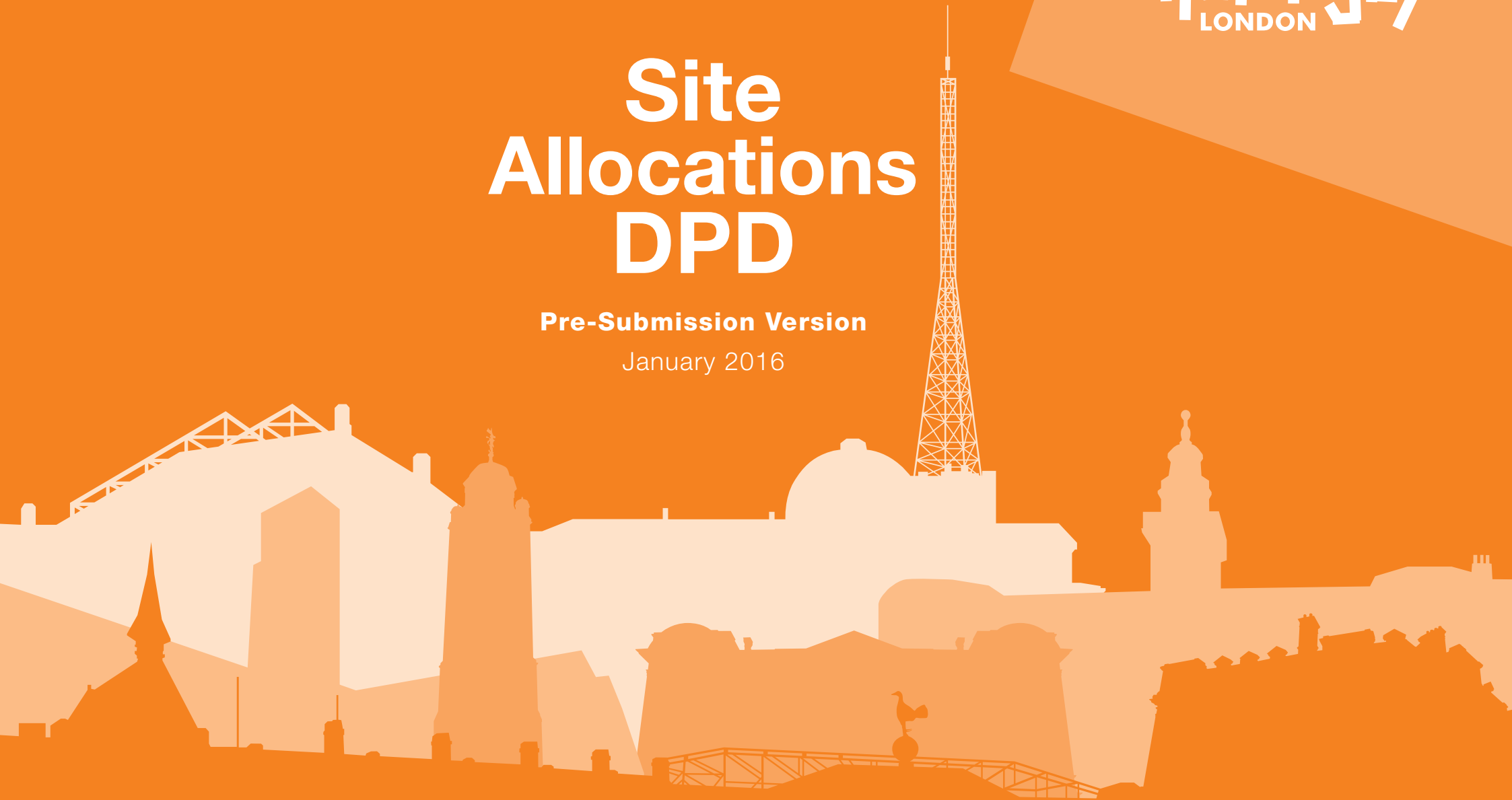


Site Allocations DPD

Pre-Submission Version

January 2016





London Borough of Haringey
River Park House
225 High Road
Wood Green
N22 8HQ

www.haringey.gov.uk

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Statutory Information

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

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

Regulation 19

London Borough of Haringey

Site Allocations Development Plan Document

PRE-SUBMISSION VERSION

January – March 2016

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How to respond to the consultation?

The Council will consult on the proposed submission of the Site Allocations Development Plan Document for nine weeks from **8th January to the 4th March 2016**. At this stage of the Plan's preparation the consultation is primarily concerned with the 'soundness' of the document.

A sound Plan must be:

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

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

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

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

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

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

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

The Plan and all supporting documents can be found at

www.haringey.gov.uk/localplan

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

- Planning Department
Level 6 River Park House
225 High Road
Wood Green
N22 8HQ
- Civic Centre
High Road
Wood Green
N22 8LE
- All public libraries

You can submit your comments:

By email to ldf@haringey.gov.uk

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

All comments should be submitted **by 4th March 2016**.

Introduction

Haringey's Local Plan

Sources of sites

Preparation of the Site Allocations DPD

Structure of the document

Overarching designations

CHAPTER

01

Introduction

01

Haringey's Local Plan

- 1.1** The Site Allocations development plan document (DPD) forms part of Haringey's Local Plan and allocates sufficient sites to accommodate the objectively identified development needs of the borough. It covers sites outside the growth area of Tottenham, which is covered by the Tottenham Area Action Plan (AAP).
- 1.2** The Site Allocations DPD identifies strategic sites which will make a significant contribution to meeting the growth aspirations set out in the Local Plan Strategic Policies. This document does not set out all of the sites that will be developed in the borough over the plan period, as many developments can be satisfactorily managed using policies set out in the Strategic Policies DPD and the Development Management DPD. Generally only sites which are over 0.25 hectares have been identified in this document.
- 1.3** Some larger, more strategic sites will benefit from having a site allocation, to ensure that:
- The appropriate level of development occurs on the site;
 - A positive approach to design is taken; and
 - Infrastructure is provided in a timely manner to serve the growing local community.

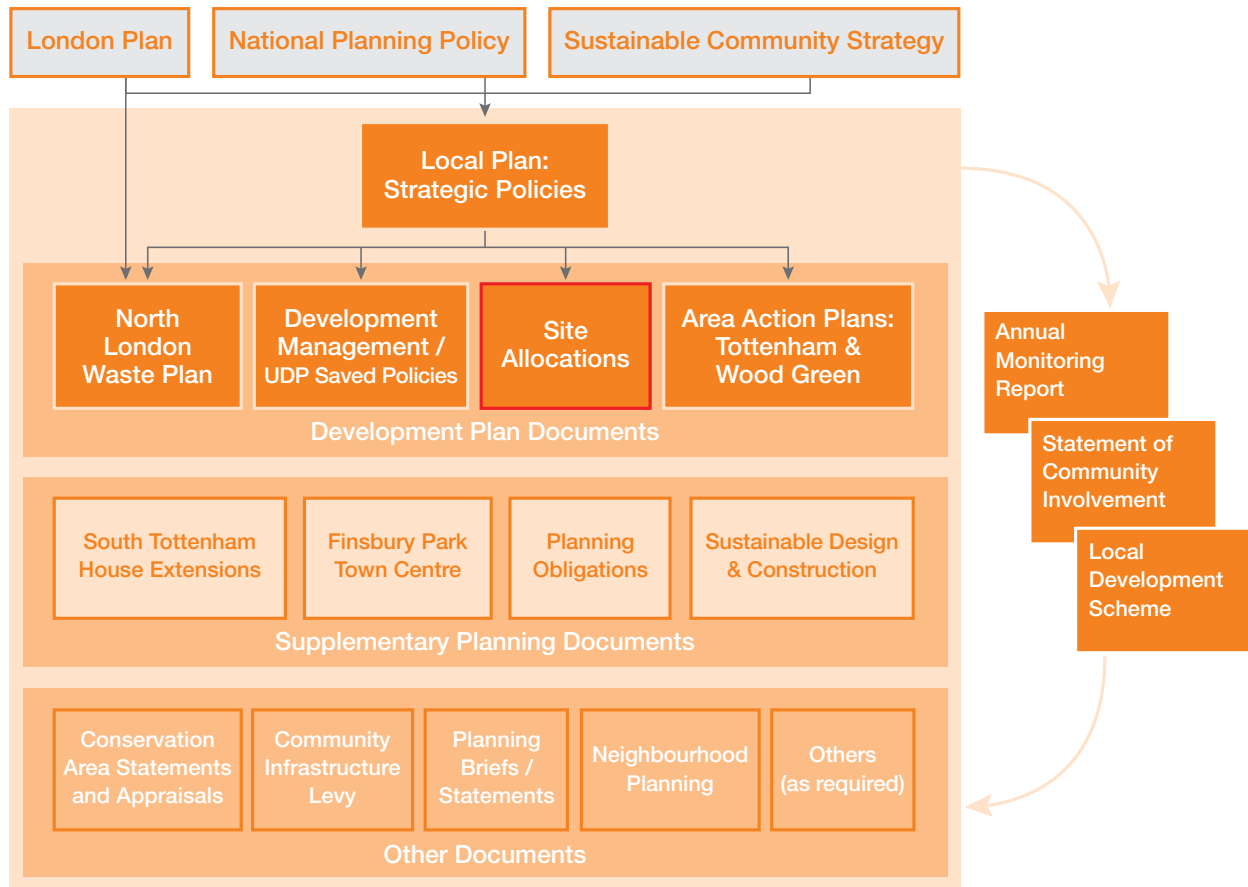
- 1.4** Development in Haringey is currently guided by planning policies including those set out in:
- The National Planning Policy Framework (NPPF) (2012);
 - The London Plan (2015);
 - Haringey's Strategic Policies Local Plan (2013); and
 - Haringey's Saved Unitary Development Plan Policies (2013).
- 1.5** The NPPF sets out Government policy on planning matters in England and Wales. Where local planning authorities prepare development plan documents these are required to be consistent with the policies in the NPPF.
- 1.6** The London Plan sets out a regional spatial development strategy and includes policies to guide development on strategic matters in all London boroughs. Haringey's Local Plan documents must be in general conformity with the London Plan.
- 1.7** In addition, there are emerging local policy documents which, once adopted, will form part of Haringey's Development Plan and be a material consideration in planning decisions. These include:
- Alterations to Haringey's Strategic Policies Local Plan;
 - Development Management DPD;
 - Tottenham Area Action Plan (AAP); and
 - Wood Green Area Action Plan (AAP).

- 1.8** Once adopted, the Site Allocations DPD will enable the Council to determine planning applications and make interventions on sites in line with the allocations.
- 1.9** This document will enable:
- **Guidance** for developers of what development is expected on these sites;
 - **Refusal** of proposals that do not conform with the Allocation; and
 - **Intervention** on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

Sources of Sites

- 1.10** The sources of the sites in this document include:
- Unitary Development Plan 2006 - Site Specific Proposals (UDP Appendix 1);
 - Call for Sites (March-May 2013);
 - Greater London Authority Strategic Housing Land Availability Assessment 2013, including a separate Call For Sites;
 - Major planning permissions;
 - Previous Supplementary Planning Documents (SPDs), Guidance (SPGs), planning briefs, and masterplans; and
 - Internal stakeholder workshops.
- 1.11** Major strategic sites which already have planning consent are included within this document. The purpose of allocating these major sites upon which planning consent has already been granted is to ensure that they are protected in the long term for development as granted.

FIGURE 1.1 Local Plan Diagram



1.12 Over time it is possible that the value of these sites may increase, as house prices rise in the area. Where this can be proven to have happened, and a fresh (or amendment to the extant) planning permission is required, some potential enhancements are listed that will be considered when an application is submitted. Where there is an extant planning consent on an Allocation it will be referenced in this document. For further updates, please see the latest Authority Monitoring Report.

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

Preparation of the Site Allocations DPD

Consultation

1.14 A Call for Sites was issued in March 2013 to seek inputs into this document. This was in line with standard practice for a document of this type. Where sites were received they were reviewed for their potential to be included in this document. A list of all sites nominated can be found on the Council's website.

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

Supporting documents

- 1.16** The Site Allocations document gives effect to Haringey's Local Plan Strategic Policies and is therefore justified by the evidence base gathered in the preparation of that document. Additional studies have been carried out in relation to flood risk, employment land, retail and town centres, urban character, and open space and biodiversity. All of the evidence base documents are available to view on the Council's website.
- 1.17** In addition to the evidence base studies, this document is supported by a Sustainability Appraisal, including a Habitats Assessment and an Equalities Impact Assessment. The Sustainability Appraisal tests the policies and proposals to identify the likely social, environmental and economic impacts that may arise, and evaluates options for mitigating negative impacts and enhancing positive impacts. The Habitats Assessment determines whether the proposals in the Plan might have a significant effect on a European designated natural habitat. The Equalities Impact Assessment examines how the Plan meets the needs of the whole community and makes sure that the proposals and policies being advocated through the Plan do not result in any disproportionate disadvantage to any group in the community.
- 1.18** Additionally the Infrastructure Delivery Plan (IDP) sets out the infrastructure that will be required over the next 15 years to support the anticipated residential and commercial growth in Haringey. The IDP identifies types of infrastructure required, where it should be located and how it will be funded.

Structure of the document

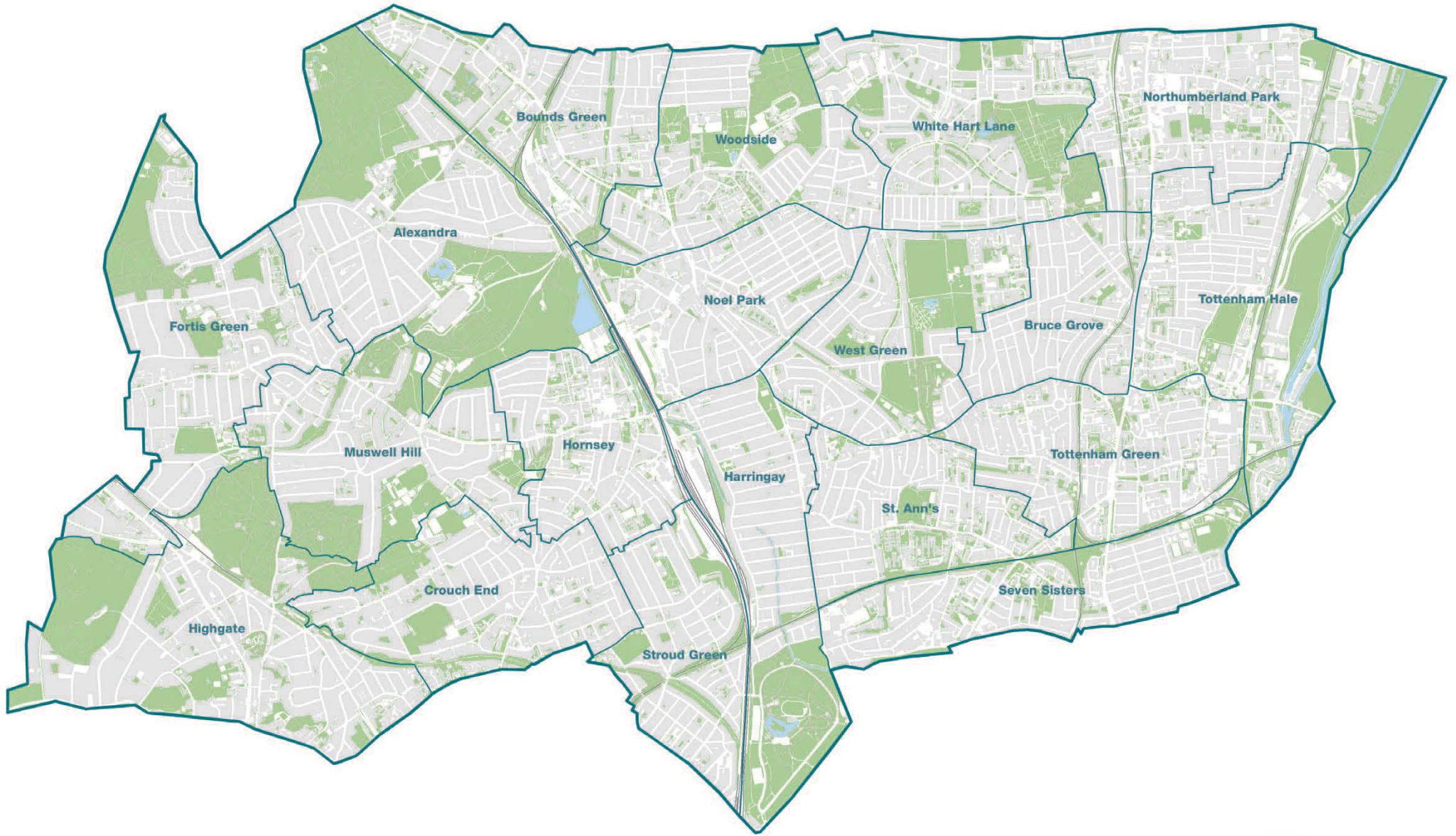
- 1.19** This document contains two types of policy designations, overarching designations, and site allocations. The overarching designations are set out first covering safeguarding of employment areas, designating town centres, ensuring Crossrail is appropriately planned for, and safeguarding of licensed waste capacity. The second policy designations are proposed Site Allocations which, together with those in the Tottenham AAP, will meet the housing and employment needs of the borough over the Plan period.
- 1.20** Sites with significant opportunities for development and change have been allocated, including key sites that have an extant but unimplemented planning permission. Each site represents Brownfield land that is suitable and available for redevelopment over the plan period, including sites key to achieving wider regeneration objectives or necessary to deliver infrastructure improvements.
- 1.21** For each site, expectations relating to land use, urban design, infrastructure and delivery are set out in the policy box. In addition, there is a list of site requirements, to be read as part of the policy to ensure a policy-compliant proposal. The 'Development Guidelines' offers further guidance on the most appropriate development on each of the sites.
- 1.22** Leading use(s) and supporting uses are specified to direct the nature of the acceptable mix of uses for each site. Leading uses are those that make an essential contribution to delivering the objectives of this Plan and should form principal components of proposals for each site. Supporting uses are those compatible with the leading use(s) that may form ancillary components of the overall mix of uses proposed on a site. Where appropriate, details of the mix of uses for the site are accompanied by further guidance on options and dependencies, including site assembly and phasing.

Overarching Designations

SA1: INDICATIVE CROSSRAIL 2 AREAS

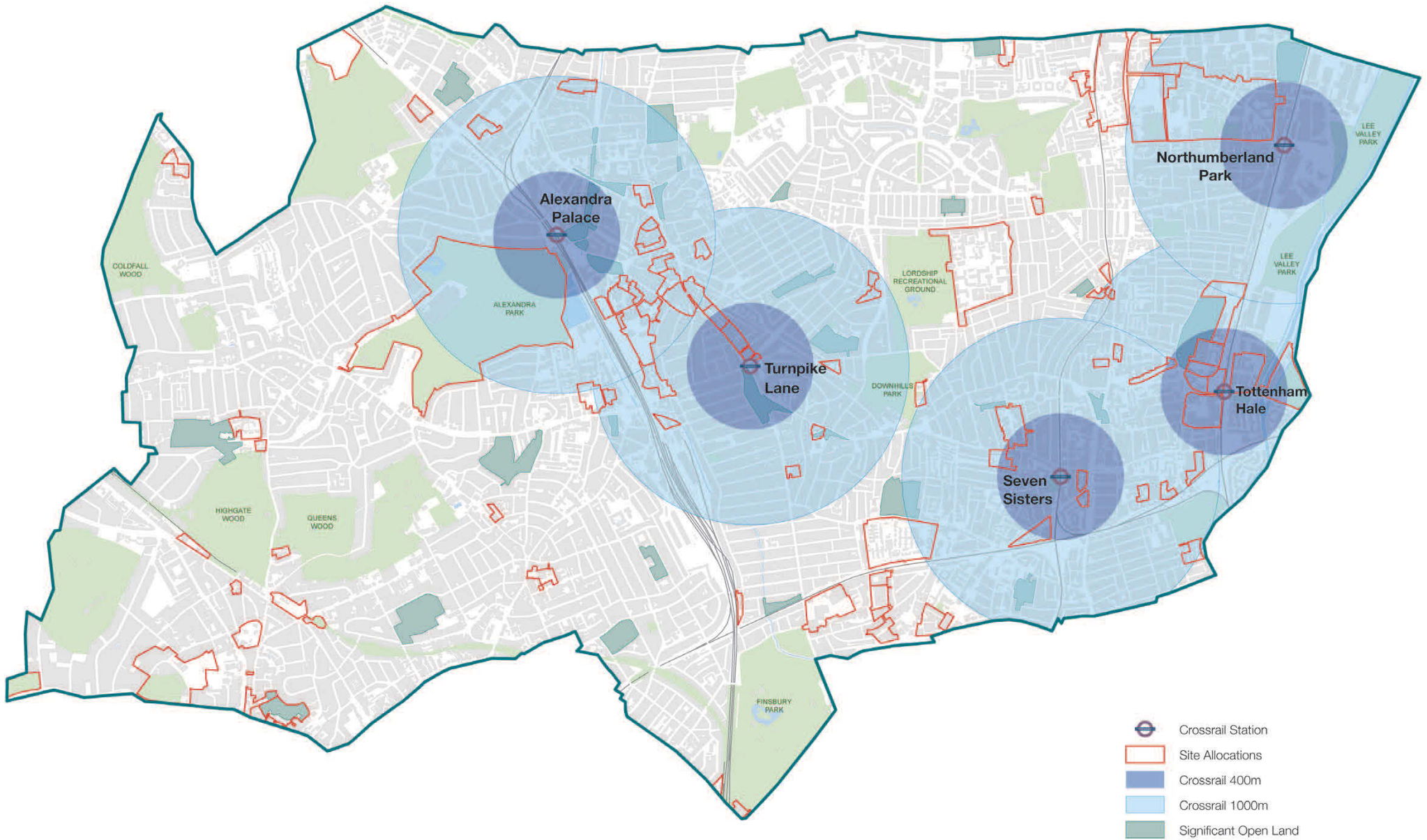
- Sites required for the construction of Crossrail 2 safeguarding will be protected as necessary.
- Sites within 400 metres (approx 5 minute walk) of a proposed Crossrail 2 station will be closely scrutinised to ensure the proposed development optimizes the future accessibility provided by the introduction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

FIGURE 1.2 Haringey Context Base Map



Legend:
Haringey Borough Boundary
Haringey Ward Boundary

FIGURE 1.3 Indicative Crossrail 2 Areas



Reasoned Justification

- 1.23** On 24 March 2015 the Department for Transport (DfT) introduced a set of safe-guarded areas for the delivery of Crossrail 2. Safeguarding is a formal process, undertaken by DfT, to protect land required for major new infrastructure projects from future development. The Safeguarding Directions, made by the Secretary of State for Transport, instruct local planning authorities to consult TfL on planning applications for land within the safeguarded area.
- 1.24** Prior to issuing the Safeguarding Directions, DfT consulted on the documents and areas to be included. More information can be found at <http://crossrail2.co.uk/areas-safeguarded/>. It is not expected that there will be any changes to the areas the safeguarding cover without further significant public consultation.
- 1.25** Areas of Surface Interest are areas where the Crossrail 2 proposals have a greater effect at ground level, such as stations, temporary worksites or ventilation and emergency shafts.
- 1.26** Safeguarding Limits relate mostly to underground infrastructure, particularly tunnels. These are areas where local authorities will need to consult DfT when planning applications are received.

SA2: CHANGES TO DESIGNATED EMPLOYMENT AREAS

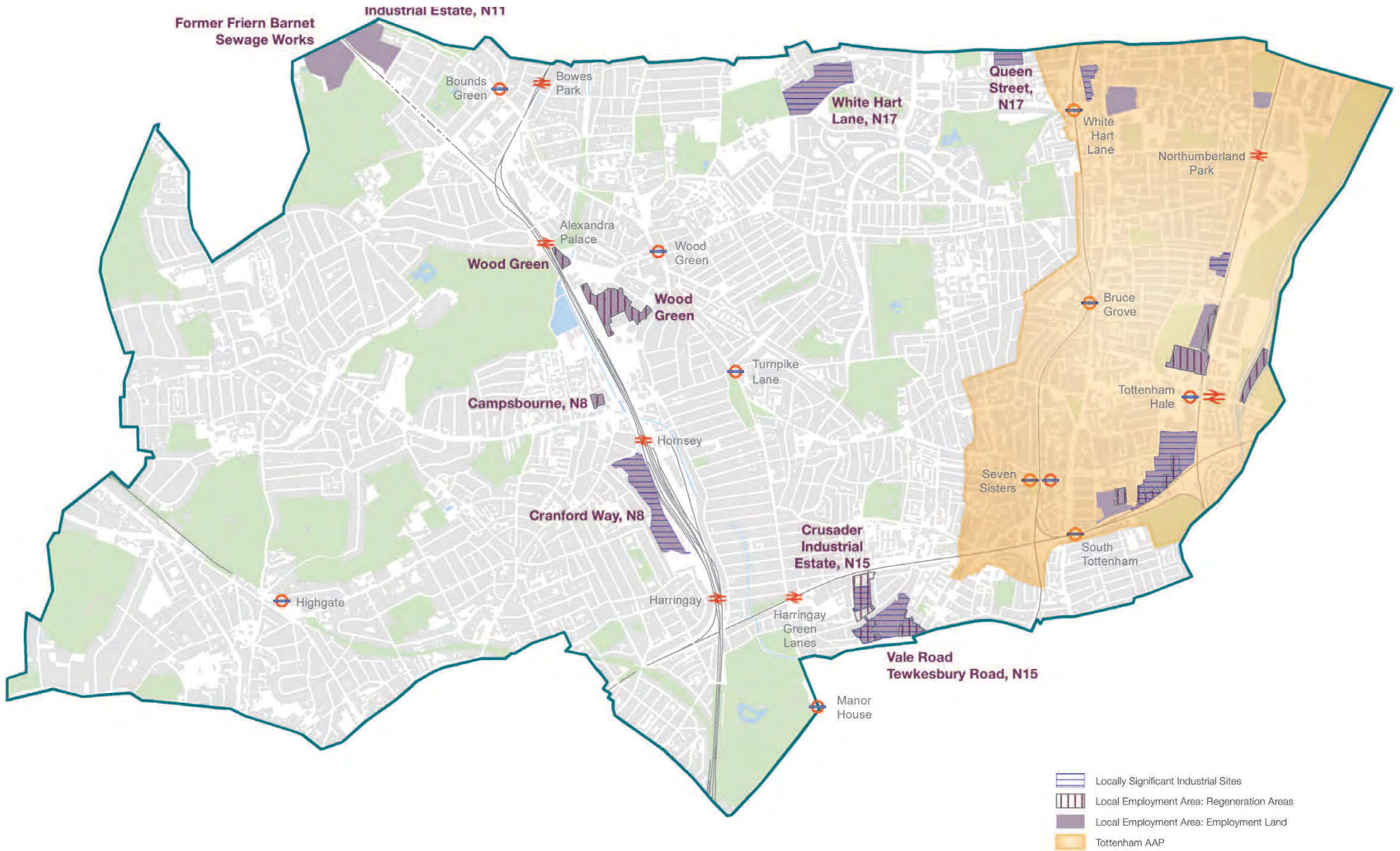
The Designated Employment Areas is set out in Table 1 below. The policy requirements of each designation are set out in Local Plan policy SP 8.

TABLE 1: Employment Land

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

Additional changes to designated employment areas are included in the Tottenham AAP.

FIGURE 1.4 Employment Land



Reasoned Justification

- 1.27** The London Plan 2015 and the Council's Employment Land Study show a significant increase in the number of jobs expected in Haringey. In light of this, the Council is looking into how it can make the best use of its employment designations. The Council's employment site hierarchy is set out in SP8 of the Local Plan: Strategic Policies and the policies for deciding applications on non-allocated sites are set out in Policies DM 37 – 40.
- 1.28** Haringey contains a number of areas where the stock is no longer suitable or viable for which the use was originally built. The implications for these sites are that they require investment to bring either the existing building, or a new development into employment use. Where viable, buildings will be protected, and where increases in the numbers of jobs can be created, sites will be allocated for uses that will enable this to happen. This may include allocating them for mixed use redevelopment where a cross subsidisation through residential development can increase employment numbers, or significantly improve the quality or utility of provision on the site.
- 1.29** Broadly there are three approaches the Council is taking, and these are set out in policies DM37 - 40:
- Sites in Regeneration Areas across the borough will create new jobs and provide new high quality workspace as part of mixed use redevelopment;
 - In Warehouse living areas, as part of the regulation of these area, the original floorspace before conversion to residential use began will be replaced as part of new developments; and
 - Existing industrial sites will be encouraged to modernise and create greater economic output through increasing job densities.

Job creation

- 1.30** The average job density across Haringey's employment areas is currently 44m²/worker. The new stock created will provide employment opportunities at far higher densities, example of this is office use which is occupied at 12-16m²/job. As such the renewal of existing employment sites for mixed use development at higher densities enables the creation of increased job numbers, while also enabling the release of less strategically located sites for residential use.

SA3: CHANGES TO TOWN CENTRE BOUNDARIES

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

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

- Addition of Finsbury Park as a District Centre to complement the existing designation of the centre in the area falling into the London Borough of Islington;
- Tottenham Hale is allocated as a future District Centre (for more information see the Tottenham AAP);
- The Crouch End District Centre boundary is proposed to be expanded to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 163A-165 Tottenham Lane.
- In Wood Green the town centre boundary will be expanded to include the Wood Green Bus Garage and Station Rd Offices sites (SA 7 & 8).

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

- Creation of new secondary frontages through redevelopments in Wood Green Metropolitan Centre at Dovecote Rd, 7 Cheapside & Lymington Avenue through SA 13.
- Creation of new secondary frontages on Wood Green High Rd at SA 7: Wood Green Bus Garage, and SA 8: Station Rd Offices.
- Creation of new primary frontages at SA 11: Wood Green Library.
- Creation of new secondary frontage at Mecca Bingo.
- Creation of new primary frontage at the Finsbury Park Bowling Alley Site, and creation of secondary frontages on a route through the site.
- Creation of new secondary frontage on Stroud Green Road.
- Through redevelopment of Arena Retail Park, extension of the primary shopping area and secondary frontage at the southern end of Green Lanes, with a reduction of the town centre boundary to reduce the envelope from that of the existing Retail Park to the Green Lanes frontage.
- Expansion of the secondary shopping frontage in Crouch End District Centre to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 159-165 Tottenham Lane.

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

- 1.31** A schedule of addresses for primary and secondary frontages, primary shopping areas, and town centre boundaries is set out in Appendix C of the Development Management DPD.

