HH 5).

Coburg Road forms a primary east-west pedestrian and cycle route linking Alexandra park and Muswell Hill to the west with Wood Green, Noel Park and Tottenham to the east. Western Road forms part of the improved north-south vehicular access route created recently to open up the development potential of this and all the other Haringey Heartlands sites. The surrounding area intensively developed, generally 2 to 3 storeys – most premises appear occupied.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

- Commercial: 52,000m² (including existing)
- Maintain Cultural Quarter uses

Design Principles

High density development is anticipated in Haringey Heartlands due to it's allocation as a Growth Area. Heights of 8 storeys may therefore be permissible on this site. The main former Chocolate Factory buildings in the centre-north of the site form a good basis for establishing parameters, and their retention would be preferred.

The site is large enough to include a network of public routes: this would probably include an east-west route; some or all of which could be pedestrian/cycle only. Coburg Road forms an important east-west pedestrian/cycle route running from Wood Green and Tottenham to Hornsey and Muswell Hill. It also forms the crucial connection back to the centre of Wood Green Metropolitan Centre. As this forms the southern edge of the site, active frontages should be included here.

The approved scheme for Haringey Heartlands (HH3 - outline planning permission) creates a new square directly opposite the site over Coburg Road; with retail & live-work use on the ground floor of blocks facing the square. It also extends the line of Clarendon Road South, up to and through this square, to align with the line of Clarendon Road North on the eastern side of this site, fulfilling a key requirement of the Heartlands Masterplan. The south east corner of this site therefore sits on a key node for the wider Heartlands area.

There are no particular restrictions on design and materials, but site wide coordination in a design code and/or masterplan, along with coordination with Parma House, Clarendon Square and Clarendon Gateway (HH1, 3 & 4) would be encouraged.

Implementation considerations

- This site has a potential future priority Quietway cycle route passing nearby.
- Health & Safety zone designation will exist until the gas collectors are decommissioned.
- The viability of the creative industries should be secured to ensure the Cultural Quarter continues to thrive. This will require strong planning policy restricting change of use from "cultural" to other (principally residential) uses.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH3: Clarendon Square

Address	Clarendon Square, Hornsey Park Road, Mayes Road, Clarendon Road, Haringey Heartlands, N8				
Size (Ha)	4.55				
PTAL Rating	3				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	Existing Outline Permission				

Draft Site Allocation

Redevelopment of a highly accessible brownfield site, to create a residential-led mixed-use urban quarter associated commercial and community uses set around a new public square which will be a focal point of activity.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Extant Planning Permission: Reference HG/Y/2009/0503
- Site Specific Proposal 4 (Unitary Development Plan 2006) :
- Haringey Heartlands
- Blue Ribbon Network



What is the site and surrounding area like?

The Site contains derelict land in the south, together with two large operational gas holders, surrounded by a car park and a single storey office in the centre. The northern part of the site also includes the Olympia Trading Estate, a 5,830m² industrial building. The Spine Road (Mary Neuner Way) is newly built connecting Clarendon Road South to the south with Western Road in the north west. East of the gasholders the site reaches Hornsey Park Road, and is here lined with a row of mature trees.

Hornsey Park Road to the east has two storey terraced houses with garages that back on to the site. Clarendon Road South is lined by 2 storey industrial buildings; this forms Site HH5. West of most of the site is formed by a steep embankment up to operational railway land; mostly the newly constructed Coronation Sidings Thameslink rail depot, with the East Coast Main Line behind. The embankment is mostly densely wooded (apart from a couple of short brick piers) and forms a designated Ecological Corridor; the rail corridor here is subject to an Article 4 Direction requiring development for operational rail use to obtain planning permission.

Coburg Road, which forms the northern boundary of the Site, contains a large number of industrial units; apart from this site they form others described elsewhere ; HH1, 2, 4 & 5. Coburg Road also forms part of a key east-west pedestrian & cycle link from Alexandra Park & Muswell Hill to the west to Wood Green Metropolitan Centre and ultimately Tottenham to the east. This is the Cultural Quarter, as set out in the adopted Framework.

Wood Green Common is located to the north of the cultural quarter and Alexandra Palace, which provides a range of leisure and informal recreational facilities, lies to the north west and is approximately a 10 minute walk away. Wood Green High Road, 5 mins to the east, is a Metropolitan Centre.

Potential Development Capacity

- Residential: 84,500-87,000m²
- Town Centre Uses: 1,020-2,000m²
- Community uses: 325-500m²
- Publically accessible open space: Up to 32,700m²

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

Outline planning consent was granted in 2010 for a high density residential lead mixed use redevelopment of this site (HGY/2009/0500). Buildings will be of between 3 storeys (on Hornsey Park Road), 5/6 storeys backing on to the existing gardens and 8 to 11 storeys along the western edge and around a new Clarendon Square at the northern end of the site; this will have retail and live work units on the ground floor; otherwise it will be all residential.

Parking should mostly be in car parks beneath podiums to each block. Mary Neuner Way will become a broad tree lined avenue with bus stops. It extends the line of Clarendon Road South north into the traffic free square and across Coburg Road to the line of Clarendon Road North. The square becomes a node connecting this north south route with the east west route of Coburg Road west to the tunnel, drawn into the site and east via Brook Road, which aligns with development opportunities to create a gateway approach to the heart of Wood Green High Road as HH4 and WG4. There will be limited access from Hornsey Park Road associated with the mews houses.

Blocks are designed to have a tight urban grain with regularly spaced cores, and both green and brown roofs, but details and materials are to be determined. Private gardens for ground and first floor maisonettes, with private communal gardens for each block, will be located behind the buildings, with a public realm of the streets, a new square, a pocket park, and nature reserve on the line of the culverted Moselle (which is in a deep culvert).

Implementation considerations

- A s106 agreement has been reached as part of the outline planning permission.
- Decontamination of the Site and specifically the decommissioning of the two operational gas holders have a significant impact upon the viability of the scheme. This is currently subject to ongoing Sustainability Appraisal to be completed shortly.
- Planning permission includes the inclusion of a decentralised energy hub to provide heating and power to this development and connect to neighbours in a DE network.
- This site should contribute to the Council 's 50% Affordable Housing target
- This site has a potential future Quietway cycle route passing through it.
- Potentially contaminated land and noise pollution constraint

HH4: Clarendon Square Gateway

Address	Caxton Rd, Wood Green				
Size (Ha)	0.95				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Potential residential & commercial redevelopment to improve the link between Wood Green Town Centre and emerging Haringey Heartlands via Brook Rd or Caxton Rd. to establish a pedestrian and cycling link to Clarendon Square and onwards to Hornsey. High quality residential-led redevelopment along the new link route.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area/ Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



What is the site and surrounding area like?

This site consists of the land between Brook Rd, Coburg Rd, Silsoe Rd and Mayes Rd, not including the houses facing Mayes Road and Coburg Road, and the land on the south side of Brook Road between Mayes Road and the gasholders. Whether the land to the rear of the houses on Coburg Road is included is to be confirmed; this includes a single storey former non-conformist chapel and further parking along Brook Road. Between Brook Road and Coburg Road it currently comprises an industrial estates; Bittern Place, south of Brook Road it comprises the existing single storey Iceland store facing Mayes Road and its extensive car park to its rear.

The site forms part of the Haringey Heartlands Cultural Quarter along with Parma House (HH1) immediately north over Coburg Road, The Chocolate Factory (HH2) to the north west and Clarendon Square (HH3) to the west immediately over Silsoe Road and adjoining the Iceland car park. It is intended to form the key gateway to Haringey Heartlands from Wood Green Metropolitan Centre and connect particularly to the land immediately over Mayes Road to the east, beside Caxton Road and including the Wood Green Library (Site WG4), and the Mall (Site WG5).

