

Haringey's Local Plan

Preferred Option

Site Allocations DPD

Consultation Document
February 2015



Haringey Council

www.haringey.gov.uk



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Foreword

The Local Plan: Strategic Policies document was adopted by Council in March 2013. This document sets out the strategic vision and objectives that the Council will seek to achieve through its planning decisions in the period 2011-2026. In order to deliver the objectives of the Plan to deliver new homes, jobs, economic growth and improve our social infrastructure, significant sites will need to be developed across the borough. This is currently being reviewed in light of the new housing and jobs targets

This document introduces the Site Allocations DPD, in conjunction with the Tottenham Area Action Plan introduces the key development sites which will accommodate the majority of development in the borough over the next 11 years. In order to deliver the improvements that Haringey residents aspire to, the Council must have the appropriate powers necessary through the statutory planning system.

The Site Allocations approach will help to build consensus in the community and with our various stakeholders and is a fair and objective legal basis for balancing competing priorities and promoting positive actions.

Following this consultation the Council will consider the responses received, before publishing its final proposed submission document. Responses will be accepted at this stage where parties have reason to challenge the soundness of the evidence base for the Local Plan document. The document will go through a public examination led by a planning inspector to consider the soundness of the document, in the light of these challenges.

Statutory Information

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

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

Regulation 18

London Borough of Haringey

Sites Allocation Development Plan Document

**PREFERRED OPTION DRAFT FOR CONSULTATION
ON THE SUBJECT MATTER OF THE DEVELOPMENT
PLAN**

February-March 2015

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Introduction

The Planning Context

Local Planning documents in Haringey are made within the context of national and pan-London planning policy. Therefore in Haringey all Local Plan documents are required to be in accordance with the National Planning Policy Framework, National planning regulations, and the London Plan. As such, the current (February 2015) development plan for Haringey consists of:

Post examination it will consist of:

- London Plan (2011) (Further Alterations currently being examined)
- Local Plan: Strategic Policies DPD (2013)
- UDP Saved Policies (2006)
- London Plan (2011)
- Local Plan: Strategic Policies DPD (2013)
- Local Plan: Development Management DPD (expected 2016)
- Local Plan: Site Allocations (expected 2016)
- Tottenham Area Action Plan (expected 2016)

The regulations governing preparation and scope of powers of a Local Plan can be found in the Planning and Compulsory Purchase Act 2004, Planning Act 2008, Localism Act 2011, and the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2012.

The Haringey Local Plan

Haringey's Local Plan: Strategic Policies DPD (formerly known as the Core Strategy) was adopted in March 2013, and sets the spatial vision and objectives for Haringey. This is currently being reviewed in light of the Further Alterations to the London Plan.

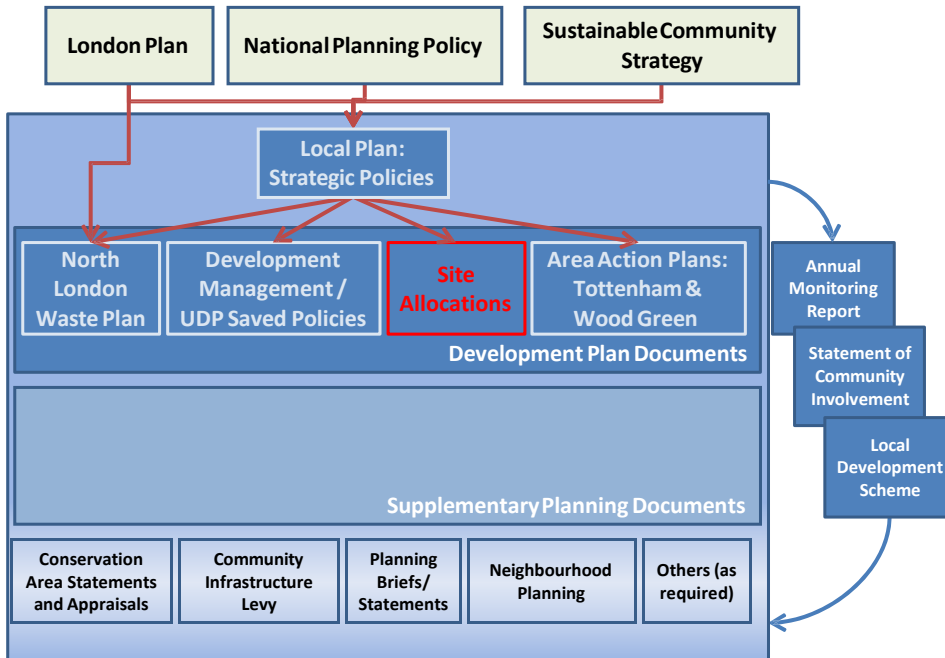
The Site Allocations DPD

The Draft Site Allocations Development Plan Document (DPD) will allocate strategic sites which will make a significant contribution to meeting the growth aspirations set out in the Local Plan. This document will not set out all of the sites that will be developed in the borough over the plan period. Many developments will take place which can be satisfactorily managed using policies included in the Strategic Policies DPD and Development Management DPD.

Some larger, more strategic sites will benefit from having a Site Allocation, to ensure that:

- The appropriate level of development occurs on the site;
- A positive approach to design is taken;
- Infrastructure is provided in a timely manner to serve the growing local community.

