

## Wood Green Context

Wood Green is located in the London Borough of Haringey in North London (see Figure 1.2 below). It is a vibrant and busy town centre and has an important role in the North London sub-region's town centre hierarchy. Wood Green is well placed in relation to a number of high profile regeneration schemes such as Haringey Heartlands and Tottenham Hale.

Wood Green is designated as a Metropolitan Centre in the London Plan (2008) which reflects its role as a key retail and commercial destination in north London. Within North London, Wood Green is one of the largest centres with approximately 77,300m<sup>2</sup> of retail floorspace, although Brent Cross Shopping Centre is also a key draw and provides a similar quantum of retail floorspace. Within London, the West End represents by far the largest centre with close to 1,000,000m<sup>2</sup> of retail floorspace. Major Centres within the North London sub-region include Enfield Town, Walthamstow and Edgware. There are five District Centres within Haringey at Bruce Grove/Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road/Seven Sisters (DTZ, 2007).

Shopping is the dominant activity in Wood Green town centre, and it includes a number of well-known multiples, such as Marks & Spencer and H&M. In total, there are 333 units within the town centre. A significant amount of the retail floorspace is located within Shopping City (the Mall), a large indoor shopping mall located in the centre of the town. Planning permission has recently been granted for the extension of the Mall to include a new Debenhams store (10,000m<sup>2</sup>) over three floors plus storage.

Wood Green town centre contains relatively few restaurants, cafés, pubs and bars in relation to the level of shopping provision and there is a limited level of office space provision other than the Council's own offices. However, the town centre has two large multi-screen cinemas, the six screen Showcase cinema in Hollywood

Green and the twelve screen Cineworld in Shopping City.

There is a considerable level of residential development in Wood Green town centre, with flats located above Shopping City and Bury Road car park. The town centre has a strong residential hinterland to both the east and west. There are two conservation areas located within close proximity to the town centre (Trinity Gardens and Noel Park). However, there are relatively few listed buildings present in the town centre. The majority of the buildings in Wood Green town centre are three storeys or more.

The SPD will help to deliver a town centre which is attractive to both residents and businesses, and is able to attract inward investment through the quality of its environment, infrastructure and services.



*Shopping City entrance*

## Haringey Heartlands

Haringey Heartlands is the area located immediately to the west of Wood Green town centre. The area includes large tracts of under-utilised utilities lands.

The London Plan (Consolidated with Alterations since 2004) identifies Haringey Heartlands as an 'Area for Intensification'. The designation covers a 50ha area with an indicative employment capacity of 1,500 jobs from 2001-2026 and a minimum of 1,700 new homes in the same period. The eastern area of utilities lands, which is adjacent to Wood Green town centre, requires comprehensive redevelopment in order to achieve a new mixed use and high quality urban community.

Improving access links through to Wood Green town centre will be essential for the future of the Heartlands area, and offers significant opportunities for development and regeneration of Wood Green. Proposals for Clarendon Square at Haringey Heartlands will provide between 1,100 to 1,200 new homes of various sizes. Haringey Heartlands will also include a new secondary school, retail, employment and other uses.



