

# SITE ALLOCATIONS DPD

## Haringey's Local Plan

### **Regulation 19 Consultation**

October 2015



[www.haringey.gov.uk](http://www.haringey.gov.uk)

**Haringey**  
LONDON

# Foreword

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 period 2011-2026.

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 is currently being reviewed in light of the new housing and jobs targets

The Site Allocations DPD, in conjunction with the Tottenham Area Action Plan, introduces the key development sites which will accommodate the majority of development in the borough over the plan period 2011-2026. 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.

The Council has considered the responses received to the preferred options consultation document and published this Proposed Submission document. Responses at this stage are invited for where parties have reason to challenge the soundness or legality of the Local Plan document. The document will go through Examination in Public, by an independent planning inspector, to consider the soundness of the document.

# **Statutory Information**

**Planning and Compulsory Purchase Act 2004, Sections 17  
to 23**

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

**Regulation 19**

**London Borough of Haringey**

## **Sites Allocation Development Plan Document**

**PROPOSED SUBMISSION VERSION**

**December 2015-January 2016**

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## How to respond to the consultation?

The Council will consult on the proposed submission of the Site Allocations Development Plan Document for six weeks from **1st December 2015 to the 29th January 2016**. At this stage of the Plan's preparation the consultation is primarily concerned with the 'soundness' of the document.

A sound Plan must be:

**Positively prepared** – it must be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements;

**Justified** – it should be based on robust evidence and should be the most appropriate strategy when considered against reasonable alternatives;

**Effective** – it should be deliverable over the plan period and be based on effective joint working; and

**Consistent with national planning policy** – it has to have regard to, and give effect to, the policies contained within the National Planning Policy Framework as well as extant national planning policy statements and guidance.

Further guidance on this criteria, how to make your comments and the type of information required is provided in Appendix B.

In particular, if you wish to make a representation seeking a change to the Plan you should:

- Be clear about which policy or paragraph, figure or part of the plan your representation relates to;
- State clearly why you consider the Plan is not sound having regard to the above tests;
- Provide supporting information or evidence to justify why the Plan should be changed; and
- Put forward the changes that you consider necessary to make the Plan sound.

The Plan and all supporting documents can be found at

[www.haringey.gov.uk/planning-and-building-control/planning/planning-policy/local-development-framework-ldf/development-management-dpd](http://www.haringey.gov.uk/planning-and-building-control/planning/planning-policy/local-development-framework-ldf/development-management-dpd)

Hard copies are also available for inspection at the following locations:

Planning Department  
Level 6 River Park House  
225 High Road  
Wood Green  
N22 8HQ

Civic Centre  
High Road  
Wood Green  
N22 8LE

All public libraries

You can submit your comments:

By email to [ldf@haringey.gov.uk](mailto:ldf@haringey.gov.uk)

In writing to Planning Policy Team, Level 6, River Park House, 225 High Road Wood Green, London N22 8HQ.

All comments should be submitted by 29th January 2016.

# Introduction

This Site Allocations development plan document (DPD) forms part of Haringey's Local Plan. It allocates sufficient sites to accommodate the objectively identified development needs for the borough. It covers sites outside the growth area of Tottenham which is covered by the Tottenham Area Action Plan (AAP).

The Site Allocations document identifies strategic sites which will make a significant contribution to meeting the growth aspirations set out in the Local Plan Strategic Policies. 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 Local Plan and Development Management Policies document. Generally only sites which are over 0.25 hectares have been identified in this document.

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; and
- Infrastructure is provided in a timely manner to serve the growing local community.

Development in Haringey is currently guided by planning policies including those set out in:

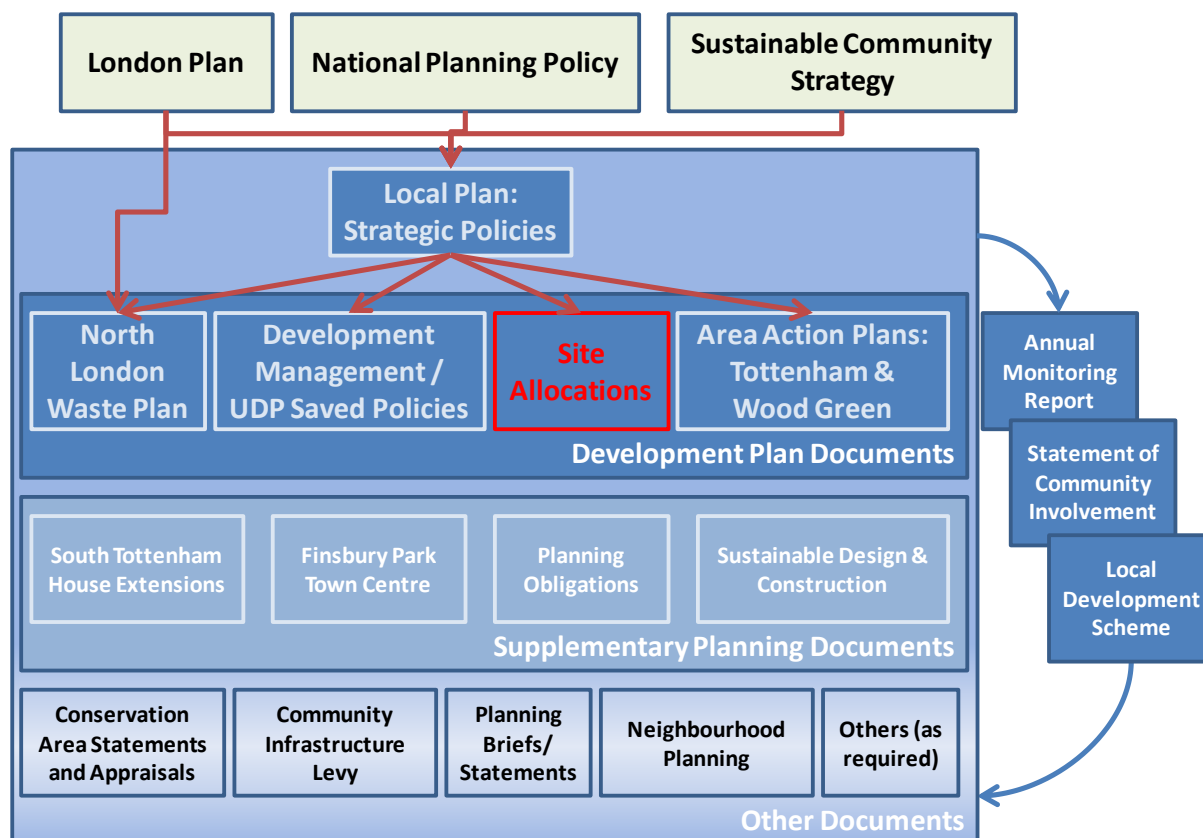
- National Planning Policy Framework (2012);
- The London Plan (2015);
- Haringey's Strategic Policies Local Plan (2013); and
- Haringey's Saved Unitary Development Plan Policies (2013).

The National Planning Policy Framework 2012 (NPPF) sets out Government policy on planning matters in England and Wales. Where local planning authorities prepare development plan documents there are required to be consistent with the policies in the NPPF.

The London Plan sets out a regional spatial development strategy and includes policies to guide development on strategic matters in all London boroughs. Haringey's Local Plan documents must be in general conformity with the London Plan.

In addition, there are emerging regional and local policy documents which, once adopted, will form part of Haringey's Development Plan and be a material consideration in planning decisions. These include Minor Alterations to the London Plan, proposed Alterations to Haringey's Strategic Policies Local Plan and four emerging Local Plan Documents:

- Site Allocations;
- Development Management Policies;
- Tottenham Area Action Plan; and
- Wood Green Area Action Plan.



**Figure 1.1** Local Plan diagram

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; and
- **Intervention** on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

### 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);
- Greater London Authority Strategic Housing Land Availability Assessment 2013, including a separate Call For Sites;
- Major planning permissions;
- Previous Supplementary Planning Documents (SPDs), Guidance (SPGs), planning briefs, and masterplans; and
- Internal stakeholder workshops.

Major strategic sites which already have planning consent are included within this document. The purpose of allocating these major sites upon which planning consent has already been granted is to ensure that they are protected in the long term for development as granted.

Over time it is possible that the value of these sites may increase, as house prices rise in the

area. Where this can be proven to have happened, and a fresh (or amendment to the extant) planning permission is required, some potential enhancements are listed that will be considered when an application is submitted. Where there is an extant planning consent on an Allocation it will be referenced in this document. For further updates, please see the latest Authority Monitoring Report.

Sites with extant planning permissions will be included as deliverable sites in the Council's five-year housing land supply. Further sites with planning permission are included in the Tottenham AAP.

### **Consultation stages**

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 their potential to be included in this document. A list of all sites nominated can be found on the Council's website.

Following this a draft "Preferred Option" document was prepared and consulted from January to March 2015. Consultation responses were considered and used to inform this version of the document. Public examination of this Plan is expected to take place in Summer 2016. Documents which are found to be sound by the Inspector will be adopted by resolution of the Council. This is expected for Summer/Autumn 2016.

### **Supporting documents**

The Site Allocations document gives effect to Haringey's Local Plan Strategic Policies and is therefore justified by the evidence base gathered in the preparation of that document. Additional studies have been carried out in relation to flood risk, employment land, retail and town centres, urban character, and open space and biodiversity. All of the evidence base documents are available to view on the Council's website.

In addition to the evidence base studies, this document is supported by a Sustainability Appraisal, including a Habitats Assessment and an Equalities Impact Assessment. The Sustainability Appraisal tests the policies and proposals to identify the likely social, environmental and economic impacts that may arise, and evaluates options for mitigating negative impacts and enhancing positive impacts. The Habitats Assessment determines whether the proposals in the Plan might have a significant effect on a European designated natural habitat. The Equalities Impact Assessment examines how the Plan meets the needs of the whole community and makes sure that the proposals and policies being advocated through the Plan do not result in any disproportionate disadvantage to any group in the community.

Additionally the Infrastructure Delivery Plan (IDP) sets out the infrastructure that will be required over the next 15 years to support the anticipated residential and commercial growth in Haringey. The IDP identifies types of infrastructure required, where it should be located and how it will be funded.

### **Structure of this document**

This document contains two types of policy designations, overarching designations, and site allocations. The overarching designations are set out first covering safeguarding of employment areas, designating town centres, ensuring Crossrail is appropriately planned for, and licensed waste capacity is safeguarded. Then follows a list of proposed Site Allocations

which together with those in the Tottenham AAP will meet the housing and employment needs of the borough over the Plan period.

Sites with significant opportunities for development and change have been allocated, including key sites that have an extant but unimplemented planning permission. Each site represents brownfield land that is suitable and available for redevelopment over the plan period, including sites key to achieving wider regeneration objectives or necessary to deliver infrastructure improvements.

For each site, expectations are set out relating to land use, urban design, infrastructure and delivery in the Policy Box. There are then a list of Site requirements, which should be read as part of the policy concerning what is required to be delivered on a site to be a policy-compliant proposal. Following this there are “Development Guidelines” which offer further guidance on the most appropriate development on each of the sites.

A leading use(s) and supporting uses are specified to direct the nature of the acceptable mix of uses for the site. Leading uses are those that make an essential contribution to delivering the objectives of this Plan and should form principal components of proposals for each site. Supporting uses are uses compatible with the leading use(s) that may form ancillary components of the overall mix of uses proposed on a site. Where appropriate, details of the mix of uses for the site are accompanied by further guidance on options and dependencies, including site assembly and phasing.

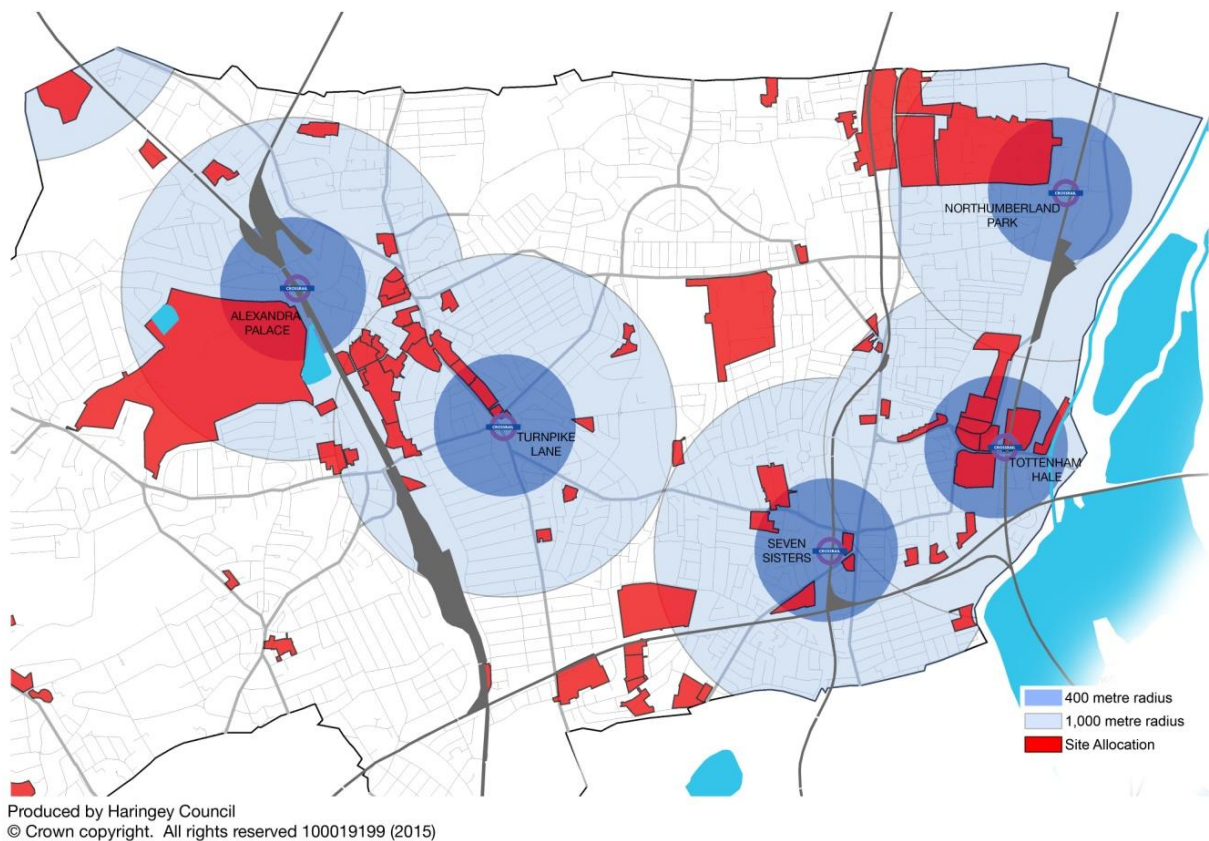
**Figure 1.2**



## Overarching Designations

### SA1: Indicative Crossrail 2 Areas

- Sites required for the construction of Crossrail 2 safeguarding will be protected as necessary.
- Sites within 400 metres (approx 5 minute walk) of a proposed Crossrail 2 station will be closely scrutinised to ensure the proposed development optimizes the future accessibility provided by the introduction of Crossrail 2. This may include ensuring that a mix of uses and potentially enhanced infrastructure may be required from proposals in this area.
- Sites within 1,000 metres (approx 10 minute walk) of Crossrail will be scrutinised for how they can complement the introduction of Crossrail 2. This may include design issues such as provision of routes to and from the stations, and consideration of density to include future PTAL increase.



**Figure 1.3** Indicative Crossrail 2 areas

### Reasoned Justification

On 24<sup>th</sup> March 2015 the Department for Transport introduced a set of safe-guarded areas for the delivery of Crossrail 2. Safeguarding is a formal process, undertaken by the Department

for Transport (DfT), to protect land required for major new infrastructure projects from future development. The Safeguarding Directions, made by the Secretary of State for Transport, instruct local planning authorities to consult TfL on planning applications for land within the safeguarded area.

Prior to issuing the Safeguarding Directions, the Department for Transport (DfT) consulted on the documents and areas to be included. More information can be found at <http://crossrail2.co.uk/areas-safeguarded/> It is not expected that there will be any changes to the area the safeguarding covers without further significant public consultation.

Areas of Surface Interest are areas where the Crossrail 2 proposals have a greater effect at ground level, such as stations, temporary worksites or ventilation and emergency shafts.

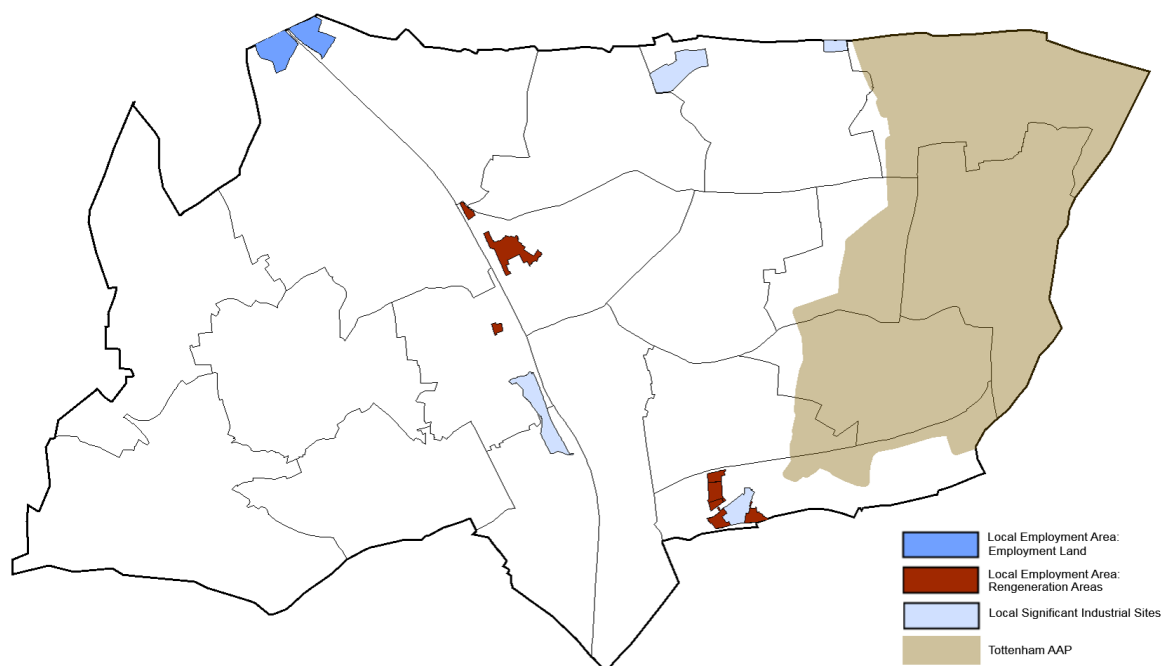
Safeguarding Limits relate mostly to underground infrastructure, particularly tunnels. These are areas where local authorities will need to consult DfT when planning applications are received.

## SA2: Changes to Designated Employment Areas

The proposed set of Designated Employment Areas is set out in Table 1 below. The policy requirements of each designation are set out in Local Plan policy SP 8.

Name of Site/Area	Level of Designation
Arena Design Centre, N4	Local Employment Area: Regeneration Area
Crusader Industrial Estate, N4	Local Employment Area: Regeneration Area
Omega Works, N4	Local Employment Area: Regeneration Area
Vale/Eade Rd, N4	Local Employment Area: Regeneration Area
Eade/Overbury Rd, N4	Local Employment Area: Regeneration Area
Vale/Tewkesbury Rd, N4	Local Strategic Industrial Land
Queen St, N17	Local Strategic Industrial Land
White Hart Lane, N17	Local Strategic Industrial Land
Wood Green, N22	Local Employment Area: Regeneration Area
Cranford Way, N8	Local Employment Area: Regeneration Area
Cross Lane, N8	Local Employment Area: Regeneration Area
Bounds Green Industrial Estate, N11	Local Employment Area: Employment Land
Pinkham Way	Local Employment Area: Employment Land

Additional changes to DEAs are included in the Tottenham AA



**Figure 1.4** Employment Land

### Reasoned Justification

The London Plan 2015, and the Council's Employment Land Study show a significant increase in the number of jobs expected in Haringey. In light of this, the Council is looking into how it can make the best use of its employment designations. The Council's employment site hierarchy is set out in SP8 of the Local Plan: Strategic Policies and the policies for deciding applications on non-allocated sites are set out in Policies DM 37 – 40.

Haringey contains a number of areas where the stock is no longer suitable or viable for which the use was originally built. The implications for these sites are that they require investment to bring either the existing building, or a new development into employment use. Where viable, buildings will be protected, and where increases in the numbers of jobs can be created, sites will be allocated for uses that will enable this to happen. This may include allocating them for mixed use redevelopment where a cross subsidisation through residential development can increase employment numbers, or significantly improve the quality or utility of provision on the site.

Broadly there are three approaches the Council is taking, and these are set out in policies DM37 - 40:

- Sites in Regeneration Areas across the borough will create new jobs and provide new high quality workspace as part of mixed use redevelopment;
- In Warehouse living areas, as part of the regulation of these area, the original floorspace before conversion to residential use began will be replaced as part of new developments;
- Existing industrial sites will be encouraged to modernise and create greater economic output through increasing job densities.

### Job creation

The average job density across Haringey's employment areas is currently 44m<sup>2</sup>/worker. The new stock created will provide employment opportunities at far higher densities, example of this is office use which is occupied at 12-16m<sup>2</sup>/job. As such the renewal of existing employment sites for mixed use development at higher densities enables the creation of increased job numbers, while also enabling the release of less strategically located sites for residential use.

## SA3: Changes to Town Centre Boundaries

The control of uses on sites within town centre boundaries can be found in the Development Management Policies.

The existing District Centre and Local Centre boundaries in the UDP will be retained, with the following amendments:

- Addition of Finsbury Park as a District Centre to complement the existing designation of the centre in the area falling into the London Borough of Islington;
- Tottenham Hale is allocated as a future District Centre (for more information see the Tottenham AAP);
- The Crouch End District Centre boundary is proposed to be expanded to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 163A-165 Tottenham Lane.
- In Wood Green the town centre boundary will be expanded to include the Wood Green Bus Garage and Station Rd Offices sites (SA 13 & 14).

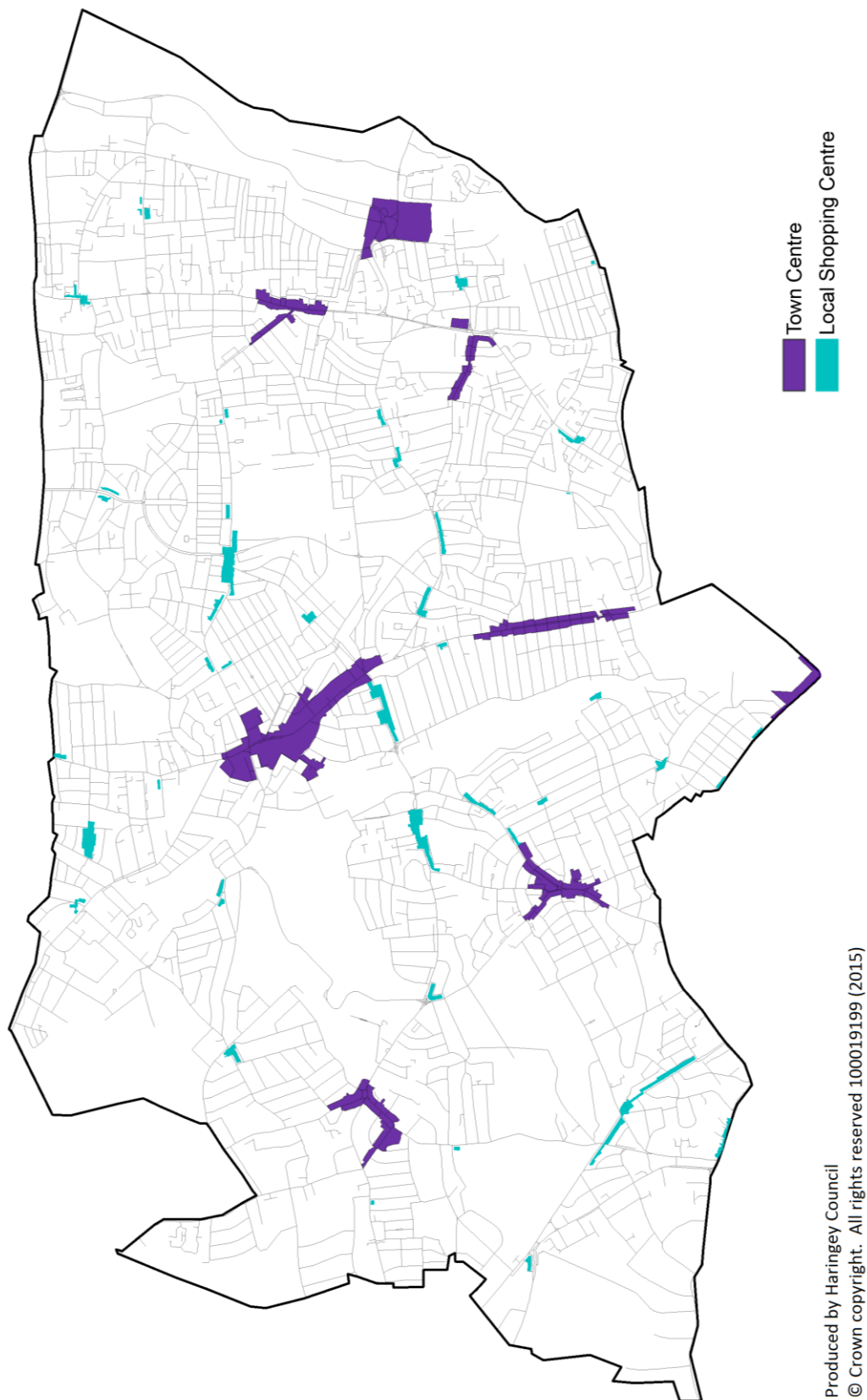
Existing Primary and Secondary town centre frontages are retained, with the following proposed changes:

- Creation of new secondary frontages through redevelopments in Wood Green Metropolitan Town Centre at Dovecote Rd, 7 Cheapside & Lymington avenue through SA 18.
- Creation of new secondary frontages on Wood Green High Rd at SA 12: Wood Green Bus Garage, and SA 13: Station Rd Offices.
- Creation of new primary frontages at SA 15: Wood Green Library.
- Creation of new secondary frontage at Mecca Bingo.
- Creation of new primary frontage at the Finsbury Park Bowling Alley Site, and creation of secondary frontages on a route through the site.
- Creation of new secondary frontage on Stroud Green Road.
- Through redevelopment of Arena Retail Park, extension of the primary shopping area and secondary frontage at the southern end of Green Lanes, with a reduction of the town centre boundary to reduce the envelope from that of the existing Retail Park to the Green Lanes frontage.
- Expansion of the secondary shopping frontage in Crouch End District Centre to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 159-165 Tottenham Lane.

Primary shopping areas are designated, as shown in yellow on the maps overleaf.

A schedule of addresses for primary and secondary frontages, primary shopping areas, and town centre boundaries are set out in Appendix C of the DMDPD.

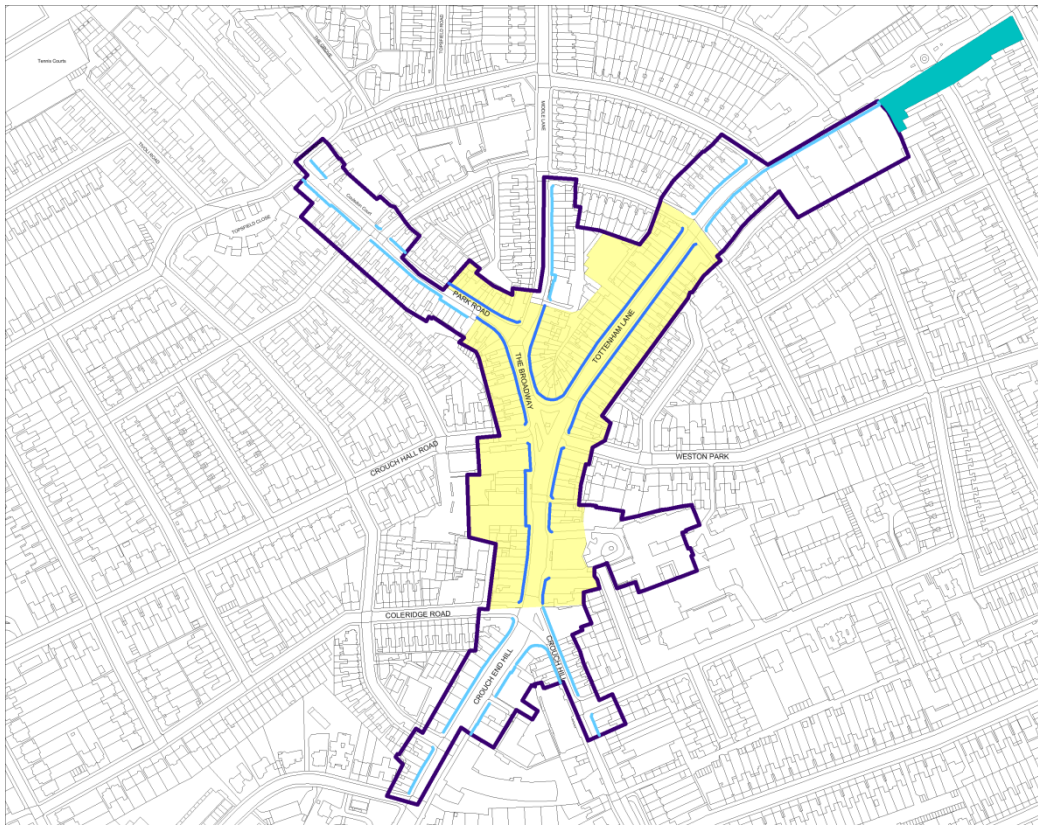
### Map of Proposed District and Local Centre Boundaries

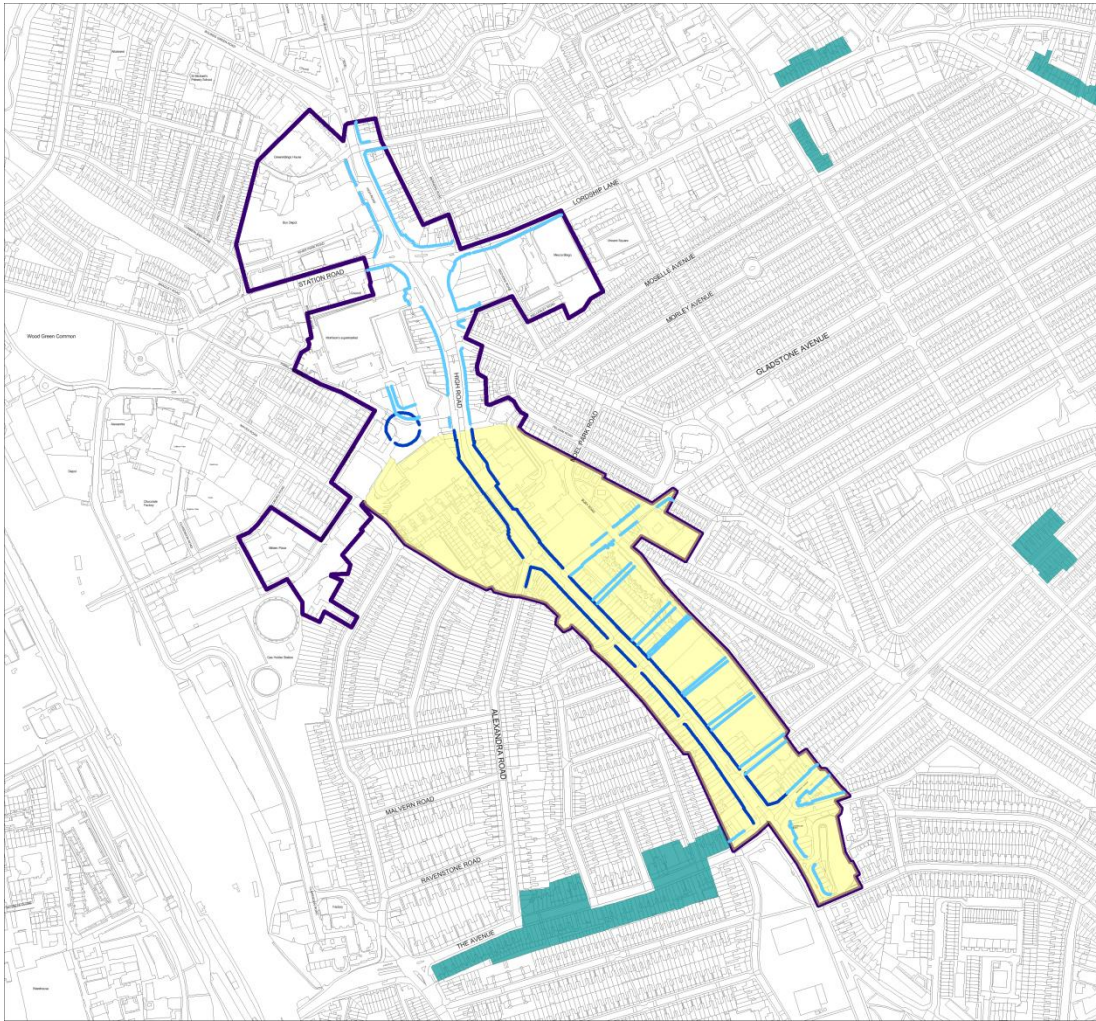




Muswell Hill District Centre

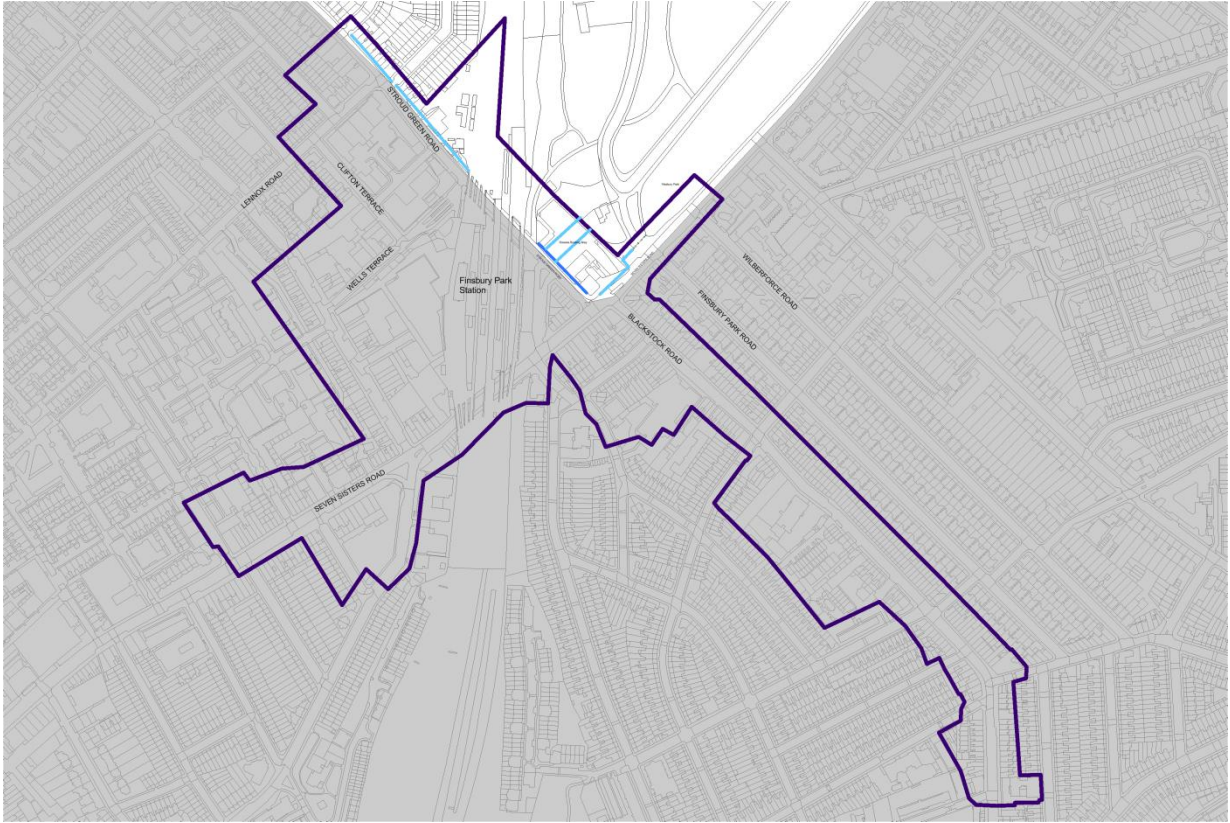
Crouch End District Centre





Wood Green Metropolitan Town Centre



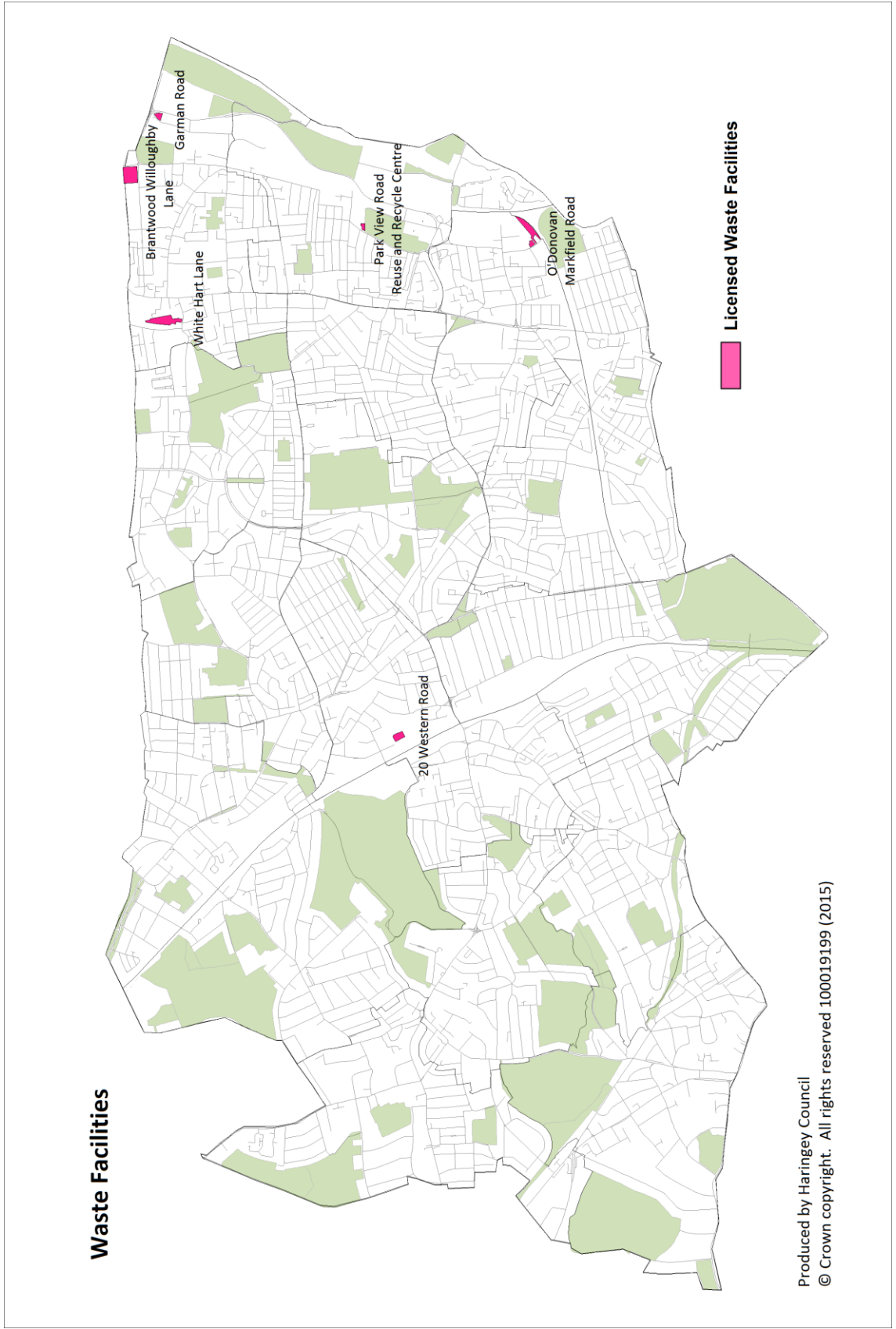


Finsbury Park District  
Centre

## SA4: Safeguarded Waste Sites

The waste sites identified in the schedule below, will be safeguarded for waste until alternative provision has been made.

