

# Spatial Vision and Strategic Objectives

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## Vision

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

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

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

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

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

## Objectives

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

### Improving the Town centre

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

### Placemaking

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

### Creating a connected place

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

### Capital of Haringey

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

## Spatial Development Strategy Options - Process for selecting the options

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Four Options have been developed for the Area Action Plan. They present a range of approaches, economic priorities, scales and timescales for delivery which adequately and appropriately set out a broad spectrum of viable development possibilities. Within each of the Options, clusters of projects are described, with varying priorities in terms of land use, scale, and degree of impact in terms of new public space and levels of connectivity.

Whilst it is the intention to seek public, stakeholder and landowner feedback as regards their level of support for each of the overarching Option objectives, for instance, 'High Road Rejuvenation' (Option 1) or 'Comprehensive Redevelopment' (Option 3), it is also the intention to seek independent feedback on the clusters of projects that make up each of the Options. In this way it will be possible for individuals or groups to elect one of the four Options as their overall preference while still permitting some clusters of projects from other Options to be selected over some of the clusters that make up the selected Option itself. It is intended that this will maximise the impact and reach of the consultation.

Given this comprehensive approach, it has not been necessary or desirable to generate and reject other options at an earlier stage.

# Spatial Development Strategy Options - Generating the Options

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

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

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

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

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

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

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

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

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

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

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

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

## **Options for Wood Green**

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

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

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

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

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

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

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

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

# Methodology and assumptions

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

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

## **Council Accommodation:**

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

## **Placemaking:**

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

## **Transport and car parking:**

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

## **Economic vitality:**

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

## **Employment and workspace:**

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

## **Social infrastructure:**

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

## **Decentralised energy hub:**

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

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

## **\*Spatial approach**

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

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

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

## **Team testing and consultation**

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

# Spatial Development Strategy Options - Delivery requirements

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## Option 1 - High Road rejuvenation

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

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

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

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

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

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

## Option 2 - Residential led town centre

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Community benefit

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

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

## Social Infrastructure

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

# Spatial Development Strategy Options - Potential development sites

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

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

## Other identified sites

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

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

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

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

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

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

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

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

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

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

### **Q - Vue Cinema**

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

## Discounted sites

**A - Travellers Site**

**B - William Hill**

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

**G - Turnpike Lane Bus Station**

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

**K - Properties to the north of Parkland Road**

**L - Former Gaumont Palace**

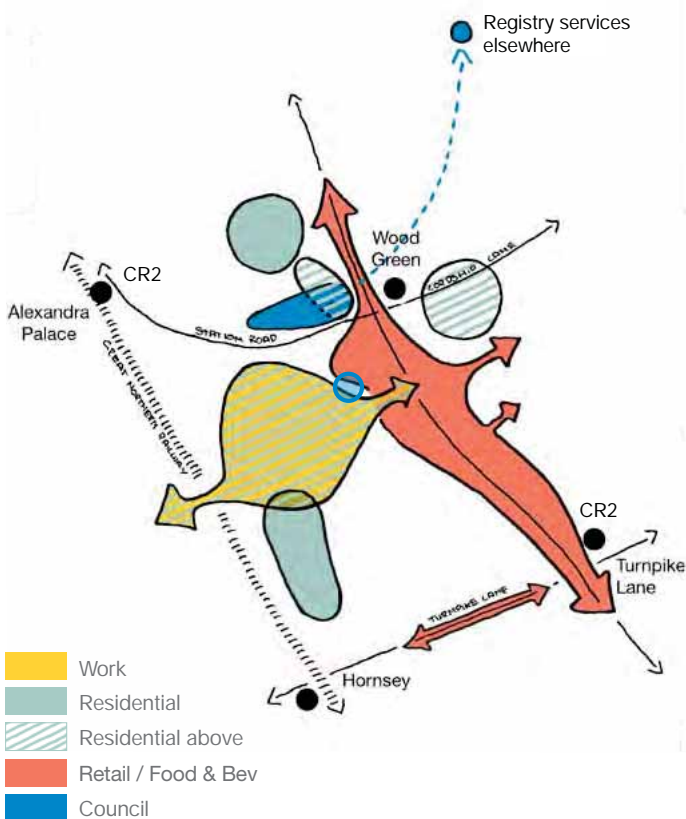
**M - Wood Green Hall of Residence**





# Spatial Development Strategy Options - Option 1

## High Road rejuvenation



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

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

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

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

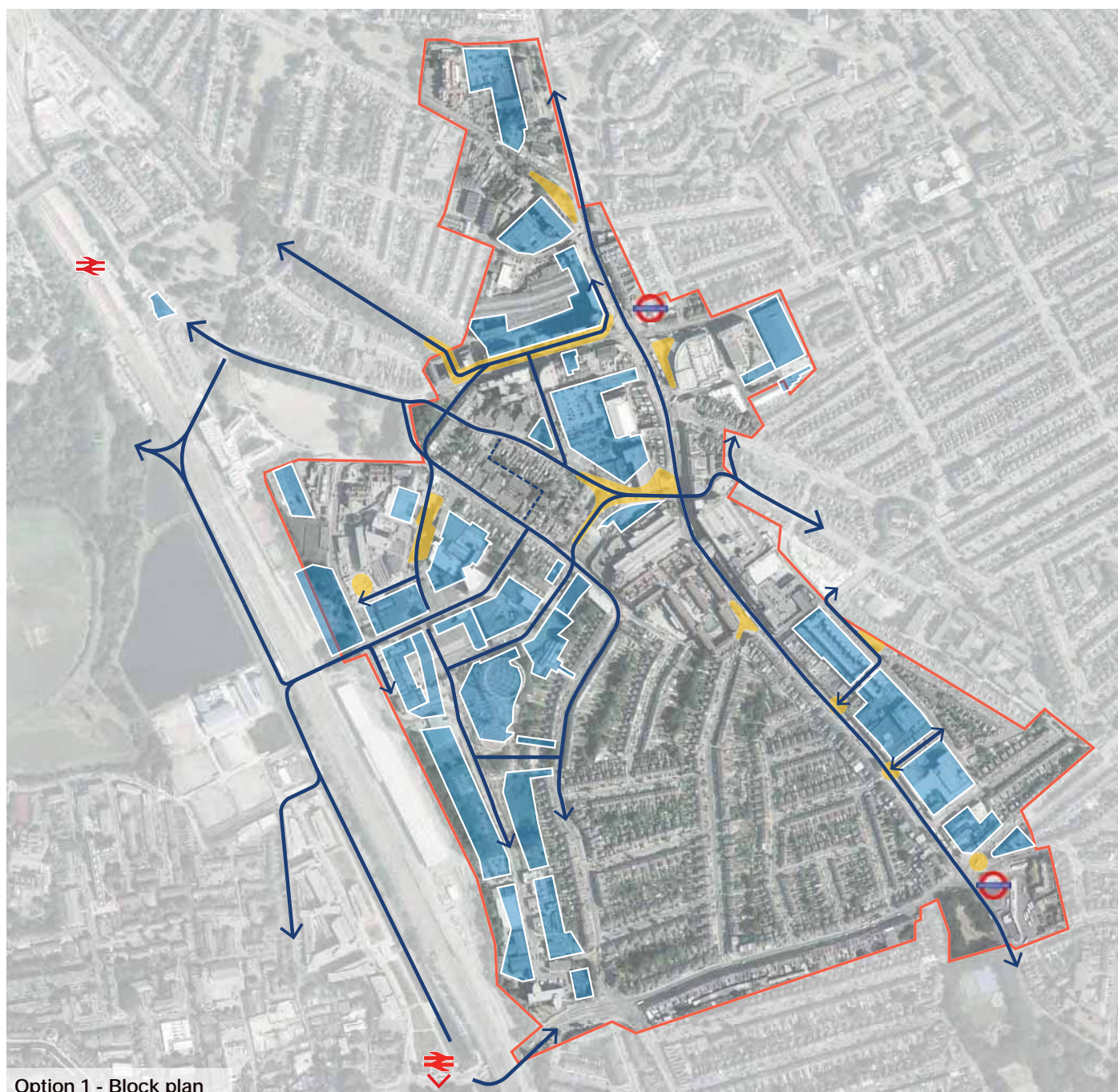
Residential development is focused on sites near the current crossroads with retail or community use on the lower levels. The Civic Centre, Clarendon Road and Mecca Bingo sites are also earmarked for residential development.

