

WOOD

GREEN

AREA ACTION PLAN

ISSUES AND OPTIONS REPORT

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| Date     | Issued to | Revision | By  | Checked by | Description of amendments  |
|----------|-----------|----------|-----|------------|--|
| 24/07/15 | LBH       | /        | ASu | ASp        | NA   |
| 07/08/15 | LBH       | 1        | ASu | ASp        | Updated to incorporate comments received from LBH  |
| 25/08/15 | LBH       | 2        | ASu | SM         | Updated to include additional option (Options 1A / 1B created)                                   |
| 07/09/15 | LBH       | 3        | ASu | SM         | Updated to incorporate comments received from LBH and reflect latest options                     |
| 02/12/15 | LBH       | 4        | ASu | ASp        | Updated to reflect latest options and information used for costing                               |
| 04/12/15 | LBH       | 5        | ASu | ASp        | Inclusion of C&W alterations and amendments to wording to reflect the 'Decentralised Energy Hub' |
| 08/12/15 | LBH       | 6        | ASu | ASp        | Option 4 updated to reflect latest thinking  |
| 21/12/15 | LBH       | 7        | ASu | SM         | Updated to include final client comments prior to cabinet issue                                  |

# Contents

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## Introduction

Why Prepare an AAP  
Purpose and scope of the issues and options document  
Status of the document  
Consultation

## Policy Context

National policy  
Regional policy  
Haringey's Local Plan

## Portrait of the area

Demographics  
Stage one social infrastructure framework outputs  
Relationship with surrounding area  
Land use  
Urban character  
Character Areas  
Transport and movement  
Housing need  
Property and economic context  
Town centre health

## Key Issues, Challenges and Drivers

SWOT Analysis for AAP area  
SWOT Analysis for character areas

## Spatial Vision and Strategic Objectives

Vision  
Objectives

## Spatial Development Strategy Options

Generating the options  
Methodology and assumptions  
Delivery requirement  
Potential development sites  
Option 1 - High Road rejuvenation

- Description
- Outputs
- Implications
- Visual distribution
- Delivery Implications
- Feasibility and deliverability

Option 2 - Residential led town centre  
Option 3 - Comprehensive redevelopment  
Option 4 - Complete transformation

## Assessment of the Options

Delivery of strategic targets  
Town centre health  
Urban renewal & Intensification

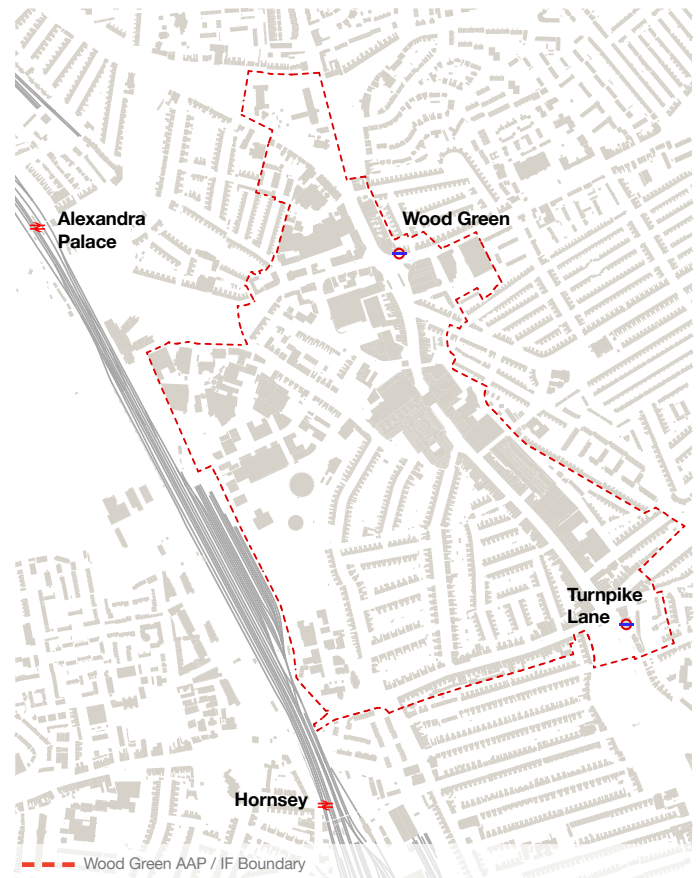
# Introduction

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Wood Green is the borough's main town centre, and is also home to the Council's main civic offices. It is one of only 12 Metropolitan town centres across London and plays a vital role in meeting residents' retail, leisure and civic needs. It has excellent transport connections to central London, via the Piccadilly line, and to the rest of Haringey and beyond via a network of bus routes. Wood Green's accessibility is proposed to improve further by 2030 with the arrival of Crossrail 2 serving the area. To the west of the High Road lies a number of strategic brownfield and regeneration sites, offering significant potential for new jobs and homes as well as better connections between the High Road and Alexandra Palace. These complement other prime redevelopment sites within the town centre, which offer opportunities to diversify the retail and commercial offer, further improve the urban realm, provide for new or enhanced community facilities, and deliver much needed housing.

All of these elements have led the Council to identify Wood Green as an area for significant growth and development within the Borough and as one of two regeneration priorities in the Council's Corporate Plan. It is a location that can accommodate change and has capacity to do so. However, such change must be managed in a clear, coordinated and comprehensive manner.

As set out in the Strategic Policies Development Plan Document (DPD), Growth Areas such as Wood Green are not just about providing for new development and physical growth, they are also about regeneration and the realisation of the social benefits and improvements to the overall quality of place that new development can deliver. The Council and the Greater London Authority (GLA), in partnership with Transport for London (TfL), are therefore preparing a joint Area Action Plan and Investment Framework for Wood Green. The purpose of the Area Action Plan is to provide a detailed and proactive policy framework to guide development, regeneration and investment decisions across the area over the next fifteen years and beyond. The role of the Investment Framework, which is underway and has helped to test options presented here, is to help better understand the financial practicalities of delivering the preferred option, including matters such as land assembly, land acquisition, disposals, the cost of relocating the council to new premises and the cost of infrastructure.



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## Why Prepare an AAP

Over the past decade there has been much discussion about the future of Wood Green, its metropolitan town centre, the quality of the retail and leisure offer, its traffic dominated environment, and the development potential of a number of sites within the area, including the Clarendon Road development and the Chocolate Factory site. Various studies have been commissioned, and projects undertaken – such as the recent public realm enhancements – to respond to particular issues or concerns, but to date no clear and comprehensive overall plan has emerged or been prepared for the area as a whole. As a result, development and investment has taken place on an ad hoc site-by-site, scheme-by-scheme basis in the absence of an understanding of how these schemes might contribute to the delivery of a shared vision for how the area, and places within it, could look and feel in the future.

While the alterations to the Strategic Policies DPD establishes the broad amount of development to be provided for within the Wood Green area, further and more explicit detail is required about how the development requirements will be distributed across the area, when it should take place, its resultant form and function, and how wider community and sustainability outcomes will be co-ordinated and their delivery secured.

The preparation of an Area Action Plan provides the opportunity to engage the community and stakeholders in the consideration of such matters in a formal and structured process. It is expected that, through consultation, the final Area Action Plan will establish a more detailed vision and specific objectives for the component parts of the Wood Green area, and will set out the policies, proposals and site allocations required to ensure growth and development is promoted and managed to deliver the vision and the social, environmental and economic outcomes sought for the area.

Overall, the aim of preparing the Area Action Plan is to have a single, statutory plan that provides clarity and certainty to landowners, developers, service providers and the community about how places and sites within the Wood Green area will develop, and against which investment decisions can be made and development proposals can be assessed.

# Introduction

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## Purpose and scope of the Issues and Options document

The Issues and Options stage represents the first stage in the Area Action Plan's production. It identifies the key issues, challenges and opportunities facing the area and sets out four different spatial development options, including a preferred option, for how these challenges might be addressed and opportunities realised.

The purpose of the Issues and Options stage is to invite public and stakeholder views and comments on the four spatial development options being proposed, to enable consultees to offer up further information of relevance to the development of the Plan, and to confirm whether they consider the preferred option as the most appropriate option on which the Council should progress with preparing the final detailed Area Action Plan.

To assist consultees, the Issues and Options Consultation document also includes details on the local and policy context, the likely distribution of development and land use that would result from implementing each option, an indication of the resulting built form, an analysis of likely performance against strategic objectives for the area, and delivery implications, including land assembly and infrastructure requirements.

The publication of this document is also accompanied by a series of more detailed evidence base studies that delve further into specific issues of relevance to the area, including economic vitality, employment & workspace, transport & parking, central energy, and place making. These studies have helped to inform the development of the four broad strategic options.

In addition, a Sustainability Appraisal is being undertaken, the purpose of which is to identify the potential positive and negative social, economic and environmental impacts likely to arise as a result of implementing the various development options proposed.

All of the detailed evidence base studies and the Sustainability Appraisal have been published alongside this document, and comments on these are also invited. These supporting documents have been made available for inspection at the same locations as the Area Action Plan. The Council would encourage all consultees to read these alongside the Issues and Options Consultation document to enable you to make an informed decision about which option you might prefer.

However, it is equally important to note that the strategic objectives and policy direction for the Wood Green area, together with minimum targets for the creation of new jobs, employment floorspace and new homes to be provided within this strategic Growth Area, have been established through the adoption of the Haringey Strategic Policies DPD as updated with recent alterations. These matters are therefore not subject to further amendment through the preparation of the Area Action Plan.

## Status of the document

The Area Action Plan is a Development Plan Document (DPD) that will form part of the suite of planning documents that will make up the Council's Local Plan. In the hierarchy of Local Plan documents the Area Action Plan sits below, and will need to conform with, the adopted Strategic Policies DPD.

As stated above, the Issues and Options Consultation document represents an early and more informal stage of the Plan's development. As such, none of the spatial development strategy options, including the Council's preferred option as identified in this document (option 4), carry any commitment or weight.

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## Consultation, views sought and how to respond

The Council is interested to hear the views of residents, businesses, landowners, local community groups and other stakeholders on the four spatial development options being put forward, and whether you consider the Council's preferred option is the right one on which to progress to the next stage the Area Action Plan's production.

This document and all supporting documentation can be found on the Council's website at:

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

Hard copies of this Issues and Options Report and supporting documents are available for inspection and short term loan from the Council's offices - River Park House, 225 High Road, Wood Green, N22 8HQ and the Civic Centre, High Road, Wood Green N22 8LE, and at all public libraries in the Borough. A summary and questionnaire can also be obtained at the above locations and downloaded from the Council website.

During the six week consultation period, a series of drop in events in are planned. The times and locations of the drop in events are set out in the notification letter and are also available on the Council's website. These events will be informal and enable the public to come in and receive a presentation on the options and discuss these, and any other issues of relevance to the Issues and Options Report, with officers.

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

**Email:** [localplans@haringey.gov.uk](mailto:localplans@haringey.gov.uk)  
**Post:** Planning policy  
River Park House  
225 High Road  
Wood Green N22 8HQ

- By filling in the questionnaire and sending it back using the prepaid envelope provided; or
- By attending one of the consultation workshop events advertised in the covering letter, the public notices and on the Council's website.

If you require further information on the Issues and Options Report please contact the Haringey Planning Policy Team on 0208 489 1479 or [ldf@haringey.gov.uk](mailto:ldf@haringey.gov.uk)

## Next steps

The next stage of the Plan's preparation will be to consider the responses received to consultation, and accordingly revise the development strategy to be progressed in the final draft of the Plan (the Regulation 19 stage). This will involve development and refinement of the chosen spatial development option and will include proposals for identified development sites across the Wood Green area, urban design guidance, infrastructure, public realm and land assembly proposals that will help deliver the vision for the Wood Green.

Once the Council has prepared the final draft of the Plan, it will be published for a further round of public consultation, proposed for summer 2016. At the close of that consultation, the Council will identify any revision to the publication document to give effect to responses made and will prepare a schedule of changes ready for the examination in public. The examination in public will then be held by an independent Planning Inspector (anticipated towards the end of 2016) who will consider whether the plan is 'sound' (i.e. has met the legal requirements for preparing the Plan and it is based upon robust evidence), and will hear outstanding objections. Once the Council receives the Inspector's report, if 'sound' the Council can formally adopt the AAP as part of the Local Plan and begin to implement its policies and requirements.

It should be noted that even before adoption by the Council, the Town centre AAP will begin to be a material consideration for processing town centre planning applications. This is generally considered to be once the Preferred Option has been consulted upon and agreed.

# Policy Context

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## National Policy

Haringey's Local Plan, whilst reflecting local needs and circumstances, must be consistent with national policy set out in the National Planning Policy Framework (NPPF). In preparing the Issues and Options Consultation document, the Council has taken account of the NPPF, including recent amendments to its supporting guidance.

## Regional Policy

The London Plan (2015) is the overarching spatial development strategy for London. It provides the strategic, London-wide context within which all London boroughs must set their detailed local planning policies. Accordingly, the Area Action Plan will seek to give effect to, and must also be in general conformity with, policies of the London Plan.

A key purpose in bringing forward the Area Action Plan is to give effect to the future designation of the Wood Green area as an Opportunity Area in the next iteration of the London Plan. Currently, the London Plan designates Haringey Heartlands / Wood Green as an Area of Intensification with potential to deliver up to 2,000 jobs and 1,000 new homes as part of a mixed use redevelopment.

Specifically, in relation to the Haringey Heartlands / Wood Green Intensification Area, the London Plan (at Appendix 1) states that:

“A range of development opportunities on the railway and former industrial lands to the south-west of Wood Green town centre with significant potential for improvement building on the area's industrial heritage. Phases of residential and mixed-use development at Hornsey waterworks sites have been completed. Other key sites with development potential include the Clarendon Road gas works and adjacent Coburg Road industrial area. Mixed-use regeneration of these sites adjacent to Wood Green town centre should support delivery of the full range of uses. Site assembly and provision of better links with the town centre and Alexandra Park are key to comprehensive development. Opportunities should be explored to redevelop parts of Wood Green town centre for high-density, mixed-use schemes and strengthen pedestrian connections to the town centre and library. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects.”

As the area develops, there will also be an opportunity to expand development around the Chocolate Factory site, along Station Road and up to the Civic Centre site in the north, increasing capacity, variety and pedestrian linkages. With the potential for Crossrail 2 to serve the area, sites within the town centre will also be expected to do more by way of improved retail provision, accessibility, and additional housing.

To realise the development potential of this area, the London Plan encourages boroughs to work with the Mayor to progress and implement planning frameworks for each. This Area Action Plan is therefore being prepared jointly with the GLA and will show how the Wood Green area and the relevant specific policies of the London Plan will be realised.

## Haringey's Local Plan

The Wood Green Growth Area forms a crucial and significant component of Haringey's spatial strategy for managing the Borough's growth and development over the next fifteen years and beyond.

Haringey's Strategic Policies DPD establishes the following aspirations for the Haringey Heartlands / Wood Green Area:

- To increase capacity and the variety of uses within the area;
- To bring back into use underused brownfield land, maximising its capacity for housing and employment growth;
- Provide additional open space, play areas and community facilities to meet the needs of residents in the area;
- To achieve physical and visual integration of the Heartlands with the wider area to benefit local communities and ensure sustainable development meeting both local and strategic objectives;
- De-commissioning of the gas holders and decontamination of the land in order to bring forward redevelopment;
- To promote a business relocation strategy to provide the impetus for land assembly;
- Improve pedestrian linkages between Wood Green centre and Haringey Heartlands; and
- The provision of green infrastructure projects to address a range of environmental issues affecting the area.

Informed by the draft Site Allocations DPD, the development potential of the Haringey Heartlands / Wood Green area has been revised with Strategic Policy 2 stating that the area is to accommodate a minimum of 4,600 net new homes and a significant number of jobs jobs.

In addition to the Strategic Policies DPD, the Area Action Plan will also need to give effect to, and implement the policies and proposals of other Council, and partner strategies, plans and programmes, including those for health and housing.

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## Summary

In summary, to reflect the Strategic Policies DPD, national and regional planning policy, as well as local initiatives and strategies, the Area Action Plan:

- Gives effect to the ambitions of the London Plan to upgrade the designation of the area from an 'Area of Intensification' to an 'Opportunity Area' through an uplift in both jobs and housing provision;
- Gives recognition to, and seeks to strengthen, the role of the Metropolitan Centre designation for Wood Green town centre through provision for greater activity, diversification of uses and additional retail capacity;
- Translates the strategic policies of the Haringey Local Plan into a number of realistic, measurable and enforceable policies to guide development within the area;
- Seeks to ensure that the balance between different land uses is sustainable, attracts investment and results in urban form, appearance and character that local businesses, residents, and developers can support;
- Regenerates the area west of the High Road and ensures employment led redevelopment of the underemployed utilities and industrial land, contributing to its long-term growth and vitality;
- Seeks improvements to the amenity and connectivity of the High Road with the Cultural quarter and Alexandra Palace;
- Plans for and maximises the accessibility benefits to be secured through Crossrail 2 serving the area; and
- Promotes high quality, safe and accessible development that retains and promotes a strong sense of community.

## Portrait of the area - Demographics

This text sets out Census information for the Wood Green 'Area of Study', which comprises five Lower Layer Super Output Area's (LLSOAs) closely aligned to the AAP Boundary. These are set out below and illustrated opposite.

- Haringey 007A
- Haringey 016A
- Haringey 016B
- Haringey 016C
- Haringey 016D

### Population

The population of the Study Area is 8,263. (Source: 2011 Census)

### Age Structure

The Study Area has an above average proportion of working age population (74%) compared to London (69%) and England (65%).

The area also contains a below average proportion of children (17%) as well as people aged 65 and over (9%) when compared to London and the national average.

### Marital Status

At 55%, the majority of Wood Green (Study Area) residents are single, higher than proportions in London (44%) and England (47%).

The number of married people is significantly lower in Wood Green (28%) compared to London (40%) and England (47%).

### Household Composition

Aligning to the marital analysis above, the Study Area contains an above average number of one person households (36.4%), the majority of which are aged under 65. This accounts for the area's below average proportion of family households (45%), compared to the London average of 53.5%.

### Ethnicity

Wood Green's population is very diverse. The Study Area contains a relatively low proportion people of white ethnic backgrounds (57%), compared to London (60%) and England (85%), and above average proportions of black ethnic groups (19.4%). At 12.5%, the proportion of Asian ethnic groups are also high, but not as high as London (18.5%).

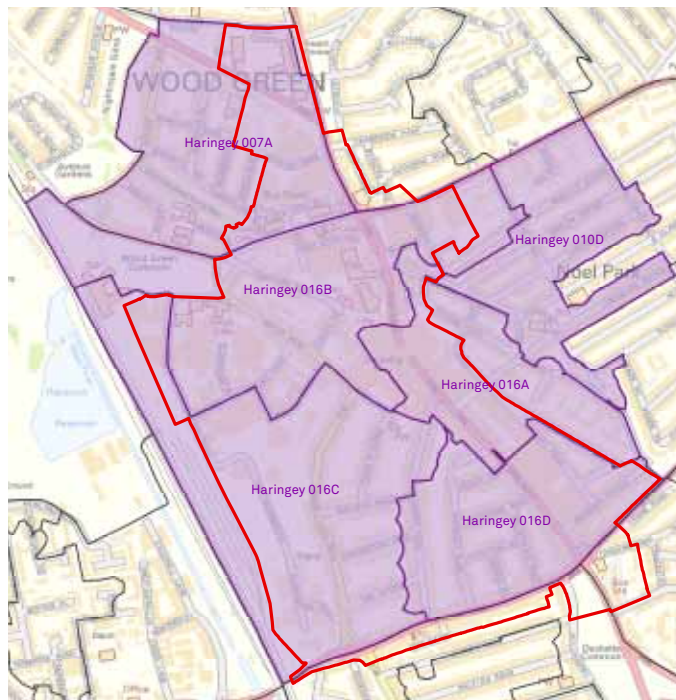
### Religion

The religious identity of Wood Green is also diverse. The proportion of Christians residing in the Study Area (46%) is below that of London (48%) and England (59%). However, at almost 18%, the Muslim population is far more prevalent in Wood Green than that in London (12%) or England (5%).

### Housing Tenure

Of the 3,477 households in the Wood Green Study Area, a significantly lower proportion are owner-occupied households (27.8%), compared to London (48.3%) and England (63.3%), although there is a higher proportion of shared ownership households (4%).

Proportions of Social Rented (33.5%) and Private Rented (33.1%) households are all above London and national averages.



LSOA's within AAP

### Qualifications

At 37.4%, the Study Area contains a relatively strong proportion of highly qualified people (having a qualification equal to NVQ4 or above), in line with London (37.7%) and higher than England (27.4%). Similarly, at 19%, the proportion of people with no qualifications is marginally higher than the London average (17.65), but lower than the national average (22.5%).

The Study Area contains 250 students (3.7% of its total population), above that in London (2.5%) and England (1.8%).

### Industrial Structure

Forming the largest employment sector, 13.2% of the Study Area population work in the wholesale and retail trade, broadly in line with London's average.

A significant proportion of people are also employed in accommodation and food service activities (11.7%), significantly higher than that in London (6.3%) and England (5.6%). Education (11%) and Human health/social work (10.1%) also have a significant presence in Wood Green.

### Occupations

Despite making up almost 37% of its total population, the Wood Green Study Area has a lower than average proportion of people in highly-skilled managerial and professional occupations, compared to 34% in London.

It also has a higher than average proportion of people in low skilled 'elementary' occupations (13.6%) compared to London (9.6%).

# Portrait of the area - Stage one social infrastructure framework outputs

## Population Impact from Proposed Development

The tables below present the Proposed Development population by specific age cohorts estimated to be generated by the four options.

| Population from Scheme  | Option 1 | Option 2 | Option 3 | Option 4 |
|-------------------------|----------|----------|----------|----------|
| <b>Total Units</b>      | 4,600    | 5,000    | 5,500    | 6,000    |
| <b>Total Population</b> | 8,995    | 9,777    | 10,754   | 11,732   |

| Population Age Profile  | Option 1 | Option 2 | Option 3 | Option 4 |
|-------------------------|----------|----------|----------|----------|
| 0-3                     | 546      | 594      | 653      | 713      |
| 4-10                    | 657      | 715      | 786      | 857      |
| 11-15                   | 431      | 468      | 515      | 562      |
| 16-17                   | 154      | 167      | 184      | 201      |
| 18-19                   | 147      | 160      | 176      | 192      |
| 20-24                   | 351      | 381      | 419      | 458      |
| 25-29                   | 683      | 742      | 817      | 891      |
| 30-34                   | 1,131    | 1,229    | 1,352    | 1,475    |
| 35-39                   | 1,050    | 1,141    | 1,255    | 1,369    |
| 40-44                   | 908      | 987      | 1,086    | 1,184    |
| 45-49                   | 758      | 824      | 907      | 989      |
| 50-54                   | 552      | 600      | 660      | 720      |
| 55-59                   | 425      | 462      | 508      | 554      |
| 60-64                   | 373      | 406      | 446      | 487      |
| 65-69                   | 260      | 282      | 311      | 339      |
| 70-74                   | 215      | 234      | 257      | 280      |
| 75+                     | 353      | 384      | 422      | 461      |
| <b>Total Population</b> | 8,995    | 9,777    | 10,754   | 11,732   |

## Social Infrastructure Impact Analysis

The infrastructure requirements presented in this section represent the total demand when the strategic development sites are fully occupied for each option.

However, the study area and wider impact area social infrastructure baseline has not yet been fully finalised and as such the current and future capacity and potential surplus capacity of facilities is not defined. Therefore the infrastructure requirements set out below represent a gross figure which will need to be rationalised to incorporate the existing context, and any underused capacity. The Wood Green AAP Infrastructure Assessment Report will be published on the Council's website.

### Education Facilities

| Early Year Provision                    | Option 1 | Option 2 | Option 3 | Option 4 |
|---|----------|----------|----------|----------|
| <b>Early Year Places (2-4 yr)</b>       | 157      | 171      | 188      | 205      |
| <b>Early Year Facilities (52 Place)</b> | 3        | 3        | 4        | 4        |

| Primary School Provision       | Option 1 | Option 2 | Option 3 | Option 4 |
|--------------------------------|----------|----------|----------|----------|
| <b>Primary School Children</b> | 600      | 652      | 717      | 783      |
| <b>Primary Form Entries</b>    | 3        | 3.1      | 3.4      | 3.7      |

| Secondary School Provision       | Option 1 | Option 2 | Option 3 | Option 4 |
|----------------------------------|----------|----------|----------|----------|
| <b>Secondary School Children</b> | 389      | 423      | 465      | 508      |
| <b>Secondary Form Entries</b>    | 2.6      | 2.8      | 3.1      | 3.4      |

### Healthcare Facilities

| Healthcare Provision               | Option 1 | Option 2 | Option 3 | Option 4 |
|------------------------------------|----------|----------|----------|----------|
| <b>General Practitioners</b>       | 5        | 6        | 6        | 6.5      |
| <b>Dental Surgeons</b>             | 5        | 5        | 6        | 6        |
| <b>Combined Primary Care (sqm)</b> | 1,049    | 1,141    | 1,225    | 1,368    |
| <b>Acute Healthcare Beds</b>       | 18       | 20       | 21       | 22.9     |
| <b>Extra Housing Care Beds</b>     | 20       | 22       | 24       | 26       |

### Community space and indoor sports

| Community Provision                   | Option 1 | Option 2 | Option 3 | Option 4 |
|---------------------------------------|----------|----------|----------|----------|
| <b>Flexible Community Space (sqm)</b> | 585      | 635      | 699      | 763      |
| <b>Library Space (sqm)</b>            | 270      | 293      | 323      | 352      |
| <b>Swimming Pool Lanes</b>            | 2        | 3        | 3        | 3        |
| <b>Sports Courts</b>                  | 3        | 3        | 4        | 4        |

### Open space and recreation

| Open Space and Recreation Provision | Option 1 | Option 2 | Option 3 | Option 4 |
|-------------------------------------|----------|----------|----------|----------|
| <b>Public Open Space (ha)</b>       | 15.29    | 16.62    | 18.28    | 19.94    |
| <i>Including:</i>                   |          |          |          |          |
| <b>Playing Pitches (ha)</b>         | 5.13     | 5.57     | 6.13     | 6.7      |
| <b>Children's Play (ha)</b>         | 1.79     | 1.94     | 2.14     | 2        |
| <i>Separate Provision:</i>          |          |          |          |          |
| <b>Allotments (ha)</b>              | 2.16     | 2.35     | 2.58     | 2.8      |

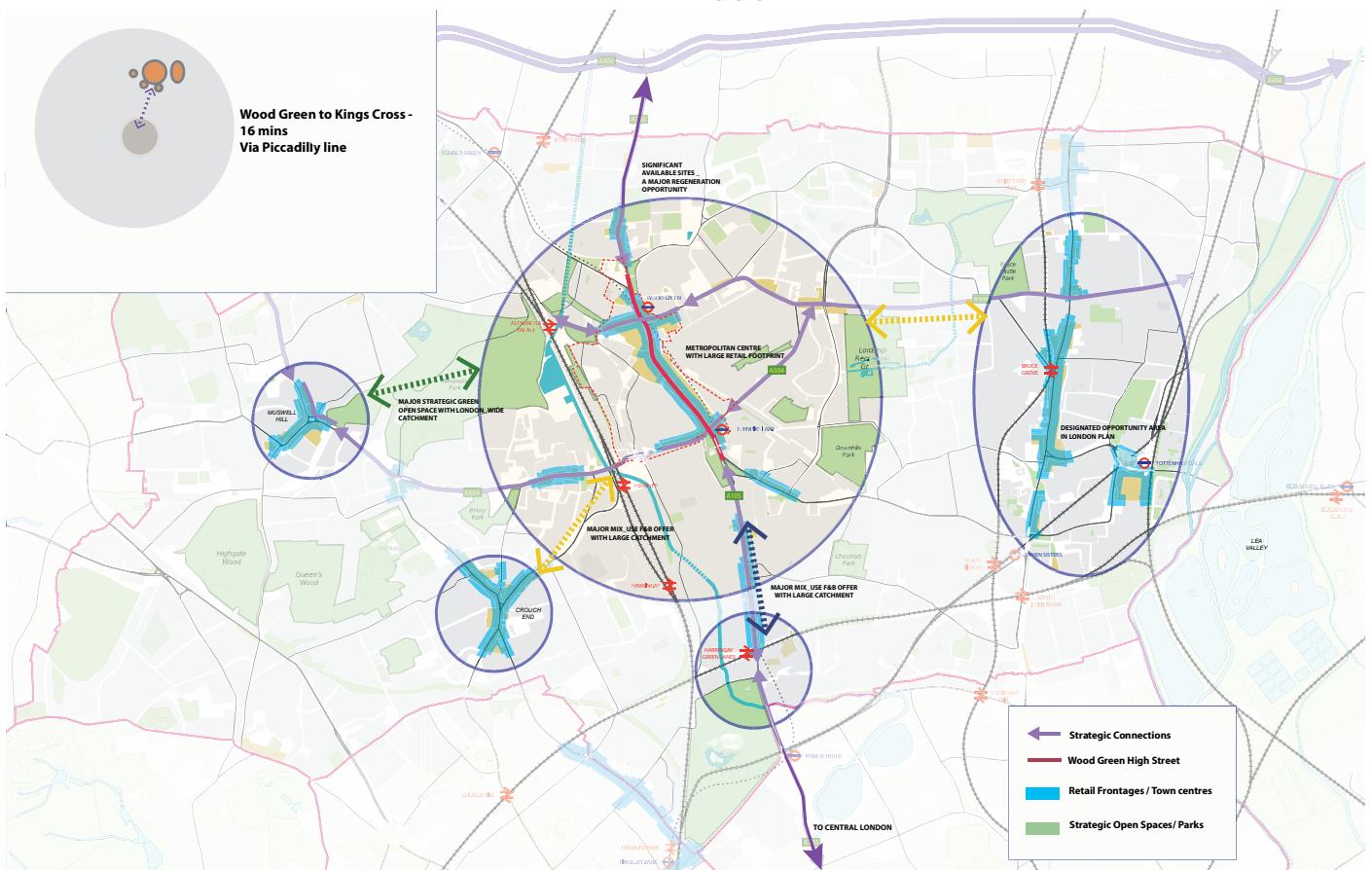
# Portrait of the area - Relationship with surrounding area

Wood Green is located in North London at the heart of the borough of Haringey. With central London a 15 minute journey away via Kings Cross, and the planned 24 hour service on the Piccadilly Line underground, it has recently been identified as a major area for the provision of London's housing needs.

An established high street (The High Road), boasting a large retail footprint servicing shoppers from the neighbouring areas, has led to the designation of Wood Green as a 'Metropolitan Centre' in the London Plan; a status which very few other town centres enjoy. Wood Green is also the civic hub of the area, housing public services and the Council offices for the Borough. In the past, Wood Green also accommodated a number of factories due to its proximity to the main east coast rail line and, in earlier periods due to the presence of the New River. These facilities have now been re-located outside of the town centre or shut down leaving spaces and buildings that are redundant and available for redevelopment. Some of these are already adapted into mixed use workspaces that have resulted in the emergence of a new character area between the rail line and town centre.

Though having evolved as a small hamlet at the base of a large forest, today there is a lack of open space and green infrastructure within Wood Green. The area would benefit from better connections to Alexandra Park, its large open space, culture and leisure amenities which stand adjacent to, but are difficult to access from Wood Green town centre. Across from the park, Muswell Hill is a thriving self-sufficient local community with residential neighbourhoods and an affective high street. Towards the east is Downhills Park which forms the focus of a large residential neighbourhood. The eastern edge of Haringey is formed by Tottenham Hale, which is undergoing a huge transformation currently identified as a major opportunity area within London Plan.