FIGURE 1.6

Muswell Hill District Centre



FIGURE 1.7

Crouch End District Centre

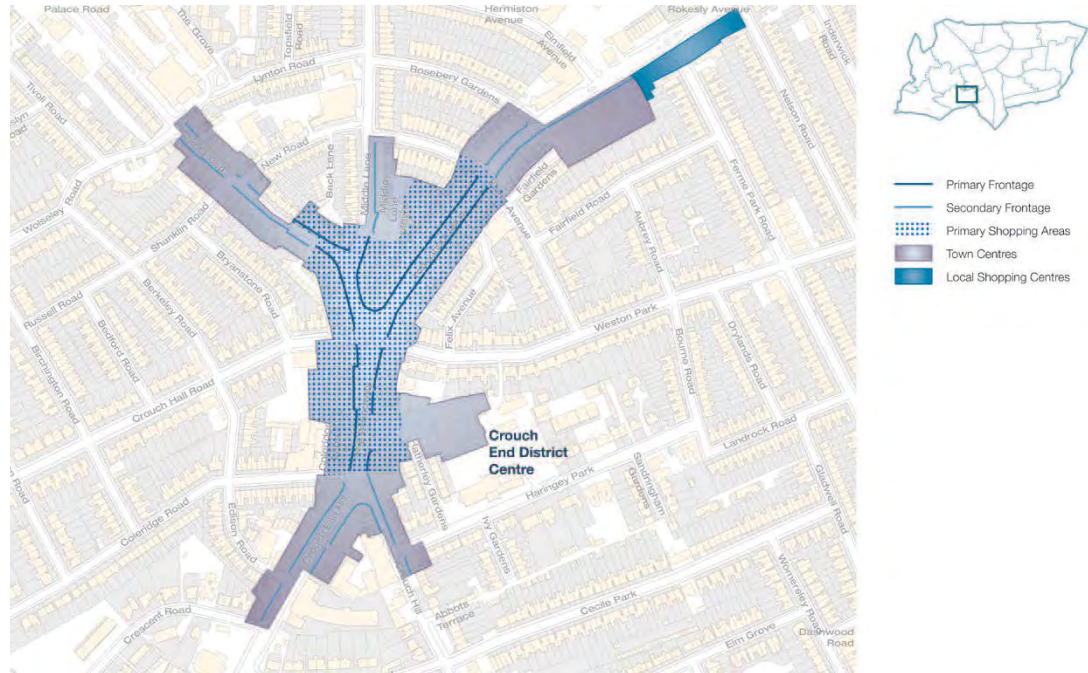


FIGURE 1.8

Wood Green Metropolitan Centre

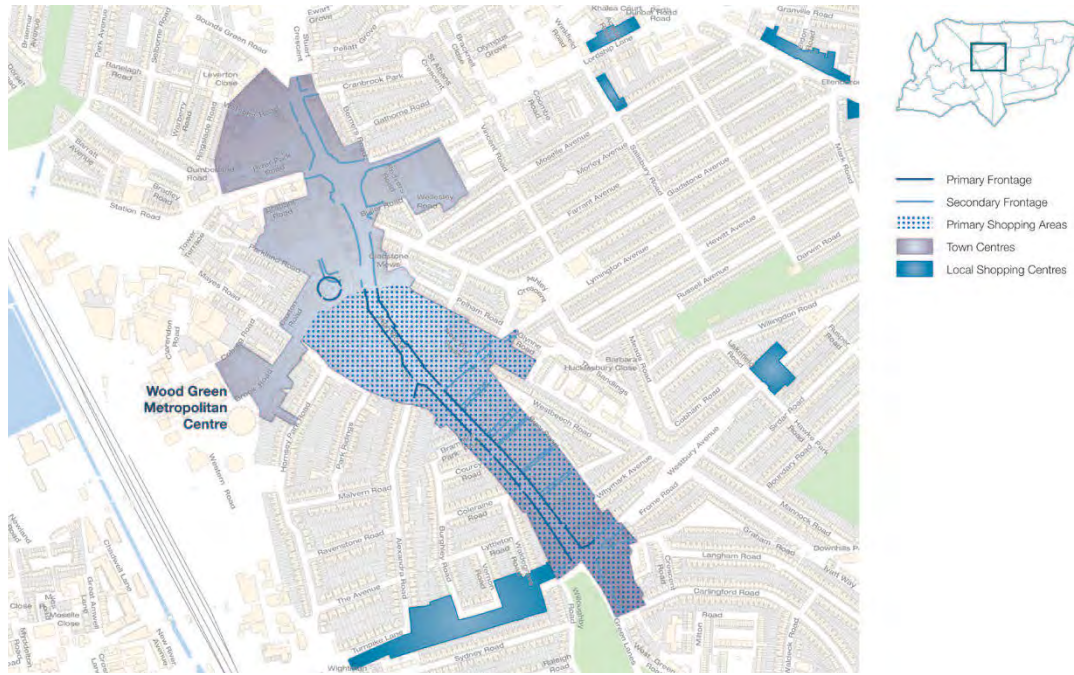


FIGURE 1.9

Green Lanes District Centre

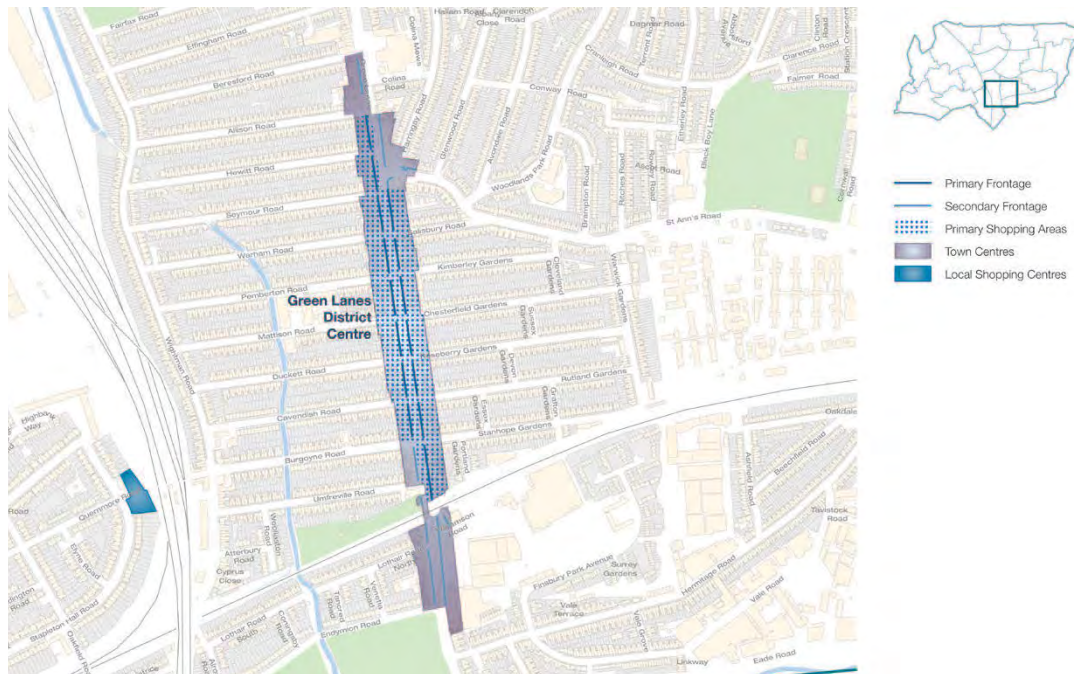


FIGURE 1.10

Finsbury Park District Centre



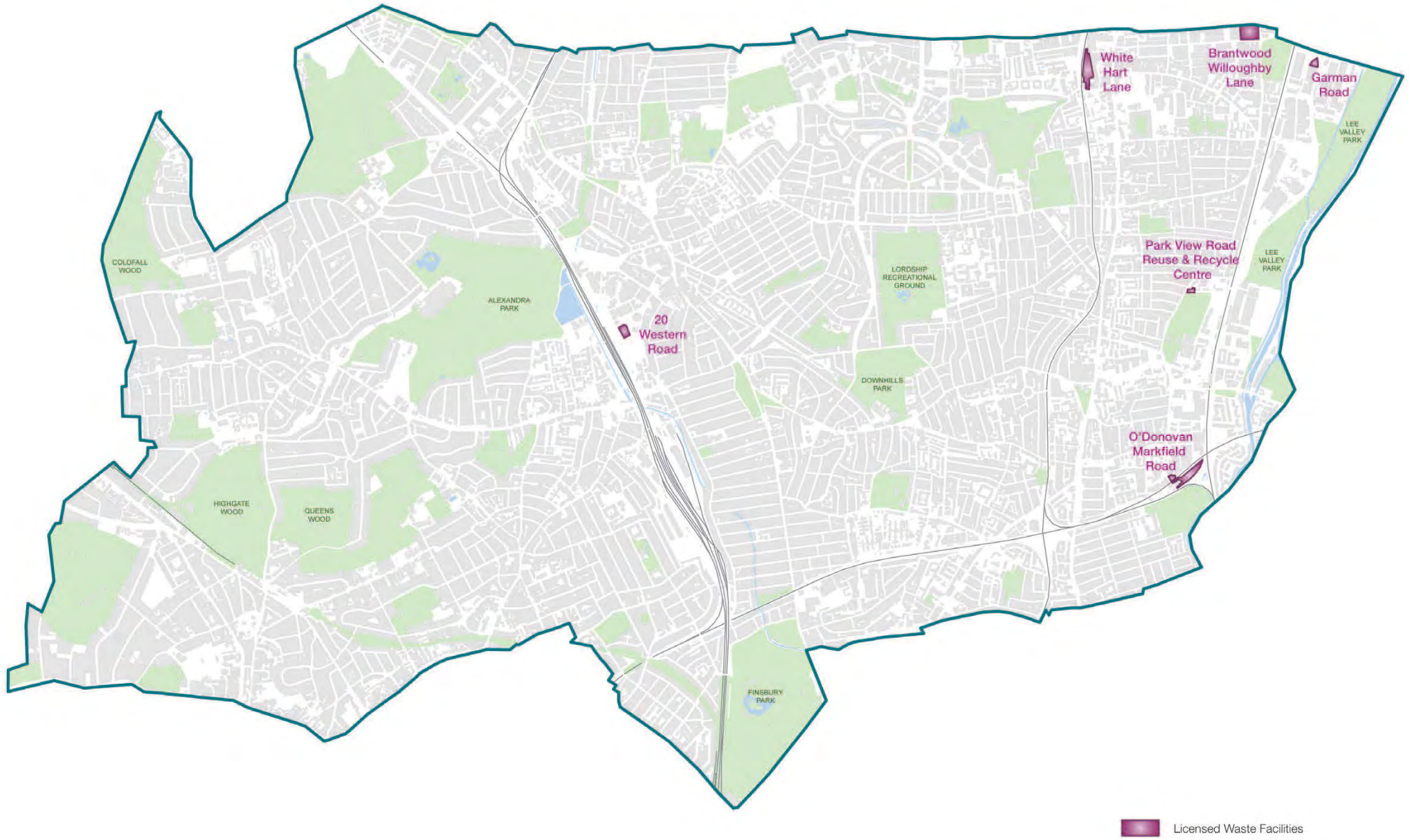
**SA4:
SAFEGUARDED WASTE SITES**

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

TABLE 2: Safeguarding Waste Sites

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

FIGURE 1.11 Safeguarded Waste Sites



The Site Allocations

Borough wide site allocations and areas
Sites in Wood Green Metropolitan Centre
Sites in the South of the Borough
Sites in Highgate
Sites in the West of the Borough
Sites in the East of the Borough

CHAPTER

02

The Site Allocations

02

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

TABLE 3: Borough wide Areas

Sites in Wood Green Metropolitan Centre and it's heartland (pp 26—66)

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

South of the borough (pp 70—94)

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

Highgate (pp 98—112)

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

West of the Borough (pp 116—134)

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

East of the Borough (pp 138—156)

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

Tottenham

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



FIGURE 2.1 Borough wide Site Allocations and Areas

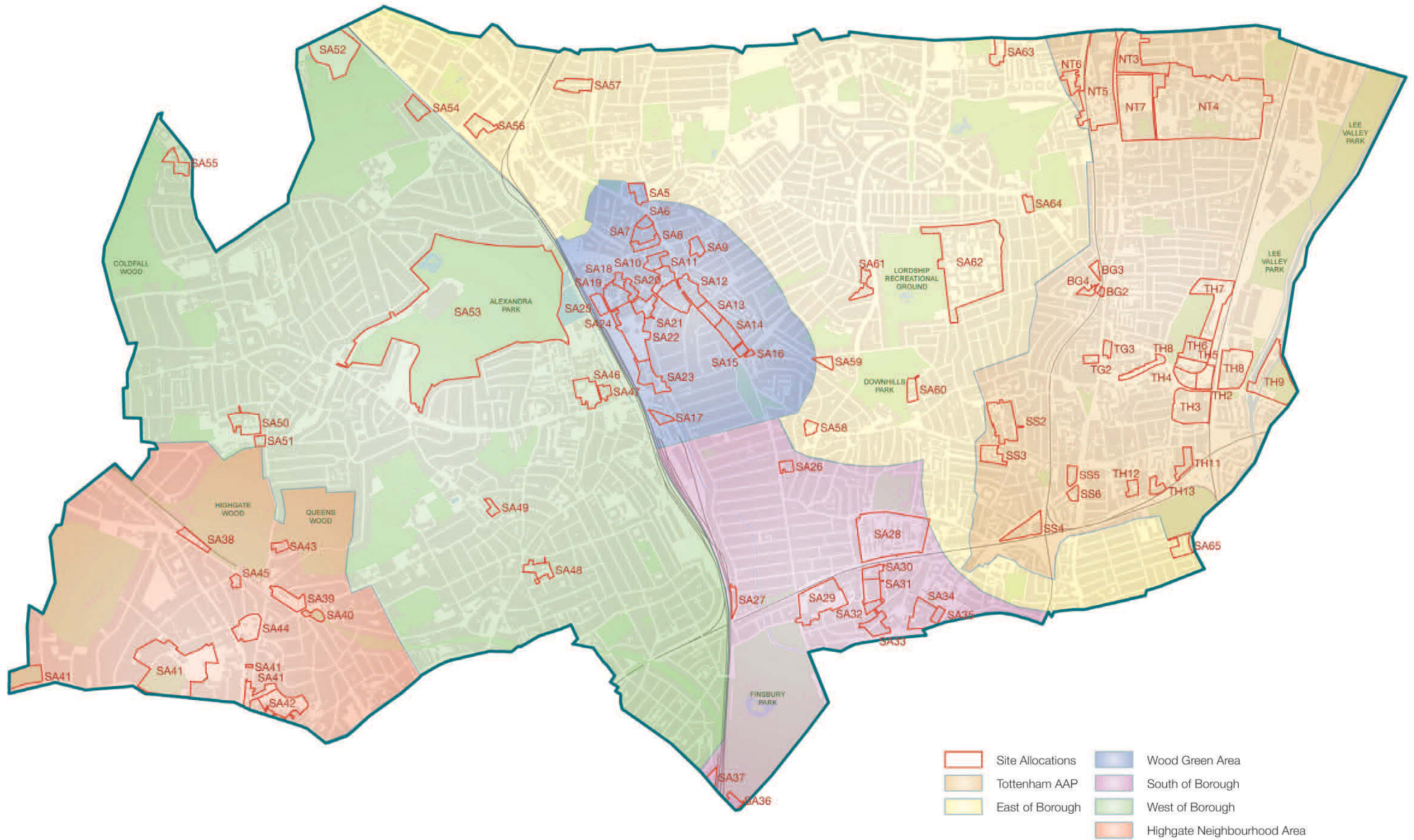


TABLE 4: Borough wide Site Allocations and Areas

Ref	Site Name	Ward	Page
Sites in Wood Green Metropolitan Centre			
SA 5	LBH Civic Centre	Woodside	26
SA 6	Green Ridings House	Woodside	28
SA 7	Wood Green Bus Garage	Woodside	30
SA 8	Station Rd Offices	Woodside	32
SA 9	Mecca Bingo	Noel Park	34
SA 10	Morrison's Wood Green	Noel Park	36
SA 11	Wood Green Library	Noel Park	38
SA 12	The Mall	Noel Park	40
SA 13	Bury Rd Car Park	Noel Park	42
SA 14	16-54 Wood Green High Rd	Noel Park	44
SA 15	L/b Westbury & Whymark Avenues	Noel Park	46
SA 16	Turnpike Lane Triangle	West Green	48
SA 17	North of Hornsey Rail Depot site	Harringay	50
SA 18	Wood Green Cultural Quarter (north)	Noel Park	52
SA 19	Wood Green Cultural Quarter (south)	Noel Park	54
SA 20	Wood Green Cultural Quarter (east)	Noel Park	56
SA 21	Clarendon Square Gateway	Noel Park	58
SA 22	Clarendon Square	Noel Park	60
SA 23	Clarendon Rd South	Noel Park	62
SA 24	NW of Clarendon Square	Noel Park	64
SA 25	Land Adjacent to Coronation Sidings	Noel Park	66
Sites in the South of the borough			
SA 26	Hawes & Curtis, Green Lanes	Harringay	70
SA 27	Wightman Rd	Harringay	72
SA 28	St. Ann's Hospital Site	St. Ann's	74
SA 29	Arena Retail Park	Seven Sisters	76
SA 30	Arena Design Centre	Seven Sisters	80
SA 31	Crusader Industrial Estate	Seven Sisters	82
SA 32	Omega Works	Seven Sisters	84
SA 33	Vale/ Eade Rd	Seven Sisters	86
SA 34	Overbury & Eade Rds	Seven Sisters	88
SA 35	L/b Seven Sisters & Tewkesbury Rds	Seven Sisters	90

Ref	Site Name	Ward	Page
SA 36	Finsbury Park Bowling Alley	Harringay	92
SA 37	18-20 Stroud Green Road	Stroud Green	94
Sites in Highgate			
SA 38	460-470 Archway Road	Highgate	98
SA 39	Former Highgate Rail Station	Highgate	100
SA 40	Gonnermann Antiques	Highgate	102
SA 41	Highgate School	Highgate	104
SA 42	Highgate Bowl	Highgate	106
SA 43	Summersby Road	Highgate	108
SA 44	Hillcrest	Highgate	110
SA 45	Highgate Magistrates Court	Highgate	112
Sites in the west of the borough			
SA 46	Hornsey Depot	Hornsey	116
SA 47	Cross Lane	Hornsey	118
SA 48	Hornsey Town Hall	Crouch End	120
SA 49	72-96 Park Rd & Lynton Road	Muswell Hill	122
SA 50	St. Luke's Hospital Site	Muswell Hill	124
SA 51	Cranwood Care Home	Muswell Hill/ Highgate	126
SA 52	Pinkham Way	Alexandra	128
SA 53	Tunnel Gardens	Alexandra	130
SA 54	Alexandra Palace	Alexandra	132
SA 55	Coppetts Wood Hospital	Fortis Green	134
Sites in the east of the borough			
SA 56	Park Grove & Durnsford Rd	Bounds Green	138
SA 57	Myddleton Road Local Centre	Bounds Green	140
SA 58	Red House	St. Ann's	142
SA 59	Haringey Professional Development Centre	West Green	144
SA 60	Keston Centre	West Green	146
SA 61	Barber Wilson	West Green	148
SA 62	Broadwater Farm area	West Green	150
SA 63	The Selby Centre	White Hart Lane	152
SA 64	The Roundway	White Hart Lane	154
SA 65	Leabank and Lemsford Close	Seven Sisters	156

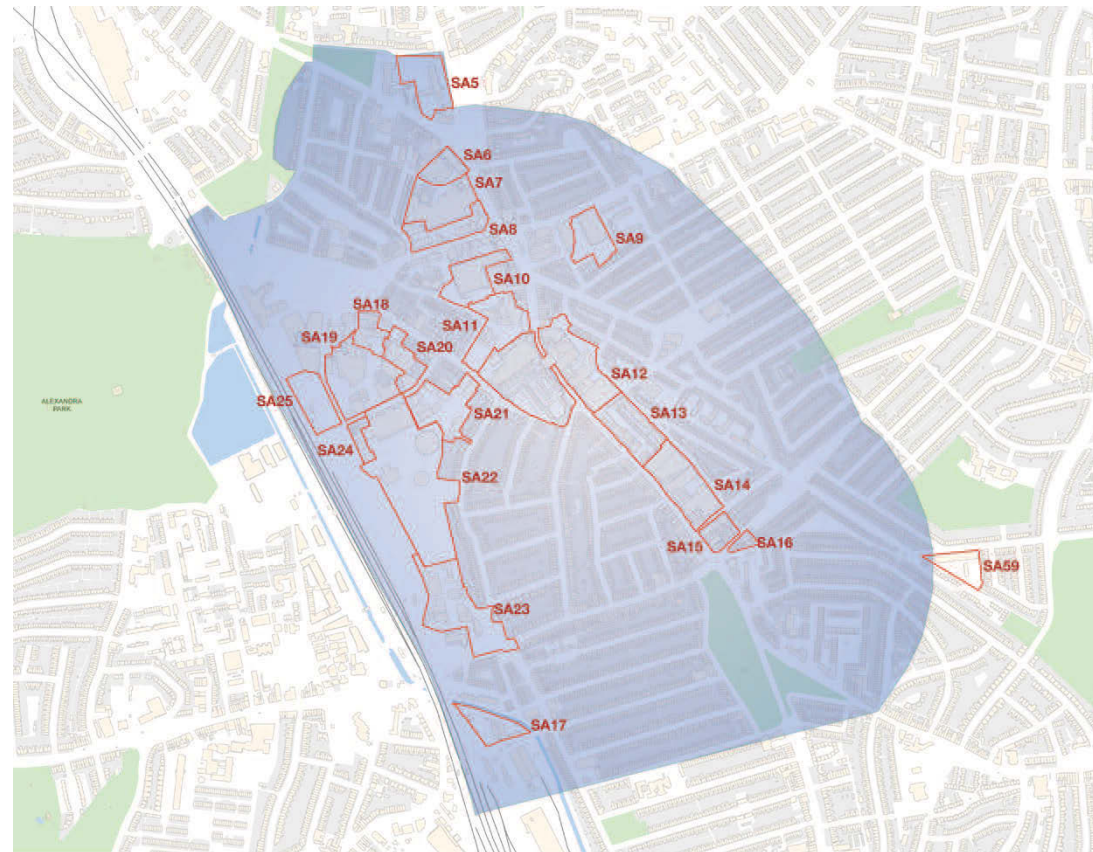
Sites in Wood Green Metropolitan Centre

Wood Green Metropolitan Centre

- 2.2 Wood Green is the Borough's sole Metropolitan Centre, and as such is the single biggest retail centre in Haringey. Located in the centre of the Borough, this area benefits from excellent connectivity, and has a large retail hinterland, much of which is in Haringey, making it a significant strategic asset in the Borough. The principal use in Wood Green is retail, but it is also the biggest office location in the Borough, and provides significant administrative, legal, and community functions for the Borough's residents.
- 2.3 Wood Green is a bustling town centre, with generally high levels of footfall, and low levels of vacant shop fronts. There is a wide range of comparison and convenience retail in the centre.
- 2.4 However, Wood Green has the potential for much improvement. A diversification of the town centre's uses to include a wider range of entertainment, leisure, and community facilities, with the introduction of new housing, will help to enable Wood Green to thrive, and make it a great place for people to live in and to visit from across London.

Further plans for the area

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



Site Allocations
 Wood Green Area

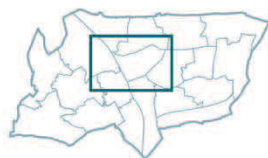
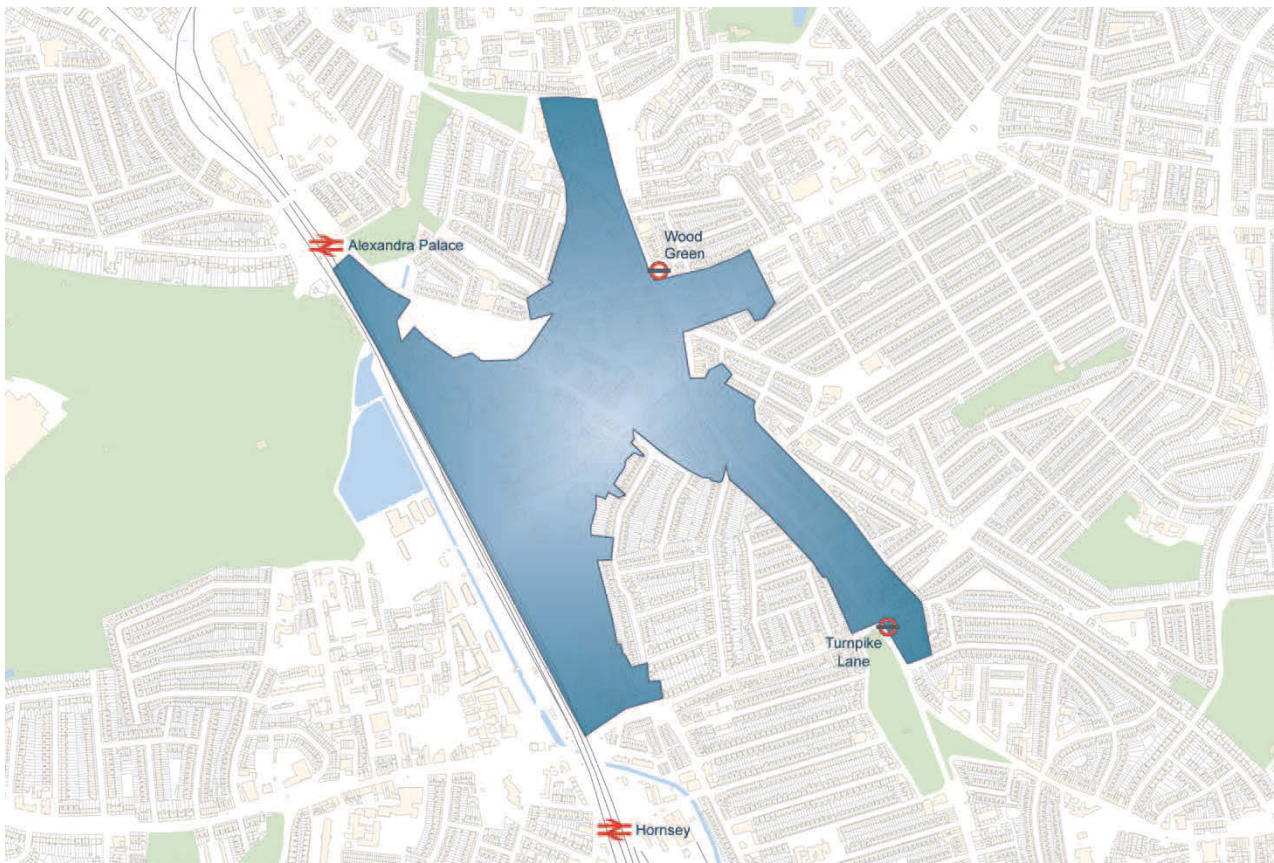
- 2.7 Wood Green will be a dynamic, distinctive and accessible town centre, offering new homes, a choice of high-quality shops and vibrant leisure and cultural attractions all of which local people are proud to call their own, with clear accessible links from the town centre to Haringey Heartlands, Alexandra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

Crossrail

- 2.8 The arrival of Crossrail 2 stations will stimulate investment and growth in the Wood Green area. The construction of Crossrail will require land to be safeguarded in the short term, and will offer opportunities for redevelopment in the longer term. In particular, Turnpike Lane provides development potential to enhance the southern end of Wood Green High Road.
- 2.9 The Council will seek to secure a new Crossrail station entrance on Wood Green High Road to optimize the impact of the improved public transport improvement on the town centre. It is expected that a set of developments providing new premises for retailers, and a set of laneways for a range of town centre uses will be created. New homes and offices above will ensure that the area feels busy all through the day and during the evening, and will help local businesses to thrive.

Tall buildings clusters

- 2.10 Wood Green is a suitable location for tall buildings, which will mark the area as a location for people to visit, invest in, and navigate around. High rise buildings may be appropriate in limited and specific locations, marking either end of the town centre and a new connection towards Alexandra Palace. As a part of more detailed design work for such buildings, each potential tall building will need to be assessed for any potential townscape and views impact. Tall buildings are defined in the Strategic Policies Local Plan as being buildings 10 storeys and over.
- 2.11 Tall buildings will need to demonstrate exceptional design quality. Their locations have been carefully considered through the Urban Characterisation Study and further validated in the Potential Tall Buildings Locations Validation Study (2015) to ensure views from, and importantly, to Alexandra Palace and St. Michael's Church, are protected. There are four proposed tall building locations which can form a network of tall buildings:
 - At Turnpike Lane, marking the new Crossrail station and the southern end of the shopping precinct;



Tall Building Growth Areas

- At Wood Green underground station, on the site of the existing River Park House, marking the Piccadilly Line station and the northern end of the shopping precinct;
 - At the site of Wood Green Library, signalling the connection between Wood Green and its western heartland, a new urban realm and entertainment location;
 - At Penstock foot tunnel, signalling the connection between Wood Green and Alexandra Park.
- 2.12 Taller buildings are defined as those that are two to three storeys higher than the prevailing surrounding building heights. Taller buildings are not Tall buildings. Policy requirements for Tall and Taller buildings are set out in DM Policy 6 Building Heights.

FIGURE 2.4 New Green Chain

New Green Chain

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

Alexandra Palace

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



Alexandra Palace

The Western Heartland Area

Policy Context

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

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

Cultural Quarter

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

Connectivity

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

Clarendon Square

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

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

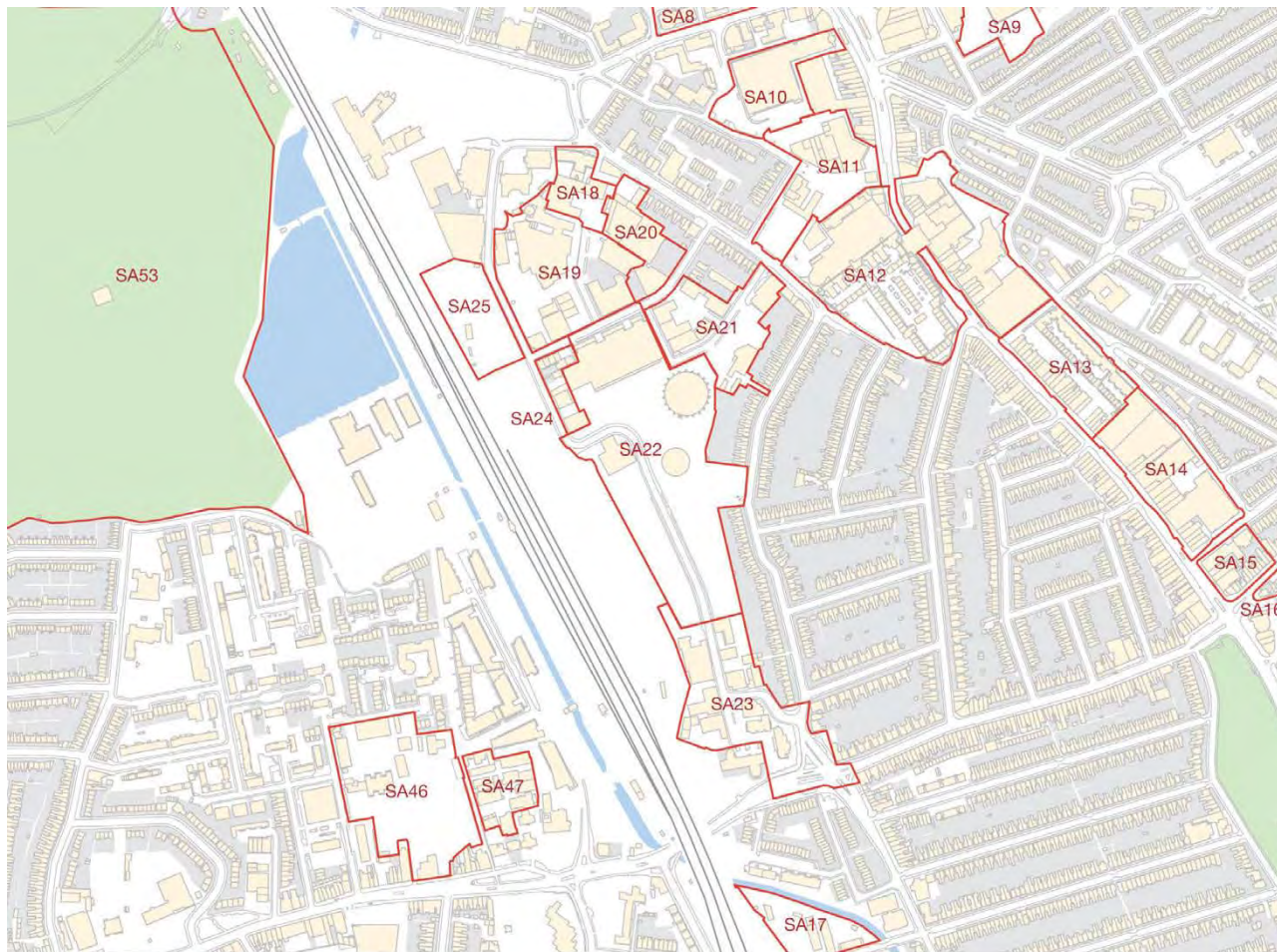
2.21 Buildings in this area are permitted up to nine storeys. It may be possible to add a tall buildings cluster at the junction of Western and Coburg Roads to mark the entrance to Wood Green from Alexandra Park and the west of the Borough.