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

### Outputs

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

# Spatial Development Strategy Options - Option 1



Option 1 - Block plan

## Targets

New homes .....	4,600
New B1 Employment Area .....	34,067 sqm (GIA)
Council HQ .....	Council front and back office services in new development on Station Road. The library will be re-provided on the existing library site Registry services located elsewhere
Early Year Facilities .....	3*
Primary Schools .....	3 additional Entry Forms*
Secondary Schools .....	2.6 additional Entry Forms*

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

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

# Spatial Development Strategy Options - Option 1

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## Viability issues

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

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

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

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

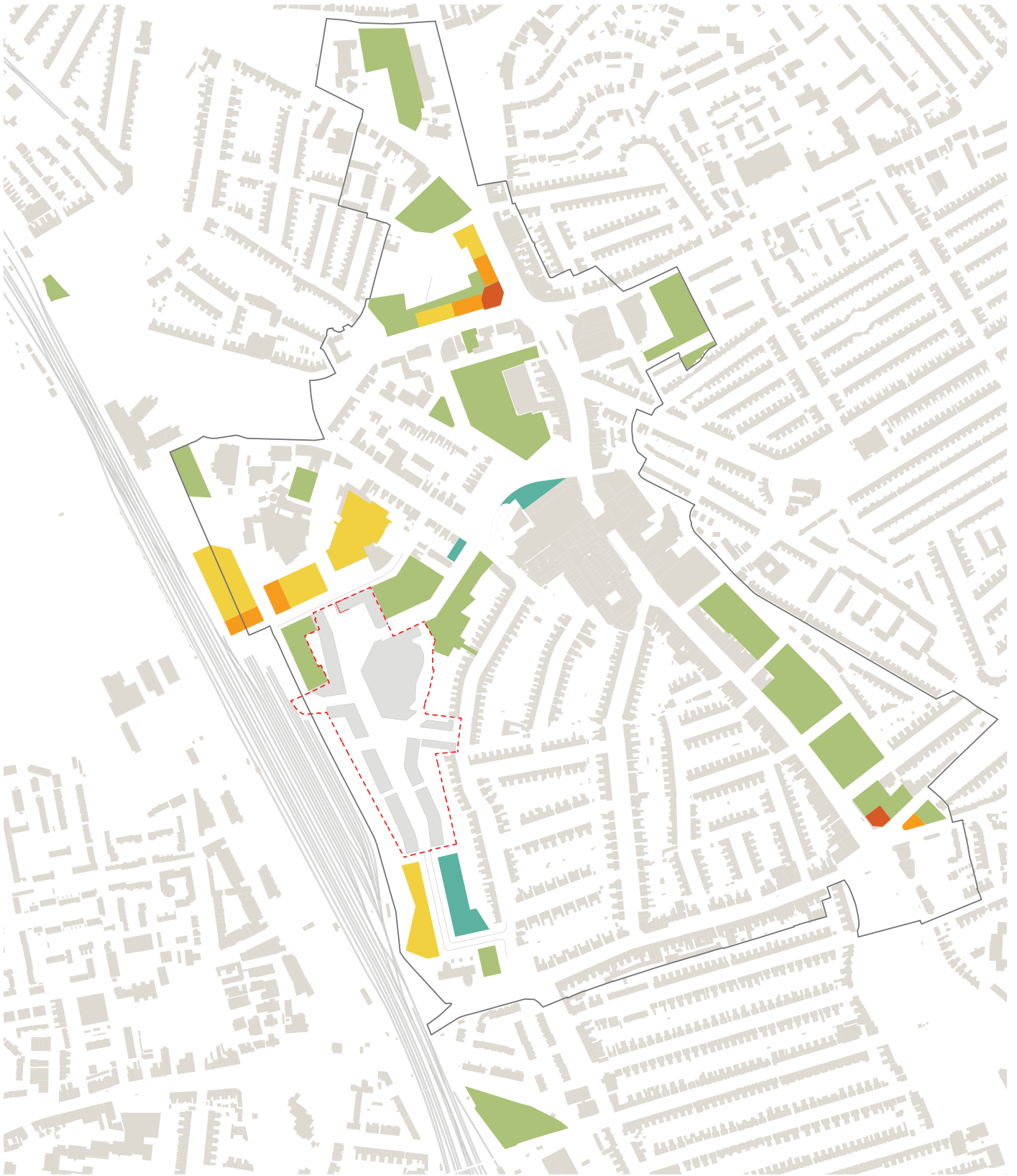
**Crossrail 2.** This option assumes Crossrail 2 will arrive to serve Turnpike Lane and Alexandra Palace. Should CR2 not be delivered, the risk to delivery of option 1 is likely to be less than that for other options due to the lower extent of growth that option 1 proposes. Notwithstanding this, delivery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

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

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

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

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



**Option 1 - Indicative building heights**



# Spatial Development Strategy Options - Option 1

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## Assessment against the objectives

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

### Improving the Town centre

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

### Placemaking

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

### Creating a connected place

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

### Capital of Haringey

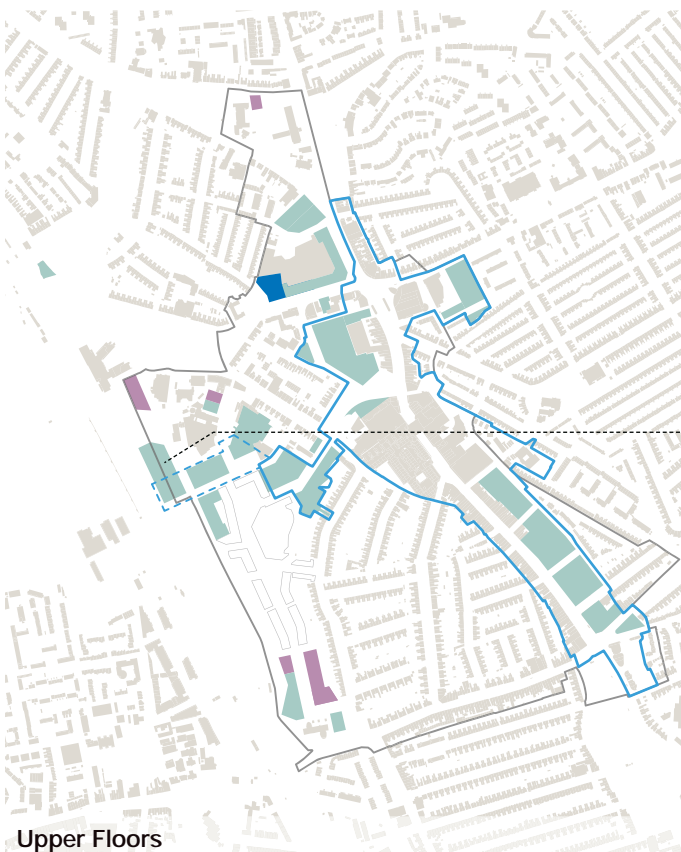
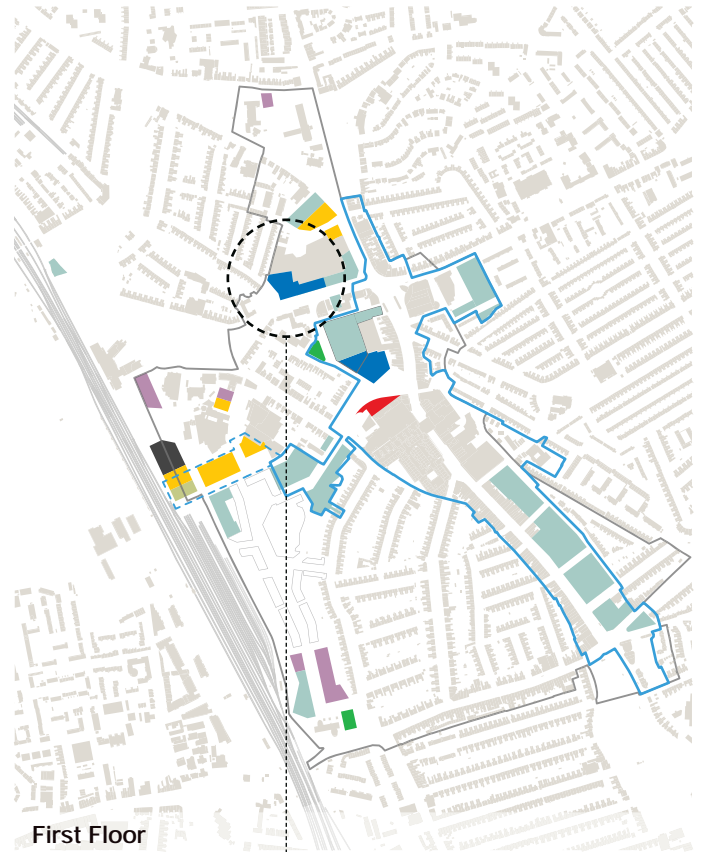
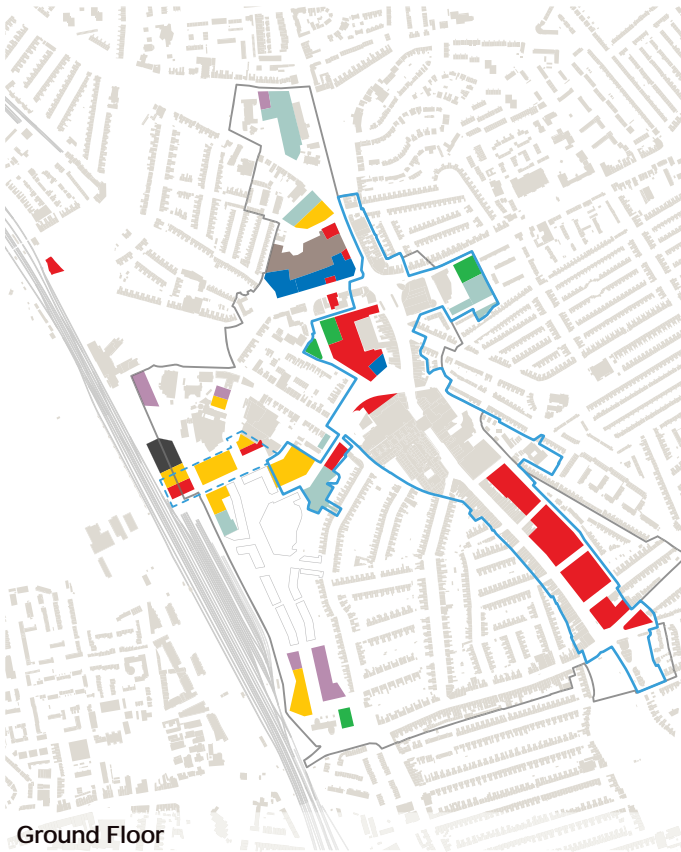
- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure
- New and improved library
- Leading the way in sustainability