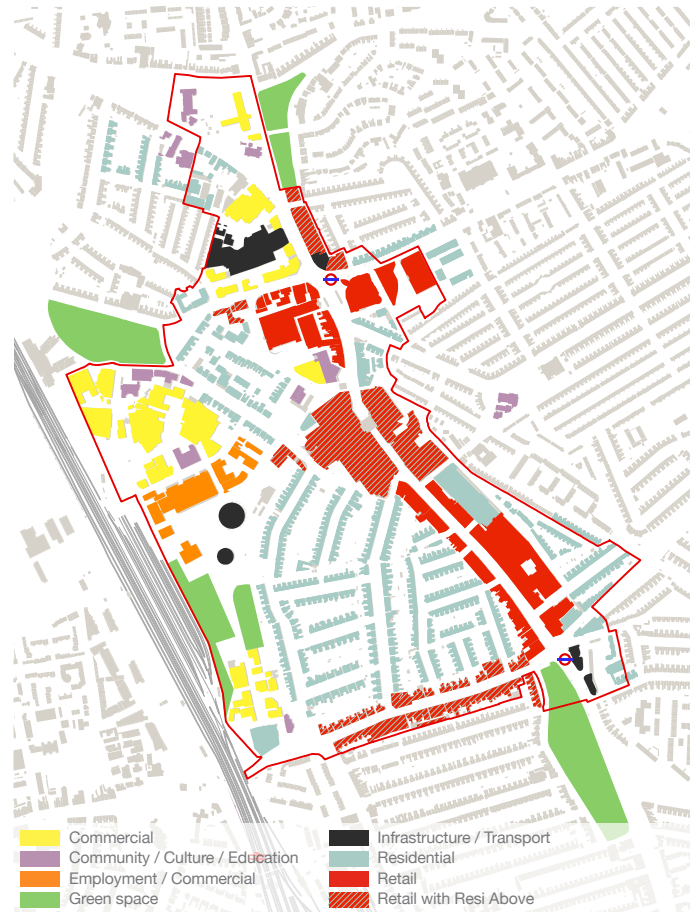
Wood Green is very well connected and serves as an extension of the north-south connection from Finsbury Park, Manor House, Green Lanes and Turnpike Lane. This route is a direct connection between these neighbourhoods which changes in character travelling north, from the food and beverage hub in Green Lanes to Turnpike Lane to the Retail intensive High Road in Wood Green. With its strategic location, abundant connections, existing amenities & facilities and site availability, Wood Green has the potential for major regeneration in the near future.



# Portrait of the area - Land use

Wood Green is focussed around its main artery, named the High Road, which connects Wood Green underground at its northern end and Turnpike Lane underground at its southern end. The High Road is a thriving street with retail uses on both sides all along its length. The Council library and the Mall form the centre of the High Road. The Mall is a mixed use facility with recreation and leisure uses and residential above two floors of retail. Towards the east and west of High Road are residential neighbourhoods in the form of Victorian terraces or detached and semi-detached houses. Further east or west, the residential types changes to apartment blocks and higher density, contemporary housing. Further north-west, towards the railway line, is a cluster of employment uses including storage sheds and small manufacturing units which represent the last remains of a cluster of factories that developed in this area with the coming of the railways and the New River before it. This area also comprises empty sites, redundant infrastructure in the form of gas holders, some commercial buildings and workspaces. Further north towards Wood Green Common, are a number of educational facilities fronting Wood Green Common.

Commercial uses and Council Offices front Station Road between the Common and the station. Other infrastructure and public amenities are present here in the form of the Arriva Bus depot and former telephone exchange at Green Ridings House. The northern-most end of Wood Green town centre is the oldest and has many listed buildings such as St. Michaels church, around which the hamlet of Wood Green grew in the 17th century. This area still retains much of the character of a small village with more open spaces, large houses and educational facilities for the community.



Light industry off Coburg Road



Retail activity on the High Road

# Portrait of the area - Urban Character

## History

Wood Green began as a small hamlet at the base of Tottenham Wood in the 13th century. The strategic desire lines were always towards Central London, particularly Smithfield market. In the 17th century, New River was constructed in Wood Green in order to bring fresh water from Hertfordshire.

The road pattern that currently exists today was laid out at the beginning of the 19th century. With the establishment of railways Wood Green became the home of working class families commuting to Central London, while also attracting its own factories to the area. More distinct character areas developed to the east of the High road with the construction of Noel Park and the population increased with the extension of the Piccadilly line. In 1965 the reorganization of London Government provoked the council to consider the commercial center of Wood Green resulting in the Wood Green Central Area scheme that would deliver the Shopping City, Library, Sandlings Housing on the former Noel Park Goods Yard and River Park House.

Wood Green today lacks a certain ordering of its buildings and key spaces. Like many areas the urban grain has been informed by natural patterns such as the Moselle River whose culverted line can still be traced along the northern edges of Parkside Malvern and Noel Park, and former land ownership lines which can be seen in the ordering of housing in Parkside Malvern. However, the area's physical form has changed little over time with the High Road remaining a constant and defining spine with the interstitial areas heavily influenced by the lines of both existing and historic transport infrastructure.

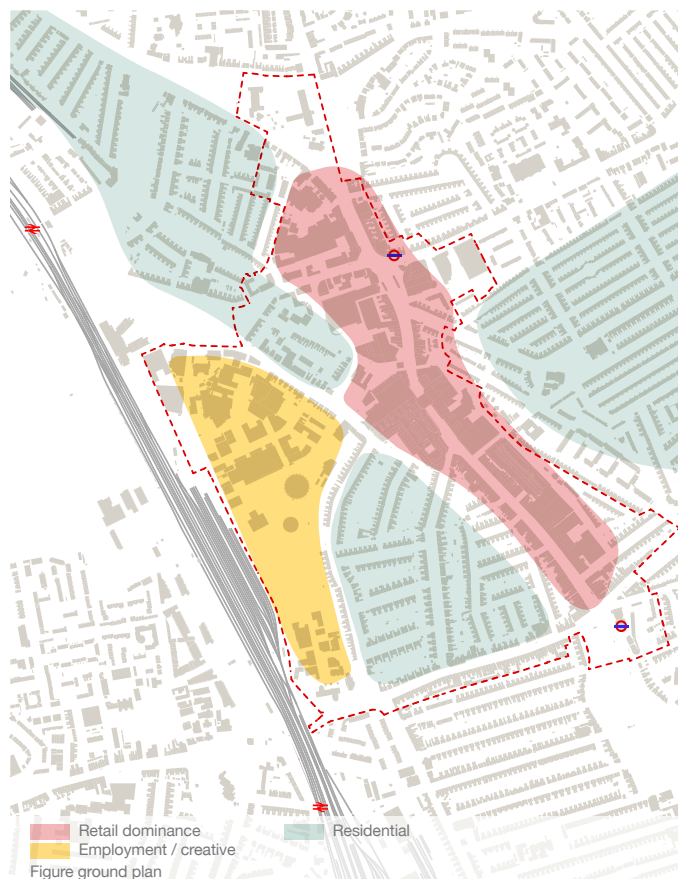


## Urban structure and character

The figure ground plan shows the broad urban structures and forms that exist in the area and the disconnections that occur within it. At the centre is the High Road (shown in pink) typified by its large retail blocks which reinforce a one-dimensional north-south route and disrupt potential east-west connections.

To the south is a pocket of former industrial buildings and a gas works which in places have been re-appropriated to provide employment and creative spaces. It is typically inward looking and noticeably disjointed from the High Road and the rest of the Town centre.

Surrounding these two areas are Victorian and Edwardian residential areas organised as terraces around well structured street patterns. Again, the relationship between these and the other two areas are weak both in terms of physical scale and form as well as connectivity.



Housing adjacent to retail block



Factory in Cultural quarter

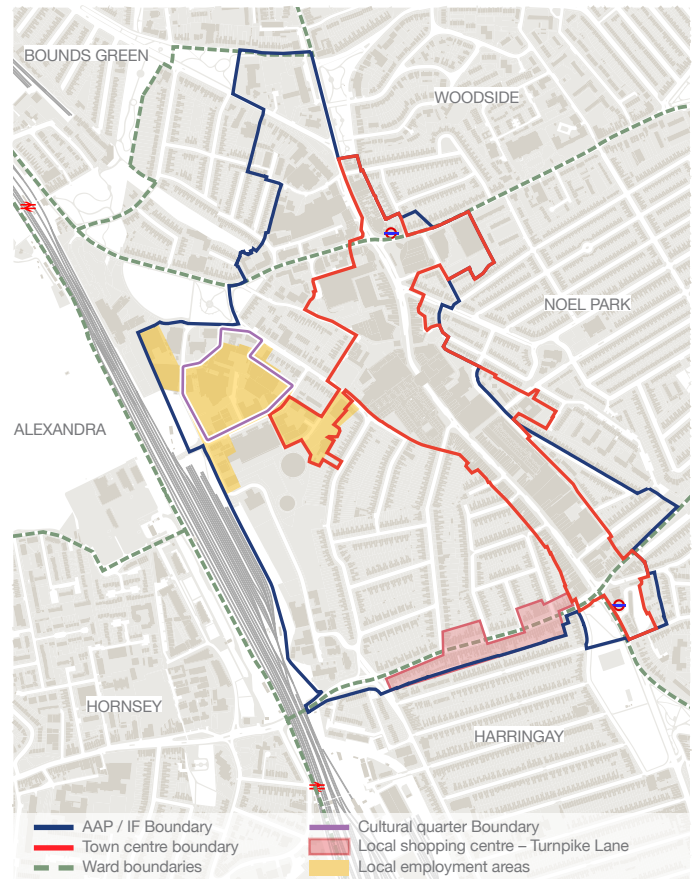
## Key boundaries

The Investment Framework boundary is the same as that used for the Area Action Plan and sits across three wards; Woodside, Noel Park and Bounds Green. It captures the High Road from the Civic Centre in the north to Turnpike Lane underground and bus station in the south. The western edge is defined by the great northern railway line (the east coast mainline), and the east loosely by the Noel Park estate.

The Town centre boundary captures all retail activity on the High Road including all of the Mall and Morrisons supermarket. Its western boundary extends towards the Cultural quarter to include Iceland supermarket, the industrial units behind Hornsey Park Road and those at Bittern Place to the east of Silsoe Road.

The edges of the Cultural quarter are defined by Western, Coburg and Mayes Roads. The designated local employment area captures all units within the Cultural quarter with the notable exception of Olympia industrial Estate.

Running west from the underground station, Turnpike Lane is identified as a local shopping centre until it meets Wightman Road.

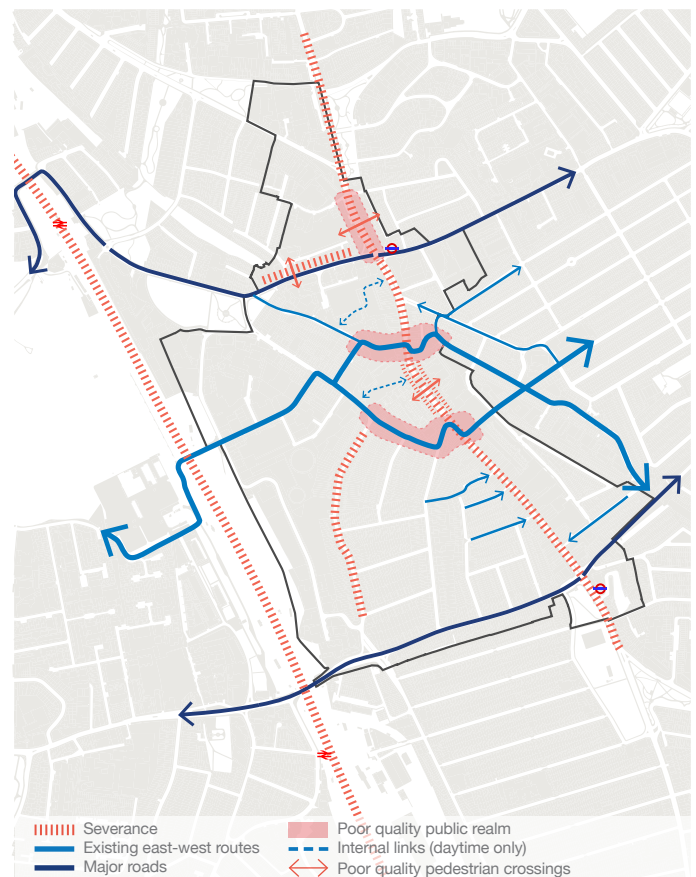


## Pedestrian movement

East-west pedestrian connections between Lordship Lane and Turnpike Lane are in short supply with a number of barriers contributing towards the problem.

The East Coast mainline disconnects Wood Green from Alexandra Park to the west. There are two locally recognised connections with the first being a narrow pedestrian bridge at Alexandra Palace station and the second the Penstock foot tunnel, which is unwelcoming due largely to its limited width and lack of security that passive surveillance would offer. Once through the foot tunnel the route to Alexandra Palace is circuitous with the reservoirs and reed beds presenting a further barrier.

Key east-west links across the High Road are restricted to north and south of the Mall. Both of these routes are indirect, limiting intuitive way finding and they are further impaired by unwelcoming alleyways that have a negative effect on pedestrian experience.



# Portrait of the area - Urban Character

## Greenspaces and waterways

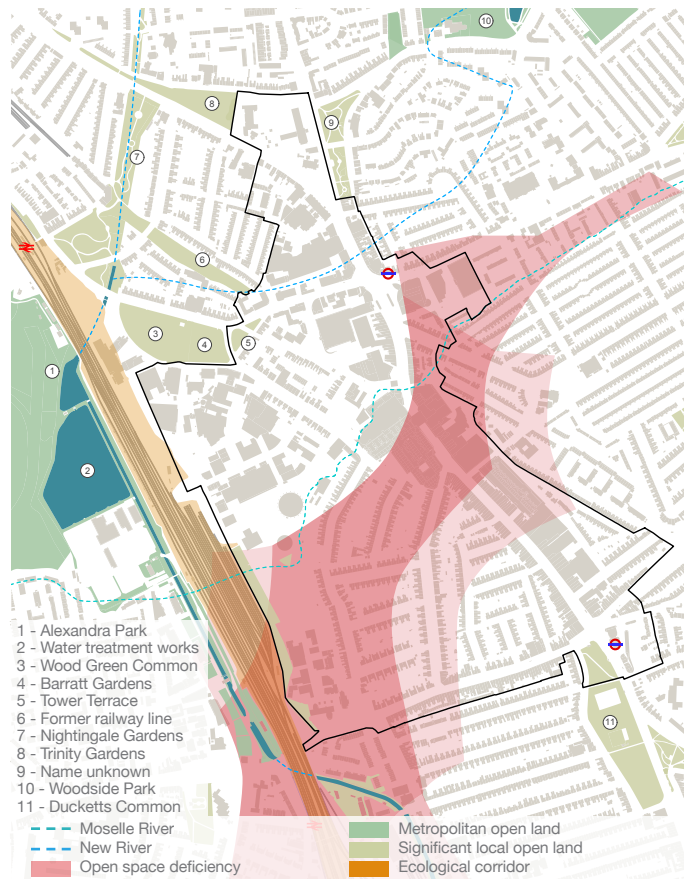
The AAP and Investment Framework boundary includes part of Ducketts Common and a small piece of land to the east of Barratt Gardens fronting Tower Terrace. Surrounding spaces include Alexandra Park and the old railway line between Park Avenue and Station Road which is not publicly accessible. Existing green spaces are not linked, suffer from poor setting, access, restricted use and poor visibility. An open space deficiency has been identified at the heart of the AAP area and new and improved spaces should be provided alongside development. The railway embankment ecological corridor is seen as an area for increased pedestrian access. Alexandra Palace Park offers a major green destination, however connections from Wood Green are limited (via Penstock foot tunnel and the station bridge) and hidden. The New River footpath runs on the western side of the railway but access is restricted. The New River is culverted below Trinity Gardens and is visible at the southern end of Nightingale Gardens as it passes below Station Road. It may be possible to establish a link towards the reservoir here.



Former railway crossing, Park Avenue



New River running under Station Road



## Public spaces

This diagram illustrates all public space, including green space, throughout Wood Green. The High Road is congested with very few pockets that provide respite and dwell space. Exceptions are Hollywood Green and the library which despite recent improvement works are poorly defined, lack an overarching identity and are victims to the wider streetscape. Frontage to Green Riding House and the northern edge of Station Road have more generous public space but are dominated by outdated hard landscaping and a lack of active frontage.

There is an obvious absence of appropriate spaces to sit away from the busyness of the High Road offering a 'continental' use pattern aligned with the demographic of the area.

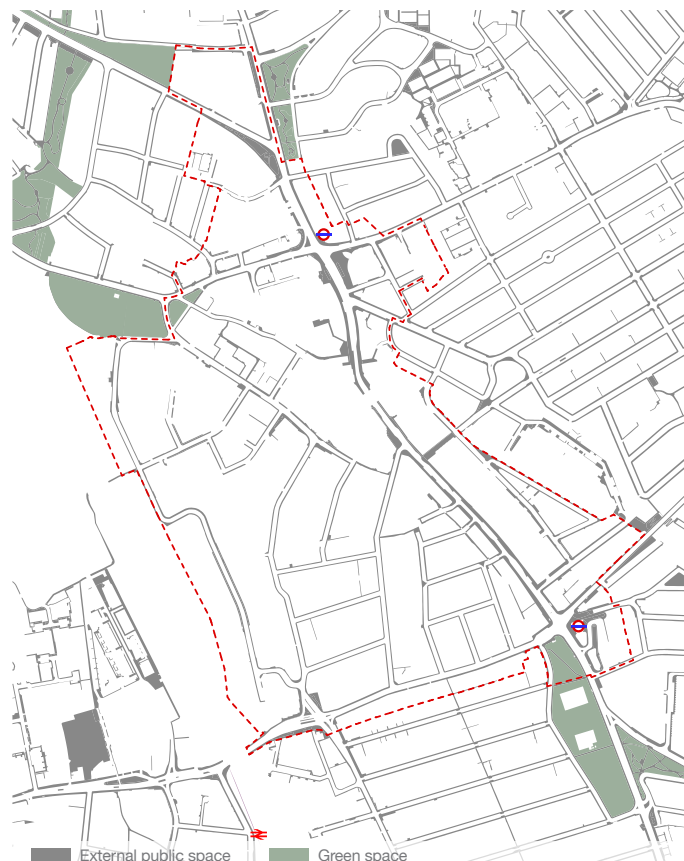
The area's lack of depth is visible in the typical footpath pattern surrounding the High Road but notably to the west where there is no public space around the vicinity of the cultural quarter.



Wood Green Library



Hollywood Green public space and frontage



## Active Frontages

The issue of blank and inactive frontages beyond Wood Green's High Road is well documented and its extent is illustrated here. The vibrant High Road and more locally orientated Turnpike Lane represent the only significant areas of active frontage throughout the AAP area. Aside from being inactive, most elevations behind the High Road have a detrimental effect on their surroundings most commonly because of a scale and materiality unsympathetic to its context and hostile security treatment along key boundaries.

Some areas around the Cultural quarter, Karamel Restaurant and the Duke of Edinburgh pub offer some active frontages but aside from this, most activity is hidden from the casual observers view. There are areas of commercial frontage but their relationship with the streetscape is poor.

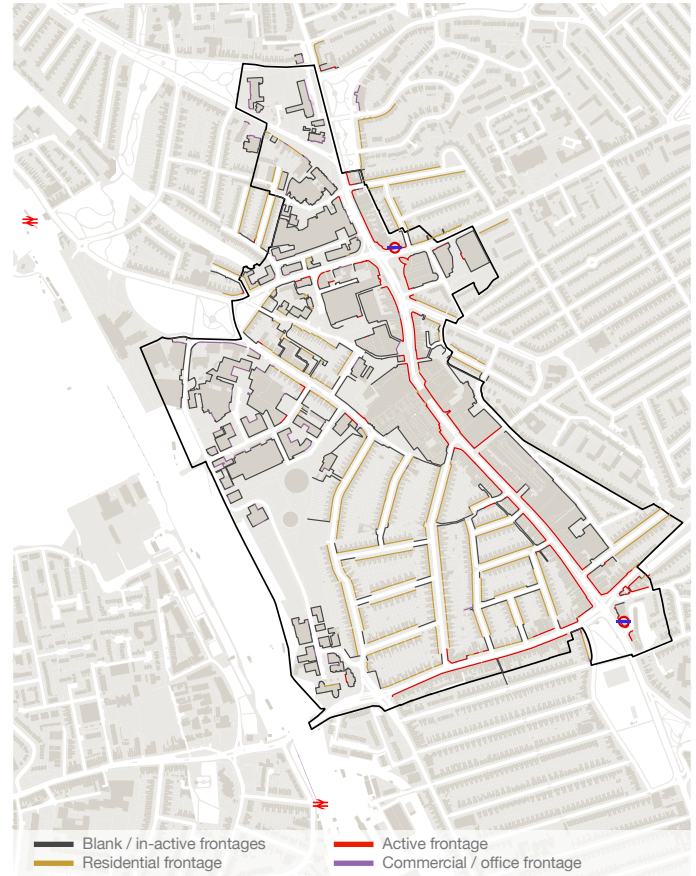
Parkside Malvern represents one of the stronger character areas and the importance of frontage (albeit residential) is evident here.



High Road frontage



High Road back-ends, Bury Road



## Views and vistas

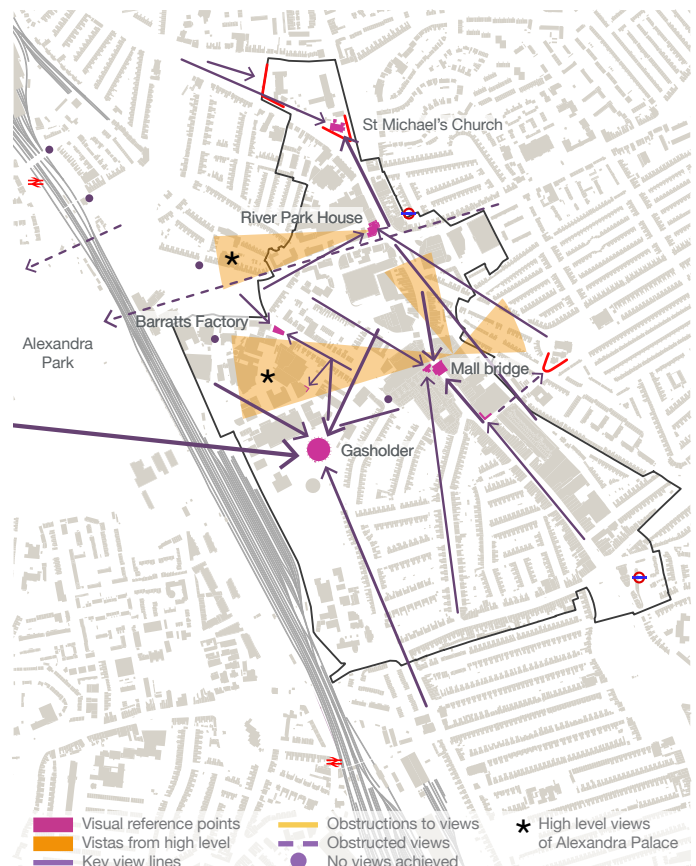
A number of buildings offer visual reference points. Positive buildings include St Michael's Church, which whilst on a prominent line, is weakened by heavy foliage and clutter from street signage and furniture. The former Barratts Sweet Factory is a key marker on an important threshold. The redundant gasholders on the Clarendon Road development site are also highly visible, and their removal may emphasise the need for a landmark or significant building in this location as a wayfinding device. Views towards Alexandra Palace are restricted at street level with many sight lines impeded by the railway embankment although the radio mast is visible from Lordship Lane. Long distance views are possible from the roof of The Mall carpark and upper floors of River Park House. Other less favourable structures include the Mall, most prominently the bridge that obscures key views on the High Road. At 12 storeys, River Park House can be seen from numerous locations. Areas of high footfall, such as the western side of the Mall, have limited sight lines towards the Cultural quarter suggesting a more legible and intuitive street pattern would be of value.



Alexandra Park from the Mall carpark



Gasholder seen from Coburg Road



# Portrait of the area - Urban Character

## Conservation, heritage and built assets

In general there is a limited number of listed buildings within the AAP area. The highest listing (Grade II\*) is for the interior of the Dominion Centre on the High Road, formerly the Gaumont Cinema. Its strong brick and white stone frontage is the most important external element, but it is starting to fall into a state of disrepair, and its rear elevations form an enclosing brick box that offers little of benefit to the surrounding streetscape. Other buildings and structures are Grade II listed. Notably St Michael's Church adjacent to the Civic Centre. Listed structures include the brick tunnel entrance to the New River on Park Avenue.

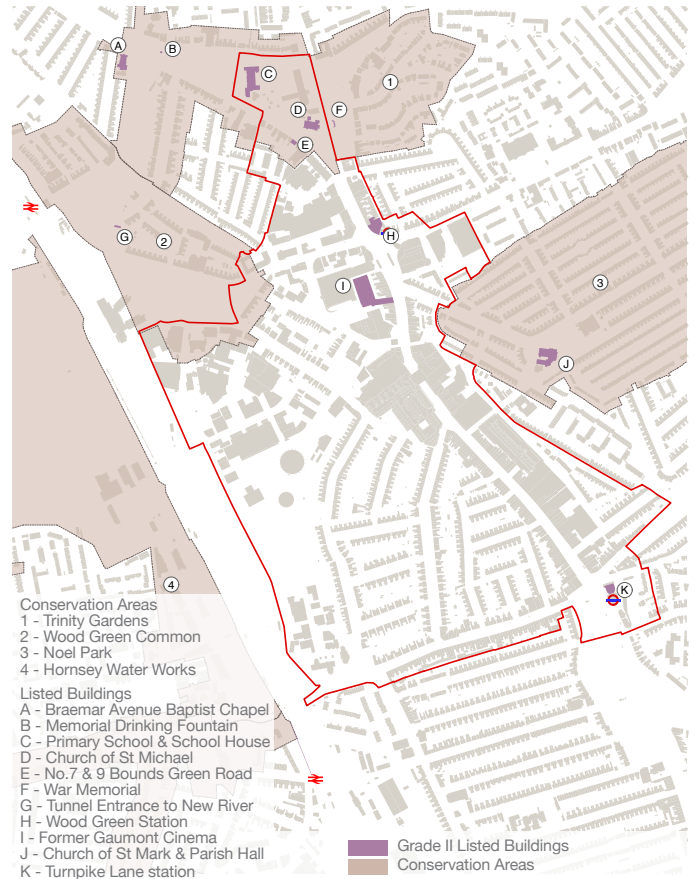
Key conservation areas influencing the AAP are Wood Green Common and Trinity Gardens. The first is dominated by areas of green space that were originally one large common. It includes the embankment of the former Palace Gates Railway Line and educational buildings such as Alexandra Primary School which alongside neighbouring residential streets are of architectural merit. The latter covers Trinity, Nightingale and Crescent Gardens, beneath which the culverted New River runs.



Former Gaumont Cinema



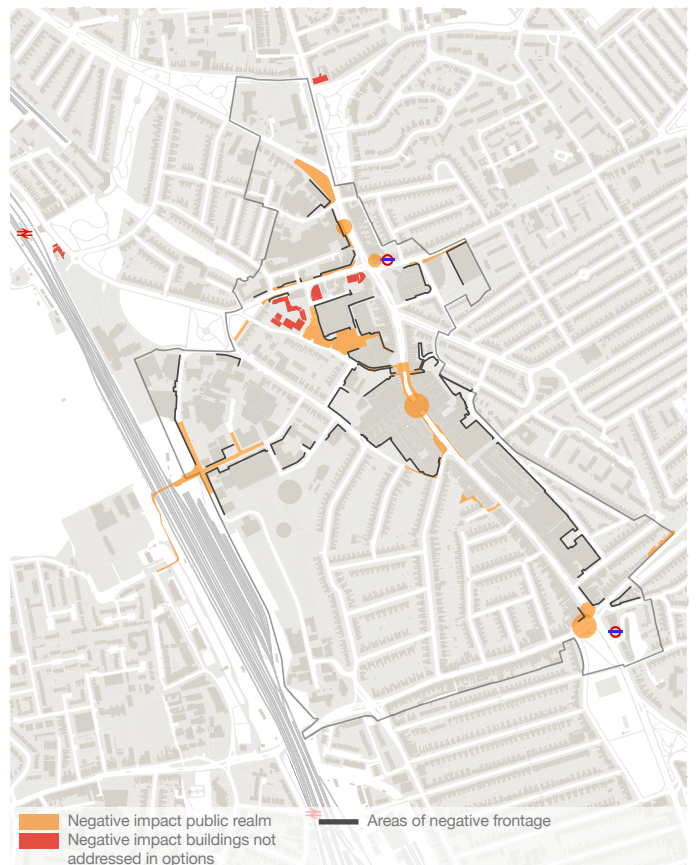
St Michael's Church



## Negative impact streetscape

Aside from the more obvious buildings that fail to contribute towards the areas character such as the Mall, this diagram identifies a series of secondary buildings of negative impact. They are non-aspirational buildings that create poor arrival points or fail to strengthen key spaces and should be considered for redevelopment if an opportunity arises. One example is the Grand Palace near the Civic Centre, which although outside the AAP area, has an adapted façade which fails to contribute towards the green space it fronts.

Poor quality pedestrian environments are predominantly caused by traffic and obstructions presented by the bus depot, surface level carparks and service yards, congested High Road pavements and various cul-de-sacs where a lack of frontage encourages anti-social behaviour and fear of crime.



## Buildings of value and local assets

Notable, unlisted, buildings that make a significant contribution to the area’s character include the Green Rooms and key elements within the Cultural quarter such as the 1930’s Chocolate Factory buildings. The Civic Centre to the north of the High Road was built between 1955-58 and is a locally listed building. Key street frontage has also been identified including the northern edge of Trinity Gardens, the retained frontage in front of Bury Road carpark which includes the façade of the former Empire Cinema and the northern end of the High Road alongside the Victorian and Art Deco buildings that define the route towards Noel Park. Notable uses that add a stronger presence to the area include the well-used Big Green Independent Bookstore, Coffee Republic which has become a local ‘landmark,’ street markets and the Mall’s Market Hall; an under utilised asset reflecting the areas diversity. Effort is needed to enhance these assets as Wood Green has a poor overall built character and urban environment considering its Metropolitan Town centre status.



The Green Rooms



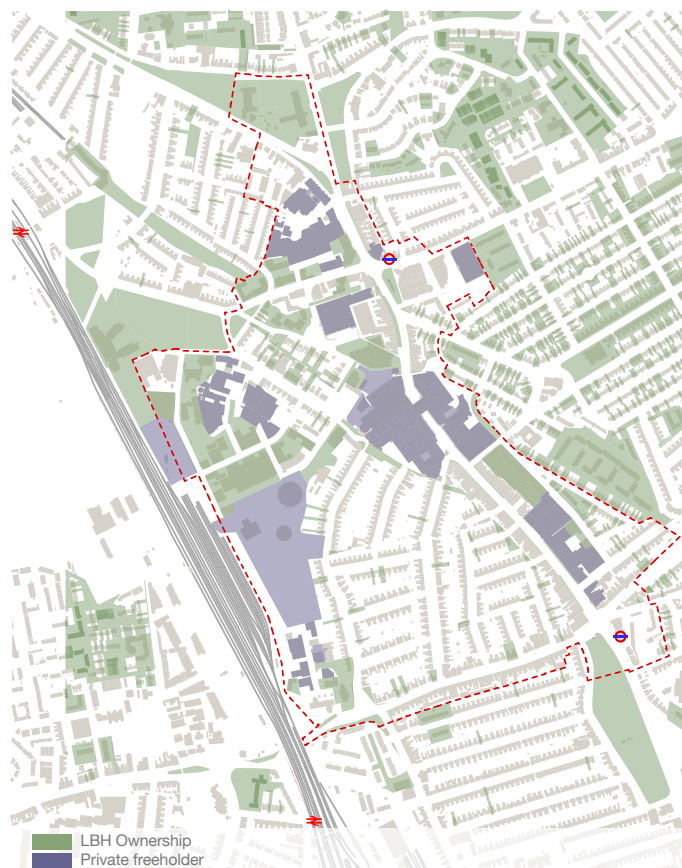
Art deco frontage on Gladstone Avenue



## Land ownership

The diagram opposite illustrates the high level of council ownership that offers the potential for the areas to be influenced without complex land assembly issues. Within LBH ownership are a number of sites with potentially good land value that can help unlock the potential of the identified options. Areas such as the Mall currently sit in private ownership but are seen as critical sites that have the potential to significantly alter the urban character of Wood Green and therefore rely upon acquisition or the owners shared ambition as regards building a better and more successful town centre.

The highlighted area has been identified as a key threshold critical to improving connections between the High Road, the Cultural quarter and Alexandra Palace beyond. A more detailed understanding of private land ownership is being pursued.