Wood Green Common

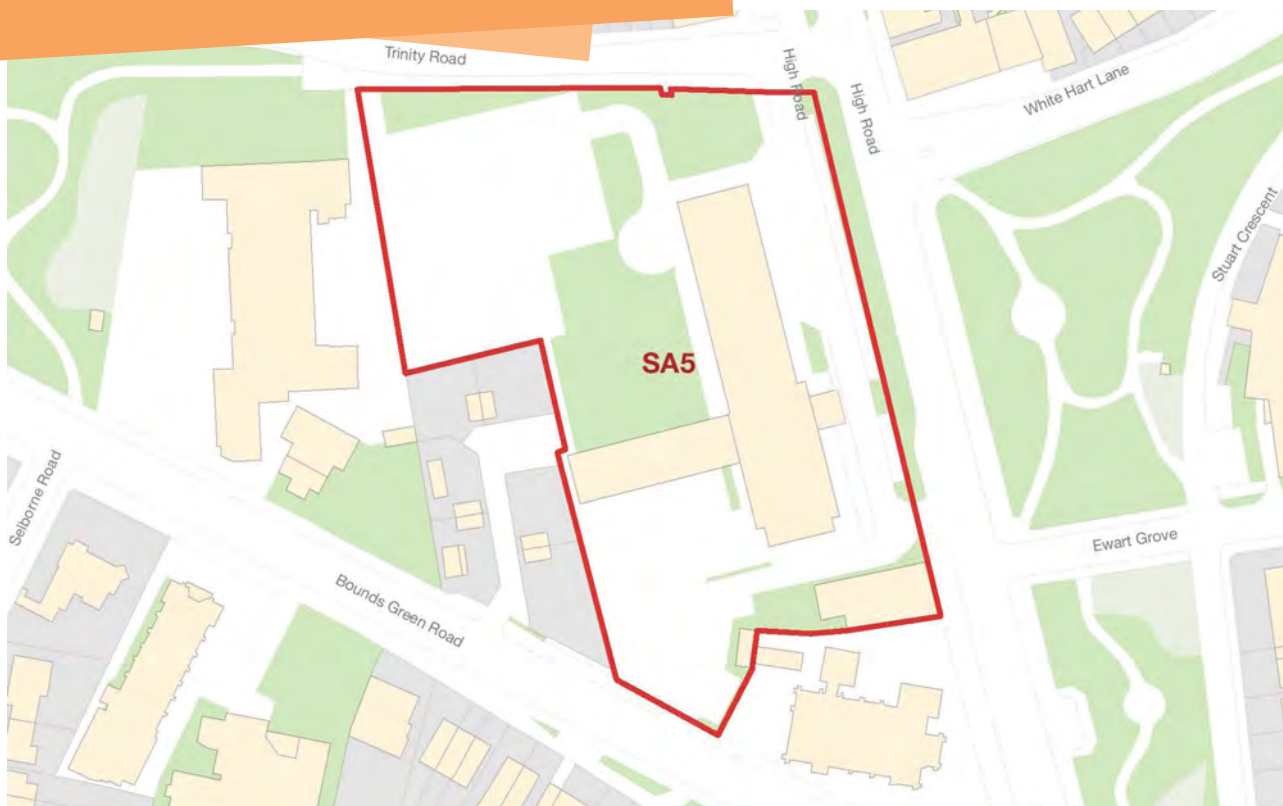
FIGURE 2.5

The Western Heartland Area



Site Allocations

SA5: LBH CIVIC CENTRE



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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



Trinity Gardens

Development Guidelines

- The setting of St. Michael's Church should be preserved, in particular views from the High Street to the south, Trinity Gardens to the west, and to the east from Crescent Gardens.
- Access to the site by car should be from Trinity Road. Height of development along Trinity Road will be limited to complement the residences opposite.
- The current offices could be converted to residences, with the car parking and open space to the rear of the site will provide opportunities for new residential blocks.
- The existing façade along the High Road will be preserved, including the urban realm between the building and the street.
- There is potential for development between the Church and the Travellers site on Bounds Green Road, but this must be sympathetic to both uses. Additionally, development of this block must preserve the viewing corridor from Trinity Gardens Park to St. Michael's Church.
- A new residential block is expected behind the Civic Centre built in a style that complements the modernist Civic Centre (should it be retained), and is sympathetic to the adjacent Travellers site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should be managed to improve water quality.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

SA6: GREEN RIDINGS HOUSE



Proposed Site Allocation

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

Commentary

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

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

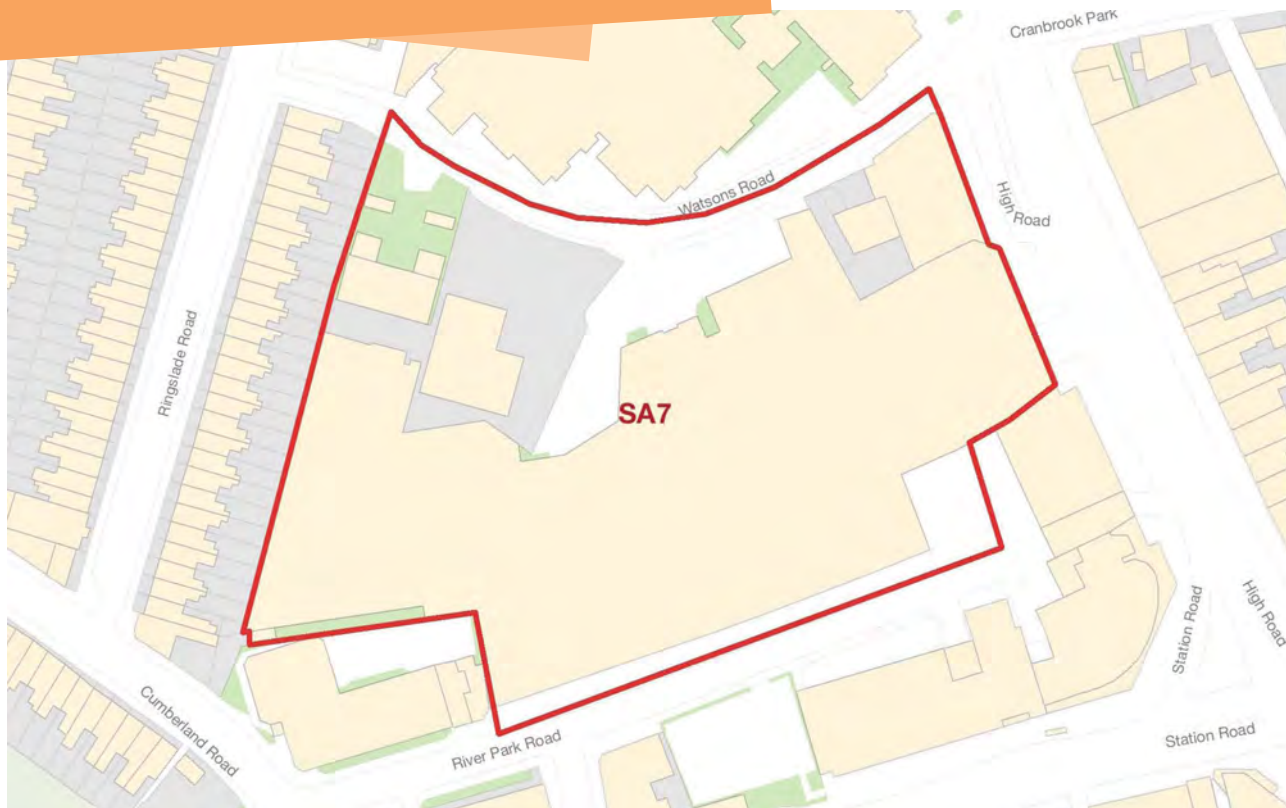
Site Requirements

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

Development Guidelines

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

SA7: WOOD GREEN BUS GARAGE



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- The site sits on a slope rising from south to north. While development at Ringslade Road will be at grade, there may well be an opportunity for undercutting towards River Park Road, providing the opportunity to stable buses at lower ground level. This could ultimately lead to buses entering the site from Station Road or from the High Road, with a decking providing the ground level for development above.
- Heights will be restricted next to the properties on Ringslade Road. This will be achieved through the introduction of mews-style development between the new green link, and these residential properties.
- Development should provide a sensitive interface to the rear of the properties on Ringslade Road.
- New north-south and east-west pedestrian connections linking Station Road, Wood Green High Road, and Watsons Road will frame the new urban square, ensuring permeability in multiple directions.
- Parking should be minimised on this site due to the excellent local public transport connections.
- New private courtyards will be created as part of the developments fronting onto Wood Green High Road.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The issue of rat running through Watsons Road and Ringslade Road will need to be considered as part of this application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Management of air quality and noise will be required to ensure that the transport and residential uses are complementary.
- A flood risk assessment is required for any development.

SA8: STATION ROAD OFFICES



 Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

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

SA9: MECCA BINGO



Proposed Site Allocation

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

Commentary

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

Address	Mecca Bingo, Lordship Lane, Wood Green N22		
Site Size (Ha)	0.8	PTAL Rating	6a
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Bingo Hall		
Ownership	Private freehold		
How site was identified	2013 GLA SHLAA		
Planning designations	Blue ribbon network Wood Green Growth Area Wood Green Metropolitan Centre Adjacent to Noel Park Conservation Area		
Indicative Development Capacity	Net residential units	Town centre m ²	
	191	1,484	

Site Requirements

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

Development Guidelines

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

SA10: MORRISON'S WOOD GREEN



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	Morrison's, Wood Green High Rd, N22		
Site Size (Ha)	1.0	PTAL Rating	6a
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Supermarket, shopping mall, surface and multi-storey car parking		
Ownership	Single private freehold		
How site was identified	Review of Wood Green opportunities for development in light of Crossrail 2.		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Area of Archaeological Importance Adjacent to listed building: Gaumont Cinema		
Indicative Development Capacity	Net residential units	Town centre m ²	
	239	1,855	

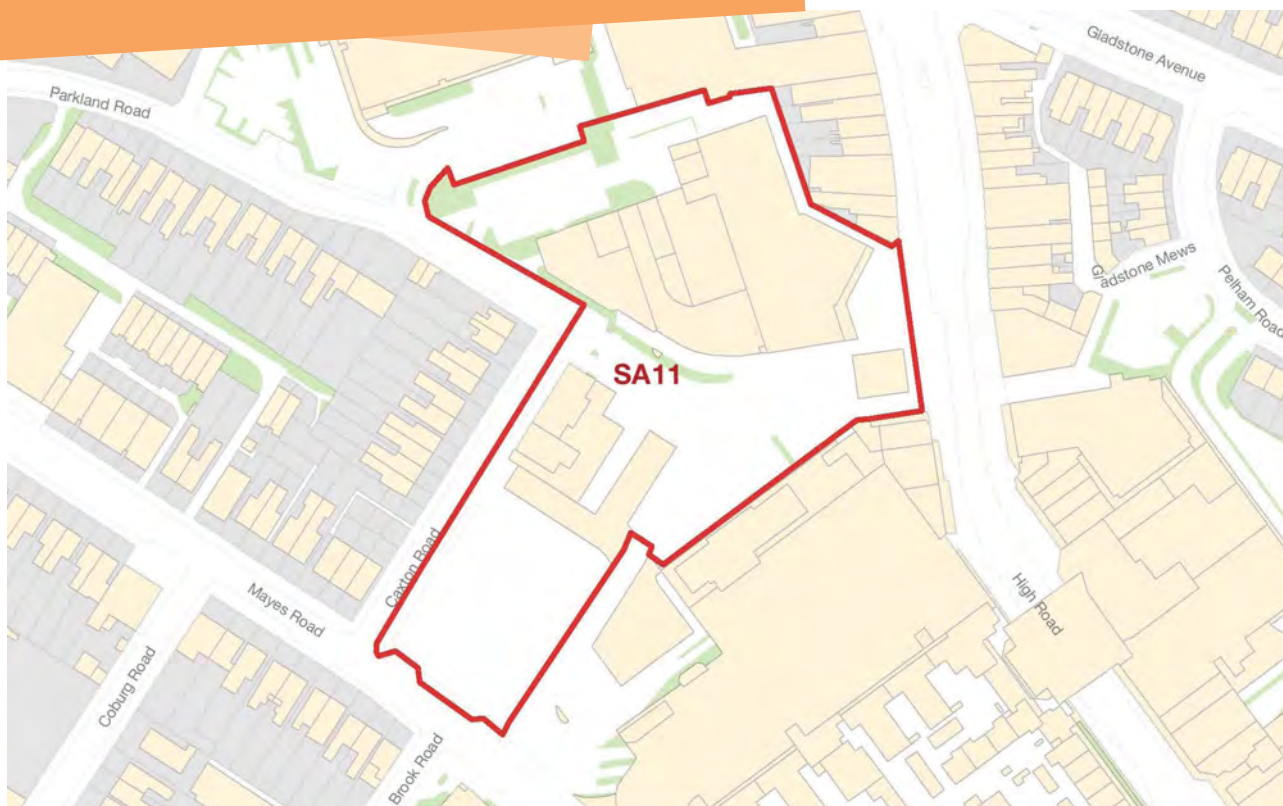
Site Requirements

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

Development Guidelines

- Heights should be restricted facing existing houses on Parkland and Caxton Roads.
- The building line along the High Road frontage should respond to the building line of The Goose public house and the remainder of The Broadway terrace.
- Development heights should build up to the former cinema; which can be treated as a boundary wall and as a marker of maximum height for this site.
- A new pedestrian route should be created through the site, from Station Road to the new open space within the Wood Green Library site.
- Existing semi-mature trees along the western and north-western boundary should be retained and protected in the development.
- The Gaumont Cinema to the southeast of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected. Adequate sound and vibration mitigation measures must be incorporated, reflecting its desired reuse as a theatre, cinema or other cultural venue, and vehicle access to the stage house must be maintained.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The impact of development on the overall parking needs of the town centre should be identified through this application.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

SA11: WOOD GREEN LIBRARY



Proposed Site Allocation

2.34 Subject to reprovision of the existing library use, redevelopment to create enhanced town centre uses, a new library, residential development, and a new urban square with pedestrian and cycle route linking Wood Green High Road to Alexandra Palace,

Commentary

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

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

Site Requirements

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

Development Guidelines

- The new urban square, including an entrance to a new library facility will serve as the new civic heart of Wood Green.
- Height should be restricted on parts of the site directly opposite residential buildings on Caxton and Mayes Roads to respect their amenity.
- A distinctive building to mark the library site and act as a wayfinding point at the intersection of other tall buildings at Wood Green Station, Turnpike Lane Station, and Penstock foot tunnel.
- This site must provide an attractive, safe and generous east west pedestrian and cycling connection linking into the wider cycle network.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored. It may be possible that a deculverted river could be a focal point for the new urban square.
- In addition to the main east-west route through the site, a pedestrian loop towards Station Road should be facilitated through the Morrison's site.
- The Gaumont Cinema to the north of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected. Adequate sound and vibration mitigation measures must be incorporated, reflecting its desired reuse as a theatre, cinema or other cultural venue, and vehicle access to the stage house must be maintained.
- The Mall can also be used as a boundary wall to the south eastern edge of the site, creating a development parcel south of the new east-west route.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The potential for the excellent views of Alexandra Palace should be explored, including the provision of a "sky café/restaurant".
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

SA12: THE MALL



Proposed Site Allocation

2.36 Improvements to the public realm to improve visitor and resident amenity and the feel of Wood Green as a metropolitan centre.

Commentary

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

Address	The Mall, Wood Green High Rd, N22		
Site Size (Ha)	4.0	PTAL Rating	6a
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Shopping centre with multi-storey car parking, and residential units.		
Ownership	Single private freehold		
How site was identified	GLA SHLAA 2013		
Planning designations	Wood Green Metropolitan Centre Wood Green Growth Area Primary shopping area Primary frontage Adjacent to Noel Park Conservation Area		

Site Requirements

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

Development Guidelines

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

SA13: BURY ROAD CAR PARK



Proposed Site Allocation

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

Commentary

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

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

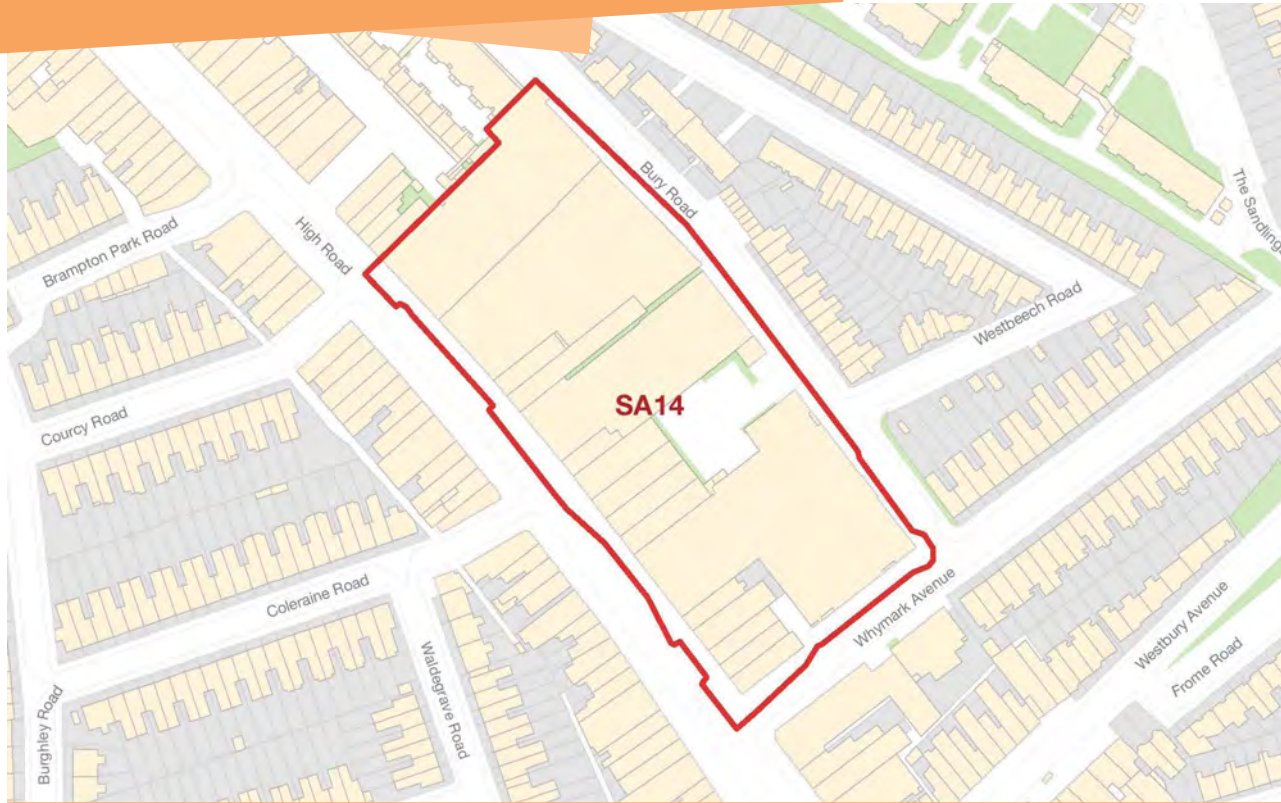
Site Requirements

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

Development Guidelines

- Development should complement the buildings in the Noel Park Estate Conservation Area to the north/east of the site across Bury Road. Heights should be restricted along this interface, and have entrances that present onto the street.
- Existing social housing will need to be reprovided on this site or another local site.
- Parking levels should be reduced on this site due to the excellent local public transport connections.
- The new secondary frontages on Lymington and Dovecote Avenues should provide complementary uses to the primarily retail offer on Wood Green High Road. These should be pedestrianised spaces.
- The feasibility of opening up the old arcade building in the Cheapside parade to create an additional set of secondary frontage should be considered.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A piling statement will be required prior to any piling taking place.

SA14: 16-54 WOOD GREEN HIGH RD



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- Heights of buildings at the rear of the site should be sympathetic to the residential properties on the east side of Bury Road.
- Private open space will be provided in internal communal courtyards, private balconies and roof gardens.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The Victorian shopping parade immediately north of the site on Wood Green High Road should be retained, and enhanced by this site's development.
- This site will in all probability come forward in phases due to the differences in ownership. Landowners will need to demonstrate how their schemes affect neighbouring properties, including their future redevelopment as part of their proposed design.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

SA15: WESTBURY & WHYMARK AVES



 Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- Height should fall away from its peak at the frontage to Wood Green High Road along Whymark Avenue.
- The frontage to the High Road needs to create a high quality active frontage. The opportunity for additional town centre uses at first floor level should also be exploited.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Opportunity to enable an improvement to the cycle network between Wood Green and the south/west at the junction of The Sandlings and Whymark Avenue should be considered. There may be an opportunity to improve the existing small open space open space at the junction of The Sandlings and Whymark Avenue.
- The urban realm around Turnpike Lane station should be of a high quality, and new development should enable this as it occupies a key gateway location into Wood Green.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted as part of any planning application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.

SA16: TURNPIKE LANE TRIANGLE



Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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



Turnpike Lane, Station

Development Guidelines

- Heights should be restricted at the interface with the residential buildings to the east on Langham Road and Westbury Avenue.
- Design of the site should be sympathetic to the Grade II listed Turnpike Lane station buildings across Langham Road.
- Creation of new high quality urban realm between the new building and Turnpike Lane station.
- Site could contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Road through the bus station, and Duckett's Common towards Hornsey and the West of the borough.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, tall building with a sleek appearance will be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings.

SA17: NORTH OF HORNSEY RAIL DEPOT



Proposed Site Allocation

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

Commentary

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

Address	Land between the New River, the Great Northern Rail Line, and Hampden Road, Harringay N8		
Site Size (Ha)	0.7	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Mixture of A1, A2, A5, and D1 uses, with some residential above.		
Ownership	Mixture of private freeholds and leaseholds		
How site was identified	Crossrail 2 preferred alignment		
Planning designations	Ecological corridor SINC Metropolitan importance: New River Locally listed buildings: King Road Adjacent to the proposed green chain		
Indicative Development Capacity	Net residential units	Employment m ²	
	56	980	

Site Requirements

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

Development Guidelines

- Height of development should be at its maximum adjacent to the rail line and Hampden Road, with the amenity of residential properties on the northern bank respected.
- The pedestrian bridge over the rail line should be improved to create improved access across the railway line, including if feasible, by bicycle.
- Buildings along Hampden Road should create an appropriate street frontage, providing passive surveillance for users of Hornsey station.
- Development should create improved and clearer access to the New River along the northern edge of the site.
- Opportunities to enhance access, safety, and appearance of the New River Path through development and design of this site should be explored on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Although this site is currently part of an ecological corridor, the current uses do not positively contribute to the aims of this designation. Any future uses should ensure that they enhance the overall biodiversity value of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

SA18: WOOD GREEN CULTURAL QUARTER (NORTH)



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The Wood Green job centre and Guillemot Place are of limited architectural quality, and will be permitted for redevelopment.
- An extension of Clarendon Road, from its current cul-de-sac, through the site, to link with Wood Green Common should be created.
- In collaboration with other local sites, an enhanced public realm will be created at the south of this site, which will act as the focal point of the Cultural Quarter around Clarendon Road. Active frontages to both sides of Clarendon Road will be required, to contribute to this vision.
- The maximum quantum of employment floorspace feasible should be provided on this site.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of this redevelopment.
- Residential development may be suitable on site in order to subsidise new workspace
- Development should follow the principles set out in any future Council-approved masterplan for the area, and/or the Wood Green AAP.
- Capped commercial rents will be expected in this area in line with Policy DM38.
- Part of the site is located within Wood Green Common Conservation Area and any development should make a positive contribution to the setting of the Conservation Area, in particular Alexandra Primary School, and 109 Mayes Rd.

Development Guidelines

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

SA19: WOOD GREEN CULTURAL QUARTER (SOUTH)



Proposed Site Allocation

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

Commentary

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

Address	Chocolate Factory, 1-3 Clarendon Rd, Mallard Place, Olympia Business Estate and John Raphael House, Wood Green N22		
Site Size (Ha)	2	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Existing Cultural Quarter		
Ownership	Mix of private freeholds		
How site was identified	Call for Sites 2013		
Planning designations	Wood Green Growth Area Local Employment Area: Regeneration area Adjacent to Wood Green Common Conservation Area		
Indicative Development Capacity	Net residential units	Employment m ²	
	355	12,243	

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the Allocation.
- The original Chocolate Factory building will be retained.
- Parma House, the Mountview academy building, the buildings fronting Coburg Road east of Clarendon Rd, and the extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable uses to being retained and/or reprovided.
- The aim of this allocation will be to increase employment use on this site. Some residential will be permitted to enable increases in employment floorspace and jobs creation in the area.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of any redevelopment.
- A public realm will be created that will act as the focal point for the Cultural Quarter in this the site around Clarendon Road. A Public Realm Strategy which engages with the wider requirements for the area (for example including how this site interfaces with Clarendon Square) will be required.
- Active frontages to both sides of Clarendon Road will be required, which contribute to the cultural output of the area.
- Development should follow the principles set out in any future Council-approved masterplan, and the Wood Green AAP.
- Clarendon Rd will be enhanced and provide a north-south pedestrian and cycling connection through the site.
- Capped commercial rents will be expected in this area in line with Policy DM38.

Development Guidelines

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

SA20: WOOD GREEN CULTURAL QUARTER (EAST)



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- Heights should be reduced to the north east of the site to minimise the effect on residential properties on Mayes Rd.
- New pedestrian links from Coburg Rd to the extended Clarendon Rd should be created through this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.



Wood Green

SA21: CLARENDON SQUARE GATEWAY



Proposed Site Allocation

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

Commentary

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

2.56 New commercial and residential development will be permitted along this route.

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

Site Requirements

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

Development Guidelines

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.
- The Moselle River runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- New street trees should be provided in this area.
- This site is suitable for car free development due to its good, and improving public transport access.

SA22: CLARENDON SQUARE



Development granted Permission (HGY/2009/0503)

- 2.57** Outline planning application for demolition of existing structures and redevelopment to provide a residential led, mixed-use development, comprising between 950 to 1,080 residential units (C3); with 460sqm to 700sqm of office uses (B1); 370sqm to 700sqm of retail/financial and professional services uses (A1/A2); 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4); 325sqm to 550sqm of community/assembly/leisure uses (D1/D2); new landscaping, public and private open space, and energy centre, two utility compounds, up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.
- 2.58** A Section 73 application relating to the enabling works to deliver this site including the dismantling of the gas holders was granted in 2014.

Address	Clarendon Square, Hornsey Park Rd, Mayes Rd, Clarendon Rd, N8			
Site Size (Ha)	4.8	PTAL Rating	3-4	
Timeframe for delivery	2011-2015	2015-2020	2020 onwards	
Current/Previous use	Vacant former gas works			
Ownership	Mix of public and private freeholds			
Planning designations	Wood Green Growth Area Blue Ribbon Network Adjacent to: <ul style="list-style-type: none"> ▪ Regeneration Area ▪ Cultural Quarter ▪ Ecological Corridor ▪ Article 4 direction for Heartlands rail corridor 			
Indicative Development Capacity (HGY/2009/0503)	Net residential units	Commercial m ²	Town Centre m ²	Other m ²
	1,080	700	920	550

Proposed Site Allocation

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

Commentary

- 2.60** Planning consent was granted in 2012 for a mixed use development creating 1,080 new residential units, town centre uses, and a new urban square. While extant, it is anticipated that a new application may come forward over the plan period. Due to the size of the site, this development will be expected to make a significant contribution to the creation of a new suburb for Wood Green Metropolitan Centre. It will need to create new jobs and homes in the area, a positive urban realm including new publically accessible open space. Crucially, improved east west pedestrian and cycling links between Alexandra Palace Park and Wood Green, as well as north south links between Turnpike Lane and Alexandra Palace Station, will facilitate movement through the area.

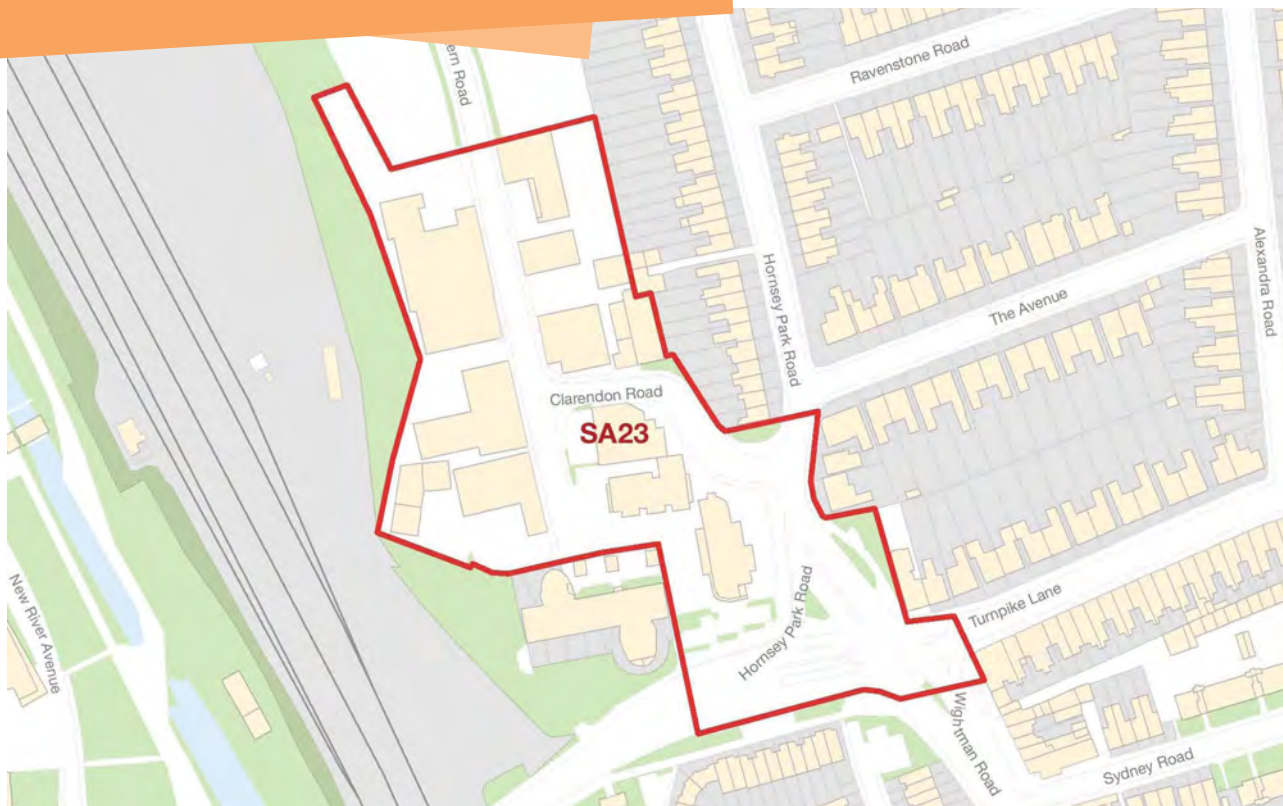
Site Requirements

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

Development Guidelines

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

SA23: CLARENDON RD SOUTH



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	27-33 & 9-70 Clarendon Rd, Wood Green, N22		
Site Size (Ha)	2.2	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	West Indian Cultural Centre, commercial premises		
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified	Heartlands development framework		
Planning designations	Wood Green growth area Ecological corridor Adjacent to: <ul style="list-style-type: none"> Article 4 direction for Heartlands rail corridor Area of Archaeological Importance 		
Indicative Development Capacity	Net residential units	Employment m ²	Other m ²
	206	5,390	5,390

Site Requirements

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

Development Guidelines

- Heights should be restricted where they adjoin the properties on Hornsey Park Road.
- Taller development will be acceptable on the west side of Clarendon Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Business uses should respect adjacent residential.

SA24: NW OF CLARENDON SQUARE



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- Development should be set back adjacent to the Western Rd/Coburg Rd to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- A new building on the corner of Coburg and Western roads should form part of the Coburg/Western Roads tall building cluster, reflecting the site being identified as potentially suitable for a tall building.
- A new active frontage to Western and Coburg roads should be created.
- Coburg Rd will become part of the Haringey Green Grid linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into an enhanced Penstock Tunnel should be secured through development on this site.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

SA25: L/A CORONATION SIDINGS



Proposed Site Allocation

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

Commentary

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

Address	Land adjoining Western Rd, the Penstock foot tunnel, and the Great Northern Rail line, Wood Green N22		
Site Size (Ha)	0.9	PTAL Rating	3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Vacant land		
Ownership	Single public ownership		
How site was identified	GLA SHLAA 2013		
Planning designations	Wood Green Growth Area Ecological corridor Article 4 Direction for Heartlands rail corridor		
Indicative Development Capacity	Net residential units	Employment m ²	
	87	3,015	

Site Requirements

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

Development Guidelines

- A new building on the corner of Coburg and the Penstock path should form part of the Coburg/Western Roads taller building cluster. This could potentially be a tall building, complementing the development across Western Rd to the west. It should be designed in such a way to be visible from Alexandra Palace Park, acting as a way marker, while respecting the setting of the Park.
- A new frontage to Coburg Rd should be created.
- Coburg Rd will become part of the Haringey Green Grid linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into Coburg Rd should be secured through development on this site.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Development should be set back adjacent to the Western Rd/Coburg Rd to mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The impact of Hornsey Depot operating in close proximity to this site should be considered as part of any application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.

Sites in the South of the borough

Introduction to the area

- 2.67** The south of the Borough in this document is formed of the Harringay area (including the Harringay ladder, St. Ann's ward, and the areas associated with Green Lanes District Centre, including the western portion of Seven Sisters Ward), and Finsbury Park.
- 2.68** This area is experiencing significant pressure for housing and consequential price growth, and significant regeneration schemes are coming forward in the vicinity in the form of City North at Finsbury Park, and Woodberry Down.
- 2.69** Green Lanes is a thriving district centre with a London-wide reputation for Turkish & Kurdish restaurants, cafes, and greengrocers. It has recently received TfL funding to improve the local urban realm, and Outer London Funding to enhance the shopfronts on Green Lanes.