If these sites are not safeguarded for specific uses, the Council would be at risk of



not being able to meet its identified housing target, and provide services for its communities.

Once adopted, the Site Allocations document will enable the Council to determine planning applications and make interventions on sites in line with the allocations. This document will enable:

- **Guidance** for developers of what development is expected on these sites,
- **Refusal** of proposals that do not conform with the Allocation,
- **Intervention** on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

Sources of Sites

Many of these sites have been proposed for development before, but some of the areas may be new in this document. The sources of the sites in this document are:

- Unitary Development Plan 2006 – Site Specific Proposals (UDP Appendix 1);
- Call for Sites (March-May 2013);
- Greater London Authority SHLAA 2013, including a separate Call For Sites
- Major outline planning permissions;
- Previous Supplementary Planning Documents (SPDs), Guidance (SPGs), planning briefs, and masterplans;
- Internal stakeholder workshops.

Call for Sites

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

Consultation Information

We welcome any comments you have on this document. The purpose of this consultation is to enable the Council to engage with as wider audience as possible, and ensure all issues are considered in the preparation of the Plan. This will be the final public consultation prior to Publication of the document for submission to the Secretary of State for Examination in Public in 2015. All responses will be recorded, and placed online for public viewing. A consultation report will be produced in early 2015 recommending what changes will be made to the document, prior to the publication of the Council's Proposed Submission document.

The consultation is open between 9th February– 23rd March 2015.

How to find out more

Public meetings are being/have been held at Area Forums to publicise this consultation:

- Crouch End, Hornsey and Stroud Green Area Forum and Committee: 7:00pm, 15th January 2015;
- Northumberland Park and White Hart Lane Area Forum and Committee: 6:30pm, 5th February;
- St Ann's and Harringay Area Forum and Committee: 6:30pm, 3rd February.
- Wood Green Area Forum and Committee: 6:30pm, 9th January;
- West Green and Bruce Grove Area Forum: 6:30pm 12th January;
- Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum and Committee: 7:30pm, 5th February;
- Tottenham and Seven Sisters Area Forum and Committee: 6:30pm 2nd February.

Hard copies of this document can be found at local libraries (find your nearest at www.haringey.gov.uk/libraries), in the Civic Centre, and at the offices of the town planning department.

Haringey Council
Civic Centre
Wood Green High Road
London
N22 8LE

Planning Policy
6th floor, River Park House
Wood Green High Rd
London
N22 8HQ

The document is available to view online at www.haringey.gov.uk/ldf. Other consultation events will be publicised during the consultation period.

Consultation Jan-March 2014

A previous consultation was held from January to March 2014. The responses received have been analysed and incorporated into this document.

Other Documents in this consultation

The Council is consulting on 4 DPDs as part of this consultation:

- Updates to the Strategic Policies DPD
- Development Management DPD
- Site Allocations DPD
- Tottenham Area Action Plan

Publication of the Documents for submission to the Secretary of State

When Published, the document will be available for public comment, but only issues of soundness and legality will be considered by the Examiner. Any comments made at publication stage should be supported by evidence to back up any proposed amendments to the content of the plan.

The purpose of this consultation

This consultation offers a further opportunity for local residents, businesses, and stakeholders to comment on the content of the draft plan, prior to it being submitted to an independent examiner in 2015. Consultation responses received during this consultation will be added to the report of the Jan-March 2014 consultation, and will be made public prior to the proposed submission consultation which will be held in early 2015, immediately before submission of the Local Plan documents to an independent examiner.

If making a representation at the publication stage, you will be given the option to appear before the independent examiner, to explain why you feel the plan is unsound, and to present any evidence to support your position.

| Task | Completion Date |
|--|-----------------------------|
| Cabinet approval to consult for Regulation 18 | 20 January 2015 |
| Consultation Period for all three DPDs (tentative) | 9 February to 23 March 2015 |
| Analysis of consultation outcomes, complete evidence studies, prepare the "Proposed Submission" Versions | April to July 2015 |
| Seek Cabinet approval to proceed to Regulation 19 "Proposed Submission" Versions | July 2015 |
| Publication/Consultation of Proposed Submission Versions | October 2015 |
| Submission | November 2015 |
| Independent Examination | April 2016 |
| Inspector's Report | June 2016 |
| Adoption | August 2016 |

Introduction

Population Increase

The 2011 Census showed that in line with most areas of London, Haringey's population has grown at a faster rate than was previously anticipated between 2001-2011.

The population and household projections below are taken from the GLA's 2013 mid-year estimates, and represent the most up-to-date projections available (August 2014).

Housing Trajectory

The Further Alterations to the London Plan (FALP) have set a challenging housing target for Haringey. The target between 2011-2015 was 820 net units per annum. From 2015, it will be 1,502 new units per annum. Thus, over the Plan period 2011-2026, the housing target for the borough is 19,802 net additional dwellings.

Between April 2011-March 2014, 3,038 new dwellings were completed in the borough. A year-on-year breakdown of this figure can be seen in the 2013/14 Authority Monitoring Report.

The sites in this document and the Tottenham Area Action Plan identify sites which have the potential to come forward over the period 2015-2026. These sites together have the capacity to deliver a potential 18,656 net additional dwellings. The sites identified in the Tottenham Area Action Plan have the potential to accommodate approximately 10,000 of these dwellings over the Plan period.