The Iceland site on Mayes Road is currently underdeveloped compared to its surrounds, and potentially is on a desire line between Wood Green and Haringey Heartlands. Umoja House, a recent 4 storey retail & residential building with parking behind, adjacent to this site, through an archway. It forms the corner of Hornsey Park Road, whose 2 & 3 storey terraced houses have back gardens and backland mews backing on to Iceland car-park.

The Moselle river runs through the site in a culvert.

Potential Development Capacity

- Residential: 22,000m²
- Commercial: 4,000m²
- Retail: 4,000m²

Design Principles

The most important consideration for this site is to create a strong east west pedestrian route, with active frontage and a pedestrian and cycle friendly environment, along Brook Road, so that, along with sites HH3, WG4, and WG5 it can form a link between Heartlands and Wood Green. The intention is that this route fits in with but feels more important than neighbouring roads such as Mayes Road, Coburg Road and Hornsey Park Road. Car free development is supported in this site.

This suggests that whilst existing neighbouring buildings establish a datum and need to be accommodated, there could be a terrace along the south side of Brook Road of 5/6 storeys, whilst north of Brook Road, development could rise from this at the east end to 7/8 storeys at the west, where an enclosed rectangular block and an L-shaped block could be envisaged between Brook and Coburg Roads, allowing an additional north-south route.

However provision of public open space for recreation and children's play will be required, in addition to the usual private amenity space requirements for residential development.

Close coordination with proposals for HH1, HH3 and WG4 on public routes, building lines, heights of eaves, parapets, cornices etc. and materials would be encouraged. Protection of the amenity and privacy of existing residential properties would also be needed.

Implementation considerations

- £2m CIL estimate
- Up to £217,000 S106 contribution
- Decommissioning of the two operational gas holders on site HH3 will be required before this site can proceed.
- Deculverting the Moselle River should be included.
- Improving connections is crucial, and it may be that land swaps between development sites and existing sections of roads could help to optimize the local network.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council 's 50% Affordable Housing target
- Potentially contaminated land

HH5: Clarendon Rd South

Address	Clarendon Rd South, Haringey Heartlands,				
Size (Ha)	1.48				
PTAL Rating	4				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Long-term regeneration of land parcels in this area to create residential-led mixed use development.

- Existing Policy Designations**
- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
 - Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
 - Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



What is the site and surrounding area like?

This area contains a number of smaller sites in employment use, but also includes the West Indian Cultural Centre. The commercial uses on the site appear to be a mix of industrial, office, and warehousing. Clarendon Road South runs through the site north south and links the Haringey Heartlands Growth Area with Manor Park Rd, and Turnpike Lane Rd to the south.

To the north of the site is the Clarendon Square redevelopment site (HH3). The newly built spine road (Mary Neuner Way) extends Clarendon Road South through HH3; the outline approval for Clarendon Square makes this road a broad tree lined avenue with cycle lanes & bus stops, it then extends the building line north, through the pedestrian only Clarendon Square, on to Clarendon Road North in the heart of the Cultural Quarter.

Clarendon Road South continues to the southern edge of this site, where the recent residential block of Westpoint separates it from the busy east west arterial road of Turnpike Lane (the A504) whilst traffic is diverted to the east on to Hornsey Park Road just north of its traffic light controlled crossroads with Turnpike Lane and Wightman Road.

To the west lies the railway embankment, 2 storeys up, containing the newly built Coronation Sidings depot for Thameslink and the East Coast Main Line beyond; the embankment is densely wooded, a designated Ecological Corridor and to the south west of the site spreads out to greater width before the bridge over Turnpike Lane. To the east is Hornsey Park Road, which has a terrace of housing between the road and the site.

Potential Development Capacity

- Residential: 38,000m²
- Commercial: 29,000m²
- Cultural Centre uses: 4,000m²

Design Principles

This area has benefited from the recent addition of the Clarendon Square "spine road"; Mary Neuner Way. The avenue treatment proposed in the outline approval for Clarendon Square should be extended into this site. Precisely how the southern end should terminate should be considered, and whether any pedestrian or vehicular access to the west of Westpoint is possible.

Westpoint, the existing 7storey residential building to the south of the site, along with the outline approval for 8-9 storeys on the west side of Clarendon Square (HH3) to the north, establishes that high density development of a similar height should be encouraged, particularly towards the railway line. However this will have to be significantly reduced towards the residential back gardens of the houses on Hornsey Park Road in the north east quarter of the site.

Some provision for Public Open Space and Children's Playspace will be required, along with the usual private amenity space for ground and first floor maisonettes, balconies and communal private amenity space for upper floor flats.

Close coordination with proposals for HH3 and WG4 on building lines, heights of eaves, parapets, cornices etc. and materials would be recommended.

Implementation considerations

- £3.5m CIL estimate
- Fragmented land ownership mean that this area may well come forward at different rates, and so a co-ordinated approach to this development will be needed to be provided through planning policy.
- Up to £384,000 S106 contribution.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council's 50% Affordable Housing target
- This site has a potential future priority Quietway cycle route passing nearby.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH6: NW of Clarendon Square

Address	NW of Clarendon Square , Haringey Heartlands,,				
Size (Ha)	0.3				
PTAL Rating	2				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Mixed use development to complement the Clarendon Square site.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



What is the site and surrounding area like?

This site is bounded by Western Road to the west, Coburg Road to the north, and the Clarendon Square site (HH3) to the east and south. The site contains a group of buildings in a mix of active industrial, religious and warehousing uses.

Across Coburg Road to the north and north-east is the Chocolate Factory site (HH2), currently in use as low density industrial buildings but expected to be redeveloped shortly.

Across Western Road to the west is the railway embankment about 2 storeys above the ground, which contains directly to the west and south west the newly built Coronation Sidings rail depot. The embankment is densely wooded and designated an Ecological Corridor, whilst the whole of the railway lands are subject to an Article 4 Direction.

Immediately north west of the site, the line of Coburg Road continues west as a footpath and cycle way that at first digs in to the embankment as a deep cutting, then tunnels under the main lines; known as the Penstock Footpath it connects Heartlands to Hornsey High Street, Alexandra Park and other districts to the west.

North of the Penstock Footpath, there is an area of unused embankment identified as a potential development opportunity site HH7.

Wood Green Common is located to the north of the cultural quarter and Alexandra Palace, which provides a range of leisure and informal recreational facilities, lies to the north west and is approximately a 10 minute walk away. Wood Green High Road, 5 mins to the east, is a Metropolitan Centre.

Potential Development Capacity

- Residential: 20,000m²

Design Principles

There are few local constraints on heights on this site. The configuration of the site should be optimized to complement development the permitted (in outline) scheme for Clarendon Square(HH3). Particularly, good access to the improved public realm in Clarendon Square should be encouraged.

Immediately to the east of this site, the approved Clarendon Square development proposes a terrace of between 8 and 10 storeys addressing “Clarendon Square”, the public open space at its centre, with private, and private communal amenity space to its rear, immediately adjacent to this site. The Clarendon Square proposals include a gap in the upper floors of the block parallel to this site to permit views of Alexandra Palace from Clarendon Square; development to this site should also provide this the same. At its southern end, the Clarendon Square block has a lower 2 storey wing containing community uses extending back to Western Road, south of this site.

Coburg Road and the Penstock Footpath are an east-west pedestrian/cycle route running from Wood Green to Hornsey. Developments to this site should include an active frontage to Coburg Road which could contain retail uses.

Close coordination with proposals for HH2 and 3 on building lines, heights of eaves, parapets, cornices etc. and materials would be recommended.

Implementation considerations

- £1.7m CIL estimate
- Up to £182,000 S106 contribution
- Health & Safety zone designation (gas collectors)
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council’s 50% Affordable Housing target
- This site has a potential future priority Quietway cycle route passing nearby.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH7: Land adjacent to Coronation Sidings

Address	Land Adjacent to Coronation Sidings, Haringey Heartlands, N22				
Size (Ha)	0.71				
PTAL Rating	2				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation
High density residential-led mixed use development.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (U nitary Development Plan 2006) : Haringey Heartlands
- Ecological Corridor
- Article 4: Coronation Sidings



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What is the site and surrounding area like?