# Portrait of the area - Character Areas



A number of character areas have been identified within the AAP boundary that each offer a different quality of space, history, urban form or land use pattern. Initial impressions of a retail dominated High Road are compared against areas that are often hidden, such as the Cultural quarter which offers workspace for many small businesses as well as the former industrial lands of the Clarendon Road development.

Wood Green generally has a poor overall built form and character for a Metropolitan Town centre and there is a lack of public space that could provide the area with a focus and identity. Movement is typically centred along the High Road with poor connections restricting movement to the east and west. The following pages explore these areas in more detail and provide context to the AAP and character area “Strength, Weaknesses, Opportunities and Threats” (SWOT) analysis which informs the options and makes suggestions for how change can be brought forward in each area. For a full analysis of the existing context please refer to the Urban Character and Place Making Study.

- |                                  |   |
|----------------------------------|---|
| 1 - Civic Centre & Trinity Green | 9 - Turnpike Lane Station & Ducketts Common |
| 2 - High Road North              | 10 - Turnpike Lane                          |
| 3 - High Road South              | 11 - Parkside Malvern                       |
| 4 - Parkland & Morrisons         | 12 - Lordship Lane                          |
| 5 - The Mall                     | 13 - Noel Park Estate                       |
| 6 - Cultural quarter             | 14 - Green Lanes                            |
| 7 - Clarendon Road development   |   |
| 8 - Wood Green Common            |   |

## 1 Civic Centre & Trinity Green



**View towards St Michaels Church**

The locally listed Civic Centre sits within the Trinity Gardens Conservation Area at the northern most end of the AAP boundary and there is a slower paced and more residential orientated atmosphere compared with other character areas. It holds two listed buildings and a monument, the latter being a War Memorial that sits on the eastern edge of the High Road. The area suffers from poorly defined edges and low quality public realm that weakens the setting of key buildings. The area connects to a wider green network via Trinity Gardens. A key view is afforded towards St Michaels Church from the south as you approach the site along the High Road.

## 2 High Road North



**The facade of River Park House**

A key arrival point to Wood Green, this area sits around two key arteries, Station Road leading towards Alexandra Palace and the High Road which is the key north-south route in the area. The southern stretch of the character area features typical Victorian buildings that are a key part of the areas historic fabric. Hollywood Green in front of the cinema at the intersection of these arteries is under utilised but should be one of the areas most significant pieces of public realm. The western frontage of the High Road above the intersection is defined by River Park House, the entrance to Wood Green Bus Garage and Green Ridings House, all of a different scale and offering little frontage or sense of arrival. The streetscape on Station Road is congested and suffers from level changes but has a number of opportunity sites and potential access from the disused railway line behind William Hill.

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### 3 High Road South



**A market stall on Brampton Park Road**

The High Road here appears to revert to a typical Victorian typology with market stalls occupying side streets. However, on the south-eastern edge, traditional units conceal the Empire Development, built as part of the Central Area scheme in 1975. This sits across Dovecote Avenue which forms a pedestrian approach but which severed an east-west link leading towards Noel Park. A supermarket and car park sit below low-rise housing intended to show how commercial development could be brought forward without housing loss. The south-eastern end of the High Road supports larger floor plate retailers.

### 4 Parkland & Morrisons



**View east from Parkland Road**

This area is arguably at the heart of Wood Green and a key threshold between the High Road and Cultural quarter. However, it is typical of Wood Green's back-end problem. Dominated by the service yards and rear-end functions, it lacks active frontage or identity. Morrison's car park forms the key arrival point from either Station Road or the High Road, the later journey made via an unwelcoming alleyway to the south of the library. There is a low-rise housing development sitting behind Mayes and Parkland Roads, offering a more domestic scaled space, albeit one that severs connections between the High Road and Cultural quarter. Fronting Wood Green Common is a modest but characterful Victorian terrace whilst the Duke of Edinburgh pub and former Barratt's Sweet factory sit on the threshold with the Cultural quarter.

### 5 The Mall



**Market Hall within The Mall**

Built in the late 1970's, The Mall occupies the site of the former Noel Park and Wood Green Railway Station. According to a recent GLA healthcheck the High Road and Mall attract 220,000 visitors each week. The Mall is split by the High Road allowing street frontage to many stores; a bridge at first floor links the two halves. The distinctive red Southwater brick was selected to blend in with the surrounding streetscape but its scale exaggerates areas of blank frontage and contributes towards a 'back-end' problem, an issue not helped by numerous service yards and unintuitive alleyways.

To the west, the centre is six storeys high with shops on the lower levels and housing above. An internal route connects this side with the High Road, passing through the busy market hall, a space which reflects the area's diversity and which adds vibrancy.

### 6 Cultural quarter



**Karamel restaurant and gallery**

The Wood Green Cultural quarter was first designated in the 1998 Unitary Development Plan as an area that could support employment space, create jobs and improve links within the surrounding area. The area was once home to Barratt's sweet factory that moved out in 1980. Its building on Clarendon Road is now one of the areas most prominent, outward facing buildings. There is a lot of activity happening here but little evidence of it with frontages generally quite inward looking. The key building at the heart of the quarter is the chocolate factory, a five storey 1930's conversion with a smaller 1980's three-storey addition to the south which provides workspace to a number of creative industries. Other uses include The Karamel Restaurant which brings social life to Wood Green and sits within another important site, the Celtic Bakers wholesale bakery, Alexandra Primary School and a household waste site.

# Portrait of the area - Character Areas

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## 7 Clarendon Road development



The Great Northern Railway Embankment that is recognised as an ecological corridor defines the western edge of the Clarendon Road development. The Moselle River is culverted below, running east-west across the site before turning northwards and passing beneath the industrial site behind Hornsey Park road.

In 2009 outline planning approval was granted for significant residential led development but a revised application with an increased number of residential units is expected. The area is largely characterised by redundant light industrial land to the north and a well used but utilitarian business estate to the south. Activities here include a button manufacturer and yoga centre. The area is home to two gas-holders which will be demolished to make way for the new housing.

## 8 Wood Green Common



Sitting to the east of Station Road within a conservation area, this once abutted Tottenham Wood. It is bisected by a straight footpath and enclosed by railings and the brick wall of Heartlands High School to the west. This area is open grassland with a playground whilst the east side, Barratt Gardens, was laid out between 1912 and 1930. It features a pergola with a series of paths radiating from a central area with a drinking fountain dedicated to C W Barratt whose factory stood on the corner of Mayes Road. The council completed improvement works in 2011 including improved lighting, railings and planting. London plane trees line the north, east and part of the south sides. The New River runs beneath Station Road and can be seen passing under the railway tracks to the west.

## 9 Turnpike Lane Station & Ducketts Common



Tube and bus stations reinforce this areas identity as a local transport hub, a status set to take on greater importance if Crossrail 2 arrives. Sitting around a key route towards Tottenham, it is an important thoroughfare, which has a significant impact upon pedestrian experience. The tube was part of the Piccadilly line extension and set new aesthetic standards. Designed by Charles Holden in the 1930s it is a well-preserved example of modernist London Transport architecture and is Grade II listed. The bus station was covered in 1968 as part of a "reshaping plan" but was removed as part of development in the late 1990s. Ducketts Common is well used with provisions such as an urban gym. Paths pick up desire lines allowing pedestrians to avoid congestion around the station. As a transport interchange of some significance, consideration will need to be given to enhancing Piccadilly line and bus line interfaces and impacts on development scenarios.

## 10 Turnpike Lane



Identified as a local shopping centre, Turnpike Lane is a low rise High Road with a messy and slightly disorganised appearance typical of a well used and functional area. Commercial units are typically organised along the southern edge of the street with the northern edge adjacent to Parkside Malvern predominantly catering for residential use. Predominant use classes are A1 and A3 with speciality shops and a food offer spreading up from Green Lanes to the south. On the northern edge of the road towards the underground station, commercial units have taken advantage of a larger forecourt between the footpath and premises to either provide outdoor displays or seating.

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## 11 Parkside Malvern



**Lime Trees Open Space on Hornsey Park Road**

Parkside Malvern sits to the south of the AAP area, bordered by the Mall and High Road and Turnpike Lane and Clarendon Road development. The area is made up of Victorian and Edwardian terraced housing. Despite its proximity to Wood Green residents typically identify themselves with Hornsey, perhaps as a result of street patterns that generally shift visits in this direction as opposed to toward the High Road. Alexandra and Burghley Roads run north-south through the centre of the area, and aside from one alleyway, do not afford east-west connections between the two sides. Alleyways are not uncommon particularly along the rear of retail units serving the High Road. An active residents group has made efforts to improve these. Although housing does not face the site directly, the threshold with the Mall is uncomfortable in terms its blank frontage and scale. On Hornsey Park Road, Lime Treed open space sits at the proposed entrance to the Clarendon Road development and as one of the only green spots it is a point of contention.

## 13 Noel Park Estate



**Housing on Salisbury Road**

Noel Park estate is recognised as a conservation area and consists of 2,200 dwellings built between 1883 and 1907 on farmland belonging to Dovecote House. The project took advantage of the opening of a station on the Palace Gates branch line in 1878, which provided a convenient route to the factories of east London. Five types of houses were built and are easily recognisable at key junctions by turret-like gables. It has been suggested these were designed to resemble dovecots in reference to the farm they replaced. Residents were entertained at the Empire Theatre from 1912 but no public houses were permitted on the estate. Noel Park & Wood Green station closed in 1963 and was demolished in the 1970s to make way for The Mall and Bury Road Carpark which severed the historic Dovecote Avenue route between the estate and High Road. The old goods yard became the site of the Sandlings development.

## 12 Lordship Lane



**Housing on Lordship Lane**

Lordship Lane is a key arrival point and important bus route linking Wood Green to Tottenham High Road via Lordship Recreation ground and Bruce Castle park. Historically it was the first connection between these two area and in 1904 tram tracks were laid to improve the journey, terminating at Bruce Castle.

Residential units from a mixture of periods form the primary street frontage. Notable buildings include the Mecca Bingo Hall, which has been identified for redevelopment, Hollywood Green cinema and Wood Green crown court. This substantial building was originally a school, built in 1865 in a Gothic style. In 1974 it began life as a law court before being rebuilt in 1989 following a fire. Its impressive roof is clearly recognisable on the areas skyline when viewed from a vantage point such as the Mall carpark.

## 14 Green Lanes



**The Salisbury**

Although not immediately adjacent to Wood Green the heart of Green Lanes to the south of Turnpike Lane offers a precedent for how the High Road offer and environment could be strengthened. Green Lanes runs north-south through Harringay but at the junction with Turnpike Lane temporarily changes its name and runs through Wood Green as 'High Road', resuming its identity at Lascotts Avenue. It's a historic route for taking cattle to Smithfield market with its name derived from land such as Ducketts Common where the animals could graze en route. Today it has a strong Turkish and Kurdish community, seen in the large number of speciality shops and restaurants that define the vibrant High Road. One key landmark as approached from Turnpike Lane is The Salisbury, a listed pub on Grand Parade.

# Portrait of the area - Transport and movement

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## Public Transport Accessibility

The area is well served by public transport and this is demonstrated by the Public Transport Accessibility Level (PTAL) score which is predominately 6-6b (excellent) across the study area lowering to 4 (medium) in the far west around the gas works. Opportunities to increase PTAL in the limited areas where it falls below 6 will be explored in the forthcoming Investment Framework. This is likely to be through the opening up of new pedestrian links where buildings currently prevent access.

## Underground

The study area is located on the Piccadilly London Underground line and features two stations. Wood Green in the north of the study area and Turnpike Lane to the south. Both stations are located in Zone 3 with Turnpike Lane also being a major bus interchange in North London. No step free access is available at the stations; however, opportunities for addressing this through the proposals being developed for Crossrail 2 could change this in future.

In September 2015, TfL will begin operating a 24-hour service on the Piccadilly Line. This will further enhance the public transport offering in Wood Green and support the evening and night time economy in the area.

## Rail

To the west of the study area, Alexandra Palace railway station is located on the Great Northern Main Line and provides connections to the national rail network. This station is operated by Thameslink and provides connections towards Moorgate and the City in the south and Welwyn Garden City and Hertford in the north. To the south west of the study area Hornsey railway station offers similar connections to that of Alexandra Palace.

Both railway stations are located outside of the study area and due to the severance effect created by the railway line have limited connectivity. Alexandra Palace is connected to the study area via Station Road which connects with High Road and Wood Green Underground Station to the east. However, the pedestrian route from Wood Green to Alexandra Palace features a mixture of footway surfaces and is not considered to be of a particularly high standard. Opportunity therefore exists to enhance this east-west connection between stations and on towards the Park.

## Crossrail 2

The Crossrail 2 safeguarding proposals currently include an alignment that would deliver two stations within the vicinity of the study area at Alexandra Palace and Turnpike Lane Underground Station. As the railway would be in a tunnel below the AAP study area consideration has been given to the type of development that is feasible factoring in its presence.

Following discussions between the London Borough of Haringey and Transport for London a further option to provide a single Crossrail 2 station within the AAP area near Wood Green Underground station is being explored. If this option were to be carried forward it would enable a more coherent and denser town centre and a stronger east-west route to be formed. TfL carried out public consultation on the plans in Autumn 2015. It should be noted that changing the stations that are served by Crossrail 2 will impact the alignment of the route and therefore the safeguarding within the study area may change over time.

## Bus

Many bus routes serve the AAP study area, providing connections across Central and North London. The majority of services are operated by Arriva. Bus stops in the study area are concentrated along High Road, Station Road/Lordship Lane, and Turnpike Lane. However, the majority of routes can be accessed from the bus interchange at Turnpike Lane station. Bus facilities in the study area are of relatively good standard with many stops featuring shelters, timetable information and disabled friendly kerbing.

The majority of the study area already features a reasonable PTAL score and bus based public transport is measured with reference to the number of services and stops located within 640m walking distance. The bus stops on High Road are located within 640m walking distance of the sites in the west of the study area and therefore these stops are accessible. It is our intention that through the options clearer, more direct pedestrian routes could be delivered from the development plots in the west to the High Road which would further improve the accessibility of the sites.

## Road Network

The A105 High Road runs on a north-south axis through the study area and is part of the Transport for London Strategic Road Network (SRN) linking Wood Green with the City. The High Road also runs through the Metropolitan Centre of Wood Green and as such is a busy High Road environment with a concentration of retail on both sides that results in high pedestrian footfall. Coupled with several bus routes and high volumes of through traffic means that the road is very congested with slow moving traffic a feature throughout much of the day and evening. High Road is recognised as a congestion hotspot in the borough, however, there are limited alternative north-south corridors and opportunities to improve highway capacity are likely to be limited. A major public realm enhancement has recently been introduced on the High Road which has improved the environment for all users.

There are two east-west A class roads that runs through the study area. The A504 Turnpike Lane to the south of the study area, which connects with Turnpike Lane Underground Station and bus interchange, and the A109 Lordship Lane towards the north of the study area, which connects with Wood Green Underground Station. The remainder of the road network is made up of predominately residential streets. Some of these feature traffic calming to reduce the potential for rat-running and on-street car parking is controlled through a Controlled Parking Zone (CPZ).

## Parking

A parking survey was undertaken by Transport for London in 2010. The study area of the 2010 survey was comparable to that of the AAP study area and as such, in the absence of a more up to date survey which is scheduled for the Autumn, has been used to inform this baseline study. Within the AAP study area there are approximately 2,650 off-street retail parking spaces and approximately 3,017 on-street parking spaces, of which 1,123 spaces (23% of total on- and off- street parking) are for residential permit holders. The 2010 parking survey reveals that throughout the week a maximum occupancy of 54% was reached throughout the off-street car parks surveyed suggesting that ample capacity exists within the existing parking provision to cater for additional demand.

A CPZ covers the on-street areas within the study area and restricts parking to residents, shoppers and essential users. There are three controlled zones which are tailored towards the respective land uses in the zone's area.

## Walking and Cycling

There is currently only one north-south cycle route within the study area along High Road, with no other direct alternative routes on quieter streets. East-west walking and cycling connections across the study area are also limited with no direct routes that connect the development opportunity sites on either side of High Road.

Analysis of walking distances and the areas which are within 960m of each train and underground station in/around the study area reveals that Wood Green Underground Station provides access to a large number of potential development sites. While several development opportunity sites are in close proximity to Alexandra Palace station, the Great Northern Main Line also creates significant severance, limiting movements between the study area, the station and areas to the west.

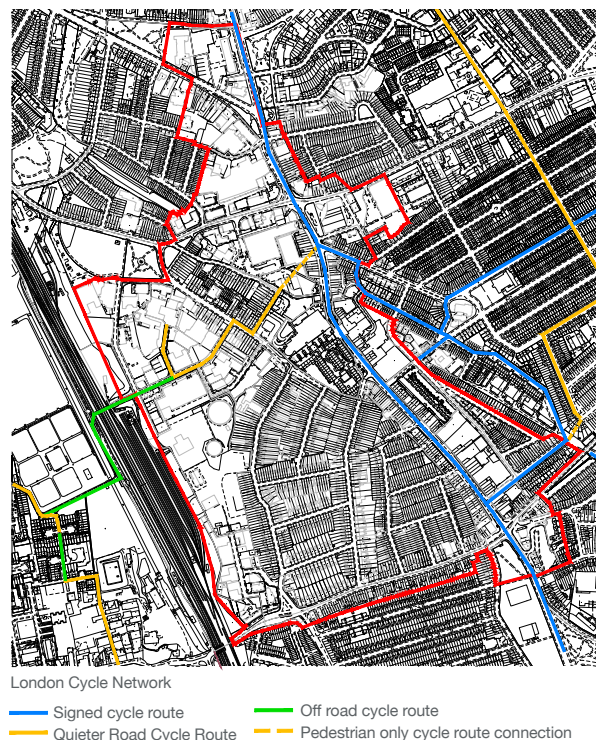
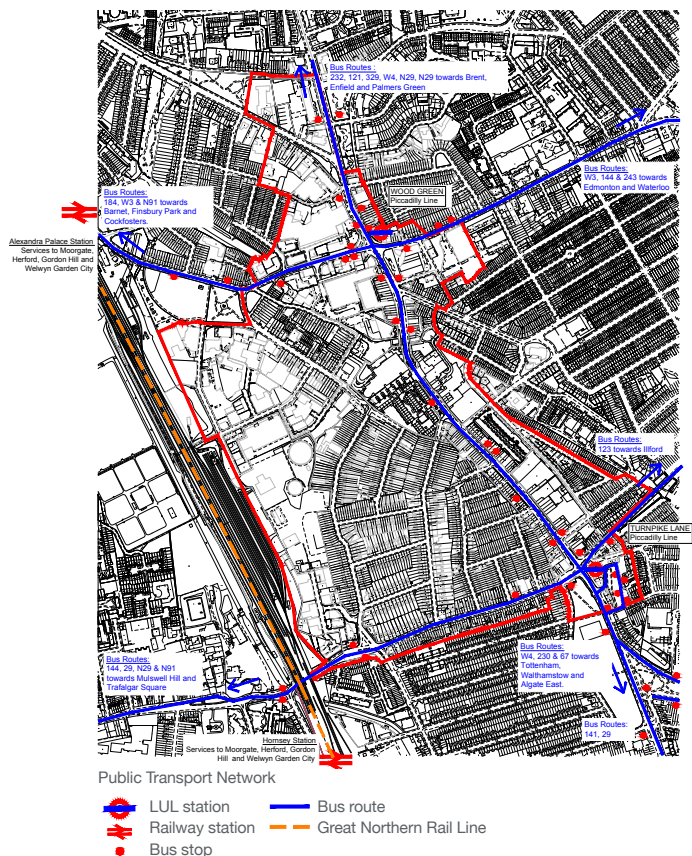
The Council and Transport for London have undertaken significant work to improve the public realm and streetscape in Wood Green to create a greener, brighter, and safer town centre. Over £4 million has been invested to de-clutter footways and open spaces between Wood Green and Turnpike Lane Underground Stations to make the High Road a more welcoming place for residents.

## Constraints

- Limited direct and continuous east-west and north-south walking and cycling routes across the study area that connect to key destinations;
- Severance to east-west walking and cycling opportunities created by the busy High Road, and Great Northern Main Line;
- Congestion on High Road detracting from the pedestrian and cycle environment;
- Peak time congestion on the Piccadilly Line and Great Northern services restricting growth on these routes.

## Opportunities

- Increased public transport accessibility and connectivity with a new Crossrail 2 station(s) at either Turnpike Lane and Alexandra Palace or Wood Green;
- An improved High Road that provides an attractive urban realm;
- Rationalisation of parking supply and increase of parking utilisation through parking demand measures across the study area to enable more efficient use of land and support redevelopment (subject to parking surveys being conducted in the Autumn);
- A wide range of bus services accessible throughout the study area and two underground stations making public transport a viable alternative to the private car; and
- Opportunities through redevelopment to open up east-west and north-south connections for pedestrians and cyclists and improve the PTAL score to the west of the study area.



## Portrait of the area - Housing need

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This section of the AAP sets out the context for housing need strategically across LB Haringey, and more locally in Wood Green.

### Strategic Housing Need

As set out in the 2015 London Plan, the Mayor recognises the pressing need for more homes in London and to help boost significantly the supply of housing. Informed by the need for housing set out in the GLA's 2013 Strategic Housing Market Assessment (SHMA), the London Plan sets out the average annual minimum housing supply targets for each borough until 2025.

Haringey's 10-year housing target is 15,019 new homes, or 1,502 per annum.

To reflect the new strategic target of 1,502 home per annum (2015-2025), LBH recognise a strategic housing need of 19,802 homes over the plan period to (2011-2026) (Source: Local Plan: Alterations to Strategic Policies 2011-2016).

### Borough Objectively Assessed Housing Need

As set out in the 2014 LBH Strategic Housing Market Assessment (SHMA), the demographic based projections predict growth in population across Haringey of circa 37,311 people over the projected period (2011-2026). This translates to a need for 20,172 new homes or an annual new housing requirement of 1,345 in Haringey, taking into account an existing backlog of 8,364 homes.

### Wood Green Housing Need

Wood Green's housing need has accelerated in recent years. According to the LBH SHMA, Wood Green's population grew by 24% between 2001 and 2011 - the highest rate of population growth in Haringey over this period. Translated into housing growth, Wood Green saw an increase of 17% new housing over the same period, compared to only 5% in more affluent areas such as Muswell Hill and Highgate.

Future housing need is more difficult to define across a smaller scale study area such as within the Wood Green AAP boundary. The most accurate method of demonstrating future local need in Wood Green is to examine ward-level GLA population projections for Noel Park. This incorporates Wood Green Town centre as well as Noel Park Conservation Area in the east.

As set out in the table below, Noel Park is projected to increase by 8,119 people (or 58%) between 2011 and 2026, based on GLA 2014 Round of Demographic Projections (Ward projections).

Whilst no household forecast exists for Noel Park ward, a high level estimate of the implied increase in households can be calculated through the application of the Haringey Average Household Size (AHS). Applying the AHS of 2.48 persons per household to the population growth of 8,119 to 2026 implies a requirement for an additional 3,274 households.

| Noel Park Ward Population Projection |        |
|--------------------------------------|--------|
| 2011                                 | 14,009 |
| 2016                                 | 15,353 |
| 2021                                 | 18,895 |
| 2026                                 | 22,128 |
| Total Population Growth              | 8,119  |
| % Growth                             | 58%    |

## Portrait of the area - Property and economic context

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In reviewing the property market for key uses around Wood Green, databases such as EGi (Estates Gazette Interactive), Moliar, and Planning Portal have been consulted alongside local agents, as well as input from in house Cushman Retail, Leisure, Office, Residential and Hotel specialists.

### Residential

The number of new build residential developments in Wood Green is comparatively low in comparison to areas in the south of the Borough such as Finsbury Park.

There has been an increase in planning applications for larger scale residential development within Haringey in the last 5 years. The current strong level of demand for residential property in London is felt keenly in areas surrounding Wood Green such as:

- Finsbury Park
- Alexandra Palace
- Muswell Hill
- Crouch End
- Bounds Green

There are also several speculative / potential residential development sites in close proximity to Wood Green.

The Clarendon Road development is likely to be most significant future residential development in the Wood Green area as it has the potential to deliver a large number of homes near Wood Green and Turnpike Lane Underground stations.

### Retail Use

Retail is a reasonably viable use however at present rental levels are relatively low compared to other Metropolitan town centres. An improvement in the retail accommodation, leisure offer, public realm, and shopper profile is likely to improve rental levels.

Research from EGi shows that currently there is approximately 85,000 sqft of available retail space on the market in Haringey of which the majority (circa 85%) is A1 retail. The majority of availability is clustered around the areas of Muswell Hill High Street, Wood Green / Turnpike Lane and Bruce Grove. In Wood Green it is estimated there is between 20,000 – 25,000 sq ft of A1 space currently available.

Within the study area, retail is mostly A1 and clustered around the High Road and within The Mall. Research shows there is between 20,000 – 25,000 sqft of A1 retail space currently available on the market.

In terms of a per annum rental rate in £ psf for High Road retail in Wood Green, the evidence shows a wide range of values achieved from circa £20 psf up to £55+ psf. Many of these units are relatively small (circa 1,000 sqft or less) and therefore a large proportion of their floor plate are part of Zone A space, driving up the overall £ psf as a result.

In terms of zone A it is understood from agents that High Road units of circa 1,000 sqft typically achieve circa £50 psf ITZA in Wood Green.

Discussions with local agents and landlords identified the High Road as a more attractive location than The Mall for potential occupiers with the former being more affordable and providing larger, more flexible retail units as well as high footfall. That said, Wood Green town centre is lacking the 6,000 sq ft units most sought after by retailers; while many enquiries, especially for A3/A5 space, have resulted in potential occupiers, particularly those at the mid to lower end of the market, being put off by the limited affordability of retail units.

The Mall is a focus for value driven demand, while demand on the High Road is less value and more brand driven.

The future of retail development in Wood Green town centre in terms of type, scale and location will be substantially determined by the interest of retailers moving into, re-locating or expanding there. Improving the quality of Wood Green's town centre by incorporating a higher quantum and variety of food and beverage outlets, in particular restaurants, would be beneficial to the area.

The recent and ongoing trend in Wood Green has been the decline in middle market retailers (with the likes of Dorothy Perkins and Marks & Spencer moving out).

### Leisure and Other Retail: A3, A4 and A5

From our analysis, Wood Green's proportion of leisure floorspace against other uses is in keeping with expectations in terms of volume provided.

Wood Green has an under-supplied A3/A5 market characterised by strong retail demand. Wood Green appears to contain a high quantity of takeaways in proportion to restaurants and cafes when compared with other Metropolitan centres. It is a market which is not yet established with limited quality and outdoor 'dining' space.

The mix of restaurants, in particular the proportion of restaurants when compared to takeaways or fast food outlets can help when determining the classification of the area in terms of the quality of tenant mix; areas with high levels of takeaways, fast food outlets, and betting shops are generally of a poorer quality which will deter more premium retailers and leisure operators.

# Portrait of the area - Property and economic context

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## D2 Leisure - Cinema, Theatres and Nightclubs, Gyms

There are currently two cinemas in Wood Green; The Vue and Cineworld. Wood Green is therefore very well served and it is not anticipated that there will be viable demand for a further cinema unless one cinema was redeveloped for other uses and there was a dramatic increase in footfall to Wood Green.

There has not been any standalone provision of theatres or nightclubs in Wood Green identified, which are included as a measure of health in the GLA's London Town centre Health Check reports. This could present an opportunity to further enhance the leisure offer in Wood Green.

Gym use is a growing market in particularly the affordable end of the market. There are at least three affordable gyms in close proximity of Wood Green including The Gym, Easy Gym (within the Mall) and Zone Gym.

There are currently no high end gyms in the Wood Green area although typically these types of gym charge membership fees at 2/3 times the price of affordable ones. For higher end gyms to be viable they require high levels of footfall as well as high spending power from the local area

## C1: Hotels

At present there are no branded hotels in Haringey, just small independent hotels and B&Bs, the majority of which are found in the Finsbury Park area as well as two in the Turnpike Lane and Tottenham areas. United Lodge Hotel is the closest to Wood Green, located at the northern tip of Finsbury Park. This hotel charges circa £80-120 / night.

In April 2014 the first branded hotel in Haringey was granted planning consent for a Premier Inn to be developed by Berkeley Square Developments. The hotel will have an estimated value at circa £9.5m (circa £5 – 6k / room key rate). The Premier Inn will be located a few meters from Tottenham Hale Station within the Tottenham Hale Gyratory. Premier Inn operates an existing hotel on Advent Way in Edmonton 3.5 miles east of Wood Green.

There is hotel demand from budget hotel operators in the wider Haringey area (branded). Currently there is an active requirement from Premier Inn for a hotel in Finsbury Park (100 beds) and Wood Green (80 beds).

Another possible source of demand in Haringey in the future is that of conversions from office to hotel. It is unlikely that a prime or high specification property will be financially viable to convert to a hotel, however a low quality grade B office has the potential for a viable conversion. This is very dependent on specification / design constraints which can only be assessed on a site by site basis.

## Health (D1)

In addition to benefiting the local community, the addition of D2 class space intended for a health centre or GP surgery medical can bring the following benefits to the viability of a development:

- Long term leases (up to 15/20 yrs)
- Good rental values
- Better yields (good covenant strength)
- Typical size - 2,500 – 6,000 sqft for a GP surgery or health centre
- Location more flexible, does not need to be prime pitch High Road

## Employment Use - Office

Market analysis indicates that Wood Green and the wider Haringey area has a very limited established office market i.e. office space let on FRI lease terms. However demand has been identified for B1a office space that is let on flexible terms such as SME workspace. Further details of the typologies of space that have been analysed are given in the AECOM-Cushman Employment Land and Workspace Study.

Based on analysis within the AECOM-Cushman Employment Land and Workspace Study, workspace can broadly be separated into the following typologies:

- Artist's studios
- Co-working spaces
- Start-up and other SME space
- Grow on/move on space
- Corporate office space

When this document refers to workspace, it is referring to space within any of the above categories.

In terms of the provision of workspace, about half of all workspaces in London are provided through the conversion of existing buildings, in particular older industrial stock including warehouses and loft style buildings which are attractive to digital technology and creative industries.

Wood Green currently only has a small number of flexible workspaces that cater for SME businesses, however due to its proximity to the above mentioned boroughs and central London, combined with its comparative offer of more affordable land and rental values, it is likely Wood Green could become a more sought after location for SME workspace in the future, primarily driven by its comparably lower rental affordability, which is key for target SME occupiers.

Haringey has a large proportion of micro businesses (businesses with <10 staff) relative to surrounding London boroughs. A significant proportion of these businesses in Haringey come from the arts, fashion and creative industry sector (36%). Demand for workspace in the future within the borough is anticipated to grow within this sector as well as other creative sectors.

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## Employment Use - Industrial

The Haringey Employment Land Study 2015 (ELS) showed evidence of a lack of supply of new build developments catering for industrial and warehousing uses in Haringey and that local commercial agents have noted high occupancy in the existing protected industrial estates. The study also showed a potential lack of future availability of B1c/B2 space to meet current demand. As identified earlier in the report, SME workspace is typically provided within conversions of B class space. With potential future constraints on supply of B1c/B2 space, there could be a lack of industrial space available to come forward for conversion to SME workspace in the future.

In terms of availability, the majority of available B class space is industrial (B1c, B2 & B8), a 79% share of the total available stock. The analysis shows evidence for good levels of demand in Haringey for B1c/B2 units from local businesses operating in the Borough, however agents report a lack of supply of suitable B1c/B2 stock across the Borough.

In terms of new B1c/B2 stock supply to meet the demand, there is a lack of employment locations with capacity for additional B1c/B2 in Haringey, whilst some existing industrial locations have planning permission for residential-led development such as the Olympia Industrial Estate on Coburg Road.

Demand for B1c/B2 in Haringey is greatest for smaller circa 2,000 sqft units, often popular with small businesses which operate within the North London area. Demand for B8 warehousing is usually for larger size units of 10,000 sqft plus as typical modern operations for warehousing require larger scale floor plates for storage, transportation and circulation.

In respect of competition from neighbouring boroughs, local commercial agents acknowledged that local businesses looking to expand were looking beyond the Borough and outer London towards Hertfordshire, which is considered to offer better quality, availability and location for light industrial B class premises which meet occupier needs.

In addition, local commercial agents acknowledged that local businesses seeking to expand were looking beyond the Borough towards Hertfordshire, which is considered to offer better quality, availability and location for light industrial B class premises.