## Alteration to Town centre boundary

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

# Spatial Development Strategy Options - Option 1

## Proposed land use



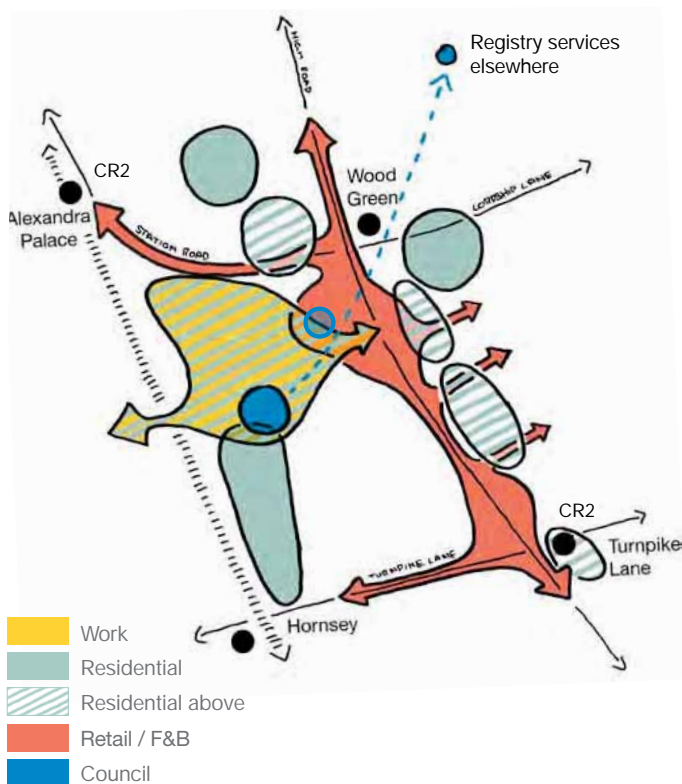
..... Council accommodation runs across six floors

..... Leisure uses sit below residential

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

# Spatial Development Strategy Options - Option 2

## Residential led town centre



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

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

### Outputs

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

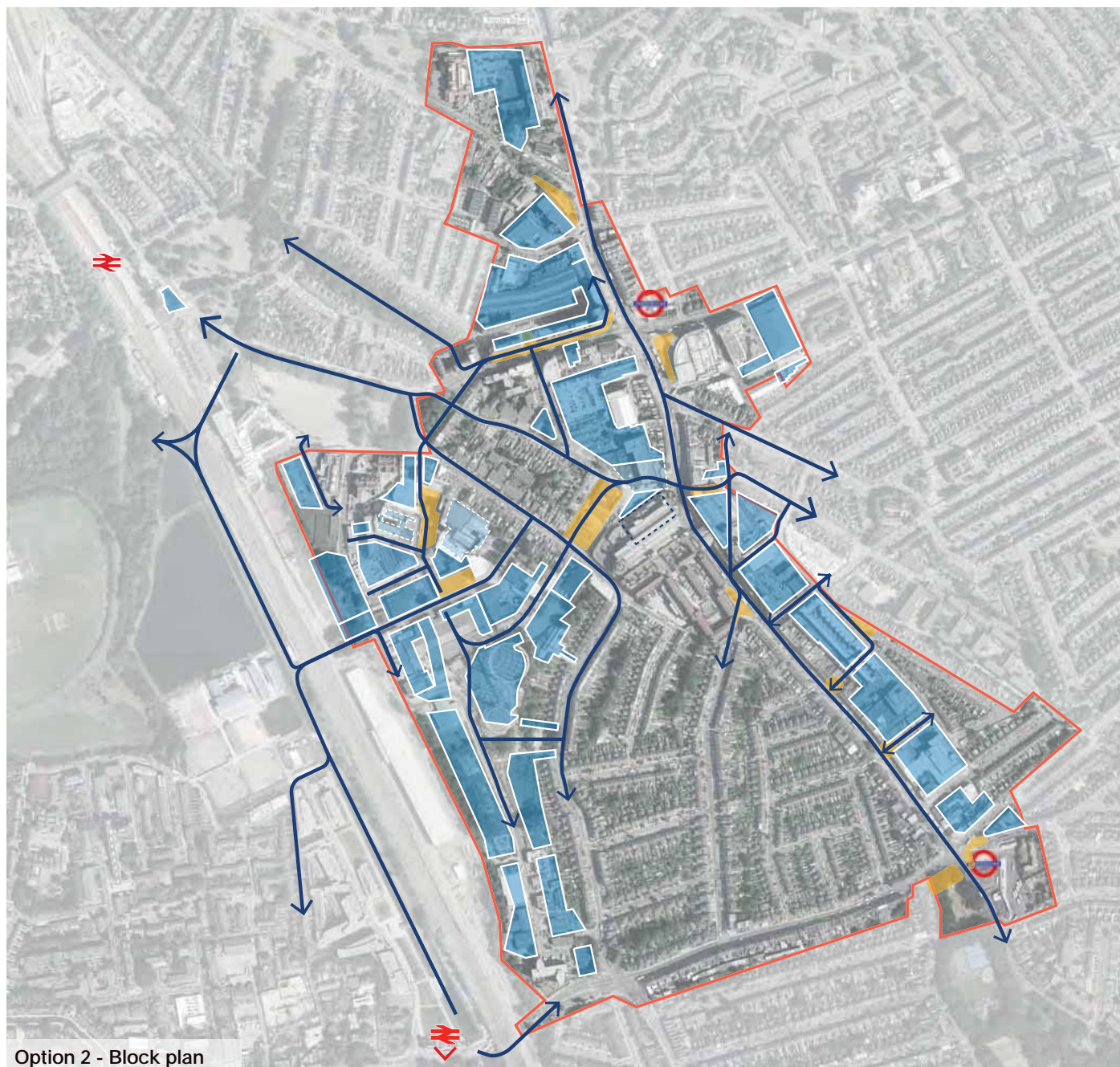
Option 2 recognises the enormous potential of the enhanced connectivity to provide a new cluster of residential quarters drawing on the North London offer typified by quality town centres and shopping, high quality public spaces, leafy streets and innovative food & beverage offers. The arrival of new people will help to drive change in the local retail and service offers whilst careful management and affordable housing will be required to build a mixed and balanced community.

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

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

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

# Spatial Development Strategy Options - Option 2



Option 2 - Block plan

## Targets

New homes	5,000
New B1 Employment Area	41,793 sqm (GIA)
Council HQ	Front of house and new library on current library site Back-of-house and civic services on Coburg Road Registry services located elsewhere
Early Year Facilities	3*
Primary Schools	3.1 additional Entry Forms*
Secondary Schools	2.8 additional Entry Forms*