This site is currently a railway embankment to the Great Northern railway line. The site is bounded to the south by the Penstock Footpath pedestrian/cycling route, a continuation of Coburg Road that tunnels under the railway and connects Wood Green and points east to Hornsey High Street, Alexandra Park and districts to the west. To the west the site is bounded by Western Road, with the Chocolate Factory site (HH2) opposite.

To the north-east of this site is the Western Depot, which is a Council recycling facility. If this use can be reprovided, this site could be added to the rest of the site. Beyond that is the Quicksilver site, identified in the Housing Trajectory. To the north-west are the games courts of Heartlands High School, a new secondary school; these are at the same level as the site.

Immediately to the west of the site are the busy tracks of the East Coast Main Line railway, with open parkland and nature reserves of Hornsey Water Works and Alexandra Park beyond.

The main bulk of the site comprises level former sidings, overgrown scrub land at present, some 20 m above the surrounding ground, at the same level as the railway. The site includes the embankments to the north-east, east and south, which are densely overgrown, have a considerable gradient which will constrain development on the site and are designated a Ecological Corridor. At the bottom of the southern embankment, alongside the Penstock Footpath, is a small plot currently used as a yard for lorry parking. At the bottom of the eastern embankment the wide footpath bends side Western Road contains several mature trees. Western Road bends slightly to afford a view from here of the local park of Wood Green Common.

Potential Development Capacity

- Residential: 39,000m²

Design Principles

Logically the main development on this site would be on the level rectangle of former railway embankment. There are few local constraints on heights on this site. However the prevailing datum of other Heartlands sites, of 8/9/occasionally 10 storeys, would represent 5/6 here due to the embankment. However, the steep embankment on to the railway will provide an interesting design challenge.

In addition, a small development would be possible on the current yard beside the Penstock Footpath and at its corner with Western Road; this should contain an active frontage of probably local retail and/or restaurants/cafes that could open out on to the pedestrian/cycle space, which widens out here up to the tunnel portal and could be turned into an attractive paved public space.

Development on the embankment would be somewhat separated from neighbouring buildings; its only close neighbour would be the Heartlands High School. However it would be visible from a distance from the west across the tracks, especially from Alexandra Palace.

Implementation considerations

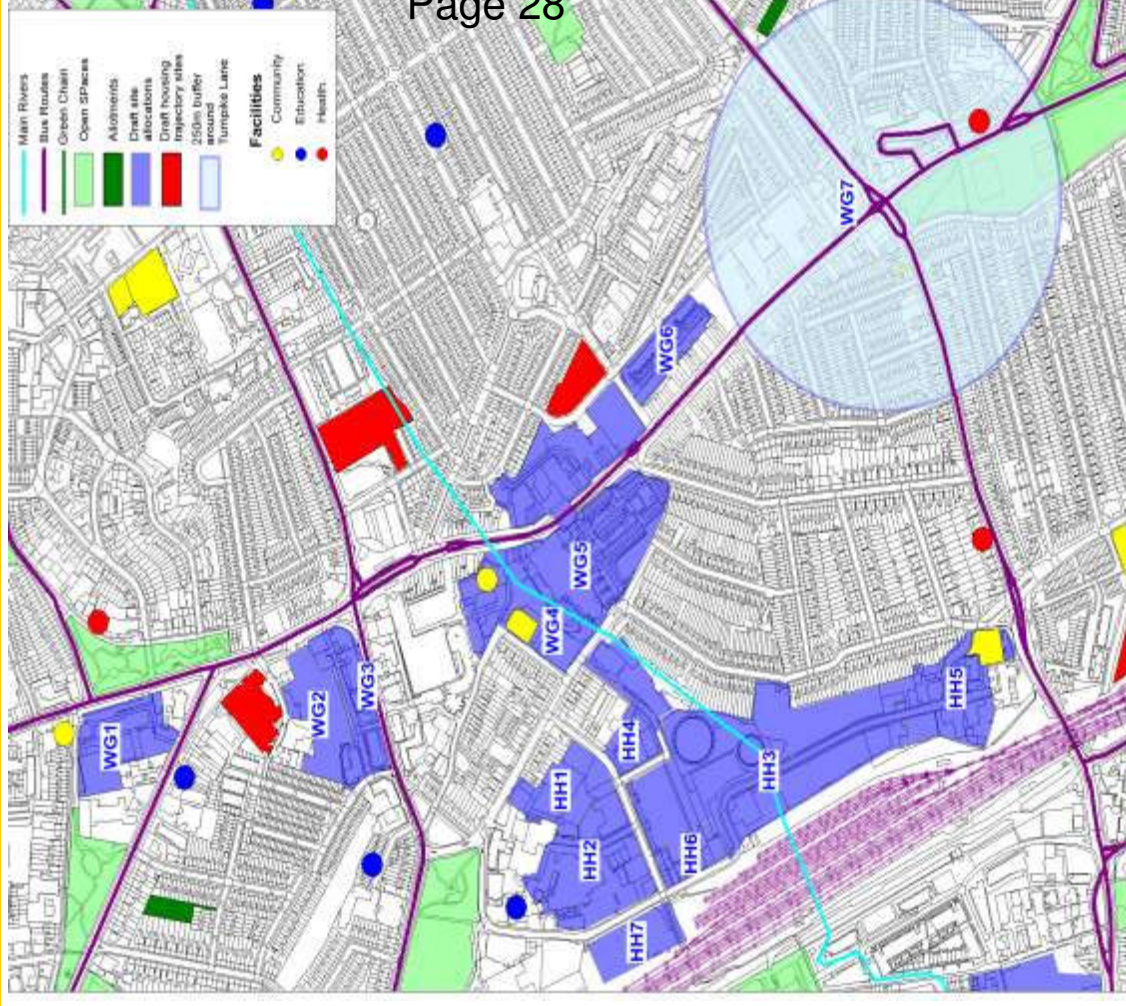
- £3.5m CIL estimate
- Up to £383,000 S106 contribution
- The is a significant gradient on the site
- Significant consideration will need to be given to the presence of the rail line on the site's western boundary. This is designated as an Ecological Corridor, so provision of habitats will need to form a part of the scheme.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council's 50% Affordable Housing target
- This site has a potential future Quietway cycle route passing nearby.

Wood Green Area of Change

Wood Green is a busy Metropolitan Town Centre and is the largest shopping centre in the borough. The area is well served by public transport with Wood Green and Turnpike Lane tube stations and many buses to central and north London.

The London Plan designates Haringey Heartlands/Wood Green as an Area of Intensification which has the potential to deliver approximately 1,500 new jobs and 1,700 new homes as part of a mixed use redevelopment. As this area develops, there will also be an opportunity to expand the Wood Green Cultural Quarter, to increase capacity, variety and pedestrian linkages at Wood Green, Haringey Heartlands and the Cultural Quarter and to promote Wood Green Metropolitan Town Centre as a successful shopping and leisure destination for North London.

The town centre is predominantly linear stretching along the High Road from the junction with Turnpike Lane in the south to the junction with Bounds Green Road in the north. It includes The Mall, which straddles the High Road and provides a focus for the major multiple retailers located in the centre.



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Wood Green is allocated as an Area of Change in the Haringey Local Plan. It's aims are to:

- To improve linkages with Haringey Heartlands to the west of the town centre and enhance accessibility into and around the town centre for all members of the community;
- To encourage the retention and enhancement of the distinctive character areas within the town centre;
- To promote a sustainable future for Wood Green Metropolitan Town Centre;
- To improve the public realm throughout the town centre and to create a more pleasant pedestrian environment;
- To reduce congestion in the town centre by promoting car free development and the use of sustainable means of transportation;
- To conserve and restore high quality buildings within the town centre, and encourage appropriate development which respects the local environment and is of the highest standard of sustainable design;
- To develop the range and quality of the retail offered within the town centre;
- To improve the quantity, value and usage of town centre open spaces;
- To increase safety within the town centre, improving the confidence of visitors and users, and facilitating the development of a more positive overall perception of Wood Green as a destination;
- To encourage the development and management of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities; and
- To increase the range and quantity of employment opportunities within the town centre.