Site and address	Size (Ha)	Current use	Licensed waste capacity (tonnes/annum)
Western Rd Depot, Wood Green, N22	0.3	A13: Household Waste Amenity Site, Waste Transfer Station, Non-Hazardous Waste Transfer Station	24,999
81, Garman Road, Tottenham, N17	0.2	A11 : Household, Commercial & Industrial Waste Transfer Station	75,000
O'Donovan, 100a Markfield Road, Tottenham, N15	0.8	A16: Physical Treatment Facility – the site is dealing with wood waste	24,000
44 White Hart Lane, Tottenham, N17	1.1	A19: Metal Recycling Site (Vehicle Dismantler)	74,999
Brantwood House, 175 Willoughby Lane, Tottenham, N17	1.1	A19: Metal Recycling Site (Vehicle Dismantler)	Not Known
O'Donovan , 82 Markfield Road, Tottenham, N15	0.1	A11: Household, Commercial and Industrial Waste Transfer Station	75,000
Civic Amenity Site, Park View Road, Tottenham, N17	0.1	A13: Household Waste Amenity Site	6,525



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# Introduction to Site Allocations

This section sets out the site allocations which will accommodate growth in the borough. Sites are grouped by area as outlined below. Sites in Tottenham are addressed separately in the Tottenham Area Action Plan.

## **Sites in Wood Green Metropolitan Town Centre and it's heartland (pp 38—85)**

The sites in this area extend from north of Wood Green underground station, to sites within a 400m catchment of the future potential Crossrail 2 station at Turnpike Lane. Additionally sites in this section to the west of the town centre will combine to form a new metropolitan heartland linked with Wood Green Metropolitan Town Centre.

## **South of the borough (pp 86—113)**

Sites in the Haringgay, St. Ann's and parts of Seven Sisters and Stroud Green Wards. Particular nodes in this area include Green Lanes District Centre, and Finsbury Park.

## **Highgate (pp 114—127)**

In recognition of the emerging Highgate Neighbourhood Plan, a section for sites in this area has been created.

## **West of the Borough (pp 128—147)**

There are a number of strategic sites which fall outside of the above areas, but are west of the great northern (King Cross-Edinburgh) train line. These are included in this section.

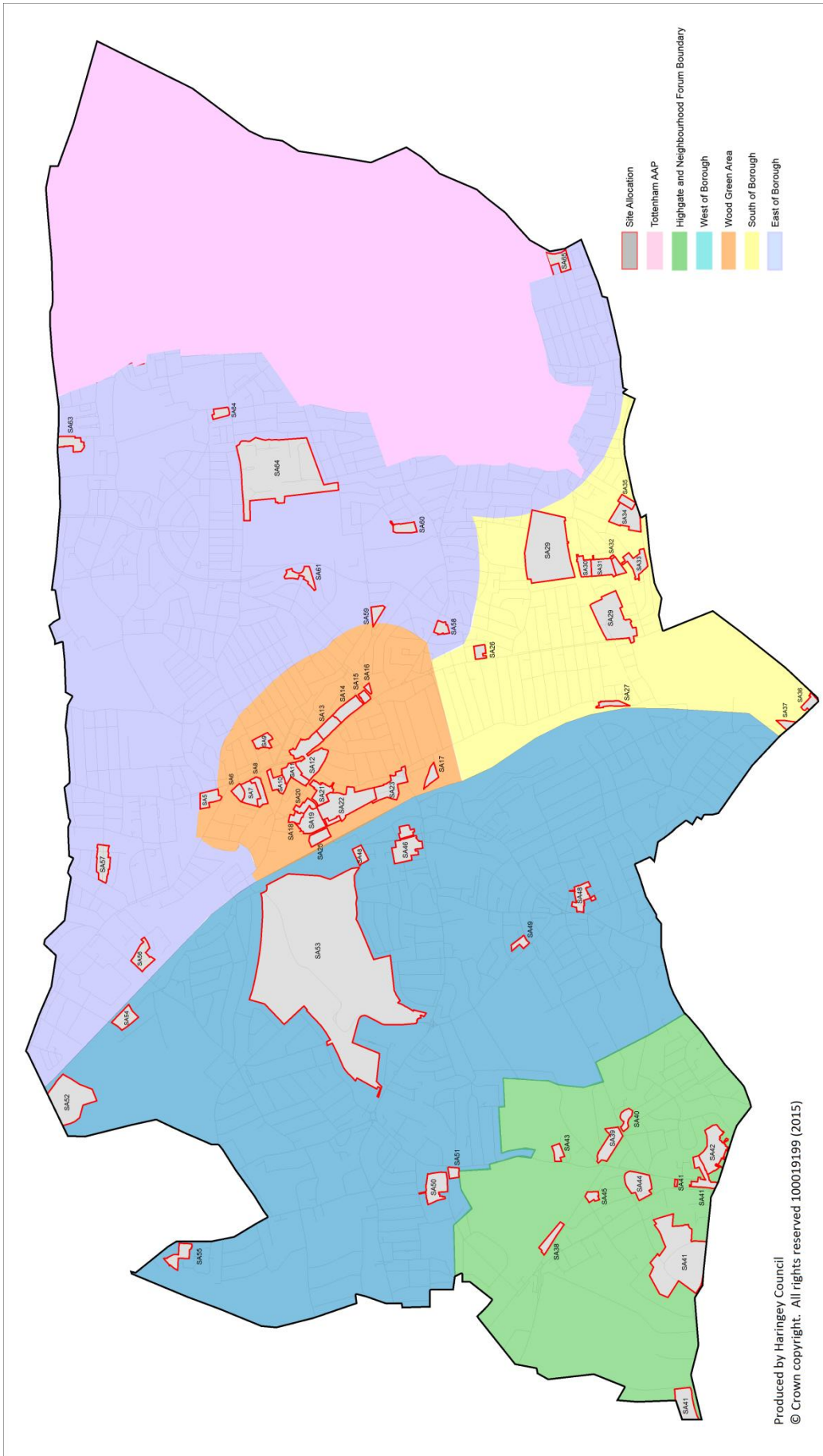
## **East of the Borough (pp 148—169)**

There are a number of strategic sites which fall outside of the above areas, but are east of the great northern (King Cross-Edinburgh) train line. These are included in this section.

## **Tottenham**

Sites in the Tottenham AAP area are addressed in the separate Tottenham AAP document.

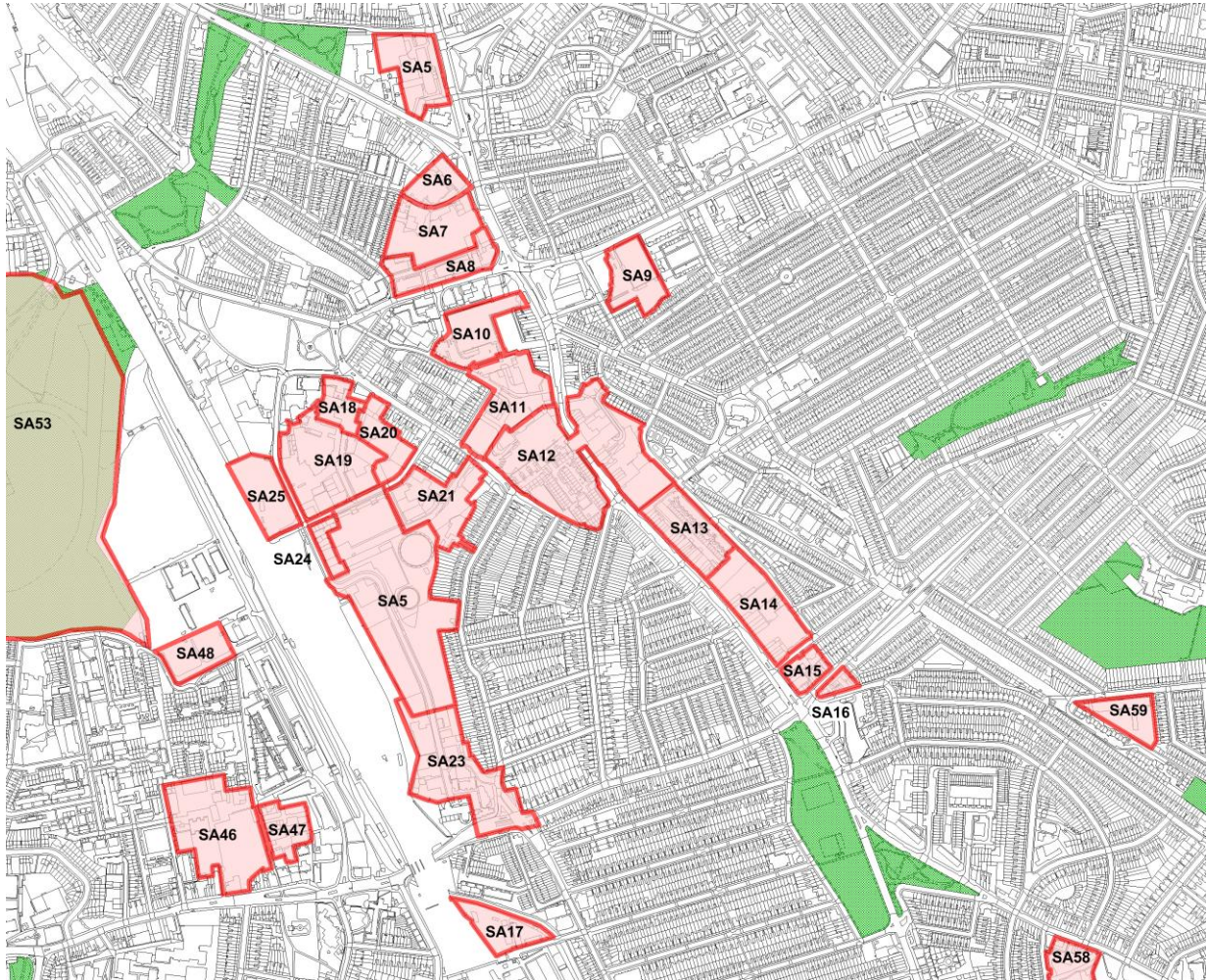
**Table 3:** Borough Wide Areas



Ref	Site Name	Ward	Page
<b>Sites in Wood Green Metropolitan Town Centre</b>			
SA 5	LBH Civic Centre	Woodside	46
SA 6	Green Ridings House	Woodside	48
SA 7	Wood Green Bus Garage	Woodside	50
SA 8	Station Rd Offices	Woodside	52
SA 9	Mecca Bingo	Noel Park	54
SA 10	Morrison's Wood Green	Noel Park	56
SA 11	Wood Green Library	Noel Park	58
SA 12	The Mall	Noel Park	60
SA 13	Bury Rd Car Park	Noel Park	62
SA 14	16-54 Wood Green High Rd	Noel Park	64
SA 15	L/b Westbury & Whymark Avenues	Noel Park	66
SA 16	Turnpike Lane Triangle	West Green	68
SA 17	North of Hornsey Rail Depot site	Harringay	70
SA 18	Wood Green Cultural Quarter (north)	Noel Park	72
SA 19	Wood Green Cultural Quarter (south)	Noel Park	74
SA 20	Wood Green Cultural Quarter (east)	Noel Park	76
SA 21	Clarendon Square Gateway	Noel Park	78
SA 22	Clarendon Square	Noel Park	32
SA 23	Clarendon Rd South	Noel Park	80
SA 24	NW of Clarendon Square	Noel Park	82
SA 25	Land Adjacent to Coronation Sidings	Noel Park	84
<b>Sites in the South of the borough</b>			
SA 26	Hawes & Curtis, Green Lanes	Harringay	88
SA 27	Wightman Rd	Harringay	90
SA 28	St. Ann's Hospital Site	St. Ann's	92
SA 29	Arena Retail Park	Seven Sisters	94
SA 30	Arena Design Centre	Seven Sisters	98
SA 31	Crusader Industrial Estate	Seven Sisters	100
SA 32	Omega Works	Seven Sisters	102
SA 33	Vale/ Eade Rd	Seven Sisters	104
SA 34	Overbury & Eade Rds	Seven Sisters	106
SA 35	L/b Seven Sisters & Tewkesbury Rds	Seven Sisters	108
SA 36	Finsbury Park Bowling Alley	Harringay	110

SA 37	18-20 Stroud Green Road	Stroud Green	112
<b>Sites in Highgate</b>			
SA 38	460-470 Archway Road	Highgate	116
SA 39	Former Highgate Rail Station	Highgate	118
SA 40	Gonnermann Antiques	Highgate	
SA 41	Highgate School	Highgate	120
SA 42	Highgate Bowl	Highgate	122
SA 43	Summersby Road	Highgate	124
SA 44	Hillcrest	Highgate	126
SA 45	Highgate Magistrates Court	Highgate	37
<b>Sites in the west of the borough</b>			
SA 46	Hornsey Depot	Hornsey	34
SA 47	Cross Lane	Hornsey	132
SA 48	Hornsey Town Hall	Crouch End	36
SA 49	Lynton & Park Road	Muswell Hill	136
SA 50	St. Luke's Hospital Site	Muswell Hill	35
SA 51	Cranwood Care Home	Muswell Hill/ Highgate	140
SA 52	Pinkham Way	Alexandra	138
SA 53	Alexandra Palace	Alexandra	144
SA 54	Tunnel Gardens	Alexandra	142
SA 55	Coppetts Wood Hospital	Fortis Green	146
<b>Sites in the east of the borough</b>			
SA 56	Park Grove & Durnsford Rd	Bounds Green	150
SA 57	Myddleton Road Local Centre	Bounds Green	152
SA 58	Red House	St. Ann's	154
SA 59	Haringey Professional Dev <sup>t</sup> Centre	West Green	156
SA 60	Keston Centre	West Green	158
SA 61	Barber Wilson	West Green	160
SA 62	Broad Water Farm area	West Green	162
SA 63	The Selby Centre	White Hart Lane	164
SA 64	The Roundway	White Hart Lane	166
SA 65	Leabank and Lemsford Close	Seven Sisters	168

# Sites in Wood Green Metropolitan Town Centre



## Wood Green Metropolitan Town Centre

Wood Green is the borough's sole Metropolitan Town Centre, and as such is the single biggest retail centre in Haringey. Located in the centre of the borough, this area benefits from excellent connectivity, and has a large retail hinterland, much of which is in Haringey, making it a significant strategic asset in the borough. The principal use in Wood Green is retail, but it is also the biggest office location in the borough, and provides significant administrative, legal, and community functions for the borough's residents.

Wood Green is a bustling town centre, with generally high levels of footfall, and low levels of vacant shop fronts. There is a wide range of comparison and convenience retail in the centre.

However, Wood Green has the potential for much improvement. A diversification of the town centre's uses to include a wider range of entertainment, leisure, and community facilities, with the introduction of new housing, will help to enable Wood Green to thrive, and make it a great place for people to live in and to visit from across London.

### Further Plans for the area

There is an indication from the Greater London Authority that Wood Green has compatibility with the requirements to qualify as an Opportunity Area in the future. A Wood Green Area Action Plan is being prepared with the aims of enabling growth, generating increased employment and types of employment, adding new housing and redesigned public spaces. That document will refresh the site allocations in this section. The document is at an early stage, but includes the following vision for Wood Green:

*Wood Green will be a dynamic, distinctive and accessible town centre, offering new homes, a choice of high-quality shops and vibrant leisure and cultural attractions all of which local people are proud to call their own, with clear accessible links from the town centre to Haringey Heartlands, Alexandra Palace and the rest of the borough.*

### Crossrail

The arrival of Crossrail 2 stations will stimulate investment and growth in the Wood Green area. The construction of Crossrail will require land to be safeguarded in the short term, and will offer opportunities for redevelopment in the longer term. In particular, Turnpike Lane provides development potential to enhance the southern end of Wood Green High Rd.

The Council will seek to secure a new Crossrail station entrance on Wood Green High Road to optimize the impact of the improved public transport improvement on the town centre. It is expected that a set of developments providing new premises for retailers, and a set of laneways for a range of town centre uses will be created. New homes and offices above will ensure that the area feels busy all through the day and during the evening, and will help local businesses to thrive.

### Tall buildings clusters

Wood Green is a suitable location for taller buildings, which will mark the area as a location for people to visit, invest in, and navigate around. High rise buildings may be appropriate in limited and specific locations, marking either end of the town centre and a new connection towards Alexandra Palace. As a part of more detailed design work for such buildings, each potential taller building will need to be assessed for any potential townscape and views impact.

Taller buildings may reach up to 25 storeys, but will need to demonstrate exceptional design quality. Their locations have been carefully considered through the Urban Characterisation Study and further validated in the Potential Tall Buildings Locations Validation Study (2015) to ensure views from, and importantly, to Alexandra Palace and St. Michael's Church, are protected. There are four proposed taller building locations which can form a network of taller buildings:

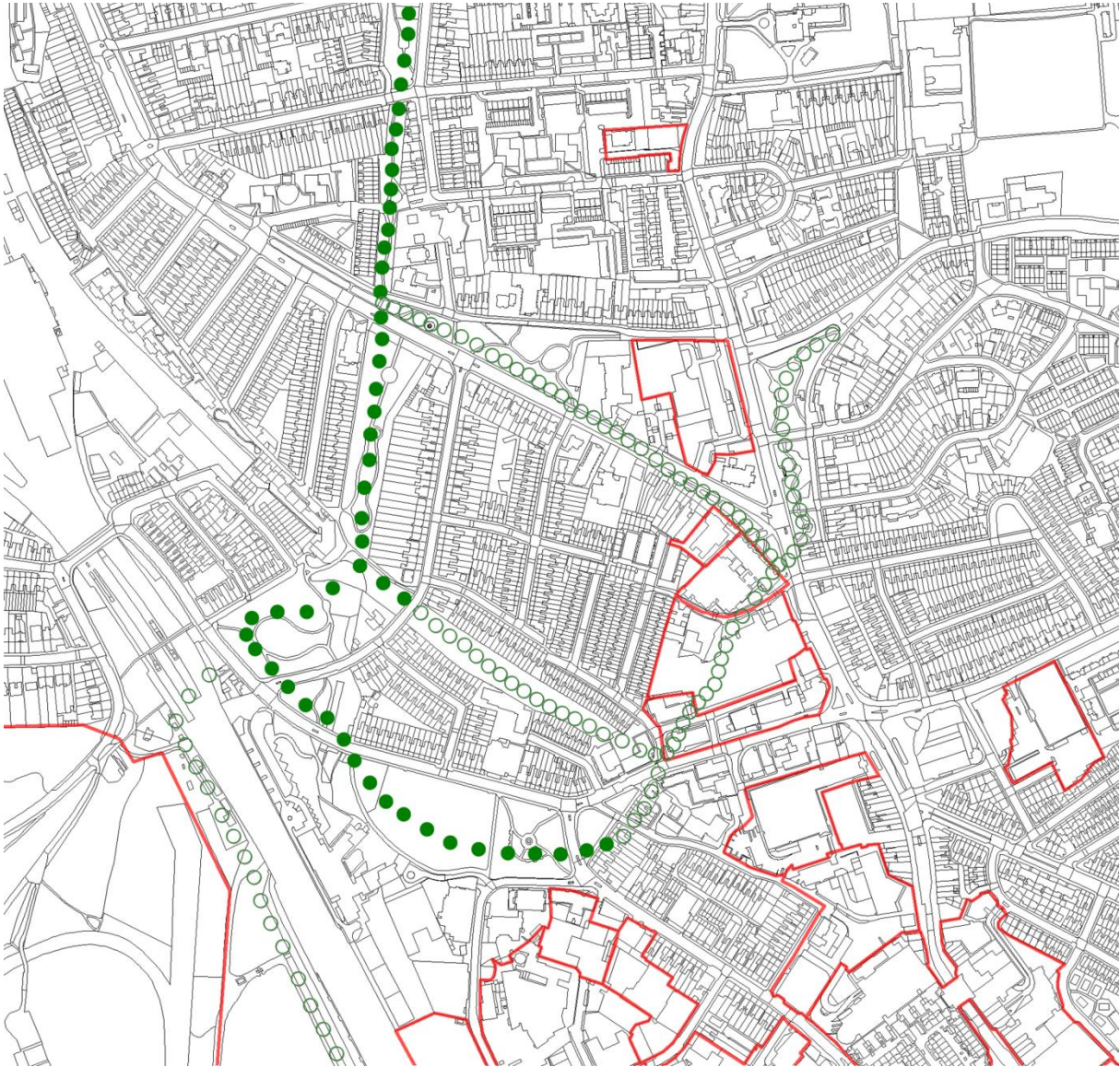
- At Turnpike Lane, marking the new Crossrail station and the southern end of the shopping precinct;
- At Wood Green underground station, on the site of the existing River Park House, marking the Piccadilly Line station and the northern end of the shopping precinct;
- At the site of Wood Green Library, signalling the connection between Wood Green and its western heartland, a new urban realm and entertainment location;
- At Penstock foot tunnel, signalling the connection between Wood Green and Alexandra Palace Park.

#### Potential Locations for Tall Buildings



## New Green Chain

There is a new green chain proposed linking Wood Green Common to the old rail line between Cumberland/Wolseley and Bradley/Barrett roads, and Trinity Gardens.



## Alexandra Palace

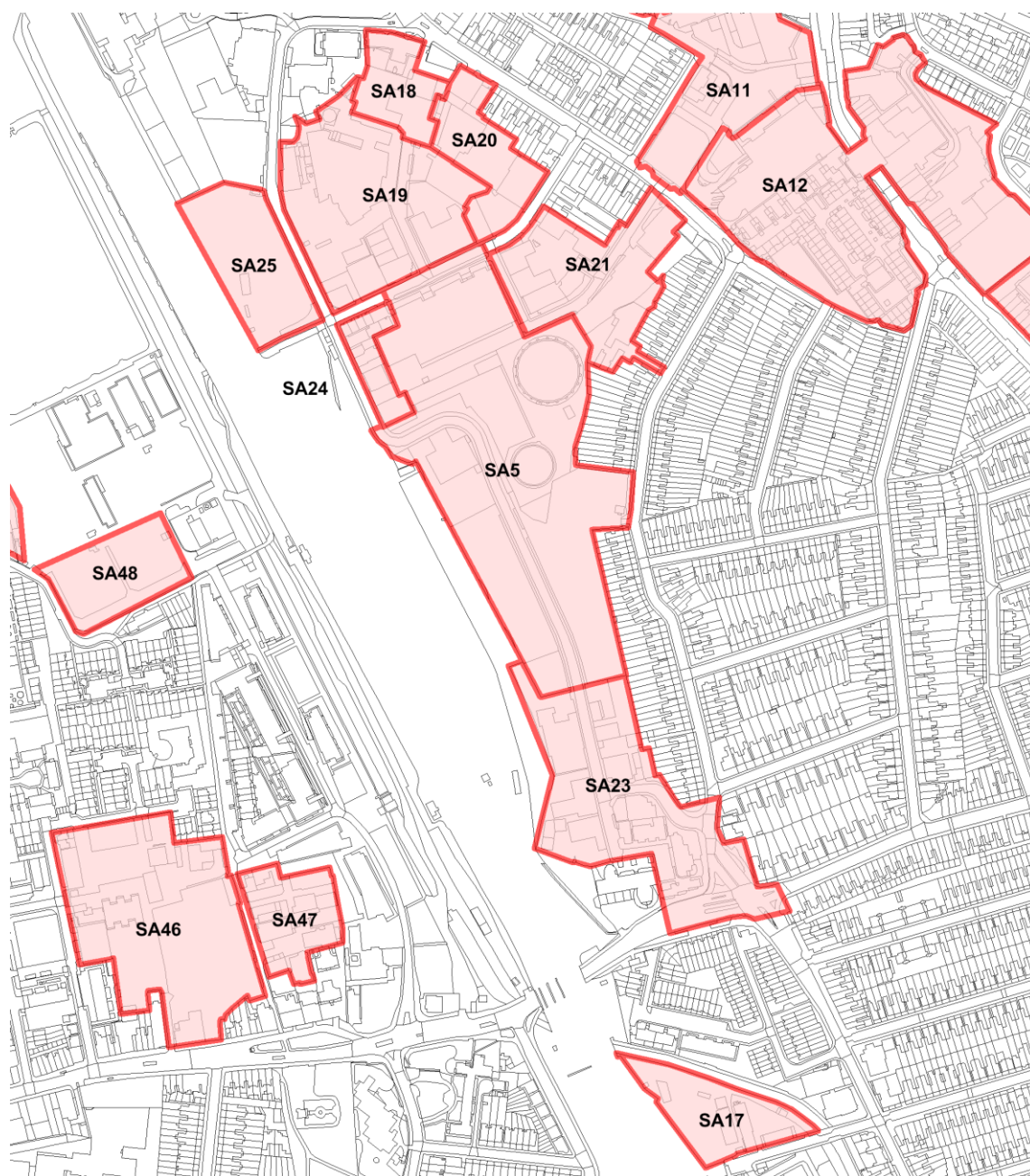
The ongoing regeneration of Alexandra Palace will benefit the whole borough, and in particular Wood Green. Methods will be explored to optimize the connection between Wood Green and the Palace, both via Alexandra Palace station and Wood Green underground station, but also by foot through Wood Green's western heartland. Uses in these areas should complement the often large crowds that Alexandra Palace draws for events.

# The western heartland area

## Policy Context

The area formerly identified as Haringey Heartlands is proposed to be folded into Wood Green in the emerging revisions to the Strategic Polices. For the purposes of this document, the area formerly known as the Haringey Heartlands Growth Area will be merged with the Wood Green Area of Change to form a single Wood Green Growth Area.

The aim of the Growth Area will be to bring back into use underused brownfield land and maximise capacity for housing and employment growth, including 3,000 new homes, and 2,000 new jobs.



## **Cultural Quarter**

An enhanced Cultural Quarter centred on the site of the existing retained Chocolate Factory building will be created. This will take the form of an improved urban realm, and the creation of additional space for creative industries to grow and share ideas. Connectivity to the Cultural Quarter will be improved by replacing the current dead end of Clarendon Rd with a pedestrian and cycling connection through to Wood Green Common, and Alexandra Palace station.

## **Connectivity**

Provision of a new east-west connection linking the west of the borough and Alexandra Palace Park through the Penstock tunnel (including improved lighting) and the new Clarendon Square through to Wood Green and beyond, to the east of the borough, will be a key aim of development.

## **Clarendon Square**

In 2011, planning consent was granted for a mixed-use residential scheme at Clarendon Square. This consent approves the demolition of the existing gas holders, and replacement with a new urban square, including some local retail uses, and up to 1,080 new residential units.

This urban square should continue to act as a local node for this area in the future, with the link between Alexandra Palace and Wood Green passing through it. In the future scheme it will be important that any town centre type uses will complement, not compete, with Wood Green Metropolitan Town Centre.

Buildings in this area are permitted up to nine storeys. It may be possible to add a taller buildings cluster at the junction of Western and Coburg Roads to mark the entrance to Wood Green from Alexandra Palace Park and the west of the borough. (SLR WORK)

## SA 5: LBH Civic Centre

<b>Address</b>	Haringey Civic Centre, High Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	1.1	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Civic Centre, Offices, Traveller site		
<b>Ownership</b>	LBH		
<b>How site was identified</b>	Existing 2006 UDP SSP		
<b>Planning designations</b>	Haringey Civic Centre is locally listed Adjacent to: Church of St Michael and All Angels (grade II), War Memorial, Wood Green High Rd (grade II), Wood Green fountain and cattle trough (grade II). Site falls within the Trinity Gardens Conservation Area Adjacent to Green Chain (proposed)		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	<b>Town centre m<sup>2</sup></b>
	108	2,156	1,078

### Proposed Site Allocation

Continuation of the building's civic role, exploiting the site's capacity to develop onto the car park area, or, subject to alternative premises for the Council's civic functions being secured, redevelopment for residential use.

### Commentary

The Council is investigating how best to utilise its landholdings, and it is clear that this site has capacity within it. There is potential for development on the extensive car parking at the rear of the site. The Civic Centre is a locally listed building of merit, but there is potential for conversion to introduce residential use. Any comprehensive redevelopment requiring demolition would need to justify that the replacement building would make a significant contribution to the Trinity Gardens Conservation Area.



## Site Requirements

- The Civic Centre building is locally listed and careful consideration regarding its retention and potential enhancement should be given through any redevelopment. It could be suitable for conversion for use as a community/cultural/art space.
- There is potential to develop the currently underused land to the rear of the Civic Centre.
- The building at 247 High Rd should also be retained, with the southern and eastern facades visible.
- The public realm to the front of the site will be designed to enhance the Trinity Gardens Conservation Area.
- The need to retain the Traveller pitches adjacent to the site will be considered within the context of any development on this site.
- Any development on this site should enhance the overall setting of Trinity Gardens Conservation Area.
- This site accommodates a bus stop outside the entrance; the accessibility of this bus stop would be expected to be maintained if not improved.

## Development Guidelines

- The setting of St. Michael's Church should be preserved, in particular views from the High Street to the south, Trinity Gardens to the west, and to the east from Crescent Gardens.
- Access to the site by car should be from Trinity Road. Height of development along Trinity Road will be limited to complement the residences opposite.
- The current offices could be converted to residences, with the car parking and open space to the rear of the site will provide opportunities for new residential blocks.
- The existing façade along the High Road will be preserved, including the urban realm between the building and the street.

- There is potential for development between the Church and the Travellers site on Bounds Green Road, but this must be sympathetic to both uses. Additionally development of this block must preserve the viewing corridor from Trinity Gardens Park to St. Michael's Church.
- A new residential block is expected behind the Civic Centre built in a style that complements the modernist Civic Centre (should it be retained), and is sympathetic to the adjacent Travellers site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should be managed to improve water quality.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 6: Green Ridings House

<b>Address</b>	Green Ridings House, Wood Green High Rd, N22		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Offices (former telephone exchange)		
<b>Ownership</b>	Private freehold		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Proposed green chain Adjacent to Trinity Gardens Conservation Area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>		<b>Employment m<sup>2</sup></b>
	106		1,855

### Proposed Site Allocation

Redevelopment of existing Telephone exchange and offices for residential and employment mixed use development.

### Commentary

This site is identified as having the potential to intensify uses of both employment in terms of number of jobs, and additional residential.



### Site Requirements

- No buildings should be retained, but the open space to the front of the building should be retained and enhanced.
- The corner of Watsons Road and Wood Green High Road should have an active employment use, with the remainder of the site being residential.
- A financial compensation for any net loss of employment floorspace will be expected in line with SP9, DM48 and the Planning Obligations SPD.
- All development should contribute positively to the Trinity Gardens Conservation Area.

### Development Guidelines

- Building line should address the street frontage on to Watsons Road.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site can complete the green chain from Wood Green Common through to Trinity Gardens.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Planning Obligations will be sought to improve the public space fronting the site, and enhance its ecological credentials.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.

## SA 7: Wood Green Bus Garage

<b>Address</b>	Wood Green bus garage and ancillary buildings, High Rd, N22		
<b>Site Size (Ha)</b>	1.3	<b>PTAL Rating</b>	6
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Bus Garage and ancillary buildings		
<b>Ownership</b>	Arriva		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Area of Archaeological Importance Proposed green chain		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	310	2,412	

### Proposed Site Allocation

Reprovision of bus stabling on the site, with the construction of a podium level above, creating opportunities for development for a mix of town centre, residential uses, increased permeability, and a new urban space.

### Commentary

Wood Green Bus Garage provides a key infrastructure within Haringey, and the site is a significant employer in Wood Green. Redevelopment to make a more intensive use of the space will be considered, but the continuation of the bus stabling facility within the Wood Green area will be required as part of this development. If this can be achieved, the benefits will be significant; due to the size of the site, new town centre uses, a public urban square, and new homes can be created. This site should be considered alongside the Station Road offices site.



## Site Requirements

- Development should be masterplanned with the Wood Green Bus Garage site. A masterplan detailing how development on the Station Road site is complemented through any proposed design will be required.
- Comprehensive redevelopment of the site must retain or enhance the capacity for buses and associated facilities on site, or alternatively a similar well located site in the vicinity of this site should be identified prior to any development being undertaken
- No buildings need to be retained.
- This site should be considered together with site SA8, and a finer-grain street layout should be created, including a new north south, and east-west links, and a proposed green chain linking Wood Green Common and Trinity Gardens.
- New uses will include secondary town centre uses facing Wood Green High Road on the ground and first floor level, and residential above and behind.
- Open space will be created on this site through the connection of a green chain linking Wood Green Common through this site, the Station Road offices site, and the Green Ridings House site to the chain of green spaces in the Trinity Gardens area.
- A new urban square will be created on the podium above the bus stabling. This will be delivered as part of the residential over-station development.

## Development Guidelines

- The site sits on a slope rising from south to north. While development at Ringslade Road will be at grade, there may well be an opportunity for undercutting towards River Park Road, providing the opportunity to stable buses at lower ground level. This could ultimately lead to buses entering the site from Station Road or from the High Road, with a decking providing the ground level for development above.
- Heights will be restricted next to the properties on Ringslade Road. This will be achieved through the introduction of mews-style development between the new green

link, and these residential properties.

- Development should provide a sensitive interface to the rear of the properties on Ringslade Road.
- New north-south, and east-west pedestrian connections linking Station Road, Wood Green High Road, and Watsons Road will frame the new urban square, ensuring permeability in multiple directions.
- Parking should be minimised on this site due to the excellent local public transport connections.
- New private courtyards will be created as part of the developments fronting onto Wood Green High Road.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The issue of rat running through Watsons Road and Ringslade Road will need to be considered as part of this application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Management of air quality and noise will be required to ensure that the transport and residential uses are complementary.

## SA 8: Station Road Offices

<b>Address</b>	225 Wood Green High Rd, 10-48 Station Rd, 40 Cumberland Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	0.9	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Predominantly B1a office use		
<b>Ownership</b>	Mix of public & private freeholds		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Proposed green chain Area of change Haringey Heartlands and Wood Green Area of Archaeological Importance		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	<b>Town centre m<sup>2</sup></b>
	241	4,823	2,412

### Proposed Site Allocation

Redevelopment of existing office buildings to create new residential led mixed use development with town centre uses at ground floor, and new public realm layout.

### Commentary

This predominantly Council-owned collection of office blocks is one of the largest by floorspace in Wood Green. While capable of accommodating a large number of jobs, they are of limited architectural merit, and may be approaching the end of their commercial life. Together with the adjacent Bus Garage site, they represent an opportunity for comprehensive redevelopment to create a more legible street layout, new open space, improved town centre frontages, and new residential development into the Metropolitan Centre.



## Site Requirements

- Development should be in accordance with a masterplan which includes consideration of the potential redevelopment of the Wood Green Bus Garage site.
- There will be town centre uses, potentially including an element of employment, on the ground and first floor of all frontages to Wood Green High Road and Station Road. Above this, residential will be acceptable.
- A finer-grain street layout should be created, including a new north-south, and east-west pedestrian links.
- No buildings need to be retained.
- A tall building may be acceptable at the junction of Station Road and Wood Green High Road, but height should be reduced away from the tube station.
- Open space will be created on this site through the connection of a green chain linking Wood Green Common through this site, the Wood Green Bus Garage site, and the Green Ridings House site to the chain of green spaces in the Trinity Gardens area.
- The requirements for optimising provision for bus stabling may impact on this site. Provision of access to an underground bus garage with access from Station Road or the High Road may be considered.
- Any development on this site should be aware of the provision of a bus facility on the adjacent site (SA7).

## Development Guidelines

- A tower will be permissible on the corner of Wood Green High Road and Station Road. This should be of an exemplar design, and will mark the location of Wood Green underground station.
- New private courtyards should be considered as part of the developments fronting onto Station Road and Wood Green High Road.

- New north-south and east-west pedestrian connections linking Station Road, Wood Green High Road, and Watsons Road will be created. These will be separate to the potential bus entrance.
- Active frontages should be considered on the new north-south and east-west pedestrian routes.
- Parking should be minimised on this site due to the excellent local public transport connections.
- In line with policy SP9, any redevelopment resulting in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- The development should consider the impact of views of Alexandra Palace from Lordship Rec.

## SA 9: Mecca Bingo

<b>Address</b>	Mecca Bingo, Lordship Lane, Wood Green N22		
<b>Site Size (Ha)</b>	0.8	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Bingo Hall		
<b>Ownership</b>	Private freehold		
<b>How site was identified</b>	2013 GLA SHLAA		
<b>Planning designations</b>	Blue ribbon network Area of change Haringey Heartlands and Wood Green Wood Green town centre Adjacent to Noel Park Conservation Area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	191	1,484	

### Proposed Site Allocation

Redevelopment of Bingo Hall for town centre uses with residential above.

### Commentary

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



## Site Requirements

- No buildings need to be retained.
- The alignment of Wellesley Road will be extended, with townhouses provided on the southern side of the road.
- The ground floor uses fronting Lordship Lane will be secondary town centre uses.
- The Moselle runs in a culvert along the south edge of the site, and investigations around it's suitability for future use, and potential deculverting should be facilitated through any development.

## Development Guidelines

- Heights in the south of the site should be respectful of the existing properties on Moselle Avenue.
- Development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- The building line along the southern edge of Wellesley Road should be continued.
- Development should demonstrate no adverse impact on the adjacent residential properties.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.

# SA 10: Morrison's Wood Green

<b>Address</b>	Morrison's, Wood Green High Rd, N22		
<b>Site Size (Ha)</b>	1.0	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Supermarket, shopping mall, surface and multi-storey car parking		
<b>Ownership</b>	Single private freehold		
<b>How site was identified</b>	Review of Wood Green opportunities for development in light of Crossrail 2.		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Haringey Heartlands growth area Area of Archaeological Importance Adjacent to listed building: Gaumont Cinema		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	239	1,855	

## Proposed Site Allocation

Redevelopment of the supermarket and car parks to create mixed use development comprising of town centre uses on the ground floor, with residential above, and improved pedestrian connections within Wood Green.

## Commentary

As with the Mecca Bingo site, this site is underutilised considering its public transport access and town centre location. The extensive car parking space could be redeveloped, with the retail offer improved by aligning it more closely with the High Road and potentially the creation of a new route through the centre towards the heartlands where the existing covered arcade is located.