# Portrait of the area - Town centre health

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The GLA's London Town centre Health Check Analysis reports (TCHC) (2006, 2009 and 2014) measure the performance of town centres as classified in the London Plan.

## Wood Green TCHC Findings Overview

The 2014 TCHC report indicates that Wood Green appears to be performing at the lower end of the Metropolitan Town Centre thresholds. Total floorspace in Wood Green fell by 3% between 2007 (124,700 sqm) and 2012 (120,750 sqm) during the economic downturn.

By contrast growth in total floor space occurred over the same period in 8 out of the 12 Metropolitan centres including in Croydon and Shepherd's Bush. On an overall basis, Wood Green is ranked 10th out of 12 Metropolitan centre in 2014 (with Uxbridge and Harrow below) which is a fall from 8th out of 11 Metropolitan centres in 2009. This downward trajectory in Wood Green's ranking on key measures indicates the need to address a number of issues.

## Retail

Retail is one of the key drivers of economic success, vitality and viability of town centres, providing jobs and convenient access to goods and services for customers. The 2014 TCHC reports states that Wood Green recorded losses of Comparison Goods retail floorspace over the period 2007 to 2012 however no floorspace figures were quoted.

Comparison goods retail accounts for only 76% of total retail floorspace in Wood Green where it falls at the lower end of the scale for Metropolitan centres at ninth out of twelve centres with 68,702 sqm. Most other Metropolitan centres contain a higher percentage. Kingston (94%) and Croydon (85%) have the highest levels.

This indicates that Wood Green needs to do more to develop its Comparison Goods offer.

Wood Green is outside the top 10 Metropolitan centres for comparison goods retail turnover (no turnover data provided in TCHC report).

## Vacancy Rates

Wood Green's vacancy rate for July 2014 is 5.92% compared against a UK average in the same period of 12.3%. This would indicate a fairly healthy shopping market albeit one that is geared towards a lower end retail offer.

## Leisure

Wood Green ranks 8 out of 12 by quantity of leisure facilities available and below the levels of other more comparable sized town centres such as Sutton, Ilford and Bromley. However when viewing leisure floorspace as a percentage of total floorspace it is at the higher end of the scale compared to other Metropolitan centres at 21% which is the highest level overall (Shepherds Bush and Hounslow register the same percentage) whilst the lowest proportion is Croydon at 14%. This indicates

that the proportion of leisure floorspace is in keeping with expectations. In terms of the quality of the leisure offer, Wood Green appears to contain a high quantity of takeaways in proportion to restaurants and cafes when compared with other Metropolitan centres.

By analysing the sub categories of leisure facilities, it is clear that the number of restaurants, pubs-bars-nightclubs and cafes is the main area where Wood Green is lacking. With the exception of Wood Green and Ilford, the majority of Metropolitan centres recorded increases in A3 floorspace. This indicates a potential opportunity for Wood Green to focus on as it appears to be significantly behind other Metropolitan centres.

Improving the quality of Wood Green's town centre by incorporating a higher quantity and variety of food and beverage outlets, in particular restaurants and cafes, would be beneficial to the area and would also assist retail performance since it can help in increasing dwell-times and spend in a town centre.

## Office

Wood Green does not feature in the ranking for the top 7 Metropolitan centres for office floorspace nor the top 20 for all town centres – which includes CAZ and Major centres - with only 35,900 sqm of office floorspace. Many Metropolitan centres have experienced a surplus of office space and experienced the conversion of offices to residential use under Permitted Development Rights which has resulted in the net loss of 108,000 sq. m of office space in London overall. This trend is likely to continue due to pressure for more office space to be converted or redeveloped in coming years.

## Housing and Development Capacity

Capacity focuses on the ability of town centres to adapt to the changing needs of a population and provide opportunities for expansion and redevelopment to cater for projected growth. Of the 21,369 residential units with planning permission 8% were on the edge of Metropolitan centres and Wood Green recorded the highest number of planned net additional dwellings with 1,250 net additional units.

It was the only Metropolitan centre to feature on the TCHC ranking of the Top 20 centres ranked by housing capacity from 'not started' planning permissions, ranking 5th. This indicates that Wood Green has significant capacity to grow by accommodating a large number of dwellings around the town centre which would increase its vitality and viability. Such growth will provide an opportunity for supporting commercial uses such as retail and leisure in the town centre since it will assist in increasing catchment population and spend.

## Financial Performance

Wood Green has been achieving similar rental levels to Harrow and more recently Ilford. Whilst Hounslow and Sutton are in a lower rental band than Wood Green, Romford and Uxbridge

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Metropolitan centres record rents approximately 30% or more higher. Kingston and Shepherds Bush record the highest annual retail rents in 2012 at approximately £3,700 per square metre, with the latter being the only Metropolitan centre to record noticeable rental growth since 2006. This compares with Wood Green at approximately £1,200 per square metre.

Improving the quality of the retail and leisure offer in Wood Green will attract better quality occupiers, stimulate occupier demand and drive improved rental levels which in turn improves development viability.

### **Accessibility**

As Wood Green already achieves a high PTAL level of 6b, it should ensure that public transport is maintained at this level and where possible further enhanced. The future arrival of Crossrail 2 would further improve Wood Green's PTAL levels. Two station options were being consulted on by TfL at the time of writing.

### **Quality of Environment**

Wood Green was not ranked in the top 20 for all town centres for access to the highest quality of open space. This is a key area where Wood Green could seek to improve on to increase the number of visitors to the Centre and help protect its position as a Metropolitan Centre.

Developing new proposals for public spaces and public realm will be key for future development proposals in Wood Green to focus on.

### **Accidents and Collisions**

Wood Green had the 3rd highest number of collisions in 2011 with the main problem coming from private vehicle collisions. This indicates that Wood Green could improve road safety through initiatives to what assess the design of key roads and junctions in the town centre.

# Key Issues, Challenges & Drivers - SWOT analysis for AAP area

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## Strengths



**A popular restaurant activates the public realm**

- High Road vacancy below 5%
- 220,000 visitors /week
- Council and services
- Public transport links
- Proximity of Alexandra Palace
- Identity of residential areas
- Strong community
- Vibrant markets
- Meanwhile use projects

## Opportunities



**Former railway line seen on Park Avenue**

- A redefined and improved Town centre
- Extensive council land ownership
- Very few heritage constraints
- Crossrail 2 is a spur for greater development, considered placemaking and improved connectivity (due around 2030)
- Provision of at least 4,600 new homes and job creation
- Building on the existing assets:
  - Green space – improved, revealed and extended
  - Markets – can be expanded
  - Historic building enhancement
  - Chocolate Factory – creative industries
  - Education and cultural
- Celebrating local mix of cultures
- Creating a real destination in the Cultural quarter
- Training and apprenticeship opportunities
- Re-establishment of Council presence
- Significant public realm contributions
- Quick wins

## Weaknesses



**Service yards and rear-end functions**

- Historical lack of planning
- Poor perceptions of place
- High road dominated by traffic
- Congested pavements
- Town centre lacks depth
- Cultural quarter under utilised
- Fear of crime
- Lack of active frontage
- Lack of east west connectivity
- Negative impact buildings
- Poorly defined and unconnected green space
- Lack of retail choice

## Threats



**Dominance of other retail areas**

- Negative perceptions
- Future retail offer at an expanded Brent Cross & redeveloped Tottenham Hale
- High Road confidence following the departure of M&S
- Mountview departure
- Land ownership & landlord appetite for transformation
- Crossrail 2 not arriving

# Key Issues, Challenges & Drivers - SWOT analysis for character areas

## Character Areas



- 1 - Civic Centre & Trinity Green
- 2 - High Road North
- 3 - High Road South
- 4 - Parkland & Morrisons
- 5 - The Mall
- 6 - Cultural quarter
- 7 - Clarendon Road development
- 8 - Wood Green Common
- 9 - Turnpike Lane Station & Ducketts Common
- 10 - Turnpike Lane
- 11 - Parkside Malvern
- 12 - Lordship Lane
- 13 - Noel Park Estate
- 14 - Green Lanes

### 1 Civic Centre & Trinity Green



Looking west towards St Michael's Church

### 2 High Road North



Looking east along Station Road

- S** Significant buildings that contribute a sense of place
  - Connects to a wider green network
- W** Loose and poorly defined thresholds
  - Poor quality public space
- O** Improve existing green space and public realm
  - Redevelop the telephone exchange and civic centre as a residential led scheme
  - Reveal and improve the setting of key buildings
- T** Sensitive nature of Civic Centre redevelopment
  - Appetite for relocating the travellers site
  - Impact of residential development on parking

- S** Victorian buildings on the High Road provide character
  - The proposed meanwhile projects
- W** Outdated and poor quality buildings
  - Dominated by hard landscaping
  - Busy and congested streetscape particularly around bus depot entrance
- O** Rationalising / developing the bus depot with pedestrian links
  - Support of Arriva (essential in relocating bus depot)
  - Station Road reinforced as a key gateway
  - Connecting green networks and public space
- T** Significant public realm outside the library
  - Many poor quality buildings in private ownership
  - The need to find an alternative site for the bus depot

### 3 High Road South



Dovecote Avenue now leading to Bury Road carpark

- S** Market stalls occupying side streets
  - High quality historic fabric still evident
  - Independent shops such as Big Green Bookstore
- W** Rear elevations and service yards
  - Severs the historic Dovecote Avenue connection
- O** Crossrail 2 offers opportunity to alter the urban grain
  - Has space to support key anchor stores
  - Improved legibility between Mall and High Road
- T** Crossrail key to large scale redevelopment
  - Re-provision of existing servicing and parking provision

### 5 The Mall



Rear elevation from Noel Park

- S** Major draw on the High Road
  - Improvements by community groups
- W** Lack of active frontage
  - Congested, fast paced streetscape
  - The Mall has an unsympathetic impact on streetscape
- O** Provide a softer and more coherent streetscape
  - Improved east-west connections
  - Significant townscape and regeneration opportunities would be created through redevelopment of The Mall
  - Arrival of Crossrail 2 could reduce parking need
- T** Changes require owner support
  - Phased redevelopment to avoid economic disruption
  - Removing the bridge will require an operational shift
  - Existing residents must be considered

### 4 Parkland & Morrisons



Looking north towards Morrison's carpark

- S** Landmark buildings that help define the edges of the Cultural quarter
  - Arguably at the centre of Wood Green. A key threshold.
- W** Typical of the back-end problem
  - East-west connections are severed
- O** Add depth to High Road and improve links
  - Scope for civic space that reinforces local legibility
  - Potential to celebrate the Moselle River
  - Externalise vibrancy by relocating Market Hall here
  - Rationalise / redevelop existing service yards
- T** Support of The Mall owners is essential
  - Re-provision of a supermarket such as Morrisons will require parking
  - Council will need to acquire property

### 6 Cultural quarter



Facades conceal activity on Coburg Road

- S** Mixed-use identity
  - Potential for establishing a creative and social life in Wood Green.
  - Reputation of existing tenants
- W** Little outward evidence of activity taking place
  - Edge conditions and land use to the west
- O** Make activity more visible and improved connections
  - Attract more creative / cultural occupants to the area
  - Increase diversity and encourage business enterprise
  - Create sub-areas such as an 'educational quarter'
  - Influence the Clarendon Road proposals
- T** Current planning application influences key thresholds
  - Requires the early involvement of a service provider

## Key Issues, Challenges & Drivers - SWOT analysis for character areas

### 7 Clarendon Road development



Industrial unit and embankment on Western Road

- S** Development will increase footfall through CQ
- Theme of fashion and textile prevalent among businesses
  - Will contribute towards targeted housing provision
- W** Slack and poor quality space
- O** Develop Iceland & adjacent sites to improve frontage
- Existing businesses could contribute towards identity
- T** A coherent scheme will require the Clarendon Road developer's support
- Seemingly successful businesses would be affected

### 8 Wood Green Common



Pergola in Barratt Gardens

- S** One of last remnants of the 'green that was Wood Green'
- A strong surrounding use mix including educational and institutional buildings that create variety and activity
  - Barratt Gardens and its drinking fountain have a historic narrative relevant today
- W** Under used in its current state with a disconnection between the various areas of green space
- Fences and edge conditions limit access
  - Cluttered landscaping attracts anti-social behaviour
- O** Improve access to increase use
- Connect various green spaces with one coherent identity
  - Chance to include this area within the AAP boundary
- T** Sits within a conservation area so must be respected
- Potential sentiment surrounding the pergola

### 9 Turnpike Lane Station & Ducketts Common



Cafe and a small street market

- S** Facilities in common are well used
- Public realm improvements show promise
  - Street life and activity around the station from cafes etc
- W** Badly maintained and non-aspirational buildings
- Edges to common are poorly defined
  - Bus station occupies a prominent site
- O** Redevelopment of the bus station to intensify the site
- Redevelopment of key sites around station to reinforce identity
  - Enhancement of Ducketts Common
- T** Requires partnership with Arriva and
- Key sites that would benefit from redevelopment sit within multiple private ownerships

### 10 Turnpike Lane



Congested streets looking west along Turnpike Lane

- S** A well-established local shopping area
- Supports businesses that reflect Wood Greens diversity
  - Low vacancy rate
- W** Lacks sense of arrival from Turnpike Lane
- Vehicular thoroughfare making pedestrian crossing difficult
- O** Strengthen the gateway at the eastern end
- Create a stronger relationship with the High Road and tie into Wood Green
- T** Area is distinct from the High Road and a more detailed appreciation is needed of the local economy to establish if it should remain this way.

## 11 Parkside Malvern



**Mural in alley leading to Alexandra Road**

- S** Good housing stock with a well-defined streetscape
  - Home to an active residents group
  - Local residents have made improvements to streetscape including a pocket park and alleyway upgrades
- W** Suffers from proximity to the back-end of the Mall
  - Alexandra and Burghley Road limit east-west links
- O** Improved east west-connections with High Road
  - Provision of a more sympathetic threshold between retail and residential
- T** Residents typically identify more closely with Hornsey
  - Creation of more direct east-west links as opposed to alleyway upgrades would require property acquisition and is not currently seen as viable
  - Concerns over density of new housing developments ie Clarendon Road

## 12 Lordship Lane



**Retail below Hollywood Green on corner of Lordship Lane**

- S** Good accessibility with a strong residential focus
- W** Arrival points could be better defined particularly around Hollywood Green
- O** Well placed to support new residential development

## 13 Noel Park Estate



**Housing facing rear-ends on Bury Road**

- S** A strong character area with a clear identity
  - Well-planned and structured street pattern
  - A modest but well considered public space exists at the junction with Westbeech and Bury Road
  - Strong gateway along Gladstone Avenue
- W** Generally disconnected from the High Road in terms of physical connections and scale
  - Sandlings Estate on the former railway service yard restricts east-west connections and residents resent wider use
- O** Re-establish Dovecoat Avenue link alongside other access improvements
  - Strengthen existing public spaces as key thresholds
  - Sympathetic development in terms of scale and frontage

## 14 Green Lanes



**Thriving restaurants**

- S** A vibrant and active High Road
  - Caters well for and is defined by the local demographic
  - Has a well-established food offer
  - Evening culture and activity at night improves the perception of safety in comparison with Wood Green
- W** The growth of betting and gaming shops is seen as a problem
  - Aside from popular independent food stores there is not much diversity in the retail offer
  - Few places to pause on the High Road
  - Loitering and anti-social behaviour is a common concern
  - Narrow and overcrowded pavements
- O** Offers a precedent for how Wood Greens High Road could be strengthened



# Spatial Vision and Strategic Objectives

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## Vision

The vision is of a reinvented and extended Town centre that is authentic and individual with a sense of fun, built upon the area's existing communities, cultures and lifestyles.

It will be a Town centre that has variety, street life and places to shop, meet and socialise supported by high quality public spaces and markets, all providing overlooked and safe areas for dwelling and rest. A green environment will be delivered with planting and trees recalling the forest that once stood here.

At the heart of the new Town centre new Council accommodation will be arranged to provide an efficient and high quality service. Flexible and varied workspace will be brought forward to help deliver new jobs and support existing businesses whilst a refreshed retail offer will help inject new life into Wood Green's very long High Road.

New homes will be provided alongside cultural, leisure, education and health facilities to support and serve new and existing community members.

In all the vision is for a Wood Green that allows communities to thrive, that is connected and modern yet respectful of its heritage. It is a place where locals, visitors, entrepreneurs and young people want to be and be seen and a place where people of all ages are healthy, happy and able to achieve their aspirations.

## Objectives

The vision has informed a series of strategic objectives that will underpin and be used to test the emerging options. These are:

### Improving the Town centre

- Deliver a minimum of 4,600 new homes
- Delivery of a minimum of 1,500 new jobs
- Enhanced retail, leisure and cultural offer
- Securing an Opportunity Area designation
- Supporting local business / setting up a BID
- Improved evening economy

### Placemaking

- Creating a town centre with depth and a coherent identity
- Creating a new square and/or places for people to relax and enjoy
- Enhancements and improved access to green space
- Addressing negative perceptions of Wood Green
- Linking and celebrating existing assets

### Creating a connected place

- Maximising the benefits of CR2
- Increasing PTAL rating throughout Wood Green
- Creating new and improved east-west connections
- Maintaining/improving footfall/visitor numbers
- Links to Alexandra Palace
- Easing movement along the High Road

### Capital of Haringey

- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure
- New and improved library
- Leading the way in sustainability

# Spatial Development Strategy Options - Generating the Options

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Wood Green stands at the heart of Haringey and is the home of the council and its civic centre. It is identified as an area for 'Intensification' in the London Plan, and is currently one of twelve Metropolitan centres in London, with over 100,000 m<sup>2</sup> of retail space spread over approximately 330 retail units, with more than 220,000 visitors per week. It has the highest public transport accessibility (PTAL) level (6B) and plans for up to two new Crossrail 2 stations, and the 24-hour service planned for the Piccadilly Line in 2016 will make it even better connected. It has many brownfield sites that could be developed and the Council owns much land and property in Wood Green, which will help assemble land and assets for redevelopment and regeneration. Alexandra Palace will receive an overhaul, in part supported by £24m Heritage Lottery funding, with proposals for a new hotel, BBC Museum and leisure facilities within a 15 minute walking distance of the town centre. Taken together these circumstances suggest that Wood Green is ripe for reconsideration and redevelopment.

The future of the town centre is ideally situated to accommodate major new housing growth (at least 4,600 new homes) – including on land owned by the Council itself. But as a London town centre with some of the lowest provision of workspace, yet extremely good transport connections, and affordable rents, Wood Green is well poised to cater for an influx of employers from startups in the short to long term to host SME workspace providers in years to come. This could also include health care or further / vocational education provision downstream. There is already an established retail offer, and this can be improved, built upon and diversified to support spending profiles of all kinds. The catchment area of Wood Green should include affluent neighbourhoods such as Crouch End, Muswell Hill and Highgate. The town centre must attract the patronage of these neighbourhoods in the future and to do so it will need to change its image, without losing its special characteristics, particularly family focused leisure and an eastern European market and food offer.

The Council is preparing this Area Action Plan (AAP) to enable positive change which will set out detailed planning policy for the area including plans to revitalise the town centre, for which the creation of more welcoming public spaces, restaurants, cafés and places to spend the evening in, will be key. Alexandra Palace, itself part of the wider area renewal, will form an interesting local destination.

There are four key ingredients to unlocking Wood Green's potential:

## **Bringing new high-quality, modern housing**

There needs to be a range of new homes for rent, shared ownership and private sale that will help more people onto the housing ladder and tackle Haringey's housing shortage

## **Securing long-term economic growth**

To improve the local economy, there should be support for existing traders to bring new life to the High Road and new businesses should be encouraged into the new town centre to create new employment opportunities, a diverse economy and a better range of places to shop, eat in and enjoy

## **Transforming transport links to the rest of London and beyond**

Proposals to build new Crossrail 2 stations at Turnpike Lane and Alexandra Palace or, alternatively a singular, central Wood Green station, will greatly cut journey times to the rest of the capital (Crossrail 1 and 2 interchange at Tottenham Court Road) and will bring huge potential for long-term regeneration in the surrounding area.

## **Building a new town centre upon new east - west routes**

Opening up the heart of Wood Green and anchoring it to Crossrail, public spaces, residential quarters and a new 'Cultural quarter' to the west of the High Road.

## **Options for Wood Green**

Four options have been developed which are driven by big ideas but which are made up of a number of distinct developmental moves, each informed by new roads and routes that define and connect the major development parcels and which greatly improve east-west connectivity. Public feedback will be sought on both 'the big ideas' about the future identity of the town centre, and each of the distinct 'moves' to build up a thorough appreciation of local desires and needs.

Each option has a suggested level of change and a particular focus.

Option 1 delivers the smallest degree of overall change and targets the rejuvenation of the High Road by pursuing a mix of retail, service and leisure provision, complemented by residential development.

Option 2 proposes a mid range level of change through pursuing a residential led regeneration approach that seeks to bring about wider change by growing mixed and balanced communities and a demand economy.

Options 3 and 4 target the complete transformation of the town centre, directly tackling some of the greatest obstacles to change. These place the emphasis on economic regeneration, striving to increase and enhance the amount of workspace and quality and mix of retail space while also seeking to deliver a very significant level of new housing.

Option 3 will accommodate the two Crossrail stations and will strive for transformation though it will not be able to match the complete redevelopment that option 4 describes.

Option 4 is refined to better optimise the singular Crossrail 2 station which would be located below ground in the vicinity of the existing library site and linked to Wood Green underground station, to maximise and support redevelopment of the extended town centre.

In all cases the intention is to 'add depth' to the town centre through the Intensification of the 'Cultural quarter' (providing a mix of living and new types of workspace) west of High Road. However, the level of transformation differs considerably. Option 1 would take between 5 and 10 years to develop, option 2 around 15 years and options 3 & 4, which place the greatest emphasis on the arrival of Crossrail 2, between 15 and 20 years to complete the changes described.

# Methodology and assumptions

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The approach has been informed by a thorough literature review and the identification of gaps in the evidence base for which subsequent studies were commissioned covering the following areas:

- Council accommodation
- Place making
- Transport and car parking
- Economic vitality
- Employment and workspace
- Social infrastructure assessment
- Decentralised energy hub

## **Council Accommodation:**

The study has determined the best use of Council assets to drive town centre regeneration and optimal locations for front of house, back of house, civic and registry council services.

## **Placemaking:**

The placemaking study contains character area studies, spatial analyses, connectivity and public realm studies, view assessments and an assessment of the site allocations policy\* to inform a basic spatial plan against which various options and land use configurations can be tested.

## **Transport and car parking:**

The study has assessed the impacts of the Crossrail 2 infrastructure at the large scale and the parking, servicing and bus impacts currently impacting on the town centre with strategies for improvement.

## **Economic vitality:**

The study has identified growth areas, economic obstacles and strategies to generate a resilient town centre. Retention of the Council in Wood Green is seen to be critical in this connection.

## **Employment and workspace:**

New patterns of work are emerging in the 'Cultural quarter' which will complement the main economic activity of retail and trading.

## **Social infrastructure:**

This assessment determines (against the target development levels of various options and land uses) the needs for social infrastructure in the form of children's centres, schools, health facilities and public open space

## **Decentralised energy hub:**

The study has developed a strategy for delivering power from a centralised source to aid sustainable development.

Taken together the new studies and existing Council policies and guidance define the parameters for regeneration. The opportunities, on the other hand, are suggested by the new Crossrail 2 infrastructure, the planned extension to 24-hour service of the Piccadilly Line in 2016, the quantity of brown field and Council owned land in Wood Green town centre, the enormous demand for housing in London, and, on the back of a growing demand economy, the opportunity for redefining the retail landscape to include a higher quality retail offer. The current low rental levels also provide a spur in the short to medium term to accommodate startup businesses in Wood Green. Low rent is considered one of the strongest drivers for business relocation, and this could generate growth in the 'cultural quarter' accommodating new workspaces intermixed with residential development.

## **\*Spatial approach**

The Site Allocations Draft policy, which sets out the Council's vision for redevelopment across the borough, including the Wood Green town centre area, has been scrutinised against the evidence base provided by all the studies, and suggestions have been made to consider further connective routes in the most critical areas and to maximise the opportunities afforded by Crossrail 2. The development plots have been further defined by the proposed new movement network and High Road configuration, focusing on high levels of connectivity east-west and north-south. Onto this network a number of public open spaces have been grafted at critical junctures to aid the placemaking drive, and to build a coherent and highly navigable town centre that builds in depth off the High Road. Each plot's optimal land use is then considered and a number of high level options are generated, as described later. The relocation of the Council's back and front of house services and its civic accommodation is a significant driver in its own right, as Council employees and their visitors have a significant impact and set of demands that help to stimulate the local economy and local footfall. The land that the Council vacates has the potential to support significant residential led developments, further raising the profile of the town centre and contributing to Council funds.

The team has limited, as absolutely as it can, any assumptions implicit in the evaluation and design work to date. However, for the avoidance of doubt the team considers the following statements of intent to be central to the approach:

- The Council will remain in Wood Green
- Retail will remain an important sector for Wood Green although the intention is to improve the quality of the offer, attract a more diverse range of quality retailers and to encourage other forms of economic activity by forming the 'cultural quarter'
- Crossrail 2 will serve Wood Green. Whether this is one station or two is not yet known, although the consultant team believe a new central station would be most beneficial.
- There is a high demand for residential accommodation in the locality.
- There will be an opportunity of developing higher density residential and mixed use areas based on Wood Green's very high Public Transport Access Levels (PTAL)
- Public appetite for change in the area
- The high connectivity will attract business in many forms.

## **Team testing and consultation**

Throughout the design process the team has worked integrally to scrutinize and test the validity and viability of the approach and this work is ongoing. Currently the design has focused on four options for change, as previously described. These have and will continue to be tested with key stakeholders and through public consultation leading to a preferred option to take forward. At the next stage detailed site analysis will be carried out against known quanta, housing numbers and mix, social infrastructure needs and public realm requirements to refine the scheme.

# Spatial Development Strategy Options - Delivery requirements

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## Option 1 - High Road rejuvenation

Assuming that the Council is taking a lead role in delivery, this option is likely to require:

- Some land assembly to achieve the proposals in this option though the requirement for Compulsory Purchase Orders (CPO's) could be reduced as a greater amount of delivery may be possible via the market, assuming Area Action Plan policy support.

The Area Action Plan will provide a supportive planning policy framework in order to guide development and achieve the extent of the proposals envisaged in this option, should it be selected as the preferred option. Flexibility may be required on certain issues such as affordable housing requirements, in order to secure viable development that can contribute to infrastructure and public realm improvements in the town centre. The council, through its extensive land holdings, may be able to consider disposing of land below its market value in negotiations with developers to achieve better returns in terms of affordable housing provision. This will be considered in more depth in the Investment Framework that will follow in due course. An initial high level viability assessment suggests that this option is of lower risk.

In all options there is a long term agreement to reprovide accommodation for the Council's front and back-of-office functions and civic accommodation. Option 1 targets Station Road on the site of existing Council properties and therefore no acquisition issues will arise. A temporary decant process will need to be considered to house the Council while its new accommodation is being constructed.

Relative to the other options, there will be lower infrastructure upgrades to utilities including water, electricity and gas in relation to the sites to be redeveloped for residential use. Similarly, there will be lower transport infrastructure upgrades to support the proposals in this option – and it is less dependent on Crossrail 2, though Crossrail 2 would assist in enhancing the potential pace and certainty of delivery.

Relative to the other options, lower social infrastructure upgrades, such as to schooling and health provision, will be required, as the number of new homes brought forward will be at the lower end of what is considered possible, though still significant.

## Option 2 - Residential led town centre

Assuming that the Council is taking a lead role in delivery, this option is likely to require:

- Significant land assembly with the strong likelihood of a requirement for CPO's to achieve comprehensive development and new linkages envisaged
- Partial redevelopment of the Mall and re-provision of housing on Bury Road
- Funding (e.g. through public borrowing and other public sources) and/or funding through the contribution of a joint vehicle development partner in order to comprehensively deliver proposals required and lever private sector funding.

The Area Action Plan will provide a supportive planning policy framework in order to guide development and achieve the extent of the proposals envisaged in this option, should it be selected as the preferred option. Flexibility may be required on certain issues such as affordable housing and new workspace provision, in order to secure viable development that can contribute to infrastructure and public realm improvements in the town centre, and subsidies for new workspaces best achieved through market housing. The council, through its extensive land holdings, may be able to consider disposing of land below its market value in negotiations with developers to achieve better returns in terms of affordable housing provision. This will be considered in more depth in the Investment Framework that will follow in due course. An initial high level viability assessment suggests that this option is of lower risk.

In all options there is a long term agreement to reprovide accommodation for the Council's front and back-of-office functions and civic accommodation. Option 2 proposes that civic and back-of-office function is relocated on Coburg Road, and that front-of-house offices be provided on the High Road. This may require some land assembly in order to fit accommodation requirements (the Council's current ownership in the area may not be sufficiently large to accommodate their future office requirements).

Relative to option 1, there will be a slightly higher demand for infrastructure upgrades to utilities including water, electricity and gas in relation to the sites to be redeveloped for residential use. Similarly, transport infrastructure upgrades will be more significant to support the proposals in this option to better accommodate and exploit the arrival of Crossrail 2.

Relative to option 1, there will be a slightly higher demand for social infrastructure upgrades, including education, health, community and leisure uses, open space and recreation, and emergency uses, as approximately 400 additional homes would be delivered over the provision planned for option 1. Option 2 is also likely to require some road stopping up orders.

Option 2 also anticipates the temporary relocation of part of the Arriva bus depot operations in order to carry out extensive development above the retained bus depot.

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## Options 3 & 4 - Comprehensive redevelopment and complete transformation

Assuming that the Council is taking a lead role in delivery, these options are likely to require:

- Significant land assembly with the strong likelihood of a requirement for CPO's to achieve comprehensive development and the new linkages envisaged
- Potential comprehensive redevelopment of The Mall including re-provision of all housing above and (to varying extents) the Arriva Depot, subject to viability
- Management around impacts on residential areas on Mayes Road / Caxton Road
- Funding (e.g. through public borrowing and other public and private sources) and/or funding through the contribution of a joint vehicle development partner in order to comprehensively deliver proposals required

The Area Action Plan will provide a supportive planning policy framework in order to guide development and achieve the extent of the proposals envisaged in these options, according to the selection of the preferred option. Flexibility may be required on certain issues such as affordable housing and new workspace provision, in order to secure viable development that can contribute to infrastructure and public realm improvements and subsidies for new workspace. The council may be able to consider disposing of land below its market value in negotiations with developers to achieve better returns in terms of affordable housing provision. This will be considered in more depth in the Investment Framework that will follow in due course. An initial high level viability assessment suggests that option 3 is of a higher risk while option 4 is lower risk.

In all options there is a long term agreement to re-provide accommodation for the Council's front and back-of-office functions and civic accommodation. Option 3 proposes consolidated provision in new premises on the High Road while option 4 suggests that civic and back-of-office functions are relocated on Coburg Road, and that front-of-house offices will be provided on the High Road. This may require some land assembly. There may also need to be agreements with other landowners to relocate Council functions in Coburg Road.

Relative to option 2, there will be a higher demand for infrastructure upgrades to utilities including water, electricity and gas in relation to the sites to be redeveloped for residential use, particularly for option 4. Similarly, transport infrastructure upgrades will be more significant to support the proposals in both options to better accommodate and exploit the arrival of Crossrail 2, especially for option 4, which anticipates a central station in Wood Green.

Relative to option 2, there will be a higher demand for social infrastructure upgrades, including education, health, community and leisure uses, open space and recreation, and emergency uses, as approximately 500 - 1,000 additional homes would be delivered over the provision planned for option 2. Options 3 and 4 are also likely to require some road stopping up orders to create effective new routes and connections.

## Community benefit

The community benefits of the Wood Green AAP proposals relate to those benefits which are 'non-statutory'. For instance, aspects of the regeneration that are required to create an attractive place where people want to live, work and visit. Across the four options, those benefits include:

- Access to new local jobs
- A new/expanded retail offer, including new food and drink opportunities
- New connection and movement opportunities – both locally within Wood Green and further afield to surrounding neighbourhoods or central London. For example, new connections across the railway to Hornsey, Crouch End and Alexandra Park.
- New open space provision
- Investment into the streetscape and existing open space to create a more attractive and safer environment for the community.

## Social Infrastructure

The social infrastructure work has established the requirements to mitigate the impact of population growth arising from new development. Therefore, infrastructure improvements to schools and health are not really considered a 'benefit to the community' as they are a statutory requirement.