The sites included in this document are:

WG1: LB Haringey Civic Centre

Subject to relocation of the existing functions, redevelopment for residential-led mixed use and/or community facilities.

WG2: Arriva Bus Garage

Long term opportunity to intensify this site. This would require reprovision of the existing bus function, either on site or off site. An enhanced active frontage should be provided.

WG3: Station Rd Area

Making better use of this key site by delivering mixed use residential development. This site has the potential to move the retail core of the Town Centre closer to Wood Green underground station.

WG4: Wood Green Library et al

Creation of a new urban square, with an improved pedestrian link to Haringey Heartlands. Redevelopment of the site to include residential-led mixed uses, with a significant town centre offer including prime retail, with active frontages on all the new square frontages. Food and drinks uses should be particularly encouraged. The existing community use will be reprovided within the centre.

WG5: The Mall

Improvements to the public realm around this site to improve the feel of Wood Green as a centre. Potential for long-term removal of the pedestrian bridge. Where enhancement of the overall town centre offer is possible it will be supported.

WG6: Bury Rd Car park

Long-term opportunity to sensitively redevelop the car park element of this site into residential use.

WG7: Turnpike Lane Station

Identification of an area into which a future Crossrail 2 station may go. This could long-term uplift in the area, and may require sites to be safeguarded for development of station facilities.

WG1: Civic Centre

Address	LBH Civic Centre, High Rd, Wood Green, N22 8HF				
Size (Ha)	1.18				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	UDP 2006 Site Specific Proposal				

Draft Site Allocation

Subject to relocation of the existing functions, redevelopment for residential-led mixed use and/or community facilities.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 30 (Unitary Development Plan 2006) - Mixed use dev^t
- Conservation Area



What is the site and surrounding area like?

The main building and function on the site is the Council's current Civic Centre, and it is in active use. It is used for a number of civic functions including Council meetings and some office functions. The footprint of the buildings is relatively small compared to the site as a whole. There is a large car park to the rear, further parking in front and extensive landscaping, some of good quality. A section of the site is currently in active use as traveller site. The main building is the equivalent of 4 storeys in height, with a 2 storey wing to the rear.

The whole site is within the Trinity Gardens Conservation Area. There are a number of statutory and local heritage assets (buildings and parks) surrounding the site.

The site is located on Wood Green High Rd, north of the town centre. St. Michael's Church lies to the south, and the old Wood Green Police Station lies to the north across Trinity Rd, which forms the northern boundary of the site. This site includes no. 247 High Road, a Victorian commercial building facing the High Road between the church and Civic Centre; formerly council offices it is now in private ownership and subject to ongoing negotiations.

Directly opposite the site is Crescent Gardens, an attractive landscaped park, with the Kings Arms former pub & music hall diagonally opposite on the corner of White Hart Lane.

To the rear of the Civic Centre, in the south west corner of the site, in addition to landscaping associated with the Civic Centre, is an Irish Travellers site which meets a key accommodation need for Travellers in the borough, and will be retained should the Civic Centre be redeveloped. Adjoining the site to the west is Nightingale Primary School beyond which is the local park of Trinity Gardens.

Potential Development Capacity

- Residential: 16,000m²
- Community facilities as necessary

Design Principles

As the site is in a Conservation Area existing buildings and the character and appearance of the Conservation Area will need to be respected. Should the Civic Centre be demolished, justification would be required. Retention and extension of parts or all of the existing building could be possible in a redevelopment.

The residential terraces opposite, along Trinity Road, should be respected, and building heights reduced at this interface to 2 to 3 storeys. Otherwise 4 storeys generally, with occasional points at 5 storeys, would be appropriate for the Conservation Area setting. The character of the listed St. Michael's Church should also be considered in any future development.

A fine grain residential development of terraced townhouses or maisonettes with flats above and regularly spaced cores would fit into the local context. There is good quality public open space directly across the road and a short distance to the west, but private amenity space should be considered in the form of balconies and private gardens.

Car free development is supported in this site.

Brick, stone and stucco walls, timber windows and slate or clay tiled pitched roofs would be complementary to the Conservation Area. Modern materials and a more contemporary architecture could also be acceptable, but only with the highest standard of design.

Implementation considerations

- £1.5m CIL estimate
- The existing use will need to be relocated before development can begin. Up to £159,000 S106 contribution
- This site could potentially act as a hub for a future decentralised energy network in Wood Green.
- This site should contribute to the Council's 50% Affordable Housing target.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

WG2: Arriva Bus Garage

Address	Arriva Bus Garage, Wood Green High Rd				
Size (Ha)	0.84				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Long term opportunity to intensify this site. Development would require reversion of the existing bus function, either on site or off site. An enhanced active frontage should be provided on the High Rd. The future use of River Park Rd should be considered in conjunction with Site WG3.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)



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What is the site and surrounding area like?

This site is in active use as a bus garage and ancillary accommodation, generally equivalent to 2 to 3 storeys in height. The site is owned and operated by Arriva, and by serving as a route end for many bus services contributes to Wood Green's role as a Metropolitan Town Centre.

To the south of the site is a car park along River Park Rd, which doesn't have public access to Wood Green High Rd. On the opposite side of this road are offices and an empty site, which form the majority of site WG3.

To the west along River Park Road is 40 Cumberland Road, another office block which forms part of WG3. This site then adjoins the back gardens of 2 storey terraced houses on Ringslade Road.

Watson's Road forms the northern boundary of the site. To the north opposite is Green Ridings house, which is a telephone exchange and 5-storey office block. On the corner of Watsons Road and the High Road is Ashley House containing offices and a pub on the High Rd frontage.

Opposite the site's short High Road frontage is a stretch of Wood Green's secondary retail frontage, with residential above to 3 storeys; however one building, the London Underground sub station, stands considerably higher; equivalent to 6-8 storeys in height.

Potential Development Capacity

- Residential: 36,000m²
- Retail: 6,000m²
- Transport Infrastructure (replacement bus garage): 13,000m²

Design Principles

A key consideration on this site, and WG3 will be the use of River Park Road, and the car park between the sites. This could be retained, used as a mews to the two sites, or built upon, with access from Cumberland / Watsons Roads from the rear.

Significant density may be possible here, with the current neighbouring sites being up to 10 storeys in height. This will be subject to the considerations of the Urban Characterisation Study. Normally development would be required to drop down considerably at the back of the existing housing to the west, but the existing 2 to 3 storey buildings on the site establish a higher existing datum. However no greater perceptible loss of daylight, sunlight or privacy should be experienced by these houses.

There is no open space on the site at present, but Wood Green Common, Trinity Gardens and Crescent Gardens are all close by. The provision of private amenity space will be a key design consideration in the new development.

This site should provide an active frontage to Wood Green High Rd, and may offer an opportunity to contribute to drawing the retail centre of Wood Green north from Wood Green Station.

Car free development is supported in this site.

There are few current design or building materials constraints, but it would be desirable for it to coordinate with and compliment neighbouring developments on WG3.

Implementation considerations

- £3.3m CIL estimate
- Up to £360,000 S106 contribution
- This site is in an identified area of noise pollution, and the design should seek to manage the effects of this on users of the site.
- This site could potentially act as a hub for a future decentralised energy network in Wood Green.
- This site should contribute to the Council's 50% Affordable Housing target

WG3: Station Rd/ River Park Rd

Address	LBH Council Offices at River Park House, Alexandra House, 20-22 Station Rd, High Road, Wood Green, N22				
Size (Ha)	1.20				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Making better use of this key site by delivering mixed use residential-led development. This site has the potential to help move the retail core of the Town Centre closer to Wood Green underground station.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Area of Archaeological Importance

What is the site and surrounding area like?