## Site Requirements

- Any planning application will be required to be accompanied by a site-wide masterplan showing how the development complements other development proposed and/or permitted on surrounding sites.
- No buildings in the site need to be retained, but, the Gaumont Cinema to the south of the site is Grade II\* Listed and the terraces adjacent on the High Road (nos. 1-19 incl. The Broadway), make a vital contribution to the setting of the listed building and should be enhanced through redevelopment of the High Road frontage.
- The adjacent Wood Green Library site will provide a new urban open space, which this site will create a new pedestrian link into, creating a circuit within the centre.
- Ground floor town centre uses will be required. Primary frontage will be retained on Wood Green High Road, while secondary/ active frontages should be provided on all other frontages. Upper floors will be residential.

## Development Guidelines

- Heights should be restricted facing existing houses on Parkland and Caxton Roads.
- The building line along the High Road frontage should respond to the building line of The Goose public house and the remainder of The Broadway terrace.
- Development heights should build up to the former cinema; which can be treated as a boundary wall and as a marker of maximum height for this site.
- A new pedestrian route should be created through the site, from Station Road to the new open space within the Wood Green Library site.
- Existing semi-mature trees along the western and north-western boundary should be retained and protected in the development.
- The Gaumont Cinema to the southeast of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected. Adequate sound and vibration mitigation measures must be incorporated,

reflecting its desired reuse as a theatre, cinema or other cultural venue, and vehicle access to the stage house must be maintained.

- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The impact of development on the overall parking needs of the town centre should be identified through this application.

# SA 11: Wood Green Library

<b>Address</b>	Wood Green Library and Shopping Centre, Wood Green High Rd; Asian Centre, Caxton Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	1.4	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Library, shopping centre, Asian Centre		
<b>Ownership</b>	Mix of public and private freeholds and leases		
<b>How site was identified</b>	GLA SHLAA 2013, Existing UDP 2006 SSP		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Haringey Heartlands growth area Secondary frontage Adjacent to listed building: Gaumont Cinema		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>		<b>Town centre m<sup>2</sup></b>
	358		2,783

## Proposed Site Allocation

Subject to reprovision of the existing library use, redevelopment to create a new urban square with pedestrian and cycling link to Alexandra Palace, enhanced town centre uses, a new library, and residential development.

## Commentary

The Wood Green Library site incorporates a number of uses including the small retail premises to the north of the Mall and the library itself which also has a retail function within it. The library is one of the best used in London, and this function must be reprovided within the Metropolitan Centre. Development will create an opportunity to deliver a new central public space with active uses to form a gateway to the redevelopment sites to the west and Alexandra Palace, and provide a key marker and destination on Wood Green High Road.



## Site Requirements

- No buildings need to be retained, but an enhanced library use and improved active frontages will be provided as part of the new development.
- A new urban square will be created, with primary town centre uses addressing the urban realm.
- A new connection through the site will be created establishing a clear, visible, link from Wood Green High Road, through the new urban square, to Wood Green's western heartland.
- Subject to the consideration of long range view, the site is considered a suitable location for a tall building.
- First and ground floor uses will be town centre uses (including the new library), with residential above.

## Development Guidelines

- The new urban square, including an entrance to a new library facility will serve as the new civic heart of Wood Green.
- Height should be restricted on parts of the site directly opposite residential buildings on Caxton and Mayes Roads to respect their amenity.
- A distinctive building to mark the library site and act as a wayfinding point at the intersection of other tall buildings at Wood Green Station, Turnpike Lane Station, and Penstock foot tunnel.
- This site must provide an attractive, safe and generous east west pedestrian and cycling connection linking into the wider cycle network.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored. It may be possible that a deculverted river could be a focal point for the new

- urban square.
- In addition to the main east-west route through the site, a pedestrian loop towards Station Road should be facilitated through the Morrison's site.
  - The Gaumont Cinema to the north of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected. Adequate sound and vibration mitigation measures must be incorporated, reflecting its desired reuse as a theatre, cinema or other cultural venue, and vehicle access to the stage house must be maintained.
  - The Mall can also be used as a boundary wall to the south eastern edge of the site, creating a development parcel south of the new east-west route.
  - Parking should be minimised on this site due to the excellent local public transport connections.
  - The potential for the excellent views of Alexandra Palace should be explored, including the provision of a "sky café/restaurant".
  - This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
  - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
  - A piling statement will be required prior to any piling taking place.
  - The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
  - Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
  - A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

# SA 12: The Mall

<b>Address</b>	The Mall, Wood Green High Rd, N22		
<b>Site Size (Ha)</b>	4.0	<b>PTAL Rating</b>	
		6a	
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Shopping centre with multi-storey car parking, and houses on top.		
<b>Ownership</b>	Single private freehold		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Haringey Heartlands growth area Primary shopping area Primary frontage Adjacent to Noel Park Conservation Area		

## Proposed Site Allocation

Improvements to the public realm around this building on the current town centre improvements on and on the site to improve visitor and resident amenity and the feel of Wood Green as a town centre.

## Commentary

The Mall represents the focal point of the Wood Green Metropolitan Town Centre. Opportunities to improve the public realm around this building will be supported, and limited infill developments will be supported that benefit the Metropolitan Centre overall.



### Site Requirements

- Buildings will be retained on this site for their current uses over the plan period.
- Improved opportunities to make the site less dominating to its surrounds will be considered through improving the public realm around this site, particularly focusing on Wood Green High Rd and the new route connecting Wood Green and its western heartland.
- A new, legible east-west link will be created at the northern edge of this site.
- The developable part of the site should optimise the local cycling and pedestrian transport network.

### Development Guidelines

- Greater open space for circulation should be created in order to make the “middle” section of the High Road a more pleasant place to visit.
- The Moselle River runs in a culvert under the north eastern corner of this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe.
- Removal of the existing footbridge could be considered in the longer term.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- The amenity on the Mayes Road side of the Mall should be improved where feasible.
- A flood risk assessment is required for any development. The Council’s Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.

# SA 13: Bury Road Car Park

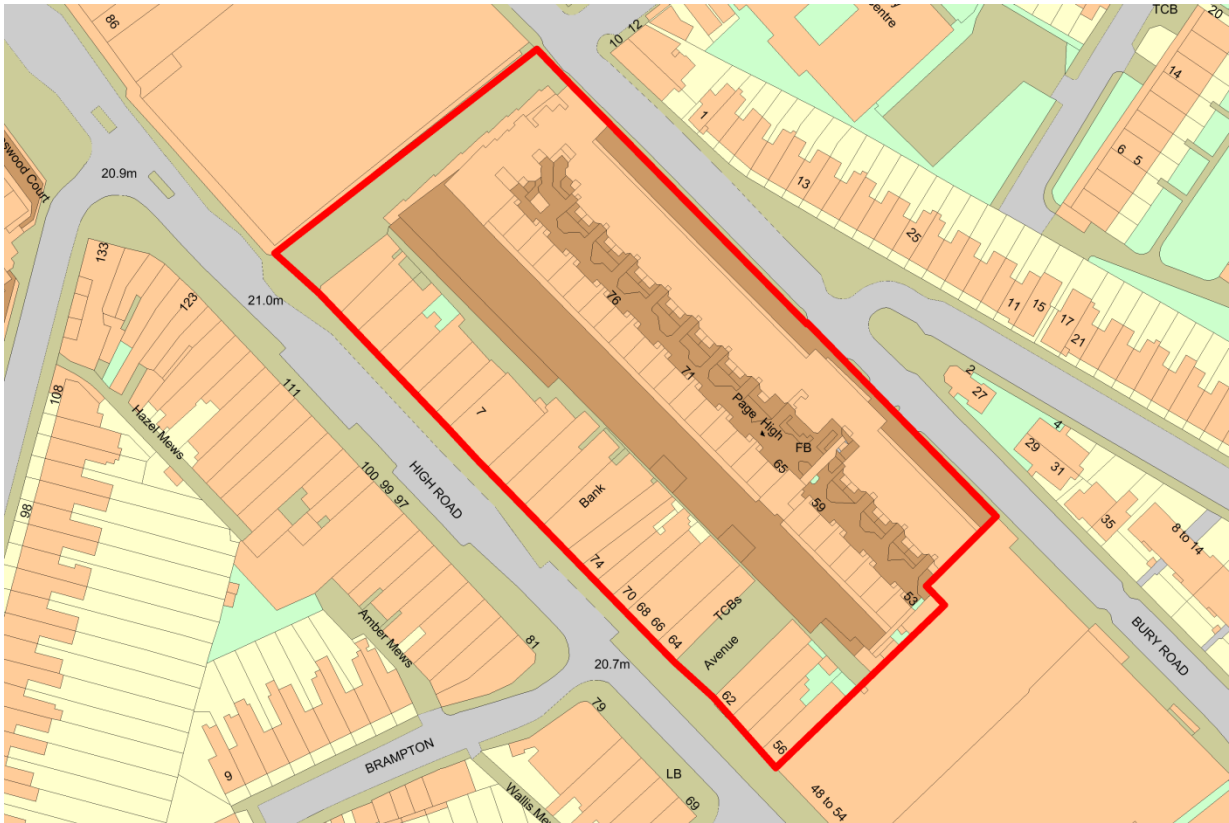
<b>Address</b>	Bury Road Car Park, Bury Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	1.1	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Multi-storey car parking, with large floor plate retail at ground floor level, and residential on top.		
<b>Ownership</b>	Single public freehold		
<b>How site was identified</b>	Crossrail 2 preferred alignment		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Primary shopping area Primary and secondary frontage		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	99	1,484	

## Proposed Site Allocation

Comprehensive masterplanned redevelopment including new through linkages to Wood Green High Road creating new mixed use development comprising town centre and residential uses including consideration of a potential new Crossrail 2 station entrance onto Wood Green High Road.

## Commentary

The Bury Road car park is a mix of town centre uses, residential, and significant quantum of multi-storey car parking. The Council considers that it is appropriate that the use of this site is expanded, and that car parking is reduced in line with a clear strategy for town centre parking to make the best use of the space within a highly accessible Metropolitan Town Centre. This site will also be able to make an additional positive contribution to the High Road through the provision of smaller roads with complementary town centre uses running perpendicular from the High Road.



## Site Requirements

- Buildings fronting the High Road at this point are of significant conservation value, particularly the Cheapside Arcade, and will be retained. Any demolition should ensure that the existing High Road frontage buildings are unaffected, or the setting of the High Road is improved.
- Dovetail Avenue should be extended through to Bury Road as a pedestrian route to enhance permeability.
- The opening up of new secondary town centre frontages should be created along Lymington and Dovecote Avenues to enhance the town centre offer within Wood Green.
- Ground and first floor primary town centre uses will continue to be supported on the High Road frontage.
- The scope to accommodate a new Crossrail station entrance on the High Road as part of this development will be explored.

## Development Guidelines

- Development should complement the buildings in the Noel Park Estate Conservation Area to the north/east of the site across Bury Road. Heights should be restricted along this interface, and have entrances that present onto the street.
- Existing social housing will need to be reprovided on this site or another local site.
- Parking levels should be reduced on this site due to the excellent local public transport connections.
- The new secondary frontages on Lymington and Dovecote Avenues should provide complementary uses to the primarily retail offer on Wood Green High Road. These should be pedestrianised spaces.
- The feasibility of opening up the old arcade building in the Cheapside parade to create

- an additional set of secondary frontage should be considered.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
  - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
  - A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
  - The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
  - Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 14: 16-54 Wood Green High Rd

<b>Address</b>	16-54 Wood Green High Rd, N22		
<b>Site Size (Ha)</b>	1.4	<b>PTAL Rating</b>	6a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Ground and some first floor town centre uses with mix of uses including residential above.		
<b>Ownership</b>	Mix of public and private freehold and leasehold interests.		
<b>How site was identified</b>	Crossrail 2 preferred alignment		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Primary shopping area Primary frontage		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	334	2,597	

### Proposed Site Allocation

Comprehensive redevelopment of current High Road frontages for mixed use development consisting of town centre uses at ground and first floor level, with residential above, and a potential new Crossrail 2 station entrance onto Wood Green High Road.

### Commentary

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



## Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the allocation.
- No buildings need to be retained.
- Ground and first floor town centre will be required uses on the High Road frontage.
- Height will be limited facing the High Road, with the possible exception for the site adjoining the potential tall building on the Whymark/Westbourne Road site.
- Secondary frontages will be supported on suitable future east-west laneways off the High Road.
- The standard of architecture and urban realm on the High Road frontage should be of the highest order.
- Building lines should be set back at ground floor level to increase space for circulation along Wood Green High Road, through having a wider pavement width.
- A Crossrail station entrance on the High Road as part of this development will be supported.

## Development Guidelines

- Heights of buildings at the rear of the site should be sympathetic to the residential properties on the east side of Bury Road.
- Private open space will be provided in internal communal courtyards, private balconies and roof gardens.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The Victorian shopping parade immediately north of the site on Wood Green High Road should be retained, and enhanced by this site's development.
- This site will in all probability come forward in phases due to the differences in

ownership. Landowners will need to demonstrate how their schemes affect neighbouring properties, including their future redevelopment as part of their proposed design.

- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 15: Westbury & Whymark Aves

<b>Address</b>	Land between Westbury Avenue, Whymark Avenue, and the High Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	0.4	<b>PTAL Rating</b>	
			6b
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Predominantly residential		
<b>Ownership</b>	Multiple private freeholds and leaseholds		
<b>How site was identified</b>	Crossrail 2 preferred alignment		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Primary shopping area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>		<b>Town centre m<sup>2</sup></b>
	95		742

### Proposed Site Allocation

Redevelopment of existing town centre buildings to create a landmark building marking Turnpike Lane Crossrail Station, with town centre uses at ground and first floor levels and residential above.

### Commentary

Continuing the trend of development along the East side of the High Road, there may be an opportunity to provide a distinctive new landmark building marking Turnpike Lane tube station at this point. New town centre uses, an improved public realm, and residential development will be encouraged through comprehensive development in line with a site-wide masterplan.



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- No buildings need to be retained.
- Ground and first floor town centre uses will be expected on Wood Green High Road. Ground floor town centre uses will also be expected on the north side of Westbourne Avenue.
- Development will accommodate the fulcrum of the Turnpike Lane tall buildings cluster facing the High Road opposite Turnpike Lane station.
- Development of a tall building could be achievable here.
- Building should be set back at ground floor level to increase space for circulation along Wood Green High Road, while also providing active frontages.
- The urban realm in front of this site should be representative of the site's gateway location from Turnpike Lane Tube to Wood Green centre.

### Development Guidelines

- Height should fall away from its peak at the frontage to Wood Green High Road along Whymark Avenue.
- The frontage to the High Road needs to create a high quality active frontage. The opportunity for additional town centre uses at first floor level should also be exploited.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Opportunity to enable an improvement to the cycle network between Wood Green and the south/west at the junction of The Sandlings and Whymark Avenue should be considered. There may be an opportunity to improve the existing small open space

- open space at the junction of The Sandlings and Whymark Avenue.
- The urban realm around Turnpike Lane station should be of a high quality, and new development should enable this as it occupies a key gateway location into Wood Green.
  - This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
  - The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted as part of any planning application.
  - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
  - A piling statement will be required prior to any piling taking place.
  - The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
  - Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
  - Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.

# SA 16: Turnpike Lane Triangle

<b>Address</b>	Triangular piece of land between Westbury Avenue, Langham Rd, Turnpike Lane, N22		
<b>Site Size (Ha)</b>	0.2	<b>PTAL Rating</b>	6b
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Mixture of A1, A2, A5, and D1 uses, with some residential above.		
<b>Ownership</b>	Mixture of private freeholds and leaseholds		
<b>How site was identified</b>	Crossrail 2 preferred alignment		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Wood Green town centre Primary shopping area Secondary frontage Adjacent to Listed Turnpike Lane building		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>		<b>Town centre m<sup>2</sup></b>
	48		371

## Proposed Site Allocation

Comprehensive redevelopment creating a mix of town centre and residential uses adjacent to Turnpike Lane tube station.

## Commentary

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



### Site Requirements

- No buildings on this site need to be retained.
- Town centre uses will be located at ground and first floor level, with residential uses above.
- The ground floor of the Westbury Avenue frontage of the building could be a suitable location for a secure cycle storage facility linked to Turnpike Lane station.

### Development Guidelines

- Heights should be restricted at the interface with the residential buildings to the east on Langham Road and Westbury Avenue.
- Design of the site should be sympathetic to the Grade II listed Turnpike Lane station buildings across Langham Road.
- Creation of new high quality urban realm between the new building and Turnpike Lane station.
- Site could contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Road through the bus station, and Duckett's Common towards Hornsey and the West of the borough.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, tall building with a sleek appearance will be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or

- requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
  - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
  - A piling statement will be required prior to any piling taking place.
  - Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
  - Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.

## SA 17: North of Hornsey Rail Depot

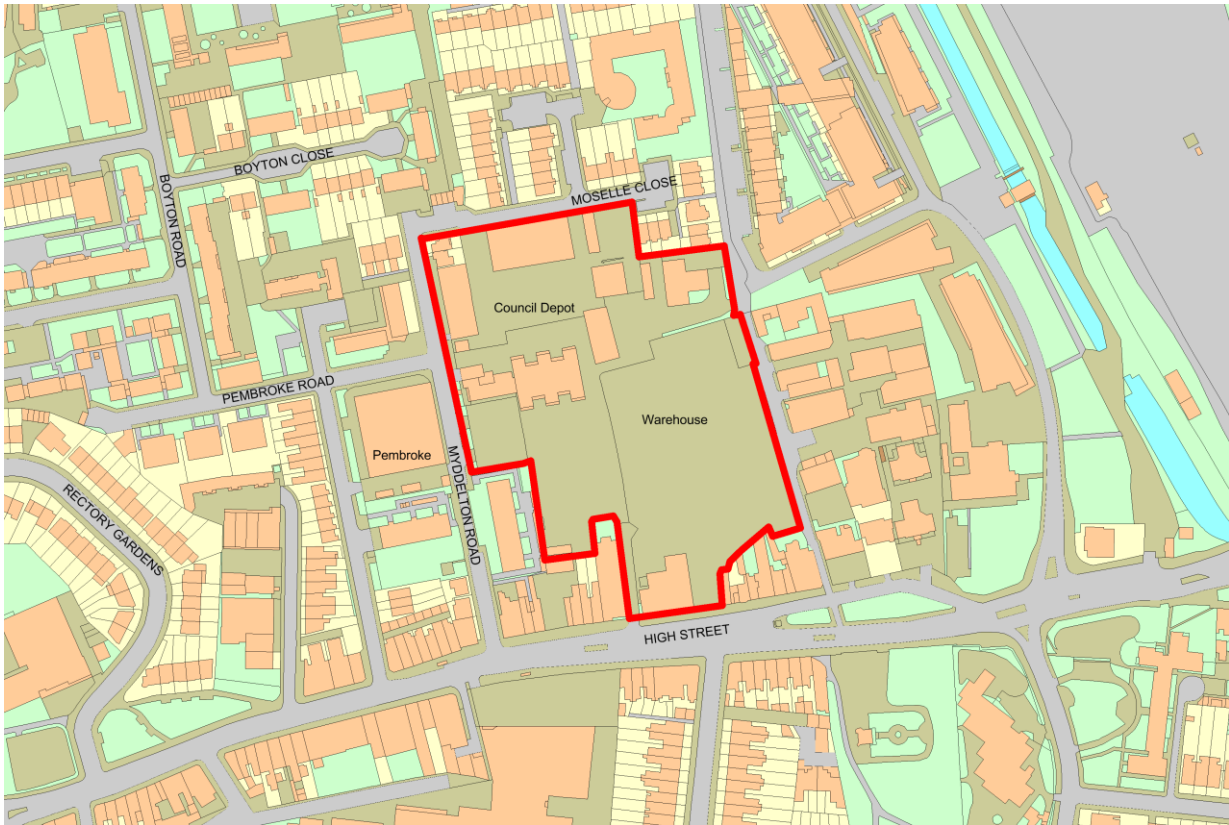
<b>Address</b>	Land between the New River, the Great Northern Rail Line, and Hampden Road, Harringay N8		
<b>Site Size (Ha)</b>	0.7	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Range of B1/B2 and Sui Generis commercial uses		
<b>Ownership</b>	Multiple private freeholds		
<b>How site was identified</b>	Existing pre-application site		
<b>Planning designations</b>	Ecological corridor SINC Metropolitan importance: New River Locally listed buildings: King Road Adjacent to the proposed green chain		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>		<b>Employment m<sup>2</sup></b>
	56		980

### Proposed Site Allocation

Mixed use residential and employment enabling development securing improved pedestrian and cycling link to Hornsey rail station and the west of the borough, and improvements to the New River Path.

### Commentary

This site, in close proximity to Hornsey Rail station has a low density employment use in a highly accessible area by public transport. A development which increases employment on the site, and creates a positive residential development which can improve pedestrian access to, and between Hornsey rail, and Turnpike Lane tube station, will be supported.



## Site Requirements

- No buildings need to be retained.
- New employment space should be provided. This should be the maximum quantity of new flexible workspace feasible on this site.
- Enhancement of the New River path should be provided as part of the development.
- Residential development will be acceptable on this site.
- Development should be used as an enabler to improve access to the bridge over the rail line between the site and Hornsey station. This will involve improvements to Hampden Road and consideration of how access to Hornsey Station can be made more accessible.
- Development should enhance the currently poor quality ecological corridor on this site.
- In line with policy SP9, if the redevelopment of a part of the site within a single application results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.

## Development Guidelines

- Height of development should be at its maximum adjacent to the rail line and Hampden Road, with the amenity of residential properties on the northern bank respected.
- The pedestrian bridge over the rail line should be improved to create improved access across the railway line, including if feasible, by bicycle.
- Buildings along Hampden Road should create an appropriate street frontage, providing passive surveillance for users of Hornsey station.
- Development should create improved and clearer access to the New River

along the northern edge of the site.

- Opportunities to enhance access, safety, and appearance of the New River Path through development and design of this site should be explored on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Although this site is currently part of an ecological corridor, the current uses do not positively contribute to the aims of this designation. Any future uses should ensure that they enhance the overall biodiversity value of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

## SA 18: Wood Green Cultural Quarter (north)

<b>Address</b>	Haringey job centre, Mayes Rd; and Guillemot Place, Clarendon Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	0.5	<b>PTAL Rating</b>	5
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Job centre, Self storage		
<b>Ownership</b>	Mix of public and private ownership		
<b>How site was identified</b>	GLA SHLAA 2013, Existing Cultural Quarter and SSP designation		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Haringey Heartlands growth area Wood Green Common Conservation Area Local Employment Area: Wood Green regeneration area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	89	3,061	

### Proposed Site Allocation

Enhancement of the Wood Green Cultural/creative Quarter, including creation of a new north south link between Clarendon Rd and Wood Green Common.

### Commentary

The Wood Green Cultural Quarter represents a significant opportunity for improvement in the greater Wood Green area. The redevelopment of the existing employment area will play a key role in supporting the realisation of new employment floorspace within the borough through attractive and complementary employment uses with ancillary residential use. Development will create a high quality public realm which supports opportunities to visit and gather. A new connection from the Cultural Quarter towards Alexandra Palace Station should be created as part of comprehensive redevelopment on this site.



## Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The Wood Green job centre and Guillemot Place are of limited architectural quality, and will be permitted for redevelopment.
- An extension of Clarendon Road, from its current cul-de-sac, through the site, to link with Wood Green Common should be created.
- In collaboration with other local sites, an enhanced public realm will be created at the south of this site, which will act as the focal point of the Cultural Quarter around Clarendon Road. Active frontages to both sides of Clarendon Road will be required, to contribute to this vision.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of this redevelopment.
- Residential development may be suitable on site in order to subsidise new workspace
- Development should follow the principles set out in any future Council-approved masterplan for the area, and/or the Wood Green AAP.
- Capped commercial rents will be expected in this area in line with Policy DM38.
- Part of the site is located within Wood Green Common Conservation Area and any development should make a positive contribution to the setting of the

Conservation Area, in particular Alexandra Primary School, and 109 Mayes Rd.

### **Development Guidelines**

- Clarendon Road will be extended as a pedestrian and cycling link through Guillemot Place and the Job Centre site to connect the Cultural Quarter to Wood Green common, and Alexandra Palace rail station.
- The confluence of Mayes Rd, Clarendon Rd, and Western Rd will need to be carefully managed to ensure that a safe and efficient junction is created.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 19: Wood Green Cultural Quarter (south)

<b>Address</b>	Chocolate Factory, 1-3 Clarendon Rd, Mallard Place, Olympia Business Estate and John Raphael House, Wood Green N22		
<b>Site Size (Ha)</b>	2	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Existing Cultural Quarter		
<b>Ownership</b>	Mix of private freeholds		
<b>How site was identified</b>	Call for Sites 2013		
<b>Planning designations</b>	Wood Green growth area Local Employment Area: Regeneration area Adjacent to Wood Green Common Conservation Area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	355	22,000	

### Proposed Site Allocation

Enhancement of the Wood Green cultural quarter through improvements to Chocolate Factory and creation of high quality urban realm. Comprehensive redevelopment of the remaining sites for employment-led mixed use development with residential.

### Commentary

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



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The original Chocolate Factory building will be retained.
- Parma House, the Mountview academy building, the buildings fronting Coburg Road east of Clarendon Rd, and the extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable uses to being retained and/or reprovided.
- The aim of this allocation will be to increase employment use on this site. Some residential will be permitted to enable increases in employment floorspace and jobs creation in the area.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of any redevelopment.
- A public realm will be created that will act as the focal point for the Cultural Quarter in this the site around Clarendon Road. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required.
- Active frontages to both sides of Clarendon Road will be required, which contribute to the cultural output of the area.
- Development should follow the principles set out in any future Council-approved masterplan, and the Wood Green AAP.
- Clarendon Rd will be enhanced and provide a north-south pedestrian and cycling connection through the site.

- Capped commercial rents will be expected in this area in line with Policy DM38.

### **Development Guidelines**

- Development should be set back adjacent to the Western Rd/Coburg Rd to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- New development here will form a key site in the creation of a new suburb of Wood Green, with a requirement to engage with distinctive new architecture.
- Clarendon Road will be extended through Guillemot Place to connect Wood green Cultural Quarter to Wood Green Common, and Alexandra Palace Station.
- A new active frontage to Western Rd should be created.
- Coburg Rd may become part a predominantly cycle & pedestrian route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into the Penstock Tunnel should be secured through development on this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 20: Wood Green Cultural Quarter (east)

<b>Address</b>	105-107, and land rear of 83-103 Mayes Rd; and 2 Coburg Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	0.7	<b>PTAL Rating</b>	5
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Commercial uses		
<b>Ownership</b>	Multiple private freeholds and leaseholds		
<b>How site was identified</b>	Heartlands Development Framework		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Haringey Heartlands growth area Local Employment Area: Wood Green regeneration area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	124	4,285	

### Proposed Site Allocation

Redevelopment of existing buildings to create employment-led mixed use development with residential.

### Commentary

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



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The Chocolate Factory 2 building on Coburg Road should be retained, and secondary town centre uses protected.
- The aim of this allocation will be to increase employment use on this site. Some residential will be permitted to enable increases in employment floorspace and jobs creation in the area.
- Development should follow the principles set out in any future Council-approved masterplan
- Capped commercial rents will be expected in this area in line with Policy DM38.

### Development Guidelines

- Heights should be reduced to the north east of the site to minimise the effect on residential properties on Mayes Rd.
- New pedestrian links from Coburg Rd to the extended Clarendon Rd should be created through this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub,

as a customer, or requiring part of the site to provide an easement for the network.

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 21: Clarendon Square Gateway

<b>Address</b>	Iceland and land behind and Bittern Place, Brook Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	1.1	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Iceland supermarket, vacant land, industrial estate		
<b>Ownership</b>	Mix of public and private freeholds		
<b>How site was identified</b>	Heartlands Development Framework		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Haringey Heartlands growth area Local Employment Area: Wood Green regeneration area Wood Green town centre Blue ribbon network		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>		<b>Employment m<sup>2</sup></b>
	195		6,734

### Proposed Site Allocation

Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential.

### Commentary

This site plays an important role in linking the Haringey Heartlands area to Wood Green High Rd. The future development will cross subsidise a safe pedestrian and cycling link from Wood Green to Alexandra Palace Park via the Heartlands area, and Cultural Quarter. New commercial and residential development will be permitted along this route.



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- No buildings are required to be retained.
- A new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site.
- The maximum quantum of employment floorspace feasible should be provided on this site once the connection has been secured.
- The frontages to the new east-west route should be active non-residential uses facing onto the street.
- The east-west linkage should be as straight as possible between Wood Green High Rd and Clarendon Square.
- Capped commercial rents will be expected in this area in line with the Policy DM38.

### Development Guidelines

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.

- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- New street trees should be provided in this area.
- This site is suitable for car free development due to its good, and improving public transport access.

## SA 22: Clarendon Square

<b>Address</b>	Clarendon Square, Hornsey Park Rd, Mayes Rd, Clarendon Rd, N8			
<b>Site Size (Ha)</b>	4.8	<b>PTAL Rating</b>		3-4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>	
<b>Current/Previous use</b>	Vacant former gas works			
<b>Ownership</b>	Mix of public and private freeholds			
<b>Planning designations</b>	Wood Green/Haringey Heartlands Growth Area Adjoins Regeneration Area Adjoins Cultural Quarter Adjoins Ecological Corridor Blue Ribbon Network Adjacent to Article 4 direction for Heartlands rail corridor			
<b>Indicative Dev<sup>t</sup> Capacity (HGY/2009/0503)</b>	<b>Net resi units</b>	<b>Commercial m<sup>2</sup></b>	<b>Town Centre m<sup>2</sup></b>	<b>Other m<sup>2</sup></b>
	1,080	700	920	550

### Development granted Permission (HGY/2009/0503)

Outline planning application for demolition of existing structures and redevelopment to provide a residential led, mixed-use development, comprising between 950 to 1,080 residential units (C3); with 460sqm to 700sqm of office uses (B1); 370sqm to 700sqm of retail/financial and professional services uses (A1/A2); 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4); 325sqm to 550sqm of community/assembly/leisure uses (D1/D2); new landscaping, public and private open space, and energy centre, two utility compounds, up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.

A Section 73 application relating to the enabling works to deliver this site including the dismantling of the gas holders was granted in 2014.

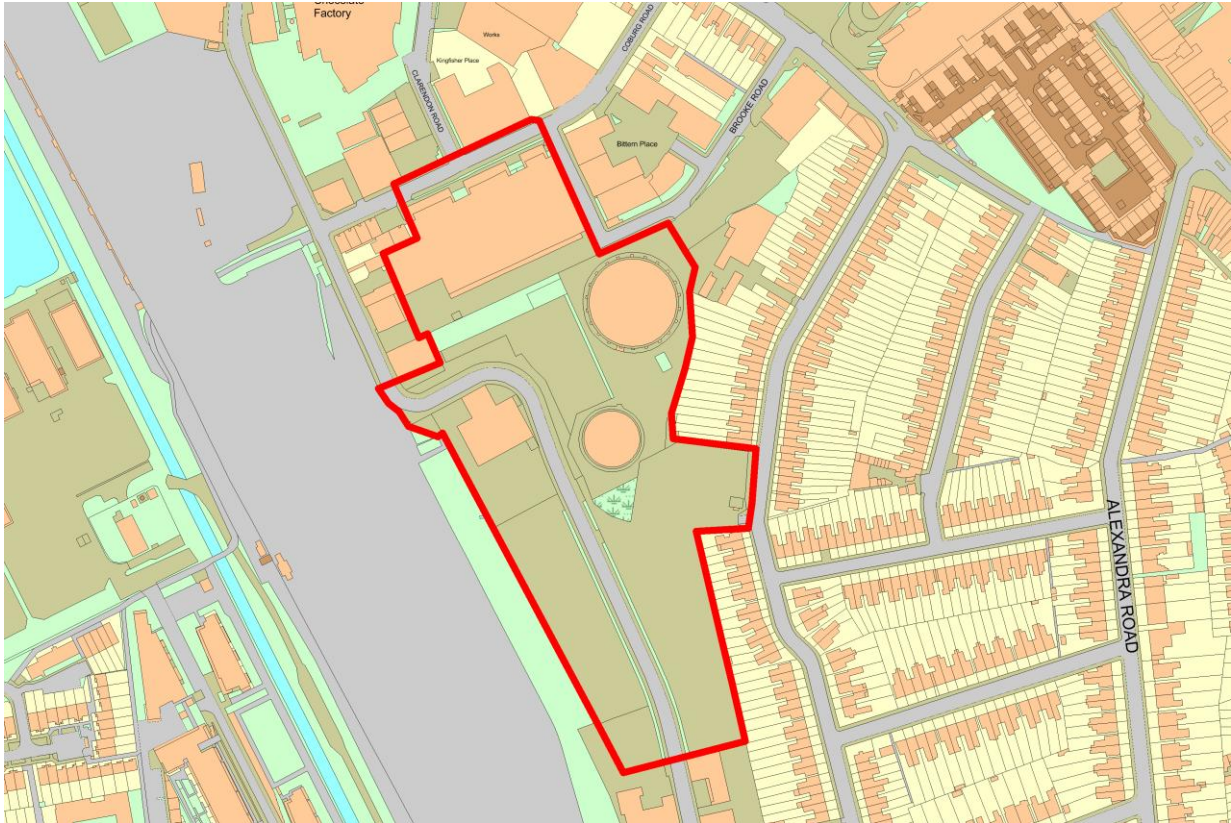
### Proposed Site Allocation

Creation of employment, residential and education uses, a new urban square, and improved linkages through the area.

### Commentary

Planning consent was granted in 2012 for a mixed use development creating 1,080 new residential units, town centre uses, and a new urban square. While extant, it is anticipated that a new application may come forward over the plan period. Due to the size of the site, this development will be expected to make a significant contribution to the creation of a new

suburb for Wood Green Metropolitan Centre. It will need to create new jobs and homes in the area, a positive urban realm including new publically accessible open space. Crucially, improved east west pedestrian and cycling links between Alexandra Palace Park and Wood Green, as well as north south links between Turnpike Lane and Alexandra Palace Station, will facilitate movement through the area.



## Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The development of town centre type uses will be supported around the new open space, but these will be expected to demonstrate how they collectively complement the retail offer in Wood Green through a Retail Impact Assessment.
- There will be a requirement for an element of employment floorspace to be provided through the scheme.
- Provide an optimized north south link through the site improving the link to Alexandra Palace Station.
- Optimize a new east-west pedestrian and cycling route from Wood Green to Penstock tunnel.
- Establish Clarendon Square as a destination that complements Wood Green Metropolitan Town Centre.
- Straighten the existing kinks in Clarendon Rd/ Mary Neuner Way
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## Development Guidelines

- A high quality new public realm will be created which creates spaces for new residents to relax, meet and interact.
- Development should respect the amenity of properties on the west side of Hornsey Park Rd.
- New entrances to the site should be provided from Hornsey Park Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

## SA 23: Clarendon Rd South

<b>Address</b>	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
<b>Site Size (Ha)</b>	2.2	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	West Indian Cultural Centre, commercial premises		
<b>Ownership</b>	Mix of public and private freeholds and leaseholds		
<b>How site was identified</b>	Heartlands development framework		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Haringey Heartlands growth area Ecological corridor Adjacent to: <ul style="list-style-type: none"> <li>• Article 4 direction for Heartlands rail corridor</li> <li>• Area of Archaeological Importance</li> </ul>		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	206	7,115	

### Proposed Site Allocation

Realign Clarendon Rd and create employment-led mixed use development to complement the Clarendon Road Square development site.

### Commentary

Following the completion of Clarendon Square development, the southern end of Clarendon Road has potential for some new development. This should create an increase in job numbers and densities, to which the proceeds from residential development can contribute financially. A realignment of Clarendon Rd to improve traffic flow at the Hornsey Park Rd/ Turnpike Lane junction will be considered.



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- No buildings need to be retained.
- Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Rd across Turnpike Lane.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- Residential development may be suitable on site in order to subsidise new workspace
- Alternative reprovion of the West Indian Cultural Centre will need to be agreed before development can proceed.
- Capped commercial rents will be expected in this area in line with the Policy DM38.

### Development Guidelines

- Heights should be restricted where they adjoin the properties on Hornsey Park Road.
- Taller development will be acceptable on the west side of Clarendon Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Business uses should respect adjacent residential.

## SA 24: NW of Clarendon Square

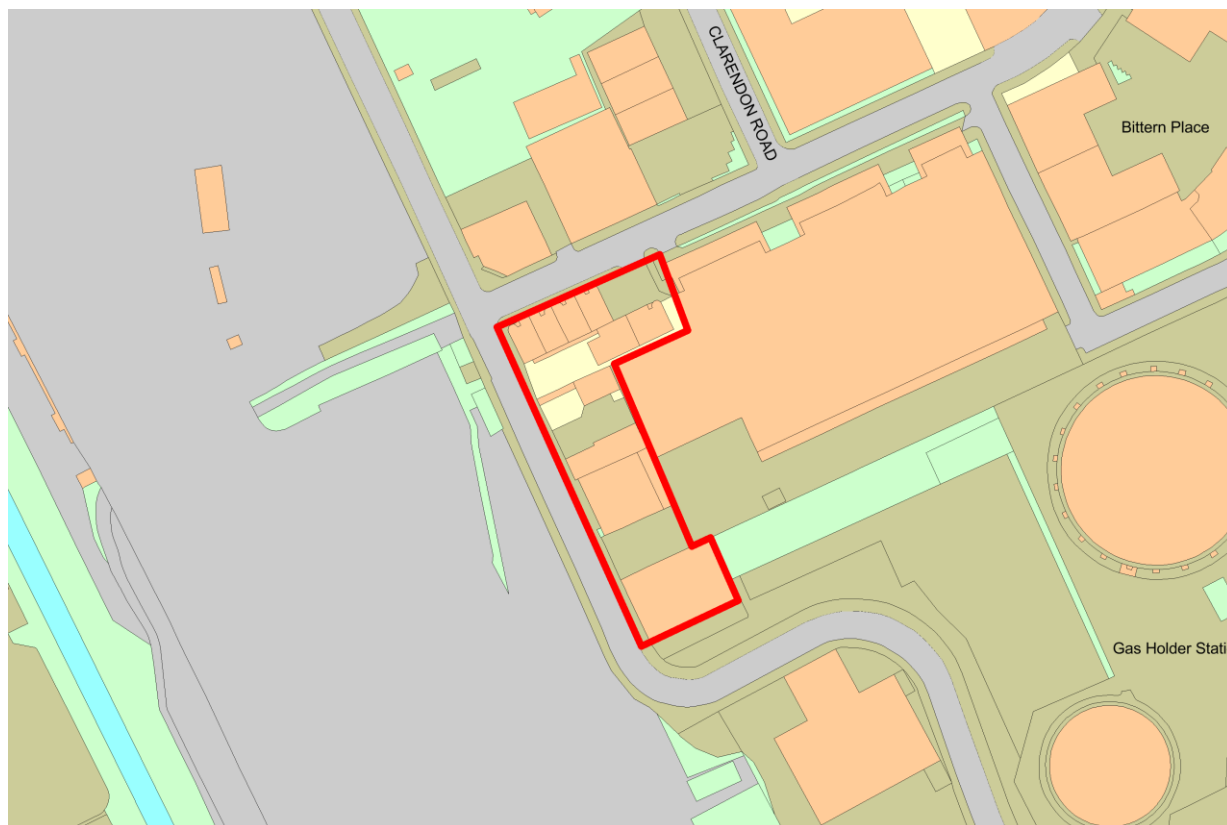
<b>Address</b>	70-89 Clarendon Rd & 57-77 Coburg Rd, Wood Green N22		
<b>Site Size (Ha)</b>	0.3	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Commercial uses		
<b>Ownership</b>	Multiple private leaseholds.		
<b>How site was identified</b>	Heartlands Development Framework		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Haringey Heartlands growth area Local Employment Area: Wood Green regeneration area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	29	1,005	

### Proposed Site Allocation

Redevelopment of existing buildings with new high density employment-led mixed use development with residential.