*View west towards Haringey Heartlands from the town centre*

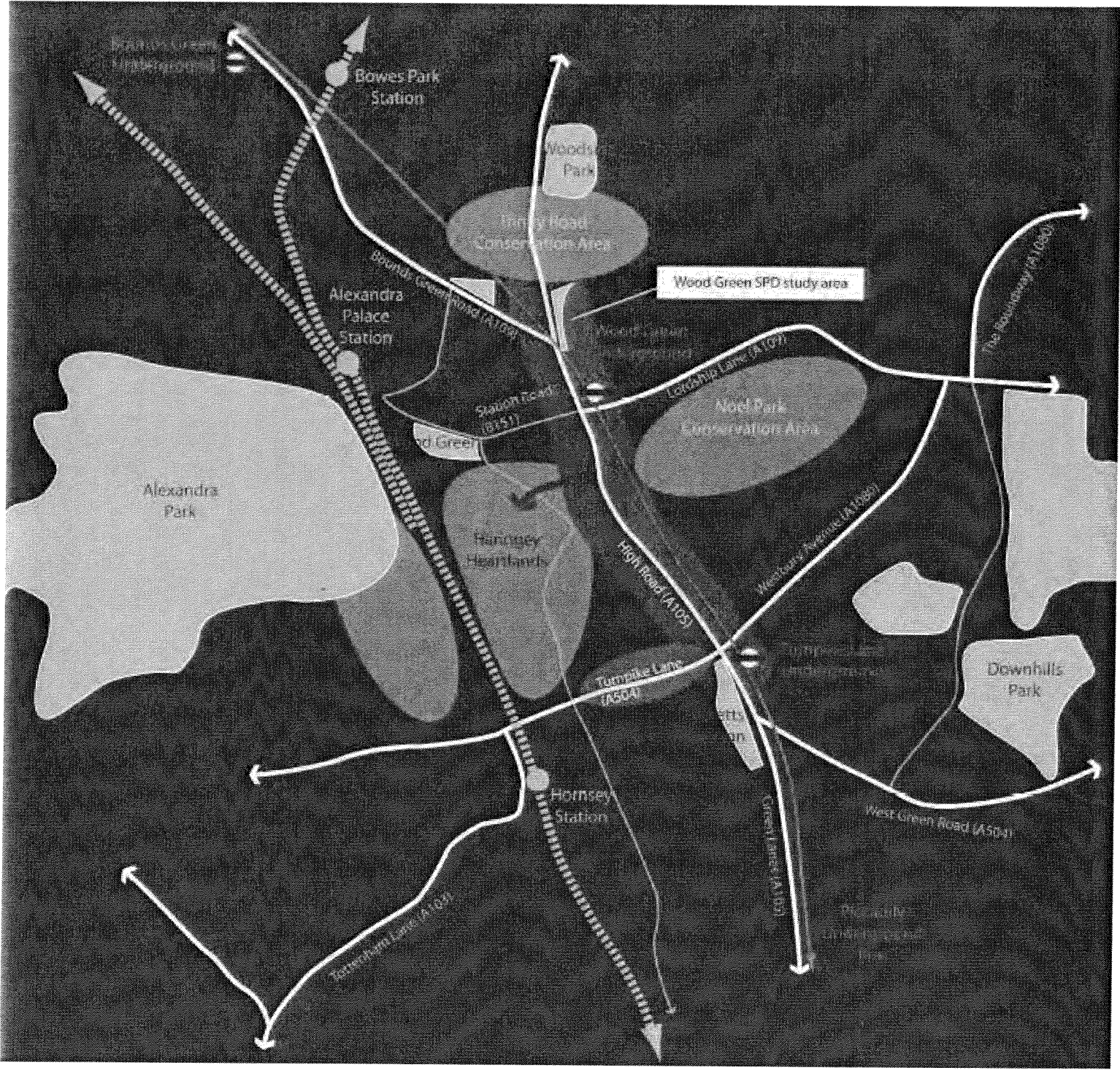
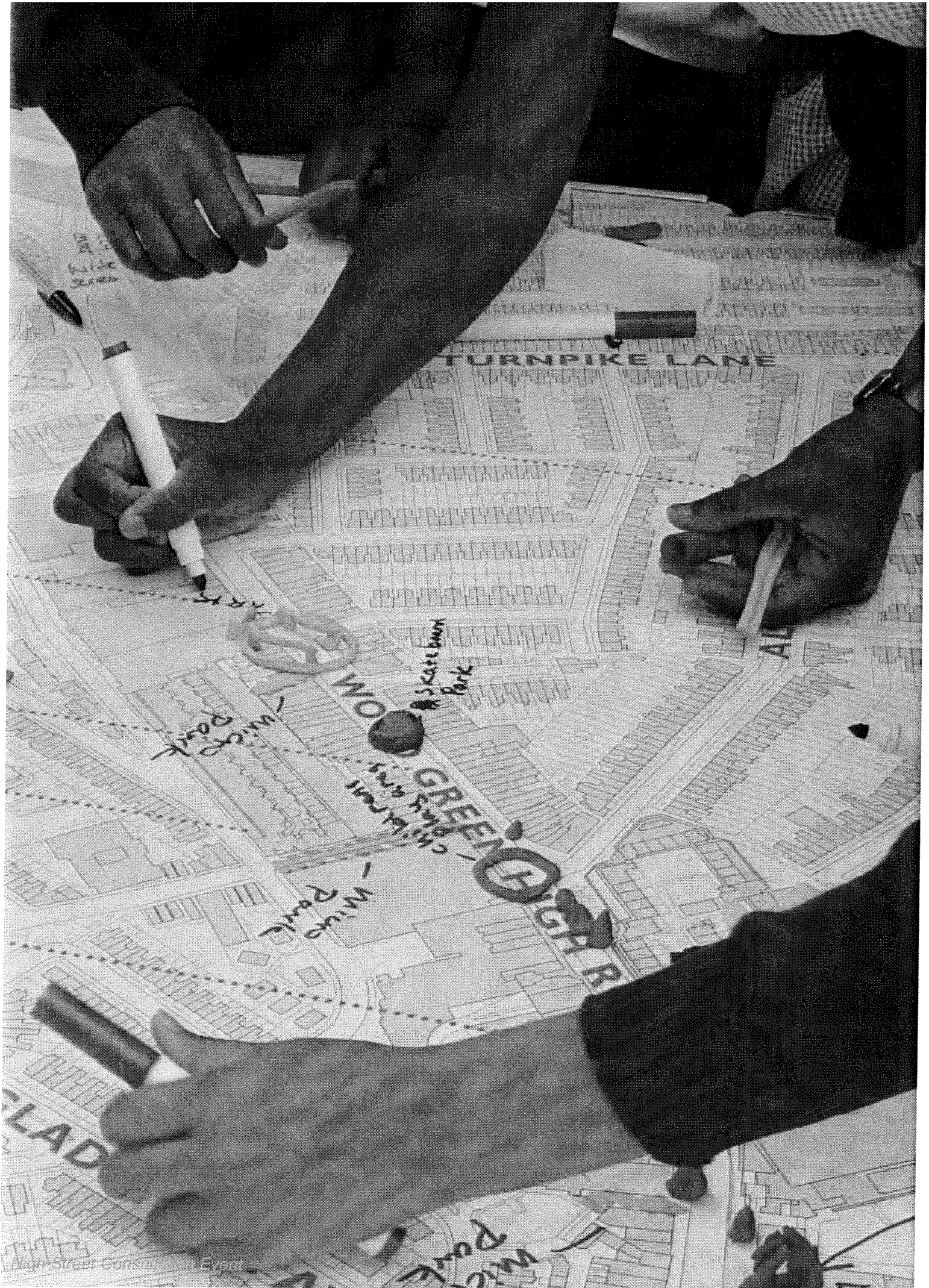