There is the expectation that new residential units will continue to come forward on smaller "windfall" sites. These are generally sites of less than 10 units, or 0.25 Ha in size, making it impractical to comprehensively plan for. This is expected to continue over the plan period, although it is noted that emerging policies in the Development Management DPD will reduce the numbers of conversions coming forward over the plan period. Although the Council is not relying on these smaller developments to meet its housing target, it is conservatively estimated that 200 new units per annum will continue to come forward over the period 2015-2026. The capacity of each draft Allocation in this document is included at Appendix B.

| Year | Population |
|------|------------|
| 2011 | 256,438 |
| 2012 | 259,635 |
| 2013 | 262,797 |
| 2014 | 265,959 |
| 2015 | 269,122 |
| 2020 | 282,647 |
| 2026 | 293,748 |

Comment [A1]: See comment in our overall response to the SA DPD and in our separate response to the Alterations to Strategic Policies.

Comment [A2]: See relevant comment in our response to the Tottenham AAP. We contest the decision to allocate half of the housing target to Tottenham, for reasons explained in our response to the Tottenham AAP.

Infrastructure

A review of the Council's Infrastructure Delivery Plan is underway to understand the levels of new infrastructure required in order to accommodate an increased population in Haringey. The Proposed Submission version of this document, which will follow the completion of the consultation on this document, will set out which sites will be required to accommodate what pieces of infrastructure. The initial expectations of additional infrastructure that will be provided over the Plan period are:

Transport Infrastructure

- TfL are supporting through its Business Plan expansion of capacity on the Piccadilly and Northern lines such as from new signalling and new rolling stock. TfL are also to enhance service frequency on the Victoria line.
- Three tracking of the West Anglia line will be delivered by Network Rail which will enhance local rail services at Tottenham Hale and Northumberland Park
- Crossrail 2 is expected to serve the borough with enhanced stations at Seven Sisters, Turnpike Lane and Alexandra Palace stations. Policy SA1 addresses the Council's emerging approach to managing land in close proximity to Turnpike Lane and Alexandra Palace stations.
- The Gospel Oak-Barking line is to be upgraded, with longer, electrified trains operating on this route by 2018.
- The Seven Sisters rail line is transferring to London Overground from May 2015 which will deliver better station environment, passenger facilities and new rolling stock.
- More than half our footways require maintenance. The investment will enable us to improve our current conditions and thereby reduce reactive maintenance cost while improving accessibility for pedestrians and encourage more walking. Similarly around 20% of our local unclassified roads needs maintenance.
- TfL are expected to invest in cycling through a range of measures such as the proposed cycle superhighway through Tottenham and Quietways cycle routes. Other investment to promote cycling being led by the Borough includes cycle training, local cycle routes and cycle parking.
- Further investment in street lighting is being carried out. Better street lighting assists in addressing crime and road safety issues. In addition our progress in converting lamps to LED will provide lower future maintenance costs and support a reduction in CO2 emissions.

Comment [A3]: This review should be ready before any further draft version of the SA DPD or Tottenham AAP is released. It is crucial to have a clear picture of the exact social and public infrastructure needs to accommodate an increased population in Haringey, in addition to the backlog and existing shortages. Without this, it is impossible to make sound site allocation policies and guidelines, which need to allocate sites for key social infrastructure.

Education

- There is a 2 form of entry reception shortfall in Muswell Hill/north Bounds Green by 2018/19, thereafter plateauing. The Council are currently consulting on the possible expansion of St James C of E Primary from 2016 to address this shortfall. A decision on this expansion is expected at the March 2015 Cabinet. Where a decision is taken not to proceed with this expansion our Admissions and School Organisation Service would provide other options for how additional capacity might be delivered in both the short and longer term.
- There is a 2 form of entry reception shortfall in Crouch End/Stroud Green/Hornsey from 2015/16. We are currently consulting on the possible expansion of St Marys CE Primary to address this shortfall. A decision on this expansion is expected at the March 2015 Cabinet. Where a decision is taken not to proceed with this expansion our Admissions and School Organisation Service would provide other options for how additional capacity might be delivered in both the short and longer term.
- In St Ann's/Seven Sisters/south half of Harringay the supply of reception places are projected to meet demand up until 2023.
- In Tottenham Hale/Tottenham Green/White Hart Lane/Bruce Grove the supply of reception places is expected to meet demand up to 2019, thereafter showing a 1 form of entry shortfall, rising to 3 forms of entry by 2024. A recently opened all through school (Harris Academy Tottenham) has provided an additional 60 local reception places and 90 year 7 places since September 2014.
- There is currently a 1 form of entry shortfall in Wood Green/West Green/Woodside/ south half of Bounds Green, rising to 2 forms of entry in 2018 and 3 forms of entry in 2021. We are currently consulting on the expansion of Bounds Green Infant and Junior School which would address this shortfall in the short term. A decision on this expansion is expected at the March 2015 Cabinet. Where a decision is taken not to proceed with this expansion our Admissions and School Organisation Service would provide other options for how additional capacity might be delivered in both the short and longer term.
- The above sets out the Council's plans to meet the projected shortfall in primary school places over the next five years, and work is ongoing to see how longer term shortfall can be addressed. As part of our place planning work we do factor in provision provided by free schools.
- There is sufficiency of school places in year 7 up until 2017/18, after which there is a projected year on year increasing shortfall, starting with the equivalent of 2 forms of entry in 2018, rising to 7 forms of entry by 2023. This is as a result of the larger cohorts currently in the primary phase but who will move into the secondary phase over the coming years. There is also some pressure on demand for places in year groups above year 7.
- School place planning projections are adjusted year on year to take account of the latest available birth rates and school rolls. Using the latest available data we will adjust projections as necessary and also to respond to any major residential development coming forward with a child yield that is likely to impact upon demand for school places. This is of particular significance in our designated Growth Areas (Tottenham and Wood Green) as well as regeneration in the wider Northumberland Park area and major residential development in St Ann's ward. Where additional capacity has been identified, this might be delivered in one of three ways: bulge classes (not sustainable for long term increased provision), expansions and new (free) schools as a part of major sites.