### Commentary

This site represents an opportunity for intensification to complement the Clarendon Square redevelopment. Any proposals for redevelopment will need to secure new employment uses.



### Site Requirements

- No buildings need to be retained.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- Capped commercial rents will be expected in this area in line with the Policy DM38.

### Development Guidelines

- Development should be set back adjacent to the Western Rd/Coburg Rd to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- A new building on the corner of Coburg and Western roads should form part of the Coburg/Western Rds tall building cluster, reflecting the site being identified as potentially suitable for a tall building.
- A new active frontage to Western and Coburg roads should be created.
- Coburg Rd will become part of the Haringey Green Grid linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into an enhanced Penstock Tunnel should be secured through development on this site.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a

decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 25: L/a Coronation Sidings

<b>Address</b>	Land adjoining Western Rd, the Penstock foot tunnel, and the Great Northern Rail line, Wood Green N22		
<b>Site Size (Ha)</b>	0.9	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Vacant land		
<b>Ownership</b>	Single public ownership		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Haringey Heartlands and Wood Green area of change Haringey Heartlands growth area Ecological corridor Article 4 direction for Heartlands rail corridor		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	87	3,015	

### Proposed Site Allocation

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

### Commentary

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



### Site Requirements

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

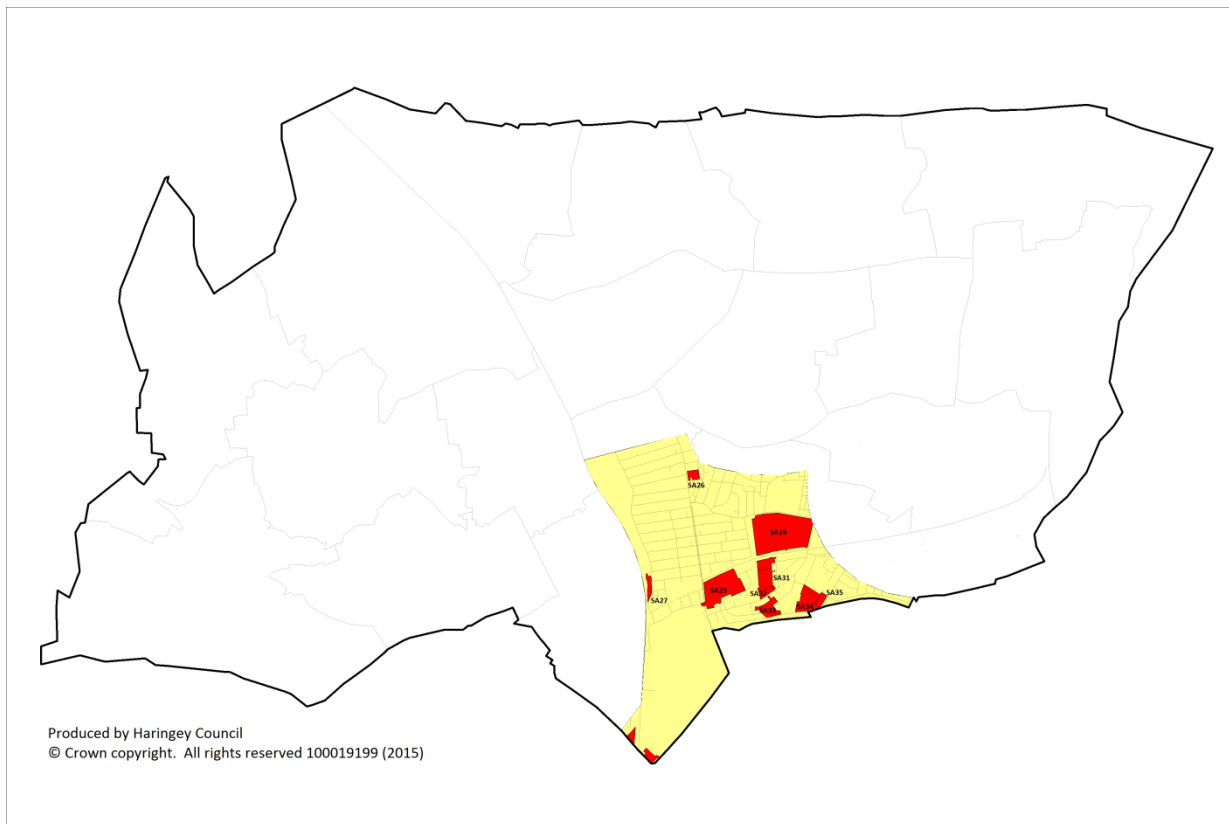
### Development Guidelines

- A new building on the corner of Coburg and the Penstock path should form part of the Coburg/Western Rds taller building cluster, this could potentially be a tall building, complementing the development across Western Rd to the west. It should be designed in such a way to be visible from Alexandra Palace Park, acting as a way marker, while respecting the setting of the Park.
- A new frontage to Coburg Rd should be created.
- Coburg Rd will become part of the Haringey Green Grid linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of

Western Rd into Coburg Rd should be secured through development on this site.

- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Development should be set back adjacent to the Western Rd/Coburg Rd to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The impact of Hornsey Depot operating in close proximity to this site should be considered as part of any application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

# Sites in the South of the borough



## Introduction to the area

The south of the borough in this document is formed of the Harringay area (including the Harringay ladder, St. Ann's ward, and the areas associated with Green Lanes District Centre, including the western portion of Seven Sisters Ward), and Finsbury Park.

This area is experiencing significant pressure for housing and consequential price growth, and significant regeneration schemes are coming forward in the vicinity in the form of City North at Finsbury Park, and Woodberry Down.

Green Lanes is a thriving district centre with a London-wide reputation for Turkish & Kurdish restaurants, cafes, and greengrocers. It has recently received TfL funding to improve the local urban realm, and Outer London Funding to enhance the shopfronts on Green Lanes.

## Sites in Harringay (pp88-95)

The sites in this area are centred on Green Lanes District Centre and the Harringay ladder.

- SA 26: Hawes & Curtis, Green Lanes
- SA 27: Wightman Rd
- SA 28: St. Ann's Hospital
- SA 29: Arena Retail Park

**Harringay Warehouse District**

A new local strategic policy for this area has been created, and this is included as DM39 in the DMDPD. This aims to increase the number of jobs, and preserve the creative community present in the area. Certain sections of LSIS 15 are retained under Policy SA 1, but other sections are proposed to be changed to Local Employment Area: Regeneration Area, to reflect the changes underway in this area. Sites allocated in this area are:

SA 30: Arena Design Centre

SA 31: Crusader Industrial Estate

SA 32: Omega Works

SA 33: Vale/ Eade Rds

SA 34: Overbury & Eade Rds

SA 35: Land between Seven Sisters and Tewkesbury Rds

**Sites in Finsbury Park**

New town centre frontages are proposed to give Finsbury Park District Centre status, thus complementing its existing designation in LB Islington. The Site Allocations, alongside the guidance included in the Finsbury Park Town Centre SPD will guide development in this area. Sites included in this area are:

SA 36: Finsbury Park Bowling Alley

SA 37: 18-20 Stroud Green Rd

## SA 26: Hawes & Curtis, Green Lanes

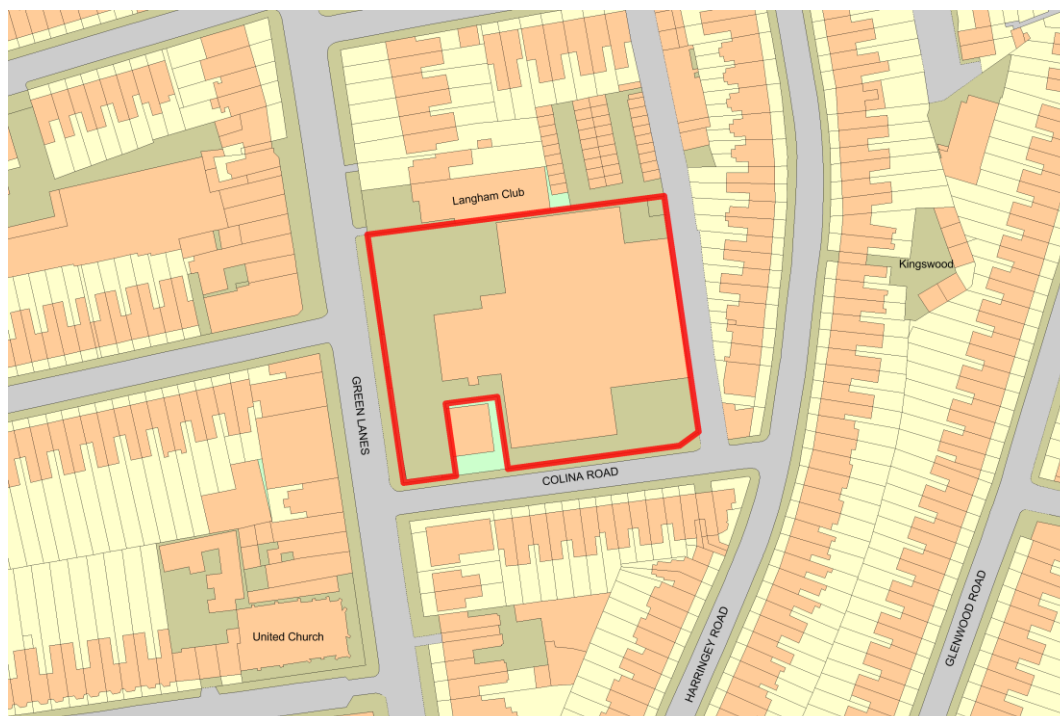
<b>Address</b>	Hawes & Curtis Outlet, Green Lanes, N8		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Retail Warehouse		
<b>Ownership</b>	Private freehold		
<b>How site was identified</b>	Call for Sites 2013		
<b>Planning designations</b>	Adjacent to Green Lanes District Centre		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Other uses m<sup>2</sup></b>	
	73	569	

### Proposed Site Allocation

Mixed use redevelopment to create residential-led mixed use with a new medical facility.

### Commentary

The current use of the site for retail warehousing can be replaced with more intensive use to match the high levels of public transport access on Green Lanes. Following consultation with NHS property services, there is an emerging need for a new GP practice in this area, and the edge-of town centre location means this is a suitable location for a mixed use development comprising of a new health centre and residential.



### Site Requirements

- London Underground Ltd will be consulted regarding the retention of the London Underground vent as part of the scheme.
- An active ground floor use facing onto Green Lanes should be provided.
- Designs for this site should show how they do not prejudice a future development of the adjoining garages to the north of the site on Colina Mews.

### Development Guidelines

- The building line facing Green Lanes should be consistent with the “set back” building line to the north of the site, and the more enclosed building line at the south of the site. As such this site should provide a graduated entrance to Green Lanes centre when entering from the north.
- The ground floor medical use would be suitable marker at the north end of Green Lanes District Centre.
- While outside the boundary of Green Lanes District Centre, this site may offer an opportunity for an active frontage that complements the uses within the centre.
- Development on Colina Mews and Colina Rd should be reduced in height to respect the amenity of properties here.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.

## SA 27: Wightman Rd

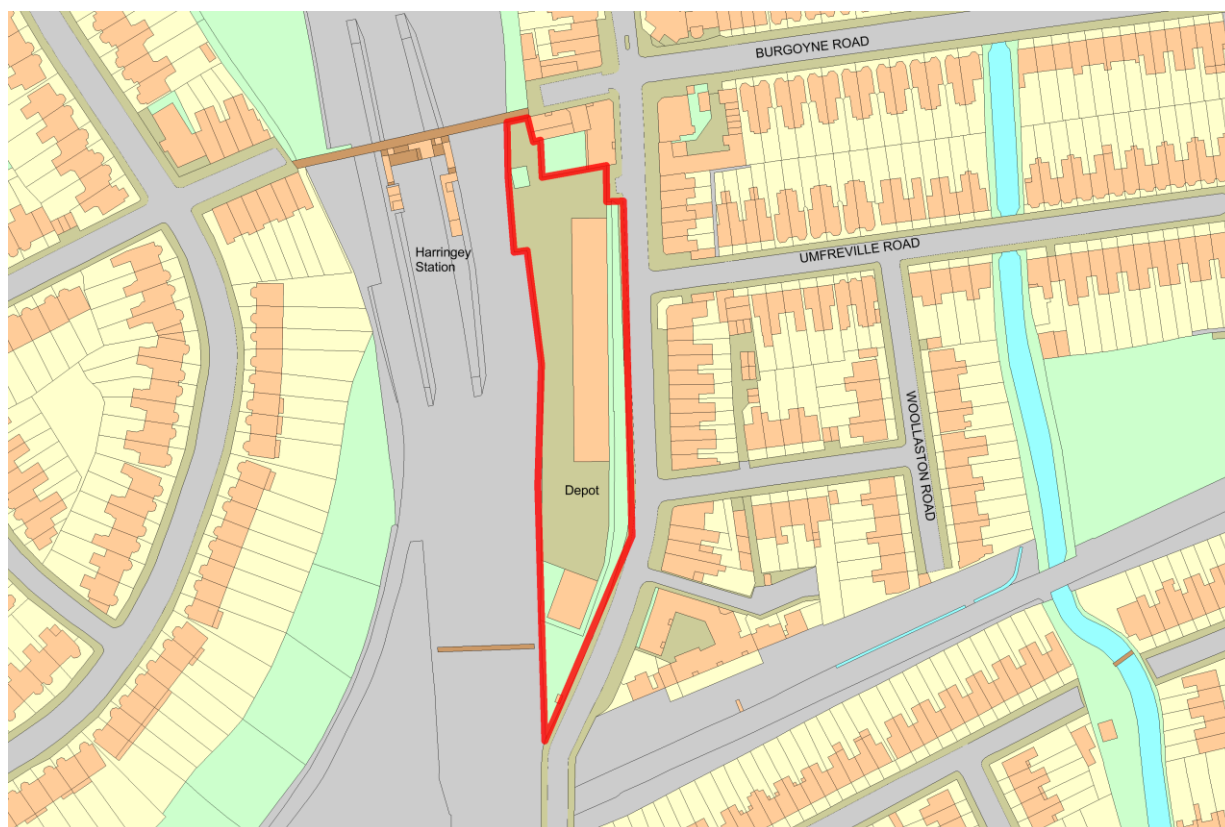
<b>Address</b>	Jewson's builders yard, Wightman Road, N4		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Builders yard		
<b>Ownership</b>	Private freehold		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Adjacent to <ul style="list-style-type: none"> <li>ecological corridor</li> <li>Stroud Green Conservation Area</li> </ul>		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	48	840	

### Proposed Site Allocation

Enabling residential development to improve east-west cycling connection along Burgoyne Rd.

### Commentary

There is potential to make a more intensive use of this station-proximate location. The current access to the station from Burgoyne Rd is very steep and could be made more accessible with a design that enables a route through the site, or a contribution towards a reduced slope.



### Site Requirements

- No buildings are required to be retained.
- The site adjoins a north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development.
- The site will be residential.
- This development should help to fund an improvement to the bridge at Harringey station, to improve east-west connections. Measures to reduce the gradient of the bridge into Burgoyne Rd should particularly be considered.

### Development Guidelines

- Higher buildings may be possible along the rail line, taking into account the slope from north (high) to south (low).
- Heights along the Wightman Rd frontage should reflect those on the eastern side of the street.
- The building line of Mermaid Court should be continued along Wightman Rd.
- Open space will be provided to the rear, and should complement and enhance the ecological corridor running along the rail line.
- Parking should be minimised on this site due to the excellent local public transport connections.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Development should seek to enhance the ecological corridor running to the west

of the site.

- The design of new buildings on this site should have regard to the noise from road and rail links nearby.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Development should demonstrate how it will make a positive contribution to the setting of the Stroud Green Conservation Area to the west.

# SA 28: St. Ann's Hospital Site

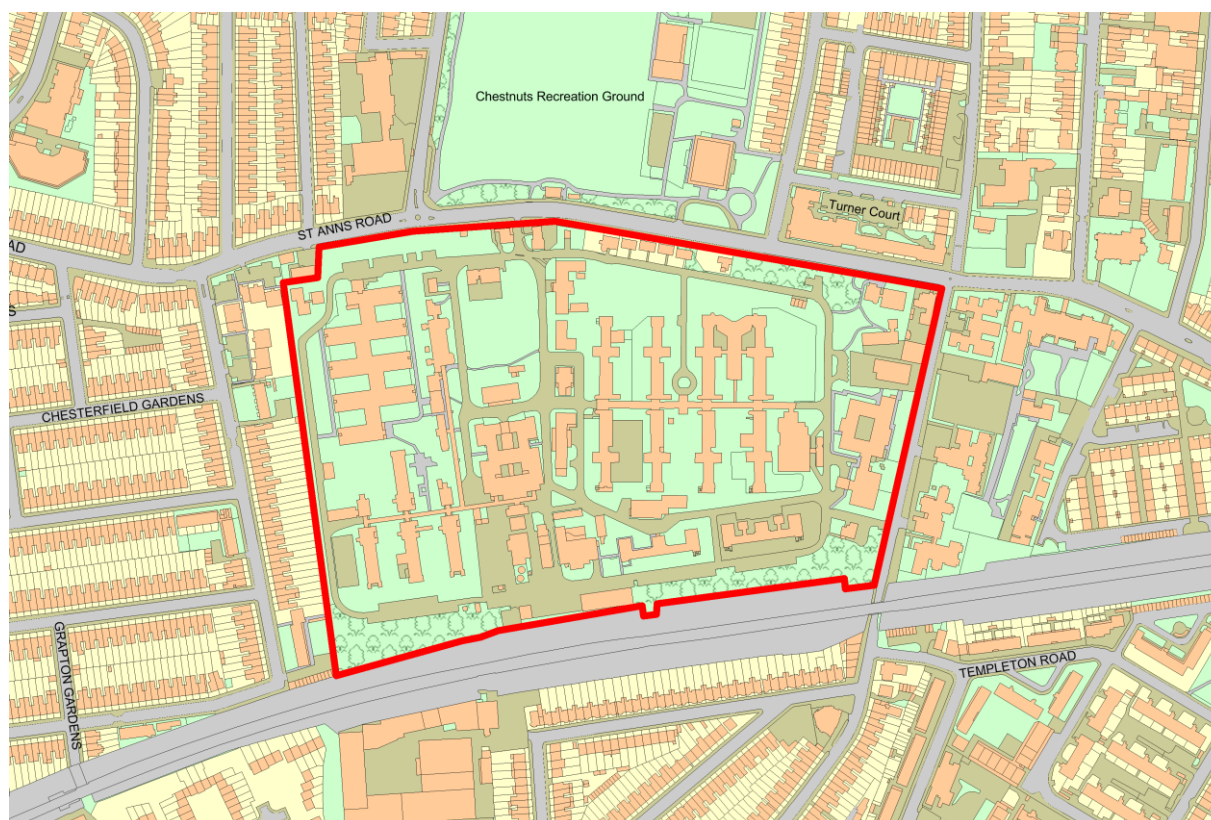
<b>Address</b>	St. Ann's Hospital, St. Ann's Rd, N4		
<b>Site Size (Ha)</b>	11.5	<b>PTAL Rating</b>	
		1b	
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Hospital		
<b>Ownership</b>	Public freehold		
<b>How site was identified</b>	Current planning application (HGY/2014/1691)		
<b>Planning designations</b>	St Ann's Conservation Area SINC local: St Ann's Hospital Wood SINC borough grade II: Tottenham Rail sides Locally listed buildings: St James Lane, St Ann's Road Ecological corridor		
<b>Indicative Dev<sup>t</sup> Capacity (HGY/2014/1691)</b>	Net resi units	Town Centre m <sup>2</sup>	Other
	456	148	5,100

## Proposed Site Allocation

Enabling residential development to rationalise and improve the existing hospital site.

## Commentary

Planning consent was granted in 2015 for the redevelopment of the majority of the site for residential use, which will enable a consolidation of the medical use.



## Site Requirements

- The existing boundary wall should be integrated into the development in line with operational and design aspirations in the site wide masterplan.
- The areas of SINC in the south of the site should be enhanced through any redevelopment.
- The site will be developed as residential in order to enable a rationalisation and enhancement of the health facilities.
- A new connection towards Green Lanes is required at the south west corner of the site. This should be integrated into the cycle and pedestrian network to provide connections from the east of the borough to Green Lanes, Harringay station and the west of the borough.
- The new connection to Green Lanes should not adversely impact the occupants of the residential block at the southern end of Warwick Gardens.
- Provision for the connection of a north-south route through the site linking the site, and the central portion of the north of the borough with St. Ann's ward, and areas to the south as part of the overall cycling and pedestrian network in the borough.
- The site lies within the St. Ann's Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- New open space should be provided on the site which complements the nearby Chestnuts Park.

## Development Guidelines

- Heights adjoining properties on Warwick Gardens should be reduced to respect the amenity of neighbouring properties.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 29: Arena Retail Park

<b>Address</b>	Arena Retail Park, Green Lanes, Harringay, N4			
<b>Site Size (Ha)</b>	5.4	<b>PTAL Rating</b>		3-6
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>	
<b>Current/Previous use</b>	Retail Park			
<b>Ownership</b>	Single Private Freehold			
<b>How site was identified</b>	GLA SHLAA 2013			
<b>Planning designations</b>	Tottenham Hale town centre Secondary frontage SINC borough grade II: Harringay Stadium Slopes			
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	<b>Town centre m<sup>2</sup></b>	<b>Other m<sup>2</sup></b>
	539	5,390	5,390	5,390

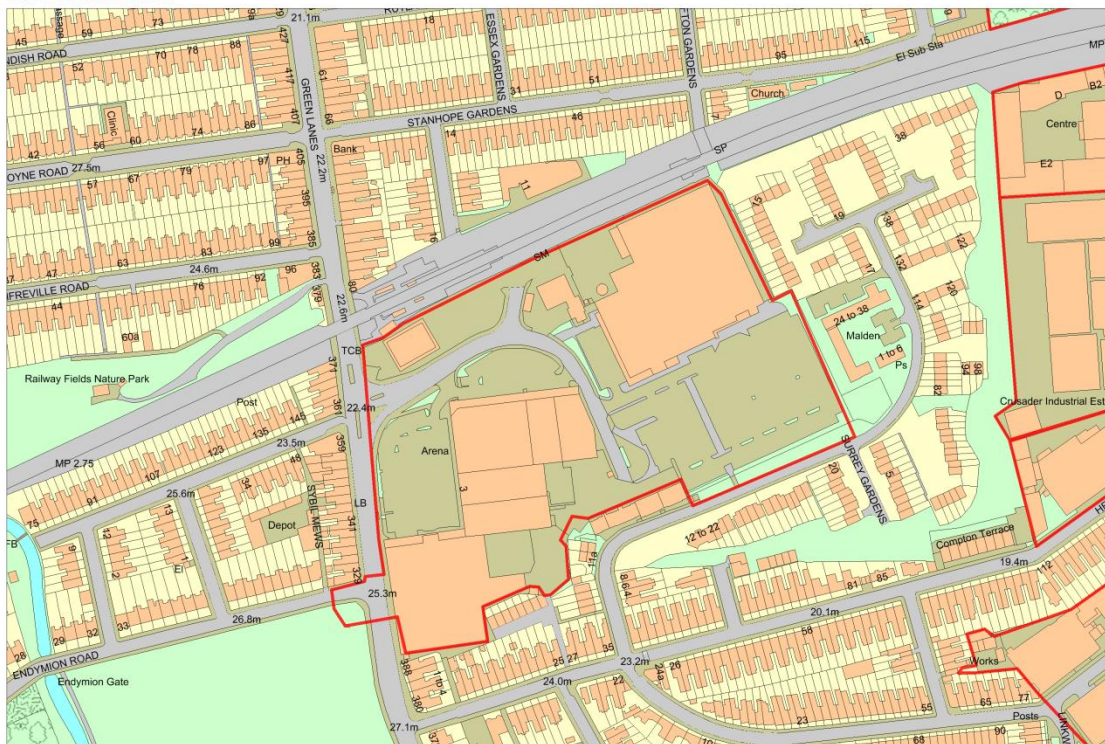
### Proposed Site Allocation

Long-term potential for redevelopment of the existing retail park to produce a new high street frontage, access improvements to Harringay Green Lanes station and Finsbury Park, reconfigured road layout, and new residential and commercial development.

### Commentary

This retail park is heavily car-dominated, yet in a highly accessible location by public transport. There exists the potential to increase density on the site, while reducing car dependency. The development could fund significant public realm improvements, including improving access to Harringay Green Lanes Station, Finsbury Park, a new, active, stretch of High Street frontage onto Green Lanes, and a continuation of the SINC from the slopes into Finsbury Park to create an improved biodiversity corridor across the borough.

### Arena Retail Park



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## Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The setting of Haringay Green Lanes station should be improved through this redevelopment. No other buildings need to be retained.
- Access to the site will be a key issue to be examined before any development takes place. Traffic impacts on Green Lanes from this site should be reduced through this development. The existing Endymion Rd junction with Green Lanes, and the existing retail park entrance junctions, as well as through traffic will need to be considered through a comprehensive transport assessment.
- Improved access to the north-eastern corner of Finsbury Park should be created as part of a restructuring of the Endymion Rd/Green Lanes junction.
- Uses fronting onto Green Lanes should provide town centre uses to extend the town centre south towards Hermitage Rd on the east side of the rd.
- This redevelopment should realign retail along the adjoining stretch of Green Lanes, with this becoming a new town centre frontage. Reducing the depth of the town centre boundary to only include the Green Lanes frontage should be considered.

## Development Guidelines

- The potential to connect the Haringay Warehouse District more directly to

Harringay Green Lanes station should be explored by creating a new pedestrian link between this site to the Omega Works site through the vacant land between 80 & 82 Finsbury Park Avenue.

- A high quality urban realm should be created along Green Lanes, to link Manor House Station to Harringay Green Lanes Station by foot.
- Development should not harm and have regard to the ecological corridor running along the southern edge of the Gospel Oak-Barking rail line. A new section of ecological corridor linking this via the “slopes” behind Finsbury Avenue through to Finsbury Park should be considered as part of the design for this site.
- Parking should be managed down on this site due to the excellent local public transport connections. The parking requirements of the retail in the new scheme should be considered however.
- Heights should be reduced at the south and east of the site where residential properties adjoin the site.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council’s Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

# Harringay Warehouse District

## Current Situation

The area covered by this set of policies is a collection of buildings commercial in nature, of a range of quality. There is a strong link to the textile manufacturing trade in the area, although there are a wide range of goods manufactured within the employment area. The area surrounding the industrial buildings consists of terraced housing, and industrial and resident uses at present sit cheek-by-jowl in some parts.

The site can be considered in two chunks, Arena, Crusader, and Omega Industrial estates are in the north of the area, and the Vale, Eade, Hermitage, and Overbury Rds area to the south provides a separate contiguous area. Both areas are subject to significant unauthorised residential occupation in the form of warehouse living. This has arisen organically over the past 10-15 years.

With the exception of the Arena Design Centre, Omega Works, and the land between Seven Sisters Rd and Tewkesbury Avenue, all sites in this area are designated as Locally Significant Industrial Sites in the Local Plan. Arena and Omega have mixed use site specific proposals identified in the 2006 Unitary Development Plan.

Warehouse living in Haringey context, and as proposed as a technical term, is defined in this document as “The occupation on a communal basis of a large footplate building a mixed residential and employment use.” It is considered to be Sui Generis in the use class order.

## Issues

- Residential pressure in the area is strong, and this can be seen to be displacing traditional employment-generating uses, against current planning policy.
- There is a long-term need to protect a supply of land for commercial uses to support the creation of mixed and balanced communities, and underpin the local economy.
- The standard of commercial premises in the area is varied, with many unfit for higher intensity uses.
- Currently industrial uses sit “cheek by jowl” with residential uses.
- The local road network is not ideally suited to facilitate the presence of large container trucks.
- A significant number of commercial buildings are being used unlawfully for residential purposes, albeit with some commercial enterprise remaining on parts of sites, and as part of live/work on the sites.
- Many of the buildings in this area are unfit for habitation, and would require extensive works to bring them up to acceptable standards.
- Complaints made by neighbours about noise pollution.
- The existing community want to be allowed to remain within the area.
- The existing warehouse community have a specific set of vocational and site-specific needs in order to remain viable.
- The management of premises and spaces is mixed. The most successful sites/uses are where an active management of premises and spaces have taken

place.

### **Opportunities**

- The employment function of the area needs to be retained. Both commercial floorspace and jobs should be increased through any proposal (or set of proposals).
- Creative communities can be a positive draw for local businesses looking for a place to set up or move to. It will be important for any new development to be able to demonstrate how this supportive economic cluster can be retained/ safeguarded.
- The community exhibits significant clusters of skills/businesses with a focus on the arts/creative sectors.
- Some informal “exhibition spaces” exist, which could be formalised.
- Local residents have identified positives associated with having a creative community living nearby, and there are opportunities to capitalise on this. Increasing the ability of local residents to interact with the projects and outputs of the creative community should be improved by creation of a space which can facilitate a range of events in which the local community can enjoy the spoils of the local cultural output. This space should have extensive opening hours, flexible use, be publically accessible, and linked to local through routes for walking and cycling.
- Improvement of standards of residential premises for the local creative community to ensure they meet national housing standards.
- The area has a very mixed design and parts of the area are tolerant of a range of architectural styles and materials.

### **Vision for the area**

The creation of a collection of thriving creative quarters, providing jobs for the local economy, cultural output that can be enjoyed by local residents, and places for local artists to live and work.

The Council will work with local landowners and residents to produce masterplans and potentially an SPD to help guide development in the area. This is set out in Policy DM39. Any change from existing employment use will need to be accompanied by detailed management arrangements that secure long term access to affordable business premises.

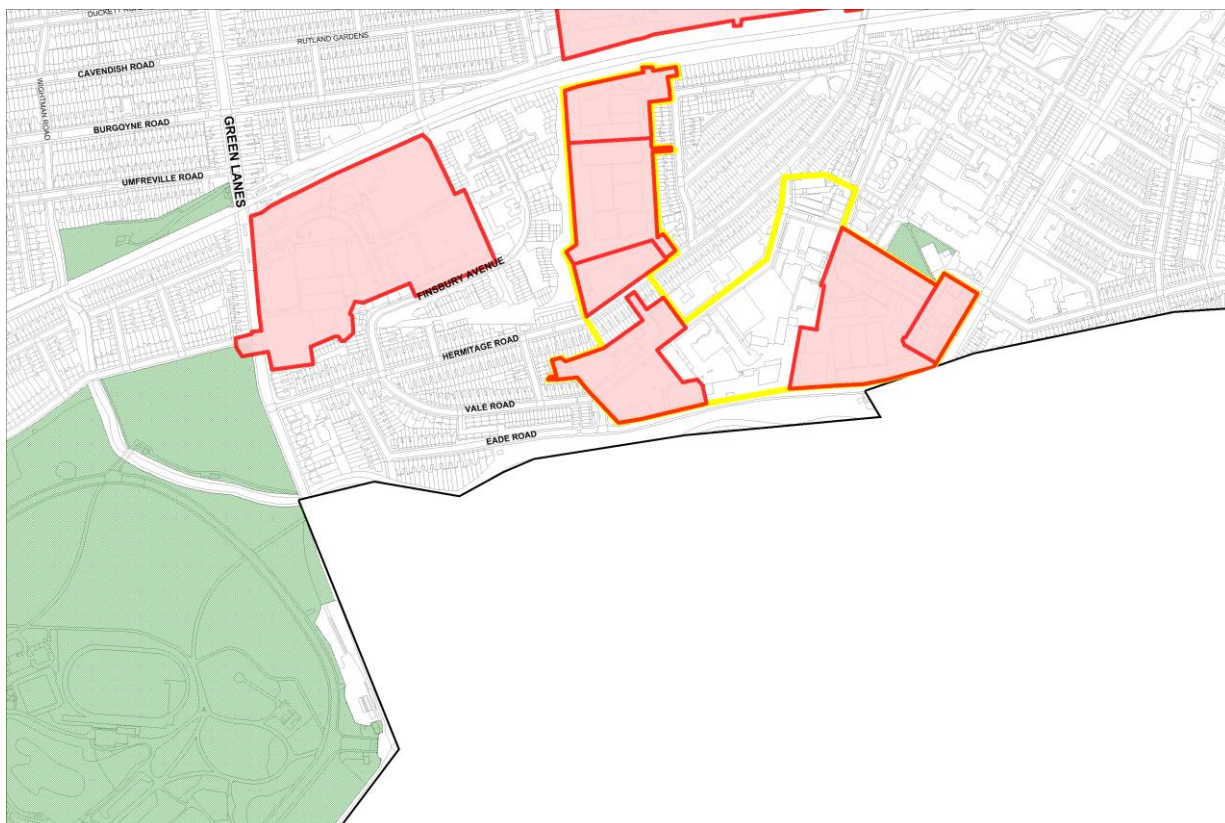


Figure 2.7 Harringey Warehouse District vision

## SA 30: Arena Design Centre

<b>Address</b>	Arena Design Centre, Ashfield Rd, Harringay N4		
<b>Site Size (Ha)</b>	1.0	<b>PTAL Rating</b>	1-2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Warehouse buildings with existing residential occupancy		
<b>Ownership</b>	Private freehold		
<b>How site was identified</b>	Live/work enforcement investigation		
<b>Planning designations</b>	Adjacent to ecological corridor Adjacent to SINC (Borough Grade II)		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	40	1,386	

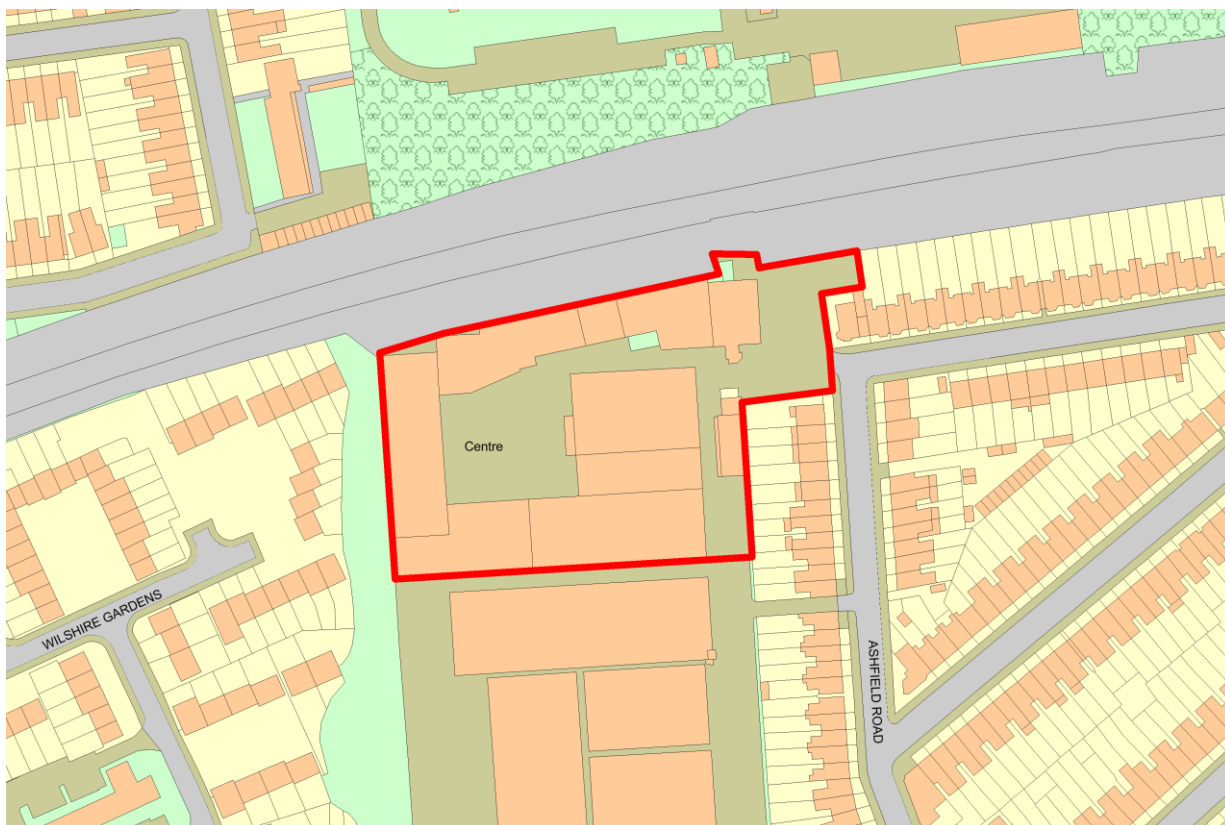
### Proposed Site Allocation

Potential development to increase accessibility providing increased employment floorspace and provide warehouse living accommodation.

### Commentary

This site is identified as having a number units which have fallen into use as warehouse living. Some of these units, despite their lawful use provide poor standards of accommodation and have compromised/limited amenities which fall short of standards for residents envisaged by the Plan. A comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability are encouraged in line with Policy **DMX**.

The Council will work with landowners and residents to find ways to reintroduce employment into these areas, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will be considered on this site.



### Site Requirements

- A site-wide management plan will be required as part of any planning application.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- None of the buildings need to be retained but any proposal must demonstrate how the optimum balance of employment floorspace can be secured and delivered alongside the retention of the existing population on this site.
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the Council's aspiration to create a mix of uses on this site through the re-introduction of creative employment uses.
- Provision of suitable accommodation that meets acceptable standards will be required.
- Redevelopment should look at the feasibility of connection up to the quietways network through the disused tunnel in the north-west corner of the site, linking through the St Ann's hospital site.
- The principles Policy DM39 apply to the site.
- Capped commercial rents will be expected in this area in line with the Policy DM38.

### Development Guidelines

- The height of development needs to be respectful of the housing on Finsbury Park Avenue to the east and Ashfield Road on the east. Noting there is a significant slope up to these buildings; heights will be restricted in close proximity to the properties on Ashfield Road.
- Development should enhance the ecological corridor to the north of the site.
- The gate onto Ashfield/Oakdale Road should be removed.

- Buildings in the area should continue to be designed to maintain the unique warehouse character of the area.
- Developments that continue to support the principles of communal living will be supported
- Development at the Southern edge of the site should be comfortable having an industrial neighbour.
- Edge treatment should complement the Gospel Oak-Barking rail line ecological corridor, through a new green chain, linking the “slopes” behind Finsbury Park Avenue towards Finsbury Park.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council’s Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Innovative approaches to employment/workspace provision will be encouraged alongside new construction forms/materials on inner-facing elevations.
- Proposals should show how local traffic resulting from development will be managed.