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

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



# Spatial Development Strategy Options - Option 2

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## Viability issues

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

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

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

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

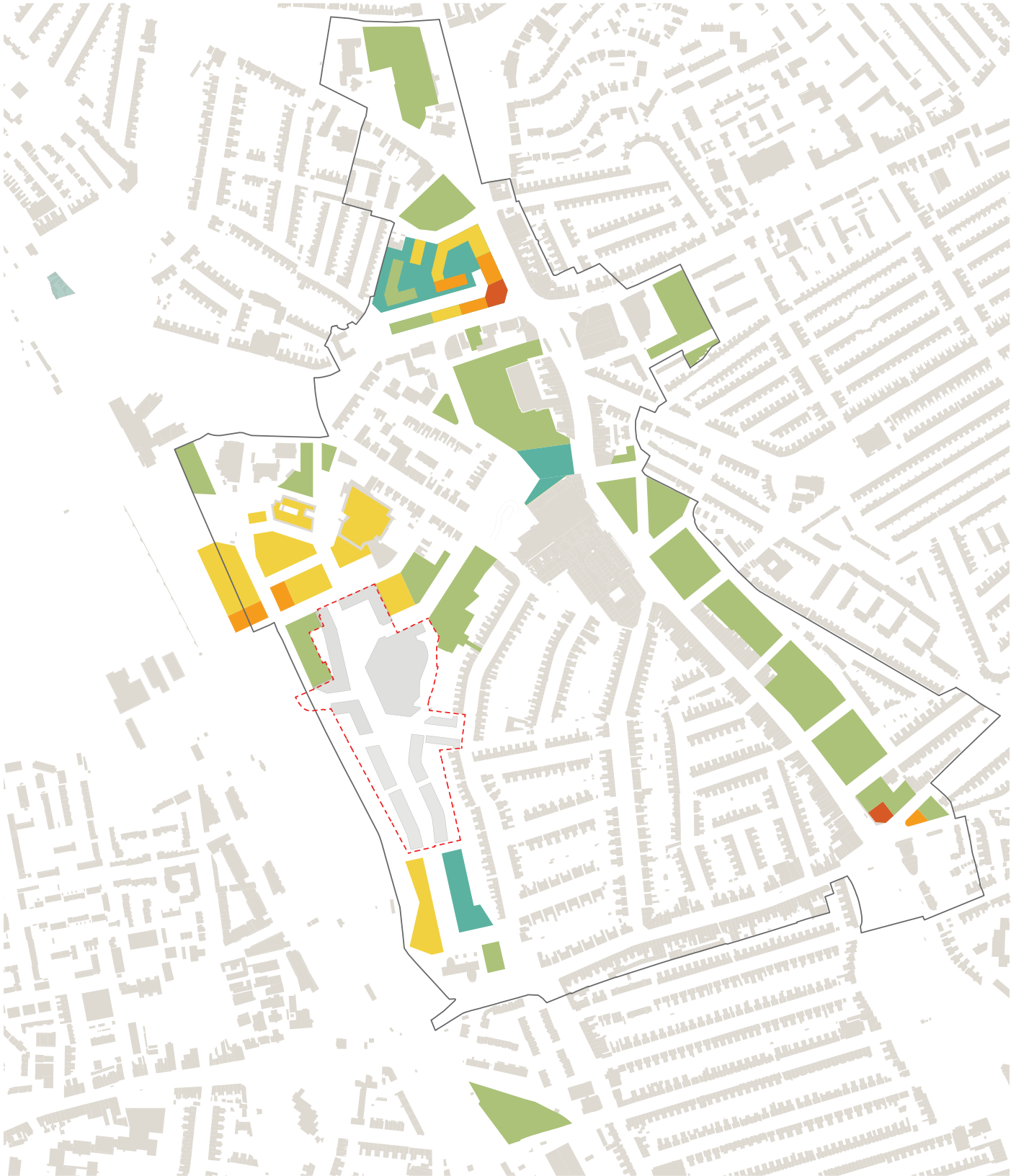
**Land assembly.** The scale of proposals in this option are greater than option 1 and may still require significant land assembly to realise redevelopment of many of the sites identified. For example, redevelopment of the area around the library and Morrisons car park. This is likely to require use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

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

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

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

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



**Option 2 - Indicative building heights**



# Spatial Development Strategy Options - Option 2

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## Assessment against the objectives

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

### Improving the Town centre

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

### Placemaking

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

### Creating a connected place

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

### Capital of Haringey

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

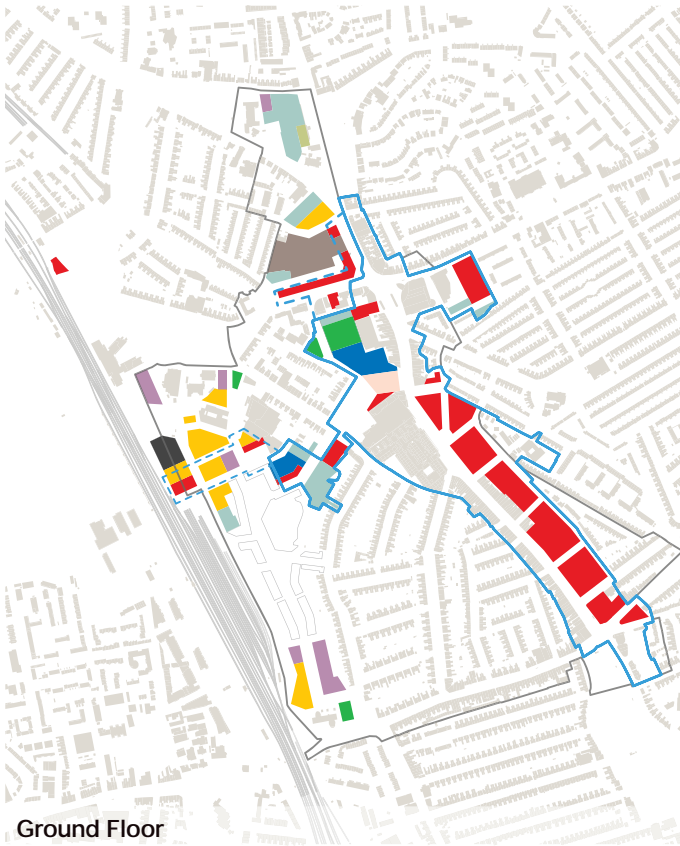
## Alteration to Town centre boundary

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

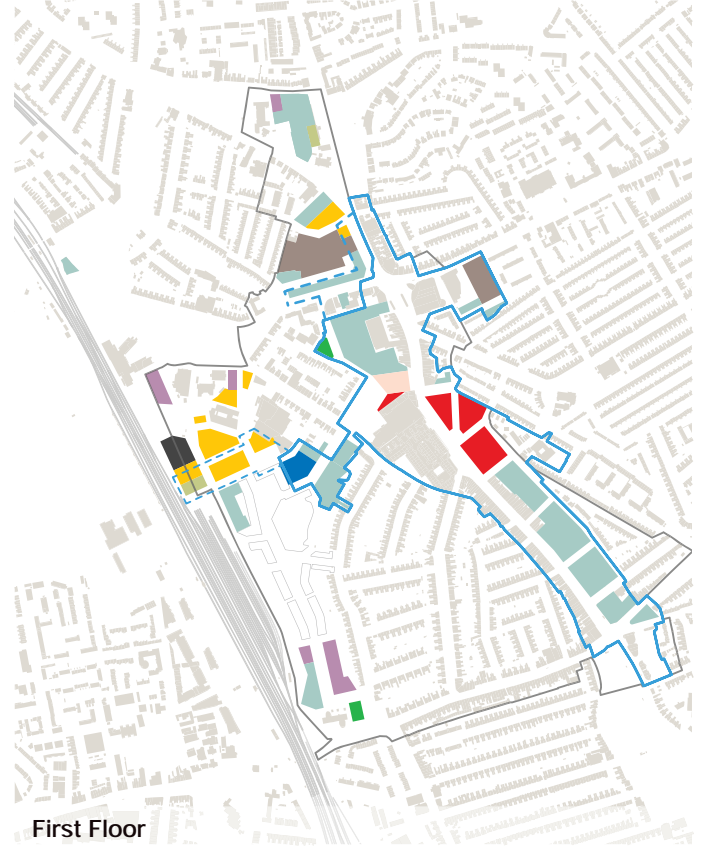
The boundary has been extended to incorporate the northern side of Station Road to maximises development opportunities presented on this site and create a more active route towards Alexandra Palace.