This site contains the properties of River Park House, Alexandra House, the car park site & taxicab office, 38-46 Station Road, 5 River Park Road, 48 Station Rd, Greenside House (50 Station Road—TBC), 40 Cumberland Road and 13-27 Station Rd. These sites are all in Council ownership, and will be reviewed to identify what capacity is required to provide Council administrative functions.

Most of the properties front Station Road, and most have rear access to River Park Road. They are all currently in active office use. On the corner of Wood Green High Road, River Park House is entered from the High Road, where there is also a gated archway through to River Park Road, although pedestrians can pass through.

River Park House is in the defined Wood Green Metropolitan Centre, and is allocated as a shopping frontage, but currently represents a gap in the active frontage.

Station Road is the key route between Wood Green and Alexandra Palace station. It is a relatively busy road route. All except 38-46 Station Road and the car park step back to create a wider pavement; possibly evidence of intentions to widen Station Road, as all also contain a raised 2nd floor walkway (not open to the public).

Cumberland Road at the western end of the site leads into a very different area of 2 storey terraced houses.

Potential Development Capacity

- Residential: 26,000m²
- Town centre uses: 9,000m²
- Cultural Centre uses may be located on this site
- Community uses may be located on this site
- Hotel use may be located on this site

Design Principles

A key consideration on this site, and WG3 will be the use of River Park Road, and the car park between the sites. This could be retained and used as a mews to the two sites, or built upon, with access from Cumberland/Ringslade Roads from the rear.

Significant density may be possible here, with the current and neighbouring sites being up to 10 storeys in height. This will be subject to the considerations of the Urban Characterisation Study. Car free development is supported in this site.

There is no open space on the site at present, but Wood Green Common, Trinity Gardens and Crescent Gardens are all close by. The provision of a small additional pocket park of children's playground and the usual private amenity space will be a key design consideration in the new development. Residential development would also have to take care not to create north facing single aspect flats

This site should provide an active frontage to Wood Green High Rd, and may offer an opportunity to contribute to drawing the retail centre of Wood Green north towards beyond Wood Green Station or westwards along Station Road. Otherwise, active frontage to Station Road could be from commercial use; ground floor residential would not be considered appropriate until the junction of Cumberland Road.

There are few current design or building materials constraints, but it would be desirable for it to coordinate with and compliment neighbouring developments on WG2.

Implementation considerations

- £2.3m CIL estimate
- Up to £255,000 S106 contribution
- This site is in an identified area of noise pollution, and the design should seek to manage the effects of this on users of the site.
- This site could potentially act as a hub for a future decentralised energy network in Wood Green.
- This site should contribute to the Council's 50% Affordable Housing target
- This site currently suffers from noise pollution

WG4: Wood Green Library

Address	Wood Green Library and surrounding buildings, High Road, Wood Green, N22				
Size (Ha)	1.33				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source					

Draft Site Allocation

Creation of a new urban square, with an improved pedestrian link to Haringey Heartlands. Redevelopment of the site to include residential-led mixed uses, with a significant town centre offer including prime retail, with active frontages on all the new square frontages. Food and drinks uses should be particularly encouraged. The existing community use will be reprovided within the centre.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Secondary Town Centre Frontage (Unitary Development Plan 2006)
- Blue Ribbon Network



What is the site and surrounding area like?

This site currently consists of the very well used Wood Green Library, the retail arcade behind it (including the Post Office and Cooperative Bank), the Turkish Radio building on Wood Green High Road, the Asian Cultural Centre and mosque on Caxton Road and the derelict site at the corner of Caxton Road and Mayes Road. Vehicular ramps to the car park above The Mall and the service yard for units on the northern side of the Mall should be included in the site provided their need is accommodated.

The existing library building is externally in very poor condition, and while considered to be structurally sound, presents a poor face to a busy stretch of the town centre. The small public space in front of the library contains an attractive mature tree but is in need of improvement. The public footpath west from here has an unwelcoming appearance and no active uses facing it. However there is a lot of unused paved dead-end public space south of the Turkish Radio building.

The public footpath comes out at the corner of Parkland Road and Caxton Road. On the east side of Parkland Road are various service yards and car parks for the Post Office, Library and Morrison's supermarket, with 2 storey residential opposite. On the south side of Caxton Road, comprising the site, is an entrance to a delivery yard for The Mall, an Asian Cultural Centre and Mosque, entrance & ramp to the car park over The Mall and a vacant site on the corner of Mayes Road, with 2 to 3 storey residential opposite.

West of Mayes Road is a mixture of 3/4 storey residential and retail and the start of Haringey Heartlands, including site HH4.

The Moselle river runs through the site in a culvert.

Potential Development Capacity

- Residential: 23,000m²
- Retail: 6,000m²
- Community uses: 12,000m²
- Publically accessible open space: 2,000m²

Design Principles

The surrounding area is of a high density. Heights of up to 8 storeys could be reasonable here. However accommodating the many existing uses, particularly servicing requirements and access to the car parks to The Mall will be the most significant constraint and design challenge.

The opportunity to create an urban space in Wood Green exists at this location. This could provide a legible space for people to relax in while visiting the centre. It would also offer an opportunity to provide café and restaurant frontages surrounding the square. Car free development is supported in this site.

This site is crucial in establishing a link between Wood Green and the emerging Haringey Heartlands site of intensification. Better pedestrian and cycling links to Haringey Heartlands will be provided through this site. The public space envisaged should aim to offer a simple, clear and straightforward link from Wood Green to the Heartlands area.

Close coordination with proposals for HH3 on public routes, building lines, heights of eaves, parapets, cornices etc. and materials would be encouraged.

Implementation considerations

- £2.1m CIL estimate
- Up to £229,000 S106 contribution
- This site may need to accommodate some Council functions, both administrative and community service-oriented.
- The library use needs to be retained or relocated within the Town Centre.
- The Mall's car park ramp lies in the path of a potential route between Wood Green and Haringey Heartlands, and could be considered a constraint to this project.
- Deculverting the Moselle River should be included.
- Improving connections is crucial, and it may be that land swaps between development sites and existing sections of roads could help to optimize the local network.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square and connect this to wider DE networks encompassing the town centre.
- This site should contribute to the Council's 50% Affordable Housing target

WG5: The Mall

Address	The Mall, Wood Green High Rd, N22				
Size (Ha)	3.60				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	GLA SHLAA				

Draft Site Allocation

Improvements to the public realm around this site to improve the feel of Wood Green as a centre. Potential for long-term removal of the pedestrian bridge. Where enhancement of the overall town centre offer is possible it will be supported.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Primary and Secondary Town Centre Frontages (Unitary Development Plan 2006)
- Blue Ribbon Network



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What is the site and surrounding area like?

The site is currently known as The Mall (formerly known as Shopping City), and represents the focal point of Wood Green Town Centre. It's urban form dominates the local landscape, and can be imposing when walking through the area. Footfall around this part of the High Road is high, but circulation can be constricted due to a lack of accessible public realm.

The site is in town centre use, offering a number of retail outlets, as well as food and drink, and a cinema. Above the retail uses are car parking, office and residential uses.

The built form can be described as a "mega-structure", housing a number of different uses, in the same structure, united by a concrete frame. Within that, the individual uses are expressed in the architectural form united by use of red brick; retail frontage of extensively glazed shopfronts, service yards, multi-storey car parks and residential elements.

One dominant feature is the bridge, where the 1st floor of the shopping mall bridges across Wood Green High Road; part of the enclosed two-level shopping mall with three entrances off the High Road (one on the east, two on the west side), as well as connection to the indoor Wood Green market, that occupies the ground floor of the north-west corner of the site, with its own entrance off Mayes Road.

The Mall contains four anchor stores; all on the west side of the High Road, two at the northern end, two southern. There are two large open air service yards to their north-west & south-west. There are two car park entrance ramps; one beside the northern service yard off Caxton Road, the other east of the High Road, accessed off Pelham Road. Both the service yards and car park ramps are of ugly appearance and blight their environment.