# SA 31: Crusader Industrial Estate

<b>Address</b>	Crusader Industrial Estate, Hermitage Rd, Harringay N4		
<b>Site Size (Ha)</b>	1.6	<b>PTAL Rating</b>	1b
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Industrial		
<b>Ownership</b>	Private freehold		
<b>How site was identified</b>	Existing Designated Employment Area		
<b>Planning designations</b>	Locally significant industrial site: Crusader Industrial Estate Local employment area: Crusader Industrial Estate Adjacent to SINC borough grade II: Harringay Stadium Slopes		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	64	2,218	

## Proposed Site Allocation

Potential redevelopment of the site to increase accessibility and create new commercial floorspace increasing the number of jobs and job density on the site.

## Commentary

A new street layout that improves accessibility through the site will be considered on this site.



### Site Requirements

- None of the buildings need to be retained, although business relocation (either on or off-site) should be considered as necessary before redevelopment can proceed.
- Any development will be required to be masterplanned in such a way to consider the adjacent Arena and Omega sites.
- Employment-generating uses will be the primary use on the site. The quantum of employment floor space and number of jobs will increase through any application on this site.
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- If necessary cross subsidy of employment floorspace from residential will be considered. If this is necessary, the employment uses will be conditioned to control operational hours and noise pollution.
- Redevelopment will enable the connection of the green grid network between Arena and Omega Industrial Estates.

### Development Guidelines

- The height of development needs to be cognisant of the terraced housing on Ashfield Road to the east, and Finsbury Park Ave to the west. Noting there is a significant slope up to these buildings, a reduction in height at the western side of the site to preserve the amenity of properties on Ashfield Rd is appropriate.
- Boundary walls matching those on the Arena Industrial site, and potentially Omega Works site should create a unified public realm.
- The new public realm should be active, with business premises fronting onto it. A

- café ancillary to the employment use may be suitable here.
- The pedestrian route through to Ashfield Rd should be maintained.
  - Development at the southern edge of the site should be comfortable having an industrial neighbour.
  - Development should positively contribute to the SINC running to the west of the site, linking the Gospel Oak-Barking rail line ecological corridor, through a new green chain, linking the “slopes” behind Finsbury Park Avenue towards Finsbury Park.
  - A public realm needs to be created through any redevelopment that provides excellent amenity to help draw local businesses to the site.
  - The Council will be supportive of initiatives such as the Opportunity Investment Fund being used to encourage economic growth in this area.
  - Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
  - This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
  - Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
  - A piling statement will be required prior to any piling taking place.
  - Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
  - The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
  - A flood risk assessment is required for any development. Council’s Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 32: Omega Works

<b>Address</b>	Omega Works, Hermitage Rd, Harringay N4		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Industrial premises, with significant residential occupancy		
<b>Ownership</b>	Multiple private freeholds		
<b>How site was identified</b>	Live/work enforcement investigation		
<b>Planning designations</b>	Adjacent to SINC borough grade II: Harringay Stadium Slopes		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	40	1,386	

### Proposed Site Allocation

Potential development to increase accessibility providing increased employment floorspace, and provide warehouse living accommodation.

### Commentary

This site is identified as having a number units which have fallen into use as warehouse living. Some of these units, despite their lawful use provide poor standards of accommodation and have compromised/limited amenities which fall short of standards for residents envisaged by the Plan. A comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability are encouraged in line with Policy DM39.

The Council will work with landowners and residents to find ways to reintroduce employment into these areas, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will be considered on this site.



### Site Requirements

- A site-wide management plan will be required as part of any planning application.
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to retain a mix of uses on this site.
- Access to Crusader Industrial estate should be maintained, and improved if possible.
- A potential future pedestrian & cycling connection to the north through the centre of the site should be included in any proposed design.
- The principles of Policy DM39 apply to the site.
- Capped commercial rents will be expected in this area in line with the Policy DM38.

### Development Guidelines

- Height on the Hermitage Road frontage should be limited to respect the amenity of the residences opposite.
- Buildings in this area should continue to be designed to maintain the unique warehouse character of the area.
- Subject to viability, the central façade on Hermitage Rd should be retained, creating an entrance to a courtyard. No other buildings are required to be retained. This should be linked through to the new pedestrian access to Finsbury Park Avenue.
- Development should positively contribute to the SINC running to the west of the site, linking the Gospel Oak-Barking rail line ecological corridor, through a new

ecological corridor linking the “slopes” behind Finsbury Park Avenue towards Finsbury Park.

- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- A pedestrian link to Finsbury Park Avenue should be considered as part of any future redevelopment. A planning contribution may be required, and this should be included in any future design for the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- This site may be in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

## SA 33: Vale/Eade Rd

<b>Address</b>	85-87 Eade Rd, 91-95 Vale Rd, 136 Hermitage Rd, Harringay N4		
<b>Site Size (Ha)</b>	1.5	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Tunnelling point for electricity reinforcement project, Industrial with limited live/work.		
<b>Ownership</b>	Mix of private freeholds and leaseholds		
<b>How site was identified</b>	Live/work enforcement investigation		
<b>Planning designations</b>	Locally significant industrial: Vale Road / Tewkesbury Road Locally listed buildings: Wightman Road Local employment area: Vale road/Tewkesbury		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>		<b>Employment m<sup>2</sup></b>
	101		3,465

### Proposed Site Allocation

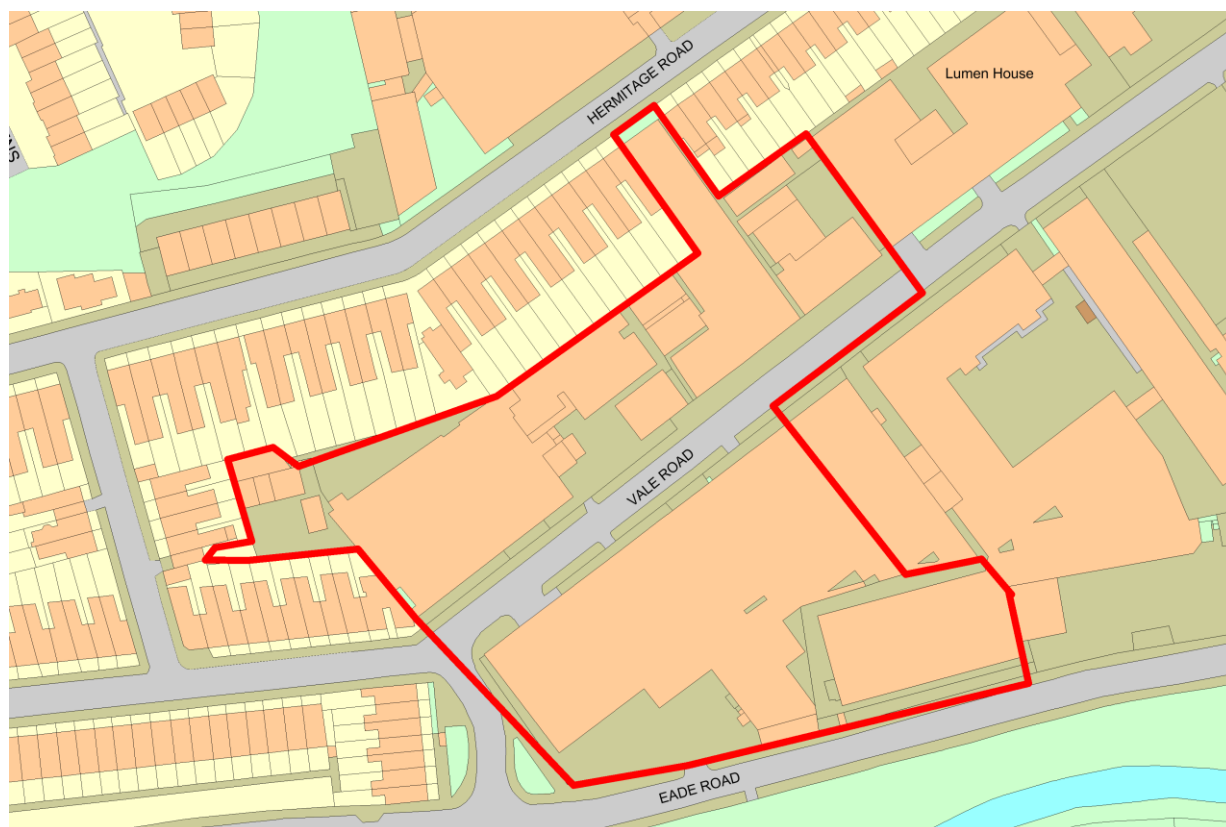
Potential development to increase accessibility providing increased employment floorspace, and provide warehouse living accommodation.

### Commentary

This site is predominantly a former works site to construct the North London Reinforcement Project tunnel. It is now suitable for a new use. The Council is willing to reallocate from industrial to regeneration area in part to accommodate warehouse living uses on site, in part to create a new north-south cycling route, and in part to accommodate traveller pitches.

This site is identified as having a number units which have fallen into use as warehouse living. Some of these units, despite their lawful use provide poor standards of accommodation and have compromised/limited amenities which fall short of standards for residents envisaged by the Plan. A comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability are encouraged in line with Policy DM39.

The Council will work with landowners and residents to find ways to reintroduce employment into these areas, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will be considered on this site.



### Site Requirements

- No buildings need to be retained.
- National Grid will need ongoing access to the existing tunnelling site for maintenance purposes, and this will be capped and secured in perpetuity.
- The primary use of the site will be for employment-generating purposes in line with its status as a Designated Employment Area.
- The site will be given a Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- The principles of Policy DM39 apply to the site.
- Provision for a new pedestrian and cycling link connecting St. Ann's and Woodberry Down will be created. This will be achieved through design of the site.
- Capped commercial rents will be expected in this area in line with Policy DM38.
- An off-site contribution towards securing a link over the New River will be sought.

### Development Guidelines

- Planning obligations to open up the south bank of the New River and institute a linear park should be explored through this development.
- The employment baseline for floorspace, jobs, and jobs density will be taken from the use of this site before NG operations began.
- There is a significant slope from Eade down to Vale Rd, and it is considered that heights can be increased at the eastern edge where there is a more industrial character.

- Development to the east of this site is allocated to remain in designated employment use. The north-south connection through the site from Hermitage Rd to Eade Rd should provide a buffer between any more human-oriented live/work uses on this site.
- The new link should provide a straight, secure, pedestrian and cycling route.
- Development adjacent to residential properties on Vale and Hermitage Rds should be limited to avoid overlooking.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- This site may be in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

## SA 34: Overbury & Eade Rds

<b>Address</b>	Overbury Rd, 1-29 & 339-141 Tewkesbury Rd, 195-205 Eade Rd, Harringay N4		
<b>Site Size (Ha)</b>	1.5	<b>PTAL Rating</b>	1-5
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Warehouse buildings, with residential occupancy in parts		
<b>Ownership</b>	Mix of freehold ownerships		
<b>How site was identified</b>	Live/work enforcement investigation		
<b>Planning designations</b>	Locally significant industrial: Vale Road / Tewkesbury Road		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	141	4,851	

### Proposed Site Allocation

Potential development to increase accessibility providing increased employment floorspace, and provide warehouse living accommodation.

### Commentary

This site is identified as having a number units which have fallen into use as warehouse living. Some of these units, despite their lawful use provide poor standards of accommodation and have compromised/limited amenities which fall short of standards for residents envisaged by the Plan. A comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability are encouraged in line with Policy DMX.

The Council will work with landowners and residents to find ways to reintroduce employment into these areas, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will be considered on this site.



## Site Requirements

- A site-wide management plan will be required as part of any planning application.
- There is potential for a building on the corner of Eade and Seven Sisters Rds marking the gateway to the warehouse district from Seven Sisters Rd.
- Reintroducing employment-generating uses is the key aim of this policy. These may be created at ground floor level as part of a mixed use development, or in purpose-built blocks.
- The site will be given a Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- The principles Policy DM39 apply to the site.
- There should be a fine-graining of the street network in this area encouraging pedestrian permeability.
- Affordable commercial rents will be expected to be retained in perpetuity in this area in line with Policies DM38 and DM39.
- If necessary cross subsidy of employment floorspace from residential will be considered. The conditioning of the employment uses to control operational hours and noise pollution will be considered to ensure this.

## Development Guidelines

- Development needs to create active frontages to ensure passive surveillance.
- The creation of a limited destination might be considered acceptable, as part of a

central space. This could take the form of a weekend makers' market.

- Planning obligations to open up the south bank of the New River and institute a linear park should be explored through this development.
- Buildings in the area should continue to be designed to maintain the unique warehouse character of the area.
- Developments that continue to support the principles of communal living will be supported.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Further masterplanning may be desirable to help create a co-ordinated scheme for this site and the adjoining areas. This could include an SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 35: L/b Seven Sisters & Tewkesbury Rds

<b>Address</b>	341-379 Seven Sisters Rd, 6-46 Tewkesbury Rd, N4		
<b>Site Size (Ha)</b>	0.5	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Mix of sui generis (car repair) use and mixed use/retail use.		
<b>Ownership</b>	Multiple private freeholds and leaseholds		
<b>How site was identified</b>	Existing Site Specific Proposal		
<b>Planning designations</b>	N/A		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	63	490	

### Proposed Site Allocation

Redevelopment of existing buildings to create higher street space realm on Tewkesbury rd, and complement the Harringay Warehouse neighbourhood.

### Commentary

There is potential for development on this site to complement the more knowledge-based economic uses which will be introduced into the Harringay Warehouse District.



### Site Requirements

- The terrace fronting Seven Sisters Rd should be retained.
- The uses on the site will be commercial at ground/1st floor, with residential above.
- Access from the Overbury Road area to and across Seven Sisters Rd should be improved.

### Development Guidelines

- Buildings will continue to present active frontages onto Seven Sisters Rd, but servicing should be accessed from Overbury and Tewkesbury Rds.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- An improved connection between the Harringay Warehouse District and Seven Sisters/Amhurst Rds through this site is required.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- This site may be in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

## SA 36: Finsbury Park Bowling Alley

<b>Address</b>	Finsbury Park Bowling Alley, 2-8 Stroud Green Road, 263-271 Seven Sisters Rd		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	6b
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Rowans bowling alley, park, supermarket and a range of food and beverage shops including residential flats at upper levels.		
<b>Ownership</b>	Multiple private freeholds		
<b>How site was identified</b>	Call for sites 2013		
<b>Planning designations</b>	Ecological corridor Metropolitan open land and Registered Historic Park: Finsbury Park SINC metropolitan: Parkland Walk SINC borough grade II: Finsbury Park Islington town centre (adjacent borough) Existing green chain		
<b>Indicative Dev<sup>1</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	71	550	

### Proposed Site Allocation

Redevelopment to create improved entrance to Finsbury Park from the station, a new leisure facility, town centre use with residential above.

### Commentary

Development at Rowans Bowling Alley will be subject to a new leisure use being provided on the site. New development would create an improved link between the station and the Park, and create a mix of uses within the town centre which would create demand for local retail premises.



## Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The Twelve Pins pub should be retained, although demolition and reprovision of the pub extension could be considered.
- The entrance to the park from Station Place will be enhanced, with a clear, visible, open pedestrian and cycling route provided.
- The urban realm around the public house should be improved, with the design integrated into the improved park entrance, creating a clear link from the station into the park.
- Taller buildings will be permitted on either side of the new entrance which will help to mark Finsbury Park as a destination. This site may be suitable for a tall building if designed in accordance with DM6.
- An appropriate leisure/community facility use to replace the existing Rowan's bowling alley must be provided at the foot of the new buildings.
- All frontages onto Seven Sisters Rd and Stroud Green Rd should have active town centre frontages. The existing secure cycle parking facility will be replaced and enhanced.
- Development proposals must show how it impacts upon the Park, and improves it's overall function and appearance.

## Development Guidelines

- Height should peak proximate to the rail line, and step down towards the Park, and the corner of Seven Sisters and Stroud Green Roads.
- The architecture should frame the new entrance to the park from Finsbury Park station.
- Regarding height, the design needs to be carefully justified and designed to demonstrate an acceptable relationship with the retained pub buildings opposite and the buildings across the road, but this site could potentially be suitable for a tall building.
- The building line on Seven Sisters Rd should wherever possible be set back to the line of the Park gates to create a wider footway.
- Buildings will be of an exceptional quality, reflecting the long views, and the prominence of the site from within the Park.
- The access from the park to Finsbury Park Road (to the south-east of the site) should be retained and enhanced.
- Rowan's bowling alley is listed as an Asset of Community Value.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- New development should be of the highest quality and enhance the setting of the conservation area and the registered park.
- Heights, scale and massing of new development should be carefully and sensitively considered in context of the more domestic scale of buildings immediately adjacent to the site.

## SA 37: 18-20 Stroud Green Rd

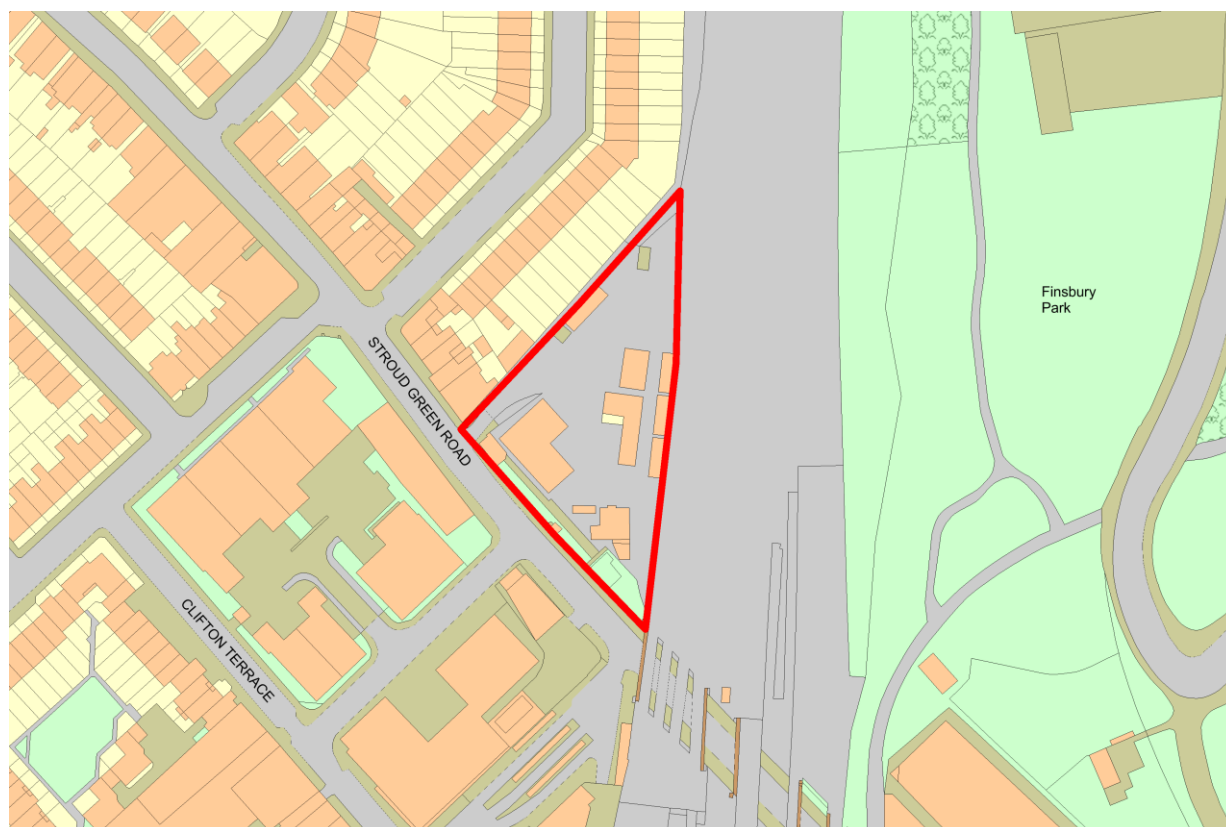
<b>Address</b>	18-20 Stroud Green Rd, Finsbury Park, N4		
<b>Site Size (Ha)</b>	0.4	<b>PTAL Rating</b>	
		6b	
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Network Rail yard		
<b>Ownership</b>	Network Rail		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Ecological corridor Adjacent to Stroud Green Conservation Area		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>		<b>Town centre m<sup>2</sup></b>
	63		490

### Proposed Site Allocation

New town centre frontage onto Stroud Green Road, with residential development above and behind.

### Commentary

This site represents an opportunity to create new town centre uses within the Finsbury Park District Centre, along with residential development.



### Site Requirements

- No buildings need to be retained.
- The height of development should demonstrate how they have an acceptable relationship with neighbouring dwellings on Woodstock Rd.
- Town centre uses will be required at ground floor level on the Stroud Green Road frontage of this site, with residential above and behind.

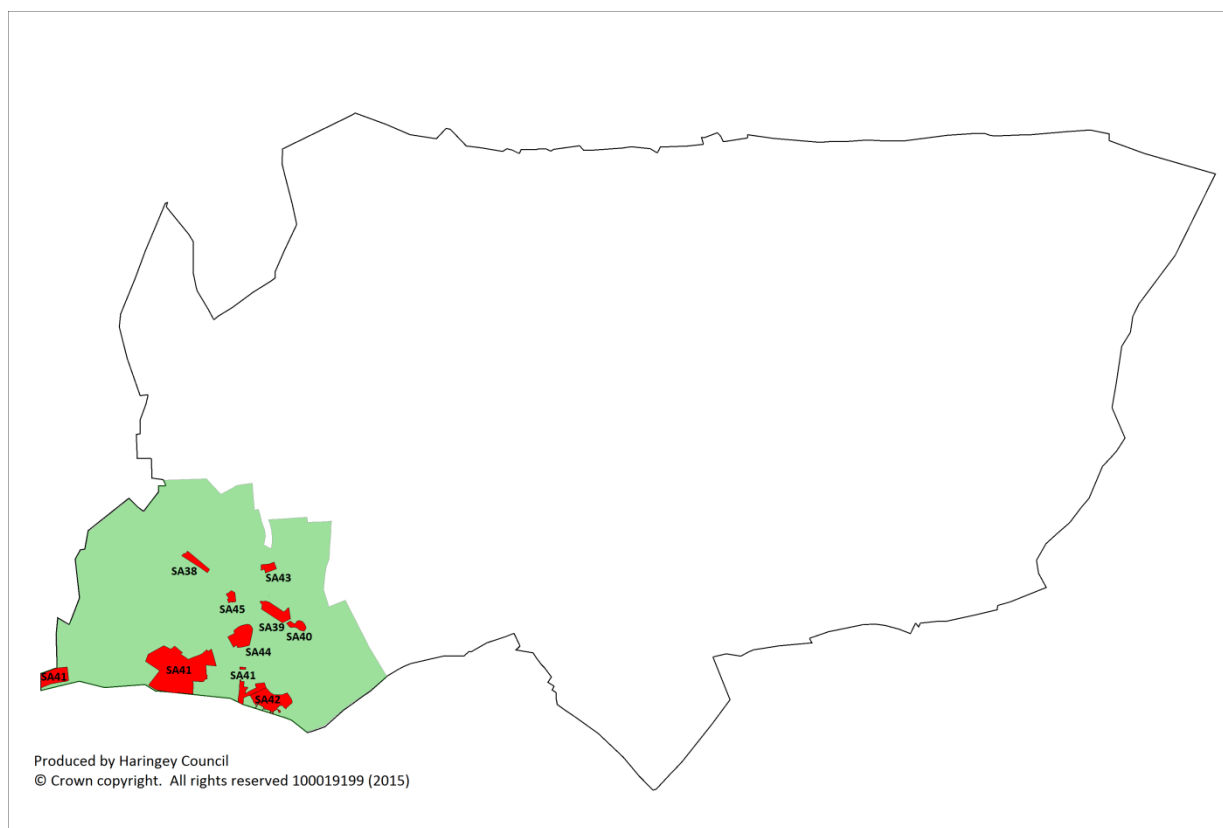
### Development Guidelines

- Height will be limited adjacent to the residential properties on Woodstock Rd and will need to demonstrate an acceptable relationship with neighbouring residential sites.
- Noise pollution from the rail line will need to be adequately mitigated.
- Residential development will not be suitable directly adjacent to the railway embankment due to there being a lack of light at this point. Car parking is seen as a logical use at this part of the site.
- Car parking should enter from a discreet archway off Stroud Green Rd, with parking located adjacent to the railway embankment at ground floor level.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- A new communal courtyard above undercroft parking should be created, with development providing a buffer from the noise pollution on Stroud Green Rd and the rail line.
- Studies should be undertaken to understand what potential contamination there

is on this site prior to any development taking place.

- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Heights, scale and massing of new development should be carefully and sensitively considered in context of the adjacent conservation area.
- Due to the excellent access to public transport on this site, car free development may be permissible here.

# Highgate



## Highgate Neighbourhood Area

The Highgate Neighbourhood Forum was established in December 2012, covering a cross-local authority area in the London Boroughs of Camden and Haringey. Both Councils approved applications to form a Neighbourhood Area and Neighbourhood Forum, and work is underway at present to produce a Neighbourhood Plan for the area.

In the main the sites in this section have been nominated by the Forum during the Call for Sites in 2013, or developed in discussion with the Forum. The exceptions to this are Hillcrest, which is a site included as part of the Council's housing renewal and investment programme, and Highgate School.

### Sites in Highgate (pp116-127)

- SA 38: 460-470 Archway Rd
- SA 39: Former Highgate Rail Station
- SA 40: Gonnermann Antiques site
- SA 41: Highgate School
- SA 42: Highgate Bowl
- SA 43: Summersby Rd
- SA 44: Hillcrest
- SA 45: Highgate Magistrates Court

The sites in this section will also be referenced, potentially at greater length in the Highgate Neighbourhood Plan. For the avoidance of doubt, the requirements of both

the future Allocations in this document when adopted, and the guidance provided in the Highgate Neighbourhood Plan should be taken into account when bringing forward development proposals.

## SA 38: 460-470 Archway Rd

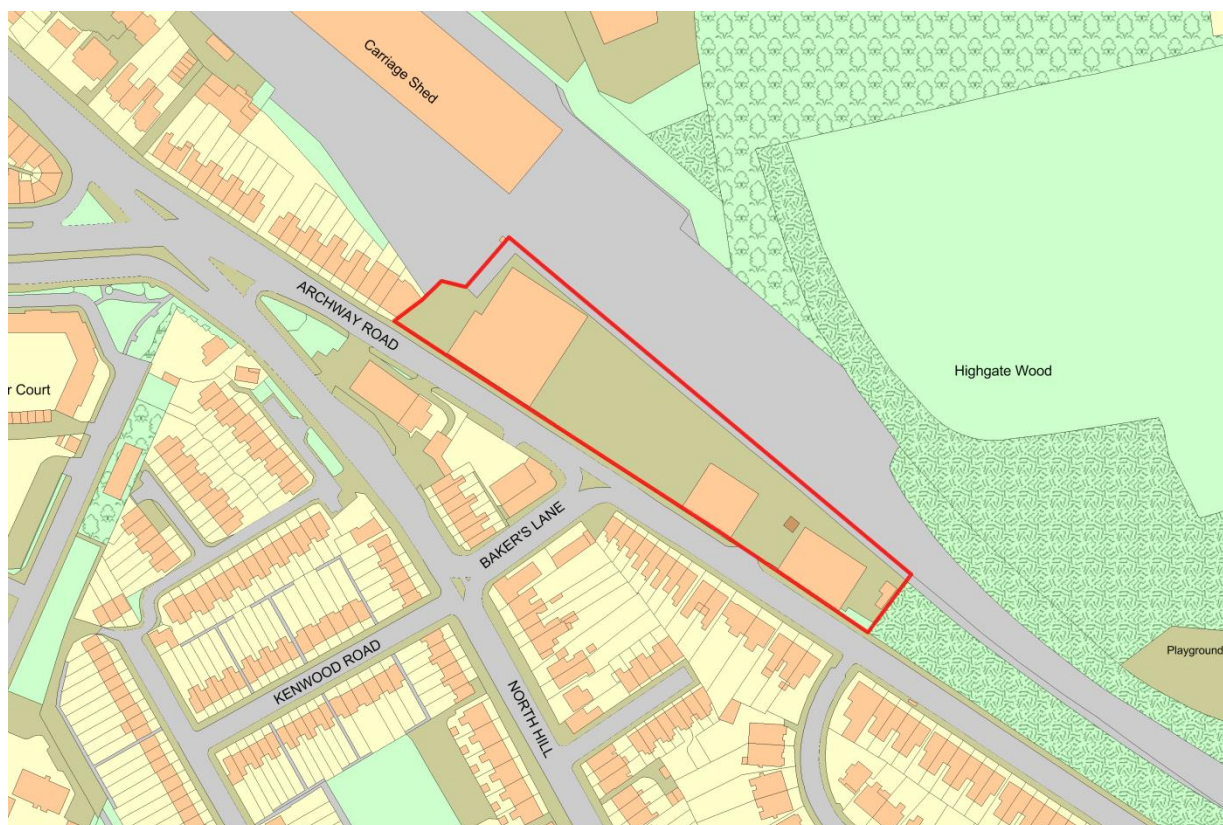
<b>Address</b>	460-470 Archway Rd N6		
<b>Site Size (Ha)</b>	0.9	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Builders yard		
<b>Ownership</b>	Single private freehold		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Highgate Conservation Area Metropolitan open land: Former track bed – adjacent Highgate Wood Ecological corridor Adjacent to an Area of Archaeological Importance		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	72	1,260	

### Proposed Site Allocation

Redevelopment of existing builders yard for new residential and employment use.

### Commentary

New development which can replace existing low density employment with a mix of higher density employment, and new residential development will be considered on this site



### Site Requirements

- No buildings need to be retained.
- The uses on this site will be a mix of employment and residential.

### Development Guidelines

- An ecological corridor runs along the northern edge of the site. While the site does not enter the ecological corridor itself, development will need to demonstrate that there is no adverse impact, and/or suitable mitigation is provided.
- The development design will need to have regard to the views of the site from Highgate Wood.
- The opportunity for provision of a new entrance to Highgate Wood should be explored through the design of the scheme.
- In the future, if the Northern Line Depot becomes available for redevelopment, the potential for a link through this site and the depot site to Woodside Avenue should be explored.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Applicants must consult with Thames Water regarding water supply capacity upon the preparation of a planning application.
- In line with policy SP9, if redevelopment results in a net loss of employment

floorspace, it will be expected to be re-provided on site, where possible, or a financial compensation will be required as set out in the Planning Obligations SPD.

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- New development should be of the highest quality and enhance the character and appearance of the conservation area along with demonstrable public benefits.
- New development should not be unduly prominent and should not detract from the setting of the conservation area. Heights should respect and respond to established scale of the buildings.

## SA 39: Gonnermann Antiques Site and Goldsmith's Court

<b>Address</b>	Gonnermann Antiques 408-410 Archway Road, and Goldsmiths Court, Highgate N6		
<b>Site Size (Ha)</b>	0.75	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Residential, and retail premises, one end of the Parkland Walk.		
<b>Ownership</b>	Mix of public and private freeholds.		
<b>How site was identified</b>	Call for Sites 2013		
<b>Planning designations</b>	Adjacent to Ecological corridor Highgate Conservation Area Adjacent to Locally listed buildings: Archway Road Adjacent to SINC metropolitan grade: Parkland Walk Adjacent to Metropolitan open land: Parkland Walk and Highgate Station cutting Proposed green chain Local shopping centre		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Town centre m<sup>2</sup></b>	
	37	284	

### Proposed Site Allocation

Comprehensive redevelopment of the Gonnermanns and Goldsmiths Court sites to facilitate a continuation of the Parkland Walk to the Archway Rd local centre and through to the former Highgate Overground Station site.

### Commentary

This site consists of two main land parcels, which come together to create an extension of the existing Parkland Walk. The allocation makes provision for the Highgate Station to fulfil a range of community-oriented uses. The connection between the station site and the existing end of the Parkland Walk will be through what is presently Goldsmiths Court, a housing association residential building, and Gonnermanns antiques. There is considered to be space on this section of the site to add residential to enable this route to be delivered.



## Site Requirements

- Development on the Gonnermanns element of the site should be predominantly residential, with a town centre use that makes an active contribution to the local centre at ground floor fronting Archway Rd.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Access to the site will be improved with entrances from Priory Gardens, Archway Rd, and Shepherd's Hill.
- New pedestrian access up the banking around the entrance to the tunnels at the end of the Parkland Walk will be created and connected through the site as part of any application on this site. Contributions will be secured from developments to achieve this.

## Development Guidelines

- An ecological corridor runs adjacent to the site. Any development should preserve and safeguard the biodiversity value of the corridor.
- The highest part of the site should be at the corner of Shepherd's Hill and Archway Rd. Heights should drop off from this point to the allotments and the existing pub to the south.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

- New development should not be unduly prominent and should not detract from the setting of the listed building (Jackson's Community Centre).
- Heights should respect the domestic nature of buildings along Shepherd's Hill and the established rhythm of building frontage along Archway Road

# SA 40: Former Highgate Rail Station

<b>Address</b>	Former Highgate Rail Station, Highgate N6		
<b>Site Size (Ha)</b>	1.8	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Disused over ground rail station		
<b>Ownership</b>	Single public freehold		
<b>How site was identified</b>	Call for Sites 2013		
<b>Planning designations</b>	Ecological corridor Highgate Conservation Area Adjacent to Locally listed buildings: Archway Road SINC metropolitan grade: Parkland Walk Metropolitan open land: Parkland Walk and Highgate Station cutting Existing green chain Adjacent to an Area of Archaeological Importance		
<b>Indicative Dev<sup>t</sup> Capacity</b>	None identified.		

## Proposed Site Allocation

Opening up of the over ground station site to provide a mix of education, tourist and community uses, making use of the disused buildings and hard landscaped spaces

## Commentary

This site is considered to be an underutilised asset. The Council's open space network will be enhanced through the opening up this site for a range of community uses and improving the connection from the Parkland Walk through to Highgate Wood.



### Site Requirements

- The existing locally listed station building should be retained, and brought into use.
- The existing platforms should be used as the basis for the enhancement to the site, to recognise the historical use of the site.
- Uses on the station site should enable the station to become a destination providing a range of functions that benefit the local community and help to draw visitors to the area.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Pedestrian access to the site will be improved with entrances from Priors Gardens, Archway Rd, Shepherd's Hill and to Muswell Hill Rd to link into Highgate Wood.

### Development Guidelines

- An ecological corridor runs through the site. Any development should preserve and safeguard the biodiversity value of the corridor.
- The station building itself should provide a flexible space that can serve a range of uses including (but not limited to):
  - Education
  - Community events
  - Talks
- Studies should be undertaken to understand what potential contamination there

is on this site prior to any development taking place.

- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The locally listed structures of the former Highgate rail station should be retained and options of alternative uses should be explored. Unconventional but innovative approach would be encouraged if it would enhance the significance of the heritage assets and ensure their sustainable future use.

## SA 41: Highgate School

<b>Address</b>	Highgate School, North Road & Southwood Lane, Highgate, N6		
<b>Site Size (Ha)</b>	16.1	<b>PTAL Rating</b>	1b-3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	School grounds		
<b>Ownership</b>	Single private freehold		
<b>How site was identified</b>	Existing pre-applications		
<b>Planning applications</b>	Highgate Conservation Area Metropolitan open land: Highgate School Playing Fields Locally listed buildings: Bishopswood Road, Castle Yard, Osborne Road Listed buildings: The Highgate tabernacle, Highgate School – Old School Building, Highgate School Chapel, War Memorial at Highgate School, and many adjacent		
<b>Indicative Dev<sup>t</sup> Capacity</b>	Not identified.		

### Proposed Site Allocation

Exploration of how school facilities can be enhanced while simultaneously benefitting local communities including potentially increasing accessibility through the landholdings.

### Commentary

The site falls within the Highgate Conservation Area. The school essentially occupies two campuses- the more prominent one at the junction of Highgate High Street and North Hill; the other within the Bishops sub-area of the conservation area. The site has prominent position, both in terms of their location as well as status within the wider area. Whilst the aesthetic value of buildings would have to be considered based on individual proposals, the site has high communal and historic value.

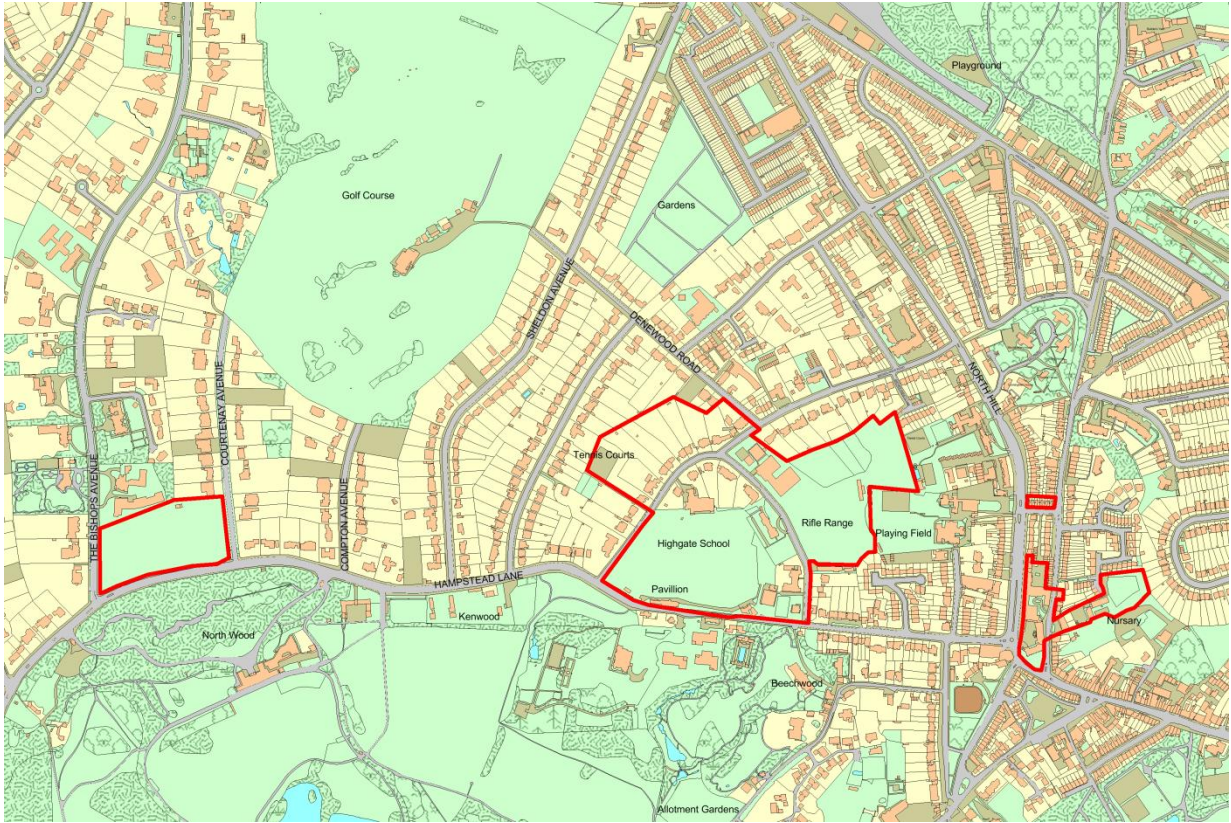
Highgate School aim to expand to continue to meet the education of local schoolchildren. Additionally the school represents a significant landowner within the Highgate area. The Council will work in conjunction with the School to prepare a Supplementary Planning Document which appropriately manages future developments on this landholding.