# Spatial Development Strategy Options - Option 2

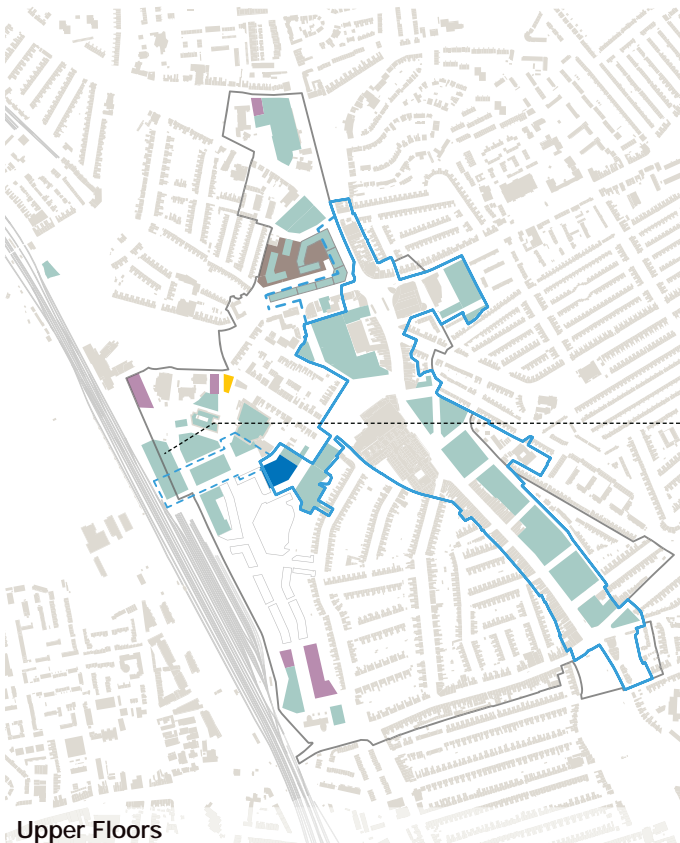
## Proposed land use



Ground Floor



First Floor



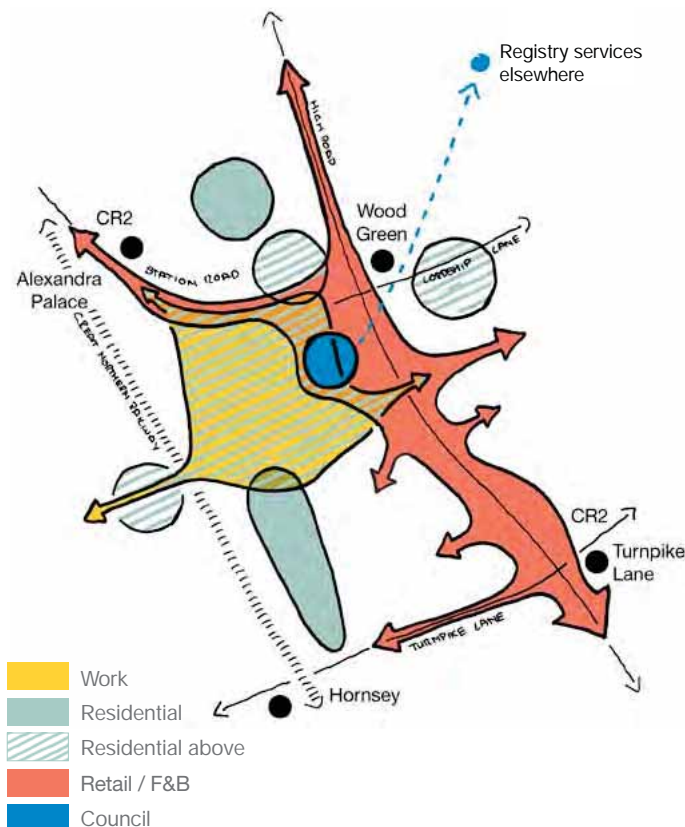
Upper Floors

Leisure uses sit below residential

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

# Spatial Development Strategy Options - Option 3

## Comprehensive redevelopment



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

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

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

The option suggests that the retail offer is maximised by attracting an anchor store to sit adjacent a major new public space opened up off the High Road and by extending flexible and adaptable retail spaces down the High Road toward Turnpike Lane. This would allow for the later inclusion of large floor plate retail or smaller convenience 'grab and go' retail offer according to demand once Crossrail 2 has been built out. To support a comprehensive offer and town centre management a single Business Improvement District (BID) is anticipated.

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

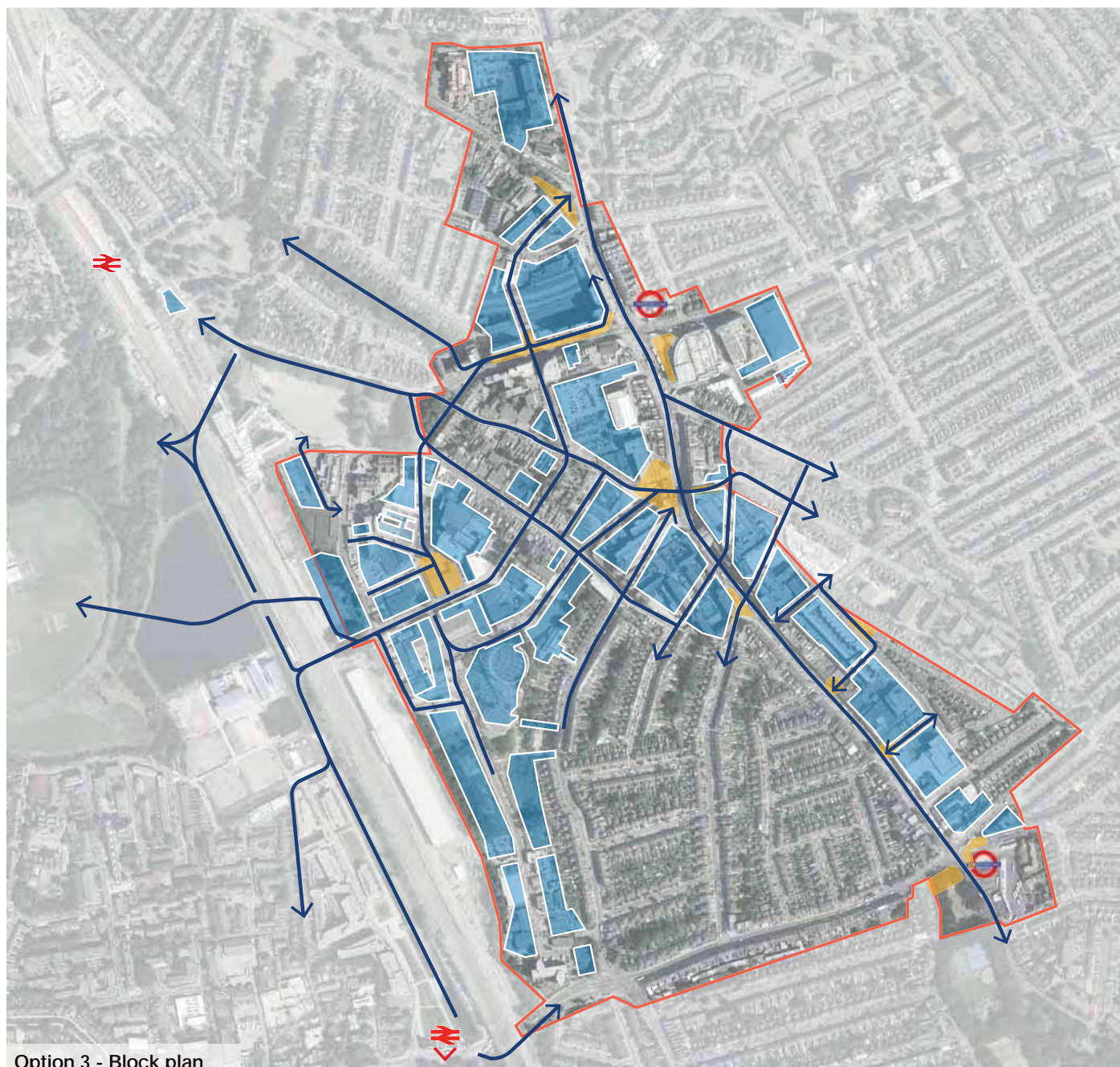
Rather than being constrained the option suggests that both sides of the High Road and Station Road are fully absorbed into the changes proposed, maximising the potential opportunity of Crossrail 2. Of central importance to this option is the long term, complete redevelopment and reconfiguration of the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

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

### Outputs

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

# Spatial Development Strategy Options - Option 3



Option 3 - Block plan

## Targets

New homes .....	5,500
New B1 Employment Area .....	55,049 sqm (GIA)
Council HQ .....	Council front and back office, civic services and library consolidated on the existing Wood Green library site
Early Year Facilities .....	4*
Primary Schools .....	3.4 additional Entry Forms*
Secondary Schools .....	3.1 additional Entry Forms*

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

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

# Spatial Development Strategy Options - Option 3

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## Viability issues

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

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

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

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

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

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

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

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

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

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

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

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

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

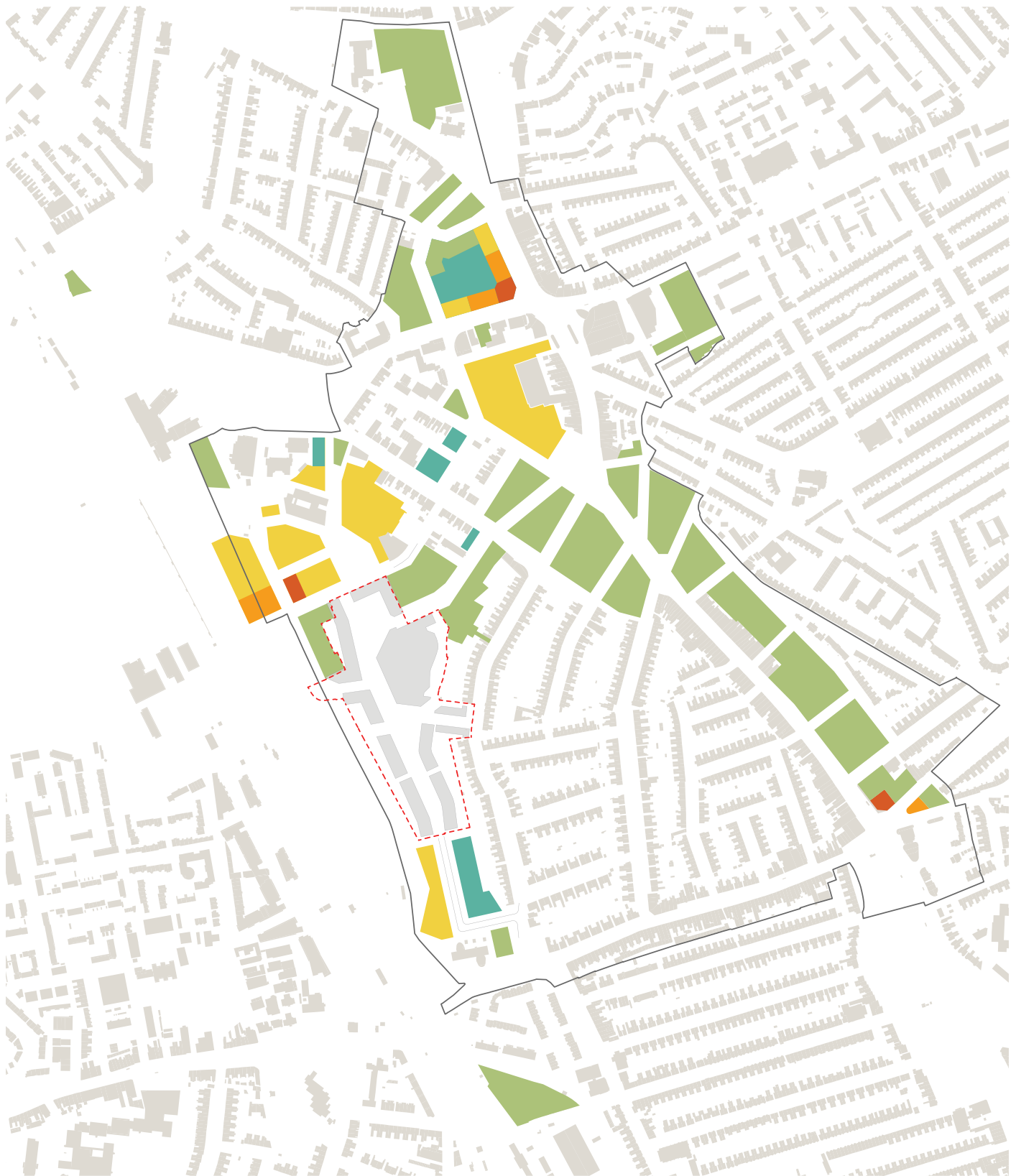
**Funding.** The Council may need to utilise a public or private sector borrowing facility and private sector investment in order to realise the scale of development implied in this option and within the timescales required.