Figure 1.2 - Wood Green Town Centre Spatial Location Plan



## 3 Planning Policy Context

### Introduction

A range of national, regional and local planning policies are relevant to the future of Wood Green town centre. This section provides a brief summary of some of the key relevant policy documentation.

### National Planning Policy Context

Planning Policy Statement 1: Delivering Sustainable Development (ODPM, 2005)

PPS1 outlines the Government's over-arching planning policies on the delivery of sustainable development through the planning system in England, in addition to other aspects of planning, such as high quality and inclusive design. It states that community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. It promotes economic development to secure higher living standards whilst protecting and enhancing the environment, and a more efficient use of land through higher density, mixed use development and the use of previously developed land and buildings.

Planning Policy Statement 3: Housing (ODPM, 2006)

PPS3 prioritises the provision of new housing on previously developed land and the reduction of car dependency by focusing new residential development on urban sites with good public transport accessibility.

Planning Policy Guidance 4: Industrial and Commercial Development and Small Firms (ODPM, 1992)

PPG4 states that planning authorities should:

- Ensure speculative developers who provide premises suitable for small firms are allowed to contribute to the expansion of the economy and employment;
- Aim to ensure that there is sufficient land available which is readily capable of development and well served by

infrastructure;

- Ensure there are a variety of sites to meet differing needs;
- Include policies for the type of condition or planning obligation that might be imposed or sought in a particular situation;
- Provide positive policies for small businesses;
- Recognise that it may not be appropriate to separate industry and commerce, especially small scale development, from the residential communities for whom they are a source of employment and services; and
- Not seek unreasonably to restrict commercial and industrial activities of an appropriate scale which would not adversely affect residential amenity.

Draft Planning Policy Statement 4: Planning for Sustainable Economic Development (DCLG, 2007)

This consultation paper sets out national policy aims for economic development at all levels. It promotes positive plan making for economic development, in line with the principles of sustainable development. Policies should be flexible and able to respond to economic change and the need for co-ordination with infrastructure and housing provision.

Local planning authorities are encouraged to use a wide evidence base in order to understand existing business needs and changes in the market. Additionally, they should plan for, and facilitate a supply of land which will be able to cater for the differing needs of business and the employment needs of the whole community.

Local planning authorities should seek to make efficient and effective use of land and buildings. Economic development should be of high quality and include inclusive design which improves the quality of an area and the way it functions.

Planning Policy Statement 6: Planning for Town Centres (ODPM, 2005)

PPS6 aims to enhance the vitality and viability of town centres by:

- Planning for the growth and development of existing centres; and
- Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment that is accessible to all.

Further objectives include:

- enhancing consumer choice by providing a range of services which meet the needs of the entire community, particularly socially excluded groups;
- supporting efficient, competitive and innovative retail, leisure and tourism sectors, with improving productivity;
- improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport;
- promoting high quality and inclusive design, improving the quality of the public realm and open spaces, protecting and enhancing the architectural and historic interest of centres, and providing a sense of place and a focus for the community and for civic activity; and
- ensuring that town centres provide an attractive, accessible and safe environment for all.

Planning Policy Statement 9: Biodiversity and Geological Conservation (ODPM, 2005)

Working with the grain of nature: a biodiversity strategy for England (Defra, 2002) includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible. In moving towards this vision, the Government's objectives for planning are:

- to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations.
- to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support.
- to contribute to rural renewal and urban renaissance by:
  - enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and
  - ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

Planning Policy Statement 12: Local Development Frameworks (ODPM, 2004)

PPS12: Local Development Frameworks (2004) sets out the Government's policy on the preparation of local development documents, which includes the preparation of SPDs.

Planning Policy Guidance 13: Transport (ODPM, 2001)

PPG13 provides advice on the integration of transport and land use planning to encourage alternative means of travel and reduce reliance on the private car. Reducing the level of car parking in new development is essential in promoting sustainable travel choices, avoiding the wasted costs to business of providing too

much parking, and tackling congestion which might otherwise detract from the convenience of car use and other road based transport. It emphasises the importance of taking a flexible approach to car parking standards to achieve the objectives of sustainability, and sets out maximum car parking standards as opposed to minimum.

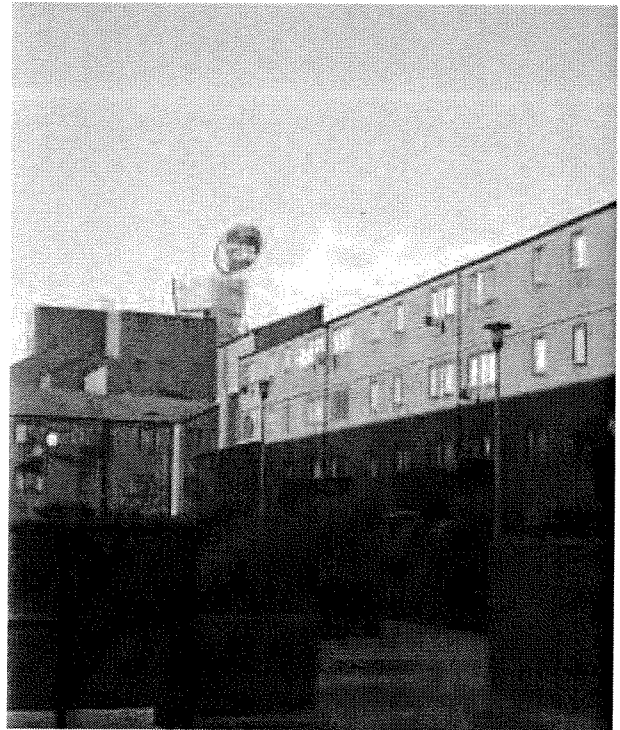
Planning Policy Guidance 15: Planning and the Historic Environment (Department of the Environment and Department of National Heritage, 1994)