# Spatial Development Strategy Options - Potential development sites

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Six strategic development sites have been identified in addition to those set out in the Draft Site Allocations Development Plan Document (DPD).

The key sites are viewed as making a significant contribution to meeting the growth aspirations set out in the Local Plan and Options, delivering new homes, jobs, economic growth and improvements to the social infrastructure.

## Other identified sites

### **C1 & C2 - Eastern end of housing between Parkland and Mayes Roads**

These are identified as a critical threshold between the Cultural quarter and High Road and the means by which the most important east-west link is provided. Redevelopment of this area is critical to the delivery of a functional, coherent and scaleable town centre, particularly where the Crossrail 2 station option is for the singular, Wood Green station. This will add depth to the High Road providing improved connections, significant areas of public realm alongside residential and retail uses including potential for a purpose built market.

### **D - Metropolitan Police facilities**

Redeveloped for educational use whilst providing a new connection towards the Cultural quarter.

### **E - Industrial unit behind houses to the western edge of Hornsey Park Road**

Redeveloped to add capacity to new residential development on Brook Road.

### **H - Great Northern Railway Embankment**

Area to be re-landscaped to improve pedestrian journey towards Alexandra Palace.

### **N - Greenwood House, 29 -31 Station Road**

Redevelopment of out dated building to improve the streetscape on Station Road. Active frontage at ground level with residential above.

### **Q - Vue Cinema**

Potential for redevelopment providing a Crossrail 2 entrance should it be located centrally in Wood Green.

## Discounted sites

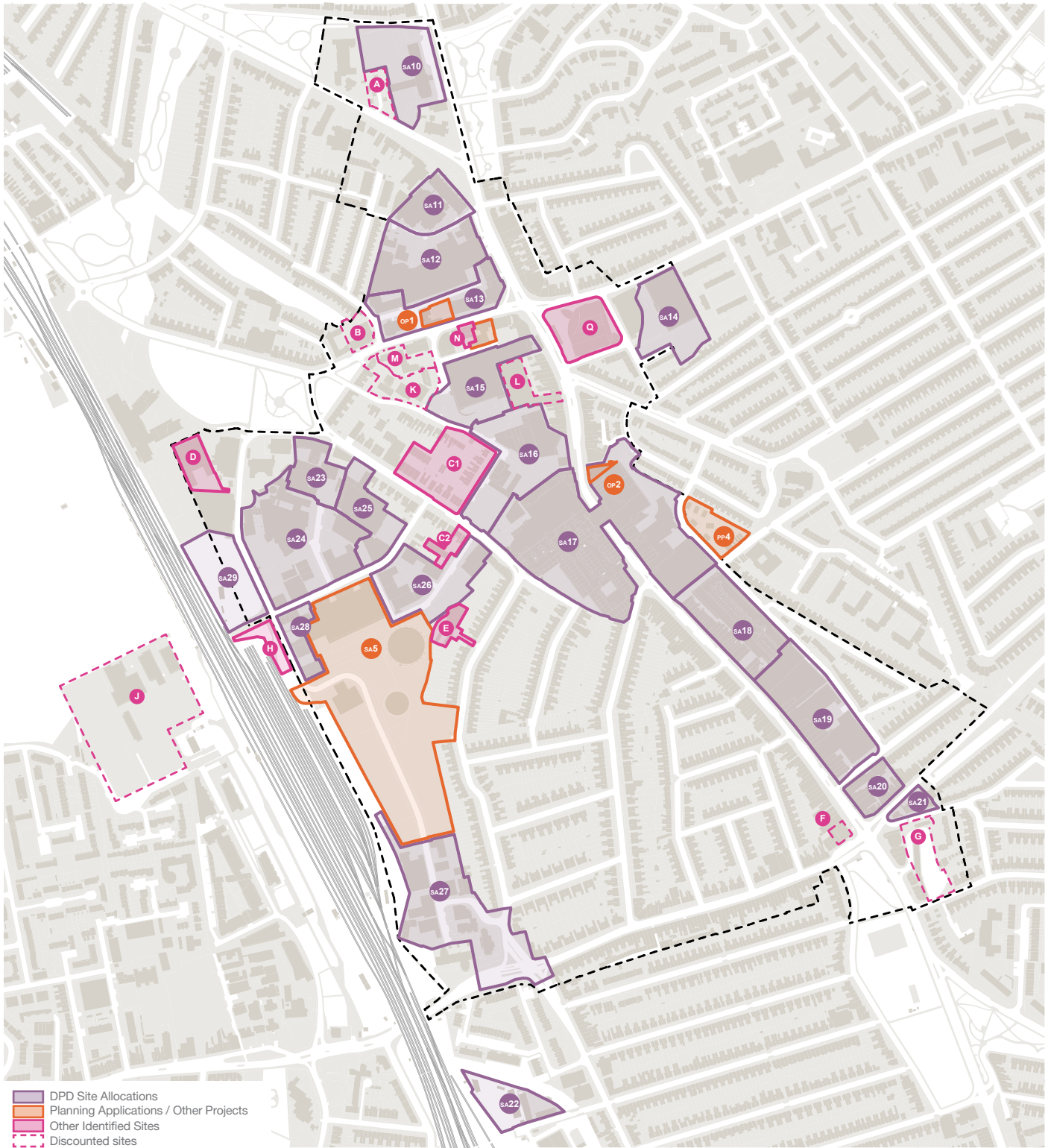
### **A - Travellers Site**

### **B - William Hill**

### **F - Corner of Turnpike Lane and Station Road**

### **G - Turnpike Lane Bus Station**

### **J - Hornsey Water Treatment Works, disused reed beds**



**DPD Site Allocations**

- SA 10: LBH Civic Centre
- SA 11: Green Ridings House
- SA 12: Wood Green Bus Garage
- SA 13: Station Road Offices
- SA 14: Mecca Bingo
- SA 15: Morrison's Wood Green
- SA 16: Wood Green Library
- SA 17: The Mall

- SA 18: Bury Road Car Park
- SA 19: 16-54 Wood Green High Road
- SA 20: Westbury & Whymark Avenues
- SA 21: Turnpike Lane Triangle
- SA 22: North of Hornsey Rail Depot
- SA 23: Wood Green Cultural quarter (north)
- SA 24: Wood Green Cultural quarter (south)
- SA 25: Wood Green Cultural quarter (east)
- SA 26: Clarendon Square Gateway

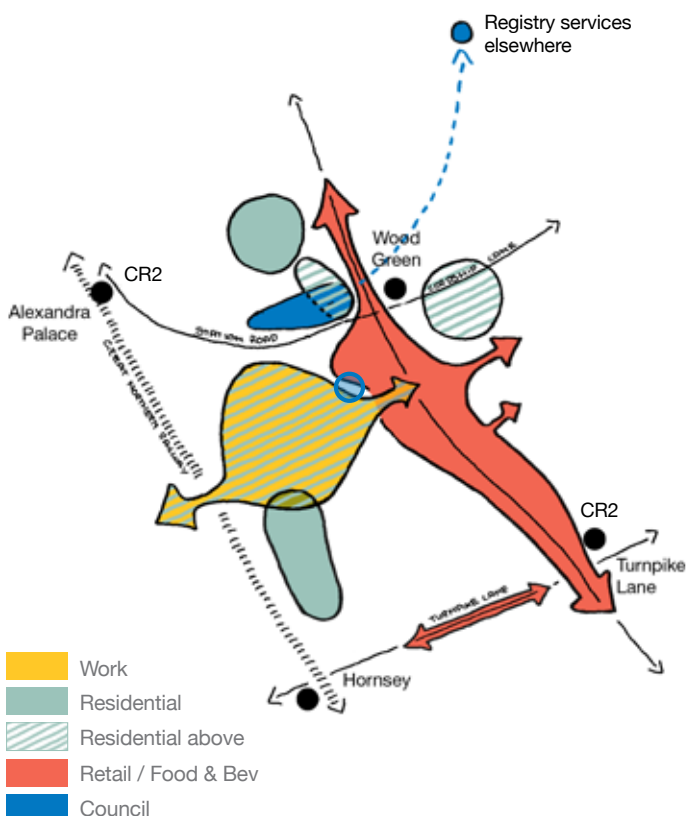
- SA 27: Clarendon Road South
- SA 28: NW of Clarendon Square
- SA 29: L/A Coronation Sidings

**Current Planning Applications**

- OP 1: Station Road Meanwhile Uses
- OP 2: 122-124 High Road, The Mall Wood Green
- SA 5: Claredon Square
- PP 4: Lymington Avenue

# Spatial Development Strategy Options - Option 1

## High Road rejuvenation



This option concentrates efforts on restoring the High Road as the key economic generator, linked to a smaller live work area in the current Cultural quarter, but with an offer that would complement High Road retail with a range of cultural, entertainment and community focused offers.

This option anticipates a smaller town centre heart than the other options, but still with a key connection to the High Road near the current library site. The Council front and back-of-house services and civic accommodation are provided on the lower levels of redeveloped council accommodation on Station Road with residential accommodation above. Registry office services will be located elsewhere away from the Councils front and back of house accommodation to reduce the Council floor plate in the Station Road redevelopment. The Arriva bus depot will be left as it currently stands but with frontage improvements pursued.

In this option the High Road is seen as one continuum, with larger floor plate trading sought near the current library position and the proposed new public square. Smaller scale convenience retail would be provided on the High Road toward Turnpike Lane. The Mall would be retained, but targeted façade, lighting and programming changes brought into effect to upgrade the 1970's character of the offer. This would include curating outdoor markets, popup street food events and other happenings alongside the re-skinning of the building, and the

better management of the service yards, which impact negatively on near-by residential areas. A greater mix of uses is anticipated on the rejuvenated High Road e.g. leisure, services, community functions, and to support and manage this process a Business Improvement District (BID) is suggested.

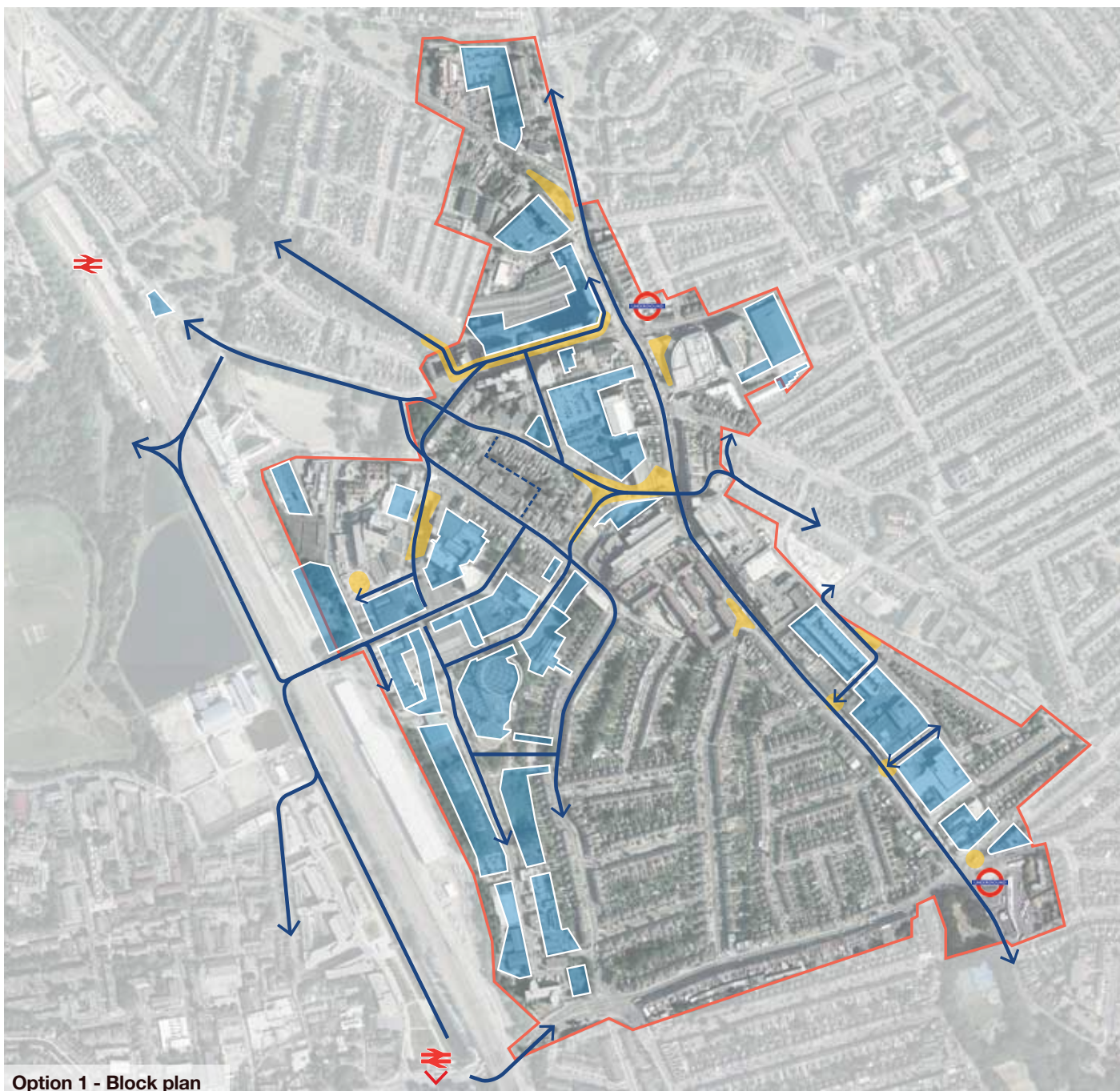
Residential development is focused on sites near the current crossroads with retail or community use on the lower levels. The Civic Centre, Clarendon Road and Mecca Bingo sites are also earmarked for residential development.

This option anticipates a 5 – 10 year period of redevelopment that would target key Council owned sites and critical failing town centre sites to build a better town centre that would build opportunities for further investment downstream.

### Outputs

- At Wood Green underground station a typical range of heights will be 6-12 storeys with a possible tower of up to 25 floors
- At Turnpike Lane taller buildings of 11-15 storeys could define the arrival point
- Heights of up to 15 storeys could also define the head of the Penstock Foot Tunnel
- Full High Road rejuvenation and regeneration with mix of uses complementing the retail offer
- New Business Improvement District set up
- Popup retail and street events supported
- Town centre heart developed to the south-west of the crossroads, but highly constrained and seen as a boost to the more successful elements of the Chocolate Factory 1&2 and other managed workspaces
- High Road equipped with high speed broadband connectivity and WiFi hubs
- Car parking provided in strategic outdoor locations
- Council front and back office services would be located below redeveloped Council accommodation on Station Road
- Civic accommodation would be provided below the redeveloped Council accommodation on Station Road with registry office services being located elsewhere away from the Councils front and back of house accommodation
- Temporary accommodation will be required for front and back council offices. A High Road site will be sought for this or a phased decant onto another Council owned site
- Mall fully retained but reclad, re-engineered and reprogrammed to reduce 1970's aesthetic and to bring life back out onto the streets. This latter move may include the reworking of the major (and central) east-west passage of the western wing of the Mall
- Connection from new public space on the High Road to a new square north of the Clarendon Road development
- Retail and mixed use avenue connecting from the crossroads down to Turnpike Lane with residential accommodation above
- Town centre residential development brought forward on the Mecca Bingo site, Station Road, the Civic Centre and on Clarendon Road sites

# Spatial Development Strategy Options - Option 1



**Option 1 - Block plan**

## Targets

|                             |   |
|-----------------------------|---|
| New homes .....             | 4,600   |
| Council HQ .....            | Council front and back office services in new development on Station Road.<br>The library will be re-provided on the existing library site<br>Registry services located elsewhere |
| Early Year Facilities ..... | 3*  |
| Primary Schools .....       | 3 additional Entry Forms*   |
| Secondary Schools .....     | 2.6 additional Entry Forms*   |

\* These figures are based on high level capacity testing and will require further verification.

- Key public spaces
- Development blocks
- New and existing routes
- AAP boundary

# Spatial Development Strategy Options - Option 1

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## Viability issues

Option 1 proposes a scale of transformation less ambitious than options 2, 3 and 4. Whilst sites that are largely residential-focused (such as High Road South) have the opportunity to achieve viability, there are likely to be challenges in terms of viability that need to be overcome in relation to key initiatives such as:

- Sites where a large amount of B1 space is proposed, such as the Cultural quarter and Green Ridings House (site B), since the values that can be achieved in Wood Green for B1 space are relatively low relative to costs
- The re-cladding, refurbishment of existing space and new extension to The Mall plus the removal of the existing bridge structure will entail a significant cost.

Such challenges could affect the viability of the option and the extent to which the option will be able to contribute towards the cost of funding broader regeneration benefits.

Examples of other delivery considerations related to this option are set out below.

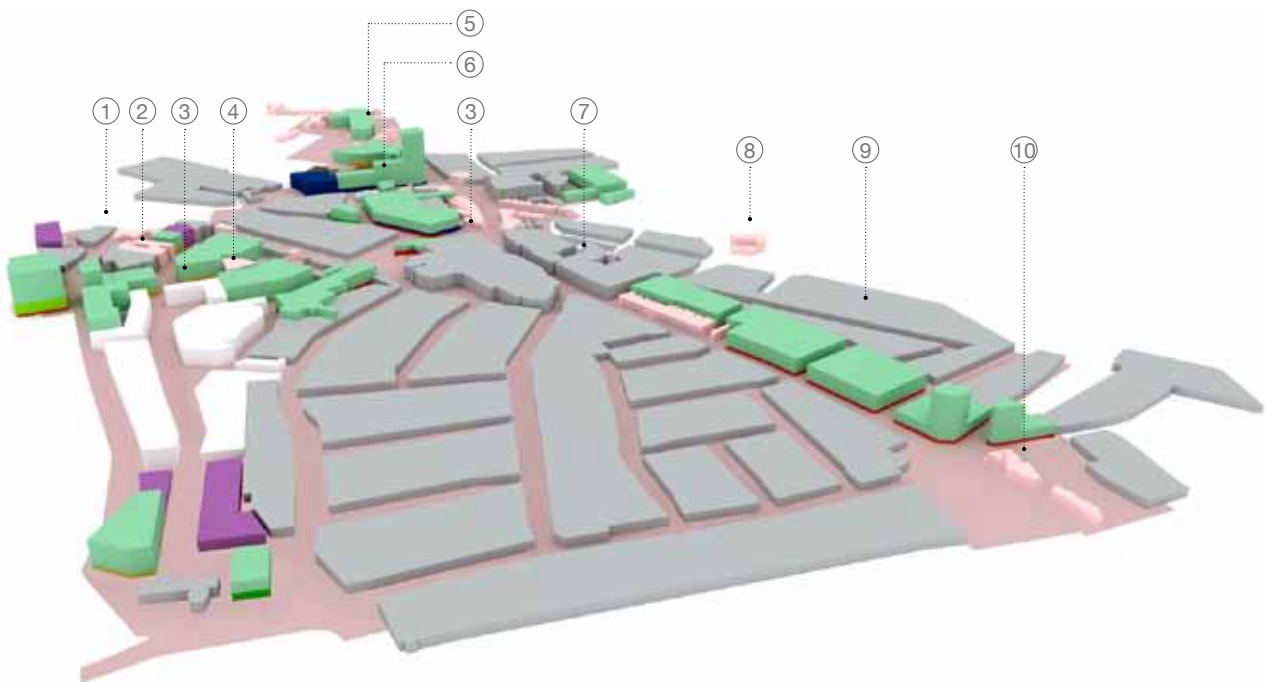
**Crossrail 2.** This option assumes Crossrail 2 will arrive to serve Turnpike Lane and Alexandra Palace. Should CR2 not be delivered, the risk to delivery of option 1 is likely to be less than that for other options due to the lower extent of growth that option 1 proposes. Notwithstanding this, delivery of CR2 would enhance the values of new development key uses, especially residential.

**Land assembly** – the scale of development under option 1 is smaller than that under the other options and it is therefore likely that land assembly will be less of an issue in terms of cost and timing of development, although the Council may still need to use its CPO powers if required. However, key areas where land assembly could be required include land along the eastern side of High Road down to Turnpike Lane (for the provision of new retail units). Careful consideration will also need to be given to the level of retail floorspace re-provision to ensure that it aligns with the demand profile for Wood Green as well as occupier requirements while reflecting evolving trends in retail, for example, internet shopping.

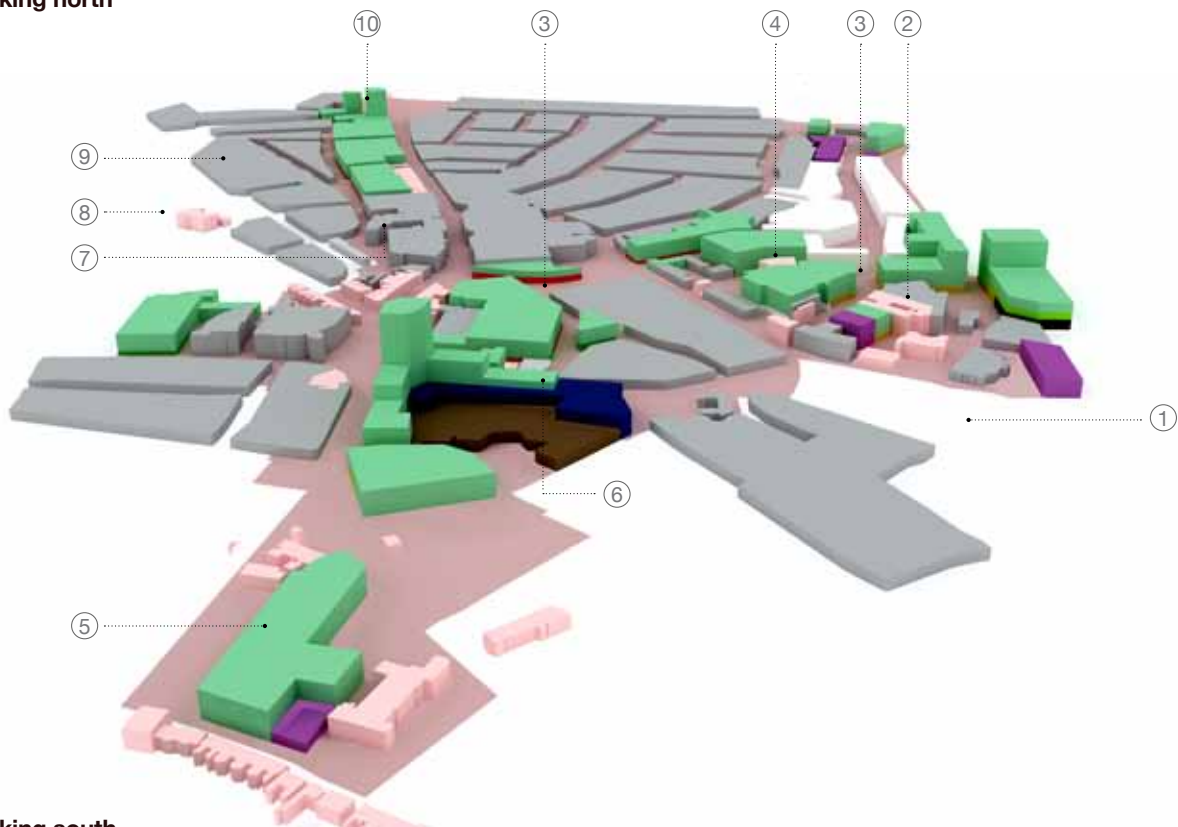
**Infrastructure.** The proposed increase in scale of new residential development may require more modest increases to utilities and social infrastructure, such as schools and health, compared to options 2, 3 and 4. This option will generate less and more modest CIL and other financial contributions.

**Consolidation and re-provision of new Council accommodation and functions.** Option 1 will consolidate and provide new front of house and back of house Council accommodation along Station Road. As the Council already owns much of the site, this reduces many of the issues around deliverability. The proposal will require temporary accommodation for many Council departments. This will have time and cost implications.










**Timescale: 5-10 Years.** The proposals would require a shorter timescale to realise than options 2, 3 and 4 due to the more modest nature of the development.



Option 1 - looking north



Option 1 - looking south

- |  |  |                                  |
|--|--|----------------------------------|
|  Leisure               |  Retail / Food & beverage | 1 - Wood Green Common            |
|  Community / Health    |  Transport                | 2 - Chocolate Factory 1          |
|  Council accommodation |  Workspace                | 3 - New public space             |
|  Education / Culture   |  Decentralised energy hub | 4 - Chocolate Factory 2          |
|  Residential           |  | 5 - The redeveloped Civic Centre |
|  |  | 6 - Station Road                 |
|  |  | 7 - The Mall retained            |
|  |  | 8 - St Mark's Church             |
|  |  | 9 - Noel Park Estate             |
|  |  | 10 - Turnpike Lane Station       |

# Spatial Development Strategy Options - Option 1

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## Assessment against the objectives

The list below illustrates how this option responds to each of the strategic objectives, ranked from **High**, **Medium** to **Low** with 'High' indicating the greatest alignment with the objectives and 'Low' the least.

### Improving the Town centre

- Delivery of a minimum of 4,600 new homes
- Delivery of 1500 new jobs
- Enhanced retail, leisure and cultural offer
- Securing an Opportunity Area designation
- Supporting local business / setting up a BID
- Improved evening economy

### Placemaking

- Creating a town centre with depth and a coherent identity
- Creating a new square and/or places for people to relax and enjoy
- Enhancements and improved access to green space
- Addressing negative perceptions of Wood Green
- Linking and celebrating existing assets

### Creating a connected place

- Maximising the benefits of CR2
- Increasing PTAL rating throughout Wood Green
- Creating new and improved east-west connections
- Maintaining/improving footfall/visitor numbers
- Links to Alexandra Palace
- Easing movement along the High Road

### Capital of Haringey

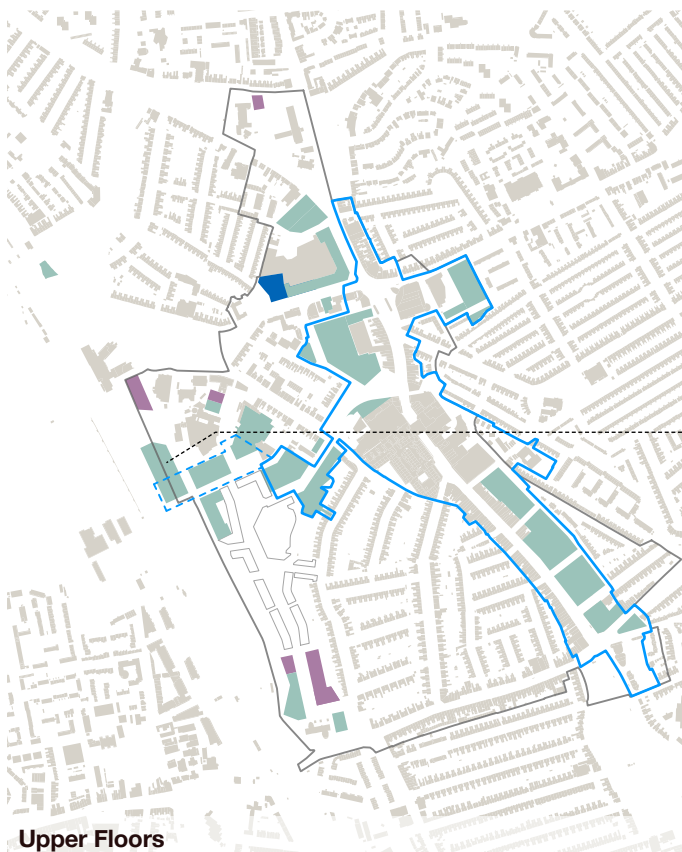
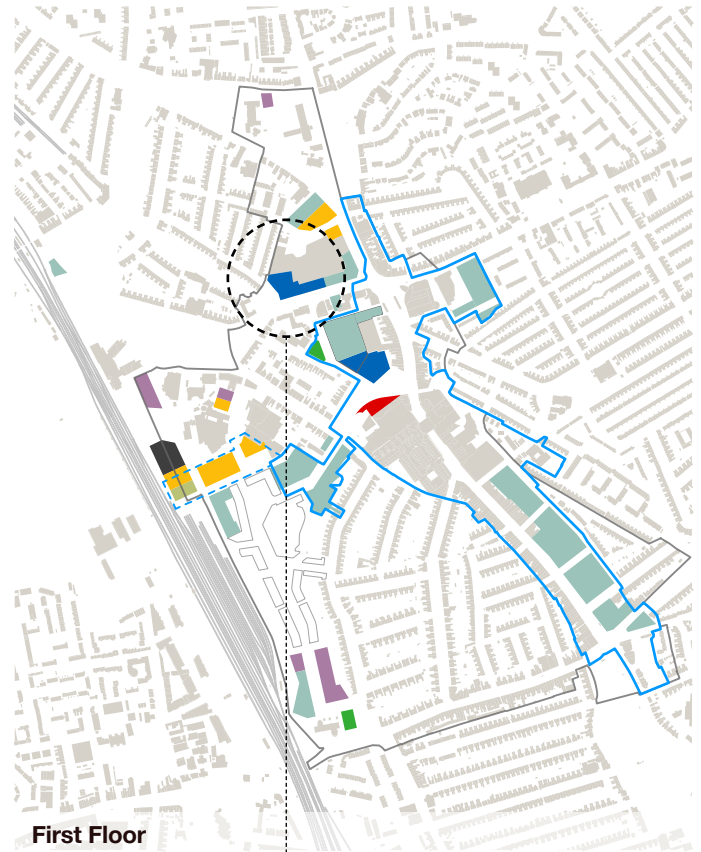
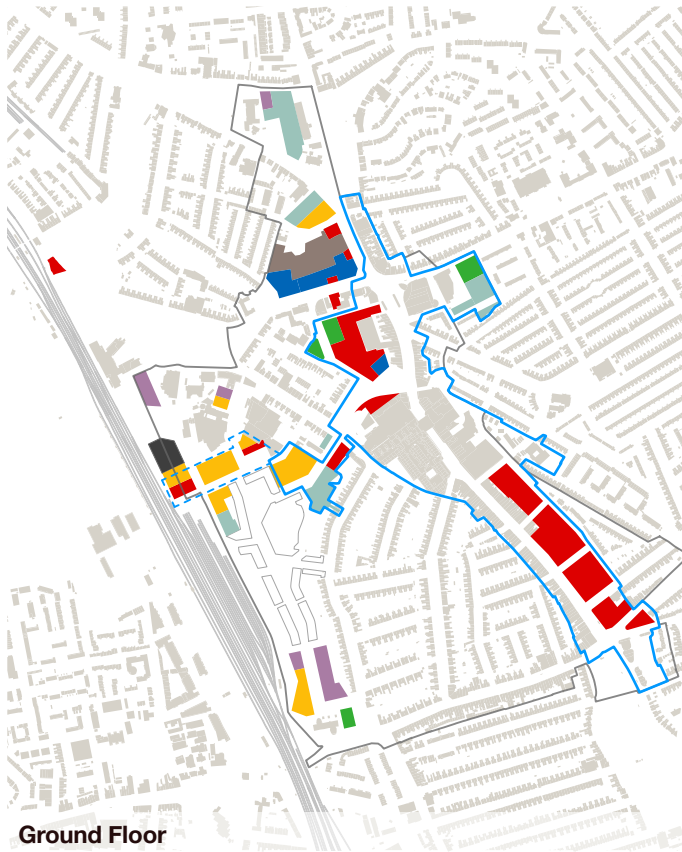
- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure
- New and improved library
- Leading the way in sustainability

## Alteration to Town centre boundary

The boundary remains unchanged aside from an extension on the western edge towards the cultural quarter to add a degree of depth to the town centre and help to encourage retail activity that will strengthen this key east-west link.