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

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

# Spatial Development Strategy Options - Option 3

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Option 3 - Indicative building heights





# Spatial Development Strategy Options - Option 3

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## Assessment against the objectives

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

### Improving the Town centre

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

### Placemaking

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

### Creating a connected place

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

### Capital of Haringey

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

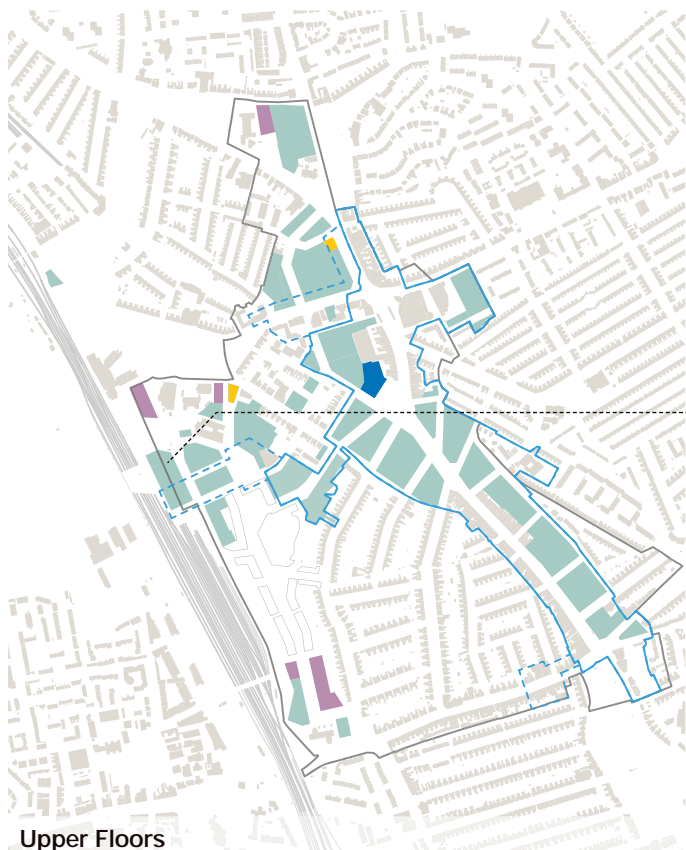
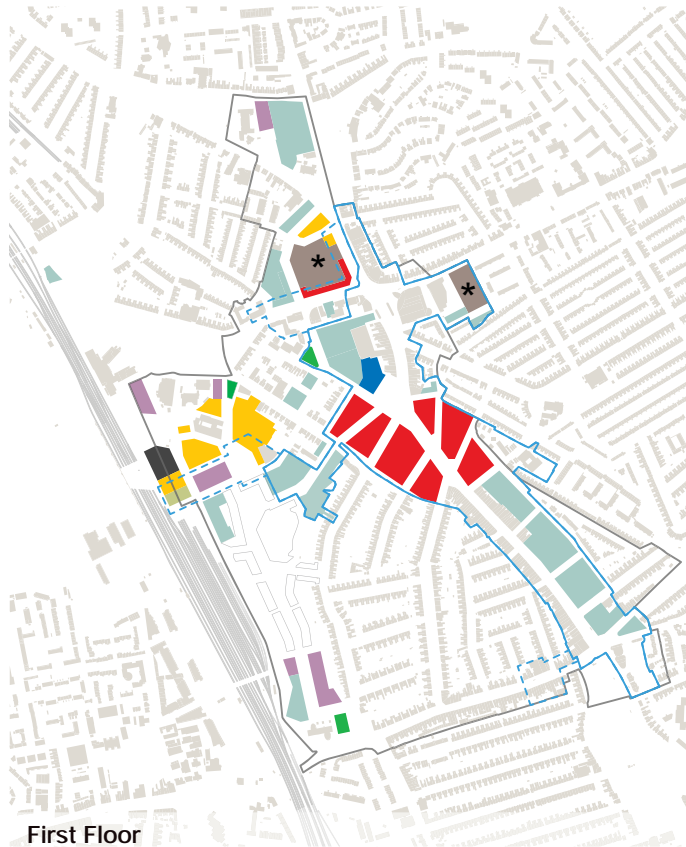
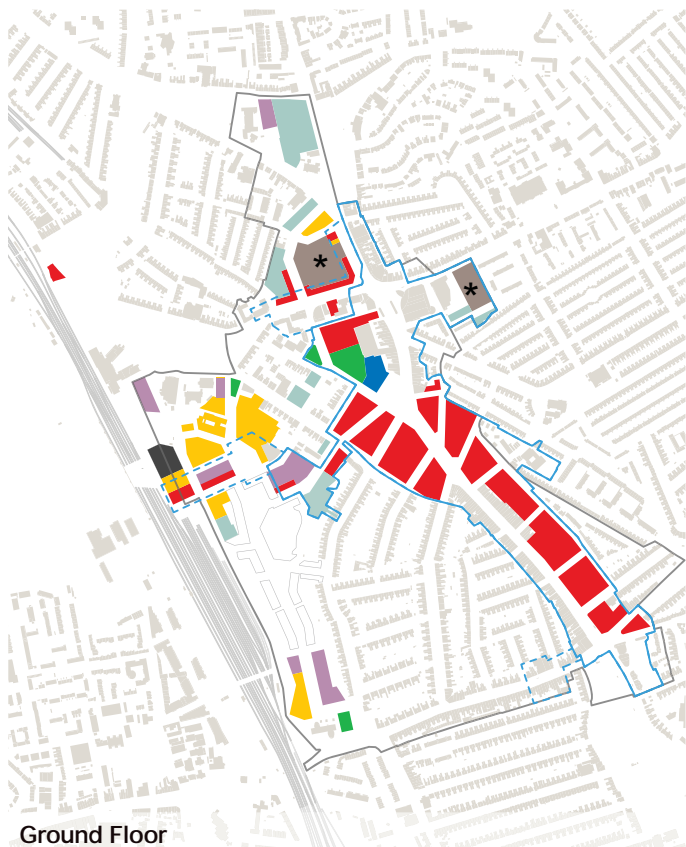
## Alteration to Town centre boundary