This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment.

Conservation area designation introduces control over the demolition of most buildings within conservation areas. In exercising conservation area controls, local planning authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question. The general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings:

- the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- the adequacy of efforts made to retain the building in use; and
- the merits of alternative proposals for the site.

Once a building is listed, consent is normally required for its demolition, in whole or in part, and for any works of alteration or extension which would affect its character as a building of



*Sky City housing, Shopping City*

special architectural or historic interest. In determining applications local planning authorities are required to have special regard to certain matters, including the desirability of preserving the setting of the building.

Planning Policy Guidance 16: Archaeology and Planning (1990)

PPG16 sets out the Secretary of State's policy on archeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (ODPM, 2002)

PPG17 sets out the planning objectives for open space, sport and recreation. These

include:

- supporting an urban renaissance - local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe. Green spaces in urban areas perform vital functions as areas for nature conservation and biodiversity and by acting as 'green lungs' can assist in meeting objectives to improve air quality.
- promotion of social inclusion and community cohesion - well planned and maintained open spaces and good quality sports and recreational facilities can play a major part in improving people's sense of well being in the place they live. As a focal point for community activities, they can bring together members of deprived communities and provide opportunities for people for social interaction.
- health and well being - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others.
- promoting more sustainable development - by ensuring that open space, sports and recreational facilities are easily accessible by walking and cycling and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.

## Regional Planning Context

Sustainable Communities Plan (ODPM, 2003)

A key component of the Government's Sustainable Communities Plan focuses on the four main areas identified previously by Regional Planning Guidance 9: the Thames Gateway, Milton Keynes / South Midlands; Ashford; and London-Stansted-Cambridge, in order to accommodate and sustain the economic success of London and the South East region. The Sustainable Communities Plan states that London and the four growth areas have the potential to accommodate an additional 200,000 homes above levels projected in the Regional Planning Guidance and London Plan. The London-Stansted-Cambridge corridor was extended in 2004 to include the whole of Cambridgeshire and Peterborough.

The London Plan - Consolidated with Alterations since 2004 (GLA, 2008)

The London Plan sets out the spatial development strategy for London, and identifies Wood Green as a Metropolitan Centre. It also identifies Wood Green and Haringey Heartlands as an area for intensification, with the potential to provide 1,500 new jobs and 1,700 new homes up to 2026.

Policy 2A.6 of the Plan states that policies for development in areas for intensification should exploit their public transport accessibility and potential for increases in residential, employment and other uses, through higher densities and more mixed and intensive use.

Paragraph 5.46 states that a planning framework for Haringey Heartlands and Wood Green should co-ordinate the range of development opportunities on the railway and industrial lands to the south-west of Wood Green town centre. The provision of sustainable high density mixed-use development for housing, leisure, retail, employment and open space should be included in any redevelopment plans, and



opportunities should be taken to redevelop parts of Wood Green town centre for high-density, mixed-use schemes.