## Site Requirements

- Two campus masterplans that take a comprehensive approach to the effective planning and delivery of new accommodation to meet the long term needs of the school and supporting enhanced community use and benefits.
- Development on the site shall be in accordance with a future SPD.
- These will focus on creating improved management and quality of provision, potentially including new buildings.
- Open space should be made as accessible as possible in line with Policy DM 20.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

## Development Guidelines

- The objectives of the Highgate Bowl site should be considered on any properties that fall into this site allocation.
- A Supplementary Planning Document will be developed by the Council in line with the Council's Statement of Community Involvement.
- A masterplan will be prepared to guide development on these sites, and ensure development comes forward in a co-ordinated manner. This will consider in more detail issues regarding heights and design.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Any Master planning should give appropriate regard to the open character of the Bowl as well as the character of the Bishops area.



## SA 42: Highgate Bowl

<b>Address</b>	Highgate Bowl, Townsend Yard, Duke's Head Yard, land rear of Highgate High Street, Highgate N6		
<b>Site Size (Ha)</b>	3.9	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Workshops, open space comprising of an ex-garden centre, community uses (horticultural training scheme), education		
<b>Ownership</b>	Mix of private freeholds and leaseholds		
<b>How site was identified</b>	Call for sites 2013		
<b>Planning designations</b>	Highgate Conservation Area SINC local grade: Harington Site Local shopping centre Locally listed buildings: Highgate High Street Area of Archaeological Importance		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	<b>Town centre m<sup>2</sup></b>
	31	616	308

### Proposed Site Allocation

Protection of the Highgate Bowl as open space, and improvement of public access to it through limited redevelopment of Townsend and Duke's Head yards.

### Commentary

The site falls within the Highgate Conservation Area. The site abuts the rear of several listed and locally listed buildings along Highgate High Street. The significance of the Bowl lies within its topography and the open character. The undeveloped nature of the Bowl, together with its appreciable gradient and extensive tree cover provides a soft setting for the Highgate High Street, allowing it to stand out as a distinctive feature in the townscape. This arrangement also separates the older village core, with burgage plot layouts, from the later suburban development to the north, thereby emphasising its evolution as a historic settlement. The community association of the site and the Bowl's role in the organic development of Highgate is the essence of its heritage significance that makes a positive contribution to the conservation area as a whole.

This policy will establish the Highgate Bowl as a local open space, and the heart of the Highgate Bowl section of Highgate Conservation Area. Limited redevelopment within the area between the proposed open space, and the existing High St buildings will be permitted where it is possible to create complementary uses to the bowl, and improve access to and through the Bowl.



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The buildings facing the High Street, and their burgage plots should be retained.
- Highgate Bowl itself will be redefined as Significant Local Open Land.
- Limited redevelopment of the garages and workshops in the two yard areas will be allowed to create mews-style residential development.
- Enhanced access to the Bowl will be provided through the arch of Duke's Head Yard, and through Townsend Yard.
- Public routes through the various land parcels that make up the Bowl will need to be introduced to unify the open space.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- The existing educational/horticulture use on the eastern portion of the site will be retained.

### Development Guidelines

- Where new development takes place, heights should be subsidiary to those on the High Street
- Due to the proximity of public amenity offered by the newly designated open space, development can occupy most of the available space, reflecting a mews-

typology.

- The entrances to the yard roads should signal the open space hidden behind, with a visual link established where feasible.
- New users of the open space will be encouraged, while generally keeping it open for public use.
- Part of the site has a Local SINC designation, and this should be protected.
- Thames Water should be consulted with regards to the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, it will be expected to be re-provided on site, where possible, or a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on the yards portion of the site prior to any development taking place.
- The open character of the Bowl is essential to the character of the conservation area and should be retained.
- Some development may be possible within the 'yards' but these should be in a mews style development, perpendicular to the High Street.
- New development should be of the highest quality and enhance the character and appearance of the conservation area and the Bowl and outweigh any harm that may be caused by any demolition and redevelopment along with demonstrable public benefits.
- Development should not impact on the residential and neighbourhood amenity of the adjacent blocks.

# SA 43: Summersby Rd

<b>Address</b>	Build Base, 40 Muswell Hill Rd; Summersby Rd, Highgate N6		
<b>Site Size (Ha)</b>	1.7	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Builders yard and garden centre		
<b>Ownership</b>	Single private freehold		
<b>How site was identified</b>	Call for Sites 2013		
<b>Planning designations</b>	SINC metropolitan grade: Queen's Wood Adjacent to: <ul style="list-style-type: none"> <li>• SINC metropolitan grade: Highgate Wood</li> <li>• an Area of Archaeological Importance</li> </ul>		
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	45	784	

## Proposed Site Allocation

Redevelopment of the builders' yard for a mix of new employment, residential development, and potentially a hotel.

## Commentary

New development which can repurpose existing low density employment with a mix of higher density employment, and new residential development will be considered on this site.



## Site Requirements

- No buildings need to be retained.
- Residential use will be supported on the site.
- Access into the site will be improved.
- The impact of the development on the Queen's Wood should be minimised.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements and the Conservation Area Management Plan.

## Development Guidelines

- Higher development may be possible at the eastern side of the site, taking into account the impact of the slope. Seven storeys may be possible here.
- The impact of any development on Queen's Wood should be minimised, potentially by ensuring that light from the site is directed downwards, rather than out into the wood.
- There is a section of heavily wooded Metropolitan SINC-protected land in the north east corner of the site. The impact of removing any trees on both this woodland and the wider SINC of Queen's Wood will need to be carefully considered.
- The adjacent Queen's Wood is also metropolitan open land, a historic park, SINC, and a local nature reserve.
- Development should have regard to the site's context and surrounding woodland and its ecology.
- The site slopes significantly from west (high) to east (low). It is considered that higher buildings would be more appropriate at the east and south ends of the site. Development adjoining the properties at 28-36 Muswell Hill Rd should be designed with regard to the amenity of neighbouring properties.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 44: Hillcrest

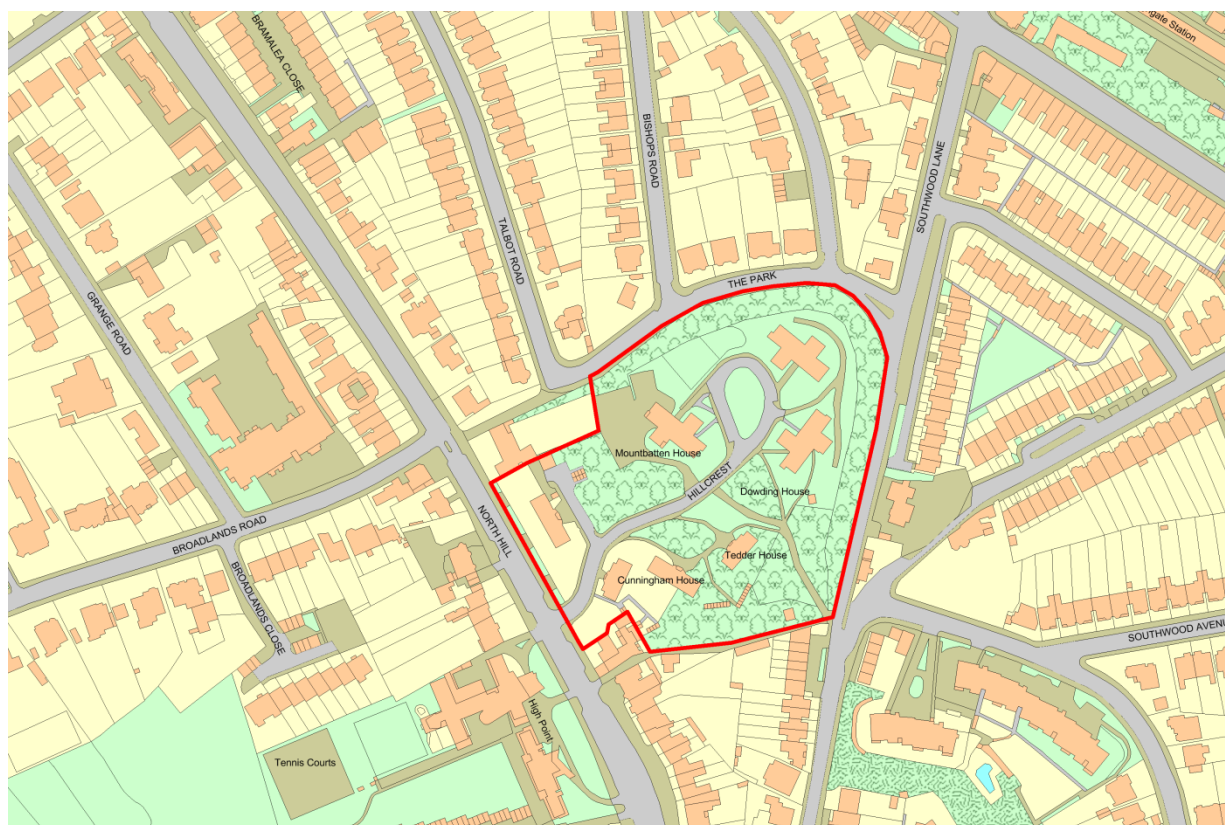
<b>Address</b>	Hillcrest, off North Hill, Highgate, N6		
<b>Site Size (Ha)</b>	2.3	<b>PTAL Rating</b>	1b-3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Residential		
<b>Ownership</b>	Single public freehold, with private leaseholds		
<b>How site was identified</b>	LBH Estate Renewal Programme		
<b>Planning designations</b>	Highgate Conservation Area Adjacent to <ul style="list-style-type: none"> <li>• Listed building: St George's House</li> <li>• Locally listed building: North Hill</li> <li>• SINC (Metropolitan)</li> <li>• MOL</li> <li>• Area of Archaeological Importance</li> </ul> Multiple listed buildings surrounding the site		
<b>Indicative Dev<sup>t</sup> Capacity</b>	Net residential units		
	34		

### Proposed Site Allocation

Housing investment opportunity to create additional residential development.

### Commentary

This site provides an opportunity to support additional development of this Council-owned residential estate through appropriate infilling.



## Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with resident involvement.
- The existing residential flats are to be retained, with new buildings placed into the gaps which exist between existing buildings on the site.
- Rights to light for existing residents will need to be considered.
- New affordable housing will be created on the site.
- A new pedestrian exit from the site onto Southwood Lane should be considered to improve access to Highgate tube from the site.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Development will need to ensure that existing play areas are reprovided where this is lost to development.

## Development Guidelines

- The SINC around the edge of the site should be enhanced through any development in line with Policy DM19.
- Particular sensitivity should be assigned to how the SINC creates a pleasant rural feel along Southwood Lane, Park Walk and The Park.
- Any entrance to the north should carefully consider the impact on the designated SINC that surrounds the edge of the site.
- Development will need to ensure that long distance views of the listed Highpoint building are considered.
- Landscape/open space will need to be improved and subject to improved

management.

- Hydrological, Ecological, and Archaeological assessments should be carried out to inform the development proposal.
- Buildings should be responsive to the topography of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site represents one of the first Council housing estates within the area post WWII. These have heritage and architectural value and should be retained.
- The towers are set in an undulating land with pockets of landscaping and circulation between them. There is scope to optimise the land use and create additional residential units.
- This should, however, not compromise the appearance and setting of the existing buildings and the wider Conservation Area.
- Development should respond to the topography of the land and the landscaped embankment around the north and east of the site should be retained.
- Development should not impact on the residential and neighbourhood amenity of the adjacent blocks.

# SA 45: Highgate Magistrates Court

<b>Address</b>	Former Police Station, Magistrates' Court and Telfer House, corner of Bishops Road, Church Road and Archway Road, Highgate, N6		
<b>Site Size (Ha)</b>	0.5	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Vacant Magistrates Court & Police Station		
<b>Ownership</b>	Transport for London		
<b>How site was identified</b>	Planning Application HGY/2014/2464		
<b>Planning designations</b>	Highgate Conservation Area Adjacent to Ecological Corridor		
<b>Indicative Dev<sup>t</sup> Capacity (HGY/2014/2464)</b>	Net residential units		
	82		

## Proposed site allocation

Redevelopment for residential use.

## Commentary

Planning consent was granted in 2014 for residential development. This is under construction and anticipated to be completed over the early part of the plan period.

## Development granted Permission (HGY/2014/2464)

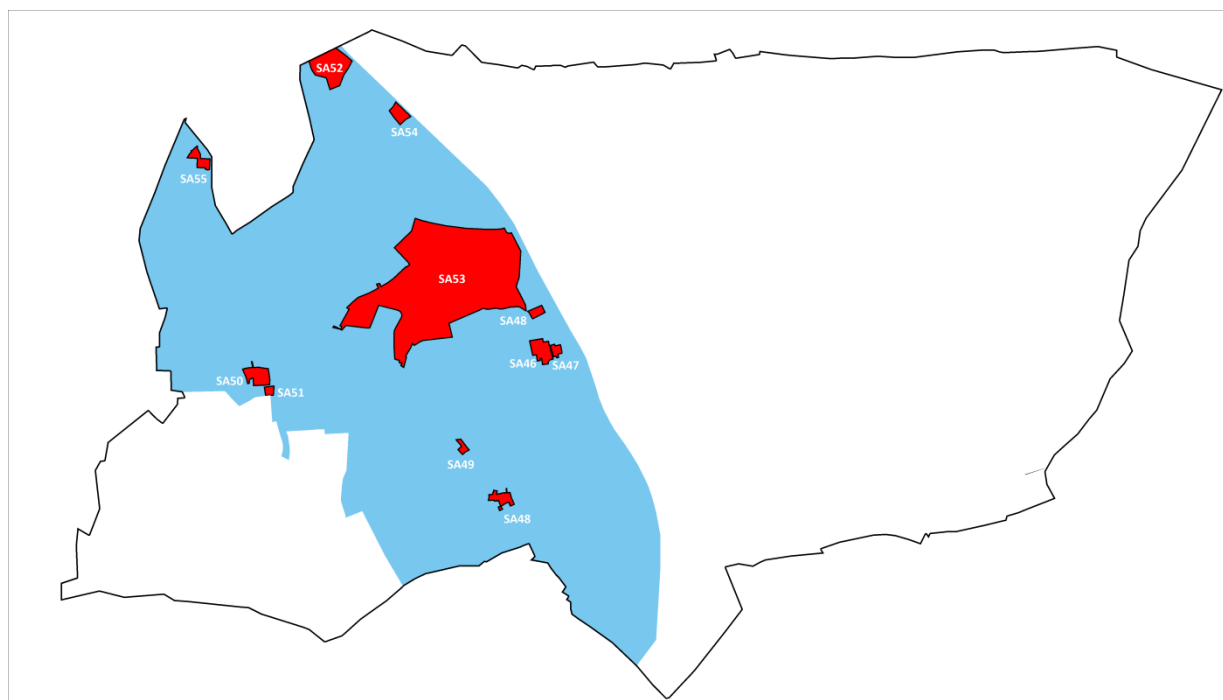
Demolition of all existing buildings and construction of an apartment block and a mews block to provide 82 residential flats, including basement and undercroft car parking with 41 spaces, and comprehensive landscaping of the site.



### Site Requirements

- Any amendments to the design of the scheme will be required to demonstrate how it makes a positive effect on the Conservation Area, without compromising affordable housing provision.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site would also benefit from a car-free or low level of parking development.

## Sites in the west of the borough



The west of the borough is comprised of Fortis Green, Muswell Hill, Alexandra, Hornsey, Crouch End and Stroud Green wards. The site at 18-20 Stroud Green Road, although in Stroud Green ward, is included in the South of the Borough section (on p112). Highgate has a separate section in this document due to the presence of several sites in this area, and also due to the emerging Highgate Neighbourhood Plan.

There are three sites in this area which have already received planning consent, and are of a scale and complexity that the Council wishes to retain them as Site Allocations. These are included in the Strategic Sites with Planning Permission section:

### Hornsey

SA 46: Hornsey Depot (p34),  
SA 49: Cross Lane (p132)

### Crouch End

SA 51: Lynton Rd (p136)  
SA8: Hornsey Town Hall (p36)

### Muswell Hill area

SA 50: St. Luke's Hospital site (p35),  
SA 51: Cranwood Care Home (p140)  
SA 52: Pinkham Way (p138)

SA 54: Tunnel Gardens (p142)

SA53: Alexandra Palace will help to ensure that the regeneration of Alexandra Palace is continued in an appropriate manner to the existing historic building.

### **Fortis Green**

SA 55: Coppetts Wood Hospital (p146)

## SA 46: Hornsey Depot

<b>Address</b>	Hornsey Depot, Hornsey High Street, N8		
<b>Site Size (Ha)</b>	2.36	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Waste transfer site, swimming baths (vacant)		
<b>Ownership</b>	Mix of private and public sector owners		
<b>Planning designations</b>	Local Shopping Centre Adjacent 2 Areas of Archaeological Importance Adjacent to Regeneration Area Hornsey Conservation Area Hornsey Filter Beds Conservation Area		
<b>Indicative Dev<sup>t</sup> Capacity</b> (HGY/2013/2019)	<b>Net resi units</b>	<b>Retail m<sup>2</sup></b>	<b>Other m<sup>2</sup></b>
	438	3,250	356

### Development granted Permission (HGY/2009/0503)

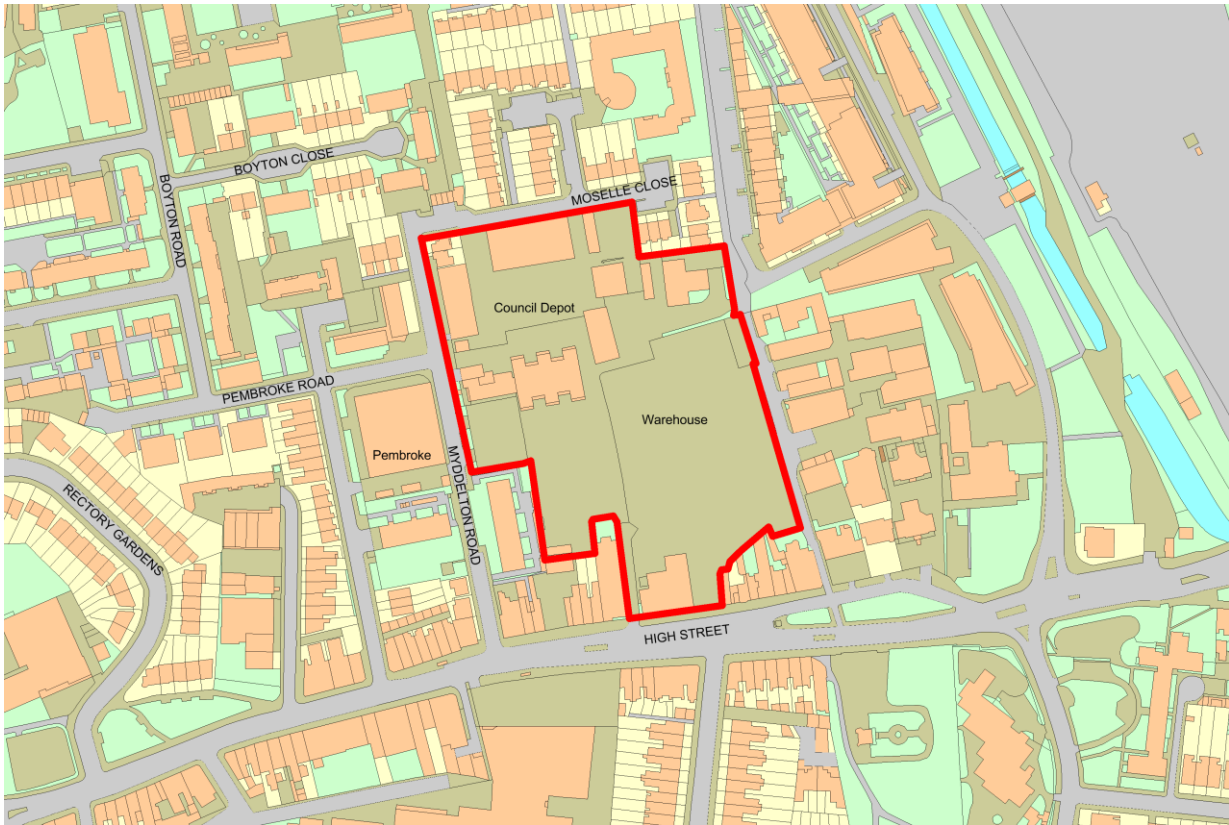
Demolition of existing structures and buildings and redevelopment of the site to provide a mixed-use development comprising approximately 3,250sqm (GIA) food store (A1 use) and 114 space surface level car parking for the food store; 438 residential units including affordable housing and ancillary residential gym, approximately 356sqm (GIA) unit on Hornsey High Street (flexible A1, A2 (including a temporary marketing suite), or D1 use); two live/work units fronting onto Cross Lane; together with private amenity space and new public realm, including publicly accessible routes through the site; an energy centre; 178 car parking spaces for the residential use (within a basement and undercroft); cycle parking; refuse storage; recycling centre in the food store car park; access; and other infrastructure work.

### Proposed site allocation

Redevelopment for town centre uses with residential above.

### Commentary

Planning consent was granted in 2014 for a new supermarket, and residential development. This is under construction and anticipated to be completed over the early part of the plan period. The Council does not anticipate any additional development on this site however should development come forward in the future it is expected that applicant consult with Thames Water on wastewater and water supply capacity.



### Site Requirements

- Any amendments to the extant planning consent will be expected to appropriately complement retail provision in Hornsey Local Centre, including high quality frontages to Hornsey High Street.
- Improvements of the connections that benefit the delivery of SA47: Cross Lane will be supported.

### Development Guidelines

- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

## SA 47: Cross Lane

<b>Address</b>	Cross Lane Industrial Estate, Cross Lane, Hornsey N8		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Industrial estate/residential		
<b>Ownership</b>	Mix of private freeholds and leaseholds		
<b>How site was identified</b>	Heartlands development framework		
<b>Planning designations</b>	Hornsey Water Works and Filter Beds Conservation Area Regeneration Area Adjacent to an Area of Archaeological Importance		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	40	1,386	

### Proposed Site Allocation

Redevelopment of industrial estate for employment-led mixed use development with residential.

### Commentary

This site is a residual employment allocation within the Hornsey section of the old Haringey Heartland framework area. It is considered appropriate for new development which delivers new affordable employment use, with cross subsidisation from residential use.



### Site Requirements

- No buildings on this site need to be retained subject to appropriate re-provision of affordable employment space.
- The site will be given a Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- The existing floorspace should be replaced within the development site. Cross subsidy from another use will be permitted to enable this.
- Part of the site lies within the Hornsey Water Works & Filter Beds Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Proposals will be required to demonstrate that foul and surface water drainage capacity in the locality is sufficient to accommodate any proposed development.

### Development Guidelines

- Development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- The site itself is very tight and, therefore, should not blindly follow the scale, massing and layout of the adjacent developments such as the New River village or Hornsey Depot. The scale and massing of the buildings should instead be sensitively designed so that it creates a comfortable balance of spaces and blocks and does not appear cramped.
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

<b>Address</b>	Hornsey Town Hall, Crouch End, N8		
<b>Site Size (Ha)</b>	1.38	<b>PTAL Rating</b>	3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Former town hall building		
<b>Ownership</b>	Single public freehold		
<b>Planning designations</b>	Crouch End Conservation Area Crouch End District Centre Partially in an Area of Archaeological Importance Partially within the strategic viewing corridor of St. Paul's, and wider setting viewing corridor Town Hall building is Grade II* Listed		
<b>Indicative Dev<sup>†</sup> Capacity (HGY/2010/0500)</b>	<b>Commercial m<sup>2</sup></b>	<b>Other m<sup>2</sup></b>	<b>Net resi units</b>
	3,600	4,200	123

# SA 48: Hornsey Town Hall

## Proposed site allocation

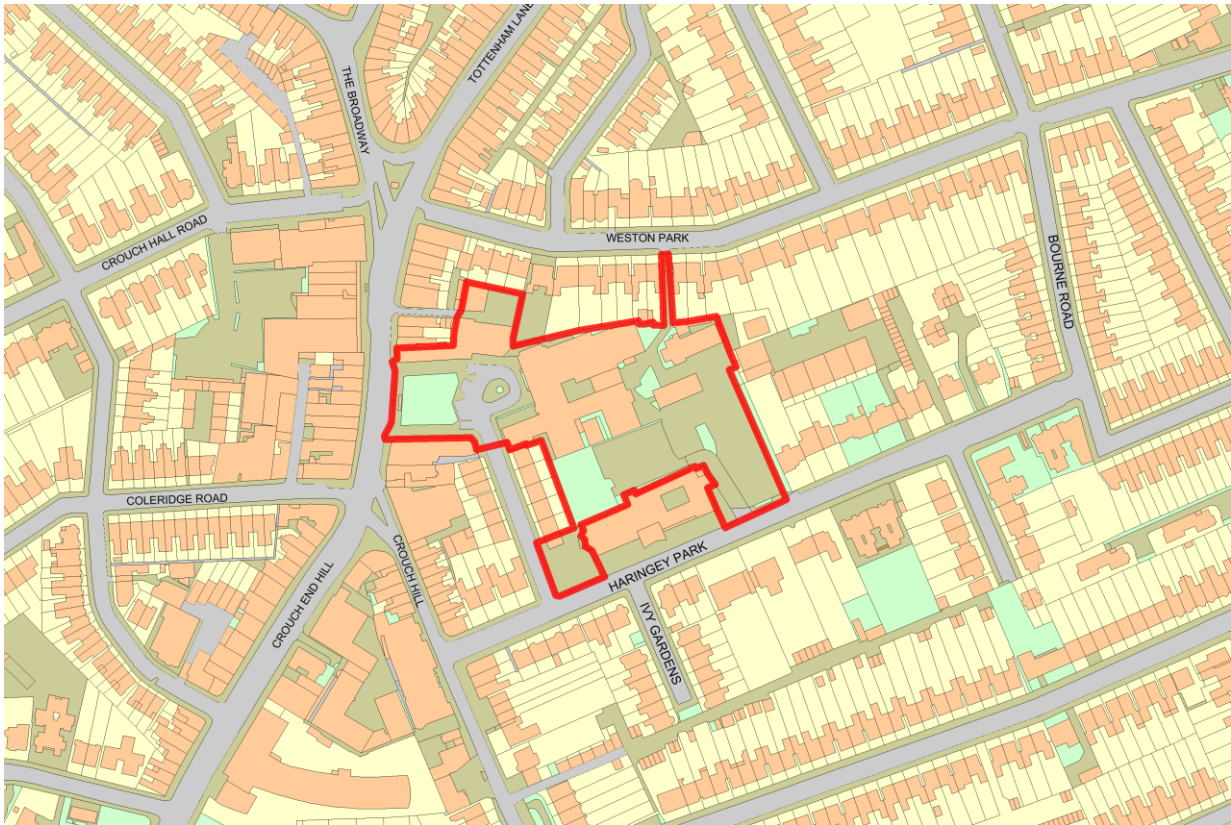
Restoration of the existing listed buildings to create a sustainable future use for these buildings which complement Crouch End District Centre, with enabling residential development on the car parking areas.

## Commentary

Planning consent was granted in 2010 for a refurbishment of the existing Town Hall, with an element of enabling residential development. New uses will be considered by the Council, with the aim of finding a use that benefits the vibrancy and vitality of Crouch End District Centre. Sensitively designed residential development which appropriately enables this refurbishment will be considered.

## Development granted Permission (HGY/2010/0500)

Refurbishment and conversion of the Town Hall Building comprising alterations, extension and change of use from B1 (Business) and Sui Generis to a mixed use scheme incorporating: D1 (Non-Residential Institutions), A3 & A4 uses (Restaurants, Cafes and drinking establishment), D2 (Assembly and Leisure) and retaining existing B1 and Sui Generis (Theatre and performance venue) use. Alterations, extensions and change of use of Link Block and East Wing from B1 (office) to C3 dwelling houses. Extension, alteration, refurbishment and change of use of the Broadway Annexe East Part from B1 office to A1 retail and B1 office (West part to be C3 residential). New residential development comprising 123 No. units in total (35 x 1 bed flats, 61 x 2 bed flats, 20 x 3 bed flats, 3 x 4 bed flats and 4 x 4 bed houses) and associated car parking at basement level, including residential accommodation in the existing Town hall (East Wing and Link Building), the Broadway Annexe (West Part) and Mews. Erection of sub-stations. Alterations and landscape improvements including to the Town Hall Square, and use of the square for both public events and markets / small festival uses.



## Site Requirements

- A sustainable new use for the existing listed buildings will be secured.
- Enabling development will be permissible subject to it being appropriate where the impact on the setting of the existing Town Hall building.
- The site is suitable for mixed use development incorporating a range of town centre uses which should include publicly accessible community type uses within the refurbished town hall building.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 49: 72-96 Park Rd & Lynton Road

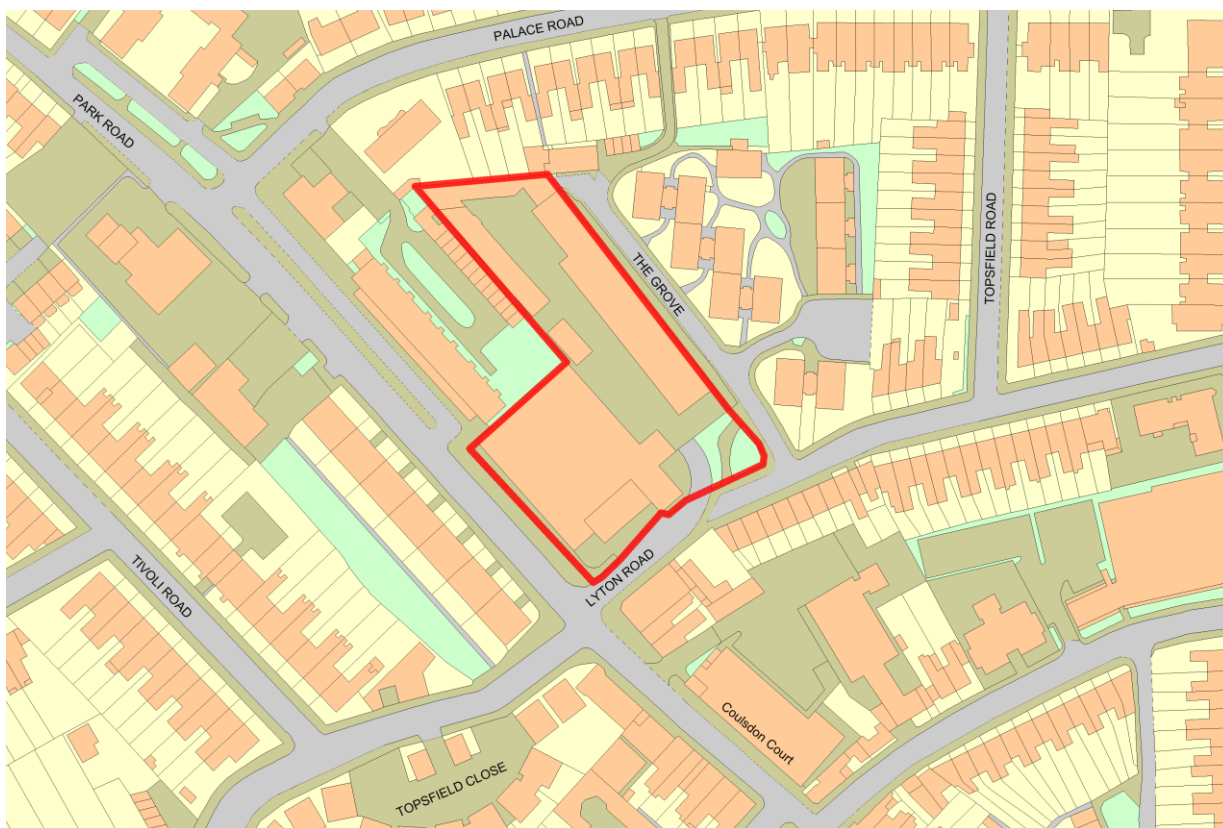
<b>Address</b>	72-96 Park Rd, and industrial site on Lynton Rd, Crouch End, N8		
<b>Site Size (Ha)</b>	0.5	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Industrial		
<b>Ownership</b>	Multiple private freeholds		
<b>How site was identified</b>	2013 SHLAA		
<b>Planning designations</b>	Adjacent to Crouch End Conservation Area		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	41	718	

### Proposed Site Allocation

Mixed use commercial and residential development.

### Commentary

There is an existing planning consent for the western portion of this site permitting development up to five storeys on the site. There may be potential to accommodate additional floorspace on the eastern portion of the site on Lynton Rd, although it will be expected that a proportion of new employment floorspace will be provided.



### Site Requirements

- Redevelopment of this site for residential use will be permitted.
- No buildings need to be retained on this site.

### Development Guidelines

- The current blank brick façade on the approach to the Church on the Grove should be replaced with active building frontages, with front doors opening onto the street.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Heights should be restricted to protect the amenity of properties on The Grove, and heights should be restricted to the north of the site to protect the setting of the church, and preserve the amenity of the back gardens on Palace Rd.
- Higher elements may be possible on Park Rd marking the entrance to Crouch End District Centre.
- The site contains a number of mature trees and these should be retained on site where possible.
- Any jobs lost through development of the site should be reprovided on site.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Attractive street frontage could be created to enhance the setting of the Conservation Area creating a 'gateway' to it.

- Heights and elevation details should respond to the Park Road frontage and the established rhythm.

## SA 50: St. Luke's Hospital

<b>Address</b>	St. Luke's Hospital, Woodside Ave, Muswell Hill, N10		
<b>Site Size (Ha)</b>	2.5	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Hospital		
<b>Ownership</b>	Single public freehold		
<b>Planning designations</b>	Muswell Hill Conservation Area Adjacent to Strategic Local Open Land Adjacent SINC (Borough Grade II) Historic Park		
<b>Indicative Dev<sup>†</sup> Capacity (HGY/2013/2379)</b>	Net additional dwellings		
	156		

### Development granted Permission (HGY/2013/2379)

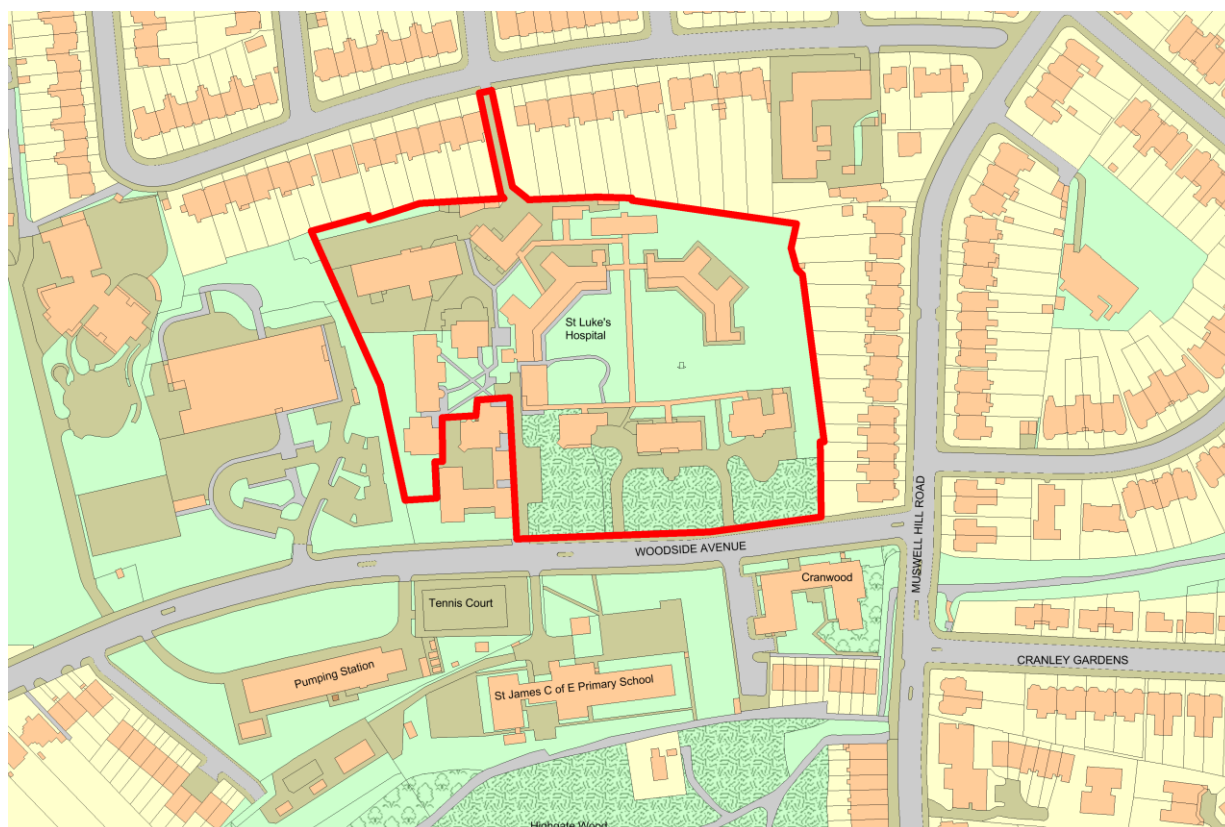
Demolition of the buildings on site excluding the Grade II listed Administration building and locally listed buildings (Roseneath and Norton Lees); refurbishment of listed buildings including extension of Roseneath and Norton Lees and construction of 8 apartment blocks to provide a total of 135 units and including a basement car park with 100 spaces; construction of 21 houses (17 terraced and 4 semi-detached) and 5 apartment units; and comprehensive landscaping of the site.

### Proposed site allocation

Redevelopment for residential uses.

### Commentary

Planning consent was granted in 2014 for residential development. This is under construction and anticipated to be completed over the early part of the plan period.



### Site Requirements

- This planning permission will be retained, but should values enable greater affordable housing contribution, this will be considered.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 51: Cranwood Care Home

<b>Address</b>	Cranwood Care Home, and 102-116 Woodside Avenue, Muswell Hill/Highgate N10		
<b>Site Size (Ha)</b>	1.2	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	School & Care home		
<b>Ownership</b>	Unified public freeholds		
<b>How site was identified</b>	Existing SSP, Housing Estate Renewal programme		
<b>Planning designations</b>	Ecological corridor Adjacent to: <ul style="list-style-type: none"> <li>• metropolitan open land</li> <li>• SINC metropolitan: Highgate Wood</li> <li>• Area of Archaeological Importance</li> <li>• Muswell Hill Conservation Area</li> </ul>		
<b>Indicative Dev<sup>t</sup> Capacity</b>	Net residential units		
	35		

### Proposed Site Allocation

Redevelopment comprising new residential development and improved connections through the site linking Highgate Wood and the Parkland Walk.

### Commentary

The Council has identified that there is potential for the delivery of new residential development through the disposal of this vacant care home, and the redevelopment of (predominantly) Council-owned housing on this site.