Surface Water Management

- The Council has been working to develop a Surface Water Management Plan during 2011 and 2012. The Surface Water Management Plan has identified 9 Critical measures to protect those that live and work in these areas from the risks associated with flooding. Met Office predictions indicate that intensities of storms are likely to increase giving rise to greater likelihood of flood incidents in the future.

Open Space

- The Open Space Study 2014 identified areas of open space deficiency. This includes existing deficiency, and deficiency which will be expected when taking into account projected population growth for parts of the borough. There is difficulty in increasing the quantity of public open space in Haringey as this is an urban borough and the focus is therefore, primarily on the function, quality, usage and accessibility of existing public open space.
- A solution to this is to adopt a "Green Grid" approach to open space access, that is to provide a strategic interlinked network of high quality green infrastructure and open spaces that connect with town centre's, public transport nodes, employment and residential areas. This approach investigates overcoming physical barriers (i.e. waterways, railways, roads) to existing and new open spaces, enabling access to open space where access to the land is restricted by the landowner, developing interconnected and linear parks, and ensuring all opportunities offered through redevelopment optimise access to the open space network. Opening up the access to the Lee Valley regional Park is a key priority. Improving signage and wayfinding to enable access to and movement within the open space network is an important feature of the green grid approach.
- Options for increasing access to Alexandra Palace Park from Haringey Wood Green are included in this document.
- There is difficulty in increasing the quantity of public open space in Haringey as this is an urban borough and the focus is therefore, primarily on the function, quality, usage and accessibility of existing public open space.
- There a number of sites in this document that can contribute to the creation of a network of well connected green spaces (a "green grid") will help to improve access and usability of green infrastructure in the borough.
- In the east, opening up the access to the Lee Valley regional Park is a key priority.
- In addition, other measures such as tree planting and improving access to, and capacity of allotments will ensure the borough retains a green character as it's population grows.
- There are 60 designated Sites of Importance for Nature Conservation in Haringey that form the basis for the borough's ecological network. These assets will be enhanced through local development sites.

Waste facilities

- The North London Waste Plan was restarted in February 2013, and will identify where additional capacity for waste and recycling facilities will be delivered in the North London Area. This is a joint strategy by the seven North London Councils, and the North London Waste Authority.

Infrastructure

Health

- The Council is working with the local Clinical Commissioning Group to understand the change in need for provision arising from the development identified in this document and the changes taking place in the health care system.

Electricity Network

- National Grid is working on a major national infrastructure project called the North the London Reinforcement Project (NLRP). The project comprises of a series of upgrades to an existing overhead line route that runs from Waltham Cross Substation, near Waltham Abbey to Hackney Substation in London. The route consists of two sections, one runs from Waltham Cross to Tottenham, and the other runs from Tottenham to Hackney. The aim of this upgrade project is to ensure that new sources of power generation located in, and energy.

Water Quality

- Thames Water (TW) proposes to continue the Victorian Mains Replacement programme. Alongside measures to reduce demand, TW is also considering new water resource schemes for the medium term to offset the risk associated with a strategy heavily dependent on demand management the outcomes of which are uncertain. These measures are considered at a regional level.

Decentralised Energy

- The Council is in the process of producing a decentralised energy masterplan. Prior work informing the Local Plan: Strategic Policies DPD has produced opportunity areas, and the sites falling into these are referenced in this document. Further work will be carried out into 2015 to establish which sites should play a role in creating a decentralised energy network.