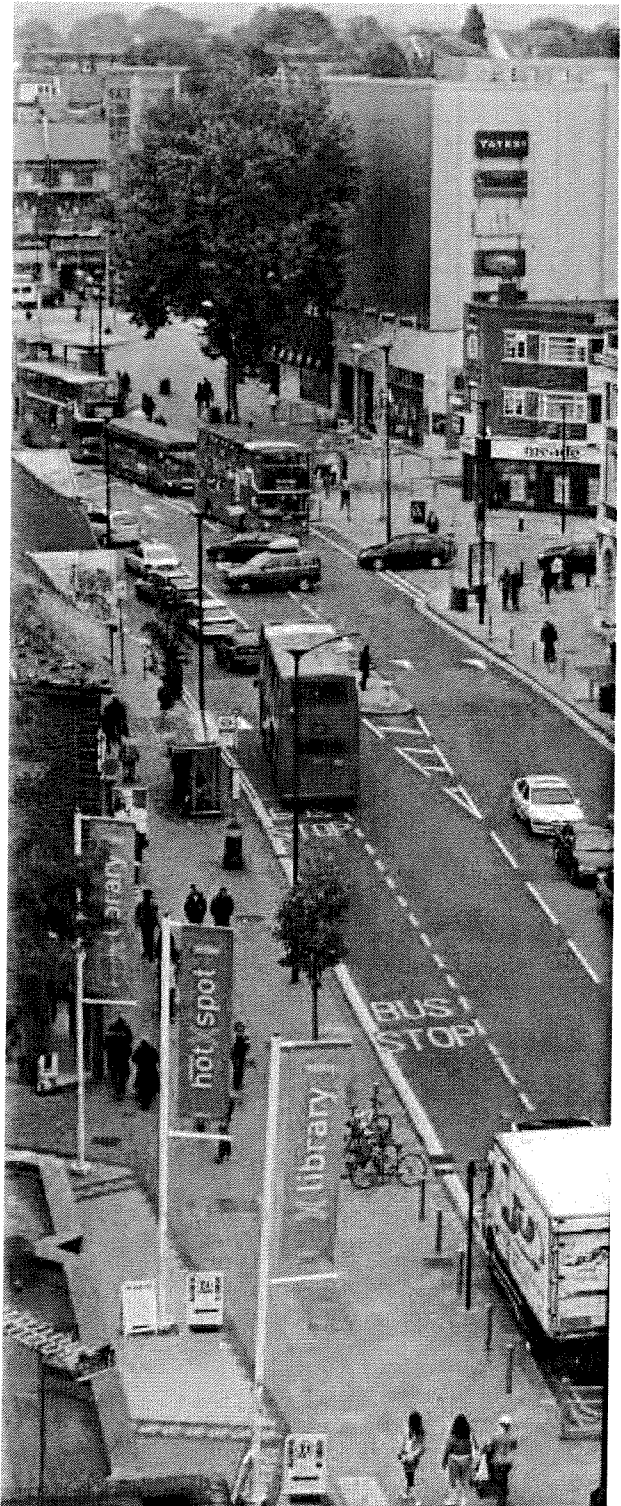
Policies 2A.8, 3D.1 and 3D.2 reinforce the importance of the network of town centres in London, support the development of a competitive retail sector, aim to enhance access to goods and services and strengthen the wider role of town centres, and ensure that town centre development is appropriately sited.

Other policies relevant to town centre uses and open spaces in Wood Green include 3D.3 (maintaining and improving retail facilities), 3D.4 (development and promotion of arts and culture), 3D.8 (realising the value of open space and green infrastructure), 3D.11 (open space provision in DPDs) 3D.13 (children and young people's play and informal recreation strategies), and 3A.18 (protection and enhancement of social infrastructure and community facilities).

The London Plan encourages boroughs to seek an intensification of housing provision through development at higher densities particularly where there is access to public transport. Additionally, Policy 3A.9 states that local authority policies should take into consideration the Mayor's strategic target of providing new housing of which 50% is affordable in order to help promote mixed, balanced communities. In addition, Policy 3A.10 states that boroughs should:

*"Seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with policy 3A.7, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements."*

The London Plan includes new housing



Wood Green High Road

provision targets for the London Borough of Haringey, which are statutory. The ten-year target for additional homes from 2007/8 to 2016/17 is 6,800. Therefore, the annual monitoring target is 680.

