

Wood Green area action plan – response from Tottenham & Wood Green Friends of the Earth

Our overall concerns focus on carbon emissions (from construction and operational phases and from transport etc); air pollution; and green open space and nature.

Section	page	
1.1.18	9	We welcome the desire expressed in consultation of creating new green space in the plan, however we think the plan is under-ambitious. We would like to see green corridors that work for wildlife as well as people; greater habitat creation on sites adjoining the railway; more ambitious plans to de-culvert the Moselle; and restoration of wetland habitat at the Hornsey filter beds.
4.53	53	We welcome the emphasis on decentralized energy, and the ambition to extend this to taking surplus heat from underground railways (Piccadilly and CR2) mentioned on p63.
4.54	53	Open Space deficiency. <i>“This manifests as an area of open space deficiency, as set out in the Council’s Open Space and Biodiversity Study.”</i> This is set out as an issue, but it is not clear if the policies in the Plan would address this and eliminate areas of deficiency in open space and access to nature. We would like to see a new Spatial Objective 8 <i>”to improve existing green spaces and create new ones for quality of life and for wildlife”</i>
Public Realm Improvements	64	<i>“Consideration of alternative methods to transport visitors up the hill from Alexandra Palace station to Alexandra Palace, and cross the railway line south of the station”</i> . Any such method should be carbon- and pollution-free and should not draw resources from more pressing needs.
6.13	64	<i>“Improving the nature conservation corridor running along the alignment of the disused Palace Gates rail line between Station Rd and Wood Green Common at Park Avenue.”</i> We welcome this.
6.13	65	<i>“Greening of the pedestrian confluence of Arnold Bennett Way, Brampton Park Rd and Burghley Rd, to improve navigability towards Wood Green High Rd, including consideration of the creation of a pocket park.”</i> We welcome this and urge that the pocket park should be a definite objective. In addition the square of currently "waste" ground on the corner of Caxton Road and Mayes Road, which has been hidden behind wooden hoardings for a considerable number of years, should be opened up as a new pocket park.
Haringey Heartlands	66	We would like to see a strong policy for deculverting the Moselle. This will create a local amenity, benefit biodiversity, and facilitate tackling mis-connections and other pollution sources.
WG6 Views	89	Views. We would like to see views of Ally Pally from Tottenham also safeguarded. It seems that the creation of this new view or frame involves the demolition of existing housing stock on Caxton Road and Mayes Road in order to establish the new east-west connection. If that is the case, why is this not stated clearly? An east-west corridor could be created without demolition of the north side of Caxton Road.

		Unless stronger justification can be found, then we oppose demolition for the following reasons: firstly, it makes no sense to reduce existing housing stock in view of the targets for additional housing imposed on local authorities by central government; secondly, the houses in question are privately owned the council would have to CPO them, which in view of the budget cuts local authorities are facing is a complete misallocation of scarce public resources
WG8 Green Grid/ new urban spaces	92	This policy aims to improve green links, but does not address the opportunity to make these corridors for wildlife. It should.
7.64	95	<i>“Wood Green’s population is forecast to grow by approx [???] as a result of new development contained in this document.”</i> There is a figure missing here.
WG11 Transport	99	To tackle the deadly problem of air pollution and to cut CO ₂ emissions from surface transport we need bolder policies. The policy should include measures to provide electric car clubs and ban diesel vehicles (and soon afterwards, petrol vehicles) from new residential developments – and from deliveries to new commercial premises. The policy should also stress the need to remove diesel buses from the High Road. We welcome the inclusion of measures for cycling but would like to see proper segregated cycle routes provided N-S and E-W along major arteries, in addition to more winding quietways through back-streets.
SA8 Wood Green Library	122	The Plan should commit to maintaining library provision while the new library is being built. We support deculverting the Moselle on this site.
SA18 Clarendon Road	146	The policy should include widening and improving the ecological corridor along the railway line, and deculverting the Moselle.
SA21 Land adjoining Coronation Sidings	152	The site should be allocated for green open space; and at the very least, the policy should include widening and improving the ecological corridor along the railway line. This should also apply to the two pieces of fenced-off brownfield sites on either side of Mary Neuner Road to the south of the Coronation Sidings SA and to the north of the Clarendon Road South SA, which the Wood Green AAP document seems to have ignored.
SA22 Western Road depot	154	We welcome the commitment to retail the recycling depot on Western Road, particularly in light of the decision to close the Park View Road facility.
SA24 Clarendon Road South	158	The policy should include widening and improving the ecological corridor along the railway line.
SA25 Hornsey Filter Beds	160	Filter beds and reservoirs. The filter beds, when in operational use, provided an important habitat – house martins that nested in Hornsey fed on the rich insect life over the beds, while at night bats, including Daubentons’ bats, fed on midges. This has largely been lost. It should be an ambition in the plan to restore some of this, by creating one or more shallow water features that are managed for wildlife. Any built development – and in particular, any lighting – should be designed to minimize impact on bats and other nocturnal

		species.
Embodied carbon		The developments will be responsible for an enormous emission of CO ₂ from the manufacture of steel, cement and glass; from transportation of materials; and from on-site plant. The policy should be bold in requiring a carbon offset payment for this embodied carbon, as well as for operational energy usage.
Zero-carbon developments		The Council has a long-standing but unrealized aim to have real zero-carbon developments. This Wood Green regeneration offers an opportunity to do that. We would like to see this expressed in the document, as well as the existing proposals to create a district energy centre.
WG6 and site allocations: Landmark buildings, gateways etc		WG6 says that "Wood Green has been identified as being potentially suitable" for landmark buildings, but very little justification for them is advanced in the various Site Allocations in which the "need" is restated -- for example, SA4's call to "mark the entrance" to Wood Green Underground Station (the existing station building is of course iconic Piccadilly Line architecture from the 1930s, and probably Grade II listed like many of the other Piccadilly Line stations of the time -- which probably rules out any new building on top of it, landmark or not), and SA14's call to mark the entrance to Wood Green from Turnpike Lane Underground Station (which is acknowledged to be a listed building). We are opposed, on environmental grounds, to unnecessary building with the embodied carbon that entails; isn't the listed building itself enough of a landmark, without erecting a tall building alongside it?