Potential Development Capacity

No significant development is planned on this site.

Design Principles

Projects to improve the public realm around this site are currently being carried out as part of an overall project to improve Wood Green. The journey along the High Rd from Wood Green Station to Turnpike Lane Station is noticeably constrained around this area, and methods that alleviate this will be supported.

The existing building heights will remain, but opportunities to make the site less dominating to its surrounds will be considered through improving the public realm around this site on Wood Green High Road. This should focus on creating more open space for circulation in order to make the "middle" section of Wood Green High Rd a more pleasant place to visit, and thus secure footfall in the area and ultimately Wood Green's future as a Metropolitan town Centre.

Removal of the existing bridge where the 1st floor of The Mall crosses the High Road could be considered in the longer term. Alternative treatment of this bridge to improve its external appearance and transparency would be encouraged in the short, medium or long term.

The opportunity for this site to contribute to linking Wood Green with Haringey Heathlands should be considered. At present there is a tortuous link through the Mall, but the Council would welcome this being improved and consider this should be complemented with an open-air route through sites WG4 and HH4. Shop unit servicing and access to multi-storey car parks would have to be accommodated or otherwise provided, but the Council is open to suggestions as to how to achieve this.

Other measures to improve the setting of The Mall in the hinterland of residential streets to its north-east and south-west would be encouraged.

Implementation considerations

- The site is in single ownership, and agreement regarding the objectives of improving this site will need to be gained between the owner and the Council.
- If any additional residential units are provided, this should contribute to the Council's 50% Affordable Housing target.
- This site abuts a potential Quietway cycle route

WG6: Bury Rd Car Park

Address	Bury Rd Car Park, Bury Road, Wood Green, N22				
Size (Ha)	0.70				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source					

Draft Site Allocation

Improvements to the public realm around this site to improve the feel of Wood Green as a centre. Potential for this site to be used to accommodate a range of uses to facilitate changes to the Wood Green Centre.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Secondary Town Centre Frontage (Unitary Development Plan 2006)



What is the site and surrounding area like?

This site is located on Bury Road, just north-east of Wood Green High Road and is within the Metropolitan Town Centre.

The site extends to its corner with Lymington Avenue and to a path (open to the public) along the back of buildings that face the High Road. It does not have a High Rd frontage, but does have some retail frontage on Lymington Avenue. Retail units on the High Road (outside of this site) have service access and flats above the shops have their front doors off this path. A short stub street; Dovecote Avenue, connects the High Road with this path

On the Bury Rd frontage the use is a multi-storey car park, with residential use above. Both uses are approximately 3 storeys high, combining for a total of 6 storeys. The urban form is very similar to The Mall (WG5) which is next door. Most of the ground floor of the building contains a covered service yard/loading bay used by smaller retail units and market stalls on the High Road and the start s of streets off it; this is accessed by vehicles off Bury Road and retailers (using hand carts and trolleys) off Dovecote Avenue and the path; this activity leads to a great build up of refuse. A basement snooker club, public toilets and pedestrian access to the car park in this building are accessed from Dovecote Avenue.

The east side of Bury Rd is mix of 2 storey semi detached and terraced houses and maisonettes, a detached part of the original Noel Park Estate. This was built by the Artizans, Labourers and General Dwellings Company (ALGDC) in the late 19th century and originally extended to Wood Green High Road. The shop units either side of Dovecote Avenue also contain ALGDC logos found on buildings throughout the estate and this street formerly ran through to Bury Road across this site. However the Noel Park Conservation Area stops north-east of the line of the former Palace Gates Railway north-east of Bury Road and this site.

Potential Development Capacity

- Principal development concerns improvement to the public realm
- Possible expansion of Wood Green retail uses into the ground floor of this site.

Design Principles

The existing structure is currently 6 storeys in height and this will not change. There is potential for this site to accommodate any changes to improve the functionality of Wood Green. It is considered that it is the car parking element of this building that may be considered for transition, with the residences left as they are at present. The future of the servicing functions is open to suggestion; this may include better security and enclosure as part of the rest of the development.

The frontage on Bury Road could be improved so that it is more sympathetic to the residential properties that face it. Public realm improvements are currently being undertaken by the Council on Lymington Avenue.

Implementation considerations

- No CIL estimate due to the existing floorspace deductions present on the site.
- Converting car parking into residential use may be relatively difficult to achieve.
- This site abuts a potential Quietway cycle route

WG7: Turnpike Lane Station

Address	250m ² radius of Turnpike Lane tube station, Green Lanes, Wood Green, N22 6BX				
Size (Ha)	19.6				
PTAL Rating	6				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	Crossrail 2 Preferred Alignment				

Draft Site Allocation

Identification of an area into which a future Crossrail 2 station may go. This could long-term uplift in the area, and may require sites to be safeguarded for development of station facilities.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013
- Primary and Secondary Town Centre Frontages (Unitary Development Plan 2006)
- Strategic Local Open Land (Unitary Development Plan 2006)
- Local Shopping Centre (Unitary Development Plan 2006)
- Historic Park (Unitary Development Plan 2006)



What is the site and surrounding area like?

Turnpike Lane is currently a Piccadilly Line underground station and bus station with good bus links to complementary east west routes. The tube and bus station buildings were designed by Charles Holden and are Grade II Listed.

The station is at the southern end of the Wood Green Metropolitan Town Centre, where Wood Green High Road transitions into Green Lanes (both are the A105). Turnpike Lane itself (A504) runs west from this crossroads, linking Hornsey with Tottenham, whilst Westbury Avenue (A1080) runs north-east linking Lordship Lane and the A10 Great Cambridge Road. A short distance to the south, West Green Road (A504) runs east to Tottenham at the Seven Sisters junction. It therefore forms a very busy traffic junction and public transport interchange.

There is ground floor retail on the north sides of Turnpike Lane as it moves away from the High Road/Green Lanes and both sides from the end of Duckett's Common; Turnpike Lane is designated a Local Shopping Centre. Retail also occupies the ground floor of Westbury Avenue for a short distance, but as it rises to the bridge over the former Palace Gates Railway (now a cycle route, allotments and newer housing estates) it turns residential. The station itself occupies the south-eastern quarter of the junction, while Duckett's Common is on the south-west corner.

There are a mix of uses in the rest of this zone, with the prevalence of residential generally increasing with distance from the station, and High Road/Green Lanes.

Potential Development Capacity unknown at this time.

Design Principles

It is anticipated that high density transport-oriented development will replace sites required for the construction of any future Crossrail 2 station. This development will not take place until certainty around the final location of the stations exists. Bearing this uncertainty in mind, it is therefore difficult to assess the heights of future development on these sites.

Any future development should make use of the open space at Duckett's Common. Public realm improvements on the High Rd should be provided, including ensuring the underground station and the future Crossrail 2 station, and the shopping areas are well connected, and have a high quality public realm.

Redevelopment of the existing station buildings would not be acceptable.

Implementation considerations

- When specific sites become known, they will be safeguarded from future development.
- These sites may need to be acquired prior to development. This could include compulsory purchase. It is likely this will be supported by legislation supporting Crossrail 2.
- Any sites coming forward should be connected to any future decentralised energy network in Wood Green.

North Tottenham/ Northumberland Park

Northumberland Park, or North Tottenham contains a mix of residential, industrial, and leisure uses. The area ranks as one of the most deprived areas in London against a number of socioeconomic indicators, and it is a key Council aim to improve life chances for the residents of this area.