Sites in Harringay (pp70-76)

- 2.70** The sites in this area are centred on Green Lanes District Centre and the Harringay ladder.
- SA 26: Hawes & Curtis, Green Lanes
 - SA 27: Wightman Rd
 - SA 28: St. Ann's Hospital
 - SA 29: Arena Retail Park

Harringay Warehouse District

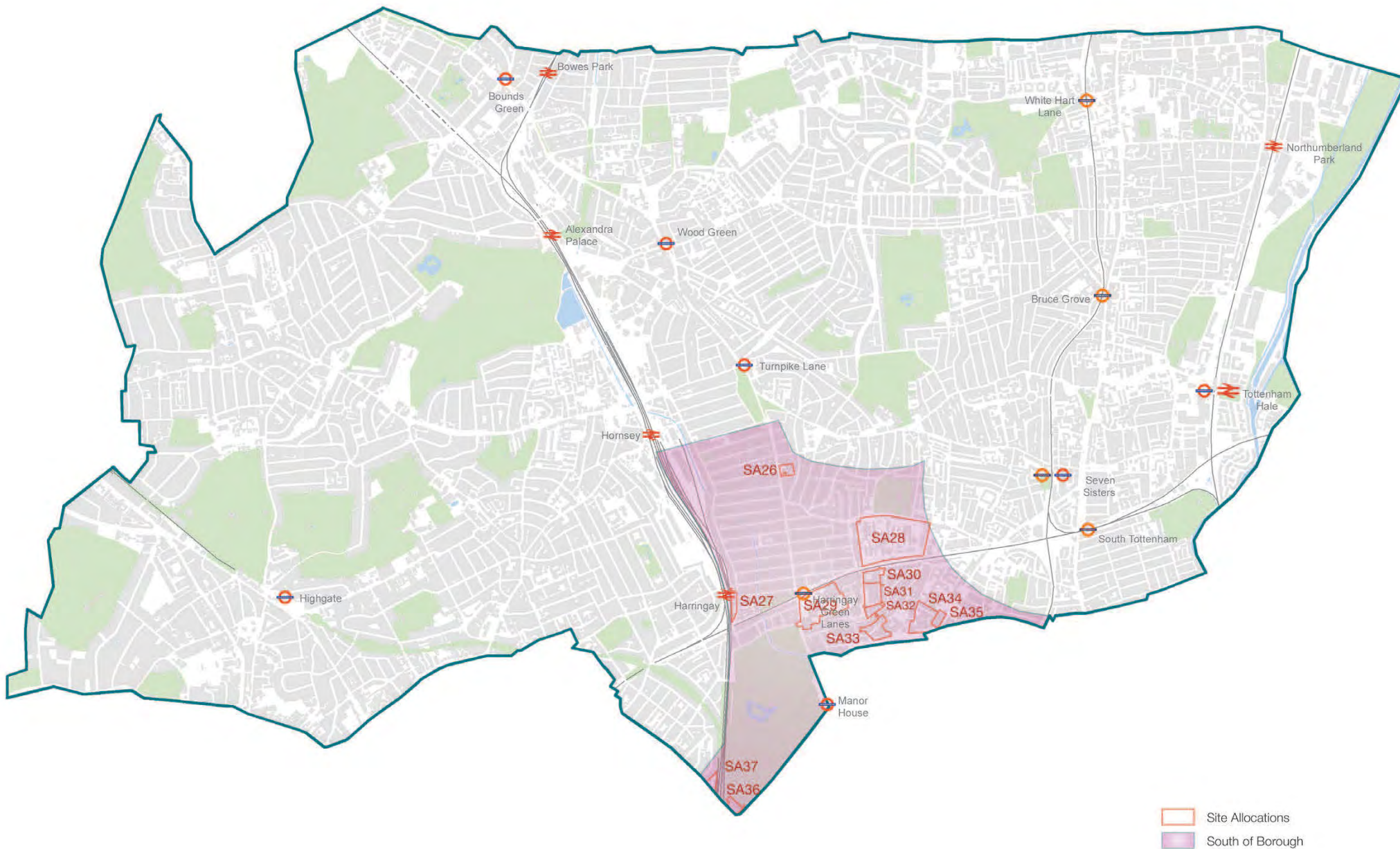
- 2.71** A new local strategic policy for this area has been created, and this is included as DM39 in the DMDPD. This aims to increase the number of jobs, and preserve the creative community present in the area. Certain sections of LSIS 15 are retained under Policy SA 1, but other sections are proposed to be changed to Local Employment Area: Regeneration Area, to reflect the changes underway in this area.
- 2.72** Sites allocated in this area are:
- SA 30: Arena Design Centre
 - SA 31: Crusader Industrial Estate
 - SA 32: Omega Works
 - SA 33: Vale/ Eade Rds
 - SA 34: Overbury & Eade Rds
 - SA 35: Land between Seven Sisters and Tewkesbury Rds

Sites in Finsbury Park

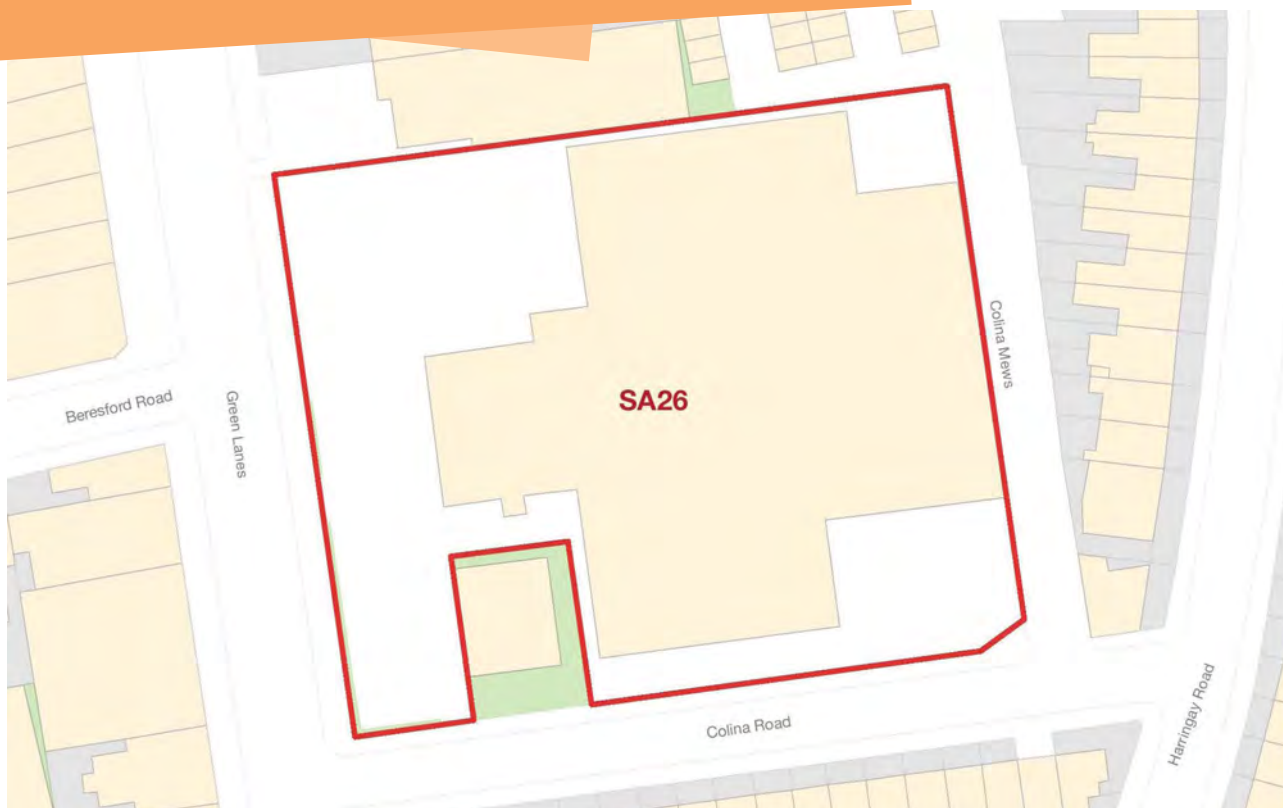
- 2.73** New town centre frontages are proposed to give Finsbury Park District Centre status, thus complementing its existing designation in LB Islington. The Site Allocations DPD, alongside the guidance included in the Finsbury Park Town Centre SPD will guide development in this area. Sites included in this area are:
- SA 36: Finsbury Park Bowling Alley
 - SA 37: 18-20 Stroud Green Rd

FIGURE 2.6

Sites in the South of the Borough



SA26: HAWES & CURTIS, GREEN LANES



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	Hawes & Curtis Outlet, Green Lanes, N8		
Site Size (Ha)	0.6	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Retail Warehouse		
Ownership	Private freehold		
How site was identified	Call for Sites 2013		
Planning designations	Adjacent to Green Lanes District Centre		
Indicative Development Capacity	Net residential units	Other uses m ²	
	73	1,500	

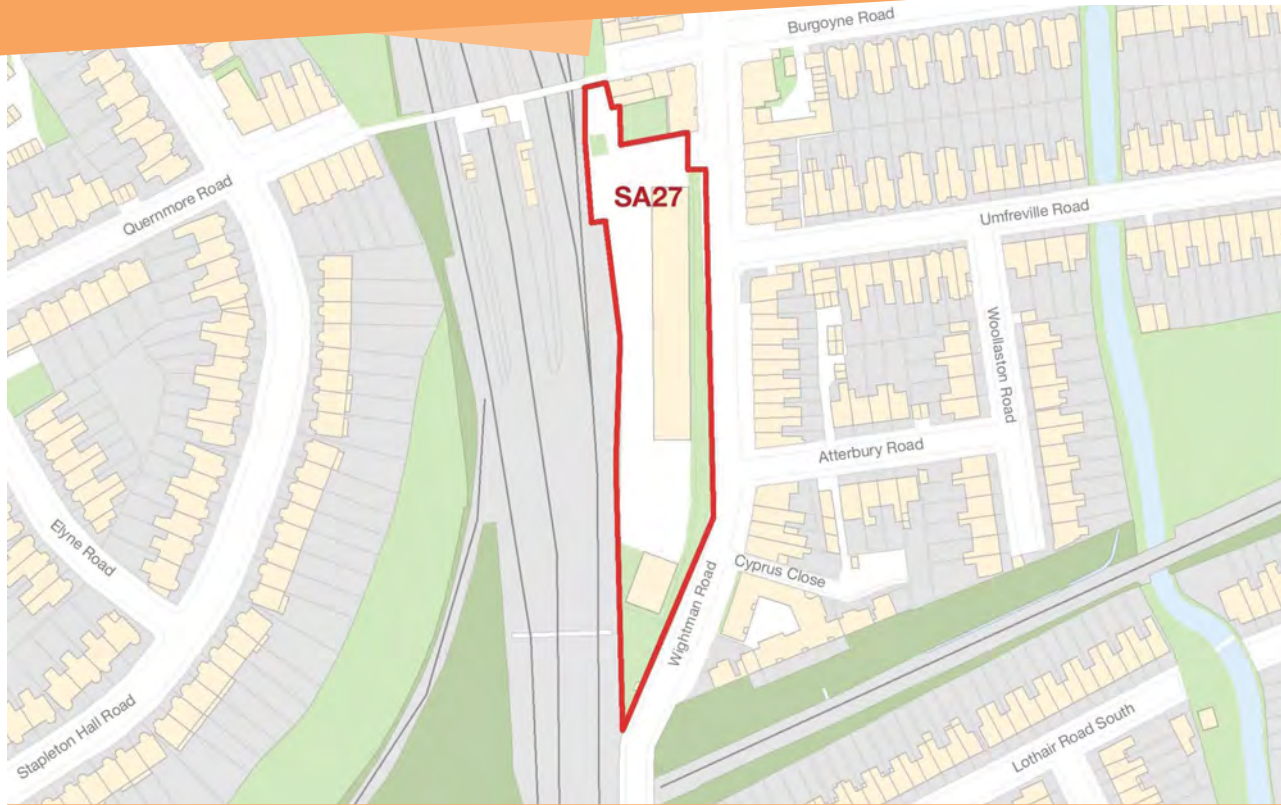
Site Requirements

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

Development Guidelines

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

SA27: WIGHTMAN RD



Proposed Site Allocation

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

Commentary

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

Address	Jewson's builders yard, Wightman Road, N4		
Site Size (Ha)	0.6	PTAL Rating	3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Builders yard		
Ownership	Private freehold		
How site was identified	GLA SHLAA 2013		
Planning designations	Adjacent to: <ul style="list-style-type: none"> ecological corridor Stroud Green Conservation Area 		
Indicative Development Capacity	Net residential units	Employment m ²	
	48	840	

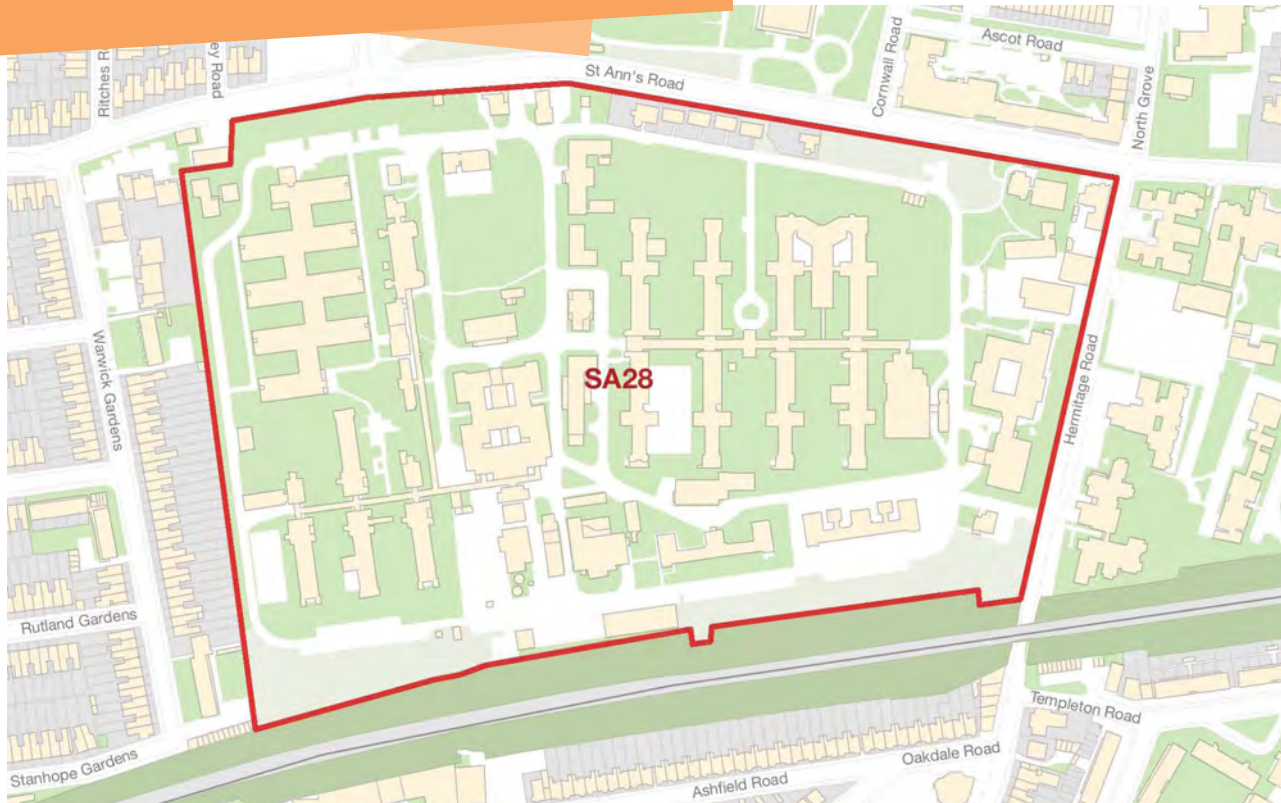
Site Requirements

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

Development Guidelines

- Higher buildings may be possible along the rail line, taking into account the slope from north (high) to south (low).
- Heights along the Wightman Rd frontage should reflect those on the eastern side of the street.
- The building line of Mermaid Court should be continued along Wightman Rd.
- Open space will be provided to the rear, and should complement and enhance the ecological corridor running along the rail line.
- Parking should be minimised on this site due to the excellent local public transport connections.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Development should seek to enhance the ecological corridor running to the west of the site.
- The design of new buildings on this site should have regard to the noise from road and rail links nearby.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- Development should demonstrate how it will make a positive contribution to the setting of the Stroud Green Conservation Area to the west.

SA28: ST. ANN'S HOSPITAL SITE



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	St. Ann's Hospital, St. Ann's Rd, N4		
Site Size (Ha)	11.5	PTAL Rating	1b
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Hospital		
Ownership	Public freehold		
How site was identified	Current planning application (HGY/2014/1691)		
Planning designations	St Ann's Conservation Area SINC local: St Ann's Hospital Wood SINC borough grade II: Tottenham Rail sides Locally listed buildings: St James Lane, St Ann's Road Ecological corridor		
Indicative Development Capacity (HGY/2014/1691)	Net residential units	Town Centre m ²	Other m ²
	456	148	5,100

Site Requirements

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

Development Guidelines

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

SA29: ARENA RETAIL PARK



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	Arena Retail Park, Green Lanes, Harringay, N4			
Site Size (Ha)	5.4	PTAL Rating	3-6	
Timeframe for delivery	2011-2015	2015-2020	2020 onwards	
Current/Previous use	Vacant former gas works			
Ownership	Mix of public and private freeholds			
How site was identified	GLA SHLAA 2013			
Planning designations	Green Lanes District Centre Secondary frontage SINC borough grade II: Harringay Stadium Slopes			
Indicative Development Capacity	Net residential units	Employment m ²	Town Centre m ²	Other m ²
	539	5,390	5,390	5,390

Site Requirements

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

Development Guidelines

- The potential to connect the Harringay Warehouse District more directly to Harringay Green Lanes station should be explored by creating a new pedestrian link between this site to the Omega Works site through the vacant land between 80 & 82 Finsbury Park Avenue.
- A high quality urban realm should be created along Green Lanes, to link Manor House Station to Harringay Green Lanes Station by foot.
- Development should not harm and have regard to the ecological corridor running along the southern edge of the Gospel Oak-Barking rail line. A new section of ecological corridor linking this via the “slopes” behind Finsbury Avenue through to Finsbury Park should be considered as part of the design for this site.
- Parking should be managed down on this site due to the excellent local public transport connections. The parking requirements of the retail in the new scheme should be considered however.
- Heights should be reduced at the south and east of the site where residential properties adjoin the site.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council’s Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

Haringay Warehouse District

Current Situation

- 2.82** The area covered by this set of policies is a collection of buildings commercial in nature and of a range of quality. There is a strong link to the textile manufacturing trade, although there is a wide range of goods manufactured within the employment area. The area surrounding the industrial buildings consists of terraced housing, and in some parts industrial and resident uses sit side by side.
- 2.83** The site can be considered in two sections, Arena, Crusader, and Omega Industrial estates are in the north of the area, and the Vale, Eade, Hermitage, and Overbury Rds area to the south provides a separate contiguous area. Both areas are subject to significant unauthorised residential occupation in the form of warehouse living. This has arisen organically over the past 10-15 years.
- 2.84** With the exception of the Arena Design Centre, Omega Works, and the land between Seven Sisters Rd and Tewkesbury Avenue, all sites in this area are designated as Locally Significant Industrial Sites in the Local Plan Strategic Policies. Arena and Omega have mixed use site specific proposals identified in the 2006 Unitary Development Plan.
- 2.85** Warehouse living in the Haringey context, is proposed as a technical term, and is defined in this document as “The occupation on a communal basis of a large footplate building a mixed residential and employment use.” It is considered to be Sui Generis in the Use Class Order.

Issues

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

Opportunities

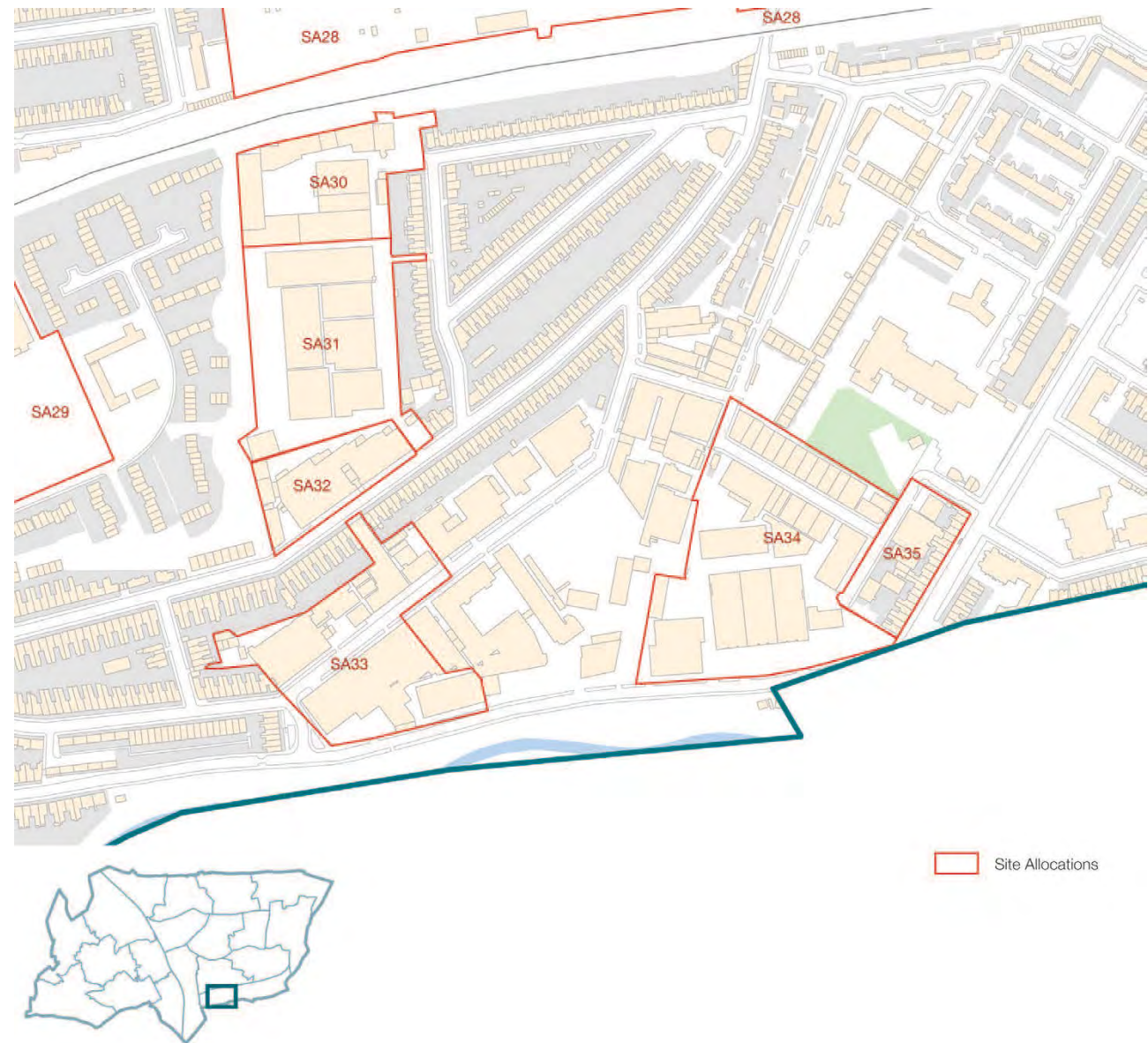
- The employment function of the area needs to be retained. Both commercial floorspace and jobs should be increased through any proposal or set of proposals.
- Creative communities can be a positive draw for local businesses looking for a place to set up or move to. It will be important for any new development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

FIGURE 2.7

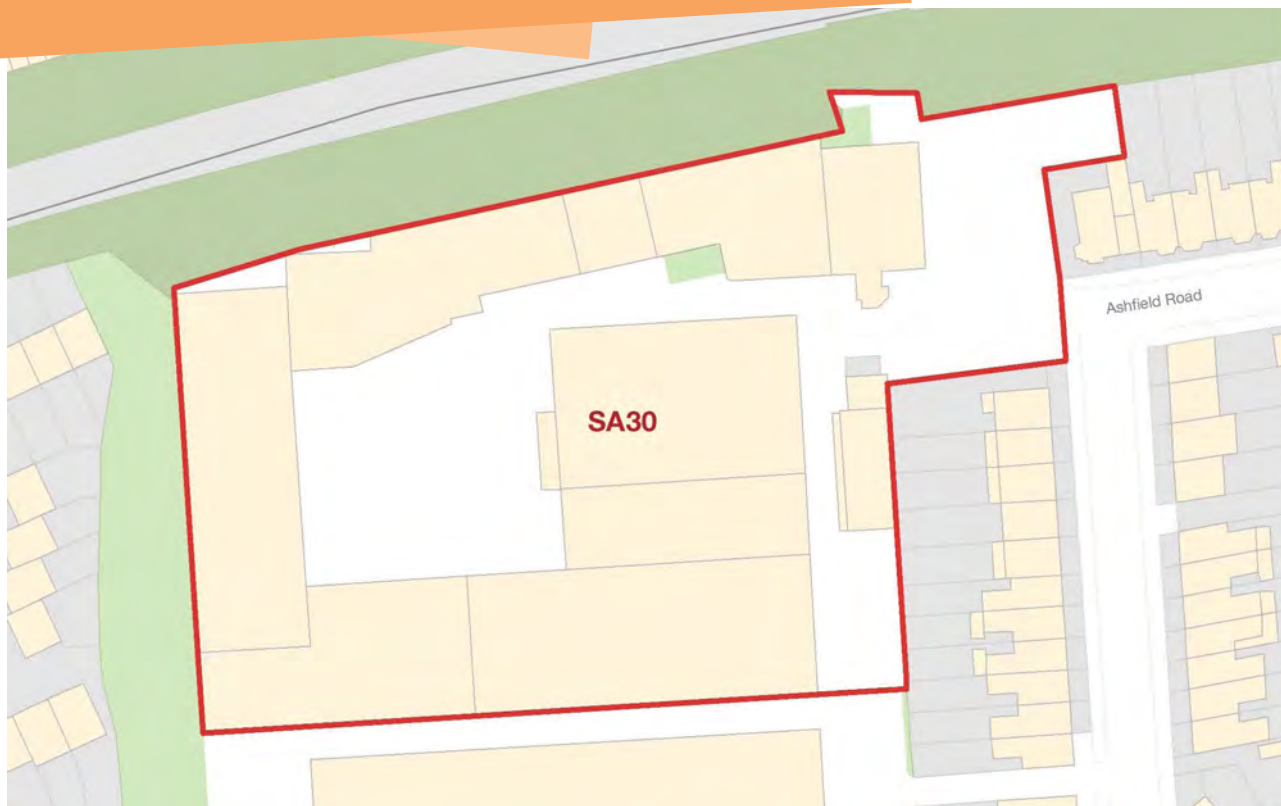
Harringey Warehouse District vision

Vision for the area

- 2.86** The creation of a collection of thriving creative quarters, providing jobs for the local economy, cultural output that can be enjoyed by local residents, and places for local artists to live and work.
- 2.87** The Council will work with local landowners and residents to produce masterplans and potentially an SPD to help guide development in the area. This is set out in Policy DM39. Any change from existing employment use will need to be accompanied by detailed management arrangements that secure long term access to affordable business premises.



SA30: ARENA DESIGN CENTRE



Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Address	Arena Design Centre, Ashfield Rd, Harringay N4		
Site Size (Ha)	1.0	PTAL Rating	1-2
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Warehouse buildings with existing residential occupancy		
Ownership	Private freehold		
How site was identified	Live/work enforcement investigation		
Planning designations	Adjacent to: <ul style="list-style-type: none"> ecological corridor SINC (Borough Grade II): Tottenham Railsides 		
Indicative Development Capacity	Net residential units	Employment m ²	
	40	1,386	

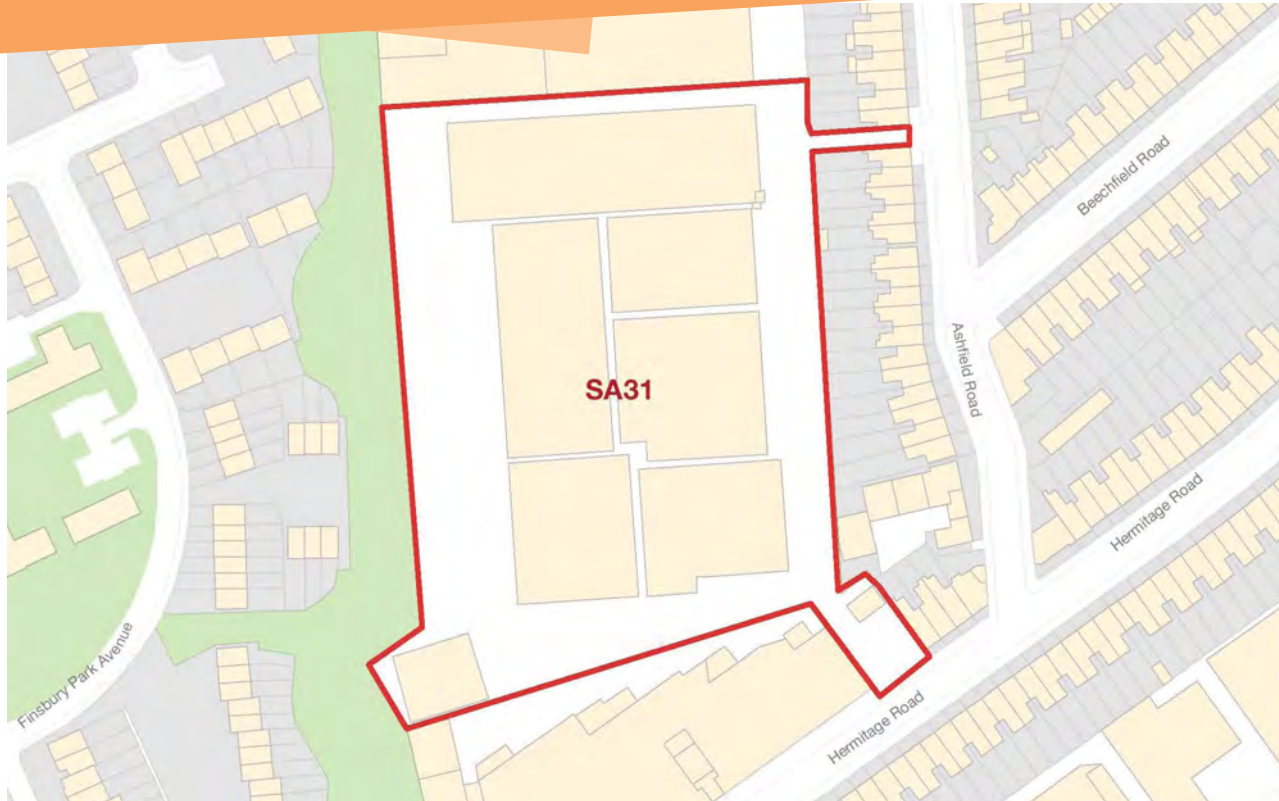
Site Requirements

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

Development Guidelines

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

SA31: CRUSADER INDUSTRIAL ESTATE



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

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

SA32: OMEGA WORKS



 Site Allocation

Proposed Site Allocation

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

Commentary

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

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

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

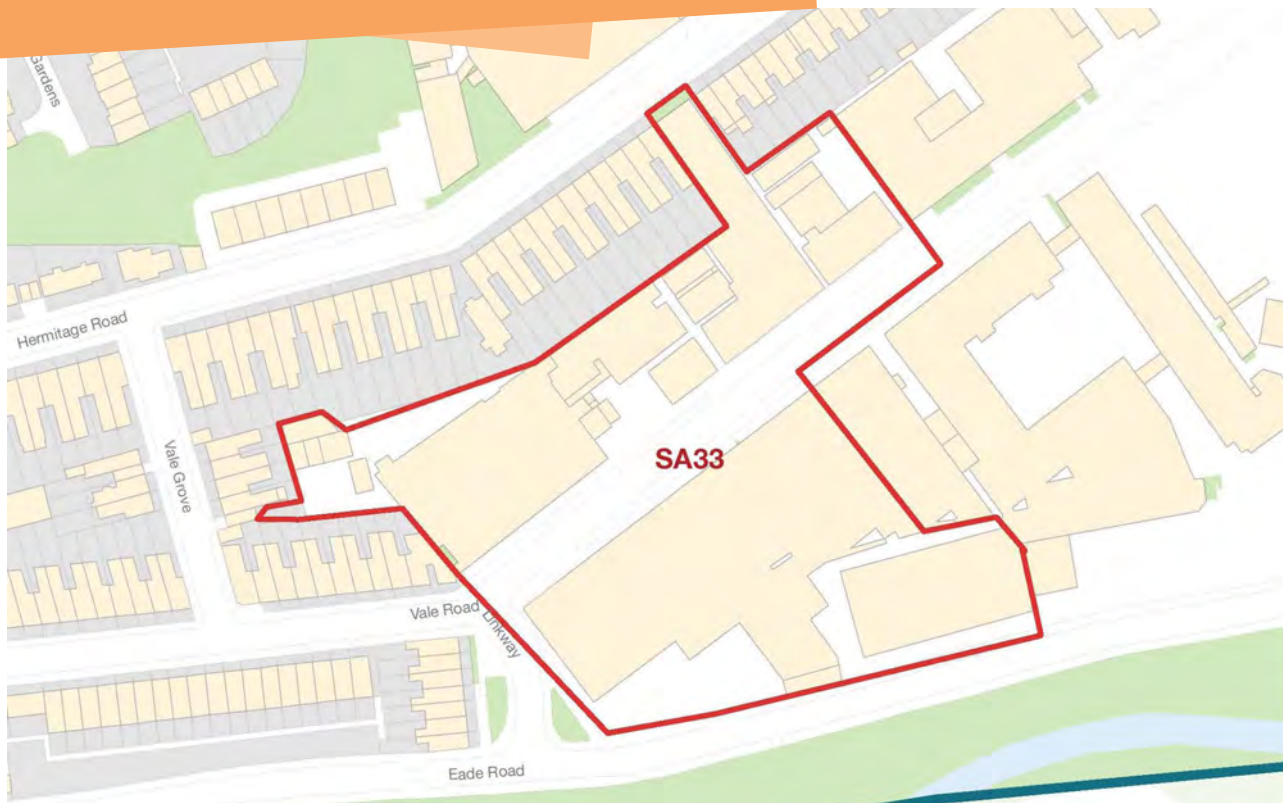
Site Requirements

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

Development Guidelines

- Height on the Hermitage Road frontage should be limited to respect the amenity of the residences opposite.
- Buildings in this area should continue to be designed to maintain the unique warehouse character of the area.
- Subject to viability, the central façade on Hermitage Rd should be retained, creating an entrance to a courtyard. No other buildings are required to be retained. This should be linked through to the new pedestrian access to Finsbury Park Avenue.
- Development should positively contribute to the SINC running to the west of the site, linking the Gospel Oak-Barking rail line ecological corridor, through a new ecological corridor linking the 'slopes' behind Finsbury Park Avenue towards Finsbury Park.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- A pedestrian link to Finsbury Park Avenue should be considered as part of any future redevelopment. A planning contribution may be required, and this should be included in any future design for the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- This site may be in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

SA33: VALE/EADE RD



 Site Allocation

Proposed Site Allocation

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

Commentary

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

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

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

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

Site Requirements

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

Development Guidelines

- Planning obligations to open up the south bank of the New River and institute a linear park should be explored through this development.
- The employment baseline for floorspace, jobs, and jobs density will be taken from the use of this site before National Grid operations began.
- There is a significant slope from Eade down to Vale Rd, and it is considered that heights can be increased at the eastern edge where there is a more industrial character.
- Development to the east of this site is allocated to remain in designated employment use. The north-south connection through the site from Hermitage Rd to Eade Rd should provide a buffer between any more human-oriented live/work uses on this site.
- The new link should provide a straight, secure, pedestrian and cycling route.
- Development adjacent to residential properties on Vale and Hermitage Rds should be limited to avoid overlooking.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- This site may be in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

SA34: OVERBURY & EADE RDS



Proposed Site Allocation

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

Commentary

2.100 This site is identified as having a number of units which have fallen into use as warehouse living. Some of these units, despite their lawful use, provide poor standards of accommodation and have compromised/limited amenities which fall short of standards for residents envisaged by the Plan. A comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability, are encouraged in line with Policy DM55.

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

Address	85-87 Eade Rd, 91-95 Vale Rd, 136 Hermitage Rd, Harringay N4		
Site Size (Ha)	1.5	PTAL Rating	1-5
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Warehouse buildings, with residential occupancy in parts		
Ownership	Mix of freehold ownerships		
How site was identified	Live/work enforcement investigation		
Planning designations	Locally significant industrial: Vale Road / Tewkesbury Road		
Indicative Development Capacity	Net residential units	Employment m ²	
	141	4,851	

Site Requirements

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

Development Guidelines

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

SA35: L/B SEVEN SISTERS & TEWKESBURY RDS



Site Allocation

Proposed Site Allocation

2.102 Redevelopment of existing buildings to create a higher quality streetscape on Tewkesbury Road, and complement the Harringay Warehouse neighbourhood.