Libraries and Museums

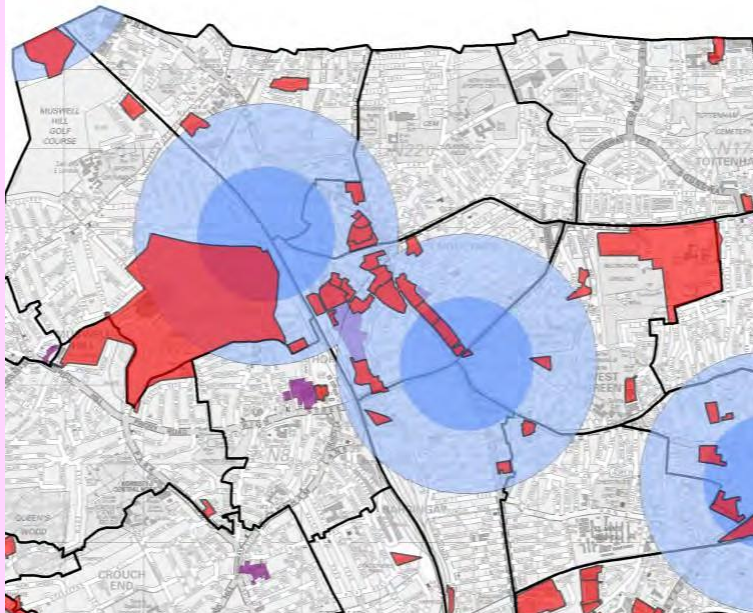
- The Council operates 9 libraries across the borough. Wood Green Library is included in this document, and an improved service at this library is anticipated through redevelopment of the existing site.
- Bruce Castle Museum is the only museum facility directly funded by the Council. A project to undertake restoration and facility enhancement works will be initiated in 2013 with the aim of securing circa £6m. Haringey has committed £1.2m of this funding and will seek external funding for the remainder.
- The regeneration of Alexandra Palace as a leisure and cultural facility will be supported through the allocation in this document.

Draft SA1: Indicative Crossrail 2 Areas

Crossrail 2

In 2015 it is anticipated that Transport for London will announce a set of safeguarded sites for the delivery of Crossrail 2. Crossrail 2 is supported by the Council, and the challenges and opportunities for spatial planning will be addressed as more information becomes available. These sites will be subject to national legislation safeguarding them, and any requirements will be added to the Plan as applicable. The safeguarding process is due to be consulted on from mid November for an 8 week period and likely to be finalised in 2015. If construction/work sites and/or timescales are known before publication of the Plan, they will be included for consultation in the Proposed Submission consultation.

- Sites required for the construction of Crossrail 2 safeguarding will be protected as necessary.
- Sites within 400m (a 5 minute walk) of a proposed Crossrail 2 station will be closely scrutinised to ensure the proposed development optimizes the future accessibility provided by the introduction of Crossrail 2. This may include ensuring that a mix of uses and potentially enhanced infrastructure may be required from proposals in this area.
- Sites within 800m (10 minute walk) of Crossrail will be scrutinised for how they can complement the introduction of Crossrail 2. This may include design issues such as provision of routes to and from the station, and consideration of density to include future PTAL increase.



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Comment [A4]: A proper title and legend for the map should be included, explaining what the colours correspond to.

Employment

The Employment Land Study has shown from a trend-based perspective, and the Further Alterations to the London Plan, a significant increase in the number of jobs in Haringey. In the light of this, the Council is looking into how it can make the best use of its employment designations. The Council's employment site hierarchy is set out in SP8, and the policies for deciding application on non-allocated sites is set out in draft policies DM 48-52.

Haringey contains a number of areas where the stock is no longer viable for the use it was originally built for. The implications for these sites are that they require investment to bring either the building, or a new development into employment use. Where viable, buildings will be protected, and where increases in the numbers of jobs can be created, sites will be allocated for uses that will enable this to happen. This may include allocating them for mixed use redevelopment where a cross subsidisation through residential development can increase employment numbers on the site. The ramifications of the draft allocations included in this document are shown in the table below.

Broadly there are three approaches the Council is taking, and these are set out in Draft policy DM48-52:

- Sites in Regeneration Areas across the borough will create new jobs as part of mixed use redevelopment;
- In Warehouse living areas, as part of the regulation of these area, the original floorspace before conversion to residential use began will be replaced as part of new developments;
- Existing industrial sites will be encouraged to modernise and create greater economic output.