## Site Requirements

- There is no requirement for the care home building to be retained. However there is a small electricity substation on the southern boundary; this will need either relocating on the site or retaining.
- The uses on this site will be residential, and subject to consultation, an expansion of the existing St. James' school.
- An enhanced entrance to Highgate Wood will be created as part of a new piece of urban realm including a new entrance to the new school.
- The development should extend the Parkland Walk through the site, including a new cycling route around the edge of Highgate Wood should be created by enhancing the existing path.

## Development Guidelines

- The development should be sensitive to the setting of the historic Highgate Wood which adjoins the southern boundary of the site, and the Muswell Hill Conservation Area on the other side of Woodside Avenue immediately to its north. The main building of the pumping station west of the site is also locally listed.
- A north-south connection linking the route through the St. Luke's redevelopment should be established to the west of the expanded school.
- The building line formed by the existing residences along Woodside Avenue should be maintained but can come closer to the pavement edge.
- Views of Highgate Wood across the site from Muswell Hill should be maintained.
- A new piece of urban realm space should be created on Muswell Hill Road in the south-eastern corner of the site linking the entrance into Highgate Wood, the entrance to the new school, and providing a connection to the Parkland Walk link.

- Particular attention should be paid to the amount of footway outside of the school, and ensuring it is large enough to facilitate school drop offs and collections.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- New development should respect the established scale, massing and layout of the Muswell Hill Conservation Area and the recently approved development at St Luke's Hospital.
- There is scope to reinstate the street frontage and create an appropriate frontage on both Muswell Hill Road and Woodside Avenue.

## SA 52: Pinkham Way

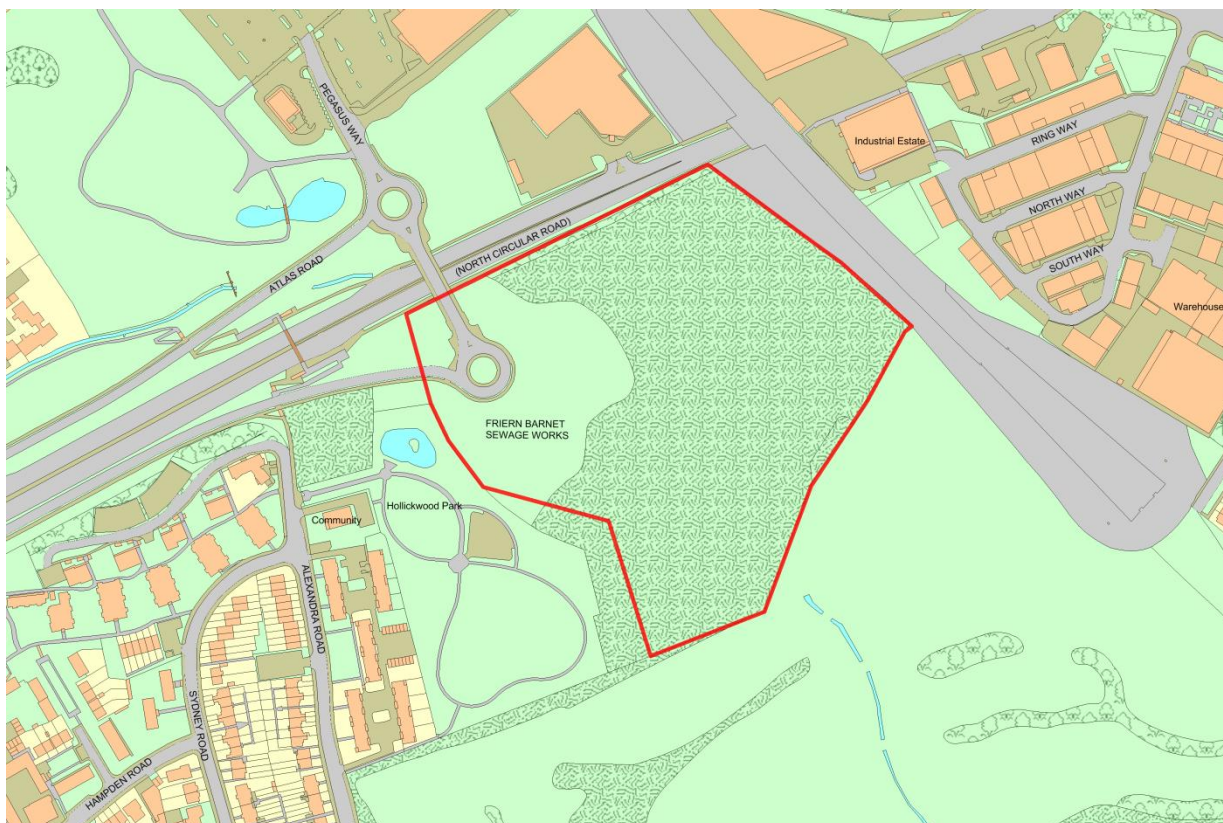
<b>Address</b>	Former Friern Barnet Sewage Works, Pinkham Way, Muswell Hill N8		
<b>Site Size (Ha)</b>	5.95	<b>PTAL Rating</b>	1a
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Disused sewage works		
<b>Ownership</b>	Multiple public freeholds		
<b>How site was identified</b>	Call for sites 2013		
<b>Planning designations</b>	Local employment area: Former Friern Barnet Sewage Works employment land SINC Borough grade I: Friern Barnet Sewage Works Flood zones 1 and 2 Adjacent to the ecological corridor		
<b>Indicative Dev<sup>t</sup> Capacity</b>	Not identified		

### Proposed Site Allocation

Protection of the site for employment use, subject to appropriate protection of nature conservation status.

### Commentary

This site is being retained as land with potential for employment land to meet the long term economic needs of the borough. It is noted that there is a nature conservation designation on the site, and that any future development will need to adequately demonstrate that it can enhance this status before development will be approved.



## Site Requirements

- Retention of the sites Grade 1 SINC status and employment use.
- Before any development is granted planning permission:
  - A Biodiversity Study will be carried out to identify how the designated SINC can be enhanced by the development in line with policy SP13: and DM19.
  - A Transport Assessment shall be carried out
  - A Flood Risk Assessment will be carried out.
- This site can play an important role in providing employment floorspace capacity to meet the borough's objectively identified employment needs, as set out in the Employment Land Study.
- Pursuant to policy 7.19 of the London Plan, if appropriate development may be required to improve access to the SINC.
- A site wide masterplan will be required for proposals on this site to ensure development comes forward in a co-ordinated manner.

## Development Guidelines

- There is residual 1 in 100 year + climate change flood risk from Bounds Green Brook to the north of the site. Although the brook is to the north of the site, flood risk is present on the site. More vulnerable uses should therefore be kept from this part of the site in line with sequential test requirements.
- There are significant changes in levels on this site, and development should respond to this.
- Evidence that the development will not prejudice or compromise the integrity of the culverted stream will be required as part of any planning application.

- The area in the vicinity of the north eastern corner of the site (along the rail line) is an ecological corridor, and any development should serve to enhance this function.
- Pedestrian and cycling connectivity through the site, including the existing estate on Alexandra Rd, to New Southgate station, which Crossrail 2 is proposed to be connected to, should be optimised as part of the design of any new development.
- There may be potential to relocate some businesses from Regeneration Areas in other parts of the borough to improved premises at this location.
- The site has been subject to unauthorised tipping and studies should be undertaken to understand any contamination prior to any development taking place.
- Proposed development must also take into account any land stability issues if relevant.
- Development of this site must be supported by a Flood Risk Assessment. The FRA must show there will be no increase in flood risk on or off site and that the development will be safe for future users. Development must be steered to the areas within the red line boundary that are at lowest risk of flooding. Development must be safe for future users, not increase flood risk on or off site, and utilise SuDS in accordance with NPPG and London Plan

## SA 54: Tunnel Gardens

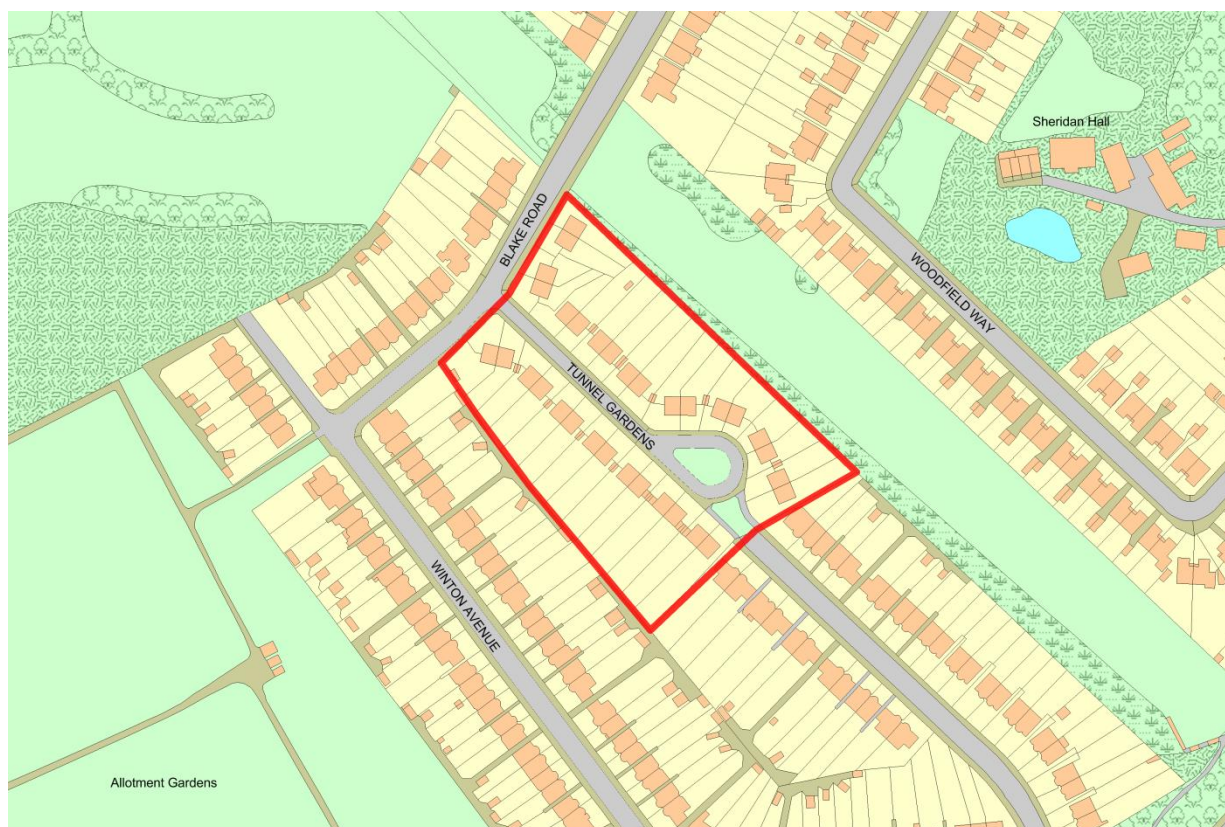
<b>Address</b>	Tunnel Gardens & Blake Road N11		
<b>Site Size (Ha)</b>	1.3	<b>PTAL Rating</b>	1-3
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Residential		
<b>Ownership</b>	Public freehold with some private leases.		
<b>How site was identified</b>	LBH Estate Renewal programme		
<b>Planning designations</b>	Adjacent to SINC borough grade II: Adjacent to the ecological corridor		
<b>Indicative Dev<sup>t</sup> Capacity</b>	No additional capacity identified		

### Proposed Site Allocation

Potential estate renewal opportunity to replace defective housing.

### Commentary

The Orlit concrete properties on this site are considered to be potentially uneconomic to improve to modern building standards under the Housing Act 1985. Consequentially the Council is investigating options for redevelopment of the area, including reconfiguration of the open space in this area, to create new homes that meet on site, and general housing needs. Development will be through a masterplan which involves the existing local community.



### Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with resident involvement.
- No buildings need to be retained.
- Potential reconfiguration of the open space at the centre of the site for the benefit of residents.
- The use on the site will be residential.

### Development Guidelines

- Development should respect the back gardens of neighbouring properties on Winton Gardens.
- Development should reflect the existing suburban character of the site, and any replacement housing should retain the rhythm of the housing in the area. Some intensification may be possible, but development above 3 storeys would need to be very carefully justified.
- Restrictive covenants exist on this site, and any potential developments will need to recognise these.
- The ecological corridor along the rail line to the north east of the site should be preserved through this development.
- This site is not considered suitable for significant uplift in terms of development. There may be potential for intensification through provision of deeper units on the plots, or by taking development in pairs to create small flatted schemes, but the suburban nature of the area will not change.
- Studies should be undertaken to understand what potential contamination there is

- on this site prior to any development taking place.
- The site contains a number of mature trees and these should be retained where possible.
  - A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 55: Alexandra Palace

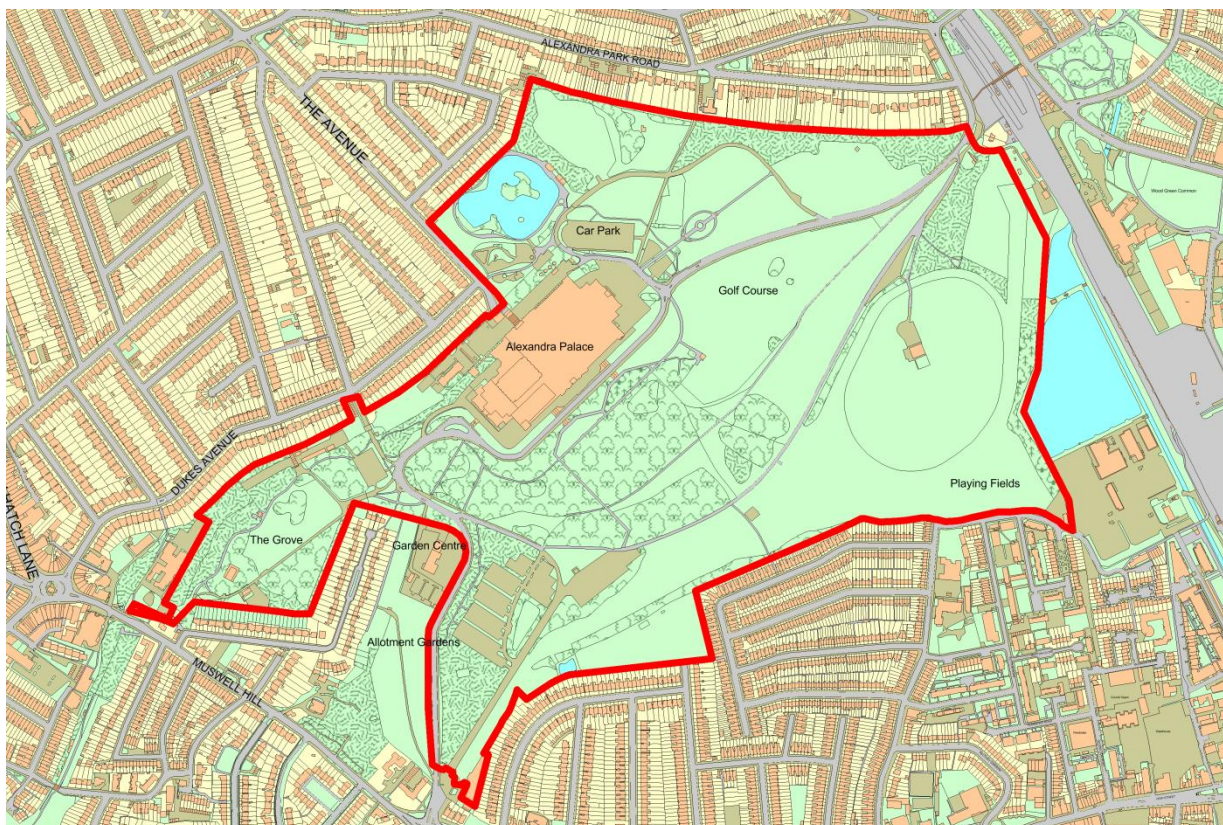
<b>Address</b>	Alexandra Palace, Alexandra Palace Way, Muswell Hill N8		
<b>Site Size (Ha)</b>	77.5	<b>PTAL Rating</b>	1-2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Events venue, range of community uses including ice rink, BBC facilities, and theatre. Grounds include multifunctional parkland including sports pitches and gardens.		
<b>Ownership</b>	Unified public ownership		
<b>How site was identified</b>	Current HLF bid		
<b>Planning designations</b>	Metropolitan open land: Alexandra Park SINC borough grade I: Alexandra Park Alexandra palace and Park Conservation Area Listed building: Alexandra Palace		
<b>Indicative Dev<sup>t</sup> Capacity</b>	None identified.		

### Proposed Site Allocation

Conservation of original facades, while enabling a range of uses, including but limited to Hotel/restaurant, making use of the natural situation of the site including the protected view to St. Pauls and across London. Opportunities to improve connections between the Palace and the rest of the borough will be explored.

### Commentary

The Council is seeking to ensure that viable ongoing uses for Alexandra Palace, and that works to enhance the structure, and surrounding parkland are continued. This policy ensures that the Local Plan will support these aims over the Plan Period.



## Site Requirements

- All buildings, including existing basement structures, should be retained.
- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The new development of restaurant and hotel uses will be supported in the western part of the Palace.
- Development on the west side of the Palace should not compromise development of a multifunctional venue offering theatre, wedding and conferencing space, an ice rink, and enhanced studio space offering educational, cultural and business spaces on the Eastern wing, or the ongoing popular function of the Central Hall.
- Opportunities to improve the open space will be supported.
- Improving the quality and utility of walking and cycling links between Wood Green Metropolitan Town Centre and Alexandra Palace to support the aspiration of creating a sustainable economic future for the site.
- The site is the centrepiece of the Alexandra Palace Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- The height and form of any new enabling development should be subordinate to the original façade, and contained within the existing structure.

## Development Guidelines

- The interior of the western side of the Palace building may be able to accommodate high quality contemporary design where it can be demonstrated that it complements the historic façade.
- Redevelopment behind the southern façade on the western side of the Palace will need to demonstrate how it satisfies statutory requirements and does not compromise the silhouette of Alexandra Palace in long views.
- Views from the Palace and its grounds across London should be optimized, with additional facilities being oriented to maximise this asset.
- Opportunities to make better use of the currently inaccessible basement structures will generally be supported.
- The Central Hall will be retained as a popular venue in keeping with the original aims of the Palace.
- The site is designated MOL and a SINC, and these should be supported through any future development.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- All buildings and structures should be retained.
- The eastern part of the Alexandra Palace is subject to HLF scheme that would fund the restoration of the redundant parts of that part of the building. This constitutes an event venue and community facilities including a new BBC Museum experience. The existing ice rink is retained with the provision of better facilities.
- There is flexibility for provision of further complementary uses and enabling development within the western part of the building. These could be a hotel and other leisure facilities that could restore that part of the building and bring it back to sustainable use. Development should, not harm the historic fabric of the building and should be sensitive to it.
- There is further scope for restoring the redundant historic basement areas of the building for further complementary uses such as smaller exhibition spaces or educational or artists' studios. Other innovative and creative uses should also be explored. These should, however, not harm the historic fabric and should be sensitive to it.
- Alexandra Palace Park is a registered historic park (grade II) and opportunities to enhance its setting and significance should be explored.

## SA 56: Coppetts Wood Hospital

<b>Address</b>	Coppetts Wood Hospital, Greenfields School, and Crouch End Vampires, Coppetts Rd, Fortis Green, N10		
<b>Site Size (Ha)</b>	1.3	<b>PTAL Rating</b>	1
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Football changing facilities, hospital, former school		
<b>Ownership</b>	Mix of public and private freeholds and leaseholds		
<b>How site was identified</b>	2013 SHLAA		
<b>Planning designations</b>	Adjacent to metropolitan open land: Coldfall Wood and Coppetts Road Sports Ground Adjacent to SINC Local: Muswell Hill playing Fields		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Other m<sup>2</sup></b>	
	21	1,497	

### Proposed Site Allocation

Consolidation of existing land uses to create potentially mixed use community and residential development.

### Commentary

It is anticipated that the hospital site will come forward over the plan period, and that additionally there is potential for Greenfields School and the Crouch End Vampires pavilion could be developed on, subject to new locations for these uses being found.



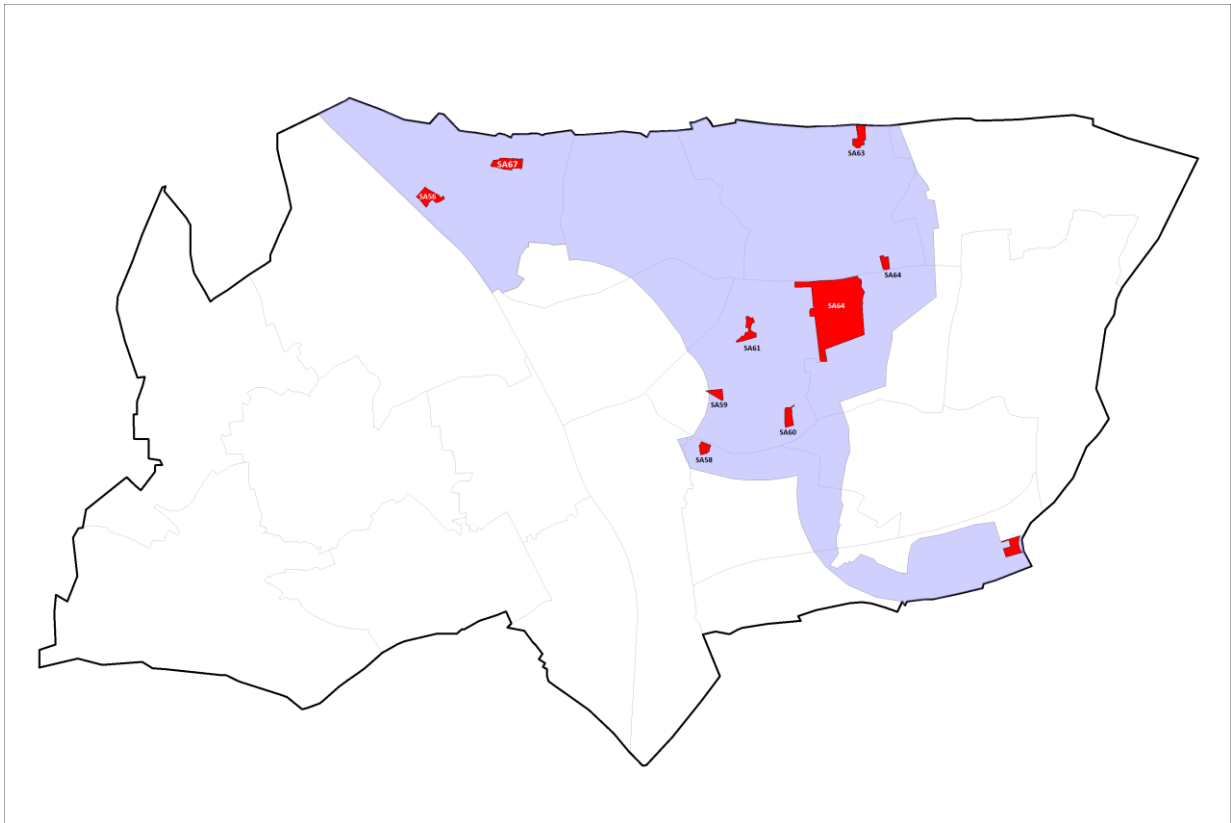
### Site Requirements

- Each individual use on the site must demonstrate it is no longer required, or has been reprovided elsewhere, before any change of use may occur. This includes
  - Crouch End Vampires
  - Greenfields School
  - Hospital function at Coppetts Wood Hospital
- Depending on the future findings of updates to the Infrastructure Delivery Plan, this site could be converted to create a new school. If this is not needed for this purpose, it could be converted to residential.
- Parks and other service vehicle access to Playing Fields, and the relationship this site enjoys with the Park will need to be considered through any proposals.

### Development Guidelines

- The possibility to include the Church of Jesus of the Latter-day Saints building into this scheme should be considered.
- The amenity of the properties on Coppetts Rd should be respected by the new development.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

# Sites in the East of the borough



## **The East of the borough**

The east of the borough contains the areas that fall broadly between Bounds Green, Wood Green, and Green Lanes, and the Tottenham AAP area, with the exception of the east of Seven Sisters ward, which is also included.

The area is predominantly residential, although there are local centres at West Green, on Lordship Lane, and on Phillip Lane, with additional smaller neighbourhood shopping areas scattered throughout the area.

### **Sites in this area (pp150-169)**

- SA 56: Park Grove & Durnsford Rd
- SA 57: Myddleton Rd Local Centre
- SA 58: The Red House
- SA 59: Haringey Professional Development Centre
- SA 60: Keston Centre
- SA 61: Barber Wilson
- SA 62: Broad Water Farm
- SA 63: The Selby Centre
- SA 64: The Roundway
- SA 65: Leabank & Lemsford Close

### **Tottenham AAP area**

This is the area covered by the Tottenham Area Action Plan. There are additional Site Allocations included within this area. To view these please see the Tottenham AAP document.

## SA 56: Park Grove & Durnsford Rd

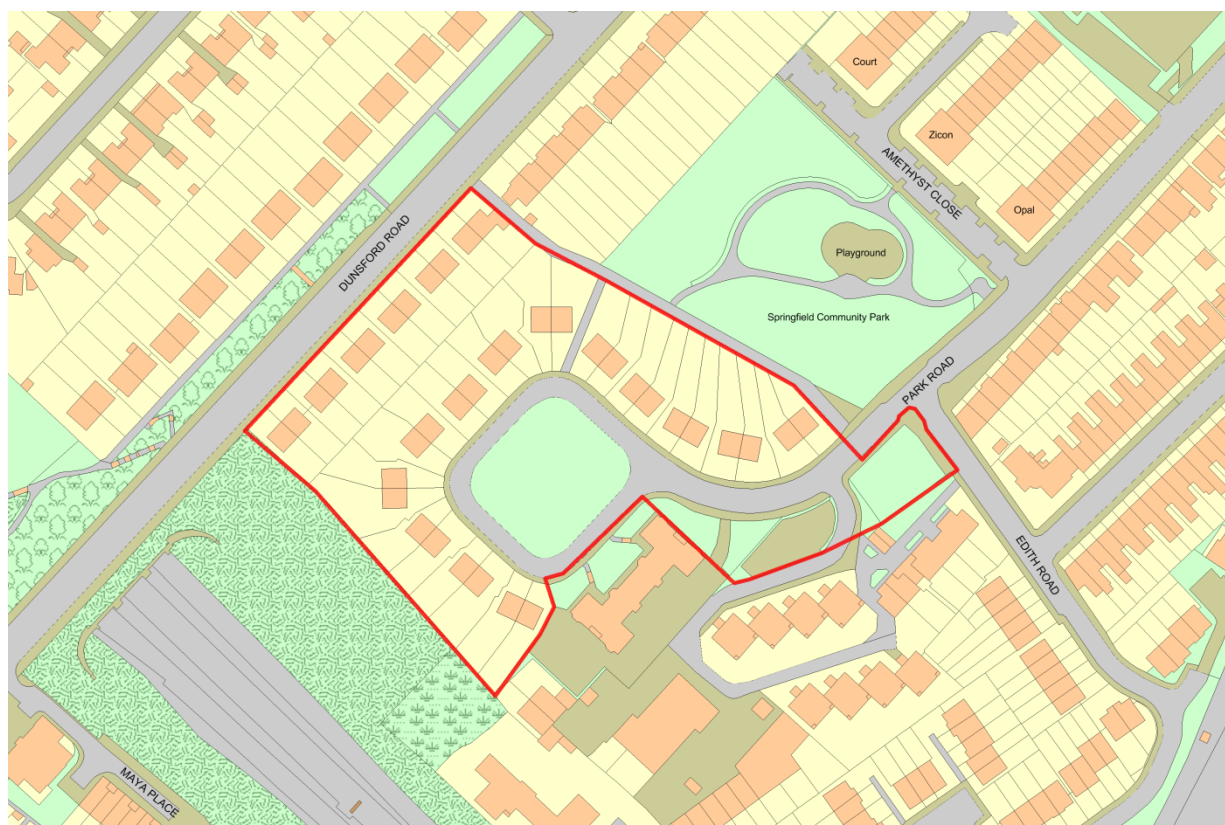
<b>Address</b>	1-26 Park Grove, 67-89 Durnsford Road & corner of Edith Road and Park Rd, Bounds Green, N11		
<b>Site Size (Ha)</b>	1.5	<b>PTAL Rating</b>	3-5
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Residential and car park		
<b>Ownership</b>	Single public freehold		
<b>How site was identified</b>	LBH Housing Estate Renewal Programme		
<b>Planning designations</b>	Adjacent to ecological corridor		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net residential units</b>		
	160		

### Proposed Site Allocation

Potential Estate renewal opportunity to consider housing investment options as part of a masterplanning process of replacing existing defective housing.

### Commentary

The orlit properties on this site are considered to be potentially uneconomic to improve to modern building standards under the Housing Act 1985. Consequentially the Council is investigating options for redevelopment of the area, including reconfiguration of the open space in this area, to create new homes that meet on site, and general housing needs. Development will be through a masterplan which involves the existing local community.



### Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with resident involvement.
- No buildings need to be retained onsite.
- Potential reconfiguration of the open space at the centre of the site, and Springfield Park for the benefit of residents. This will include no net loss of open space in line with DM20.
- The use on the site will be residential.

### Development Guidelines

- Height should be limited at the interface with residential properties on Durnsford Rd, but can increase thereafter.
- The potential to enhance linkages to Springfield Community Park from the development and to Durnsford Rd should be explored.
- The ecological corridor along the rail line to the south west of the site should be preserved through this development.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- A piling statement will be required prior to any piling taking place.

- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 57: Myddleton Road Local Centre

<b>Address</b>	Myddleton Road, Bounds Green, N22		
<b>Site Size (Ha)</b>	1.7	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Local shopping centre		
<b>Ownership</b>	Multiple private freeholds and leaseholds		
<b>How site was identified</b>	Local resident's group		
<b>Planning designations</b>	Bowes Park Conservation Area Local shopping centre: Adjacent to: <ul style="list-style-type: none"> <li>• Ecological corridor</li> <li>• SINC metropolitan:</li> <li>• Proposed green chain</li> <li>• Blue ribbon network</li> </ul>		
<b>Indicative Dev<sup>t</sup> Capacity</b>	No capacity identified		

### Proposed Site Allocation

Diversification of uses on Myddleton Rd, enhancements to the urban realm, and improvements to local connections to encourage an increasingly viable and wider range of food and drinks establishments within the local centre.

### Commentary

Myddleton Rd is a local centre with generally good amenity, but limited footfall. The Council will support opportunities to improve shop fronts in this area, and programmes to help improve visitation to the area.



### Site Requirements

- Residential will be restricted on ground floor frontages on Myddleton Rd, but conversions above and behind will be permitted so long as they maintain a viable ground floor unit fronting Myddleton Rd.
- Development proposals will be required to be accompanied by a Site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- Uses will be encouraged which create an active environment within the centre. Food and drinks uses will be supported, as will shops, artists' studios/ workshops, community facilities, and offices.
- The site lies within the Bowes Park Conservation Area and development should make a positive contribution to the vitality and vibrancy of the shopping street.
- The local centre will be extended on the northern side of Myddleton Rd east of Marlborough Rd to interface with the New River path.

### Development Guidelines

- The food and drink operators, particularly in the evening, could benefit from additional street space to add tables and chairs. The western end of Myddleton Rd could be considered as a shared street space, facilitating this. In order for this to be achieved, it may be necessary for parking along a stretch of Myddleton Rd to be reconfigured.
- The potential for creating a right of way along the alignment of the New River Path should be explored, which will act as a route to draw additional footfall to the centre. The relationship between this link and the existing allotments to the south

of Myddleton Rd should be carefully assessed.

- The level of transition from retail to food and drink will be closely monitored, and the findings used as a test case to inform future policy for other local centres in the borough.
- The principles included in the Myddleton Road Local Shopping Centre Policy Guidance Note will be supported.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 58: Red House Care Home

<b>Address</b>	Red House Care Home & Church, West Green Rd			
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>		5
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>	
<b>Current/Previous use</b>	Care home, church, open space			
<b>Ownership</b>	Mix of public and private freeholds			
<b>How site was identified</b>	Existing Housing Trajectory			
<b>Planning designations</b>	Significant open land: Stanley/Culross public open space Adjacent to locally listed buildings on West Green Road			
<b>Indicative Dev<sup>†</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	<b>Town centre m<sup>2</sup></b>	<b>Other uses m<sup>2</sup></b>
	28	332	332	664

### Proposed Site Allocation

Redevelopment of existing care home and church building to create a mix of town centre and residential uses and potentially a reconfiguration of the open space to the rear.

### Commentary

This site has been identified as being suitable for redevelopment through the Council's ongoing review of its property assets. There is an opportunity to improve the existing Stanley Rd/ West Green Rd open space as part of any future redevelopment, as well as creating development that better addresses West Green Rd.



### Site Requirements

- The existing quantity of open space on the site should be retained or increased, and enhanced through any development.
- Uses which complement the existing West Green Local Shopping Centre should be produced on West Green Road.
- Re-provision of existing uses where appropriate will need to be demonstrated prior to development being permitted.

### Development Guidelines

- The setting of the locally listed former Cambridge Arms pub should be enhanced through this development. This will primarily be through continuing the building frontage on West Green Road.
- The Stanley/Culross Open Space is designated as Significant Local Open Land, and any development should enhance its quality, and not decrease the quantity of open land.
- The community centre at the south of the site has been identified as being surplus to need and an alternative use should be created.
- The need to replace the community facility located on this site at present should be considered as part of any application.
- The open space could be utilised to produce a clear east west link through the park. Buildings should face onto the park from either side of this link, and face into the park at the east of the site.
- Where residential uses which interface with Stanley Road, West Green Road and the existing John Vianny Catholic Primary School should be reduced in height to

- respect the amenity of existing properties.
- A piling statement will be required prior to any piling taking place.
  - Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

## SA 59: Haringey Professional Dev<sup>t</sup> Centre

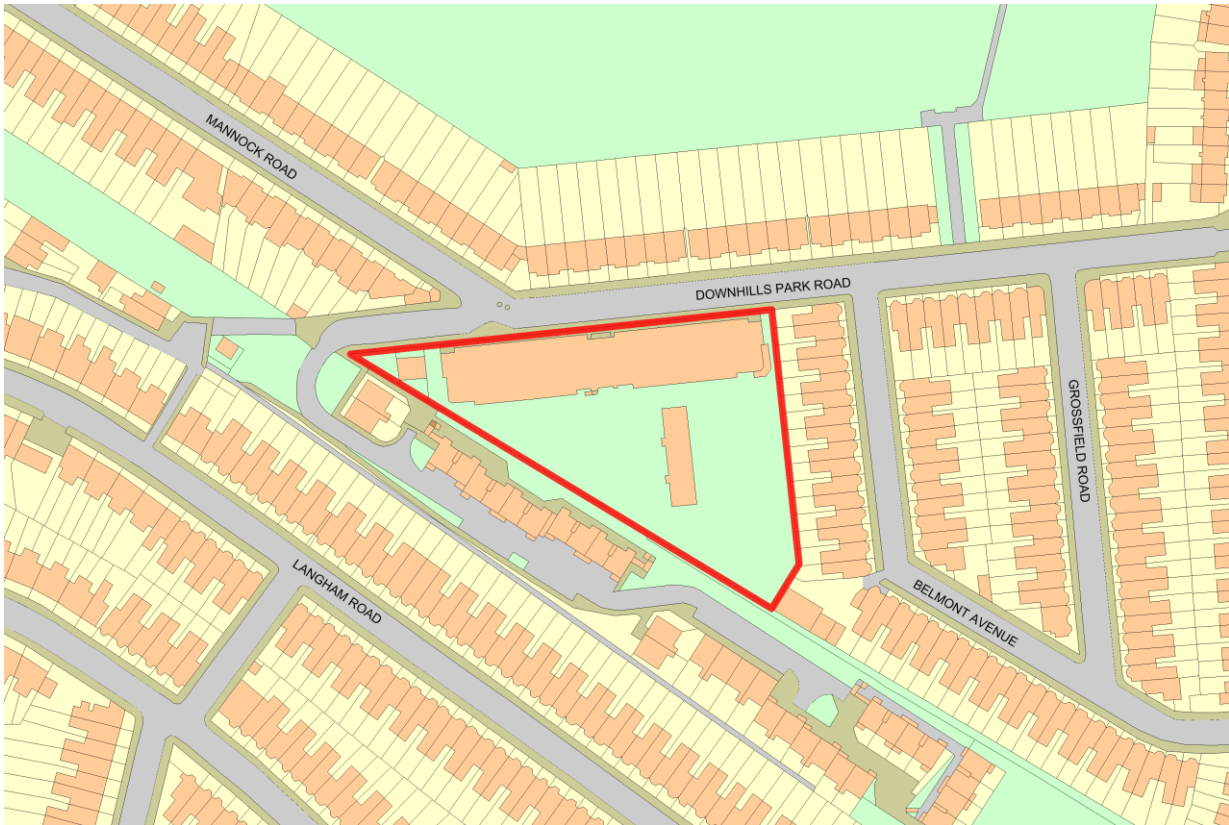
<b>Address</b>	Haringey Professional Development Centre, Downhills Park Rd, N17		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Professional Development Centre		
<b>Ownership</b>	Single public freehold		
<b>How site was identified</b>	LBH Property Review		
<b>Planning designations</b>	N/A		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Other m<sup>2</sup></b>	
	49	854	

### Proposed Site Allocation

Conversion of the existing centre with potential development on the land to the rear to create residential and/or community uses.

### Commentary

The existing Haringey Professional Development Centre is a building that may be suitable for conversion over the plan period, with development possible on the car parking to the rear. The need for residual community infrastructure should be undertaken before this land parcel is allowed to be developed for residential use.



### Site Requirements

- The existing PDC building should be retained.
- Depending on the findings of the emerging Infrastructure Delivery Plan, this site could be converted to create a new school. If this is not needed for this purpose, it could be converted to residential.
- There is potential for infill development behind the current building on Downhills Park Rd.

### Development Guidelines

- This site is located on a key point in the local cycle network. Development here should facilitate enhancements where possible.
- The buildings fronting the street and the caretaker's cottage should be retained and converted with sensitive retrofitting to suitable uses (as recommended by planning professionals).
- There is scope to rebuild on the southern part of the site by removing the ancillary building to provide more development and utilise the site optimally.
- Heights should respect the scale of immediate terraces and should not be overbearing on the retained buildings.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.