Commentary

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

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

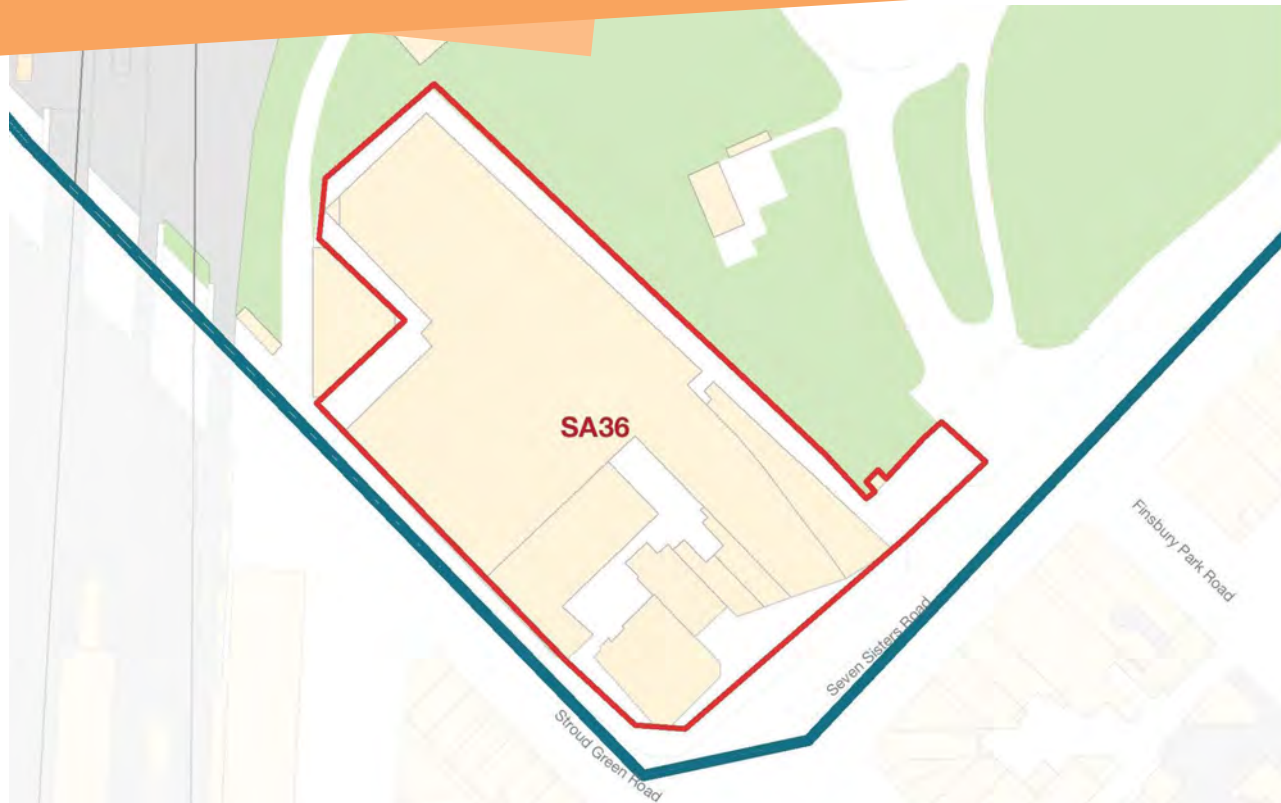
Site Requirements

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

Development Guidelines

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

SA36: FINSBURY PARK BOWLING ALLEY



Proposed Site Allocation

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

Commentary

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

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

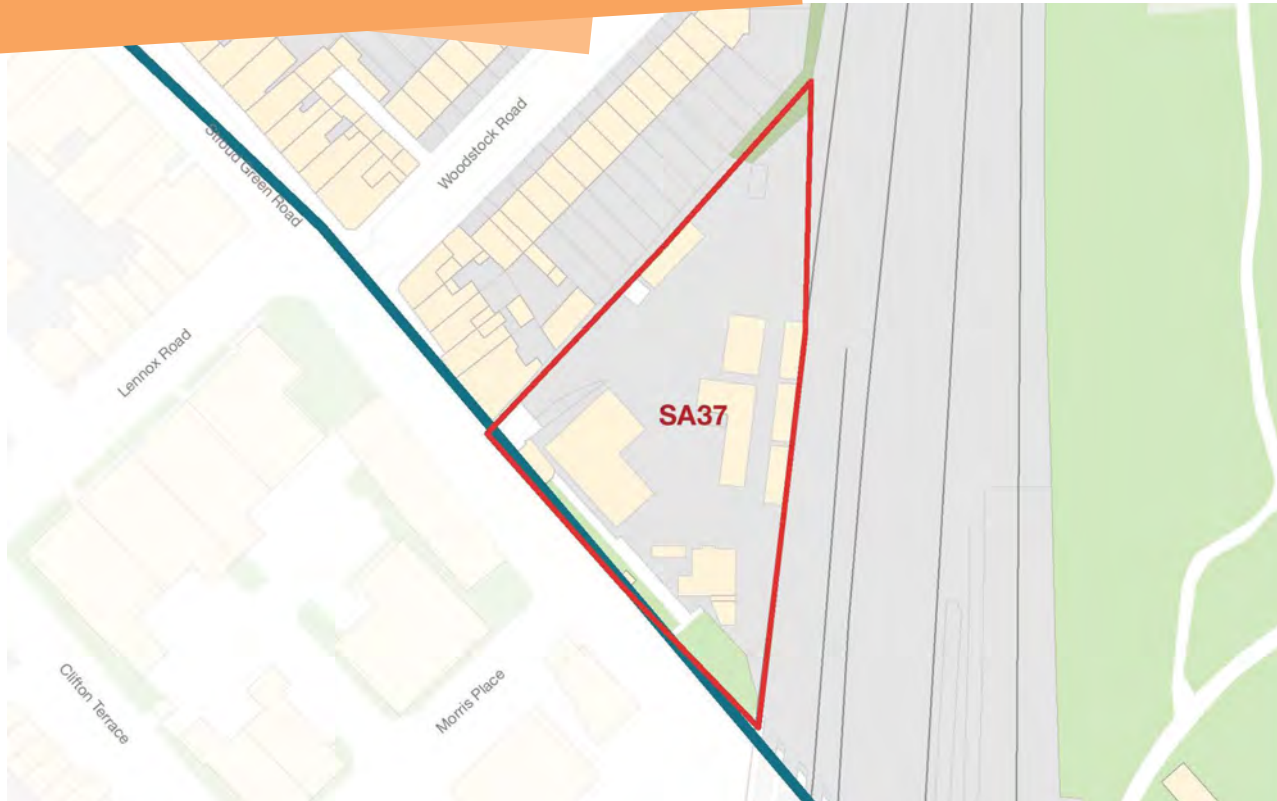
Site Requirements

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

Development Guidelines

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

SA37: 18-20 STROUD GREEN RD



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- Height will be limited adjacent to the residential properties on Woodstock Rd and will need to demonstrate an acceptable relationship with neighbouring residential sites.
- Noise pollution from the rail line will need to be adequately mitigated.
- Residential development will not be suitable directly adjacent to the railway embankment due to there being a lack of light at this point. Car parking is seen as a logical use at this part of the site.
- Car parking should enter from a discreet archway off Stroud Green Rd, with parking located adjacent to the railway embankment at ground floor level.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- A new communal courtyard above undercroft parking should be created, with development providing a buffer from the noise pollution on Stroud Green Rd and the rail line.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- Heights, scale and massing of new development should be carefully and sensitively considered in context of the adjacent conservation area.
- Due to the excellent access to public transport on this site, car free development may be permissible here.

Highgate Neighbourhood Area

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

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

Sites in Highgate (pp98-112)

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

2.110 The sites in this section will also be referenced, potentially at greater length in the Highgate Neighbourhood Plan. For the avoidance of doubt, the requirements of both the future Allocations in this document when adopted, and the guidance provided in the Highgate Neighbourhood Plan should be taken into account when bringing forward development proposals.

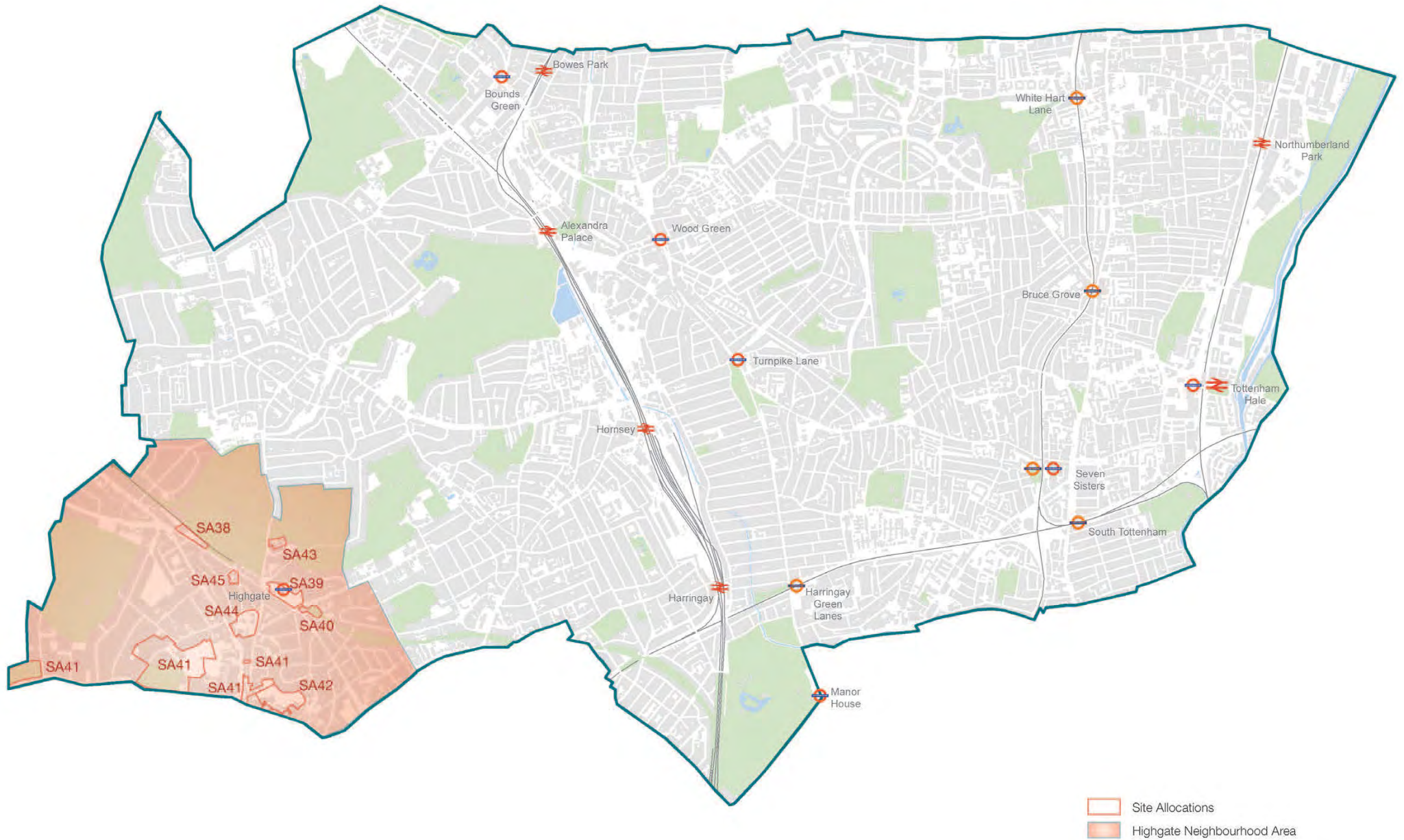


Mansion Block, Highgate



Highgate Village

FIGURE 2.8 Highgate Area



- Site Allocations
- Highgate Neighbourhood Area

SA38: 460-470 ARCHWAY RD



 Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- An ecological corridor runs along the northern edge of the site. While the site does not enter the ecological corridor itself, development will need to demonstrate that there is no adverse impact, and/or suitable mitigation is provided.
- The development design will need to have regard to the views of the site from Highgate Wood.
- The opportunity for provision of a new entrance to Highgate Wood should be explored through the design of the scheme.
- In the future, if the Northern Line Depot becomes available for redevelopment, the potential for a link through this site and the depot site to Woodside Avenue should be explored.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Applicants must consult with Thames Water regarding water supply capacity upon the preparation of a planning application.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, it will be expected to be re-provided on site, where possible, or a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- New development should be of the highest quality and enhance the character and appearance of the conservation area along with demonstrable public benefits.
- New development should not be unduly prominent and should not detract from the setting of the conservation area. Heights should respect and respond to established scale of the buildings.

SA39: GONNERMANN ANTIQUES SITE AND GOLDSMITH'S COURT



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	Gonnermann Antiques 408-410 Archway Road, and Goldsmiths Court, Highgate N6		
Site Size (Ha)	0.75	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Residential, and retail premises, one end of the Parkland Walk.		
Ownership	Mix of public and private freeholds.		
How site was identified	Call for Sites 2013		
Planning designations	Proposed green chain Local shopping centre Highgate Conservation Area Adjacent to: <ul style="list-style-type: none"> ▪ Ecological corridor ▪ Locally listed buildings: Archway Road ▪ SINC metropolitan grade: Parkland Walk ▪ Metropolitan open land: Parkland Walk and Highgate Station cutting 		
Indicative Development Capacity	Net residential units	Town Centre m ²	
	37	284	

Site Requirements

- Development on the Gonnermanns element of the site should be predominantly residential, with a town centre use that makes an active contribution to the local centre at ground floor fronting Archway Rd.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- New pedestrian access up the banking around the entrance to the tunnels at the end of the Parkland Walk will be created and connected through the site as part of any application on this site. Contributions will be secured from developments to achieve this.
- Development will be brought forward in a phased manner which minimises disruption to the existing occupants of Goldsmith's Court.

Development Guidelines

- An ecological corridor runs adjacent to the site. Any development should preserve and safeguard the biodiversity value of the corridor.
- The highest part of the site should be at the corner of Shepherd's Hill and Archway Rd. Heights should drop off from this point to the allotments and the existing pub to the south.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- New development should not be unduly prominent and should not detract from the setting of the listed building (Jackson's Community Centre).
- Heights should respect the domestic nature of buildings along Shepherd's Hill and the established rhythm of building frontage along Archway Road



Highgate Conservation

SA40: FORMER HIGHGATE RAIL STATION



Site Allocation

Proposed Site Allocation

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

Commentary

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

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

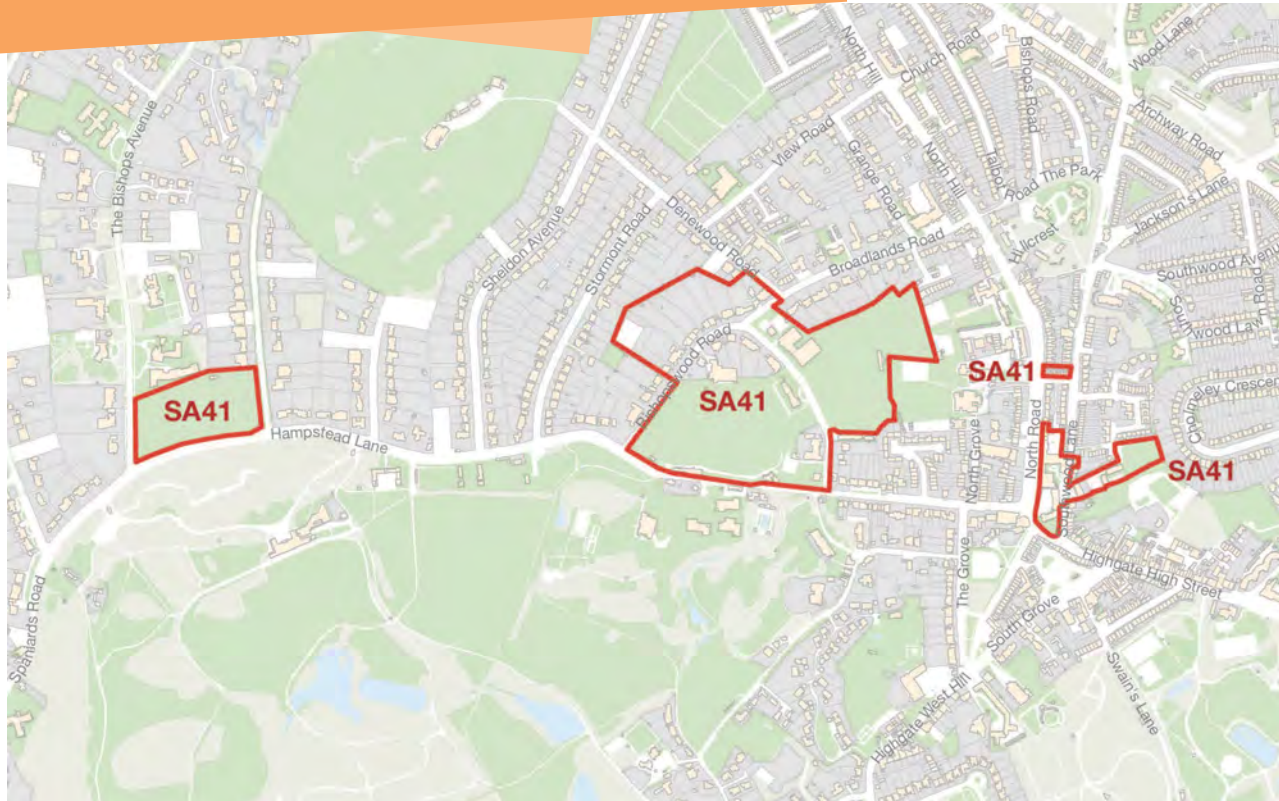
Site Requirements

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

Development Guidelines

- An ecological corridor runs through the site. Any development should preserve and safeguard the biodiversity value of the corridor.
- The station building itself should provide a flexible space that can serve a range of uses including (but not limited to):
 - Education
 - Community events
 - Talks
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- The locally listed structures of the former Highgate rail station should be retained and options of alternative uses should be explored. Unconventional but innovative approach would be encouraged if it would enhance the significance of the heritage assets and ensure their sustainable future use.

SA41: HIGHGATE SCHOOL



- Site Allocations
- Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Address	Highgate School, North Road & Southwood Lane, Highgate, N6		
Site Size (Ha)	16.1	PTAL Rating	1b-3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	School grounds		
Ownership	Single private freehold		
How site was identified	Existing pre-applications		
Planning applications	Highgate Conservation Area Metropolitan open land: Highgate School Playing Fields Locally listed buildings: Bishopswood Road, Castle Yard, Osborne Road Listed buildings: The Highgate Tabernacle, Highgate School – Old School Building, Highgate School Chapel, War Memorial at Highgate School, and many adjacent		
Indicative Dev' Capacity	None identified.		

Site Requirements

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

Development Guidelines

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

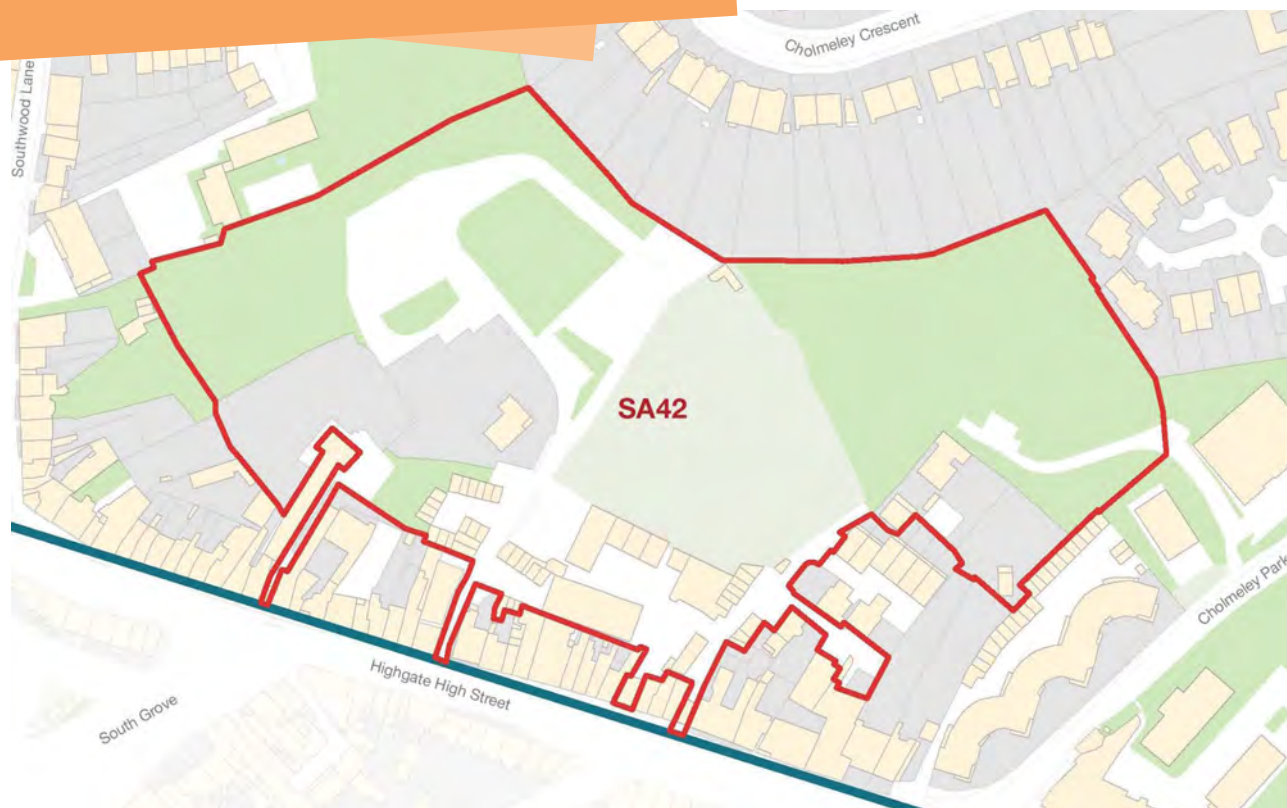


Highgate School



Highgate, Primary School

SA42: HIGHGATE BOWL



Proposed Site Allocation

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

Commentary

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

Address	Highgate Bowl, Townsend Yard, Duke's Head Yard, land rear of Highgate High Street, Highgate N6		
Site Size (Ha)	3.9	PTAL Rating	3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Workshops, open space comprising of an ex-garden centre, community uses (horticultural training scheme), education		
Ownership	Mix of private freeholds and leaseholds		
How site was identified	Call for sites 2013		
Planning designations	Highgate Conservation Area SINC local grade: Harington Site Local shopping centre Locally listed buildings: Highgate High Street Area of Archaeological Importance		
Indicative Development Capacity (HGY/2014/1691)	Net residential units	Employment m ²	Town Centre m ²
	31	616	308

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

Site Requirements

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

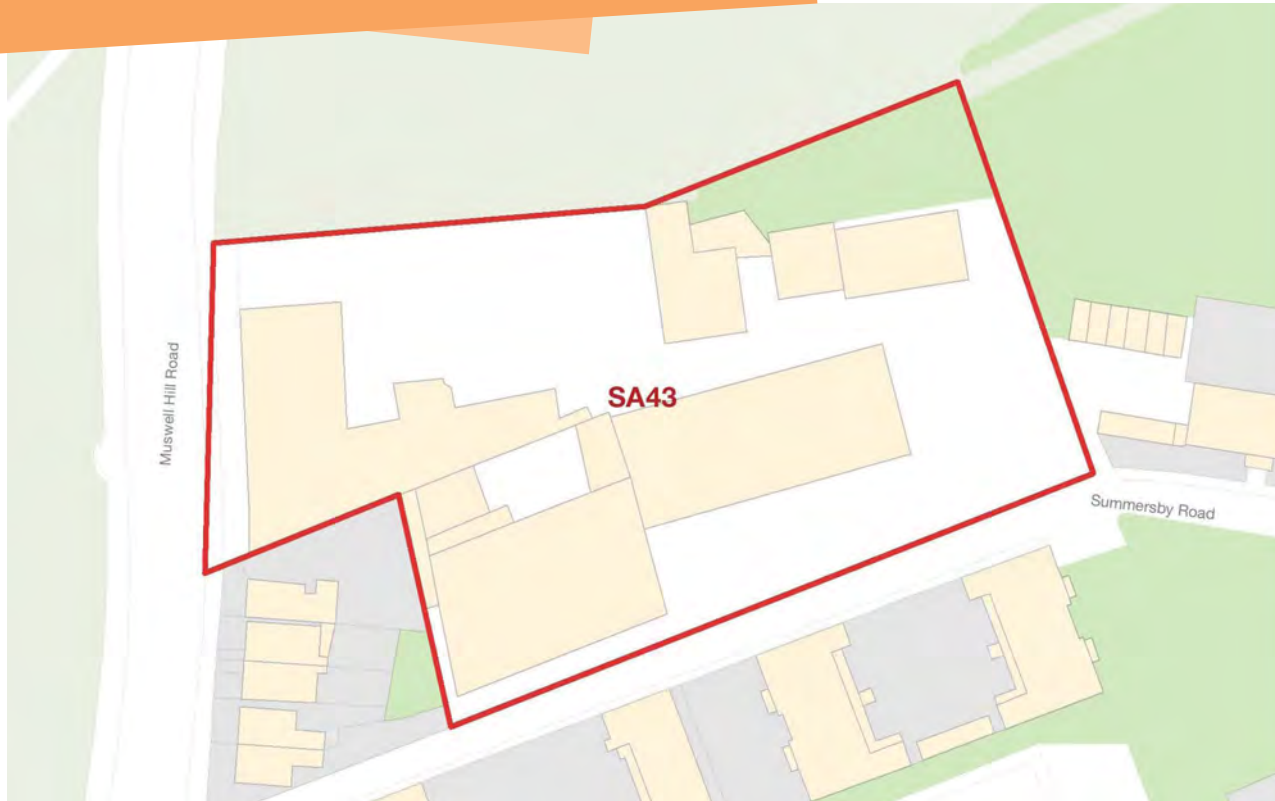
Development Guidelines

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



Highgate Bowl

SA43: SUMMERSBY RD



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

- No buildings need to be retained.
- Residential use will be supported on the site. An element of employment fronting onto Muswell Hill Rd will be required.
- Access into the site will be improved.
- The impact of the development on the Queen's Wood should be minimised.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the Conservation Area Management Plan.

Development Guidelines

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

SA44: HILLCREST



Proposed Site Allocation

2.125 Housing investment opportunity to create additional residential development.

Commentary

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

Address	Hillcrest, off North Hill, Highgate, N6		
Site Size (Ha)	2.3	PTAL Rating	1b-3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Residential		
Ownership	Single public freehold, with private leaseholds		
How site was identified	LBH Estate Renewal Programme		
Planning designations	Highgate Conservation Area Adjacent to <ul style="list-style-type: none"> ▪ Listed building: St George's House ▪ Locally listed building: North Hill ▪ SINC (Metropolitan) ▪ MOL ▪ Area of Archaeological Importance Multiple listed buildings surround the site		
Indicative Development Capacity	Net residential units 34		

Site Requirements

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

Development Guidelines

- The SINC around the edge of the site should be enhanced through any development in line with Policy DM19.
- Particular sensitivity should be assigned to how the SINC creates a pleasant rural feel along Southwood Lane, Park Walk and The Park.
- Any entrance to the north should carefully consider the impact on the designated SINC that surrounds the edge of the site.
- Development will need to ensure that long distance views of the listed Highpoint building are considered.
- Landscape/open space will need to be improved and subject to improved management.
- Hydrological, Ecological, and Archaeological assessments should be carried out to inform the development proposal.
- Buildings should be responsive to the topography of the site.
- Development should respond to the topography of the land and the landscaped embankment around the north and east of the site should be retained.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site represents one of the first Council housing estates within the area post WWII. These have heritage and architectural value and should be retained.
- This should, however, not compromise the appearance and setting of the existing buildings and the wider Conservation Area.
- Development should not impact on the residential and neighbourhood amenity of the adjacent blocks.

SA45: HIGHGATE MAGISTRATES COURT



Site Allocation

Proposed site allocation

2.127 Redevelopment for residential use.

Commentary

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

Address	Former Police Station, Magistrates' Court and Telfer House, corner of Bishops Road, Church Road and Archway Road, Highgate, N6		
Site Size (Ha)	0.5	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Vacant Magistrates Court & Police Station		
Ownership	Transport for London		
How site was identified	Planning Application HGY/2014/2464		
Planning designations	Highgate Conservation Area Adjacent to Ecological Corridor		
Indicative Development Capacity (HGY/2014/2464)	Net residential units		
	82		

Development granted Permission (HGY/2014/2464)

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

Site Requirements

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

Sites in the west of the Borough

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

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

Hornsey

SA 46: Hornsey Depot (p116)

SA 47: Cross Lane (p118)

Crouch End

SA48: Hornsey Town Hall (p120)

SA 49: 72-96 Park Rd & Lynton Road (p122)

Muswell Hill area

SA 50: St. Luke's Hospital site (p124)

SA 51: Cranwood Care Home (p126)

SA 52: Pinkham Way (p128)

SA 53: Alexandra Palace will help to ensure that the regeneration of Alexandra Palace is continued in an appropriate manner to the existing historic building (p130)

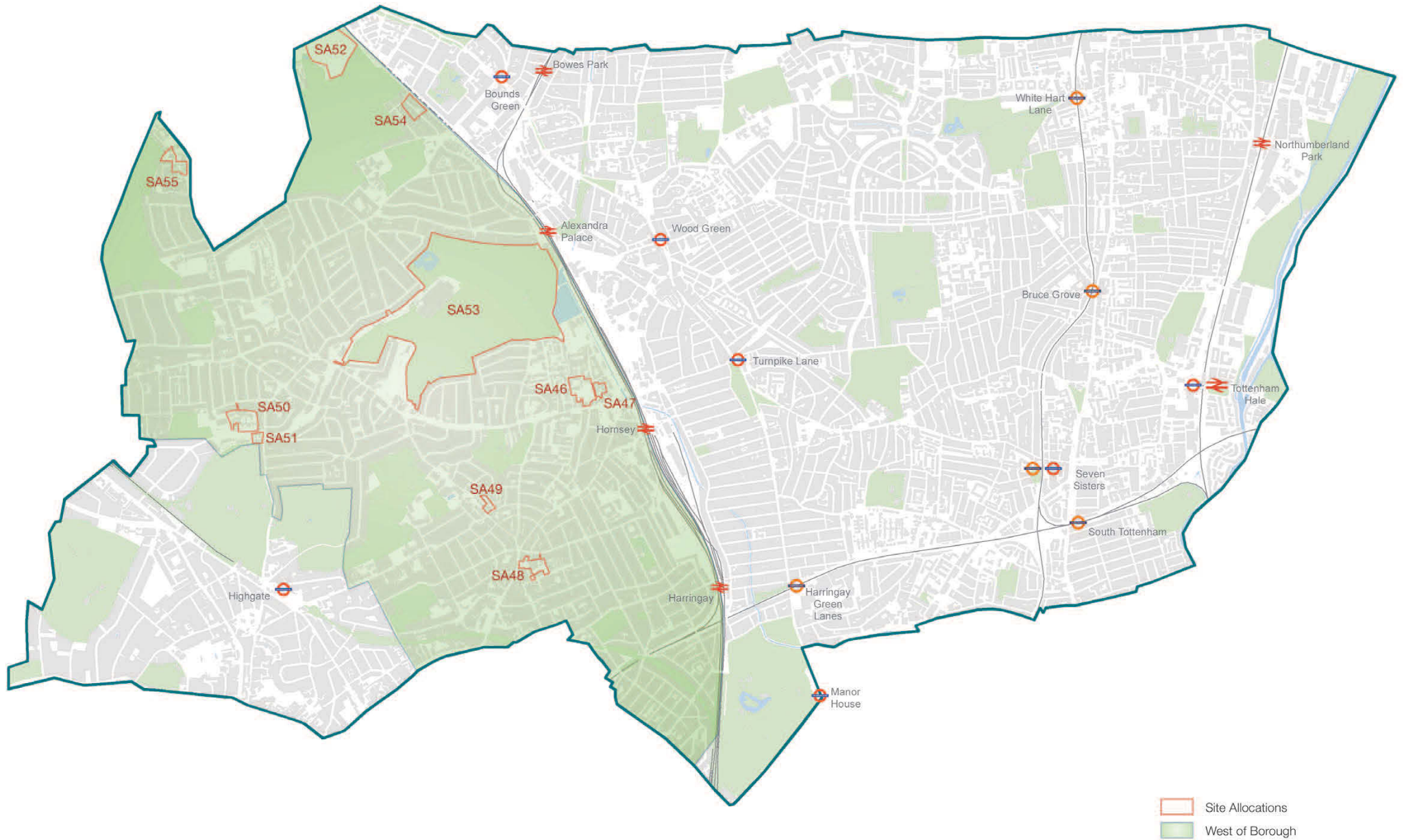
SA54: Tunnel Gardens (p132)

Fortis Green

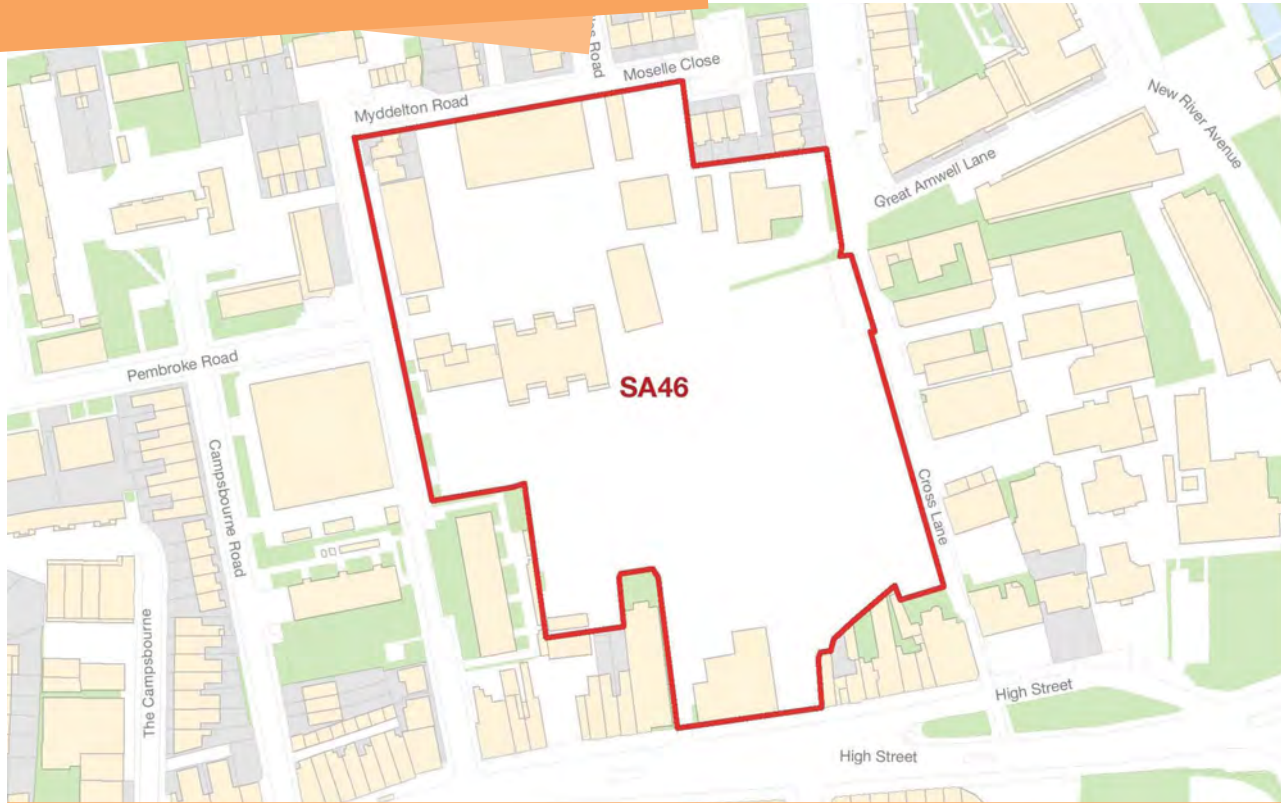
SA 55: Coppetts Wood Hospital (p134)

FIGURE 2.9

Sites in the West of the Borough



SA46: HORNSEY DEPOT



Development granted Permission (HGY/2009/0503)

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

Address	Hornsey Depot, Hornsey High Street, N8		
Site Size (Ha)	2.36	PTAL Rating	3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Waste transfer site, swimming baths (vacant)		
Ownership	Mix of private and public sector owners		
Planning designations	Local Shopping Centre Hornsey Conservation Area Hornsey Filter Beds Conservation Area Adjacent to: <ul style="list-style-type: none"> Two Areas of Archaeological Importance Regeneration Area 		
Indicative Development Capacity (HGY/2013/2019)	Net residential units	Retail m ²	Other m ²
	438	3,250	356

Proposed site allocation

- 2.132** Redevelopment for town centre uses with residential above.