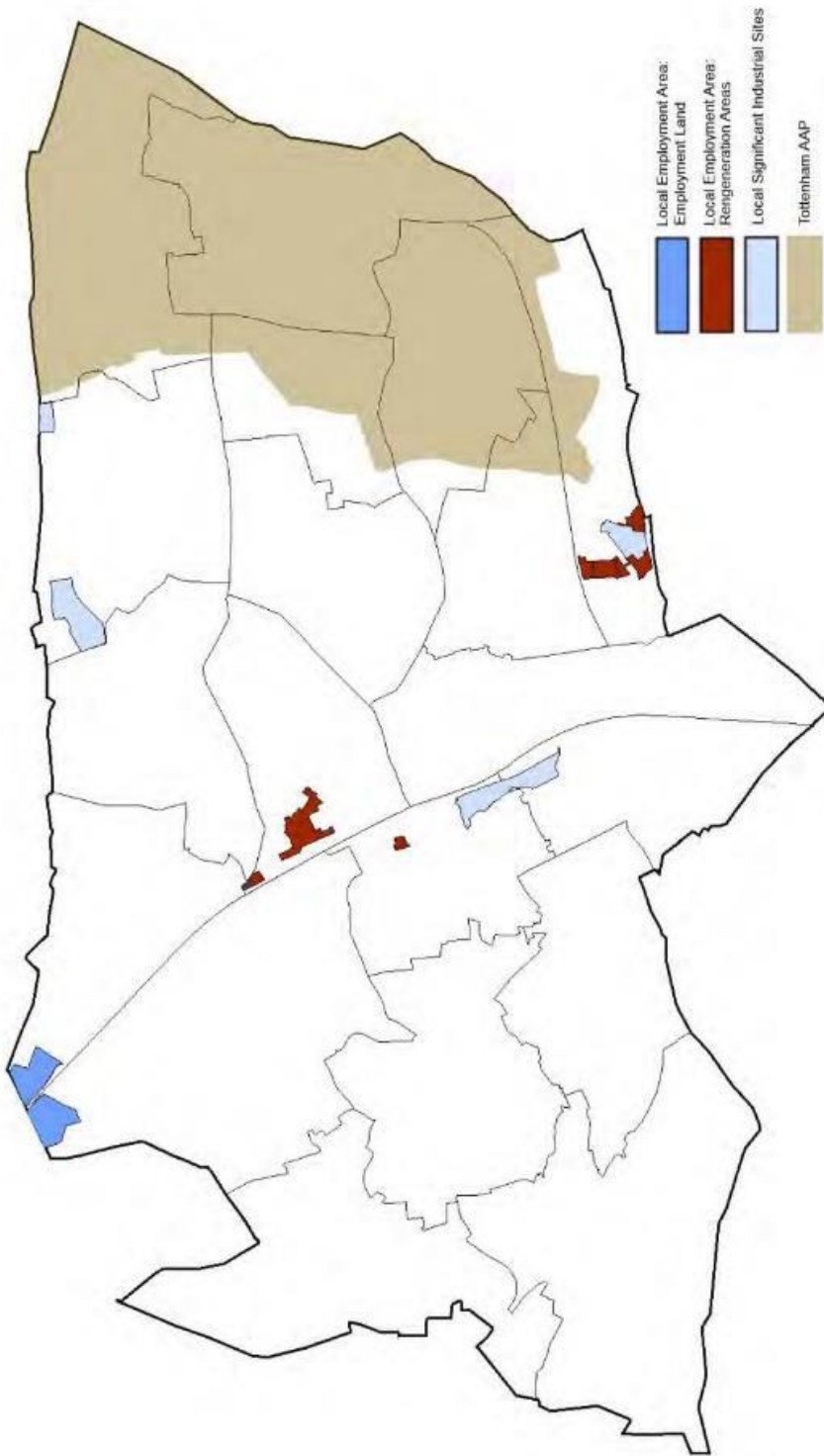
Comment [A5]: See our comment with regard to Policy SP8 in the overall response to the Alterations to Strategic Policies. We have serious concerns about the evidence based presented in the Employment Land Study.

Besides, It is unsound and damaging to Tottenham's economy to be reducing targets for industrial floorspace and downgrading protected industrial areas while another part of Haringey Council is promoting the borough as being at 'the centre of the British manufacturing boom' (Haringey Council Press Release, Thursday 26 March). As this press release noted, employment in fashion and textiles manufacturing went up by 15% between 2009 and 2012, while it fell by 13% in London during the same period.

| Site | DEA ? | Existing floorspac | Proposed | Net Resi |
|---------------------------------|-------|--------------------|----------------|--------------|
| Clarendon Gateway | N | 2,300 | 6,700 | 195 |
| Wood Green Cultural Quarter (N) | Y | 4,700 | 3,100 | 89 |
| Wood Green Cultural Quarter (E) | Y | 20,500 | 4,300 | 124 |
| Wood Green Cultural Quarter (S) | Y | 16,800 | 22,000 | 265 |
| Clarendon Square | N | 7,000 | 700 | 1,080 |
| Clarendon Rd South | N | 5,800 | 7,100 | 206 |
| NW Clarendon Square | Y | 3,000 | 1,500 | 22 |
| L/a Coronation Sidings | N | 0 | 3,000 | 87 |
| Civic Centre site | N | 1,900 | 2,200 | 108 |
| Green Ridings House | N | 8,300 | 1,900 | 93 |
| Station Rd Offices | N | 24,700 | 4,800 | 310 |
| North of Hornsey Rail Depot | N | 1,800 | 0 | 70 |
| 460-470 Archway Rd | N | 2,400 | 0 | 90 |
| Summersby Rd | N | 1,600 | 0 | 124 |
| Arena Design Centre | N | 4,600 | 4,600 | 140 |
| Crusader Industrial Estate | Y | 7,400 | 7,400 | 0 |
| Omega Works | N | 4,600 | 4,600 | 66 |
| Vale/Eade Rd | Y | 7,400 | 7,400 | 45 |
| Eade/ Overbury Rds | Y | 17,900 | 17,900 | 220 |
| Wightman Rd | N | 800 | 0 | 60 |
| Cross Lane | Y | 2,300 | 2,300 | 60 |
| Barber Wilson | N | 5,800 | 0 | 66 |
| The Roundway | N | 2,000 | 1,900 | 56 |
| Total | | 154,300 | 101,100 | 3,576 |

Job creation

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



SA2: Changes to Designated Employment Areas

Changes to Employment Designations

The hierarchy of Designated Employment Areas is set out in Local Plan policy SP 8. This document, informed by evidence in the Employment Land Review, and Viability Study, makes the following changes and/or clarifications to existing designations:

Comment [A6]: See our comment with regard to this policy in the overall response to the Alterations to Strategic Policies.