Policies 4A.1 to 4A.7 relate to climate change, sustainable design and construction, energy assessments, the provision of heating and cooling networks, decentralised energy and renewable energy. Additionally, policies 4A.9 to 4A.14 relate to adaptation to climate change and sustainable planning for flood risk management.

Policy 4A.18 of the London Plan contains the London Plan requirements for water and sewerage infrastructure. Water and wastewater infrastructure requirements should be put in place in tandem with planned growth to avoid adverse environmental impacts.

Section 4B sets out design policies for London which should be observed in Wood Green. Policy 4B.1 relates to design principles for a compact city, and policy 4B.2 relates to promoting world-class architecture and design.

The principles of inclusive design underpin the London Plan and are fundamental in achieving the aim of social inclusion. Policy 4B.5 states that all future development should meet the highest standards of accessibility and inclusion, designed so that it:

- Can be used safely by as many people as possible without undue effort, separation or special treatment;
- Offers the freedom to choose, and the ability to participate equally in the development's mainstream activities; and
- Values diversity and difference.

In terms of employment, policy 3B.11 of the London Plan seeks to improve employment opportunities within London.

The London Plan includes a number of policies that relate to transport provision and future development. The Plan seeks to sustain

London's continued population and economic growth by increasing accessibility, especially by walking, cycling and public transport. Policies encourage high density development in places with relatively good access by public transport and the provision of public transport services to support the main areas for future development. Additionally, Policy 3C.1 'Integrating transport and development' states that the Mayor will work with TfL, the Strategic Rail Authority, Network Rail, the Government, boroughs and other partners to ensure the integration of transport and development.

Policy 3C.20 of the London Plan aims to improve the quality of bus services for all. UDP / LDF / Local Implementation Plan (LIP) policies should actively promote and give priority to the continued development of the London bus network, including:

The allocation of road space and the high levels of priority required for buses on existing or proposed bus routes;

- Ensuring good bus access to and within town centres;
- Provision of good passenger waiting facilities;
- Ensuring that walking routes to bus stops are direct, secure, pleasant and safe; and
- Ensuring that bus layover and turning areas, driver facilities, bus stations and garages are available where needed.

Detailed advice on improving the accessibility of bus stops is contained in TfL's 'Accessible Bus Stop Design Guidance' (2006).

Policy 3C.21 of the London Plan establishes principles for improving conditions for cycling in London.

Policies relating to car parking in the town centre include policy 3C.23 (parking strategy) and 3C.24 (parking in town centres).

Additionally, Annex 4 sets out the approach to determining appropriate maximum parking standards.

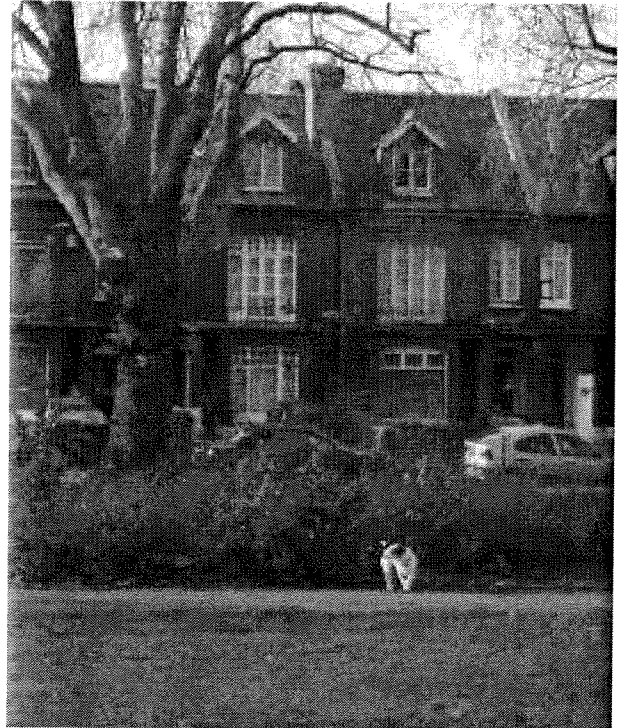
Policy 3C.25 relates to the development of freight strategies, and improving freight movements and the distribution of goods and services.