Commentary

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

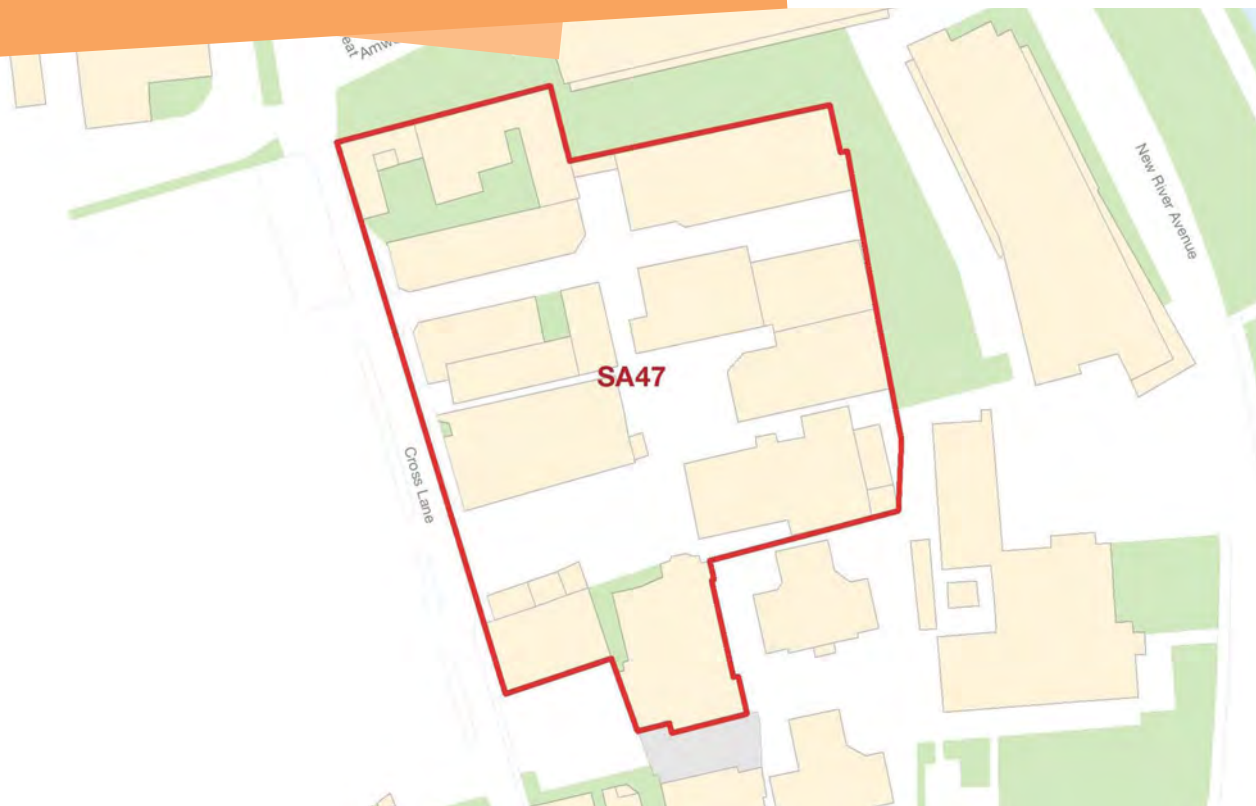
Site Requirements

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

Development Guidelines

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

SA47: CROSS LANE



Proposed Site Allocation

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

Commentary

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

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

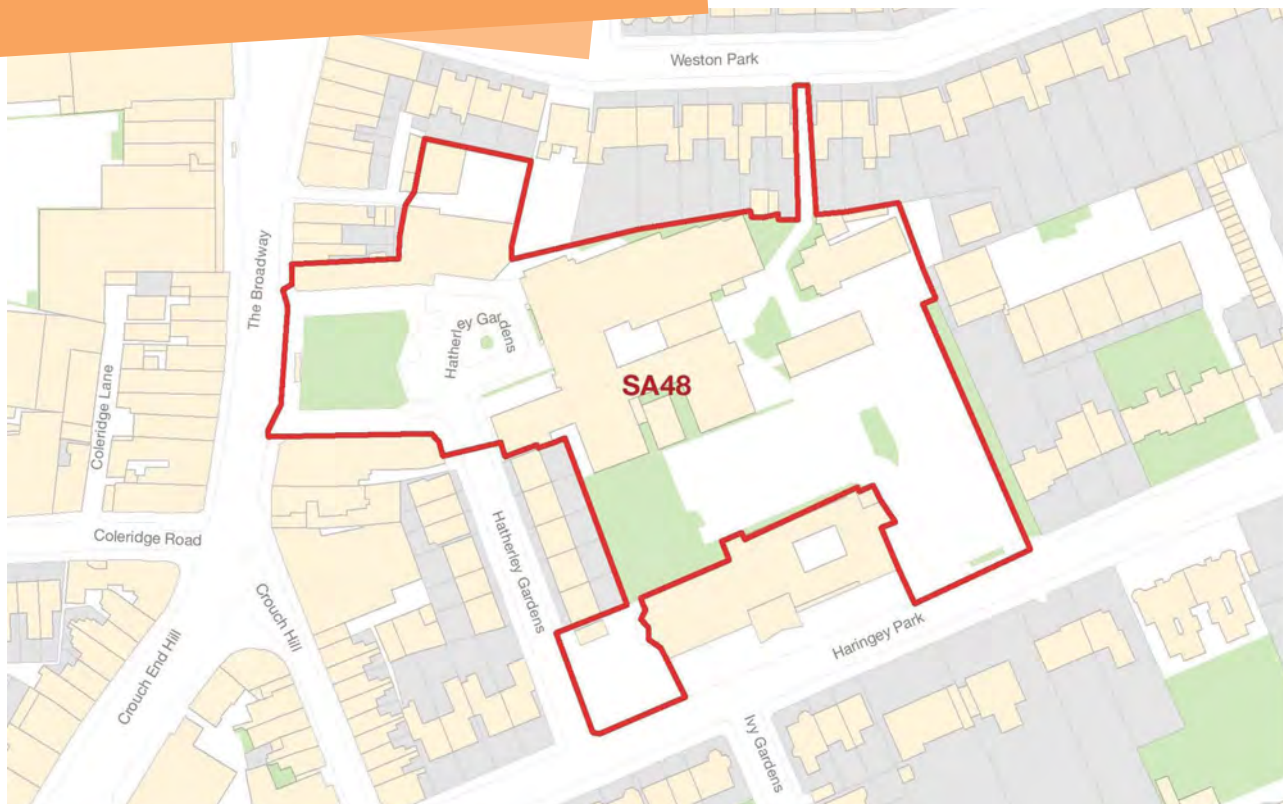
Site Requirements

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

Development Guidelines

- Development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments such as the New River village and Hornsey Depot
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

SA48: HORNSEY TOWN HALL



Site Allocation

Proposed site allocation

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

Commentary

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

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

Development granted Permission (HGY/2010/0500)

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

Site Requirements

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



SA49: 72-96 PARK RD & LYNTON ROAD



Proposed Site Allocation

2.139 Mixed use commercial and residential development.

Commentary

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

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

Site Requirements

- Redevelopment of this site for a mix of residential and employment uses will be permitted.
- Replacement employment floorspace will be required to be provided to replace the number of jobs on this site.
- No buildings need to be retained on this site.

Development Guidelines

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

SA50: ST. LUKE'S HOSPITAL



Site Allocation

Development granted Permission (HGY/2013/2379)

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

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

Proposed site allocation

2.142 Redevelopment for residential uses.

Commentary

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

Site Requirements

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

SA51: CRANWOOD CARE HOME



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- The development should be sensitive to the setting of the historic Highgate Wood which adjoins the southern boundary of the site, and the Muswell Hill Conservation Area on the other side of Woodside Avenue immediately to its north. The main building of the pumping station west of the site is also locally listed.
- New development should respect the established scale, massing and layout of the Muswell Hill Conservation Area and the recently approved development at St Luke's Hospital.
- There is scope to reinstate the street frontage and create an appropriate frontage on both Muswell Hill Road and Woodside Avenue.
- The building line formed by the existing residences along Woodside Avenue should be maintained but can come closer to the pavement edge.
- A north-south connection linking the route through the St. Luke's redevelopment should be established to the west of the expanded school.
- A new piece of urban realm space should be created on Muswell Hill Road in the south-eastern corner of the site linking the entrance into Highgate Wood, the entrance to the new school, and providing a connection to the Parkland Walk link.
- Particular attention should be paid to the amount of footway outside of the school, and ensuring it is large enough to facilitate school drop offs and collections.
- Views of Highgate Wood across the site from Muswell Hill should be maintained.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

SA52: PINKHAM WAY



Proposed Site Allocation

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

Commentary

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

Address	Former Friern Barnet Sewage Works, Pinkham Way, Muswell Hill N11		
Site Size (Ha)	5.95	PTAL Rating	1a
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Disused sewage works		
Ownership	Two public freeholds		
How site was identified	Call for sites 2013		
Planning designations	Local employment area: Former Friern Barnet Sewage Works employment land SINC Borough grade I: Friern Barnet Sewage Works Flood zones 1 and 2 Adjacent to the ecological corridor		
Indicative Development Capacity	Not identified		

Site Requirements

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

Development Guidelines

- There is residual 1 in 100 year + climate change flood risk from Bounds Green Brook to the north of the site. Although the brook is to the north of the site, flood risk is present on the site. More vulnerable uses should therefore be kept from this part of the site in line with sequential test requirements.
- There are significant changes in levels on this site, and development should respond to this.
- Evidence that the development will not prejudice or compromise the integrity of the culverted stream will be required as part of any planning application.
- The area in the vicinity of the north eastern corner of the site (along the rail line) is an ecological corridor, and any development should serve to enhance this function.
- Pedestrian and cycling connectivity through the site, including the existing estate on Alexandra Road, to New Southgate station, which Crossrail 2 is proposed to be connected to, should be optimised as part of the design of any new development.
- There may be potential to relocate some businesses from Regeneration Areas in other parts of the borough to improved premises at this location.
- The site has been subject to unauthorised tipping and studies should be undertaken to understand any contamination prior to any development taking place.
- Proposed development must also take into account any land stability issues if relevant.
- Development of this site must be supported by a Flood Risk Assessment. The FRA must show there will be no increase in flood risk on or off site and that the development will be safe for future users. Development must be steered to the areas within the red line boundary that are at lowest risk of flooding. Development must be safe for future users, not increase flood risk on or off site, and utilise SuDS in accordance with NPPG and London Plan.

SA53: ALEXANDRA PALACE



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- The interior of the western side of the Palace building may be able to accommodate high quality contemporary design where it can be demonstrated that it complements the historic façade.
- The eastern part of the Alexandra Palace is subject to HLF scheme that would fund the restoration of the redundant parts of that part of the building. This constitutes an event venue and community facilities including a new BBC Museum experience. The existing ice rink is retained with the provision of better facilities.
- There is flexibility for provision of further complementary uses and enabling development within the western part of the building. These could be a hotel and other leisure facilities that could restore that part of the building and bring it back to sustainable use. Development should, not harm the historic fabric of the building and should be sensitive to it.
- The Central Hall will be retained as a popular venue in keeping with the original aims of the Palace.
- Redevelopment behind the southern façade on the western side of the Palace will need to demonstrate how it satisfies statutory requirements and does not compromise the silhouette of Alexandra Palace in long views.
- Views from the Palace and its grounds across London should be optimised, with additional facilities being oriented to maximise this asset.

- Opportunities to make better use of the currently inaccessible basement structures will generally be supported.
- There is further scope for restoring the redundant historic basement areas of the building for further complementary uses such as smaller exhibition spaces or educational or artists' studios. Other innovative and creative uses should also be explored. These should, however, not harm the historic fabric and should be sensitive to it.
- The site is designated MOL and a SINC, and these should be supported through any future development.
- Alexandra Palace Park is a registered historic park (grade II) and opportunities to enhance its setting and significance should be explored.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.



SA54: TUNNEL GARDENS



Proposed Site Allocation

2.148 Potential estate renewal opportunity to replace defective housing.

Commentary

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

Address	Tunnel Gardens & Blake Road N11		
Site Size (Ha)	1.3	PTAL Rating	1-3
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Residential		
Ownership	Public freehold with some private leases.		
How site was identified	LBH Estate Renewal programme		
Planning designations	Adjacent to: <ul style="list-style-type: none"> SINC borough grade II: Tunnel Gardens ecological corridor 		
Indicative Development Capacity	No additional capacity identified		

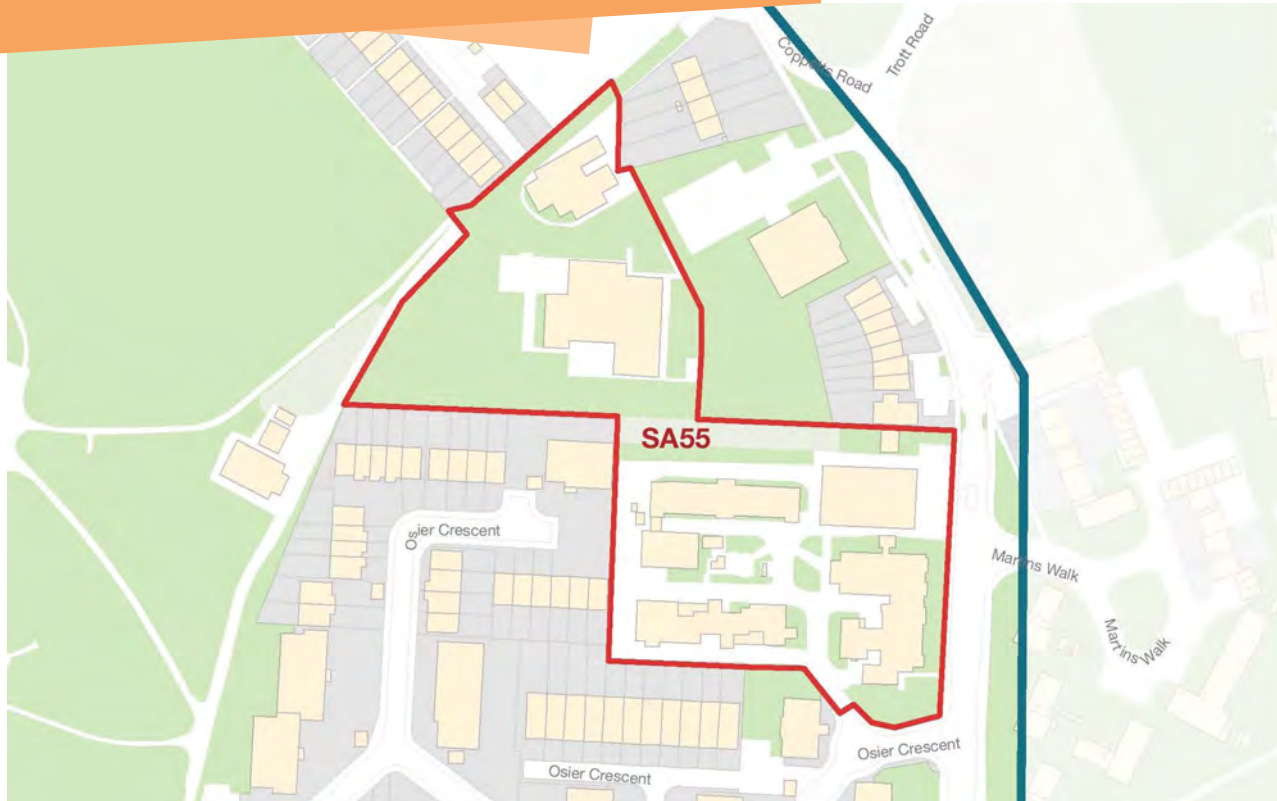
Site Requirements

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

Development Guidelines

- Development should respect the back gardens of neighbouring properties on Winton Gardens.
- Development should reflect the existing suburban character of the site, and any replacement housing should retain the rhythm of the housing in the area. Some intensification may be possible, but development above 3 storeys would need to be very carefully justified.
- This site is not considered suitable for significant uplift in terms of development. There may be potential for intensification through provision of deeper units on the plots, or by taking development in pairs to create small flatted schemes, but the suburban nature of the area will not change.
- Restrictive covenants exist on this site, and any potential developments will need to recognise these.
- The ecological corridor along the rail line to the north east of the site should be preserved through this development.
- The site contains a number of mature trees and these should be retained where possible.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

SA55: COPPETTS WOOD HOSPITAL



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

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

Sites in the East of the Borough

The East of the Borough

- 2.154** The east of the Borough contains the areas that fall broadly between Bounds Green, Wood Green, and Green Lanes, and the Tottenham AAP area, with the exception of the east of Seven Sisters ward, which is also included.
- 2.155** The area is predominantly residential, although there are local centres at West Green, on Lordship Lane, and on Phillip Lane, with additional smaller neighbourhood shopping areas scattered throughout the area.

Sites in this area (pp138-156)

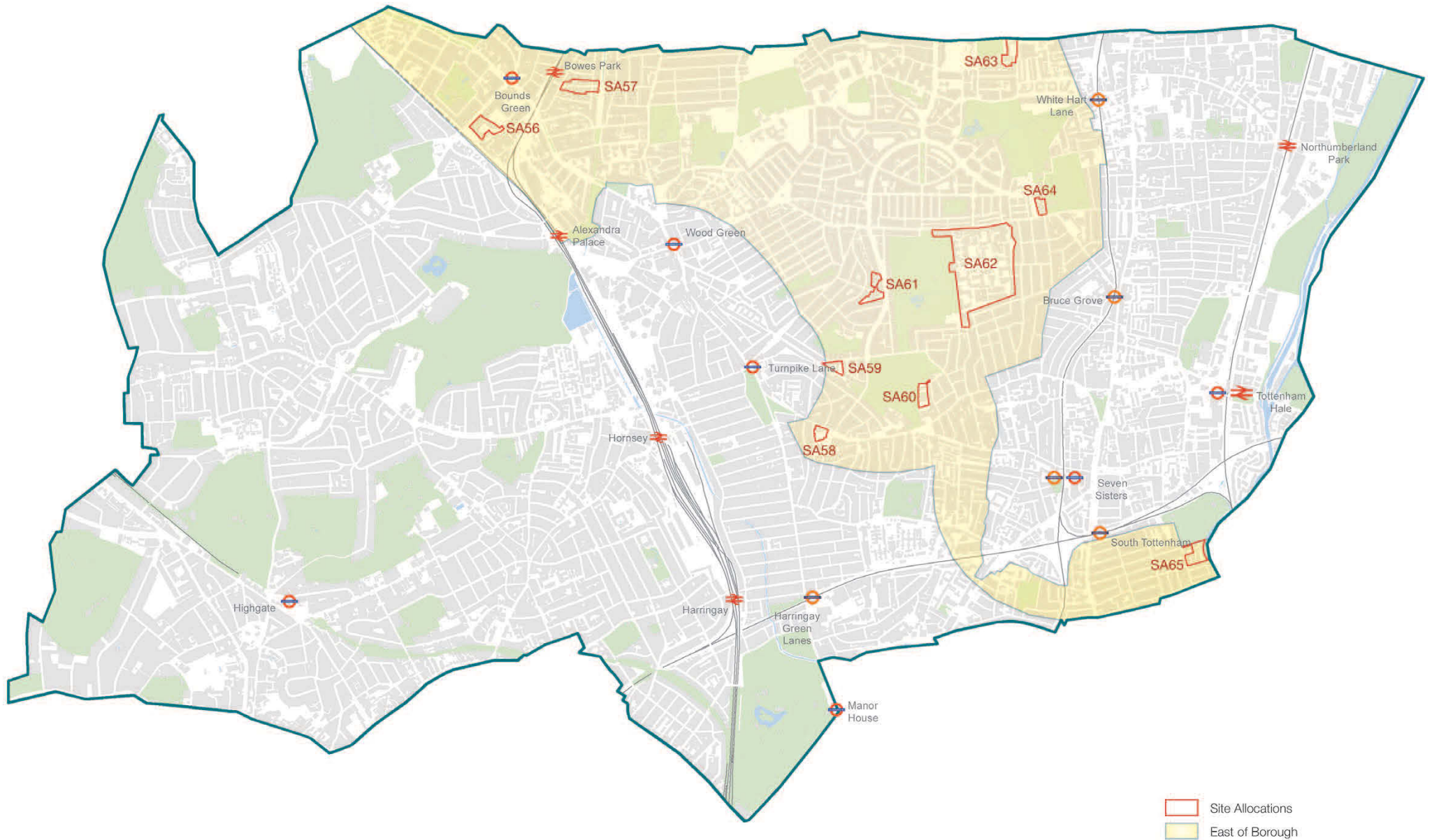
- SA 56: Park Grove & Durnsford Rd
- SA 57: Myddleton Rd Local Centre
- SA 58: The Red House
- SA 59: Haringey Professional Development Centre
- SA 60: Keston Centre
- SA 61: Barber Wilson
- SA 62: Broadwater Farm
- SA 63: The Selby Centre
- SA 64: The Roundway
- SA 65: Leabank & Lemsford Close

Tottenham AAP area

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

FIGURE 2.10

Sites in the East of the Borough



SA56: PARK GROVE & DURNSFORD RD



 Site Allocation

Proposed Site Allocation

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

Commentary

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

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

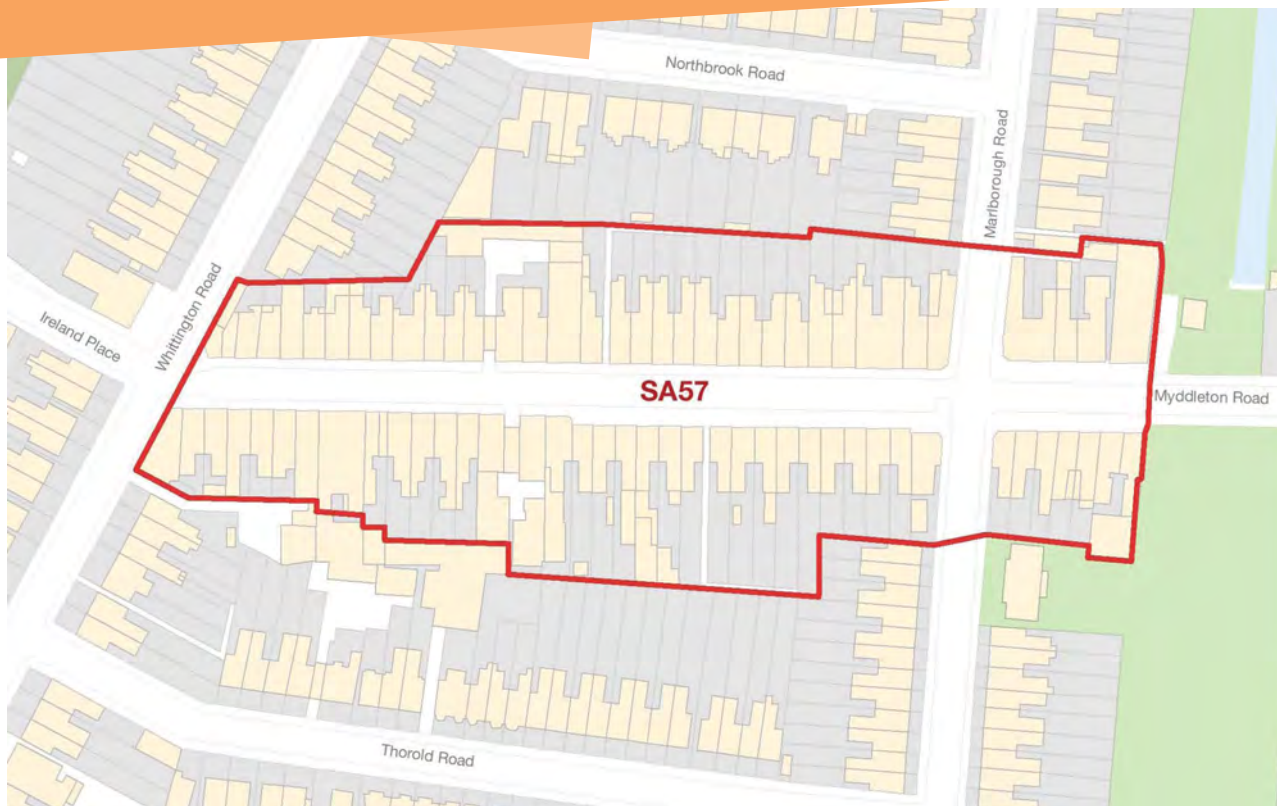
Site Requirements

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

Development Guidelines

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

SA57: MYDDLETON ROAD LOCAL CENTRE



Site Allocation

Proposed Site Allocation

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

Commentary

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

Address	Myddleton Road, Bounds Green, N22		
Site Size (Ha)	1.7	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Local shopping centre		
Ownership	Multiple private freeholds and leaseholds		
How site was identified	Local resident's group		
Planning designations	Bowes Park Conservation Area Local shopping centre Adjacent to: <ul style="list-style-type: none"> ▪ Ecological corridor ▪ SINC metropolitan: New River ▪ SINC local: Allotments ▪ Proposed green chain ▪ Blue ribbon network 		
Indicative Development Capacity	No capacity identified		

Site Requirements

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

Development Guidelines

- The food and drink operators, particularly in the evening, could benefit from additional street space to add tables and chairs. The western end of Myddleton Rd could be considered as a shared street space, facilitating this. In order for this to be achieved, it may be necessary for parking along a stretch of Myddleton Rd to be reconfigured.
- The potential for creating a right of way along the alignment of the New River Path should be explored, which will act as a route to draw additional footfall to the centre. The relationship between this link and the existing allotments to the south of Myddleton Rd should be carefully assessed.
- The level of transition from retail to food and drink will be closely monitored, and the findings used as a test case to inform future policy for other local centres in the borough.
- The principles included in the Myddleton Road Local Shopping Centre Policy Guidance Note will be supported.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.

SA58: RED HOUSE CARE HOME



Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

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

SA59: HARINGEY PROFESSIONAL DEVELOPMENT CENTRE



Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

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

SA60: KESTON CENTRE



Site Allocation

Proposed Site Allocation

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

Commentary

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

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

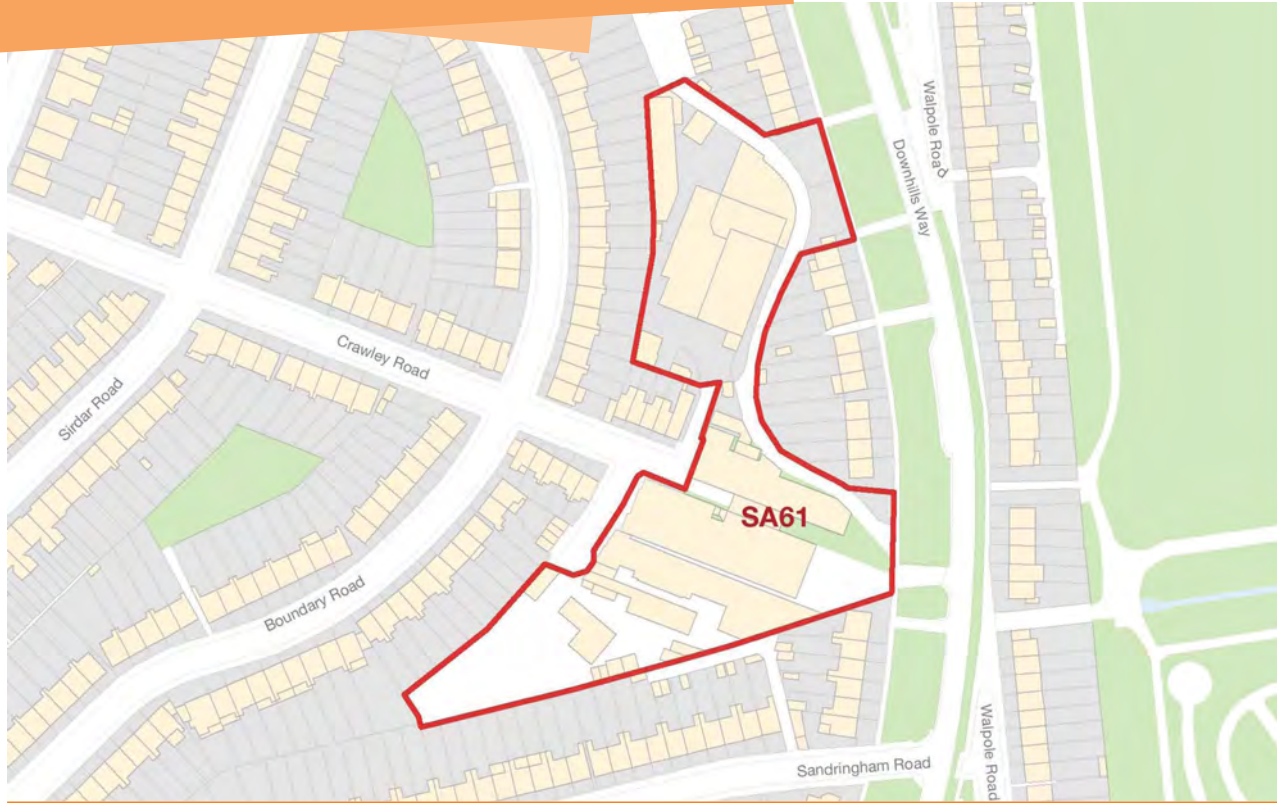
Site Requirements

- No buildings need to be retained, but the existing uses should be reprovided prior to any development taking place.
- Access to the site requiring the use of, or impacting on, any element of MOL will need to justify how the benefits provided by the benefits of the development justify any and mitigate any impact.
- Pedestrian and cycle access from the south west corner of the site into Downhills Park and towards the West Green Rd local centre should be provided.

Development Guidelines

- Heights should be reduced in the east of the site to respect the amenity of the properties on Keston Rd.
- Development should respect the neighbouring Downhills Park and not have a detrimental effect on it.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A piling statement will be required prior to any piling taking place.
- The Keston Centre has some heritage significance, and retention of this building as part of a wider development could be considered.