# Spatial Development Strategy Options - Option 1

## Proposed land use



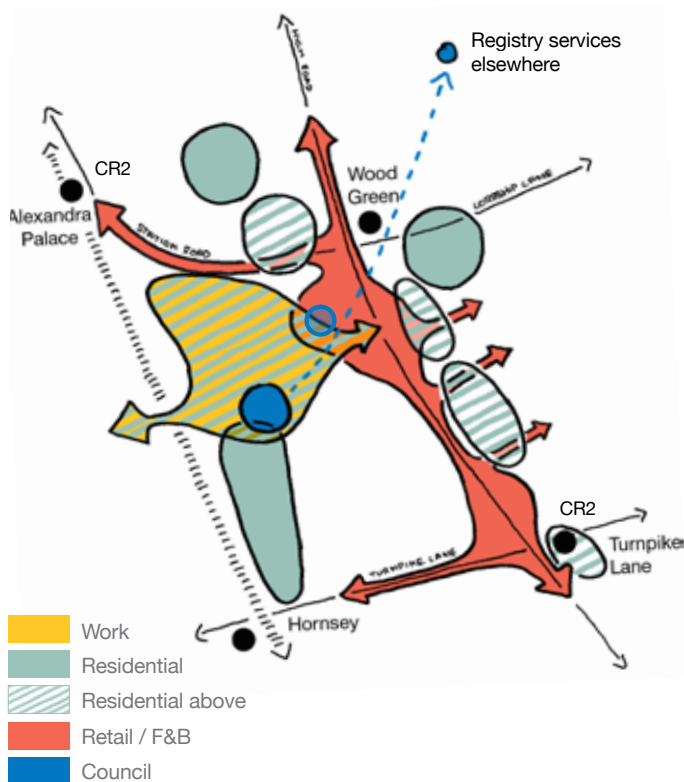
..... Council accommodation runs across six floors

..... Leisure uses sit below residential

- Leisure
- Community / Health
- Council accommodation
- Education / Culture
- Residential
- Retail / Food & beverage
- Transport
- Workspace
- Decentralised energy hub
- AAP / IF Boundary
- Town centre boundary
- Proposed extension to town centre boundary

# Spatial Development Strategy Options - Option 2

## Residential led town centre



Option 2 recognises the enormous potential of the enhanced connectivity to provide a new cluster of residential quarters drawing on the North London offer typified by quality town centres and shopping, high quality public spaces, leafy streets and innovative food & beverage offers. In this option, Wood Green could become the new Crouch End, with an influx of new people helping to drive change in the local retail and service offers. Careful management and affordable housing will be required to build a mixed and balanced community.

The option anticipates a fairly tightly defined town centre heart, generally constrained below Station Road and west of the High Road with a very minimal registration of the new cultural quarter businesses on the High Road itself. The Council front office is located on the High Road in this proposal, on the current site of the library, which could also be re-provided in an associated development. The Council back office and civic accommodation would be located on Coburg Road and registry services elsewhere.

Residential development is fully encouraged in this option, both on the full range of town centre sites, including (above retail and other uses) along the High Road down to Turnpike Lane, and as a proportionately higher mix within the proposed live/work development of the cultural quarter. The current Council accommodation on Station Road is fully redeveloped for residential use with retail and community uses at ground level.

A residential development above a reconfigured Arriva bus depot is also proposed, with a small strip of restaurant or café space provided on the High Road as a buffer to the depot.

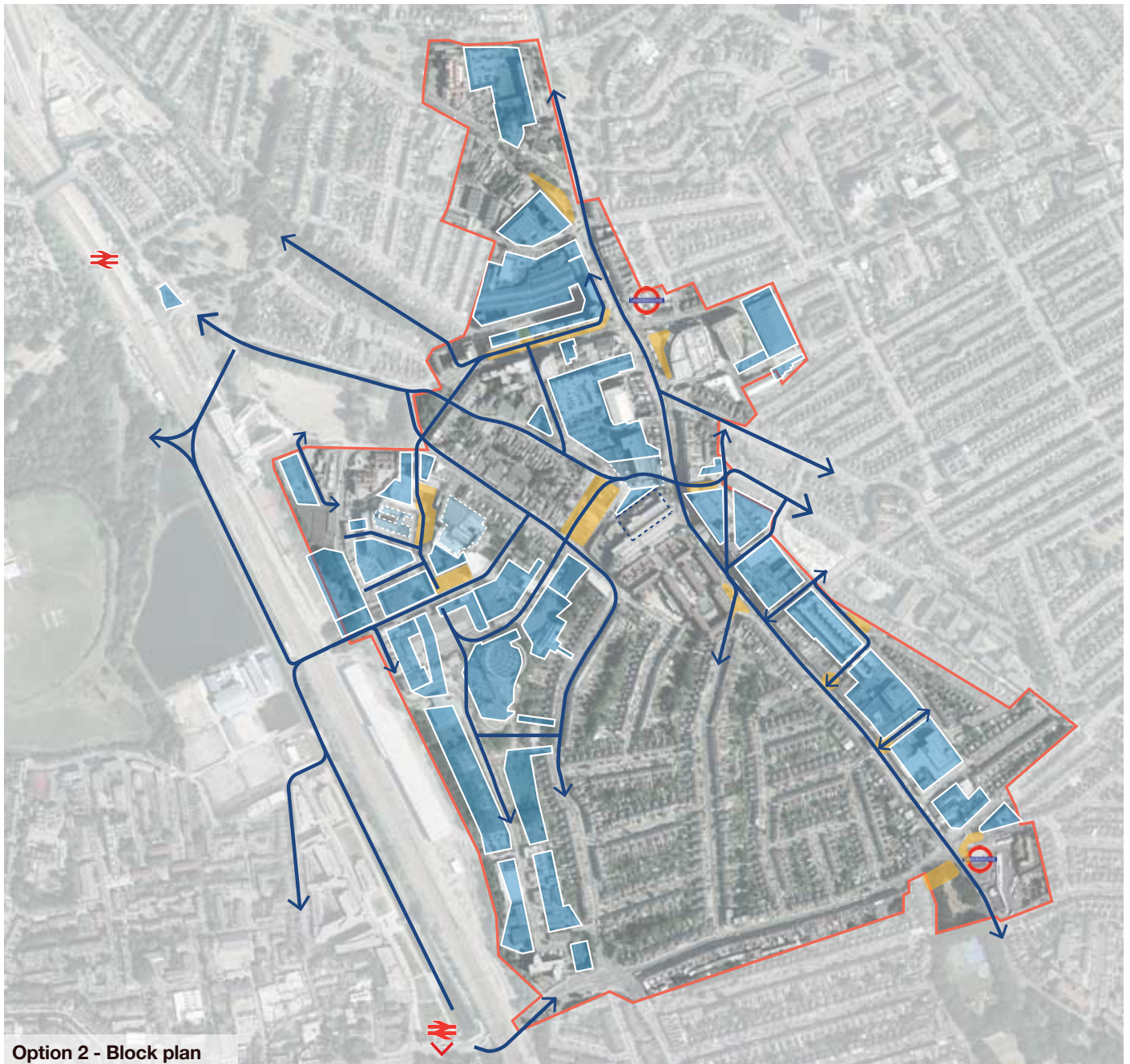
In this option the High Road is developed in two segments, one to the north of the current Mall and one to the south, with the expectation that these would develop complementary offers and support a range of leisure options. In this option the eastern segment of the Mall would be completely redeveloped, the bridge removed, and better links to Noel Park explored. The larger, western segment would have its central east – west connection opened up to function as a ‘street’ within the retained structure but targeted façade, lighting and programming changes brought into effect to upgrade the 1970’s character of the offer. This would include curating outdoor markets, popup street food events and other happenings alongside the re-skinning of the building, and the better management of the service yards, which impact negatively on near-by residential areas. To support a coordinated offer and town centre management, a Business Improvement District (BID) is proposed.

This option anticipates a fifteen-year period of redevelopment targeting most Council owned sites and many failing town centre sites to build a coherent and pleasant town centre that would enhance dwell times and the night time economy while providing a large residential offer early on. It should be noted that while this option is residential led, it would not be able to provide the higher levels of housing option 4 can achieve through its more comprehensive approach.

### Outputs

- At Wood Green underground station a typical range of heights will be 6-12 storeys with a tower of up to 25 floors
- At Turnpike lane taller buildings of 11-15 storeys could define the arrival point
- Heights of up to 15 storeys could also define the head of the Penstock Foot Tunnel
- Town centre heart developed to the south-west of the crossroads, but constrained below and west of the High Road and Station Road
- Residential led mixed-use change
- Town centre and residential quarters equipped with high speed broadband connectivity and WiFi hubs
- Business Improvement District (BID) set up in two clusters
- Town centre and new residential areas served by a new decentralised energy hub
- Car parking provided in strategic indoor locations
- Council front of house and new library provided on the current library site
- Council back-of-house and civic services located on Coburg Road
- Eastern segment of the Mall redeveloped
- Connect new public space on the High Road to a new public space to the north of the Clarendon Road development
- Convenience retail cluster developed below the current Mall, supported by the new Crossrail 2 stations
- Town centre residential development brought forward on Station Road, above the retrofitted bus depot, on the Mecca Bingo site, the former civic centre, on Clarendon Road and along the south-eastern fringe of the High Road. There is also the potential to use part of the former civic centre as a future hotel and consider a residential gateway development at Turnpike Lane opposite the underground station.

# Spatial Development Strategy Options - Option 2



**Option 2 - Block plan**

## Targets

|                             |  |
|-----------------------------|--|
| Net new homes .....         | 5,000  |
| Council HQ .....            | Front of house and new library on current library site<br>Back-of-house and civic services on Coburg Road<br>Registry services located elsewhere |
| Early Year Facilities ..... | 3*   |
| Primary Schools .....       | 3.1 additional Entry Forms*  |
| Secondary Schools .....     | 2.8 additional Entry Forms*  |

\* These figures are based on high level capacity testing and will require further verification.

- Key public spaces
- Development blocks
- New and existing routes
- AAP boundary

# Spatial Development Strategy Options - Option 2

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## Viability issues

Option 2's proposals raise a greater level of challenge to viability relative to option 1 since the increased quantum of retail and workspace will pose greater challenges in terms of deliverability than option 1 especially regarding low values relative to cost. Particular sites where there are likely to be challenges to achieving viability include:

- The Bus Depot and Station Road, where the site includes retention and over-development of the Arriva bus depot which would be expensive due to the reconfiguration construction and engineering costs.
- The Cultural quarter, which includes a greater amount of B1 space than option 1.
- The Mall, where a significant cost would be incurred in the redevelopment of the eastern part of the Mall, its basement car parking and servicing and generally in refurbishment and re-cladding of the retained building west of the High Road.
- Sites that are largely residential-focused have a higher likelihood of achieving viability.

Examples of other delivery considerations related to this option are set out below:

**Crossrail 2.** This option assumes Crossrail 2 will be delivered to serve Turnpike Lane and Alexandra Palace. Should CR2 not be delivered, it will make it more difficult to market the housing and workspace offer which will impact upon values achievable.

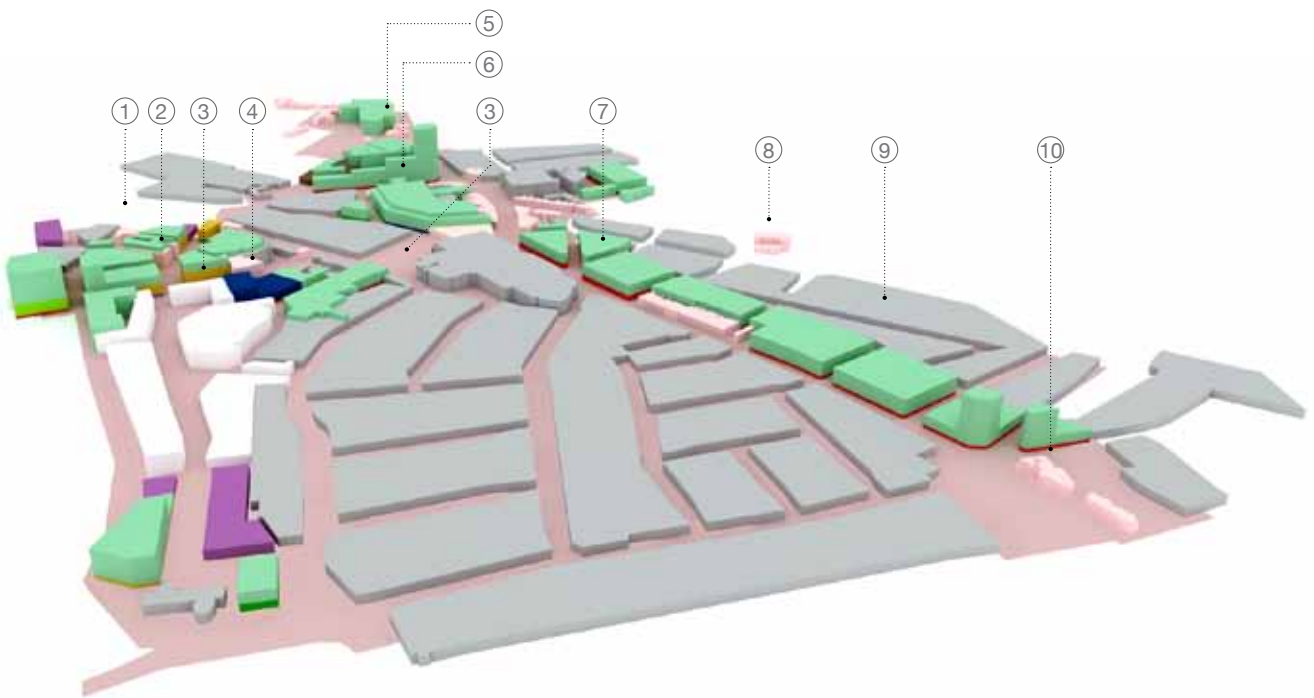
**Land assembly.** The scale of proposals in this option are greater than option 1 and may still require significant land assembly to realise redevelopment of many of the sites identified. For example, redevelopment of the area around the library and Morrisons car park. This is likely to require use of Council CPO powers together with relocation of significant occupiers such as Morrisons and the implementation of road stopping up orders.

**Bus depot over-development.** Unlocking one of the most significant development opportunities with Council-owned land on Station Road would require re-provision and over-development of the bus depot site for residential development (bus depot remains on site but reconfigured to achieve efficiencies and better drive-in arrangements). This is likely to require temporary relocation of the depot which has significant cost, time and legal implications.

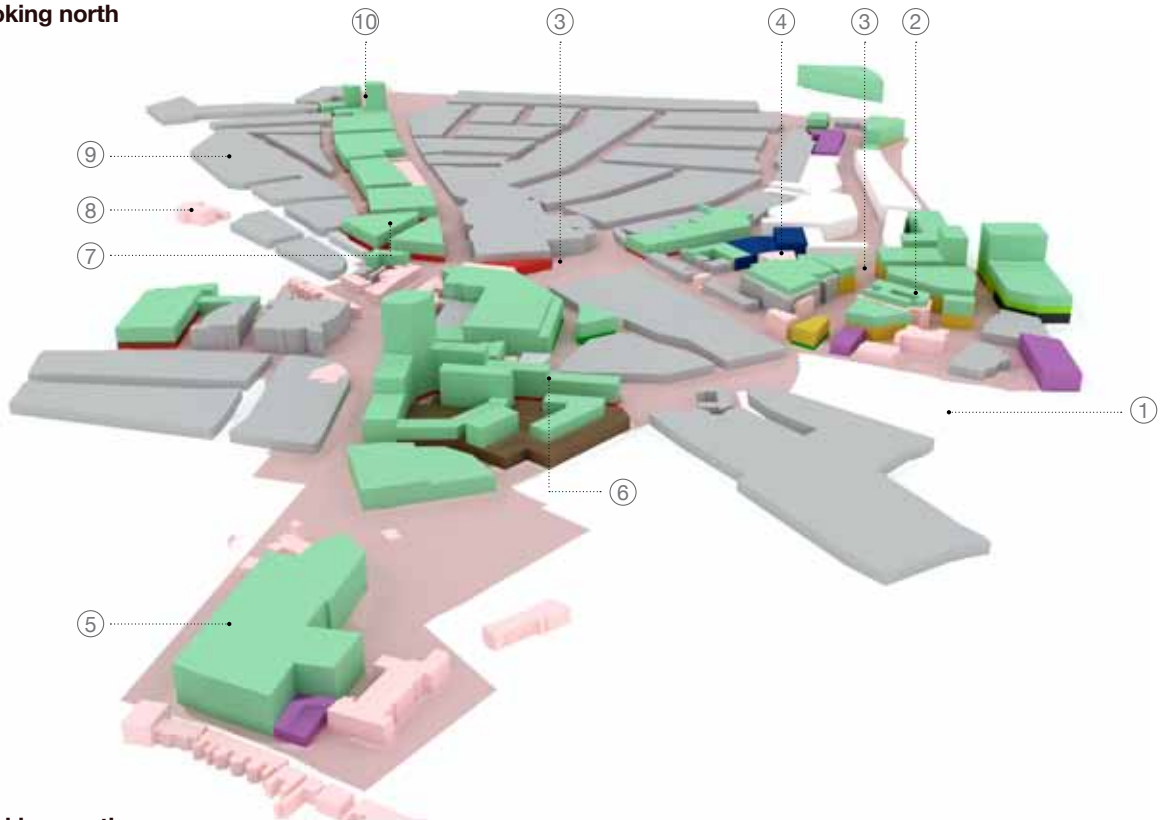
**Infrastructure.** Significant new residential (and to a lesser extent commercial) development will increase requirements to upgrade utilities and social infrastructure, such as schools and health, in the Wood Green area. This will require CIL and potentially other financial contributions.

**New Council accommodation.** Option 2 would realise new front of house Council accommodation including democratic services on the existing Wood Green Library site combined with a new library and other community space. Consolidated Council office functions will be delivered on the 'Clarendon Square Gateway' - now referred to as the Clarendon Road site (SA 26). Delivery may require some land assembly where existing Council ownership does not deliver all of the proposals. The Council may need to consider use of CPO powers. If not all land can be acquired via negotiation. However, this presents significant opportunities to deliver a town centre in line with the Council's strategic objectives and potentially, to realise value to be reinvested in Wood Green.









**Timescale: 10-15 Years.** The proposals are likely to take more time to realise than option 1 due to the quantum of development being higher. Options 3 and 4 pursue greater levels of development.



**Option 2 - looking north**



**Option 2 - looking south**

- |  |                       |   |                          |   |
|--|-----------------------|---|--------------------------|---|
|  | Leisure               |  | Retail / Food & beverage | 1 - Wood Green Common                               |
|  | Community / Health    |  | Transport                | 2 - Chocolate Factory 1                             |
|  | Council accommodation |  | Workspace                | 3 - New public space                                |
|  | Education / Culture   |  | Decentralised energy hub | 4 - Chocolate Factory 2                             |
|  | Residential           |   |                          | 5 - The redeveloped Civic Centre                    |
|  |                       |   |                          | 6 - Station Road                                    |
|  |                       |   |                          | 7 - The partially redeveloped Mall (east side only) |
|  |                       |   |                          | 8 - St Mark's Church                                |
|  |                       |   |                          | 9 - Noel Park Estate                                |
|  |                       |   |                          | 10 - Turnpike Lane Station                          |

# Spatial Development Strategy Options - Option 2

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## Assessment against the objectives

The list below illustrates how this option responds to each of the strategic objectives, ranked from **High**, **Medium** to **Low** with 'High' indicating the greatest alignment with the objectives and 'Low' the least.

### Improving the Town centre

- Delivery of up to 5,000 new homes
- Delivery of 1500 new jobs
- Enhanced retail, leisure and cultural offer
- Securing an Opportunity Area designation
- Supporting local business / setting up a BID
- Improved evening economy

### Placemaking

- Creating a town centre with depth and a coherent identity
- Creating a new square and/or places for people to relax and enjoy
- Enhancements and improved access to green space
- Addressing negative perceptions of Wood Green
- Linking and celebrating existing assets

### Creating a connected place

- Maximising the benefits of CR2
- Increasing PTAL rating throughout Wood Green
- Creating new and improved east-west connections
- Maintaining/improving footfall/visitor numbers
- Links to Alexandra Palace
- Easing movement along the High Road

### Capital of Haringey

- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure
- New and improved library
- Leading the way in sustainability

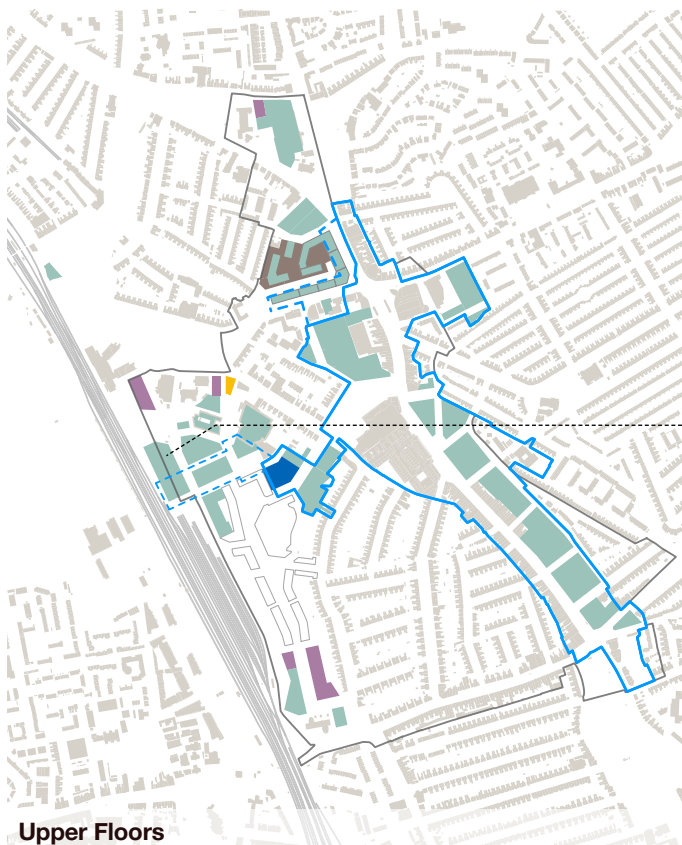
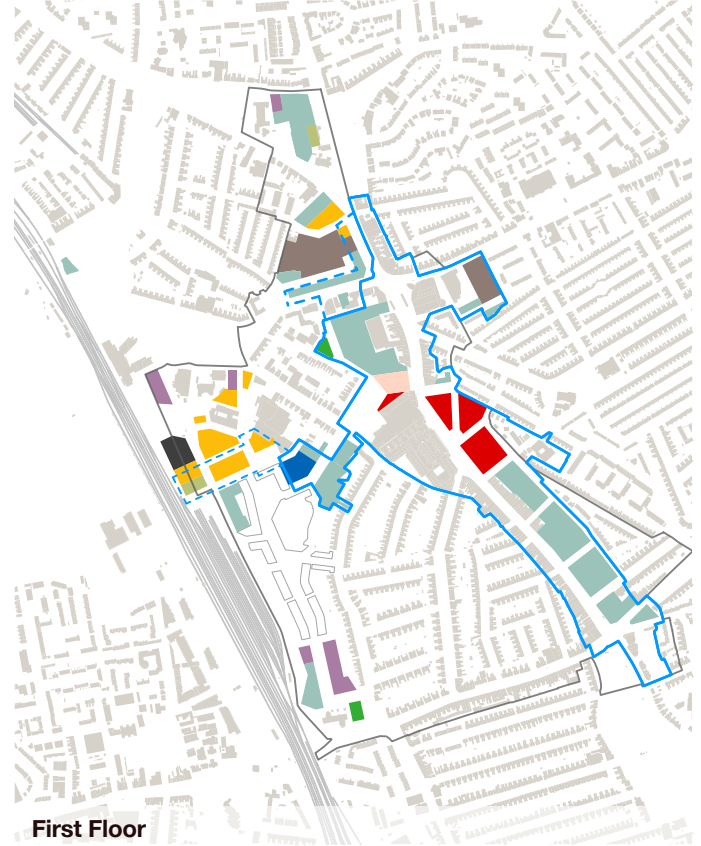
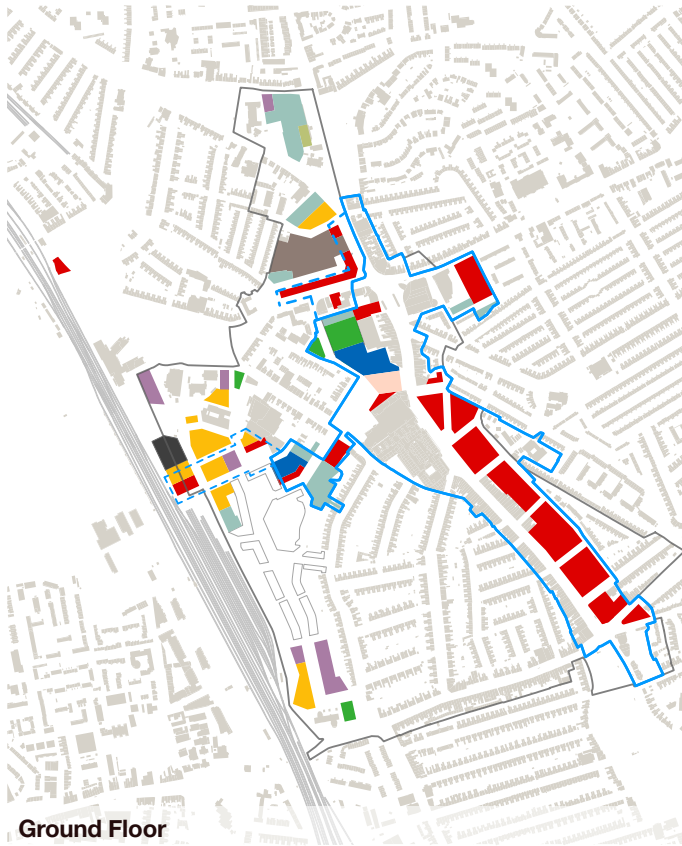
## Alteration to Town centre boundary

The boundary has been extended westwards towards the cultural quarter to strengthen this key east-west route, increasing active frontage and providing a more diverse town centre offer beyond the High Road.

The boundary has been extended to incorporate the northern side of Station Road to maximises development opportunities presented on this site and create a more active route towards Alexandra Palace.

# Spatial Development Strategy Options - Option 2

## Proposed land use

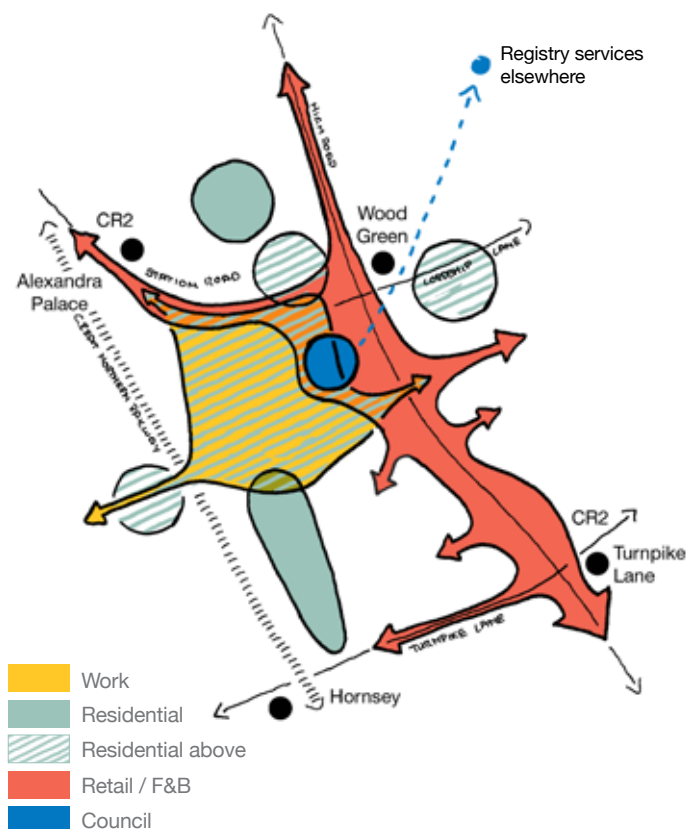


Leisure uses sit below residential

- Leisure
- Community / Health
- Council accommodation
- Education / Culture
- Residential
- Retail / Food & beverage
- Transport
- Workspace
- Decentralised energy hub
- AAP / IF Boundary
- Town centre boundary
- Proposed extension to town centre boundary

# Spatial Development Strategy Options - Option 3

## Comprehensive redevelopment



This option addresses the need for a high level of transformation in an extended Wood Green town centre.

Taking the Wood Green Crossrail 2 proposals as a key driver for change, this option suggests that the heart of the town centre shifts down and to the west and that the centre of gravity of the High Road shifts further south (toward Turnpike Lane) to benefit from two Crossrail 2 stations located at Alexander Palace and Turnpike Lane. In this option the town centre is completely reconfigured to build a better retail environment and food and beverage (F&B) offer on the High Road, to deliver a significant quantity of high-density housing and to relocate the Council. Under this option the front and back of house facilities will be relocated in the vicinity of the existing Wood Green library near a major new public space to help revitalise the High Road. Registry services will be relocated elsewhere away from the Council's, front and back of house accommodation in a location appropriate for ceremonies.

This option will seek to add 'depth' to the town centre by locating a mixed 'live/work' environment west of the High Road, incorporating the Chocolate Factories and other established workplaces in the 'cultural quarter'.

The option suggests that the retail offer is maximised by attracting an anchor store to sit adjacent a major new public space opened up off the High Road and by extending flexible and adaptable retail spaces down the High Road toward Turnpike Lane. This would allow for the later inclusion of large floor plate retail or smaller convenience 'grab and go' retail offer according to demand once Crossrail2 has been built out. To support a comprehensive offer and town centre management a single Business Improvement District (BID) is anticipated.

Sites near the current cross roads will be redeveloped as medium to high density residential blocks, with retail, tech/ maker outposts or community uses on the lower levels. The civic centre is also identified as a site for significant residential development.

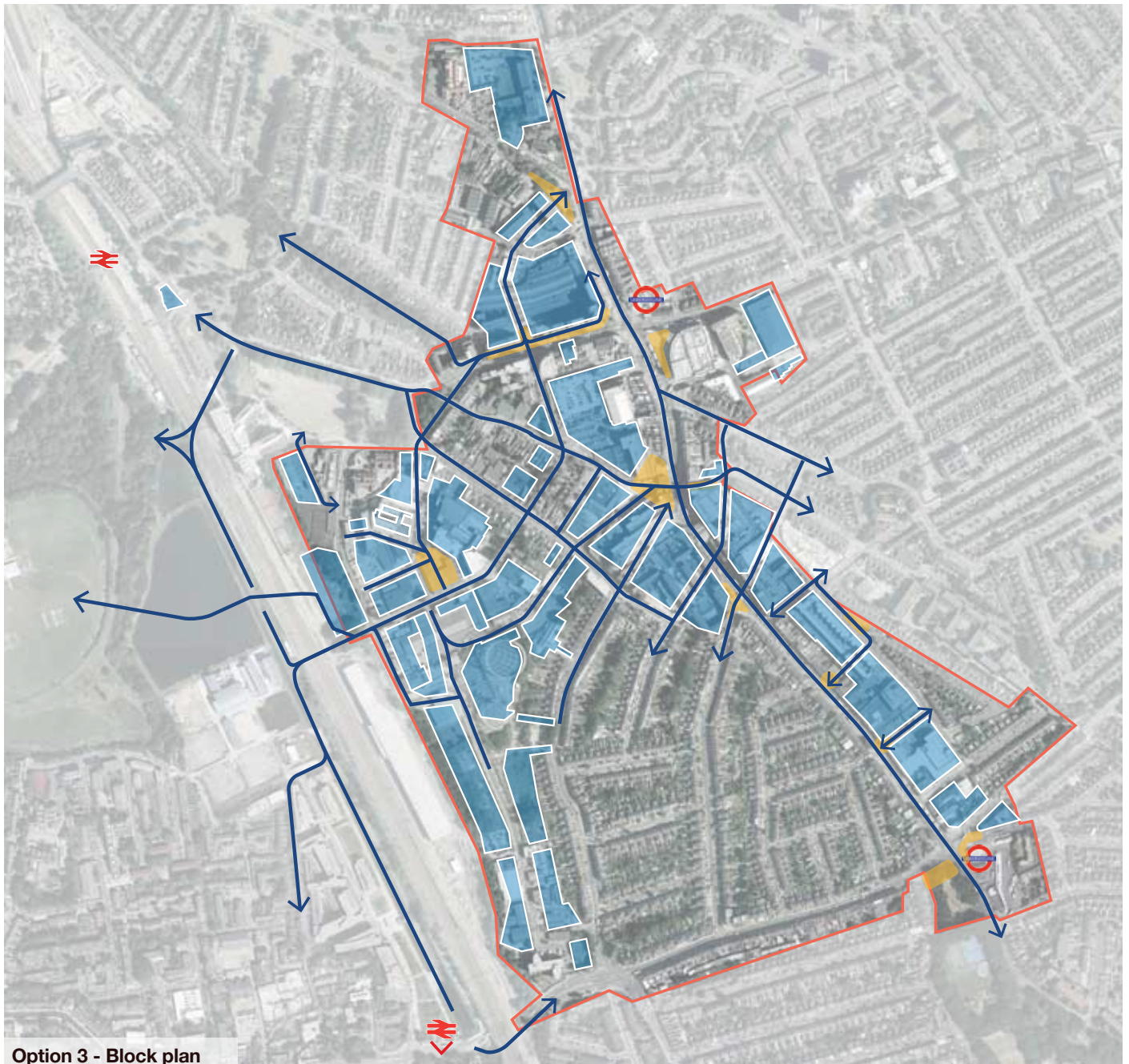
Rather than being constrained the option suggests that both sides of the High Road and Station Road are fully absorbed into the changes proposed, maximising the potential opportunity of Crossrail 2. Of central importance to this option is the long term, complete redevelopment and reconfiguration of the Mall and the Arriva bus depot (with some of its operations relocated to the Mecca Bingo hall site) replaced with ground floor retail and community use and housing above, all helping to re-establish strong street structures and to create better connections.