The London Plan also seeks to retain land for transport purposes and make new land available for expanding transport provision (Policy 3C.4). It states that the protection and provision of necessary land or facilities for transport purposes through the planning process can be seen to be a 'win-win' solution. This will not only help to deliver a more efficient and effective transport system, but also improve accessibility to key development sites.

Further guidance is provided by the Land for Transport Functions (GLA, 2007) Supplementary Planning Guidance (SPG) to the London Plan. In relation to bus garages, this states that the loss of any bus garage through redevelopment should be resisted unless a suitable alternative site that results in no overall loss of garage capacity can be found in the immediate area, or TfL agree formally that the particular garage is no longer required. Sites in inner London are particularly scarce and so existing bus garages should be afforded a particularly high degree of protection. Therefore, the bus depot in Wood Green is likely to be protected.

Proposals for the town centre should also be in accordance with the following supplementary planning guidance (SPG) and best practice guidance (BPG) produced by the GLA and TfL:

- Accessible London: Achieving an Inclusive Environment SPG (GLA, 2004);
- Providing for Children and Young People's Play and Informal Recreation SPG (GLA, 2008);
- Housing SPG (GLA, 2005);
- Planning for Equality and Diversity in London SPG (GLA, 2007);
- London View Management Framework SPG (GLA, 2007);



*Ducketts Common*

- Sustainable Design and Construction SPG (GLA, 2006);
- Health Issues in Planning BPG (GLA, 2007); and
- Managing the Night Time Economy BPG (GLA, 2007).
- Draft Residential Travel Planning in London (TfL, 2007);
- Workplace Travel Planning (TfL);
- Transport Assessment Best Practice Guidance (TfL, 2006); and
- Draft Streetscape Guidance (TfL, 2004)

## Sub Regional Planning context

The North London Sub Regional Development Framework (GLA, 2006)

The SRDF provides non-statutory guidance on the implementation of the London Plan and covers the boroughs of Barnet, Enfield, Haringey and Waltham Forest.

The SRDF states that Wood Green's role as a Metropolitan Centre should be enhanced by exploiting development opportunities in the associated Haringey Heartlands area of intensification, and through higher density mixed use schemes in the town centre (paragraph 135). Potential demand for 11,000m<sup>2</sup> of additional comparison floorspace is identified. The 'cultural quarter' concept is also thought to have the potential to contribute to the regeneration of Wood Green (paragraph 140).

Paragraph 238 of the SRDF states that the good public transport links in Wood Green and Haringey Heartlands offer the potential for the development of intense land uses and tall buildings, subject to a capacity assessment.

In paragraph 63, the LDA has identified the potential for a creative cluster in Wood Green / Haringey Heartlands, supported by leisure, cultural and tourism uses, building on the area's industrial heritage.

## Local context

### Core Strategy

The Core Strategy, once adopted, will present the strategic direction for development in the Borough. Consultation on the issues and options ended on the 31st March 2008, and consultation on the preferred options is due to take place in January 2009. The Council intends to adopt the Core Strategy in late 2009

The Haringey Unitary Development Plan (adopted July 2006)

At the present time the saved policies of the Haringey UDP form part of the Development Plan for Wood Green (along with the London Plan). The UDP therefore provides the statutory framework to guide development and protect and enhance the environment in Haringey. Several policies in the Plan are of direct relevance to the SPD.

Policy AC1 relates specifically to Haringey Heartlands and Wood Green. The policy states that development should have regard to the development framework for the area which seeks to ensure comprehensive and co-ordinated development which:

- supports the London Plan designation as an intensification area, suitable for a business park, potentially achieving 1,500 new jobs and a minimum 1,000 new homes, which will include a proportion of affordable housing to meet the overall borough target of 50%, and other uses;
- achieves significant new employment spaces for small businesses and the creative industries, especially in the cultural quarter;
- creates better links with the surrounding area including Wood Green High Road;
- extends and complements Wood Green Town Centre, reinforcing its role as a metropolitan centre and meeting the identified need for new retail development;
- contributes to regenerating Hornsey High