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

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

# Spatial Development Strategy Options - Option 3

## Proposed land use

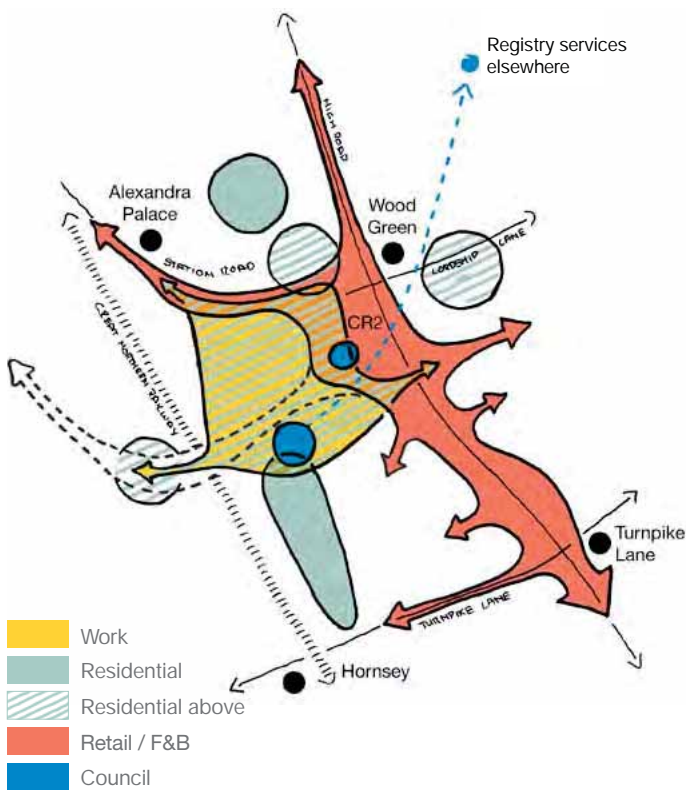


Leisure uses sit below residential

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

# Spatial Development Strategy Options - Option 4 (favoured option)

## Complete transformation



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

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

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

As with Option 3 this option suggests that the retail offer is

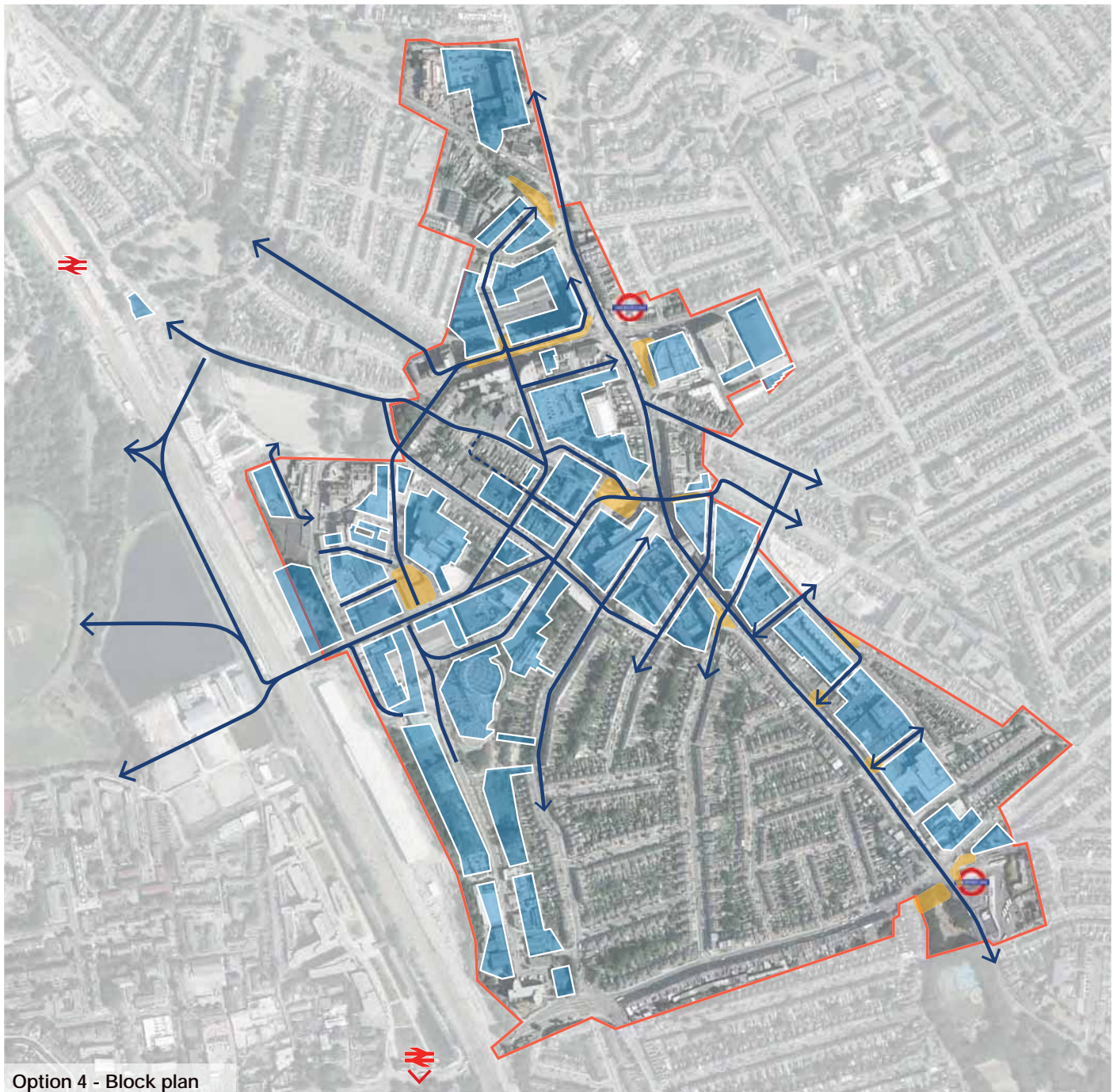
maximised by attracting an anchor store to sit adjacent a major new public space opened up off the High Road, and by extending flexible and adaptable retail spaces down the High Road toward Turnpike Lane. This would allow for the later inclusion of large floor plate retail or smaller convenience 'grab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

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

### Outputs

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

# Spatial Development Strategy Options - Option 4 (favoured option)



Option 4 - Block plan

## Targets

New homes .....	6,000 +
New B1 Employment Area .....	57,048 sqm (GIA)
Council HQ .....	Front of house, civic and library on High Road Back of house in 'cultural quarter' (west of High Road) Registry services located elsewhere
Early Year Facilities .....	4*
Primary Schools .....	4 additional Entry Forms*
Secondary Schools .....	3.1 additional Entry Forms*

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

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

# Spatial Development Strategy Options - Option 4 (favoured option)

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## Viability issues

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(See assessments on page 70 and from 72 - 78).

# Spatial Development Strategy Options - Option 4 (favoured option)

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Option 4 - Indicative building heights



# Spatial Development Strategy Options - Option 4 (favoured option)

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## Assessment against the objectives

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

### Improving the Town centre

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

### Placemaking

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

### Creating a connected place

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

### Capital of Haringey

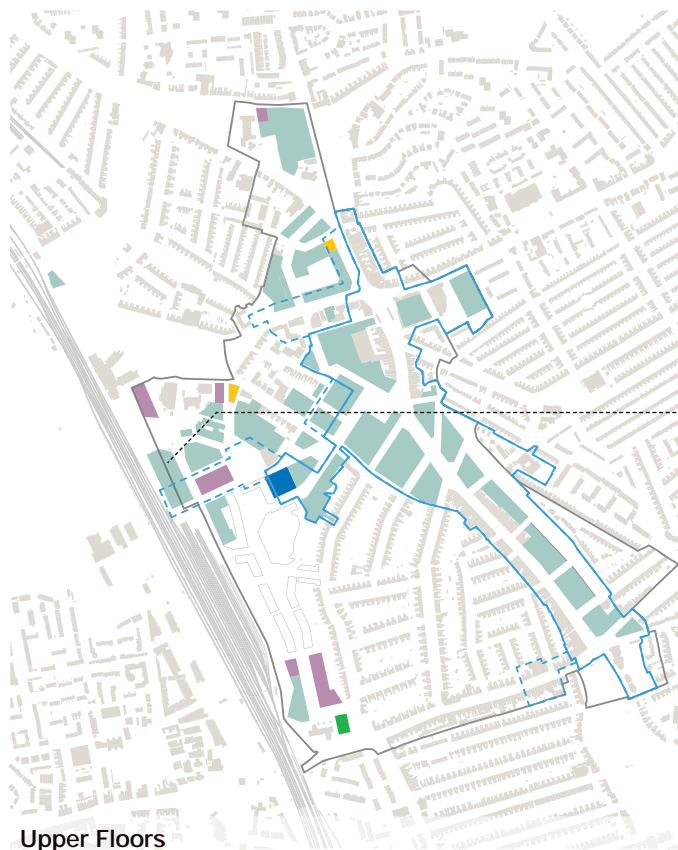
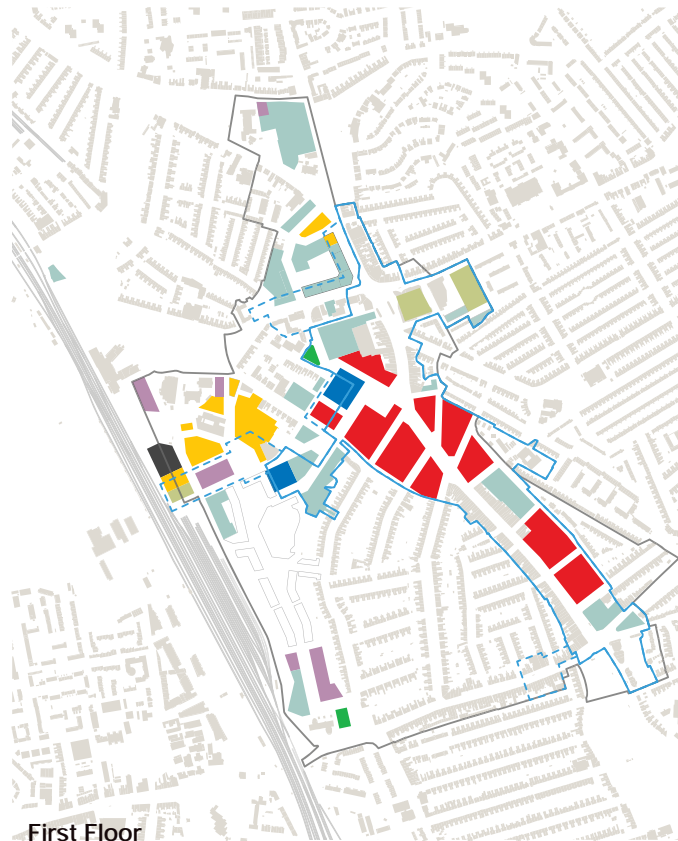
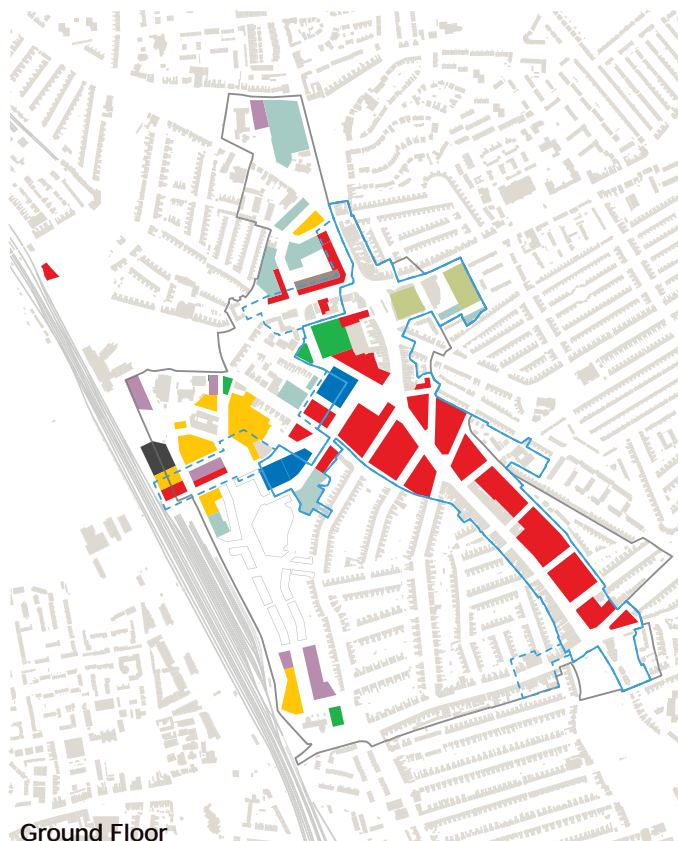
- Re-invented Council presence/access to Council services
- Addressing existing deficits in social & community infrastructure
- New and improved library
- Leading the way in sustainability