## SA 60: Keston Centre

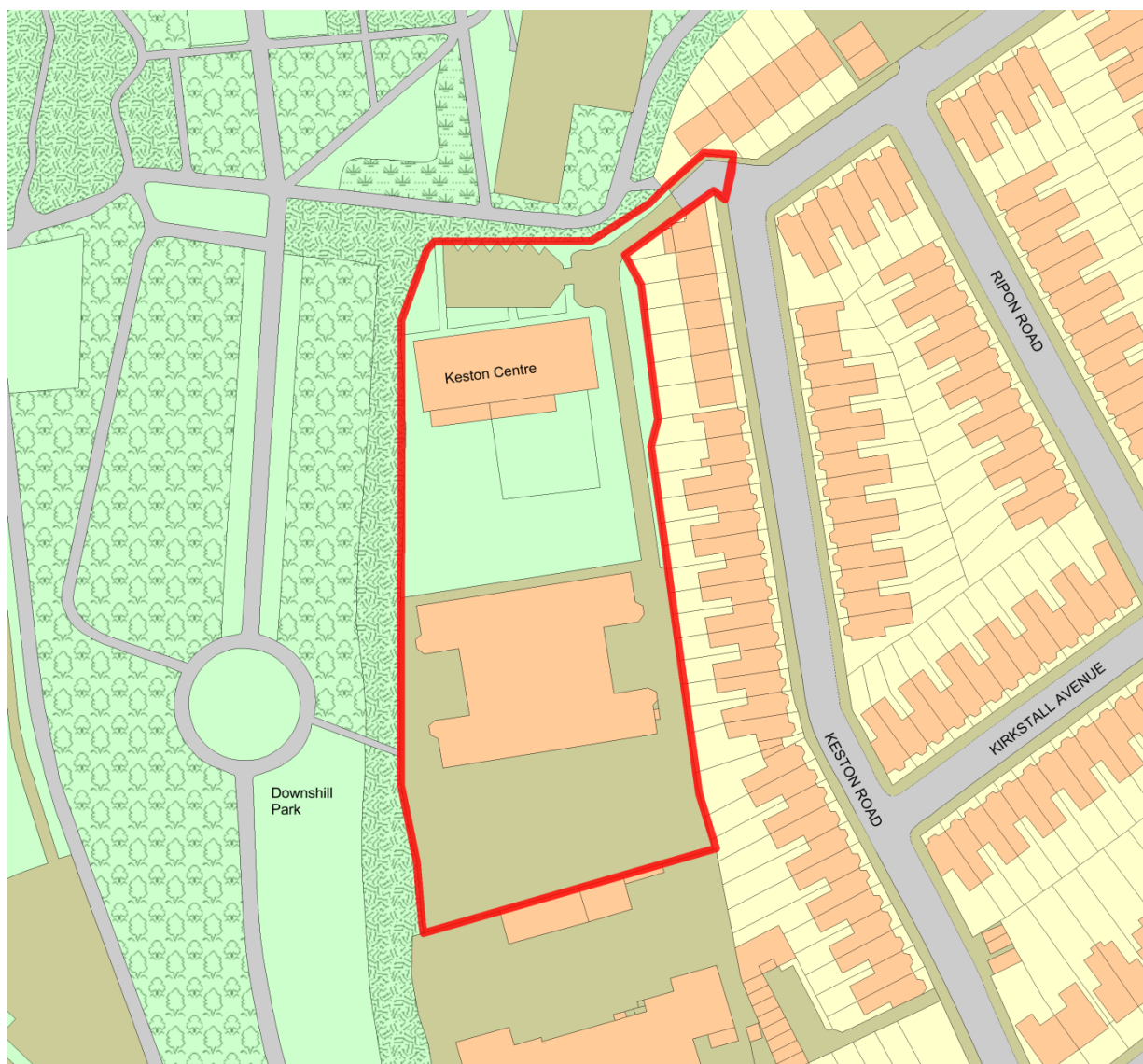
<b>Address</b>	Keston Centre, Keston Rd, N17		
<b>Site Size (Ha)</b>	0.9	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Nursery & Day Care Centre		
<b>Ownership</b>	Single public freehold		
<b>How site was identified</b>	LBH Property Review		
<b>Planning designations</b>	Adjacent to: <ul style="list-style-type: none"> <li>• SINC local: Downhills Park</li> <li>• Metropolitan open land: Lordship Lane Recreation Ground and Downhills Park</li> </ul>		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Community use m<sup>2</sup></b>	
	70	1,222	

### Proposed Site Allocation

Subject to reprovion of the existing nursery & day centre uses, redevelopment for residential.

### Commentary

The Council is in the process of disposing of this site as part of its ongoing estate review. This policy seeks to ensure that the loss or reprovion of the existing community use is managed appropriately.



### Site Requirements

- No buildings need to be retained, but the existing uses should be reprovided prior to any development taking place.
- A small amount of Metropolitan Open Land may need to be swapped on this site to create an improved vehicular entrance into the north east corner of the site.
- Pedestrian and cycle access from the south west corner of the site into Downhills Park and towards the West Green Rd local centre should be provided.

### Development Guidelines

- Heights should be reduced in the east of the site to respect the amenity of the properties on Keston Rd.
- Development should respect the neighbouring Downhills Park and not have a detrimental effect on it.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.

- A piling statement will be required prior to any piling taking place.
- The Keston Centre has some heritage significance, and retention of this building as part of a wider development could be considered.

## SA 61: Barber Wilson

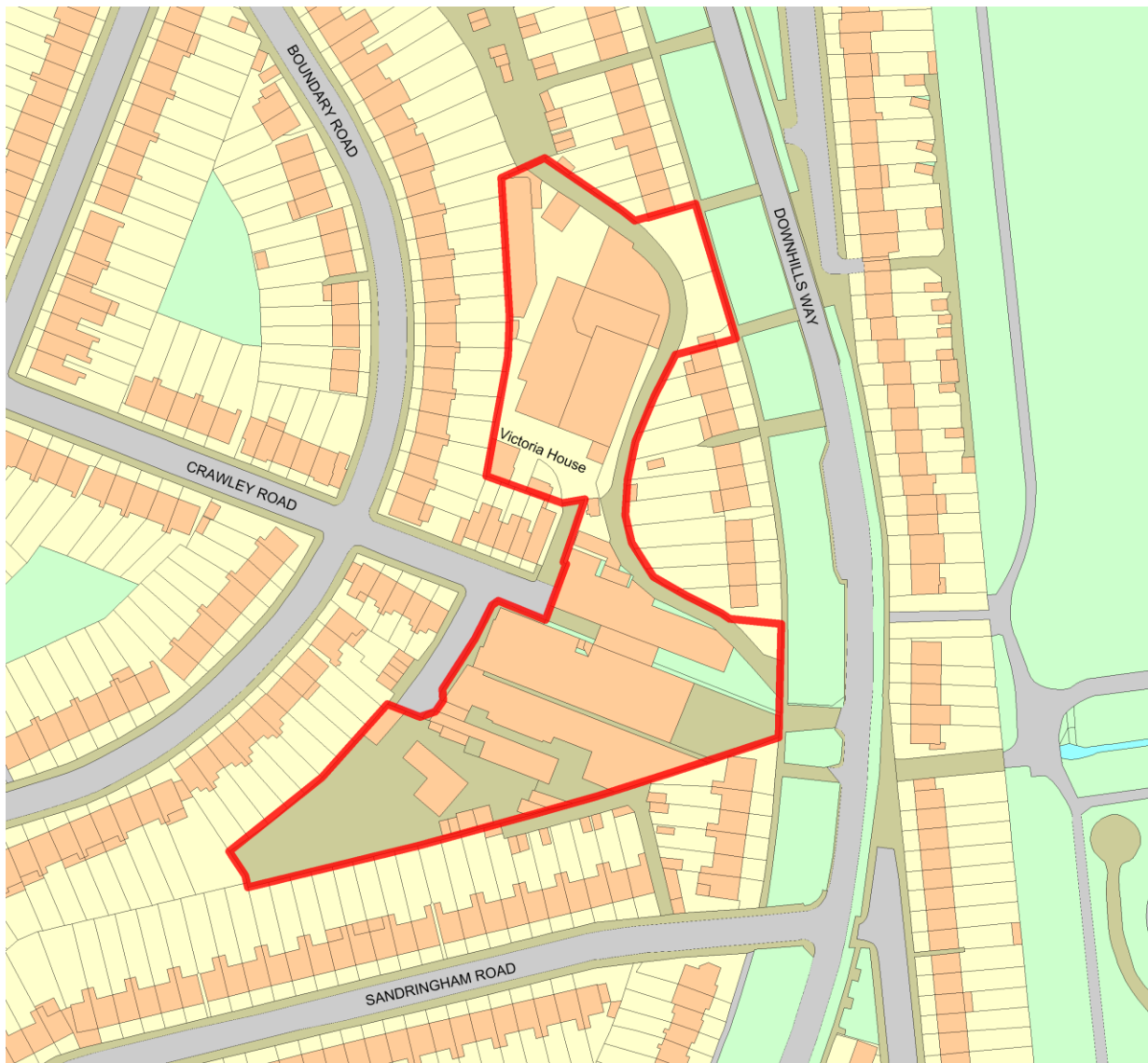
<b>Address</b>	Land between 113-125 and 145-147 Downhills Park Rd, and industrial land at the end of Crawley Rd, West Green, N22		
<b>Site Size (Ha)</b>	1.1	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Taxi care centre, mixed B2 uses		
<b>Ownership</b>	Mix of private freeholds and leaseholds		
<b>How site was identified</b>	GLA SHLAA 2013		
<b>Planning designations</b>	Blue ribbon network		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net residential units</b>		
	66		

### Proposed Site Allocation

Infill development of existing employment site to create improved green grid link between Wood Green and Tottenham through Lordship Rec and potential deculverting of the Moselle.

### Commentary

The aim of this policy is to establish a new pedestrian and cycling link from Wood Green to Lordship Rec. This will help to further establish a green grid within the borough. It is not necessarily anticipated that all parts of this site will come forward for development, but all will be expected to be co-ordinated to achieve the new link.



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The Barber Wilson & Sons building should be retained on this site. It is not necessary to retain any other buildings on the site.
- A clear link from Crawley Rd through to Lordship Rec will be created.
- Residential development will be permitted on this site to enable creation of a new pedestrian and cycle route.
- Planning Obligations will be required to enable a high quality pedestrian and cycle link across Downhills Park Road and into Lordship Rec to connect with the north-south Green Grid route.
- Development which enables the retention of the Barber Wilson & Sons building for its current use will be supported.

### Development Guidelines

- Development on this site should not be overbearing on the surrounding residential properties. Where the site interfaces with residential properties, back gardens of new units should meet the back gardens of existing properties.
- Development should respect the amenity of the rear of the properties on Downhills Park Rd.
- The Moselle river runs in a culvert along the eastern boundary of the site. The opportunity to deculvert this should be explored in line with SP5.
- The two yards between 145-147 Downhills Way should be built on, keeping the existing building line, and in a consistent manner to the existing buildings.
- Limited development to the south of 125, and north of 113 Downhills Way to create a corner block which is sensitive to adjoining residential property but also marks the entrance to the through route.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

## SA 62: Broadwater Farm area

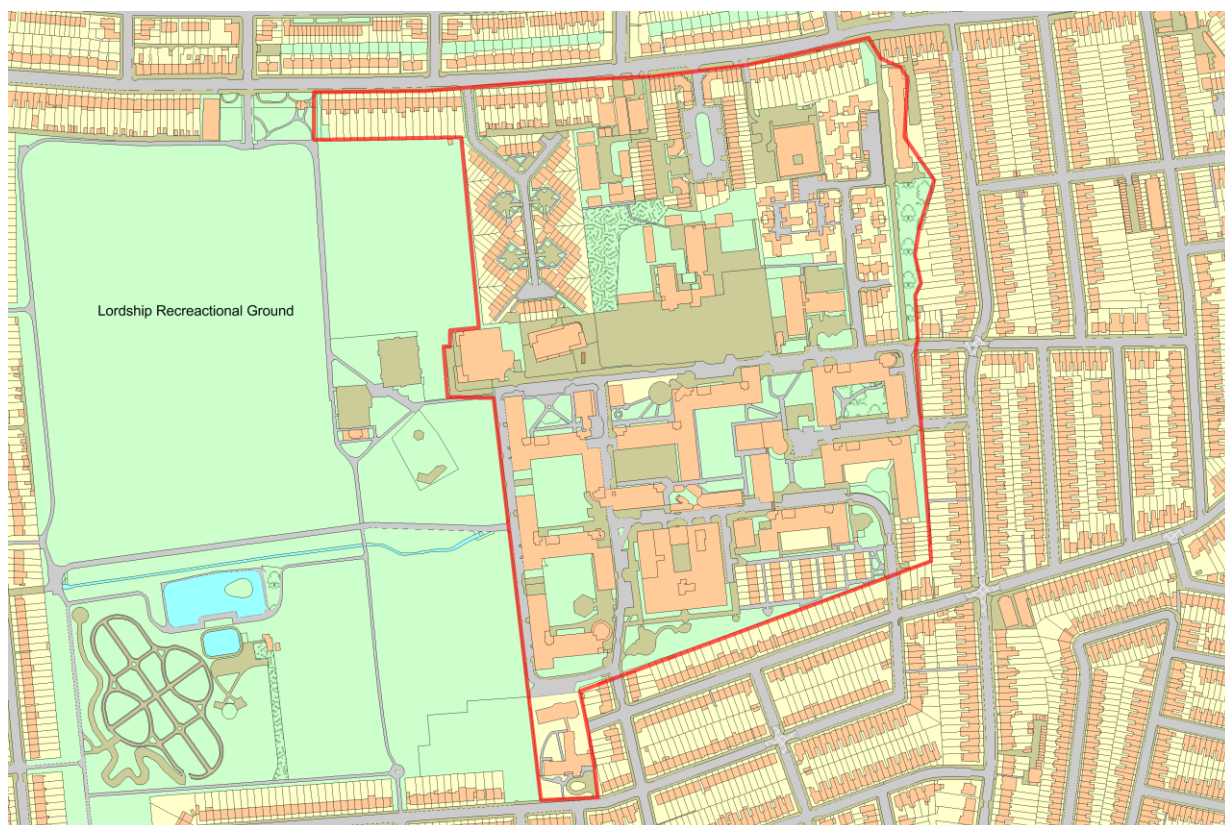
<b>Address</b>	Broadwater Farm housing estate		
<b>Site Size (Ha)</b>	19.4	<b>PTAL Rating</b>	1
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Residential, including education and leisure facilities.		
<b>Ownership</b>	LBH		
<b>How site was identified</b>	LBH Housing Estate Renewal programme		
<b>Planning designations</b>	Flood zone 1 Metropolitan open land: Lordship Lane Recreation Ground and Downhills Park SINC local: Lordship Lane Recreation ground and allotment gardens Blue ribbon network Adjacent to an Area of Archaeological Importance		
<b>Indicative Dev<sup>t</sup> Capacity</b>	No capacity identified		

### Proposed Site Allocation

Improvements of the housing estate to improve stock, design of the site, and routes through the area.

### Commentary

The Council is required to ensure that all housing stock in the borough that it owns and manages is of a decent standard and fit for habitation on an ongoing basis. Broadwater Farm is a collection of Homes for Haringey and Housing Association estates within which a range of alternatives regarding how the best provision of fit for purpose housing could be considered. This policy sets out the broad objectives that any future supplementary planning document/masterplan would be required to address in this area.



### Site Requirements

- Development will be required to be in accordance with a future Supplemental Planning Document (SPD) guiding development in the area should be met.

### Development Guidelines

- There may be opportunities to link the open spaces in the area, particularly Lordship Rec, to benefit wider areas of the borough through the Green Grid network.
- This site is listed as part of the Council's initial estate renewal programme in Policy SP2. This policy also seeks to ensure no net loss of existing affordable housing floorspace in development; and ensure that affordable housing units are designed to a high quality and are fully integrated within schemes.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

## SA 63: The Selby Centre

<b>Address</b>	Selby Centre, Selby Lane, N17		
<b>Site Size (Ha)</b>	1.2	<b>PTAL Rating</b>	2
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Multi-purpose community centre		
<b>Ownership</b>	Single public freehold		
<b>How site was identified</b>	SHLAA 2013		
<b>Planning designations</b>	Local employment area: Queen St Adjacent to: <ul style="list-style-type: none"> <li>• SLOL:</li> <li>• Local significant industrial site: Queen St</li> </ul>		
<b>Indicative Dev<sup>†</sup> Capacity</b>	No capacity identified		

### Proposed Site Allocation

Consolidation of community uses with potential housing development.

### Commentary

This site operates on a long lease from the Council, providing a range of community uses on a large site in the north of the borough. As part of the Council's review of its landowning, and premises which provide community uses to determine how best use of them can be made. Development that can be shown to maximise public utility while minimising land use, thereby creating space for new housing, will be supported.



### Site Requirements

- The future consolidated reprovision of all of the existing community uses on or off site should be secured before redevelopment can occur.
- Land should be restructured to make the best use of the land, with the potential for cross subsidy from residential to achieve this.

### Development Guidelines

- There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the borough through the Green Grid network.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

- The Selby Centre is an asset of community value.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.

## SA 64: The Roundway

<b>Address</b>	58-62 Lordship Lane, 311-315 The Roundway, and 12 Church Lane, Tottenham N17		
<b>Site Size (Ha)</b>	0.6	<b>PTAL Rating</b>	4
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Range of commercial uses		
<b>Ownership</b>	Multiple private freeholds		
<b>How site was identified</b>	Pre-application on neighbouring site		
<b>Planning designations</b>	Part of the site is within the Bruce Castle Conservation Area Area of Archaeological Importance Adjacent to Peabody Cottages Conservation Area The Children's Nursery is a Locally listed building: Adjacent to several Locally Listed buildings on Lordship Lane Adjacent to Bruce Castle Park (MOL, Conservation Area, Listed building (Bruce Castle Museum), SINC Blue Ribbon Network		
<b>Indicative Dev<sup>t</sup> Capacity</b>	<b>Net resi units</b>	<b>Employment m<sup>2</sup></b>	
	56	1,940	

### Proposed Site Allocation

Consolidation of sites for employment-led mixed use development with residential enabling an improved east-west cycling connection in a development sympathetic to the adjoining Bruce Castle.

### Commentary

This site is currently a fragmented set of low density employment uses in a prominent location at the northern end of Bruce Grove where it connects with the Roundway and Lordship Lane. There is potential for a development which is sensitive in nature to the setting of Bruce Castle Museum and Park which provides new replacement employment floorspace, and homes.



### Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The existing employment floorspace on this site should be replaced wherever feasible. Residential will be permitted on this site to cross subsidise the renewal of the employment stock.
- No buildings need to be retained, but the Parkside Prep school should not be compromised through any redevelopment.
- Development on this site should enhance the setting of Bruce Castle, including access to Bruce Castle Park.
- Capped commercial rents will be expected in this area in line with Policy DM38.

### Development Guidelines

- Heights should be limited adjacent to the nursery and the existing houses to the

north of the site.

- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A piling statement will be required prior to any piling taking place.
- There is at least one building of some historic value (see picture below). However, if a comprehensive development of the site was sought, there would be no objection to its demolition from a conservation point of view.
- New development should attempt to continue the street frontages on all sides and should respect the scale of terraces within the Peabody Estate Conservation Area.
- Layout of new development should complement or respond to established 'back to back' terrace layout of the Peabody cottages.
- New development should be of high quality and enhance the setting of both the Conservation Areas and the grade I listed Bruce Castle.
- Whilst not listed on its own right, Bruce Castle Park is an important heritage as well as community asset. Development should contribute to and enhance its setting.
- The prominent location attributes itself to an opportunity to create a visible architectural landmark, marking the entrance and setting of Bruce Castle. It could act as a 'wayfinder' for the heritage assets nearby.
- This should be achieved not necessarily by height but by virtue of its design and should be such that it is not intrusive to the setting of Bruce Castle or its grounds.

## SA 65: Leabank and Lemsford Close

<b>Address</b>	Leabank View & Lemsford Close, N15		
<b>Site Size (Ha)</b>	1.3	<b>PTAL Rating</b>	1
<b>Timeframe for delivery</b>	<b>2011-2015</b>	<b>2015-2020</b>	<b>2020 onwards</b>
<b>Current/Previous use</b>	Residential		
<b>Ownership</b>	Single private freehold		
<b>How site was identified</b>	LBH Housing Estate Renewal programme		
<b>Planning designations</b>	South Tottenham house extension Flood zone 1 Area of Archaeological Importance Adjacent to: <ul style="list-style-type: none"> <li>• SINC borough grade II:</li> <li>• Green belt</li> <li>• Lee Valley Regional Park</li> <li>• Ecological corridor</li> </ul>		
<b>Indicative Dev<sup>t</sup> Capacity</b>	Net residential units		
	65		

### Proposed Site Allocation

Potential improvements of the housing estate to improve stock, design of the site, and routes through the area, utilising the estate's waterside location.

### Commentary

This Council-owned estate has been identified as having the potential to deliver an increased number of homes, in order to help meet housing local housing need. The site's riverside location should be utilised for the benefit of residents of the estate, as well as general improvements through improving the towpath in this area.



### Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with resident involvement.
- The use on the site will be residential.
- No buildings need to be retained on the site.
- Development on this site should enhance the path along the River Lea.

### Development Guidelines

- Development height should be restricted adjoining residences to the south and west of the site.
- Although the site has a modest PTAL at present, it is only a 12 minute walk to South Tottenham station, which could in the future be part of Seven Sisters Crossrail station.
- The site has no void areas. Therefore in order to commence construction, areas of the existing development will need to be cleared.

- At present the properties in the western side of the site gain no visual amenity from being close to the river. This could be improved through innovative design, allowing viewing corridors through the site.
- The southern edge of the site (Leabank View) runs down the rear of terraced houses. New uses creating a back-to-back interface should be created along this edge designed to be respectful of the existing houses.
- Heights facing the water will be the highest point of the site. Development should be in blocks arranged to allow a viewing corridor of the River Lea.
- New communal open space could be created in the centre of the site.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is in Flood Zones 1 & 2, classified by the National Planning Practice Guidance as having a low/medium risk of flooding from rivers. Development of this site must be supported by a Flood Risk Assessment. The FRA must show there will be no increase in flood risk on or off site and that the development will be safe for future users. Development must be steered to the areas within the red line boundary that are at lowest risk of flooding. Development should be focussed in areas of Flood Zone 1 and no highly vulnerable uses will be permitted in areas of Flood Zone 2 without passing the sequential test.

# Appendix A: Methodology for Assessing the Capacity of Allocated Sites

On sites where planning permission has already been granted for major development (10+ Units or 1,000m<sup>2</sup>), but where material works have not commenced, the site has been allocated in this Development Plan Document with the corresponding number of homes and/or floorspace that has been approved.

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

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

## Assumptions

- Residential unit size (GIA) is assumed to be 70m<sup>2</sup> per unit;
- Town centre/ community ground floors uses as part of a mixed use development are generally assumed to be 10% of floorspace;
- Employment floorspace is as stated in a site allocation; or
- PTAL is taken at the centre point of the site;
- GLA density assumptions are taken using mid-range assumptions from Table 3A.2 of the London Plan.

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

### Example 1: Park Grove & Durnsford Rd

Site Area: 1.5 hectares

PTAL: 4

Setting: Urban

LP density matrix mid range: 140 dwellings per hectare

Mix: 100% residential  
 Therefore estimated capacity of site is 210 homes.  
 Existing residential units on site: 50  
 Therefore net capacity on this site: **160 new homes.**

### **Example 2: Clarendon Rd South**

Site Area: 2.2 hectares  
 PTAL: 4  
 Setting: Urban  
 LP density matrix ranges: 140 dwellings per hectare  
 Mix: 33% commercial, 10% community (other) 47% residential  
 Total developable floorspace: 21,560m<sup>2</sup>  
 Therefore estimated capacity of site is **145 new homes, 2,156m<sup>2</sup> community floorspace, and 7,115m<sup>2</sup> employment floorspace.**

### **Example 3: Mecca Bingo**

Site Area: 0.8 hectares  
 PTAL: 6a  
 Setting: Central  
 LP density matrix ranges: 265 dwelling per Hectare  
 Mix: 10% town centre uses, 90% residential  
 Total developable floorspace: 14,840m<sup>2</sup>  
 Therefore estimated capacity of site is **191 new homes and 1,484m<sup>2</sup> town centre floorspace.**

### **Housing Trajectory**

Haringey's Strategic Policy SP1 (as revised) provides a commitment to deliver at least 19,802 net additional homes in the borough over the fifteen year period from 2011/12 to 2025/26. This is formed of 4 years at 820 new homes over the period 2011/12-2014/15, and 11 years at 1,502 new homes p.a. over the period 2015/16-2025/26

Homes already built (for more details see Haringey's most recent Authority Monitoring Report):

**Table 5:**

<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15 (estimate)</b>	<b>4-year Total</b>
1395	1150	493	947	3,985

Of these completions 1,700 are on Hale Village, which is allocated in the Tottenham AAP. These completions so far in the Plan period have the effect of reducing the housing target to 15,817 over the remaining 11 years, at an average of 1,438 new homes p.a.

There are a total of 3,645 net units allocated on major sites in the borough planning have planning permissions granted<sup>1</sup>, but not completed. It is expected that all of these will be completed over the Plan period. Of these:

<sup>1</sup> Excluding units already complete, but including units granted permission, but not yet complete on Hale Village.

- 2,335 are included as allocations in this document;
- 1,187 are on permitted on allocated sites in the Tottenham AAP area.
- 123 are on permitted on other sites across the borough as identified below:

**Table 6:**

Site	Net resi units
56 Muswell Hill (HGY/2013/2069)	28
Pembroke Works, Hornsey (SAX) (HGY/2012/1190)	42
530-536 High Road N17 9SX (HGY/2013/0745)	26
7 Bruce Grove N17 6RA (HGY/2012/0563)	13
700-702 Tottenham High Rd (HGY/2009/1122)	14
<b>Total</b>	<b>123</b>

Additionally, planning consents exist for the development of 284 net units to be delivered between 2015/16-2016/17. Together these account for 3,929 net additional units, meaning Allocations in the Sites DPD and Tottenham AAP are required to account for 11,888 net additional units.

Of these, sites in this document are estimated to accommodate 5,425 net additional units, and sites in the Tottenham AAP are estimated to accommodate 7,736 net additional units. This totals 13,161 net additional units.

Additionally it is anticipated that 200 net additional units p.a. will come forward in “windfall” developments. These will generally be on sites of below 10 units, and 0.25 Ha. While the exact amount is not known, it is highly likely that this type of development will come forward to supplement development on larger sites.

This Appendix demonstrates how development will be delivered outside of the Tottenham Area, and indicates the broad distribution of growth as benchmarks in accordance with Strategic Policy SP1 (as revised). The following table summarises the past completions for the period 2011/12 to 2013/14, pipeline supply and planned delivery on previously developed land in each of the broad growth areas for the period 2011/12 to 2025/26.

In addition to these identified sites, development is expected to come forward on unallocated sites at an average rate of 200 net units per annum. While these are not being counted against the target, they are expected to supplement the development of allocated sites over the plan period.

### Delivery Summary in the Site Allocations

**Table 7:**

Area	M2 employment	M2 town centre	Net resi units
<b>Wood Green</b>	47,271	17,217	4,320

<b>South</b>	20,026	7,154	1,699
<b>Highgate</b>	2,660	592	300
<b>West</b>	2,104	-	855
<b>East</b>	2,272	332	494
<b>Total</b>	<b>74,333</b>	<b>25,295</b>	<b>7,698</b>

**Table 8: Delivery Assumptions**

Site Ref	Site Name	mix (emp)	mix (TC)	mix (other)	mix resi
SA5	LBH Civic Centre	0.2	0.1	0	0.7
SA6	Green Ridings House	0.2	0	0	0.8
SA7	Wood Green Bus Garage	0	0.1	0	0.9
SA8	Station Road Offices	0.2	0.1	0	0.7
SA9	Mecca Bingo	0	0.1	0	0.9
SA10	Morrison's Wood Green	0	0.1	0	0.9
SA11	Wood Green Library	0	0.1	0	0.9
SA12	The Mall	0	0.1	0	0.9
SA13	Bury Road Car Park	0	0.1	0	0.9
SA14	16-54 Wood Green High Road	0	0.1	0	0.9
SA15	Westbury & Whymark Ave	0	0.1	0	0.9
SA16	Turnpike Lane Triangle	0	0.1	0	0.9
SA17	North of Hornsey Rail Depot	0.2	0	0	0.8
SA18	Wood Green Cultural Centre (North)	0.33	0	0	0.67
SA19	Wood Green Cultural Centre (South)	0.33	0	0	0.67
SA20	Wood Green Cultural Centre (East)	0.33	0	0	0.67
SA21	Clarendon Gateway	0.33	0	0	0.67
SA22	Clarendon Square	As per planning consent HGY/2009/0503			
SA23	Clarendon Rd South	0.33	0	0.1	0.57
SA24	NW of Clarendon Square	0.33	0	0	0.67
SA25	Land Adjacent to Coronation Sidings	0.33	0	0	0.67
SA26	Hawes & Curtis, Green Lanes	0	0	0.1	0.9
SA27	Wightman Road	0.2	0	0	0.8
SA28	St Ann's Hospital	As per planning consent HGY/2014/1691			
SA29	Arena Retail Park	0.1	0.1	0.1	0.7
SA30	Arena Design Centre	0.33	0	0	0.67
SA31	Crusader Industrial Estate	0.33	0	0	0.67
SA32	Omega Works	0.33	0	0	0.67
SA33	Vale/Eade Roads	0.33	0	0	0.67
SA34	Overbury & Eade Roads	0.33	0	0	0.67
SA35	L/b Seven Sisters & Tewkesbury Rds	0.1	0	0	0.9
SA36	Finsbury Park Bowling Alley	0	0.1	0	0.9
SA37	18-20 Stroud Green Road	0	0.1	0	0.9
SA38	460-470 Archway Road	0.2	0	0	0.8
SA39	Former Highgate Rail Station	0	0	1	0
SA40	Gonnermanns & Goldsmiths Court	0	0.1	0	0.9
SA41	Highgate School	0	0	1	0
SA42	Highgate Bowl	0.2	0.1	0	0.7

SA43	Summersby Road	0.2	0	0	0.8
SA44	Hillcrest	0	0	0	1
SA45	Highgate Magistrate's Court	As per planning consent HGY/2014/2464			
SA46	Hornsey Depot	As per planning consent HGY/2013/2019			
SA47	Cross Lane	0.33	0	0	0.67
SA48	Hornsey Town Hall	As per planning consent HGY/2010/0500			
SA49	Park Road & Lynton Rd	0.2	0	0	0.8
SA50	St Luke's Hospital	As per planning consent HGY/2013/2379			
SA51	Cranwood Care Home	0	0	0	1
SA52	Pinkham Way	1	0	0.5	-0.5
SA53	Alexandra Palace	0	0	1	0
SA54	Tunnel Gardens	0	0	0	1
SA55	Coppets Wood Hospital	0	0	0.5	0.5
SA56	Park View & Durnsford Road	0	0	0	1
SA57	Myddleton Rd Local Centre	0	0	0	0
SA58	Red House, West Green Rd	0.1	0.1	0.2	0.6
SA59	Haringey Professional Development Centre	0	0	0.2	0.8
SA60	Keston Centre	0	0	0.2	0.8
SA61	Barber Wilson	0	0	0	1
SA62	Broadwater Farm area	0	0	0	1
SA63	The Selby Centre	0	0	1	0
SA64	The Roundway	0.33	0	0	0.67
SA65	Leabank and Lemsford Close	0	0	0	1

**Table 9:**

Ref	Site Name	M <sup>2</sup> Emp	M <sup>2</sup> TC	Net Resi
<b>Sites in Wood Green Metropolitan Town Centre</b>				
SA 5	LBH Civic Centre	2,156	1,078	108
SA 6	Green Ridings House	1,855	-	106
SA 7	Wood Green Bus Garage	-	2,412	310
SA 8	Station Rd Offices	4,823	2,412	241
SA 9	Mecca Bingo	-	1,484	191
SA 10	Morrison's Wood Green	-	1,855	239
SA 11	Wood Green Library	-	2,783	358
SA 12	The Mall	-	-	0
SA 13	Bury Rd Car Park	-	1,484	99
SA 14	16-54 Wood Green High Rd	-	2,597	334
SA 15	L/b Westbury & Whymark Avenues	-	742	95
SA 16	Turnpike Lane Triangle	-	371	48
SA 17	North of Hornsey Rail Depot site	980	-	56
SA 18	Wood Green Cultural Quarter (north)	3,061	-	89
SA 19	Wood Green Cultural Quarter (south)	12,243	-	355
SA 20	Wood Green Cultural Quarter (east)	4,285	-	124
SA 21	Clarendon Square Gateway	6,734	-	195
SA 22	Clarendon Square	700	920	920
SA 23	Clarendon Rd South	7,115	-	176
SA 24	NW of Clarendon Square	1,005	-	29
SA 25	Land Adjacent to Coronation Sidings	3,015	-	87
<b>Sites in the South of the borough</b>				
SA 26	Hawes & Curtis, Green Lanes	-	-	73
SA 27	Wightman Rd	840	-	48
SA 28	St. Ann's Hospital Site	-	-	456
SA 29	Arena Retail Park	5,390	5,390	539
SA 30	Arena Design Centre	1,386	-	40
SA 31	Crusader Industrial Estate	2,218	-	64
SA 32	Omega Works	1,386	-	40
SA 33	Vale/ Eade Rd	3,465	-	101
SA 34	Overbury & Eade Rds	4,851	-	141
SA 35	L/b Seven Sisters & Tewkesbury Rds	490	-	63

SA 36	Finsbury Park Bowling Alley	-	550	71
SA 37	18-20 Stroud Green Road	-	490	63
<b>Sites in Highgate</b>				
SA 38	460-470 Archway Road	1,260	-	72
SA 39	Former Highgate Rail Station	-	-	-
SA 40	Gonnermann Antiques	-	284	37
SA 41	Highgate School	-	-	-
SA 42	Highgate Bowl	616	308	31
SA 43	Summersby Road	784	-	45
SA 44	Hillcrest	-	-	34
SA 45	Highgate Magistrates Court	-	-	82
<b>Sites in the west of the borough</b>				
SA 46	Hornsey Depot	-	-	438
SA 47	Cross Lane	1,386	-	40
SA 48	Hornsey Town Hall	-	-	123
SA 49	Lynton & Park Road	718	-	41
SA 50	St. Luke's Hospital Site	-	-	156
SA 51	Cranwood Care Home	-	-	35
SA 52	Pinkham Way	-	-	-
SA 53	Alexandra Palace	-	-	-
SA 54	Tunnel Gardens	-	-	-
SA 55	Coppetts Wood Hospital	-	-	21
<b>Sites in the east of the borough</b>				
SA 56	Park Grove & Durnsford Rd	-	-	160
SA 57	Myddleton Road Local Centre	-	-	-
SA 58	Red House	332	332	28
SA 59	Haringey Professional Dev <sup>t</sup> Centre	-	-	49
SA 60	Keston Centre	-	-	70
SA 61	Barber Wilson	-	-	66
SA 62	Broadwater Farm area	-	-	-
SA 63	The Selby Centre	-	-	-
SA 64	The Roundway	1,940	-	56
SA 65	Leabank and Lemsford Close	-	-	65

## Appendix B: Making Representations to the Plan

### Introduction

The Development Management Policies development plan document (DPD), the 'Plan', is published in order for representations to be made prior to submission. The representations will be considered alongside the published Plan when submitted to the Secretary of State for examination by an independent Planning Inspector. The Planning and Compulsory Purchase Act 2004 (as amended) (the 2004 Act) states that the purpose of the examination is to consider whether the Plan complies with the legal requirements and is 'sound'.

### Legal Compliance

The Inspector will first check that the Plan meets the legal requirements under s20 (5) (a) of the 2004 Act before moving on to test for soundness.

Before making a representation please consider the following:

- The Plan in question should be within the current Local Development Scheme (LDS) and the key stages should have been followed. The LDS is effectively a programme of work prepared by the Local Planning Authority (LPA), setting out the Local Development Documents it proposes to produce over a three year period. It will set out the key stages in the production of any DPDs which the LPA propose to bring forward for independent examination. If this DPD is not in the current LDS it should not have been published for representations. The LDS should be on the LPA's website and available at their main offices.
- The process of community involvement for the Plan in question should be in general accordance with the LPA's Statement of Community Involvement (where one exists). The Statement of Community Involvement (SCI) is a document which sets out a LPA's strategy for involving the community in the preparation and revision of Local Development Documents (including DPDs) and the consideration of planning applications.
- The Plan should comply with the Town and Country Planning (Local Planning) (England) Regulations 2012.
- On publication, the LPA must publish the documents prescribed in the regulations, and make them available at their principal offices and their website. The LPA must also place local advertisements and notify statutory bodies (as set out in the regulations) and any persons who have requested to be notified.
- The LPA is required to provide a Sustainability Appraisal Report when they publish a DPD. This should identify the process by which the Sustainability Appraisal has been carried out, and the baseline information used to inform the process and the outcomes of that process. Sustainability Appraisal is a tool for appraising policies to ensure they reflect social, environmental, and economic factors.
- The Plan should have regard to national policy and conform generally to the London Spatial Development Strategy, i.e. the London Plan. This sets out policies for the Greater London region in relation to development and use of land, and forms part of the development plan for LPAs.

- The Plan must have regard to any Sustainable Community Strategy (SCS) for its area. The SCS is usually prepared by the Local Strategic Partnership which is representative of a range of interests in the LPA's area.

## Soundness

Soundness is explained fully in the National Planning Policy Framework in paragraph 182.

The Inspector must be satisfied that the Plan has been **positively prepared** and is **justified, effective** and **consistent with national policy**. To be sound the Plan should be:

### Positively Prepared

The Plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

### Justified

This means that the Plan should be founded on a robust and credible evidence base involving:

- Evidence of participation of the local community and others having a stake in the area.
- Research/fact finding: the choices made in the plan are backed up by facts

The Plan should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The Plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

### Effective

This means the Plan should be deliverable, embracing:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it; and
- Coherence with the strategies of neighbouring authorities.

The Plan should also be flexible and able to be monitored.

The Plan should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The Plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the Plan should make clear that major changes may require a formal review including public consultation.

Any measures which the LPA has included to make sure that targets are met should be clearly linked to an Authority Monitoring Report.

### Consistent with national policy

The Plan should be consistent with national policy. Where there is a departure, LPAs must provide clear and convincing reasoning to justify their approach.

Conversely, respondents may feel the LPA should include a policy or policies which would depart from national or regional policy to some degree in order to meet a clearly identified and fully justified local need, but they have not done so. In this instance it will be important for you

to say in your representations what the local circumstances are which justify a different policy approach to that in national or regional policy and support your assertion with evidence.

If you think the content of the Plan is not sound because it does not include a policy where it should, you should go through the following steps before making representations:

- Is the issue with which you are concerned already covered specifically by any national planning policy or in the London Plan (2015)? If so it does not need to be included.
- Is what you are concerned with covered by any other policies in the Plan on which you are seeking to make representations or in any other DPD in the Local Plan. There is no need for repetition between documents in the Local Plan.
- If the policy is not covered elsewhere, in what way is the Plan unsound without the policy?
- If the Plan is unsound without the policy, what should the policy say?

### **General advice**

If you wish to make a representation seeking a change to the Plan or part of the Plan you should make clear in what way the Plan or part of the Plan is not sound having regard to the legal compliance check and three tests set out above. You should try to support your representation by evidence showing why the Plan should be changed. It will be helpful if you also say precisely how you think the Plan should be changed. Representations should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further submissions based on the original representation made at publication. After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.

Where there are groups who share a common view on how they wish to see the Plan changed, it would be helpful for that group to send a single representation which represents the view, rather than for a large number of individuals to submit separate representations which repeat the same points. In such cases the group should indicate how many people it is representing and how the representation has been authorised.

Further detailed guidance on the preparation, publication and examination of DPDs is provided in The CLG Plan Making Manual.