SA61: BARBER WILSON



Proposed Site Allocation

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

Commentary

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

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

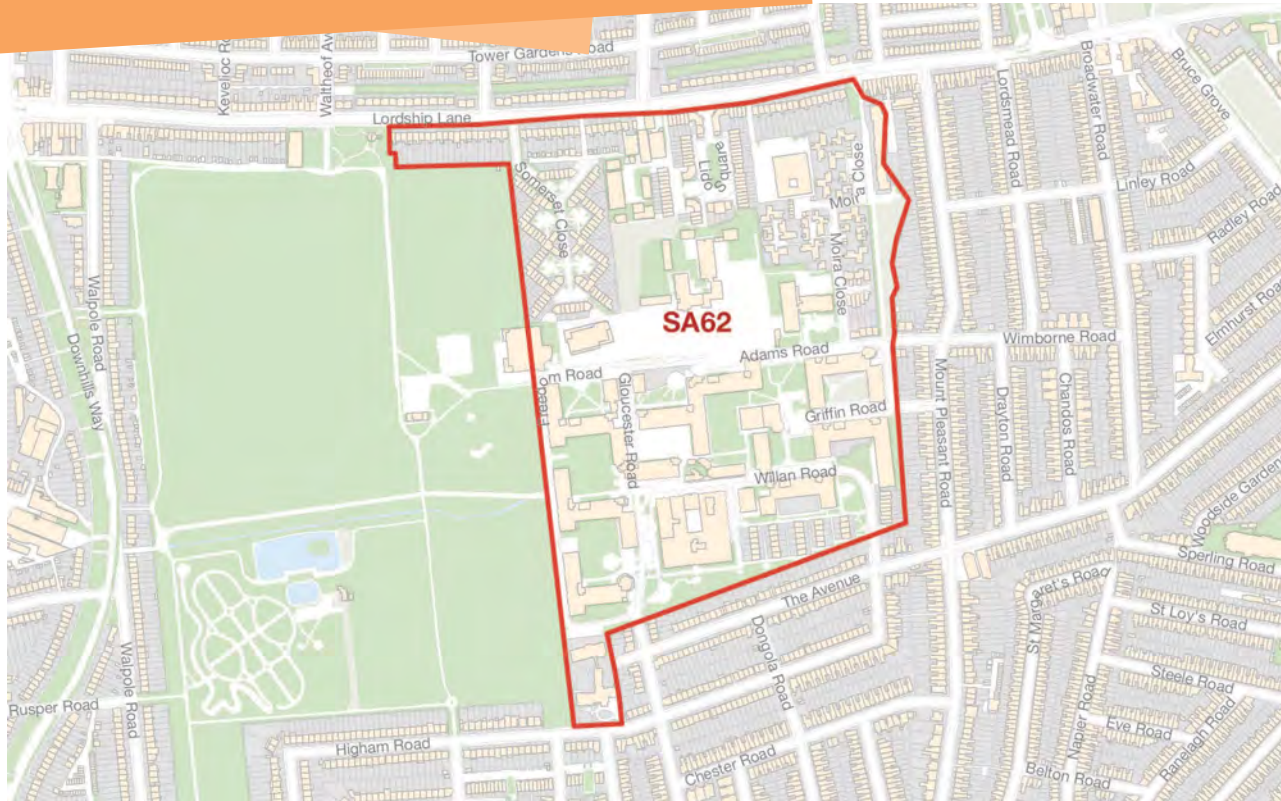
Site Requirements

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

Development Guidelines

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

SA62: BROADWATER FARM AREA



Proposed Site Allocation

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

Commentary

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

Address	Broadwater Farm housing estate, N17		
Site Size (Ha)	19.4	PTAL Rating	1
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Residential, including education and leisure facilities.		
Ownership	LBH		
How site was identified	LBH Housing Estate Renewal programme		
Planning designations	Flood zone 1 Metropolitan open land: Lordship Recreation Ground and Downhills Park SINC local: Lordship Lane Recreation Ground and allotment gardens Blue ribbon network Adjacent to an Area of Archaeological Importance		
Indicative Development Capacity	No capacity identified		

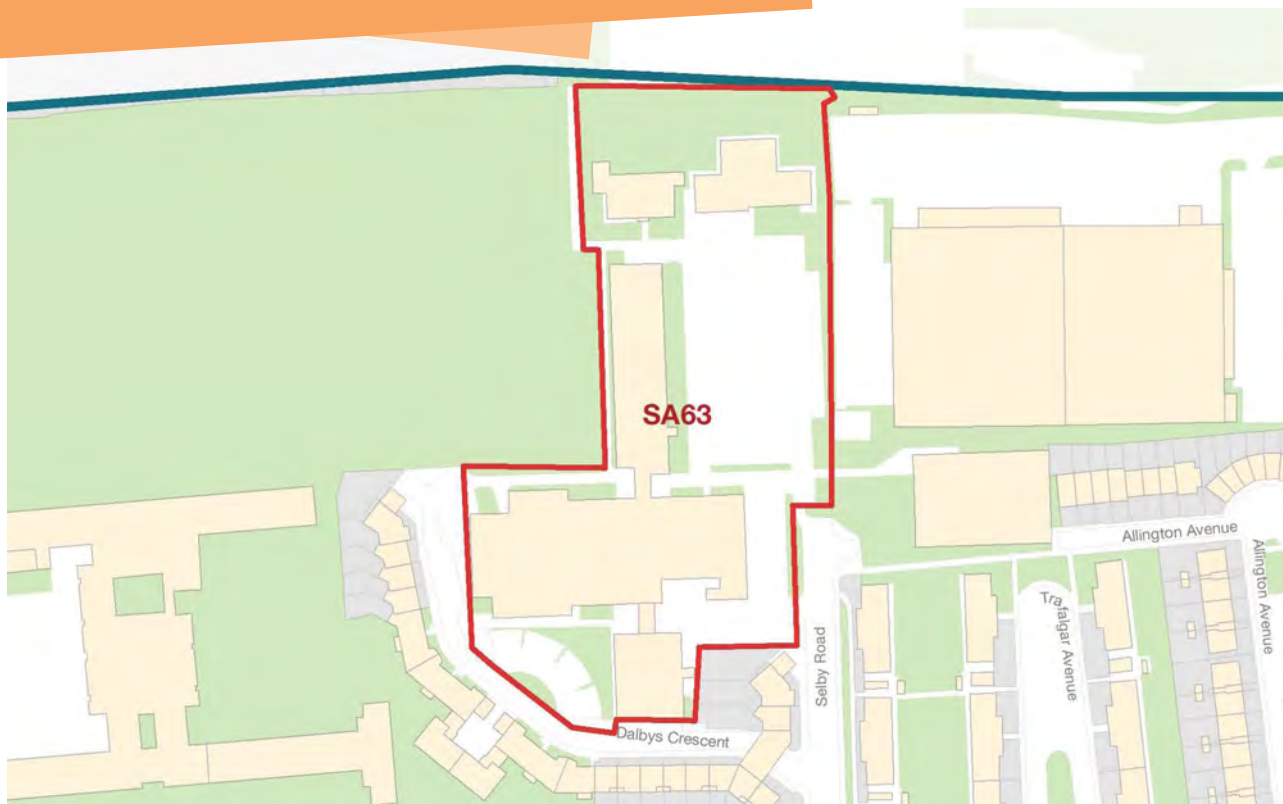
Site Requirements

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

Development Guidelines

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

SA63: THE SELBY CENTRE



Site Allocation

Proposed Site Allocation

2.171 Consolidation of community uses with potential housing development.

Commentary

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

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

Site Requirements

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

Development Guidelines

- There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the Borough through the Green Grid network.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- The Selby Centre is an asset of community value.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.

SA64: THE ROUNDWAY



Proposed Site Allocation

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

Commentary

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

Address	58-62 Lordship Lane, 311-315 The Roundway, and 12 Church Lane, Tottenham N17		
Site Size (Ha)	0.6	PTAL Rating	4
Timeframe for delivery	2011-2015	2015-2020	2020 onwards
Current/Previous use	Range of commercial uses		
Ownership	Multiple private freeholds		
How site was identified	Pre-application on neighbouring site		
Planning designations	Part of the site is within the Bruce Castle Conservation Area Area of Archaeological Importance Blue Ribbon Network The Children's Nursery is a Locally listed building Adjacent to: <ul style="list-style-type: none"> ▪ Peabody Cottages Conservation Area ▪ Several Locally Listed buildings on Lordship Lane ▪ Bruce Castle Park (MOL, Conservation Area, SINC Borough Grade II), ▪ Listed building (Bruce Castle Museum) 		
Indicative Development Capacity	Net residential units	Employment Use m ²	
	56	1,940	

Site Requirements

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

Development Guidelines

- Heights should be limited adjacent to the nursery and the existing houses to the north of the site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- The building hosting the electricity substation on Church Lane is of some historic value, and while a comprehensive approach to the site is encouraged, a new use for this building could be considered.
- New development should attempt to continue the street frontages on all sides and should respect the scale of terraces within the Peabody Estate Conservation Area.
- Layout of new development should complement or respond to established 'back to back' terrace layout of the Peabody cottages.
- New development should be of high quality and enhance the setting of both the Conservation Areas and the grade I listed Bruce Castle.
- Whilst not listed on its own right, Bruce Castle Park is an important heritage as well as community asset. Development should contribute to and enhance its setting.
- The prominent location attributes itself to an opportunity to create a visible architectural landmark, marking the entrance and setting of Bruce Castle. It could act as a 'wayfinder' for the heritage assets nearby.
- This should be achieved not necessarily by height but by virtue of its design and should be such that it is not intrusive to the setting of Bruce Castle or its grounds.
- The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.
- A piling statement will be required prior to any piling taking place.

SA65: LEABANK AND LEMS福德 CLOSE



Site Allocation

Proposed Site Allocation

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

Commentary

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

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

Site Requirements

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

Development Guidelines

- Development height should be restricted adjoining residences to the south and west of the site.
- Although the site has a modest PTAL at present, it is only a 12 minute walk to South Tottenham station, which could in the future be part of Seven Sisters Crossrail station.
- The site has no void areas. Therefore in order to commence construction, areas of the existing development will need to be cleared.
- At present the properties in the western side of the site gain no visual amenity from being close to the river. This could be improved through innovate design, allowing viewing corridors through the site.
- The southern edge of the site (Leabank View) runs down the rear of terraced houses. New uses creating a back-to-back interface should be created along this edge designed to be respectful of the existing houses.
- Heights facing the water will be the highest point of the site. Development should be in blocks arranged to allow a viewing corridor of the River Lea.
- New communal open space could be created in the centre of the site.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- This site is in Flood Zones 1 & 2, classified by the National Planning Practice Guidance as having a low/medium risk of flooding from rivers. Development of this site must be supported by a Flood Risk Assessment. The FRA must show there will be no increase in flood risk on or off site and that the development will be safe for future users. Development must be steered to the areas within the red line boundary that are at lowest risk of flooding. Development should be focussed in areas of Flood Zone 1 and no highly vulnerable uses will be permitted in areas of Flood Zone 2 without passing the sequential test.

SCHEDULES of Proposals and Designations

Schedule 1 - Views of St Pauls

Schedule 2 - Defined Employment Areas

Schedules 3-5 - Town Centre Primary and Secondary
Frontages and Local Shopping Centres

Schedule 6 - Green Belt and Metropolitan Open Land

Schedule 7 - Significant Local Open Land

Schedule 8 - Ecologically Valuable Sites

Schedule 9 - Conservation Areas

Schedule 10: -Historic Parks,
Gardens and Landscapes

CHAPTER

03

SCHEDULES of Proposals and Designations

03

- 3.1** This section includes schedules of proposals and designations, which affect the use of land in the Borough. These proposals and designations are illustrated on the Policies Map. Strategic designations are listed in Table 1 of the Plan.

Schedule 1 - Views of St Pauls

- 3.2** This schedule sets out the defined areas and their limits as included in Policy 4B.15 'London View Protection Framework' of the London Plan, as they affect the strategic view from Alexandra Palace to St Paul's, and also local view as set out in the UCS and DM5.

Schedule 2 - Defined Employment Areas

- 3.3** This schedule lists the Defined Employment Area (DEAs) in the Borough. These DEAs are divided into three categories: Industrial Locations (ILs); Employment Locations (ELs); and Regeneration Areas (RAs).

Schedules 3-5 - Town Centre Primary and Secondary Frontages and Local Shopping Centres

- 3.4** These schedules identify the extent of the Town Centres and the Local Shopping Centres and the hierarchy of shopping frontages.

Schedule 6 - Green Belt and Metropolitan Open Land

- 3.5** This schedule identifies the areas of the Borough which are designated as Green Belt and Metropolitan Open Land. These form part of London's strategic open space network as identified in the London Plan.

Schedule 7 - Significant Local Open Land

- 3.6** This schedule identifies locally important areas of open space in the Borough, known as Significant Local Open Land.

Schedule 8 - Ecologically Valuable Sites

- 3.7** This schedule identifies ecologically valuable sites and corridors in the Borough. The schedule identifies a hierarchy of sites: Sites of Metropolitan Importance; Sites of Borough Importance (Grades I and II); Sites of Local Importance; and Green Corridors. The schedule also includes statutory Local Nature Reserves in the Borough.

Schedule 9 - Conservation Areas

- 3.8** This schedule lists the Conservation Areas in the Borough.

Schedule 10 - Historic Parks, Gardens and Landscapes

- 3.9** This schedule identifies nationally and locally registered historic parks, gardens and landscapes in the Borough.

SCHEDULE 1 - VIEWS (LONDON PLAN POLICY 7.11, LOCAL PLAN POLICY DM5))

- 3.10 A - The London Plan (Policy 7.11)** sets out the London View Management Framework (LVMF) which details the viewpoints to be afforded protection.

- 3.11** The defined areas and their limits referred LVMF as they affect the view from Alexandra Palace to St. Paul's are set out below. Note that the viewing cones, including a foreground area, have been plotted and are defined on the Policies Map. There is also a designation on the high ground around Ridge Road. In this area the height of any new buildings will have to be considered carefully, as they could potentially distract from the view

- 3.12 1 - THE VIEWING CORRIDOR**, extending from the viewpoint at Alexandra Palace and increasing to a width of 300 metres at St Paul's Cathedral above a base sight line taken from the viewpoint to the lower drum of the Cathedral.

	Easting	Northing	AOD Height
Location and height of the viewpoint at Alexandra Palace	529698.3	190061.1	92.2m
Location and height of the lower drum of St Paul's Cathedral	532054.4	181142.2	52.1m

- 3.13** The length of the Viewing Corridor is 9224.9 metres.

3.14 2 - THE WIDER SETTING CONSULTATION AREA (WSCA), extending from the outermost points of the viewing area at Alexandra Palace given below, to a width of 440 metres at St Paul's Cathedral above a lateral extension of the base sight line.

	Easting	Northing	AOD Height
Location and height of the western limit of the WSCA	529549.7	189916.8	92.4m

3.15 The viewpoint marks the eastern extent of the Wider Setting Consultation Area.

3.16 3 - THE BACKGROUND CONSULTATION AREAS (BCA), extending as a continuation of the lines from the outermost points of the viewing area which cross and pass St Paul's Cathedral at a width of 440 metres.

	Easting	Northing
Location of Western limit of BCA (Intersection of Charleston Street and Cotham Street, SE17)	532423	178624
Location of Eastern limit of BCA (Intersection of Old Kent Road and Mason Street, SE17)	533070	178903

3.17 The depth of the BCA is defined by a line connecting the two points given above and the consultation height threshold is 50 metres AOD.

3.18 AOD heights being Above Ordnance Datum as defined by the Ordnance Survey.

3.19 Diagrams to illustrate the areas referred to above are contained within the London View Management Framework SPG 2012 (Mayor of London).

3.20 B - The London Plan (2015) requires the protection of front and middle ground impacts on London's important views. Haringey has identified front and middle grounds as shown on the Policies Map. Co-ordinates for the foreground are below. However, the mid-ground is based on ground levels and surrounds Ridge Road and part of the Parkland Walk, with a buffer of 150 metres.

3.21 The foreground area has been defined in order to protect the area surrounding the viewpoint. The lower edge of the foreground area follows the line of Alexandra Palace Park.

Location of Foreground Eastern Limit	Easting	Northing
Alexandra Palace	529714	190075
Extending to	530376	189824

Location of Foreground Western Limit	Easting	Northing
Alexandra Palace	529509	189883
Extending to	529468	189406

TABLE 5: Local Views

Ref	Viewing place and assessment point from - - - to	Type of view	Level and Importance
1	Alexandra Palace - - - > Central London (City and St Paul's)	Panorama	Strategic view
2	Twyford Avenue - - - > across Fortis Mere School playing fields to Enfield	Panorama	Local view
3	Alexandra Palace - - - - > to Highgate Ridge	Panorama	Local view
4	Cranley Gardens - - - - > view along street and backdrop to West Green beyond	Linear	Local view
5	Parkland Walk, bridge over St James Lane - - - - > Crouch End valley, ridge and central London landmarks beyond	Linear	Local view
6	Archway Road north - - - - > Archway Bridge	Linear	Local view
7	Archway Road south - - - - > Archway Bridge	Linear	Local view
8	Ferme Park Road at junction of Ridge Road - - - - > Alexandra Palace	Linear	Local view
9	Ridge Road at junction of Denton Road - - - - > Alexandra Palace	Linear	Local view
10	Alexandra Park Road at junction Curzon Road and Windermere Road - - - - > to Enfield and Lea Valley	Linear	Local view
11	Alexandra Palace - - - > Broomfield Park and beyond	Panorama	Local view
12	Hampstead Lane - - - - > view along the lane and towards Highgate village – glimpses between buildings	Townscape	Local view
13	Highgate Hill - - - - > view south towards Emirates and Central London	Linear	Local view
14	Alexandra Palace - - - - > Crouch End Ridge line	Panorama	Local view
15	Station Road, New Southgate - - - > Alexandra Palace	Linear	Local view
16	Broomfield Park - - - > Alexandra Palace	Linear	Local view
17	Bounds Green Road railway bridge - - - > Alexandra Palace	Linear	Local view
18	Devonshire Road, corner of Devonshire Hill Lane - - - > Alexandra Palace	Linear	Local view
19	Lordship Lane at Bruce Castle - - - > Alexandra Palace	Linear	Local view
20	Watermead Way railway bridge - - - - > Alexandra Palace	Linear	Local view
21	Downhill Park Road - - - - > Alexandra Palace	Linear	Local view
22	Adams Road - - - - > Alexandra Park	Linear	Local view
23	Corner of Seven Sisters Road, Amhurst Park and Eade Road - - - > ??	Linear	Local view
24	View along Inderwick Road	Townscape	Local view
25	View along Nelson Road	Townscape	Local view
26	Queenmore Road, Stapleton Hall Road junction - - - > Seven Sisters and Hale Village	Linear	Local view
27	Tottenham High Road - - - - > view along the road from Tottenham Green to Apex House	Townscape	Local view
28	Tottenham High Road - - - - > view along the road from High Cross Monument to Bruce Grove Station	Townscape	Local view
29	Tottenham High Road - - - - > view along the road from White Hart Lane Stadium to Swells Corner	Townscape	Local view
30	Lee Valley - - - - > from roads and foot bridges over railway north and south of Tottenham Hale	Panorama	Local view
31	Lee Valley - - - - > from Chalk Bridge over Lee navigation	Panorama	Local view
32	Lee Valley north- - - - > from Blackhorse Lane (Waltham Forest)	Panorama	Local view
33	White Hart Lane Stadium - - - - > from Northumberland Park Road and unfolding from Down Park Lane	Linear and Townscape	Local view

34	White Hart Lane Stadium - - - > from Bruce Castle Park northern side and along Church Lane	Linear and Townscape	Local view
35	Views across open spaces of Tottenham Cemetery	Panorama	Local view
36	St Ann's Church - - - > unfolding from St Ann's Road	Townscape	Local view
37	St Ignatius' Church - - - > from South Tottenham Station along Tottenham High Road	Townscape	Local view

Schedule 2 - Defined Employment Areas (DEA) (Policies SP7, SA2, Tottenham AAP3)

TABLE 6: Defined Employment Areas (DEA) (Policies SP7, SA2, AAP3)

Name of Site/Area	Level of Designation
Brantwood Rd, N17	Strategic Industrial Land
North East Tottenham, N17	Strategic Industrial Land
Marsh Lane, N17	Strategic Industrial Land
Willoughby Lane, N17	Local Strategic Industrial Land
Lindens/Roseberry Works	Local Strategic Industrial Land
Millmead & Lockwood, N17	Strategic Industrial Land
Ashley Rd South	Local Employment Area: Regeneration Area
Hale Wharf	Local Employment Area: Regeneration Area
South Tottenham, N15	Local Strategic Industrial Land
Fountayne Rd	Local Employment Area: Regeneration Area
Rangemoor Rd/Herbert Rd, N15	Local Employment Area: Regeneration Area
Constable Crescent	Local Employment Area: Regeneration Area
Arena Design Centre, N4	Local Employment Area: Regeneration Area
Crusader Industrial Estate, N4	Local Employment Area: Regeneration Area
Omega Works, N4	Local Employment Area: Regeneration Area
Vale/Eade Rd, N4	Local Employment Area: Regeneration Area
Eade/Overbury Rd, N4	Local Employment Area: Regeneration Area
Vale/Tewkesbury Rd, N4	Local Strategic Industrial Land
Queen St, N17	Local Strategic Industrial Land
White Hart Lane, N17	Local Strategic Industrial Land
Wood Green, N22	Local Employment Area: Regeneration Area
Cranford Way, N8	Local Employment Area: Regeneration Area
Cross Lane, N8	Local Employment Area: Regeneration Area
Bounds Green Industrial Estate, N11	Local Employment Area: Employment Land
Pinkham Way	Local Employment Area: Employment Land

SCHEDULE 3 - TOWN CENTRE PRIMARY FRONTAGES

TABLE 7: Town Centre Primary Frontages (Policy TCR3)

Centre	Address
Wood Green Metropolitan Centre, N22	1-133 (odd) High Road, 2-74 (even) High Road 1-14 (cons) Cheapside, 1-9a (odd) Westbury Avenue 106 Alexandra Road Shopping City complex (including High Road frontages) Creation of new primary frontages through SA11 Wood Green Library (187-197A Wood Green High Road)
Crouch End District Centre, N8	1-61 (odd) The Broadway 6-8 (even) The Broadway 26-54 (even) The Broadway 1-26 (cons) Broadway Parade 1-44 (cons) Topsfield Parade 1-9 (odd) Park Road 2-24 (even) Park Road 1-4 Broadway House
Green Lanes District Centre, N4	1-80 (cons) Grand Parade 407-575 (odd) Green Lanes
Muswell Hill District Centre, N10	1-333 (odd) Muswell Hill Broadway 36-264 (even) Muswell Hill Broadway 318-420 (even) Muswell Hill Broadway 2-20 (even) Fortis Green Road (Sainsbury, Muswell Hill)
Tottenham High Road/Bruce Grove District Centre, N17	444-554 (even) High Road 467-549 (odd) High Road
West Green Road/Seven Sisters Road District Centre, N15	1a-95 (odd) West Green Road 2-110 (even) West Green Road 227-261 (odd) High Road 220-224 (even) High Road 230 High Road (Tesco Seven Sisters) Primary frontage between 70 to 110 (even) and 51-95 (odd) West Green Road transferred to secondary frontage through SS1 Seven Sisters and West Green Rd District Centre
Finsbury Park District Centre	Creation of new primary frontage from the corner of Seven Sisters Road (number 263) to 10 (even) Stroud Green Road through SA36 Finsbury Park Bowling Alley
Tottenham Hale District Centre	Creation of new primary frontage through TH1 District Centre in Tottenham Hale and where appropriate through TH2-TH5

SCHEDULE 4 - TOWN CENTRE SECONDARY FRONTAGES

TABLE 8: Town Centre Secondary Frontages (Policy TCR3)

Centre	Address
Wood Green Metropolitan Centre, N22	Secondary frontage (south) 17-35 (odd) Westbury Avenue 1-9 (cons) Turnpike Parade, Green Lanes including Cinema 2-8 (even) Westbury Avenue, 1-3 (cons) Westbury Arcade, 258-278 (even) Langham Road 1-4 (cons) Wellington Terrace Adj 1 Wellington Terrace
	Secondary frontage (East) 11-25 (odd) Lymington Avenue 10-18 (even) Lymington Avenue excluding Community Centre 30-32 Lymington Avenue 4 Glynne Road
	Secondary frontage (North) 136-240 (even) High Road 1-19 (cons) The Broadway Library Arcade 203-207 (odd) High Road 1-11 Station Road Safeway Store and arcade Spouters Corner Creation of new secondary frontages through SA9 Mecca Bingo (707-725 Lordship Lane) Creation of new secondary frontages through redevelopments in Wood Green Metropolitan Town Creation of new secondary frontages Centre at Dovecote Avenue, 7 Cheapside & Lymington avenue through SA13 Bury Road Car Park Creation of new secondary frontages through redevelopments of SA7 Wood Green Bus Garage and SA8 Station Road Offices

Centre	Address
Crouch End District Centre, N8	Secondary Frontage (South) 126-146 (even) Crouch Hill Floral Hall Crouch Hill 2-4 The Broadway 147-153 (odd) Crouch Hill 1-35 (odd) Crouch End Hill Expansion of secondary frontage through SA3 to include 71 Crouch End Hill 2-72 (even) Crouch End Hill
	Secondary Frontage (North/East) 27-38 (cons) Broadway Parade 45-55 (cons) Topsfield Parade Expansion of secondary frontage through SA3 to include 159 – 165 (odd) Tottenham Lane
	Secondary Frontage (North) 2-34 (even) Middle Lane
	Secondary Frontage (North/West) 11-59a (odd) Park Road 42-48 (even) Park Road 68-70 (even) Park Road
Green Lanes District Centre, N4	Secondary Frontage (South) 329-379 (odd) Green Lanes 385-405 (odd) Green Lanes Creation of new secondary frontage through SA29 Arena Retail Park (390 (even) Green Lanes to the Corner of Williamson Road)
	Secondary Frontage (North) 577-593 (odd) Green Lanes 1-11 (cons) Salisbury Promenade including the Coliseum Salisbury Hotel, Green Lanes 430 Harringay Arena, Green Lanes MacDonald's Restaurant, Williamson Road, N4 444-452 (even) St Ann's Road 570 -572 Green Lanes

Centre	Address
Muswell Hill District Centre, N10	Secondary frontage (Fortis Green Road) 22-230 (even) Fortis Green Road 1-121 (odd) Fortis Green Road
	Secondary Frontage (Muswell Hill Road) 107-123 (odd) Muswell Hill Road 2-30 (even) Muswell Hill Broadway
	Secondary Frontage (Muswell Hill Broadway-East) 266-314 (even) Muswell Hill Broadway The Hill PH, 56 Muswell Hill
	Secondary frontage (Muswell Hill Broadway - West) 422-522 (even) Muswell Hill Broadway
Tottenham High Road/Bruce Grove District Centre, N17	Secondary Frontage (Bruce Grove) 1 & 2 Station Buildings, Bruce Grove 1-4 (cons) Bruce Grove 68-119 (cons) Bruce Grove
	Secondary Frontage (High Road North) 551-577 Tottenham High Road 560-592 Tottenham High Road
West Green Road/Seven Sisters Road District Centre, N15	Secondary Frontage (Seven Sisters) 709-723 Seven Sisters Road
	Secondary Frontage (West Green Road) 97-111 (odd) West Green Road 112-126A (even) West Green Road Primary frontage between 70 to 110 (even) and 51-95 (odd) West Green Road transferred to secondary frontage through SS1 Seven Sisters and West Green Rd District Centre
Finsbury Park District Centre	263 to 271 Seven Sisters Road 18b to 52 Stroud Green Road (even) Creation of new secondary frontage through SA36 Finsbury Park Bowling Alley
Tottenham Hale District Centre	Creation of new secondary frontage through TH1 District Centre in Tottenham Hale and where appropriate through TH2-TH5

SCHEDULE 5 - LOCAL SHOPPING CENTRES

TABLE 9: Local Shopping Centres (Policy TCR4)

Number	Centre	Addresses
1	Alexandra Park Road, N10	88-126 Alexandra Park Road, 111-121 Alexandra Park Road
2	Archway Road N6	247-269 Archway Road 271-395 Archway Road 169 Southwood Lane 162-228 Archway Road 230-258 Archway Road 260-274 Archway Road 306-314 Archway Road
3	Aylmer Parade, N2	22-37 Aylmer Parade 14-21 Aylmer Parade
4	Bounds Green, N11	38-50 Bounds Green Road Latham Court 1-11 Queens Parade 5-7 Brownlow Road 1 Maidstone Road
5	Broad Lane, N15	73-87 Broad Lane 89-103 Broad Lane 2-8 Walton Road 2-8 Victoria Road
6	Commerce Road, N22	4-26 Commerce Road
7	Cranley Parade, N10	37-59 Muswell Hill Road
8	Craven Park Road, N15	109-117 Craven Park Road 1A Elm Park Avenue
9	Crescent Road, N22	1-11, 2-20 Crescent Road 2-26 Palace Gates Road
10	Ferne Park Road, N4	1-23, 2-10 Ferne Park Road, 64/64b/68 Stapleton Hall Road
11	Great Cambridge Road, N17	9-31, 18-56 Great Cambridge Road
12	Green Lanes, N8	643-661 Green Lanes
13	Hermitage Road, N4	285-293 Hermitage Road
14	Highgate High Street, N6	44-90 High Street 2-42 High Street

Number	Centre	Addresses
15	Hornsey High Street, N8	1-67 High Street 2-62 High Street 78 - 106 High Street 1-6 Campsbourne Parade 210-226 Middle Lane
16	Lordship Lane East, N17	134-138, 183-205 Lordship Lane
17	Lordship Lane Roundway, N17/ N22	387-483 Lordship Lane 460-520 Lordship Lane 532-576 Lordship Lane
18	Lordship Lane West, N22	608-642 Lordship Lane 1-25 Salisbury Road
18a	Lordship Lane Central	342-384 Lordship Lane
19	Midhurst Parade, N10	1-6 Midhurst Parade, Fortis Green
20	Myddleton Road, N22	74-136a Myddleton Road 65-143 Myddleton Road
21	Park Lane, N17	102-126 Park Lane 161-195 Park Lane
22	Park Road/Priory Road, N8	298-316 Park Road 159-187 Priory Road
23	Philip Lane East, N15	176-208 Philip Lane
24	Philip Lane West, N15	187-211, 260-278 Philip Lane
25	Quernmore Road, N4	34-48, 41-47 Quernmore Road
26	Seven Sisters Road, N15	483-531 Seven Sisters Road 600-616 Seven Sisters Road
27	Stroud Green Road North, N4	178-202 Stroud Green Road
28	Stroud Green Road South, N4	74-104 Stroud Green Road

Number	Centre	Addresses
29	Tottenham Lane, N8 (East)	29-99 Tottenham Lane
30	Tottenham Lane, N8 (West)	121-157 Tottenham Lane
31	Tottenham High Road North, N17	793-811, 804-838 High Road 1-21 Northumberland Park
32	Turnpike Lane	1-137 Turnpike Lane, 60-84 Turnpike Lane, 8-38 Turnpike Lane
33	Westbury Avenue, N22	28-44, 57-79 Westbury Avenue
34	West Green Road Central, N15	293-341 West Green Road 1-9 Vicarage Parade 261-269 West Green Road
35	West Green Road West, N15	432-470, 437-451 West Green Road 410-430 West Green Road
36	Weston Park, N8	85-93, 96a-104 Weston Park 113/5 Inderwick Road
37	Wood Green High Road North, N22	336-362 High Road

SCHEDULE 6 - GREEN BELT AND METROPOLITAN OPEN LAND (POLICY SP13)

TABLE 10: Green Belt and Metropolitan Open Land (Policy SP13)

Number	Name	Area (hectares)	Map Ref
Green Belt:			
1	Lee Valley Regional Park	55.07	T6
Metropolitan Open Land:			
1	Coldfall Wood and Coppetts Road Sports Ground N10	22.50	C7
2	Highgate Golf Course, N6	33.18	B11
3	Parkland Walk (Section from Highgate Underground Station to Finsbury Park), N4	8.83	F12
4	Parkland Walk (Section from Muswell Hill Road to Muswell Hill), N10	2.62	E12
5	Highgate Wood, Queens Wood, Shepherds Hill Allotments and Crouch End Playing Fields, N6	73.00	E10
6	Alexandra Park, N22	88.59	G8
7	Muswell Hill Golf Course, N10	52.09	F5
8	Finsbury Park, N4	45.40	L13
9	New River Sports Ground, White Hart Lane Recreation Ground, N17	30.43	L5
10	Lordship Lane Recreation Ground and Downhills Park, N17	35.16	N7
11	Tottenham Cemetery and Bruce Castle Park, N17	28.85	P5
12	Highgate School Playing Fields, N6	8.70	C12
13	Highgate Station Cutting, N6	1.70	E11
14	Coldfall School and Fortismere School Playing Fields & 79 Creighton Avenue, N10	8.09	D8
15	Former track bed - adjacent Highgate Wood, N6	1.48	D11
16	Former railway land adjacent to Finsbury Park, N4	1.78	K13
17	Highgate School Sports Ground, N6	2.17	D12

SCHEDULE 7 - SIGNIFICANT LOCAL OPEN LAND (POLICY SP13)

TABLE 11: Significant Local Open Land (Policy SP13)

Number	Name	Area (hectares)	Map Ref
1	St Aloysius/Channing Playing Fields N8	5.88	F11
2	Scout Park, Woodfield Way, N11	3.43	G5
3	Crouch Hill covered reservoir N8	2.92	J12
4	Chestnuts Recreation Ground N15	5.18	M10
5	Frederick Knight Sports Ground N17	3.92	S4
6	Fortis Green Reservoir and Playing Field	7.10	D9
7	Woodside Park N22	4.15	J5
8	Down Lane Recreation Ground N17	6.93	R8
9	Priory Park N8	6.43	G9
10	Ducketts Common/Greengate Common N8	3.13	L9
11	Avenue Gardens, N22	4.57	H6
12	Chapmans Green, N22	0.76	L6
13	Civic Centre Gardens, N22	0.94	J6
14	Kings Road Public Open Space, N22	0.21	K6
15	Noel Park Recreation Ground, N22	2.00	L7
16	Paignton Park, N15	1.92	P11
17	Railway Fields, N4	1.04	L11
18	St Mary's Churchyard, N8	0.61	J9
19	Stanley/Culross Public Open Space, N15	0.60	M9
20	Tottenham Green, N15	1.12	Q9
21	Tower Gardens, N17	1.32	N6
22	Wood Green Common, N22	1.77	J7
23	Stationers Park, N8	1.61	J11
24	Weir Hall Road, N17	1.69	N5
25	Belmont Recreation Ground, N15	3.06	M8
26	Highgate Bowl, N6	2.87	E13
27	Lawrence Road, N15	0.52	P9
28	Bruce Grove Wood, N17	0.78	Q7

SCHEDULE 8 - ECOLOGICALLY VALUABLE SITES (POLICY SP13)

SITE GRADING

3.22 The sites are graded into those of Metropolitan, Borough and Local Importance, definitions of which are given in chapter 4 of the GLC Ecology Handbook No.3 (pages 10-11). In summary:

SITES OF METROPOLITAN IMPORTANCE

3.23 These are identified largely on intrinsic nature conservation value from a London-wide perspective, although social value may also be taken into consideration. These sites are the highest priority for protection.