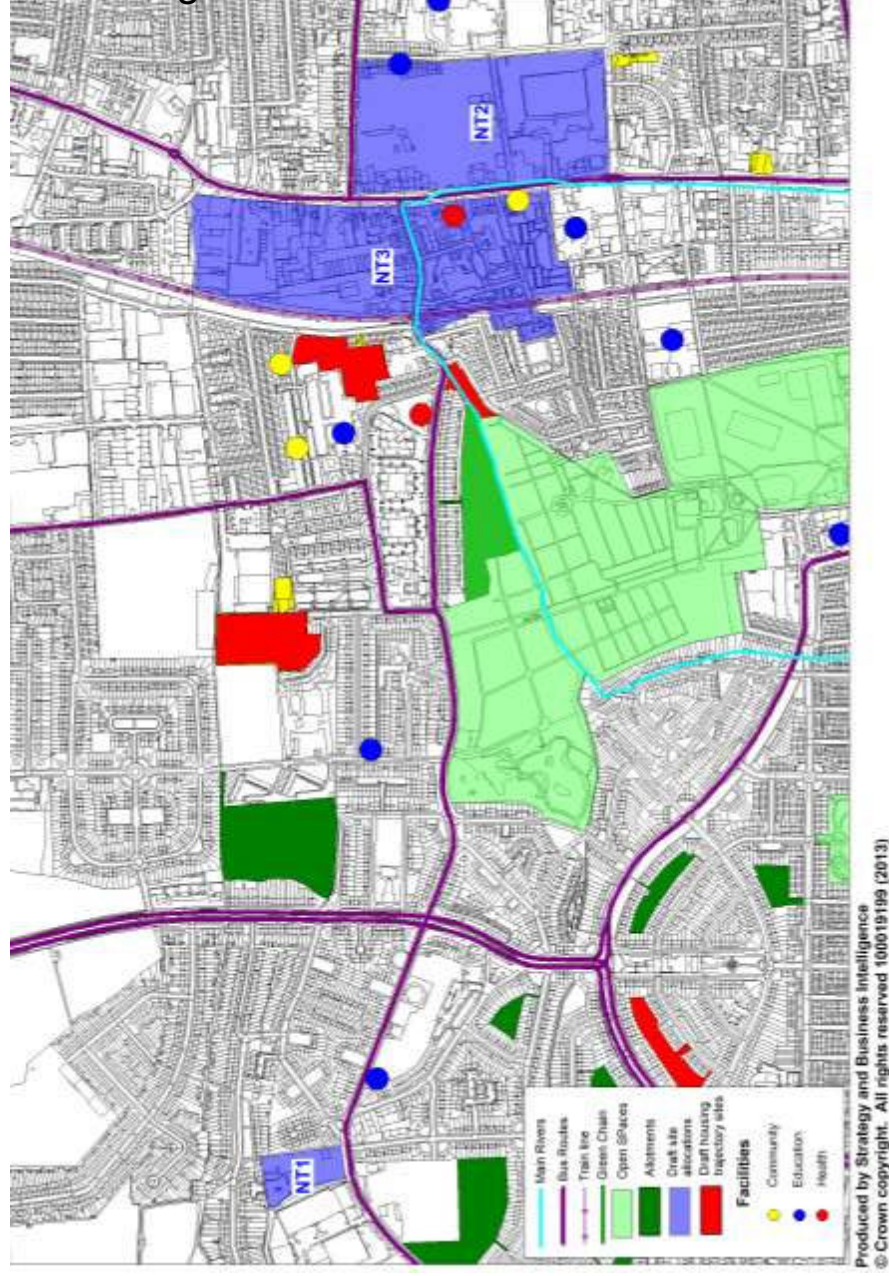
There is a very high proportion of social housing, particularly social rented accommodation in the area. Rebalancing this tenure mix is a key challenge over the coming years in order to establish more balanced communities creating an area in which existing residents have access to high quality housing, and infrastructure facilities, and people aspire to live.

The area contains significant amounts of Strategic Industrial Land which are an important part of London's reservoir of employment land. The Council wants to ensure that high quality employment space is available for business growth and has aspirations to encourage a greater mix of employment generating uses in north Tottenham. As well as encouraging higher value business sectors this could also include investment from the education sectors or knowledge institutions.

The area also contains part of the Lee Valley Regional Park, which is part of London's largest open space. Access to the Lee Valley is currently poor but there are opportunities to improve this, which will benefit local residents and visitors.

There are strong north-south public transport routes present in the area, but generally weak east-west ones. Tottenham High Rd has numerous bus routes, and there are two rail lines passing through the area, with train frequency at Northumberland Park expected to double in the future.

The area will benefit from the proposed major development and expansion of Tottenham Hotspur Football Club. The first phase (which includes a new superstore, University Technical College and office space) is nearing completion. Further proposals include a new stadium, hotel, leisure space and new homes, as well as associated improvements to local transport and the public realm. This redevelopment is also delivering employment and training opportunities to local residents.



Northumberland Park ward is identified as an Area of Change in the Council's Local Plan: Strategic Policies DPD. The Council's aspirations for this area are set out as:

- Provision of a mix of land uses including the redevelopment of the football stadium;
- Provision of appropriate residential use, including new build and renewal;
- Provision of appropriate retail and leisure uses;
- Appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- High quality, sustainable design that respects its surroundings and preserves and enhances the area's historic environment;
- Improving community safety, including reducing opportunities for crime and anti-social behaviour.

Employment Land in North Tottenham

Strong, and rising public transport accessibility in close proximity to Northumberland Park and White Hart Lane rail stations could provide a spur to intensify uses in these areas. Particularly industrial land in high accessibility locations may be suitable for urban renewal. The ongoing requirement for these land parcels to be designated for employment use will be explored through an Employment Land Review.

Sites included in this document are:

NT1: 500 White Hart Lane

Subject to the findings of an Employment Land Review, opportunity to provide more intensive uses and improve connectivity between White Hart Lane and Mayfield Gardens.

NT2: Tottenham Hotspur Football Stadium

Redevelopment of existing football stadium to increase capacity, including ancillary uses such as hotel, and improved public realm across the site. Retail, education and community uses to the north of the site. Residential and community/leisure facilities to the south.

NT3: Area West of High Rd

A residential led mixed use development which creates a new, vibrant, attractive and sustainable neighbourhood. The site should build on the international sports identity established by Tottenham Hotspurs Football Club and draw leisure uses across the High Road to create a new leisure quarter set around a new high quality public space.

NT4: North Tottenham Estate Renewal

Opportunities for upgrading and renewing residential uses on the Love Lane and Northumberland Park are being explored as part of the Council's estate renewal strategy.

NT5: Designated Employment land in North Tottenham

A review of the current employment allocations in this area will be carried out in the context of future regeneration in North Tottenham.

Housing Estate Renewal

A key driver of change in Haringey and in particular Northumberland Park is potentially Haringey's Housing Investment and Estate Renewal programme. Currently, there are a number of potential small, medium and large housing regeneration sites that could potentially be included in subsequent versions of this document should an allocation be required.

The aim of Haringey's housing programme will be to regenerate existing Council housing, build new shared ownership homes and provide new private housing in order to meet housing need and create mixed and balanced communities. In order to do this the programme will have to address a legacy of poor land use, typified by many 1960's housing estates, whilst positively contributing to place shaping by closely integrating the housing sites with the surrounding area.

In addition, as a proportion of Haringey's housing has been based on poor land use principles, the opportunity exists on some council owned sites to increase the quantum and quality of housing provision, improve on poor construction quality, rebalance the overprovision of too many one and two bed properties; and address anti-social behaviour made worse in certain instances by poor estate layout. The overall housing regeneration programme would have positive place shaping implications as the regenerated sites would integrate better with the surrounding environment.

Recent changes to national housing policy and funding opportunities have resulted in a significant shift in the landscape for provision and improvement of social housing, with local authorities receiving more freedom and flexibilities over how they invest in their housing stock.

Given the scale of the challenge in Tottenham, estate renewal opportunities in North Tottenham are considered as their own potential Allocation (NT4: pp 70). Other sites may be included in future Site Allocations documents, once feasibility and masterplanning is underway, and certainty around the principal of development of these sites increases.

Appendix 1: Consultation response Form

Address/ Site Reference					
Size (Ha)					
PTAL Rating					
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	

Comments on the Draft Site Allocation

Existing Policy Designations (if known)

What is the site and surrounding area like?