This option anticipates a fifteen to twenty year period of comprehensive redevelopment that would target all Council owned sites and poorly defined and out-of-date town centre sites to build a coherent, economically vibrant, well connected and pleasant town centre that would present many attractions and destinations and pave the way for a redefined town centre.

### Outputs

- At Wood Green station a typical range of heights will be 6-12 storeys with a possible tower of up to 25 floors
- At Turnpike lane taller buildings of 11-15 storeys could define the arrival point
- Heights of up to 15 storeys could also define the head of the Penstock Foot Tunnel
- High level of change across all sectors and maximised provision of housing and new jobs locally
- Town centre heart 'deepened' and redefined to include the redeveloped cultural quarter to provide a mix of residential and workspace uses, the latter for new businesses, cultural industries, tech startups and makers
- Town centre heart 'shifted' to the south and the west away from the crossroads toward a key new public space located where the current library stands
- Town centre equipped with high speed broadband connectivity and WiFi hubs
- Town centre and new residential areas served by a new decentralised energy hub.
- New singular Business Improvement District (BID) established
- New improved links westward from the High Road and Station Road towards Alexandra Palace
- Mall completely redeveloped with mixed retail below and residential above
- Arriva depot retained & redeveloped with residential above
- A concentrated and managed indoor car parking and cycle parking offer
- Connection from new public space on the High Road to a new public space to the north of the proposed Clarendon Road development
- Council front and back office and civic services located in the vicinity of the existing Wood Green library to help revitalise the High Road and registry services located elsewhere
- Retail corridor strengthened and enhanced, anchored by Crossrail 2, with potential pedestrian loops through the redeveloped 'cultural quarter'

# Spatial Development Strategy Options - Option 3



**Option 3 - Block plan**

## Targets

|                                     |   |
|-------------------------------------|---|
| New homes .....                     | 5,500   |
| Balance housing mix (size & tenure) |   |
| Council HQ .....                    | Council front and back office and civic services consolidated on the existing Wood Green library site |
| Early Year Facilities               | 4*  |
| Primary Schools .....               | 3.4 additional Entry Forms*   |
| Secondary Schools .....             | 3.1 additional Entry Forms*   |

\* These figures are based on high level capacity testing and will require further verification.

- Key public spaces
- Development blocks
- New and existing routes
- AAP boundary

# Spatial Development Strategy Options - Option 3

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## Viability issues

Option 3 proposes the second highest level of transformation out of the four options in terms of the scale and quantum of new development proposed including the complete redevelopment of The Mall and part relocation of the Arriva bus depot to the Mecca bingo site and redevelopment around and over the retained depot. These are likely to bring the most significant challenges in terms of deliverability and viability. These challenges will particularly relate to sites such as:

- Bus depot and Station Road – due to the reconfiguration and part retention of bus depot before residential can be built above.
- Mecca Bingo site – due to the cost of part re-provision of the bus depot
- Cultural quarter – due to the greater extent of B1 space proposed under this option than options 1 and 2.

The greater quantum of residential development associated with The Mall redevelopment under this option could assist in reducing viability risk to this site.

Examples of other delivery considerations related to this option are set out below:

**Crossrail 2.** This option assumes Crossrail 2 will be delivered to serve Turnpike Lane and Alexandra Palace. Should CR2 not arrive in Wood Green, it will make it more difficult to market the proposed housing and workspace offer in option 3 which will impact upon values achievable.

**New connections westward from the High Road** The proposition may require significant land assembly and potentially use of Council CPO powers and will therefore have cost and timescale implications.

**The Mall and High Road new retail.** Under this option it is proposed that in the long term The Mall is redeveloped to provide ground and first floor retail with residential above whilst the rest of the retail along the High Road delivers modern new retail floorplates to meet retailer requirements, with residential above. Large scale redevelopment will have timescale, cost, viability and feasibility implications compared to, for example, enhancement or refurbishment of existing properties, but a more transformational effect on Wood Green. Careful consideration will need to be given to the level of retail floorspace re-provision to ensure that it aligns with the demand profile for Wood Green and reflects evolving trends in retail, for example internet shopping.

**Land assembly.** The scale of proposals in this option are similar to option 4 and will bring significant land assembly requirements if redevelopment of many of the sites as envisaged is to be realised. For example, redevelopment of the area around the library and Morrisons supermarket. This is likely to require use of Council CPO powers, relocation of significant occupiers such as Morrisons and road stopping up orders. Consideration will also need to be given in this area to CPO of land and legal rights in relation to any land required for a new Crossrail 2 station and associated infrastructure.

**Relocated bus depot.** To unlock one of the most significant development opportunities adjacent to Council-owned land on and around Station Road, this would require the part relocation of the bus depot to the Mecca Bingo site whilst also overdeveloping part of the existing and upgraded bus depot facility. Both sites would have high density residential above. There are likely to be significant cost, time, legal and operational implications.

**The Mall.** In this option The Mall will be completely redeveloped to provide new ground and first floor retail with residential above. In order to achieve this proposal some land assembly of the eastern half may be required.

**Infrastructure.** An increase in new residential (and to a lesser extent commercial) development will bring significant requirements to upgrade utilities and social infrastructure, such as schools and health facilities in the Wood Green area. This will require CIL and other financial contributions.

**Consolidation and re-provision of new Council accommodation.** Option 3 will realise new consolidated Council accommodation, including flexible democratic space and a new library, on the existing Wood Green Library site, in a standalone building facing a public square. As the Council already owns some of the land required, this reduces some of the issues around deliverability. Delivery of many of the Council's proposals on either its land or that which it may acquire will require delivery mechanisms to be set up with the private sector - for instance Joint Vehicle arrangements. This will have cost, legal and time implications.

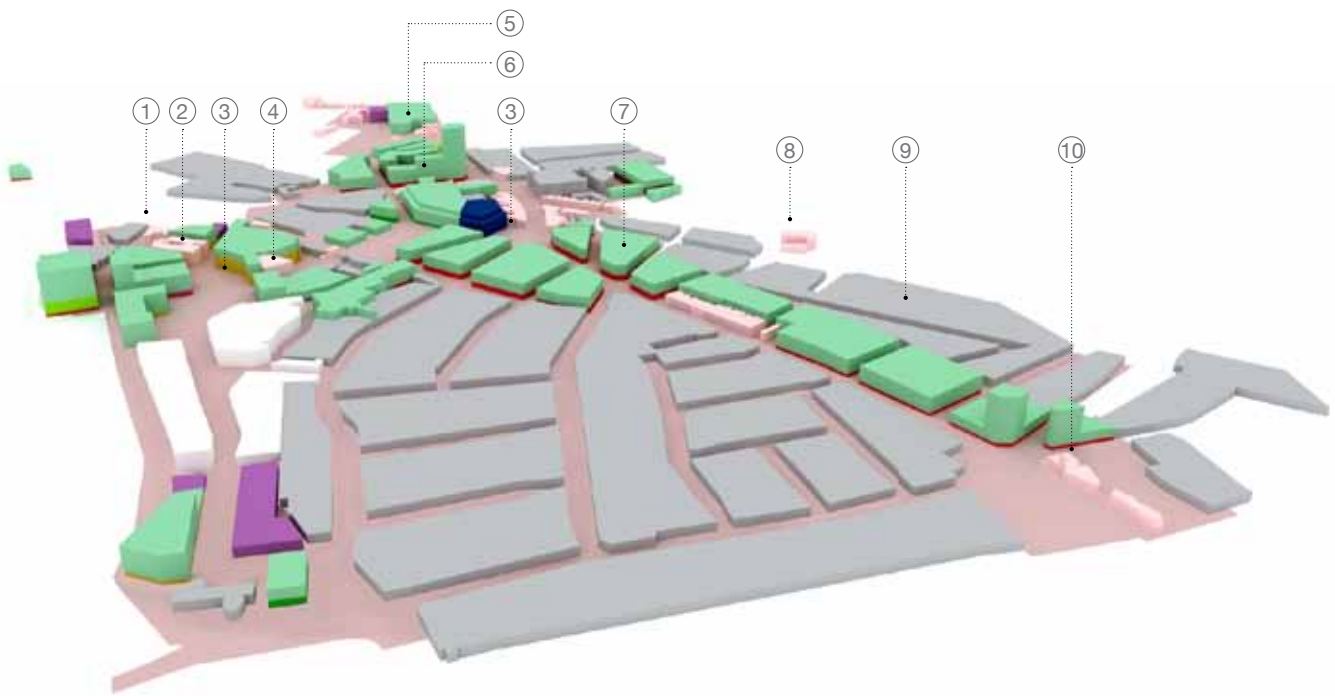
Option 3 presents significant opportunities to deliver in line with the Council's strategic objectives although the infrastructure to development ratio, given the medium range densities, suggest that it may be challenging to realising value to be reinvested in Wood Green.

**Funding.** The Council may need to utilise a public or private sector borrowing facility and private sector investment in order to realise the scale of development implied in this option and within the timescales required.

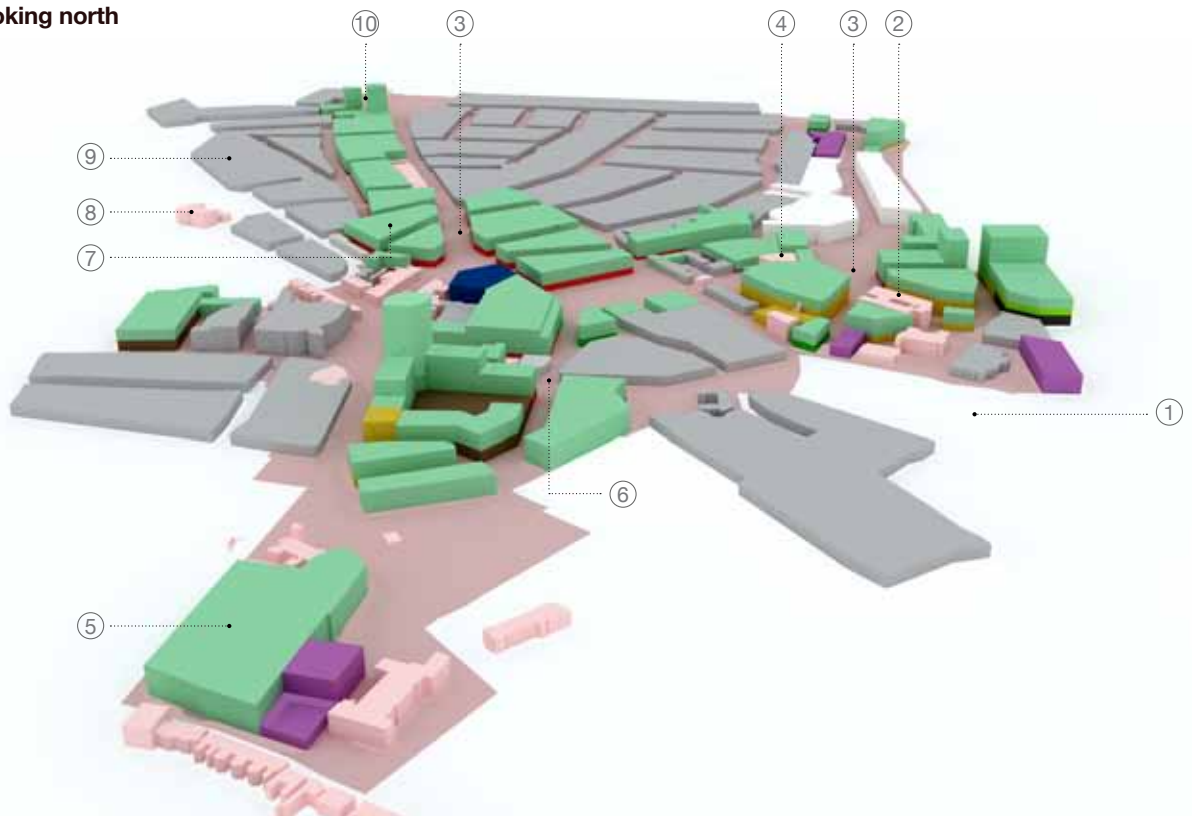
**Timescale: 15-20 Years.** The proposals will take longer to realise than options 2 and 3 due to the land assembly and redevelopment issues to be worked through and the quantum of development to be physically delivered.

In summary, Option 3 provides the opportunity to deliver very high levels of transformation to redefine and 'reimagine' Wood Green. Option 3 respond to this opportunity whilst it is recognised that it introduces significant delivery challenges.










# Spatial Development Strategy Options - Option 3



Option 3 - looking north



Option 3 - looking south

- |  |  |                                  |
|--|--|----------------------------------|
|  Leisure               |  Retail / Food & beverage | 1 - Wood Green Common            |
|  Community / Health    |  Transport                | 2 - Chocolate Factory 1          |
|  Council accommodation |  Workspace                | 3 - New public space             |
|  Education / Culture   |  Decentralised energy hub | 4 - Chocolate Factory 2          |
|  Residential           |  | 5 - The redeveloped Civic Centre |
|  |  | 6 - Station Road                 |
|  |  | 7 - The redeveloped Mall         |
|  |  | 8 - St Mark's Church             |
|  |  | 9 - Noel Park Estate             |
|  |  | 10 - Turnpike Lane Station       |

# Spatial Development Strategy Options - Option 3

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## Assessment against the objectives

The list below illustrates how this option responds to each of the strategic objectives, ranked from **High**, **Medium** to **Low** with 'High' indicating the greatest alignment with the objectives and 'Low' the least.

### Improving the Town centre

- Delivery of up to 5,500 new homes
- Delivery of 1500 new jobs
- Enhanced retail, leisure and cultural offer
- Securing an Opportunity Area designation
- Supporting local business / setting up a BID
- Improved evening economy

### Placemaking

- Creating a town centre with depth and a coherent identity
- Creating a new square and/or places for people to relax and enjoy
- Enhancements and improved access to green space
- Addressing negative perceptions of Wood Green
- Linking and celebrating existing assets

### Creating a connected place

- Maximising the benefits of CR2
- Increasing PTAL rating throughout Wood Green
- Creating new and improved east-west connections
- Maintaining/improving footfall/visitor numbers
- Links to Alexandra Palace
- Easing movement along the High Road

### Capital of Haringey

- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure
- New and improved library

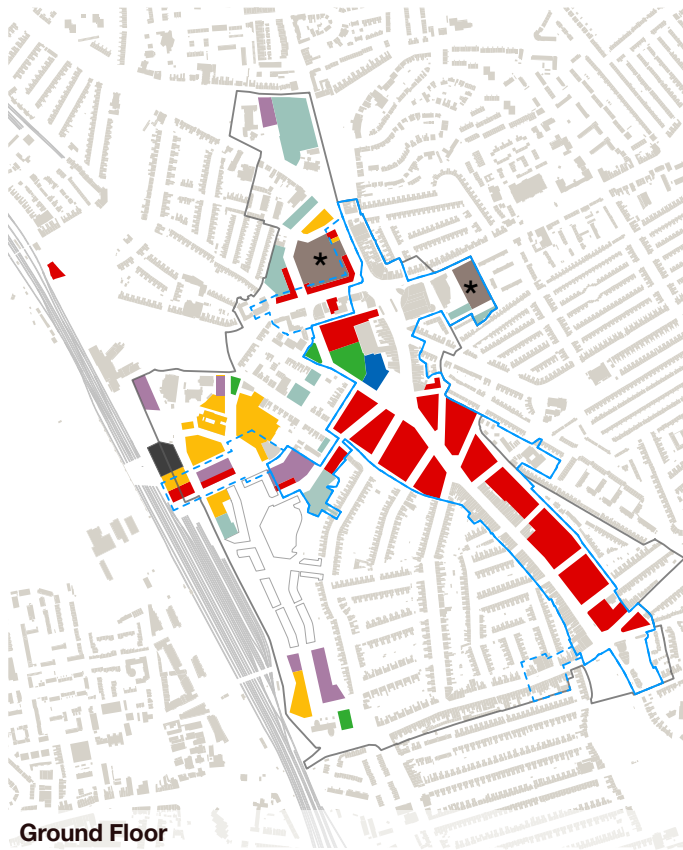
## Alteration to Town centre boundary

The boundary has been extended to incorporate both the north and south sides of Station Road to encourage retail activity and active frontages on a key route. It has also been extended westwards towards the cultural quarter to encourage depth to the High Road and strengthen the key east-west route that has been proposed; increasing secondary frontages and providing a more diverse town centre.

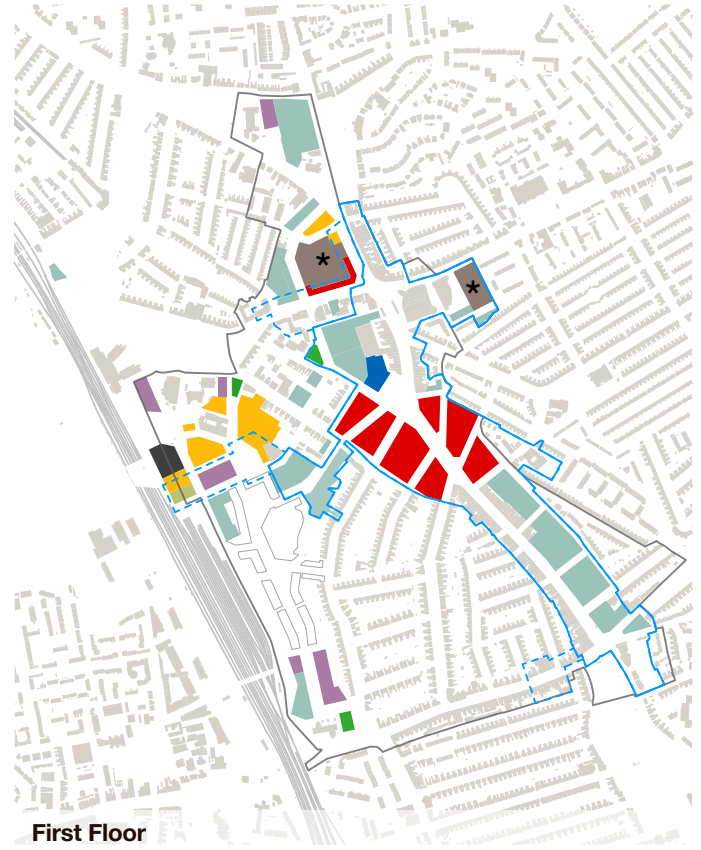
The eastern end of Turnpike Lane has also been included to provide a stronger relationship between this local shopping centre and Wood Green town centre.

# Spatial Development Strategy Options - Option 3

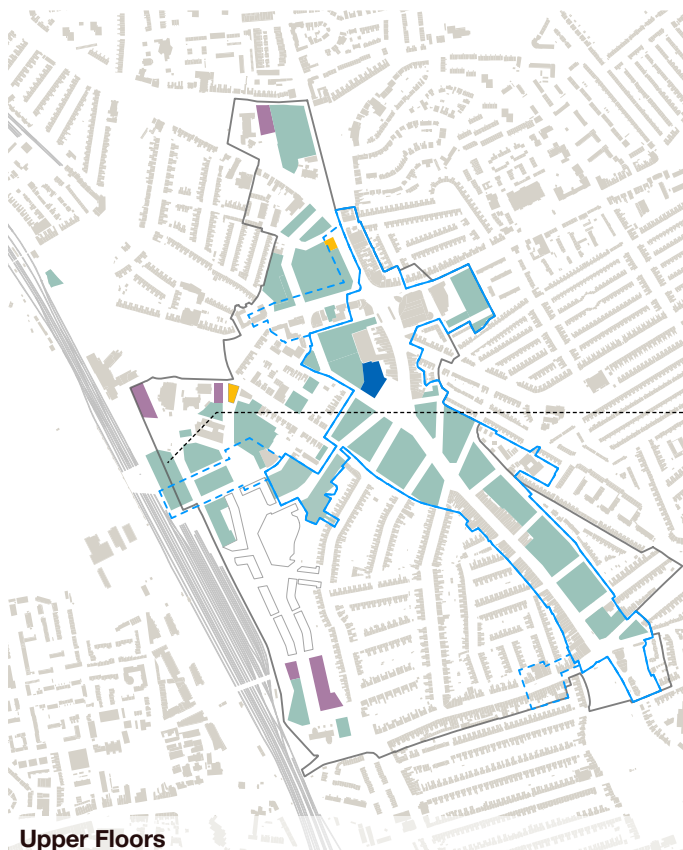
## Proposed land use



**Ground Floor**



**First Floor**



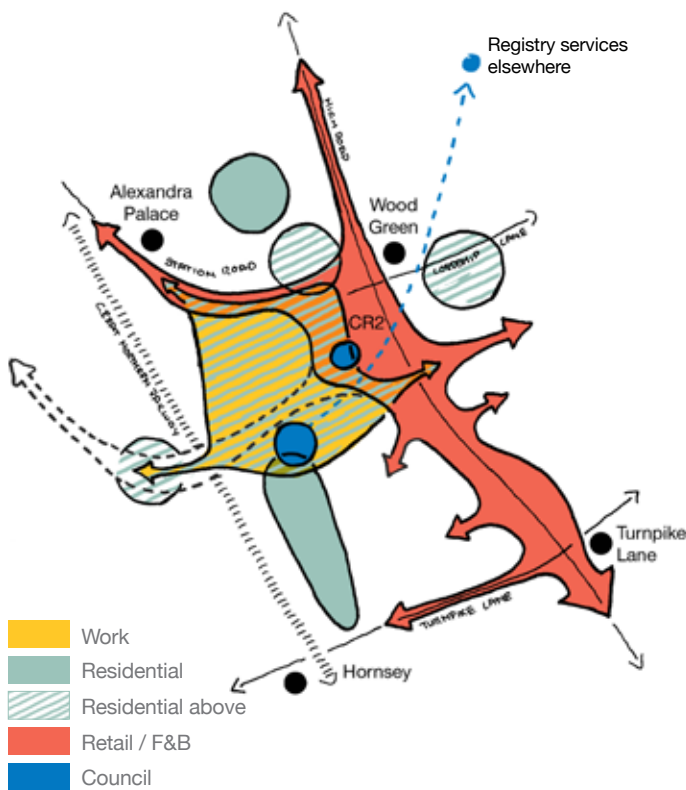
**Upper Floors**

Leisure uses sit below residential

- Leisure
- Community / Health
- Council accommodation
- Education / Culture
- Residential
- Retail / Food & beverage
- Transport
- Workspace
- Decentralised energy hub
- AAP / IF Boundary
- Town centre boundary
- Proposed extension to town centre boundary

# Spatial Development Strategy Options - Option 4 (Preferred Option)

## Complete transformation



This option is similar to that proposed for Option 3 but promotes a complete transformation of the town centre. This will be achieved through significant interventions aimed at unlocking the development potential of the wider town centre area including radical changes in the layout of existing urban blocks. The option promotes relocation of the town centre to a major new public square arranged above a single, central Crossrail 2 station in the vicinity of the current library.

Around this square taller buildings would be located while the depth of both sides of the High Road would expand to provide larger retail floor plates with greater potential for residential use above. Under this option The Mall would be redeveloped to maximise the uplift of the Crossrail 2 station while the Hornsey Water Treatment Works site is identified as a long-term opportunity to strengthen and cement better links with Alexandra Park and Palace.

The option places an emphasis on economic regeneration, striving to significantly increase and enhance the amount of workspace and retail spaces while also delivering a significant uplift in housing at over 6,000 new homes (circa 1,500 additional homes above the baseline minimum of 4,600). Under this option the Council's front office is relocated in the vicinity of the existing Wood Green library while back-office and civic functions anchor a new mixed-use quarter centred around Coburg Road which will include the Chocolate Factory and Clarendon Road development, creating better, well used east-west linkages. High density residential development lines both Station Road and the High Road transitioning in scale to take accord of the existing suburban hinterland.

As with Option 3 this option suggests that the retail offer is maximised by attracting an anchor store to sit adjacent a

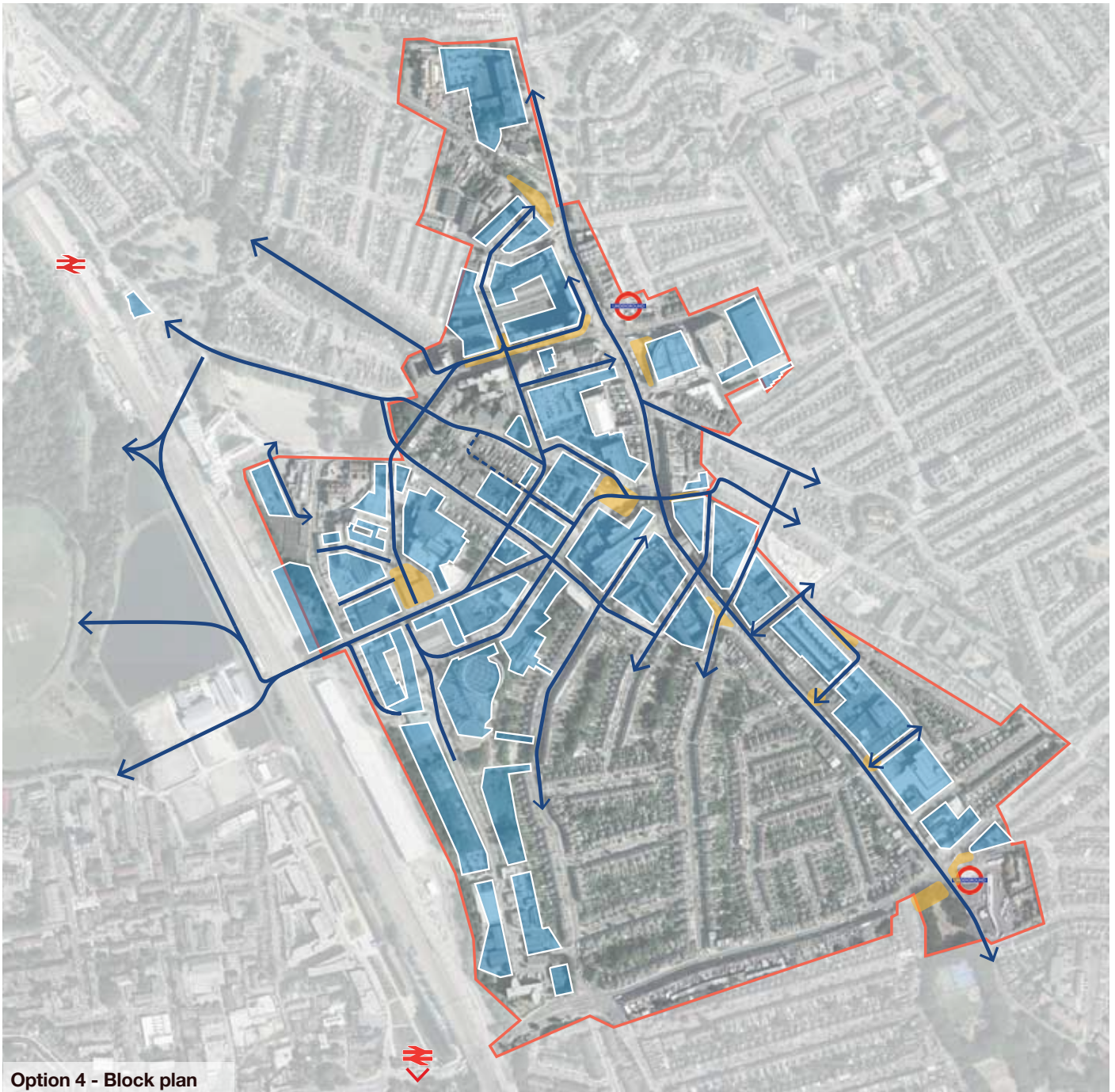
major new public space opened up off the High Road, and by extending flexible and adaptable retail spaces down the High Road toward Turnpike Lane. This would allow for the later inclusion of large floor plate retail or smaller convenience 'grab and go' retail offer according to demand once Crossrail 2 has been built out. To support a comprehensive offer and town centre management a singular Business Improvement District (BID) is anticipated that would be extended off the High Road to anchor much of the new workspace in the cultural quarter. Sites near the current cross roads will be redeveloped as residential areas, with retail, tech/maker outposts or community uses on the lower levels. The civic centre is identified as a site for significant residential development. In this option it is proposed that the entire Arriva bus depot is relocated away from the area, and residential development is maximized on the site.

This option anticipates a fifteen to twenty year period of comprehensive redevelopment that would target all Council owned sites and poorly defined and out-of-date town centre sites to build a coherent, economically vibrant, well connected and pleasant town centre that would present many attractions and destinations and become a flagship for Haringey.

### Outputs

- Density and height will shift towards the existing Wood Green library site to capitalise on a centrally located Crossrail 2 station and a major new square. Heights could range from 18-35 storeys
- High level of change across all sectors and maximised provision of housing and new jobs locally
- Town centre heart 'shifted' to the south and the west away from the crossroads toward a key new public space located where the current library stands
- Town centre heart 'deepened' and redefined to include the redeveloped cultural quarter to provide a mix of residential and workspace uses, the latter for new businesses, cultural industries, tech startups and makers
- Town centre equipped with high speed broadband connectivity and WiFi hubs
- Town centre and new residential areas served by a new decentralised energy hub.
- New Business Improvement District (BID) established
- New improved links westward from the High Road and Station Road towards Alexandra Palace
- Concentrated and managed indoor car / cycle parking
- Connection from new public space on the High Road to a new public space to the north of the proposed Clarendon Road development
- Council back office and civic services located near northern edge of the Clarendon Road development to attract footfall and to support the development of new businesses and incubators in the 'cultural quarter'. Front of house is located in the vicinity of the existing Wood Green library to help revitalise the new square and the High Road. Registry services to be located elsewhere
- Retail corridor strengthened and enhanced by Crossrail 2 through the inclusion of anchor store(s) and pedestrian loops through the redeveloped 'cultural quarter'
- Town centre residential development maximised
- Vue cinema site redeveloped as part of the Crossrail 2 works with re-provision of cinema and town centre uses at street level, and residential development maximized above

# Spatial Development Strategy Options - Option 4 (Preferred Option)



## Targets

|                                     |   |
|-------------------------------------|---|
| New homes .....                     | 6,000 +   |
| Balance housing mix (size & tenure) |   |
| Council HQ .....                    | Front of house/civic on High Road<br>Back of house in 'cultural quarter' (west of High Road)<br>Registry services located elsewhere |
| Early Year Facilities .....         | 4*  |
| Primary Schools .....               | 4 additional Entry Forms*   |
| Secondary Schools .....             | 3.1 additional Entry Forms*   |

\* These figures are based on high level capacity testing and will require further verification.

- Key public spaces
- Development blocks
- New and existing routes
- AAP boundary

# Spatial Development Strategy Options - Option 4 (Preferred Option)

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## Viability issues

Option 4 proposes the highest level of transformation out of all the options in terms of the scale and quantum of new development proposed including the complete redevelopment of The Mall and relocation of the Arriva bus depot to an alternate location outside (but near) the town centre. This is likely to bring the most significant challenges in terms of deliverability. These challenges will particularly relate to sites such as:

- Bus depot and Station Road site – due to the cost of relocating the Arriva bus depot out of Wood Green town centre. Particularly new site acquisition and facility construction.
- Cultural quarter – due to the greater extent of B1 space proposed under this option than options 1, 2 and 3.

Examples of other delivery considerations related to this option are set out below.