SITES OF BOROUGH IMPORTANCE

3.24 These are similarly identified, but taking a Borough-wide view, not that of the whole of London. This means that a Borough site in an ecologically-rich area like Haringey may be intrinsically better than one in a less rich area like Hammersmith & Fulham. Despite the potential variation in quality of Borough sites for different boroughs, those that are richly endowed with wildlife sites are likely to contain more Borough sites than ones which are relatively ecologically deficient. Borough sites are further divided into Borough Grade I and Borough Grade II categories; both types are of significant nature conservation value, but Borough I sites are of greater importance.

SITES OF LOCAL IMPORTANCE

3.25 Local sites are those which may be of a particular value to nearby residents or schools. In many cases these sites are already used by schools for nature study or are run by management committees mainly composed of local people. Local sites are particularly important in areas deficient in nearby wildlife sites. Areas of deficiency are here defined as those areas of built-up London which are more than a kilometre from an accessible wildlife site of at least Borough importance. If there are sites within such areas which offer at least limited interest for observing wildlife, or which have the potential to develop this interest, these will be chosen as local sites, as long as they have access or there is likelihood that this could be negotiated.

LOCAL NATURE RESERVES

3.26 Section 21 of the National Parks and Access to the Countryside Act, 1949, gave local authorities the power to acquire, declare and manage nature reserves. They are areas where the aim is to preserve manage and enhance the nature conservation interest of the selected site and provide the opportunity for study of flora and fauna of special interest.

ECOLOGICAL CORRIDORS

TABLE 12:

SITES OF METROPOLITAN IMPORTANCE		
Number	Name	Map Ref
1	The Lee Valley near Walthamstow. Part is included in the Lee Valley Special Protection Area as listed under the EC Directive on Wild Birds.	Cross Borough
2	The New River.	Cross Borough
3	Parkland Walk.	Cross Borough
4	Highgate Wood. (includes Alexandra Palace track bed), N6	D10
5	Queens Wood, N6	E10
SITES OF BOROUGH IMPORTANCE (GRADE I)		
6	Coldfall Wood, N10	C7
7	Railway Fields Nature Reserve, N4	L11
8	Alexandra Park (inc. Nature Conservation Area), N22	G8
9	Former Friern Barnet Sewage Works includes Alexandra Road Depot, N10	E4
10	Bluebell Wood and Muswell Hill Golf Course, N10	F5
11	Crouch End Playing Fields Complex, N8	F10
12	Scout Park, N11	G5
13	Wood Green Reservoirs, N22	H7
14	Tottenham Marshes, N17	T5

SITES OF BOROUGH IMPORTANCE GRADE II		
15	Fortis Green Covered Reservoir and playing field, N10	C9
16	Tottenham Cemetery and Bruce Castle Park, N17	P5
17	Former Railway Lands, Park Avenue, N22	J7
18	Grove Lodge, Muswell Hill, N10	F9
19	Tunnel Gardens, N22	G5
20	Highgate Golf Course, N6	B11
21	Finsbury Park (excluding New River and Parkland Walk), N4	L12
Number	Name	Map Ref
22	Tottenham Railsides.	Cross Borough
23	Markfield Recreation Ground, N15	R10
24	Tottenham Hale to Northumberland Park Railsides.	Cross Borough
25	Harringay Stadium Slopes, N4	M11
26	Stroud Green Railway Bank, N4	K11
27	Holickwood Park, N10	E4

SITES OF LOCAL IMPORTANCE		
Number	Name	Map Ref
28	Rhodes Avenue Spinney and Albert Road Recreation Ground, N10	F6
29	Lordship Lane Recreation Ground and allotment gardens, N17	N7
30	Harrington Site, N6	E13
31	Southwood Lane Wood, N6	D12
32	St Ann's Hospital Grounds, N15	M10
33	Downhills Park, N17	M8
34	St Mary's Churchyard, Hornsey, N8	J9
35	New River Sports Centre, White Hart Lane Recreation Woodside Park and allotment gardens, N17.	L5
36	Nightingale Gardens and Avenue Gardens, N22	H6
37	Priory Park, N8	H9
38	Paignton Road Open Space, N15	P11
39	Land adjacent to Fortismere School, Creighton Avenue, N10	C7
40	Muswell Hill Playing Fields, N10	C6
41	Down Lane Recreation Ground, N17	R8
42	North Bank, Pages Lane, N10	D8
43	Allotments, Myddleton Road N22	J5
44	Allotments, Devonshire Hill Lane, N17	N4
45	Allotments, Rivulet Road, N17	M5
46	Allotments, Stockton Road, N17	M5
47	Allotments, Gospatrick Road, N17	M5
48	Allotments, Courtman Road, N17	M5
49	Allotments, Marsh Lane, N17	T6
50	Allotments, Millmead Road, N17	S8
51	Allotments, Coppetts Road, N10	D7

52	Alexandra Palace Allotments, N22	F8
53	Allotments, Yeatman Road, N6	C11
54	Shepherd's Hill Allotments, N6	F11
55	Tower Gardens, N17	N6
56	Granville Park Wood, N4	J11
57	Bruce Grove Wood, N17	Q7
58	Rear of 3 Fairfield Road, N8	H10
59	Chestnuts Recreation Ground, N15	M10

LOCAL NATURE RESERVES

A	Railway Fields, N4	L11
B	Queens Wood, N6	E10
C	Parkland Walk.	Cross Borough
D	Coldfall Wood	C7
E	Alexandra Palace Park	G7

ECOLOGICAL CORRIDORS

1	Northern Line Railsides, Alexandra Palace track bed and Highgate Station Cutting	D11
2	Great Northern Line Railsides from Finsbury Park to Bowes Park and New Southgate stations and Wood Green Tunnel Gardens.	Cross borough
3	Stroud Green to Tottenham Railsides, including South Tottenham Triangle	Cross borough
4	West Anglia Route Railsides	Cross borough
5	Southbury Loop Railsides	Cross Borough

GREEN CHAINS

1	New River, including Nightingale Gardens	Cross borough
2	Parkland Walk (Section from Highgate Underground Station to Finsbury Park)	F12
3	River Lee and Tottenham Marshes	Cross borough
4	Wood Green	J6

SCHEDULE 9 - CONSERVATION AREAS

TABLE 13: Conservation Areas

Number	Name	Area (hectares)	Map Ref
1	Highgate	229.22	D12
2	North Tottenham*	15.45	Q5
3	Muswell Hill	103.66	E8
4	Fortis Green	9.72	C9
5	Crouch End	93.76	G11
6	Bruce Castle	19.86	P6
7	Rookfield	11.89	F9
8	Tottenham Cemetery	21.31	P5
9	Tottenham Green*	18.31	Q9
10	Wood Green Common	12.85	J7
11	Tower Gardens	25.22	N6
12	Trinity Gardens	16.89	J6
13	Alexandra Palace and Park	76.17	G7
14	Hornsey High Street	6.13	H9
15	Hornsey Water Works & Filter Beds	14.78	J8
16	Noel Park	30.93	L7
17	St Anns	12.37	N10
18	Scotland Green*	1.51	Q7
19	Clyde Circus	20.70	P9
20	Lordship Lane	0.95	L6
21	Peabody Cottages	2.83	P6
22	Bruce Grove*	5.92	Q7
23	Bowes Park	22.28	H5
24	Campsbourne	6.06	H8
25	Hillfield	4.91	J9
26	Seven Sisters/Page Green*	7.55	Q10
27	South Tottenham High Road*	4.74	Q11
28	Stroud Green Conservation Area	72.54	J12
29	Vallance Road	19.90	F7

* Tottenham High Road Historic Corridor

SCHEDULE 10 - HISTORIC PARKS, GARDENS AND LANDSCAPES (POLICY SP13)

TABLE 14: Historic Parks, Gardens and Landscapes (Policy SP13)

National Register of Parks and Gardens of Special Historic Interest			
Number	Name	Address	Map Ref
2	Alexandra Park	Alexandra Palace Way N22	G7
10	Finsbury Park	Seven Sisters Road N4	L13
Register of Public Parks, Gardens, Squares, Cemeteries and Churchyards of Local Historic Interest			
Number	Name	Address	Map Ref
1	All Hallows Churchyard	Church Lane N17	P6
3	Avenue Gardens	Park Avenue N22	H7
4	Bruce Castle Park	Church Lane N17	P6
5	Chapman's Green	Lordship Lane/Perth Road N22	L6
6	Crescent Gardens and Memorial Garden	High Road N22	J6
7	Downhills Park	Downhills Park Road N17	N8
8	Ducketts Common	Green Lanes N8	L9
9	Finsbury Gardens	Finsbury Road N22	J5
11	The Grove	Alexandra Palace Way N22	F8
12	Grove Lodge Garden	Muswell Hill N10	F9
13	Highgate Wood	Muswell Hill Road N6	D10
14	Highpoint	North Hill N6	D12
15	Lordship Recreation Ground Model Traffic Area	Lordship Lane N17	M8
16	Nightingale Gardens	Bounds Green Road N22	J6
17	Page Green Common	High Road N15	Q10
18	Priory Park	Priory Road N8	G9
19	Queen's Wood	Muswell Hill Road N10	E10
20	Rectory Gardens	High Street N8	H9

21	Riversdale Gardens	White Hart Lane N22	K6
22	St Luke's Hospital	Woodside Avenue N10	D9
23	St Mary's Churchyard	High Street N8	J9
24	Seven Sisters Gardens	Seven Sisters Road N15	N11
25	Southwood Hall Estate	Muswell Hill Road N6	E11
26	Southwood Hospital	Southwood Lane N6	D12
27	Southwood House Estate Communal Garden	Southwood Lane N6	D11
28	Southwood Park	Southwood Lawn Road N6	D12
29	Tottenham Cemetery	Church Lane N17	P5
30	Tottenham Green and Tottenham Green East	High Road N15	Q9
31	Tower Gardens	Risley Avenue N17	N6
32	Trinity Gardens	Trinity Road N22	J6
33	West Green Memorial Garden	Spur Road N15	N9
34	White Hart Lane Estate and The Roundway	The Roundway N17	N6
35	Wood Green Common	Station Road N22	J7
36	Woodside Park	High Road N22	J5

Appendices

Appendix A: Methodology for Assessing the Capacity of Allocated Sites

Appendix B: Proposed deleted policies and proposal sites of the Haringey Unitary Development Plan (2006)

Appendix C: Superseded Supplementary Planning Documents and Guidance

Appendix D: Glossary of Terms

Appendix E: Making Representations

CHAPTER

04

Appendix A: Methodology for Assessing the Capacity of Allocated Sites

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

Assumptions

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

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

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

Methodology

- Residential unit size (GIA) is assumed to be 70m² per unit, providing an average of smaller and family-sized units;
- Town centre/ community ground floors uses as part of a mixed use development are generally assumed to be 10% of floorspace;
- Employment floorspace as part of a non-town centre site allocation is modelled at 33%, but may be decreased if there are additional uses identified on the site, such as community facilities, town centre uses, or if abnormal viability concerns are identified;
- PTAL is taken at the centre point of the site;
- GLA density assumptions are taken using mid-range assumptions from Table 3A.2 of the London Plan.

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

Example 1: Park Grove & Durnsford Rd

Site Area: 1.5 hectares
 PTAL: 4
 Setting: Urban
 LP density matrix mid range: 140 dwellings per hectare
 Mix: 100% residential
 Therefore estimated capacity of site is 210 homes.
 Existing residential units on site: 50
 Therefore net capacity on this site: **160 new homes.**

Example 2: Clarendon Rd South

Site Area: 2.2 hectares
 PTAL: 4
 Setting: Urban
 LP density matrix ranges: 140 dwellings per hectare
 Mix: 25% commercial, 25% community (other) 50% residential
 Total developable floorspace: 21,560m²
 Therefore estimated capacity of the site is **145 new homes, 5,390m² community floorspace, and 5,390m² employment floorspace.**

Example 3: Mecca Bingo

Site Area: 0.8 hectares
 PTAL: 6a
 Setting: Central
 LP density matrix ranges: 265 dwelling per Hectare
 Mix: 10% town centre uses, 90% residential
 Total developable floorspace: 14,840m²
 Therefore estimated capacity of site is **191 new homes and 1,484m² town centre floorspace.**

Housing Trajectory Statement

- 4.6 Haringey's Strategic Policy SP1 (as revised) provides a commitment to deliver at least 19,802 net additional homes in the borough over the fifteen year period from 2011/12 to 2025/26. This is formed of 4 years at 820 new homes over the period 2011/12-2014/15, and 11 years at 1,502 new homes p.a. over the period 2015/16-2025/26
- 4.7 Homes already built (for more details see Haringey's most recent Authority Monitoring Report):

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

- 4.8 These completions so far in the Plan period have the effect of reducing the housing target to 15,817 over the remaining 11 years, at an average of 1,438 new homes p.a.
- 4.9 10,624 new homes are planned for within the Tottenham Area Action Plan (including 1,700 which are already complete on Hale Village). Thus the residual target is 6,893 net additional units within the Site Allocation area (ie Haringey not including Tottenham). The sites in this document are estimated to include capacity for 7,698 net additional units.

Windfall development

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

TABLE 15: Delivery Summary in the Site Allocations DPD

Area	M2 employment	M2 town centre	Net resi units
Wood Green	47,271	17,217	4,320
South	20,026	7,154	1,699
Highgate	2,660	592	300
West	2,104	-	855
East	2,272	332	494
Total	74,333	25,295	7,698

TABLE 16: Delivery Assumptions

Site Ref	Site Name	mix (emp)	mix (TC)	mix (other)	mix resi
SA5	LBH Civic Centre	0.2	0.1	0	0.7
SA6	Green Ridings House	0.2	0	0	0.8
SA7	Wood Green Bus Garage	0	0.1	0	0.9
SA8	Station Road Offices	0.2	0.1	0	0.7
SA9	Mecca Bingo	0	0.1	0	0.9
SA10	Morrison's Wood Green	0	0.1	0	0.9
SA11	Wood Green Library	0	0.1	0	0.9
SA12	The Mall	0	0.1	0	0.9
SA13	Bury Road Car Park	0	0.1	0	0.9
SA14	16-54 Wood Green High Road	0	0.1	0	0.9
SA15	Westbury & Whymark Ave	0	0.1	0	0.9
SA16	Turnpike Lane Triangle	0	0.1	0	0.9
SA17	North of Hornsey Rail Depot	0.2	0	0	0.8
SA18	Wood Green Cultural Centre (North)	0.33	0	0	0.67
SA19	Wood Green Cultural Centre (South)	0.33	0	0	0.67

Site Ref	Site Name	mix (emp)	mix (TC)	mix (other)	mix resi
SA20	Wood Green Cultural Centre (East)	0.33	0	0	0.67
SA21	Clarendon Gateway	0.33	0	0	0.67
SA22	Clarendon Square	As per planning consent HGY/2009/0503			
SA23	Clarendon Rd South	0.25	0	0.25	0.50
SA24	NW of Clarendon Square	0.33	0	0	0.67
SA25	Land Adjacent to Coronation Sidings	0.33	0	0	0.67
SA26	Hawes & Curtis, Green Lanes	0	0	0.1	0.9
SA27	Wightman Road	0.2	0	0	0.8
SA28	St Ann's Hospital	As per planning consent HGY/2014/1691			
SA29	Arena Retail Park	0.1	0.1	0.1	0.7
SA30	Arena Design Centre	0.33	0	0	0.67
SA31	Crusader Industrial Estate	0.33	0	0	0.67
SA32	Omega Works	0.33	0	0	0.67
SA33	Vale/Eade Roads	0.33	0	0	0.67
SA34	Overbury & Eade Roads	0.33	0	0	0.67
SA35	L/b Seven Sisters & Tewkesbury Rds	0.1	0	0	0.9
SA36	Finsbury Park Bowling Alley	0	0.1	0	0.9
SA37	18-20 Stroud Green Road	0	0.1	0	0.9
SA38	460-470 Archway Road	0.2	0	0	0.8
SA39	Former Highgate Rail Station	0	0	1	0
SA40	Gonnermanns & Goldsmiths Court	0	0.1	0	0.9
SA41	Highgate School	0	0	1	0
SA42	Highgate Bowl	0.2	0.1	0	0.7
SA43	Summersby Road	0.2	0	0	0.8
SA44	Hillcrest	0	0	0	1

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

TABLE 17: Site Capacities

Ref	Site Name	M2 Emp	M2 TC	Net Resi
Sites in Wood Green Metropolitan Centre				
SA 5	LBH Civic Centre	2,156	1,078	108
SA 6	Green Ridings House	1,855	-	106
SA 7	Wood Green Bus Garage	-	2,412	310
SA 8	Station Rd Offices	4,823	2,412	241
SA 9	Mecca Bingo	-	1,484	191
SA 10	Morrison's Wood Green	-	1,855	239
SA 11	Wood Green Library	-	2,783	358
SA 12	The Mall	-	-	0
SA 13	Bury Rd Car Park	-	1,484	99
SA 14	16-54 Wood Green High Rd	-	2,597	334
SA 15	L/b Westbury & Whymark Avenues	-	742	95
SA 16	Turnpike Lane Triangle	-	371	48
SA 17	North of Hornsey Rail Depot site	980	-	56
SA 18	Wood Green Cultural Quarter (north)	3,061	-	89
SA 19	Wood Green Cultural Quarter (south)	12,243	-	355
SA 20	Wood Green Cultural Quarter (east)	4,285	-	124
SA 21	Clarendon Square Gateway	6,734	-	195
SA 22	Clarendon Square	700	920	1,080
SA 23	Clarendon Rd South	5,390	-	154
SA 24	NW of Clarendon Square	1,005	-	29
SA 25	Land Adjacent to Coronation Sidings	3,015	-	87
Sites in the South of the borough				
SA 26	Hawes & Curtis, Green Lanes	-	-	73
SA 27	Wightman Rd	840	-	48
SA 28	St. Ann's Hospital Site	-	-	456
SA 29	Arena Retail Park	5,390	5,390	539
SA 30	Arena Design Centre	1,386	-	40
SA 31	Crusader Industrial Estate	2,218	-	64
SA 32	Omega Works	1,386	-	40
SA 33	Vale/ Eade Rd	3,465	-	101
SA 34	Overbury & Eade Rds	4,851	-	141
SA 35	L/b Seven Sisters & Tewkesbury Rds	490	-	63

Ref	Site Name	M2 Emp	M2 TC	Net Resi
SA 36	Finsbury Park Bowling Alley	-	550	71
SA 37	18-20 Stroud Green Road	-	490	63
Sites in Highgate				
SA 38	460-470 Archway Road	1,260	-	72
SA 39	Gonnermann Antiques	-	284	37
SA 40	Former Highgate Rail Station	-	-	-
SA 41	Highgate School	-	-	-
SA 42	Highgate Bowl	616	308	31
SA 43	Summersby Road	784	-	45
SA 44	Hillcrest	-	-	34
SA 45	Highgate Magistrates Court	-	-	82
Sites in the west of the borough				
SA 46	Hornsey Depot	-	-	438
SA 47	Cross Lane	1,386	-	40
SA 48	Hornsey Town Hall	-	-	123
SA 49	Lynton & Park Road	718	-	41
SA 50	St. Luke's Hospital Site	-	-	156
SA 51	Cranwood Care Home	-	-	35
SA 52	Pinkham Way	-	-	-
SA 53	Alexandra Palace	-	-	-
SA 54	Tunnel Gardens	-	-	-
SA 55	Coppetts Wood Hospital	-	-	21
Sites in the east of the borough				
SA 56	Park Grove & Durnsford Rd	-	-	-
SA 57	Myddleton Road Local Centre	-	-	-
SA 58	Red House	332	332	28
SA 59	Haringey Professional Devt Centre	-	-	49
SA 60	Keston Centre	-	-	70
SA 61	Barber Wilson	-	-	66
SA 62	Broadwater Farm area	-	-	-
SA 63	The Selby Centre	-	-	-
SA 64	The Roundway	1,940	-	56
SA 65	Leabank and Lemsford Close	-	-	65

Appendix B: Proposed deleted policies and proposal sites of the Haringey Unitary Development Plan (2006)

- 4.11** The table below identifies the Part 2 policies and proposal sites of the Haringey Unitary Development Plan (2006) that will be deleted upon adoption of Haringey's Development Management DPD.
- 4.12** A full list of the policies that were deleted by the Secretary of State on 15th July 2009 and those deleted upon the adoption of the Haringey Local Plan: Strategic Policies on 18th March 2013 are contained in Appendix 1 of the Haringey Local Plan: Strategic Policies.

TABLE 18: UDP Proposal Sites

UDP Proposal Sites		
UDP Site ref No.	Address	Date of deletion
SSP4	Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	2016
SSP5	Former Friern Barnet Sewage Works, Pinkham Way, N10	2016
SSP6	Former Hornsey Central Hospital, Park Road N8	2016
SSP8	Greenfield School, Coppetts Road, N10	2016
SSP9	Hornsey Town Hall, The Broadway, N8	2016
SSP10	Part of Lymington Avenue N22	2016
SSP12	Former Petrol Station site, 308 West Green Road, N15	2016
SSP14	St Ann's Hospital, St Ann's Road, N15	2016
SSP16	341 - 379 Seven Sisters Road, N15	2016
SSP17	Arena Business Centre, N15	2016
SSP23	Highgate/Church Road Clinic, N6	2016
SSP25	Cranwood Home for the Elderly adjacent to St. James School, Woodside Avenue, N10	2016
SSP26	Texaco Garage, Tottenham Lane, N8	2016
SSP29	Omega Works, Hermitage Road, N15	2016
SSP30	Civic Centre, High Road Wood Green, N22	2016

Appendix C: Superseded Supplementary Planning Documents and Guidance

- 4.13** This AAP proposes a new policy framework for Tottenham. As a result, a number of existing Supplementary Planning Documents (SPDs) and Guidance (SPGs) will be out of step with the new spatial strategy and the Tottenham policies and site allocations which give effect to this. The SPDs and SPGs listed below are therefore proposed for deletion.
- Tottenham Hale Urban Centre Masterplan, 2006
 - Lawrence Road Planning Brief SPD, October 2007
 - Tottenham High Rd Shopfront Policy (draft 2006);
- 4.14** Upon adoption of the suite of Haringey's Local Plan documents, including the Tottenham AAP, the Council will undertake a full analysis of the requirements for further supplementary guidance and will publish a proposed schedule of new SPDs to be prepared on its website.

Appendix D: Glossary of Terms

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

- **Census:** A ten-yearly comprehensive nation-wide sample survey of population, housing and socio-economic data. The latest one was conducted in March 2011.
- **Cluster:** Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.
- **Code for Sustainable Homes:** The national standard for the sustainable design and construction of new homes.
- **Combined Heat and Power (CHP):** The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
- **Community Facilities:** Community facilities can be defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, facilities for emergency services, including police facilities, education facilities, libraries, community halls, criminal justice facilities meeting rooms, places of worship, public toilets, pubs and post offices.
- **Community Infrastructure Levy (CIL):** A per square metre tariff on new development seeking to raise revenue to fund new infrastructure.
- **Community Transport:** A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.
- **Comparison Goods:** Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.
- **Compulsory Purchase Order (CPO):** An order which enables a statutory authority to purchase an area of land compulsory for an approved project.
- **Conservation Area:** Area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Council will seek to preserve and enhance the character and appearance of these areas.
- **Contaminated Land:** Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.
- **Context:** In urban design terms the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.
- **Convenience Goods:** Good purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type of which there is a wide sale.
- **Conversions:** The sub-division of residential properties into self-contained flats or maisonettes.
- **Core Strategy:** The Core Strategy was the former title of the Local Plan: Strategic Policies document.
- **Culture:** A way of life including, but not limited to language, arts and science, thought, spiritual activity, social activity and interaction (the Roshan Cultural Heritage Institute).
- **Cultural Quarter:** Area where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environment.
- **Decent Homes Standard:** A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring up their property standards to a defined minimum by 2010.
- **Density:** The number of habitable rooms per hectare.
- **Designated Views:** views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces
- **Development Management Policies DPD (DMPD):** These are the policies which are required to ensure that all development in the borough meets the spatial vision and objectives set out in the Local Plan.
- **Development Plan Documents (DPD):** Statutory planning documents that form part of the Local Development Framework including the Local Plan: Strategic Policies, Development Management Policies and Site Allocations Document.
- **District Centre:** District centres have traditionally provided convenience goods and services for more local communities and accessible by public transport, walking and cycling.
- **Ecological Corridor:** Ecological Corridors are relative areas of green space running through built up areas that allow the movement of plants and animals to other areas and habitats.
- **Emergency Services:** Includes Fire, Police and Ambulance services.
- **Employment Land Review (ELR):** A study providing evidence of the macroeconomic circumstances driving the need for provision of employment land in the borough.

- **Environmental Assessment:** A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making.
- **Fluvial:** Water in the Thames and other rivers.
- **Form:** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.
- **General Development Order (GDO):** Identifies the certain types of usually minor development for which planning permission is not required and which therefore do not require a planning application to be submitted to the Council.
- **Greater London Authority (GLA):** The GLA is a strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.
- **Green Belt:** Green Belt is an area of land which has been given special status to restrict inappropriate development.
- **Green Chain/Link:** Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access, play valuable recreational, conservation, ecological and general amenity role. Green chains can also be Ecological Corridors.
- **Green Industries:** This business sector that produced goods or services, which compared to other more commonly used goods and services, are less harmful to the environment.
- **Green Infrastructure:** A network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.
- **Green Roofs:** Planting on roofs to provide climate change, amenity and recreational benefits.
- **Growth Area:** Specific areas for new residential development to accommodate future population growth. In Haringey, there are two including Tottenham Hale, Opportunity Area, and Haringey Heartlands, Area of Intensification.
- **Gyratory:** A road junction at which traffic enters a one-way system around a central island.
- **Health Impact Assessment (HIA):** A process for ensuring that land use and planning decision making at all levels consider the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects.
- **Heritage Land:** Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.
- **Highway Authority:** An authority responsible for a highway, whether or not maintainable at public expenses.
- **Historic Parks and Gardens:** Parks and gardens containing historic features dating from 1939 or earlier registered by English Heritage. These parks and gardens are graded I, II or II* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey.
- **Homes and Community Agency (HCA):** HCA is the national housing and regeneration agency for England.
- **House in Multiple Occupation (HMO):** Housing occupied by members of more than one household, such as student accommodation or bedsits.
- **Housing Association:** see Registered Provider.
- **Housing Trajectory:** Graph illustrating the supply of projected completion housing completions up to 2026.
- **Industrial Business Park (IBP):** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and some small scale distribution. They can be accommodated next to environmentally sensitive areas.
- **Intermediate housing:** Homes that are for sale and/or rent, at a cost above social rent, but below private market level, subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable or socially rented housing.
- **Landmarks -** Buildings and structures, other than Strategically Important Landmarks, that are visually or culturally prominent in Designated Views
- **Landscape:** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.
- **Lifetime Home:** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.
- **Linear View:** A view seen through narrow gaps between buildings or landscaping
- **Listed Building:** Locally listed buildings are those which satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or with grade I being the highest. English Heritage is responsible for designating buildings for statutory listing in England.

- **Local Development Documents (LDD):** The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.
- **Local Development Framework (LDF):** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Local Plans or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.
- **Local Development Scheme (LDS):** The LDS sets out the programme/timetable for preparing the LDD.
- **Local Implementation Plan (LIP):** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
- **Local Nature Reserve (LNR):** Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.
- **Local Plan:** Strategic Policies: The Local Plan: Strategic Policies is a Development Plan Document setting out the vision and key policies for the future development of the borough up to 2026.
- **Local Shopping Centre:** The level of shopping centre below District Centre level, providing services for local communities.
- **Local Strategic Partnership (LSP):** A partnership of people that bring together organisations from the public, private, community and voluntary sector within a local authority area.
- **London Development Agency (LDA):** Organisation acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.
- **London Plan (The Spatial Development Strategy):** The London Plan is the name given to the Mayor's spatial development strategy for London.
- **Market Housing:** Private housing for rent or for sale, where the price is set in the open market.
- **Metropolitan Open Land (MOL):** Strategic open land within the urban area that contributes to the structure of London.
- **Metropolitan Town Centre:** Metropolitan centres serve wide catchments areas and can cover several boroughs. Typically they contain at least 100,000sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, leisure, service and civic functions.
- **Mixed tenure:** A mix of affordable and market housing.
- **Mixed Use Development:** Provision of a mix of complementary uses, such as residential, community and leisure uses on a site, within the same building or within a particular area.
- **National Planning Policy Framework (NPPF):** Sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government policy towards planning.
- **Neighbourhood and more local centres:** Typically serve a localised catchment often most accessible by walking and cycling. They include local parades and small cluster of shops, mostly for convenience goods and other services.
- **Open Space:** All land in London that is predominately undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
- **Panorama:** A broad prospect seen from an elevated public viewing place
- **Planning Obligations Supplementary Planning Document:** A guidance document offering support in the implementation of planning obligations on planning applications subsequent to the adoption of the Haringey CIL.
- **Primary Care Trust (PCT):** PCTs decide what health services a local community needs, and they are responsible for providing them.
- **Public Realm:** This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
- **Public Transport Accessibility Level (PTAL):** Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network.
- **Regeneration:** The economic, social and environmental renewal and improvement of a rural or urban area.
- **Registered Provider:** non-profit making organisations that provide low-cost housing for people in need of a home.
- **River Prospect:** Short and longer distance visual experiences of a rivers cape (in HGY case Lee, Moselle or New River)
- **Section 106 Agreements (S106)/Planning Obligations:** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.

- **Secured by Design:** The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.
- **Site Allocations Development Plan Document:** This will form part of Haringey's LDF and will guide land use and future development in the borough until 2026.
- **Sites of Importance for Nature Conservation (SINC):** SINC are areas protected through the planning process having been designated for their high biodiversity value.
- **Small and Medium Enterprises (SMEs):** Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.
- **Social Infrastructure:** Facilities and services including health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.
- **Social rented housing:** be owned by local authorities or private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above,
- **Spatial Vision:** A statement of long term shared goals for the spatial structure of an area.
- **Statement of Community Involvement (SCI):** The Council's policy for involving the community in the preparation, review and alteration of LDDs and planning applications. It includes who should be involved and the methods to be used.
- **Strategic Environmental Assessment (SEA):** Expression used by the European Union to describe environmental assessment as applied to policies, plans and programmes.
- **Strategic Housing Land Availability Assessment (SHLAA):** An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in section 48 of the NPPF
- **Strategic Housing Market Assessment (SHMA):** An assessment of housing need and demand which informs the London Plan and borough local development documents.
- **Strategic Industrial Location (SIL):** These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.
- **Supplementary Planning Document (SPD):** Provides supplementary information about the policies in DPDs. They do not form part of the development plan and are not subject to independent examination.
- **Supplementary Planning Guidance (SPG):** Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies.
- **Sustainability Appraisal (SA):** This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in the DPDs, which complies with the EU Directive for Strategic Environmental Assessment.
- **Sustainable Urban Drainage Systems (SUDS):** An alternative approach from the traditional ways of managing runoff from buildings and hard standing. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through storm water systems.
- **Tall Buildings:** The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- **Townscape View:** Unfolding close view of built up environment with spaces between and in each case views might or might not contain (but will be more significant if they do)
- **Tree Preservation Order (TPO):** Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.
- **Urban Characterisation Study (UCS):** An appraisal of the character of the borough in terms of built urban form, topography, conservation and heritage value.
- **Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987, as amended, lists 15 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission.
- **Unitary Development Plan (UDP):** A UDP is a land use plan that seeks to make the most efficient and effective use of land in the public interest. The LDF will eventually replace Haringey's UDP 2006.
- **View Corridor:** Strategic important views designated in the London Views Management Framework.
- **Warehouse Living:** Purpose built and genuine integrated working and living accommodation specifically targeted at the creative industries sectors.

Appendix E: Making Representations

Introduction

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

Legal Compliance

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

4.17 Before making a representation please consider the following:

- The Plan in question should be within the current Local Development Scheme (LDS) and the key stages should have been followed. The LDS is effectively a programme of work prepared by the Local Planning Authority (LPA), setting out the Local Development Documents it proposes to produce over a three year period. It will set out the key stages in the production of any DPDs which the LPA propose to bring forward for independent examination. If this DPD is not in the current LDS it should not have been published for representations. The LDS should be on the LPA's website and available at their main offices.

- The process of community involvement for the Plan in question should be in general accordance with the LPA's Statement of Community Involvement (where one exists). The Statement of Community Involvement (SCI) is a document which sets out a LPA's strategy for involving the community in the preparation and revision of Local Development Documents (including DPDs) and the consideration of planning applications.
- The Plan should comply with the Town and Country Planning (Local Planning) (England) Regulations 2012.
- On publication, the LPA must publish the documents prescribed in the regulations, and make them available at their principal offices and their website. The LPA must also place local advertisements and notify statutory bodies (as set out in the regulations) and any persons who have requested to be notified.
- The LPA is required to provide a Sustainability Appraisal Report when they publish a DPD. This should identify the process by which the Sustainability Appraisal has been carried out, and the baseline information used to inform the process and the outcomes of that process. Sustainability Appraisal is a tool for appraising policies to ensure they reflect social, environmental, and economic factors.
- The Plan should have regard to national policy and conform generally to the London Spatial Development Strategy, i.e. the London Plan. This sets out policies for the Greater London region in relation to development and use of land, and forms part of the development plan for LPAs.

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

Soundness

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

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

Positively Prepared

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

Justified

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

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

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

Effective

4.23 This means the Plan should be deliverable, embracing:

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

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

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

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

Consistent with national policy

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

4.28 Conversely, respondents may feel the LPA should include a policy or policies which would depart from national or regional policy to some degree in order to meet a clearly identified and fully justified local need, but they have not done so. In this instance it will be important for you to say in your representations what the local circumstances are which justify a different policy approach to that in national or regional policy and support your assertion with evidence.

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

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

General advice

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

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



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