Comments on the design principles

Comments on the potential development capacity

Comments on the implementation considerations

Appendix 2: Call for Sites Responses

1. Arup on behalf of Low Profile holdings Ltd nominated British Distributing Co., Colina Mews, Green Lanes, N4. This site is included as a potential housing trajectory site.
2. AXIS, the London Borough of Barnet, the North London Waste Authority, and the Pinkham Way Alliance each nominated the Former Frien Barnet Sewage Works. This site is included as MH3.
3. Barton Willmore on behalf of Workspace Management nominated The Chocolate Factory site. This site is included as HH2.
4. The Canal & River Trust nominated Hale Wharf. This site is included as TH7.
5. CGMS on behalf of Parkstock Ltd nominated 10 Stroud Green Rd. This sites is included as S6.
6. CGMS on behalf of Parkstock Ltd nominated 269-271 Seven Sisters Rd. This sites are included as S5.
7. DTZ on behalf of Royal Mail Group submitted Muswell Hill Delivery Office. This site is below the threshold for consideration in this document.
8. DTZ on behalf of Royal Mail Group submitted Wood Green Delivery Office. This site is below the threshold for consideration in this document.
9. DTZ on behalf of Royal Mail Group submitted Lower Edmonton Delivery Office. This site is below the threshold for consideration in this document, and outside of the borough.
10. DTZ on behalf of Royal Mail Group submitted Tottenham Delivery Office. This site is included as part of THR1.
11. The Highgate Neighbourhood Forum nominated 191-201.5 Archway Rd. This site is below the threshold for consideration in this document.
12. The Highgate Neighbourhood Forum and Thames water nominated the Thames Water site between 27A and 29 Aylmer Rd. This site is not included in this document.
13. The Highgate Neighbourhood Forum nominated the London Underground sidings behind 460-510 Archway Rd. This site is included as part of HG1.
14. The Highgate Neighbourhood Forum nominated 40 Muswell Hill Rd. This site is included as part of HG5.
15. The Highgate Neighbourhood Forum nominated 1-44 Summersby Rd. This site is included as part of HG5.
16. The Highgate Neighbourhood Forum nominated the Highgate Bowl. This site is included as HG4.
17. The Highgate Neighbourhood Forum nominated the disused Highgate Station site. This site is included as HG3.
18. The Highgate Neighbourhood Forum nominated the Highgate Magistrates Court, Police Station, and Telfer House site. This site is included as HG2.
19. The Highgate Neighbourhood Forum nominated the Wellington Roundabout site between North Hill, Bakers Lane, and Archway Rd. This site is included as part of HG1.
20. The Highgate Neighbourhood Forum nominated 460 Archway Rd. This site is included as part of HG1.
21. Savills on behalf of Thames Water nominated land adjacent to Hornsey Lane Reservoir, Tile Kiln Lane, Hornsey Lane, N6. This site is included in the Housing Trajectory.
22. Savills on behalf of Thames Water nominated Land at Water Treatment Works, Newland Rd, Hornsey. This site is included as HO2.
23. Savills on behalf of Tottenham Hotspur Football and Athletic Company Ltd nominated the White Hart Lane stadium and surrounding land. This site is included as NT2.
24. Savills on behalf of Tottenham Hotspur Football and Athletic Company Ltd nominated 500 White Hart Lane. This site is included as NT1.

The Lee Valley Regional Park Authority, Natural England, and Our Tottenham submitted responses, but did not nominate any sites.

Appendix 3: Saved UDP Proposals to be replaced

Site No.	Name and Address	Proposal
4	Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.
5	Former Friern Barnet Sewage Works, Pinkham Way, N10	Employment generating uses subject to no adverse effect on the nature conservation value of the site.
6	Former Hornsey Central Hospital, Park Road N8	New build Health and Social Care Centre
8	Greenfield School, Coppetts Road, N10	If the site becomes surplus to education then housing may be acceptable.
9	Hornsey Town Hall, The Broadway, N8	Mixed use – such uses could include A1, A2, A3, B1, C3, D1, D2, a theatre (sui generis) and a farmers' market. For more detail see Section 5 of the adopted Planning Brief.
10	Part of Lymington Avenue N22	Mixed use retail/residential/community use
12	Former Petrol Station site, 308 West Green Road, N15	Mixed use including residential and retail
13	White Hart Lane Stadium, High Road, N17.	Expansion. Including better facilities and mixed use development, including residential & possibly a hotel.
14	St Ann's Hospital, St Ann's Road, N15	Comprehensive mixed use scheme including residential, health facilities and a school if the site becomes surplus to health requirements, mixed use will be considered – mix to include predominantly community
15	Seven Sisters and Westerfield Road, N15	Mixed use commercial, retail and residential (see also SSP23 Wards Corner and Council offices at Apex
16	341 - 379 Seven Sisters Road, N15	Retail/offices/ housing/ community

Site No.	Name and Address	Proposal
17	Arena Business Centre, N15	Employed led mixed use development
18	Tottenham Green Baths/ Clyde Road, Town Hall Approach Road, N15	Mixed use. Arts and Education.
19	Land adjacent to railway line White Hart Lane, N17.	Employment led mixed use development including housing.
20	Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	Comprehensive mixed use development to include better integrated transport interchange, employment, university campus, retail, housing, leisure including the enhancement of the open space, education and community facilities.
21	Wards Corner and Council Offices at Apex House, N15	Comprehensive mixed use development (see also SSP15 Seven Sisters and Westerfield Road N15)
23	Highgate/Church Road Clinic, N6	Neighbourhood Primary Care Centre (Health)
25	Cranwood Home for the Elderly adjacent to St. James School, Woodside Avenue, N10	Education
26	Texaco Garage, Tottenham Lane, N8	Mixed use, residential and retail.
27	Lawrence Road, N15	Mixed use, employment and residential
28	Seven Sisters Road / Durnford Street/ Gourley Place, N15	Mixed use including employment & residential.
29	Omega Works, Hermitage Road, N15	Mixed use employment and residential.
30	Civic Centre, High Road Wood Green, N22	Mixed use

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MINUTES OF THE WOOD GREEN AREA FORUM AND COMMITTEE
THURSDAY, 17 OCTOBER 2013

Present: Christophides (Chair), Demirci, Egan, Gibson and Meehan

In Attendance: Councillor Strickland and Waters

MINUTE NO.	SUBJECT/DECISION	ACTION BY
OBCB96.	APOLOGIES Apologies for absence were received from Cllr Strickland and Waters.	
OBCB97.	MINUTES RESOLVED That the minutes of the meeting held on 24 June be agreed as an accurate record.	
OBCB98.	ISSUES RAISED DURING THE AREA FORUM It was noted that the Safer Neighbourhood Team representative had agreed to seek confirmation of the boundary of the dispersal zone in place around Turnpike Lane.	
OBCB99.	AREA PLAN The Committee noted the current version of the Area Plan. The Chair agreed to keep the document under review.	
OBCB100.	TO NOTE DATES OF FUTURE MEETINGS AND DISCUSS VENUES AND AGENDA ITEMS The next meeting was scheduled for 6 January. The Committee agreed that this should be rescheduled if possible due to the proximity to the festive period and moved to later in the month to maximise attendance. If possible, a venue in Bounds Green ward should be used. Agenda items suggested during the Forum included the management of Japanese knotweed within the borough including the role of the Council, an update on Haringey Heartland, the potential for a busker zone on the High Street and an update on work being undertaken by the Council to engage with young people. Members agreed that a short briefing could be provided at the next meeting updating on Alexandra Palace masterplanning and Haringey Heartlands. It was noted that Cllr Ejiofor had requested to attend the next meeting to discuss two key planning policy reports including Tottenham Area Action Plans and Site Allocations Development Planning Document.	

**MINUTES OF THE WOOD GREEN AREA FORUM AND COMMITTEE
THURSDAY, 17 OCTOBER 2013**

COUNCILLOR CHRISTOPHIDES

Chair