**Workspace viability.** This option includes delivery of the highest quantum of workspace in the cultural quarter and Wood Green area generally compared to the other three options. This is likely to be the most challenging in viability terms due to the requirement for a subsidy through residential development, in addition to other requirements such as affordable housing and CIL.

**Crossrail 2 benefits.** In line with options being consulted on by TfL in late 2015, this option assumes Crossrail 2 (CR2) will be delivered as one single station located in the centre of Wood Green town centre, on the High Road. If CR2 does not happen, it will be extremely challenging to deliver option 4's more transformative proposals.

**New connections westward from the High Road.** The proposition may require significant land assembly and potential use of Council CPO powers, which will have associated cost, political and timescale implications.

**The Mall and High Road new retail.** Under this option it is proposed that in the long term the whole of The Mall is redeveloped to provide ground and first floor retail with residential above whilst the rest of the retail along the High Road also delivers new modern retail floorplates to meet retailer requirements. Large scale redevelopment will have timescale, cost, viability and feasibility implications compared to, for example, enhancement of existing properties. However, the approach will bring much greater benefits for Wood Green town centre. Careful consideration will need to be given to the level of retail floorspace re-provision to ensure that it aligns with the demand profile for Wood Green and reflects evolving trends in retail, for example internet shopping.

**Land assembly.** The scale of proposals in these options are greatest and will therefore bring significant land assembly requirements if redevelopment of many of the sites as envisaged is to be realised. For example, redevelopment of the area around the library, Arriva bus depot and Morrisons supermarket. This is likely to require use of Council CPO powers, relocation of significant occupiers such as Morrisons and achieving road stopping up orders, all with associated cost, legal, timescale and political implications. Consideration will also need to be given in this area to CPO of land and legal rights in relation to any land required for the new Crossrail 2 station and associated infrastructure in the town centre.

**Relocated bus depot.** Unlocking one of the most significant development opportunities adjacent to Council-owned land on and around Station Road will require re-location of the bus depot out of Wood Green to an unidentified location, to deliver high density residential above. Significant cost, time, legal and operational implications are implied. A key feasibility and deliverability consideration will be securing a site of a size which meets Arriva's operational requirements in an acceptable location.

**The Mall.** In this option the Mall will be completely redeveloped for ground and first floor retail with residential above and basement car parking below. In order to achieve this proposal land assembly of the eastern half may be required. Just over 200 homes will also have to be reprovided for the inhabitants of 'Sky City', located above the Mall's car parking decks.

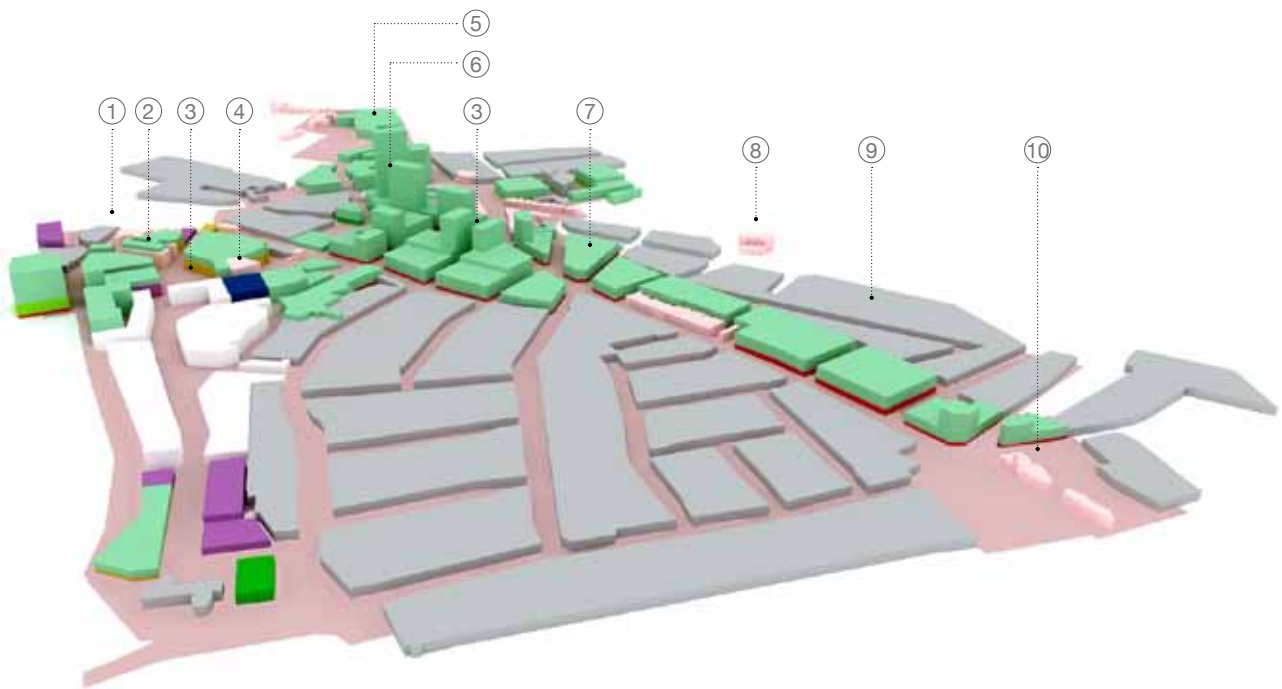
**Infrastructure.** Significant new residential (and to a lesser extent commercial) development will significantly increase requirements to upgrade utilities and social infrastructure, such as schools and health centres, in the Wood Green area. This will require CIL and other financial contributions.

**New Council accommodation.** Option 4 will realise new front of house (including democratic services) Council accommodation on the existing Wood Green Library site, in a standalone building facing a major, new, public square. Back office functions will be re-provided in a new office on the Clarendon Square Gateway (SA26) site (now referred to as Clarendon Road). This may require Council land assets for disposal to be identified and sufficient value generated to realise accommodation proposals.

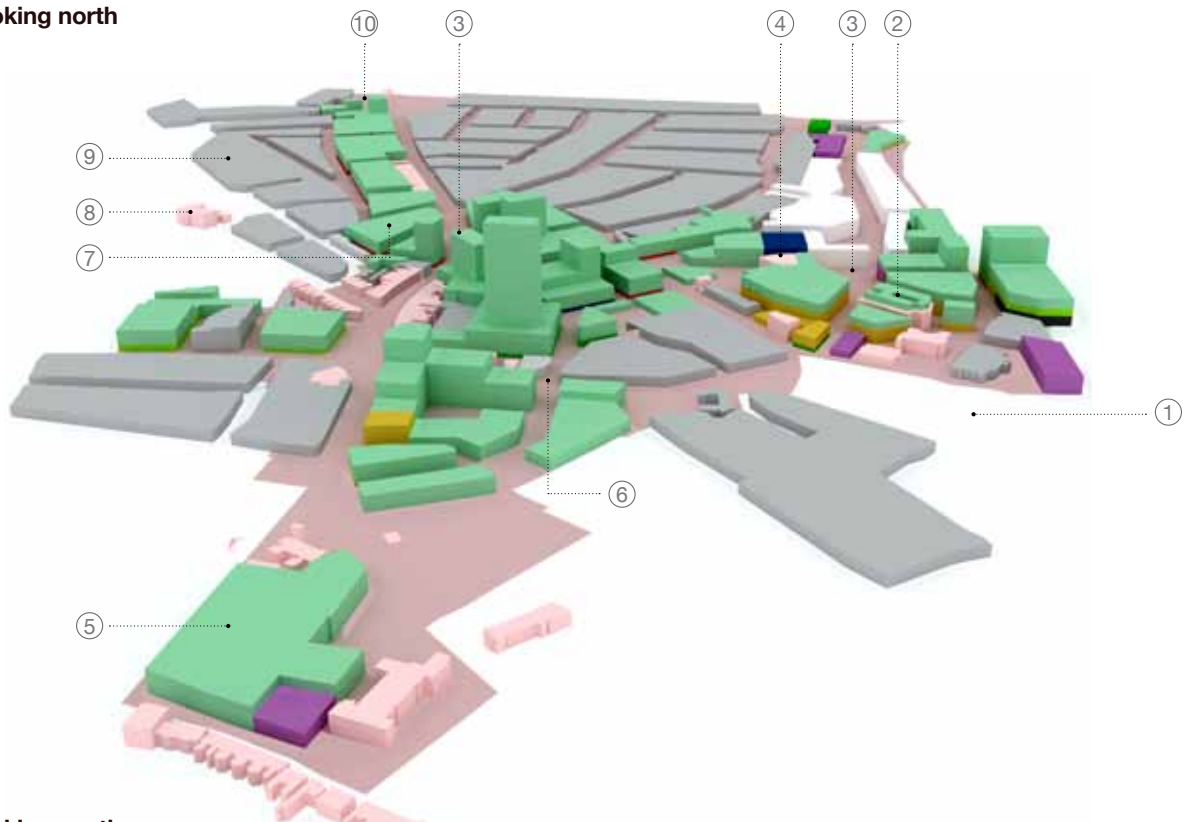
**Timescale: 20-30 Years.** The proposals will take the longest to realise out of the four options due to the extent of the land assembly and redevelopment issues to be worked through and the quantum of development to be physically delivered.

In summary, option 4 provides the opportunity to deliver very high levels of transformation to redefine and 'reimagine' Wood Green. High level viability assessments have also suggested that this is one of the most robust options. For these reasons, and having regard to the infrequency of such redevelopment opportunities, option 4 is currently the councils preferred option. (See assessments on page 68 and from 70 - 74).




# Spatial Development Strategy Options - Option 4 (Preferred Option)



Option 4 - looking north



Option 4 - looking south

- |  |                       |   |                          |                                  |
|--|-----------------------|---|--------------------------|----------------------------------|
|  | Leisure               |  | Retail / Food & beverage | 1 - Wood Green Common            |
|  | Community / Health    |  | Transport                | 2 - Chocolate Factory 1          |
|  | Council accommodation |  | Workspace                | 3 - New public space             |
|  | Education / Culture   |  | Decentralised energy hub | 4 - Chocolate Factory 2          |
|  | Residential           |   |                          | 5 - The redeveloped Civic Centre |
|  |                       |   |                          | 6 - Station Road                 |
|  |                       |   |                          | 7 - The redeveloped Mall         |
|  |                       |   |                          | 8 - St Mark's Church             |
|  |                       |   |                          | 9 - Noel Park Estate             |
|  |                       |   |                          | 10 - Turnpike Lane Station       |

# Spatial Development Strategy Options - Option 4 (Preferred Option)

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## Assessment against the objectives

The list below illustrates how this option responds to each of the strategic objectives, ranked from **High**, **Medium** to **Low** with 'High' indicating the greatest alignment with the objectives and 'Low' the least.

### Improving the Town centre

- Delivery of 6,000 + new homes
- Delivery of 1,500 + new jobs
- Enhanced retail, leisure and cultural offer
- Securing an Opportunity Area designation
- Supporting local business / setting up a BID
- Improved evening economy

### Placemaking

- Creating a town centre with depth and a coherent identity
- Creating a new square and/or places for people to relax and enjoy
- Enhancements and improved access to green space
- Addressing negative perceptions of Wood Green
- Linking and celebrating existing assets

### Creating a connected place

- Maximising the benefits of CR2
- Increasing PTAL rating throughout Wood Green
- Creating new and improved east-west connections
- Maintaining/improving footfall/visitor numbers
- Links to Alexandra Palace
- Easing movement along the High Road

### Capital of Haringey

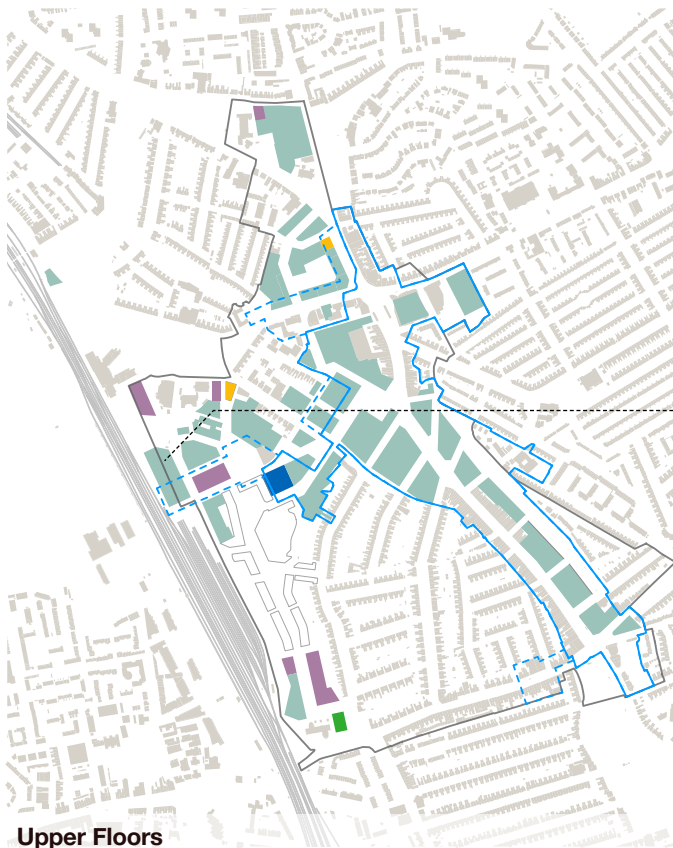
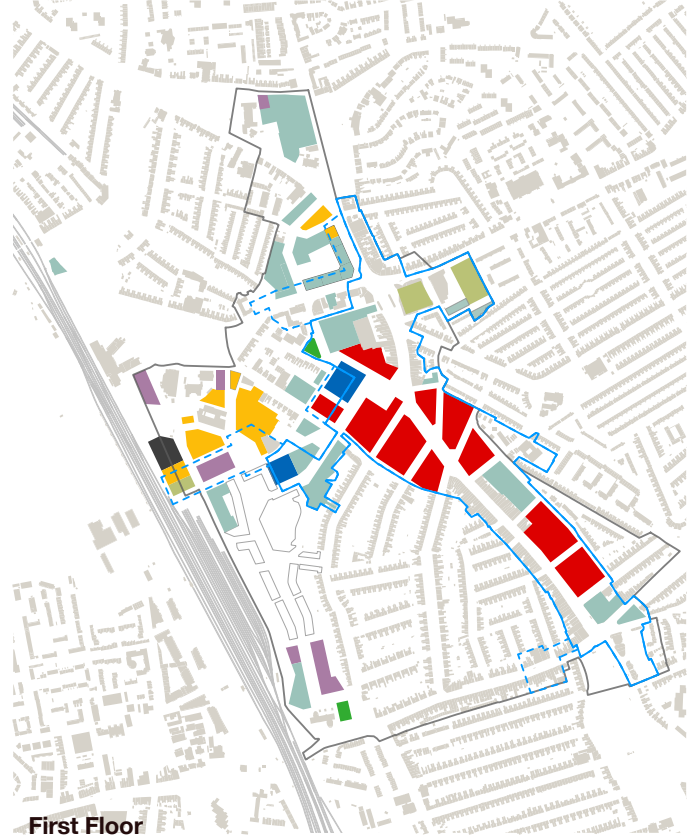
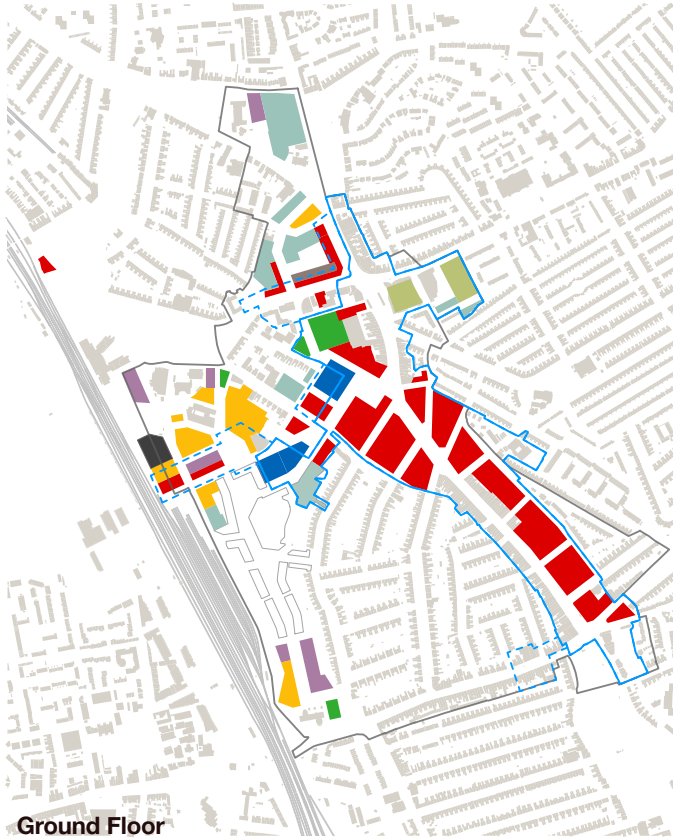
- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure

## Alteration to Town centre boundary

The boundary extension matches that proposed for Option 3.

# Spatial Development Strategy Options - Option 4 (Preferred Option)

## Proposed land use






Leisure uses sit below residential

- Leisure
  - Community / Health
  - Council accommodation
  - Education / Culture
  - Residential
  - Retail / Food & beverage
  - Transport
  - Workspace
  - Decentralised energy hub
  - AAP / IF Boundary
  - Town centre boundary
  - Proposed extension to town centre boundary
- \* Provision for 3-storey bus depot

## Assessment of the Options - Assessment against the objectives

| Objectives  | Op 1   | Op 2   | Op 3   | Op 4 |
|---|--------|--------|--------|------|
| <b>Improving the Town centre</b>                                  |        |        |        |      |
| Deliver a minimum of 4,600 new homes (6,000)                      | High   | High   | High   | High |
| Delivery of new jobs  | Low    | Low    | Medium | High |
| Enhanced retail, leisure and cultural offer                       | Medium | Medium | High   | High |
| Securing an Opportunity Area designation                          | Low    | Medium | High   | High |
| Supporting local business / setting up a BID                      | High   | High   | High   | High |
| Improved evening economy  | Medium | Medium | Medium | High |
| <b>Placemaking</b>  |        |        |        |      |
| Creating a town centre with depth and a coherent identity         | Low    | Low    | Medium | High |
| Creating a new square and/or places for people to relax and enjoy | Medium | Medium | High   | High |
| Enhancements and improved access to green space                   | Low    | Low    | Medium | High |
| Addressing negative perceptions of Wood Green                     | Low    | Low    | High   | High |
| Linking and celebrating existing assets                           | Medium | Medium | High   | High |
| <b>Creating a connected place</b>                                 |        |        |        |      |
| Maximising the benefits of CR2                                    | Low    | Low    | Medium | High |
| Increasing PTAL rating throughout Wood Green                      | Low    | Medium | High   | High |
| Creating new and improved east-west connections                   | Low    | Medium | Medium | High |
| Maintaining/improving footfall/visitor numbers                    | Medium | High   | High   | High |
| Links to Alexandra Palace   | Medium | Medium | Medium | High |
| Easing movement along the High Road                               | Medium | High   | High   | High |
| <b>Capital of Haringey</b>  |        |        |        |      |
| Re-invented Council presence/access to Council services           | Medium | High   | High   | High |
| Addressing existing deficits in social & community infrastructure | Low    | Medium | High   | High |
| New and improved library  | High   | High   | High   | High |
| Leading the way in sustainability                                 | High   | High   | High   | High |

The table above illustrates how the option respond to each of the strategic objectives, ranked from **High**, **Medium** to **Low** with 'High' indicating the greatest alignment with the objectives and 'Low' the least.

|  |        |
|--|--------|
|  | High   |
|  | Medium |
|  | Low    |

## Assessment of the Options - Delivery of strategic targets

|                               | Option 1  | Option 2   | Option 3   | Option 4   |
|-------------------------------|---|--|--|--|
| Delivery of Strategic Targets |   |  |  |  |
| Housing                       | This option would contribute to the delivery of the least new housing particularly due to only redeveloping few of the major opportunity sites compared to options 2, 3 and 4 | This option would contribute to the fastest delivery of new housing of all options given the focus and site selections.  | This option would contribute to the delivery of the second highest quantum of new housing (5,000 new units) particularly on the major opportunity sites, though likely to be less than option 4 - which proposes to maximise the potential for residential - whilst equal to option 2. | This option would contribute to the delivery of the greatest quantum of new housing particularly on the major opportunity sites, through focusing development at high densities in the centre of the High Road and around the new Crossrail 2 station. |
| Economic growth               | Smaller scale improvement in economic growth due to the reduced scale of redevelopment proposed compared to options 2, 3 and 4.   | Large scale improvement in economic growth due to the scale of redevelopment proposed, particularly compared to option 1. For example due to job creation, greater consumer spending and high commercial (retail and leisure) rents. | Large scale improvement in economic growth due to the scale of redevelopment proposed - particularly compared to option 1 - due to job creation, greater consumer spending and high commercial (retail and leisure) rents.   | Large scale improvement in economic growth due to the scale of redevelopment proposed - particularly compared to option 1 - due to job creation, greater consumer spending and high commercial (retail and leisure) rents.                             |
| Environmental Improvement     | Smaller improvements in the quality of environment are likely to be achieved than options 2, 3 and 4 due to the reduced scale of redevelopment proposed.                      | Though more redevelopment being proposed than option 1, greater improvements in the quality of environment are likely to be achieved though perhaps less than options 3 and 4.   | Though more redevelopment is being proposed than option 1, greater improvements in the quality of environment are likely to be achieved.   | Though more comprehensive and greater quantum redevelopment being proposed than option 1 and 2, greater improvements in the quality of environment are likely to be achieved.  |

# Assessment of the Options - Town centre Health

This section relates the options to their potential contribution to enhancing the town centre's performance in relation to key metrics used in the GLA's TCHC reports and their potential

role in assisting the maintenance of Wood Green's role as a Metropolitan Centre.

|                           | Option 1   | Option 2  | Option 3   | Option 4  |
|---------------------------|--|---|--|---|
| <b>Town centre Health</b> |  |   |  |   |
| <b>Retail</b>             | <p>This option is likely to realise a more limited improvement in retail compared to options 2, 3 and 4 through focusing on delivering improvements to existing retail floorspace north to south along the High Road. This will have a more modest effect on the status of Wood Green as a Metropolitan Town centre in the London Plan on key measures such as total retail floorspace, financial performance (rental revenue) and the % of Comparison Goods to Convenience Retail floorspace.</p> | <p>This option is likely to realise an improvement in retail in quantitative terms between Option 1 and Option 3 through focusing on delivering new retail development at ground and first floor level on the eastern half of the Mall and a new retail cluster (with residential above) along the southern half of the High Road ahead of the arrival of a new Crossrail 2 station at Turnpike Lane. This will have the benefit of helping to maintain the status of Wood Green as a Metropolitan Town centre in the London Plan on key measures such as total retail floorspace, financial performance (rental revenue) and the % of Comparison Goods to Convenience Retail floorspace. Careful consideration will need to be given to the level of retail floorspace re-provision to ensure that it aligns with the demand profile for Wood Green.</p> | <p>This option is likely to realise some of the greatest improvement in the retail offer through focusing on delivering new retail development with residential above on both sides of the High Road maximising the retail opportunity that exists between the proposed new Crossrail 2 stations at Turnpike Lane and Alexandra Palace, rather than focusing on improvements in a small area as per Option 1. This will have the benefit of helping to maintain the status of Wood Green as a Metropolitan Town centre on key measures such as total retail floorspace, financial performance (rental revenue) and the % of Comparison Goods to Convenience Retail floorspace. Careful consideration will need to be given to the level of retail floorspace re-provision to ensure that it aligns with the demand profile for Wood Green.</p> | <p>This option is likely to realise the greatest improvement in the retail offer in Wood Green through focusing on delivering development on both sides of the High Road maximising the retail opportunity that exists around one new centrally located Crossrail 2 station on the High Road. Detailed points relating to station design and channelling of footfall will need to be addressed at the appropriate time to ensure that this opportunity is maximised. This will have the benefit of helping to maintain the status of Wood Green as a Metropolitan Town centre on key measures such as total retail floorspace, financial performance (rental revenue) and the % of Comparison Goods to Convenience Retail floorspace. Careful consideration will need to be given to the level of retail floorspace re-provision to ensure that it aligns with the demand profile for Wood Green.</p> |
| <b>Leisure</b>            | <p>This option is likely to realise some improvement in the leisure offer for Wood Green through improving the quality of the A3 and A5 offer. In particular cafes and restaurants around a new public focal point near the existing Wood Green Library site could present one particular opportunity.</p>   | <p>This option is likely to realise some improvement in the leisure offer for Wood Green through improving the quality of the A3 and A5 offer. In particular cafes and restaurants around a new public focal point near the existing Wood Green Library site could present one particular opportunity.</p>  | <p>This option is likely to realise almost the greatest improvement in the leisure offer for Wood Green through improving the quality of the A3 and A5 offer. In particular cafes and restaurants around a new public focal point as well as along the High Road.</p>  | <p>This option is likely to realise the greatest improvement in the leisure offer for Wood Green through improving the quality of the A3 and A5 offer. In particular cafes and restaurants around a new public focal point as well as along the High Road, and peppered in the cultural quarter.</p>  |

|   | Option 1   | Option 2  | Option 3   | Option 4   |
|---|--|---|--|--|
| <b>Town centre Health</b>               |  |   |  |  |
| <b>Financial performance</b>            | Improvements in the retail and leisure offer will attract better quality tenants and likely drive rents upward. This will therefore improve the overall financial performance of Wood Green and viability of new development. Where improvements to the retail and leisure offer are reduced, so will the improvements in financial performance. | Improvements in the retail and leisure offer will attract better quality tenants and likely drive rents up notably. This will therefore improve the overall financial performance of Wood Green.  | Options 3 and 4 present the greatest opportunity to deliver improvements in the retail and leisure offer which will attract better quality tenants and likely drive rents up significantly. This will therefore improve the overall financial performance of Wood Green. However, oversupply in any particular use can suppress the rental values that can be achieved so care needs to be taken identifying the optimum quantum of uses for Wood Green. | Option 4 is likely to deliver the greatest improvement in the retail and leisure offer in Wood Green. This will help to attract better quality tenants and drive up rents significantly. This will therefore improve the overall financial performance of Wood Green. However, oversupply in any particular use will suppress the rental values that can be achieved so care needs to be taken identifying the optimum quantum of uses for Wood Green. |
| <b>Housing and development capacity</b> | Option 1 would deliver a more limited quantum of residential due to it focusing on only the Morrisons site, River Park House, the former Civic Centre, Clarendon Road development, above new retail on the High Road and on a gateway site at Turnpike Lane.   | This Option 2 presents the opportunity to deliver a focused residential offer on key sites such as River Park House, the former Civic Centre, a re-worked Arriva bus depot, Mecca Bingo, Cultural quarter, Clarendon Road development and the eastern side of The Mall. | Option 3 presents the opportunity to deliver a significant quantum of residential development on key sites such as the existing Wood Green Library site, The Mall, River Park House and Station Road sites, Arriva bus depot, Mecca Bingo, the former Civic Centre, Cultural quarter and Clarendon Road development.   | Option 4 presents the opportunity to deliver the maximum amount of residential at the highest level of density on key sites such as The Mall, the existing Wood Green Library site, River Park House and Station Road sites, Arriva bus depot, Mecca Bingo former Civic Centre, Cultural quarter and Clarendon Road development.   |
| <b>Transport</b>                        | This option assumes that Crossrail 2 will be delivered as two stations at Turnpike Lane and Alexandra Palace further improving the current PTAL levels.  | This option assumes that Crossrail 2 will be delivered as two stations at Turnpike Lane and Alexandra Palace further improving the current PTAL levels.   | This option assumes that Crossrail 2 will be delivered as two stations at Turnpike Lane and Alexandra Palace further improving the current PTAL levels.  | This option assumes that Crossrail 2 will be delivered as one new station in the centre of the High Road notably improving the existing PTAL levels.   |
| <b>Quality of environment</b>           | Smaller improvements in the quality of environment are likely to be achieved than Options 2, 3 and 4.  | Through greater redevelopment being proposed than Option 1, greater improvements in the quality of environment are likely to be achieved though perhaps less than options 3 and 4.  | The comprehensive nature of Option 3's redevelopment proposals is likely to lead to greater improvements than Options 1 and 2.   | Through the more Comprehensive redevelopment proposals in this option, the greatest improvements in the quality of environment are likely to be achieved compared to the other options which have smaller scale interventions.   |

## Assessment of the Options - Urban renewal & Intensification

This table provides a high level policy assessment of the proposals for urban renewal and Intensification as set out in the emerging options.

|                          | Option 1  | Option 2   | Option 3   | Option 4  |
|--------------------------|---|--|--|---|
| Policy Theme             |   |  |  |   |
| Principal of Development | As the most sensitive development option – risk of falling short of both homes and jobs targets   | Likely to achieve baseline housing target but perhaps not capitalise on additional benefits<br><br>As a residential led town centre focus – risk that the option falls short of the jobs target or fails to identify a robust economic strategy. | Likely to achieve baseline housing and jobs target but perhaps not capitalise on additional benefits   | Likely to exceed the baseline jobs target and housing target of 4,600 new homes<br><br>New growth is focused on the existing library site due to the proposed central location of a new Crossrail Station |
| Density                  | No risk identified at this stage – further capacity testing required  | No risk identified at this stage – further capacity testing required   | No risk identified at this stage – further capacity testing required                                   | No risk identified at this stage – further capacity testing required  |
| Town centre              | Role of Wood Green High Road is enhanced<br><br>Potentially not ambitious enough in terms of growth given the arrival of Crossrail 2. A potential missed opportunity. | Residential led development - potential to undermine existing status of the Metropolitan Town centre?  | Policy Compliant - Wood Green Metropolitan Town centre will be the principal focus of growth           | Policy Compliant - Wood Green Metropolitan Town centre will be the principal focus of growth  |
| Employment               | Policy Compliant – employment-led regeneration at the heart of the proposals  | Policy Compliant – although potential risk that residential led regeneration will undermine employment aspirations.  | Policy Compliant – employment-led regeneration at the heart of the proposals                           | Policy Compliant – employment-led regeneration at the heart of the proposals  |
| Townscape and height     | More sensitive to its setting and surrounding townscape.  | Potential over development risk – further capacity testing required to understand urban design impacts   | Potential over development risk – further capacity testing required to understand urban design impacts | Potential over development risk – further capacity testing required to understand urban design impacts  |
| Social Infrastructure    | No risk identified at this stage – further SIF analysis required  | No risk identified at this stage – further SIF analysis required   | No risk identified at this stage – further SIF analysis required                                       | No risk identified at this stage – further SIF analysis required  |

Green - aligned with policy

Amber - potential divergence from current policy

Red - contrary to policy

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## Policy Source and Context

This information sets out the **policy sources** and *context* which the adjacent table has been based upon

### **Principal of Development**

#### **Amended Policy SP1: Managing Growth**

##### **Draft Alterations to Strategic Policies 2011-2026 (formerly the Core Strategy) February 2015**

*The Council will maximise the supply of additional housing to meet and exceed its strategic housing requirement of 19,802 homes over the plan period 8,200 homes from 2011-2026 (820 per annum).*

*The Council will promote Haringey Heartlands (Clarendon Road development) and Wood Green Metropolitan Town centre as 'Growth Areas' and suitable locations to help meet and exceed the boroughs strategic housing requirement.*

### **Density**

#### **SP2: Housing**

##### **Haringey Local Plan: Strategic Policies (2013-2026)**

London Plan Density Matrix

### **Town centre**

#### **SP10: Town centres**

##### **Haringey Local Plan: Strategic Policies (2013-2026)**

*Wood Green Metropolitan Town centre will be the principal focus of growth accommodating an extensive range of the types of development set out above, which should help to shape Wood Green into a thriving and vibrant centre for North London*

### **Employment**

#### **SP8: Employment**

The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites and Local Employment Areas.

In particular, the council will:

- Protect B uses; and
- Support small and medium sized businesses

### **Townscape and height**

#### **SP11: Design**

##### **SP12: Conservation**

#### SP11: Design

All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

#### SP12: Conservation

The Council shall ensure the conservation of the historic significance of Haringey's heritage assets, their setting, and the wider historic environment.

### **Social Infrastructure**

#### **SP16: Community Facilities**

*The Council will:*

*Expect development that increases the demand for community facilities and services to make appropriate contributions towards providing new facilities or improving existing facilities.*