## Alteration to Town centre boundary

The boundary extension matches that proposed for Option 3.

# Spatial Development Strategy Options - Option 4 (favoured option)

## Proposed land use



Leisure uses sit below residential

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

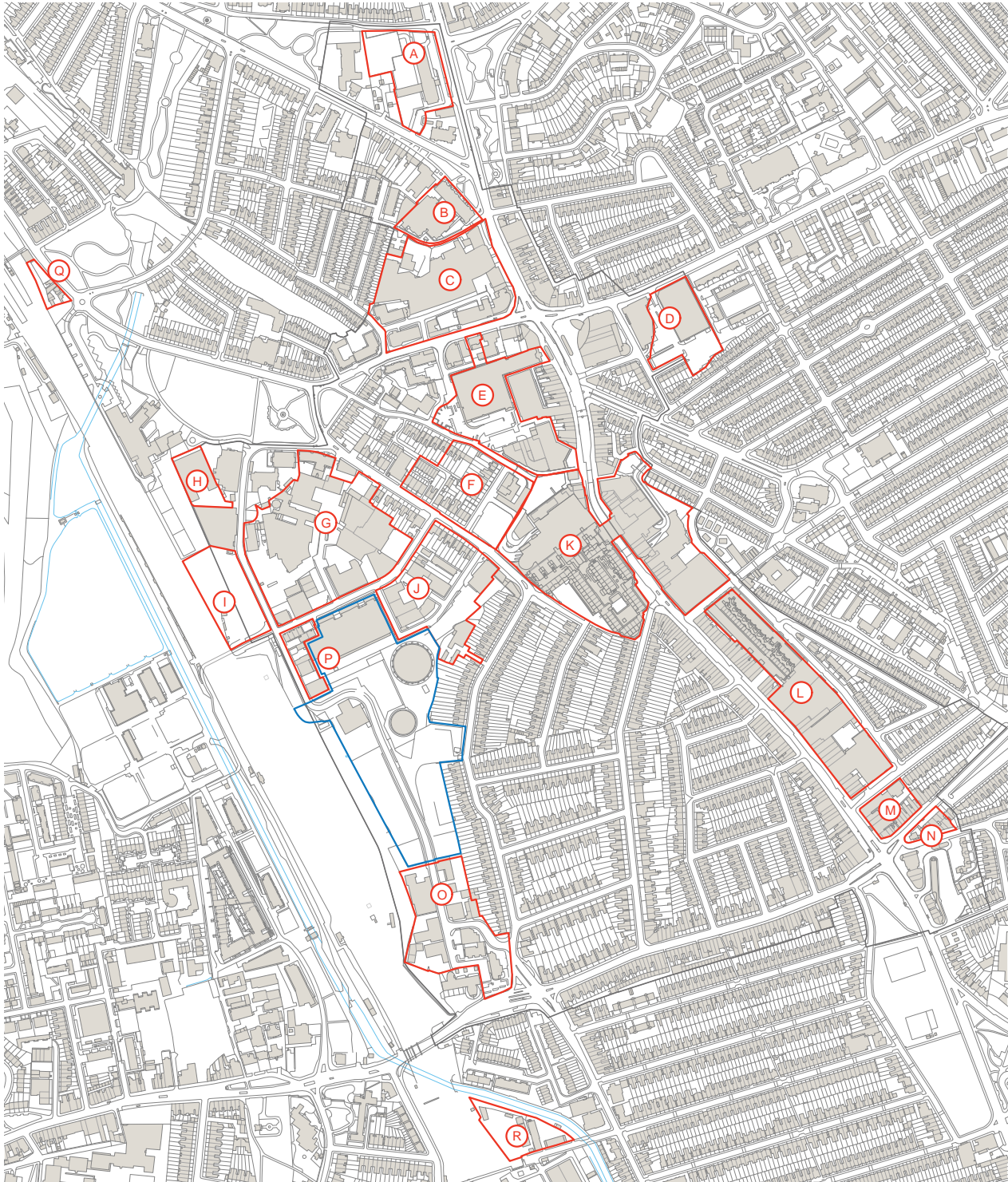


# Assessment of the Options - Development sites and key outputs

Plot number	Option One		Option Two	
	u ber o ne o es	e B E loy ent rea Gl	u ber o ne o es	e B E loy ent rea Gl
A				
B		s		s
C		s		s
D				
E				
F				
G		s		s
H				
I		s		s
J		s		
K				
L				
M				
N				
O		s		s
P		s		s
larendon S				
o es co leted				
e ro ision o o es				
<b>Totals</b>	<b>4,600</b>	<b>34,067 sqm</b>	<b>5,000</b>	<b>41,793 sqm</b>

Site number	Option Three		Option Four a oured o tion	
	u ber o ne o es	e B E loy ent rea Gl	u ber o ne o es	e B E loy ent rea Gl
A				
B		s		s
C		s		s
D				s
E		s		
F				
G		s		s
H				
I		s		s
J				
K				
L				
M				
N				
O		s		s
P		s		s
larendon S				
o es co leted				
e ro ision o o es				
<b>Totals</b>	<b>5,500</b>	<b>55,049 sqm</b>	<b>6,000</b>	<b>57, 048 sqm</b>

## Development plots



Development plots

Clarendon Square approved outline application

A – Civic Centre  
 B – Green Ridings House  
 C – Bus depot and Station Road  
 D – Mecca Bingo  
 E – Morrisons and Wood Green Library  
 F – Parkland / Mayes Road  
 G – Cultural Quarter  
 H – Metropolitan police site  
 I – Land adjacent to railway sidings  
 J – Iceland and Bittern Place

K – The Mall  
 L – High Road South  
 M – Whymark & Westbury Ave  
 N – Turnpike Lane Triangle  
 O – South of Clarendon Square  
 P – Land NW of Clarendon Square  
 Q – North of Station Road  
 R – North of Hornsey Rail Depot

## Assessment of the Options - Assessment against the objectives

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

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

High	High
Medium	Medium
Low	Low

## Assessment of the Options - Delivery of strategic targets

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

## Assessment of the Options - Town centre Health

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

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

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

# Assessment of the Options - Urban renewal & Intensification

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

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

Green - aligned with policy

Amber - potential divergence from current policy

Red - contrary to policy

\*It should be noted that urban density does not necessarily refer to height

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## Policy Source and Context

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

### Principal of Development

#### Amended Policy SP1: Managing Growth

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

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

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

### Density

#### SP2: Housing

Haringey Local Plan: Strategic Policies (2013-2026)

London Plan Density Matrix

### Town centre

#### SP10: Town centres

Haringey Local Plan: Strategic Policies (2013-2026)

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

### Employment

#### SP8: Employment

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

In particular, the council will:

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

### Townscape and height

#### SP11: Design

#### SP12: Conservation

#### SP11: Design

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

#### SP12: Conservation

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

### Social Infrastructure

#### SP16: Community Facilities

*The Council will:*

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