Changes to Employment

- LSIS 1 (Crusader Industrial Estate): Expanded to include existing SSPs 17 and 29, and redesignated as Local Employment Area: Regeneration Area (See SA 33, SA 34, SA 35).
- LEA4: Campsbourne): Designated as Local Employment Area: Regeneration Area (See SA 53)
- LEA 6 (Friern Barnet Sewage Works): Designated as Local Employment Area: Employment Land (see site SA 49)
- LSIS16 (Vale/Eade Rd): Expanded to include land at Overbury Rd, split into three areas, part retaining LSIS designation, part being identified as a Local Employment Land: Regeneration Area (See sites SA 36, SA 37, and SA 38).
- LEA19 (Wood Green): Designated as Local Employment Area: Regeneration Area (see sites SA 22, SA 23, SA 24, and SA 25)

The remaining sites are designated as LSIS, and remain subject to Policy SP 8 of the Local Plan.

Additional changes to DEAs are included in the Tottenham AAP.

Gypsy & Traveller Pitches

The Examination in Public of the Local Plan: Strategic Policies identified that the Site Allocations document would allocate land suitable for meeting Haringey's Gypsy and Traveller accommodation needs. SP3 of the Local Plan sets a list of criteria which new pitches should meet.

It is considered that sites which are being transferred from B2/B8 employment to a mix of uses provide the best opportunities for accommodating the Council's existing, and emerging need. This is due to the change of value between the existing and future land values is generally higher on these sites than on residential intensification schemes. This will allow for greater flexibility in terms of site design, which will better enable an appropriate site being created for pitch provision.

An ongoing study into the needs of the gypsy & traveller communities will identify future need over the plan period. Existing pitches will be included in this study to understand what contribution to meeting need they can make.

SA3: Changes to Town Centre Boundaries

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

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

- Addition of Finsbury Park as District centre to complement the existing designation of the centre in the area falling into the London Borough of Islington;
- Tottenham Hale is allocated as a future District Centre (for more information see the Tottenham AAP);
- In Crouch End District Centre, the district Centre boundary is proposed to be expanded to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 163A-165 Tottenham Lane.
- In Wood Green the Town Centre boundary will be expanded to include the Wood Green Bus Garage and Station Rd Offices sites (SA 13 & 14).

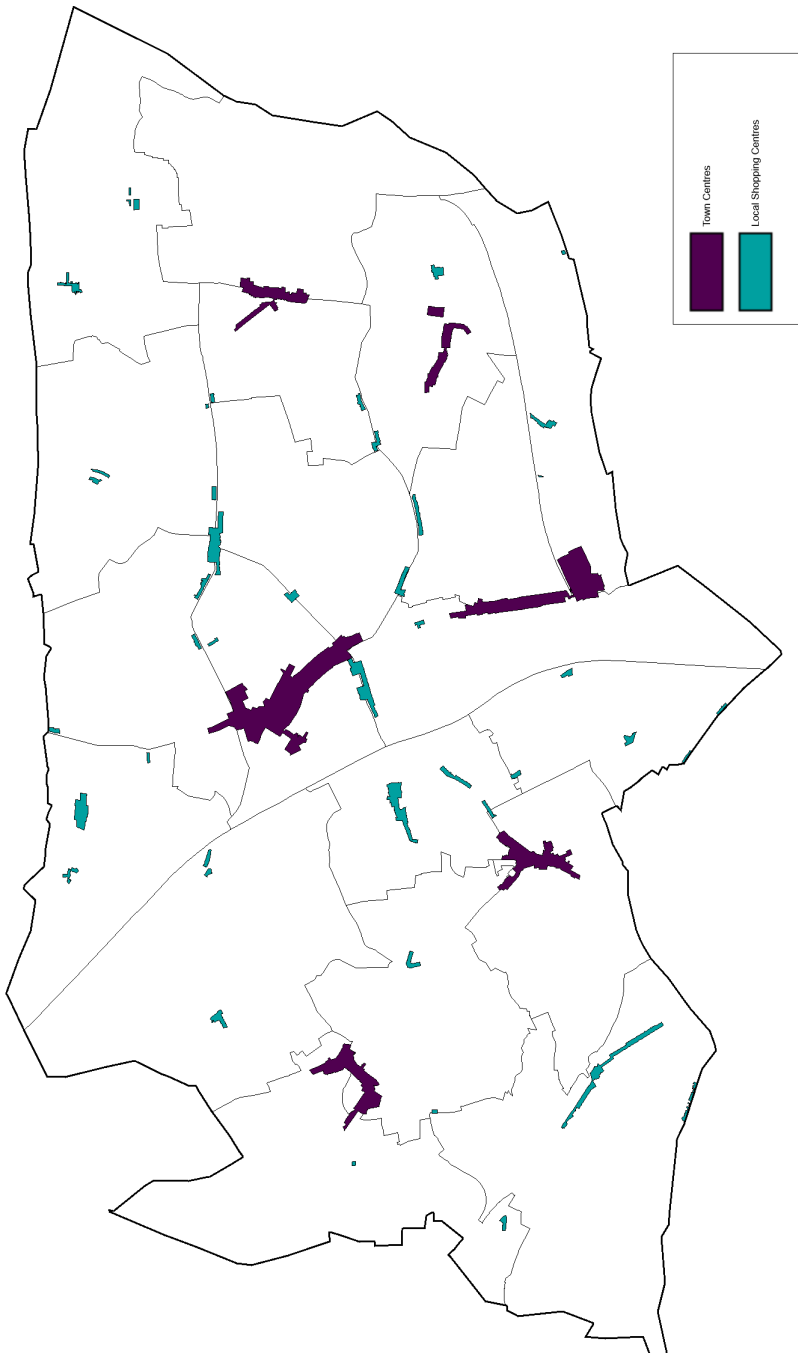
Existing Primary and Secondary town centre Frontages are retained, with the following proposed changes:

- Creation of new secondary frontages through redevelopments in Wood Green Metropolitan Town Centre at Dovecote Rd, 7 Cheapside & Lymington avenue through SA 18.
- Creation of new secondary frontages on Wood Green High Rd at SA 12: Wood Green Bus Garage, and SA 13: Station Rd Offices.
- Creation of new primary frontages at SA 15: Wood Green Library.
- Creation of new secondary frontage at Mecca Bingo.
- Creation of new primary frontage at the Finsbury Park Bowling Alley Site, and creation of secondary frontages on a route through the site.
- Creation of new secondary frontage on Stroud Green Road.
- Through redevelopment of Arena Retail Park, extension of the primary shopping area and secondary frontage at the southern end of Green Lanes, with a reduction of the town centre boundary to reduce the envelope from that of the existing Retail Park to the Green Lanes frontage.
- Expansion of the secondary shopping frontage in Crouch End District Centre to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 159-165 Tottenham Lane.

Primary shopping areas are proposed, as shown in yellow on the maps overleaf.

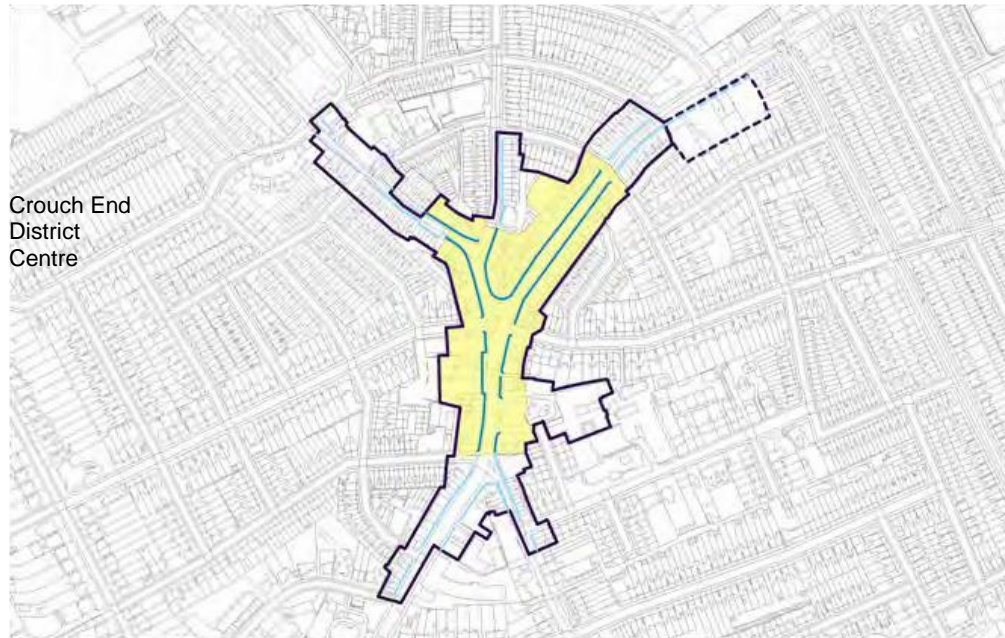
A schedule of addresses for primary and secondary frontages, primary shopping areas, and town centre boundaries are set out in Appendix C of the DMDPD consultation draft.

Map of existing Town Centre Boundaries





Muswell Hill
District Centre



Crouch End
District
Centre



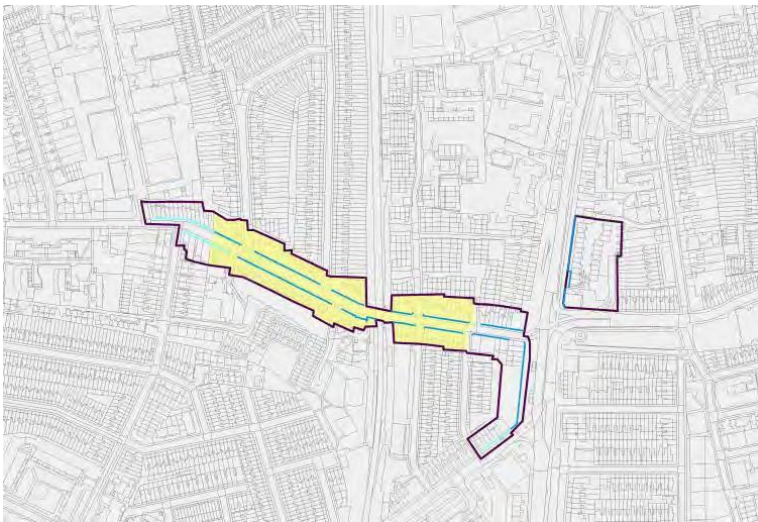
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Wood Green Metropolitan
Town Centre



Green Lanes District
Centre

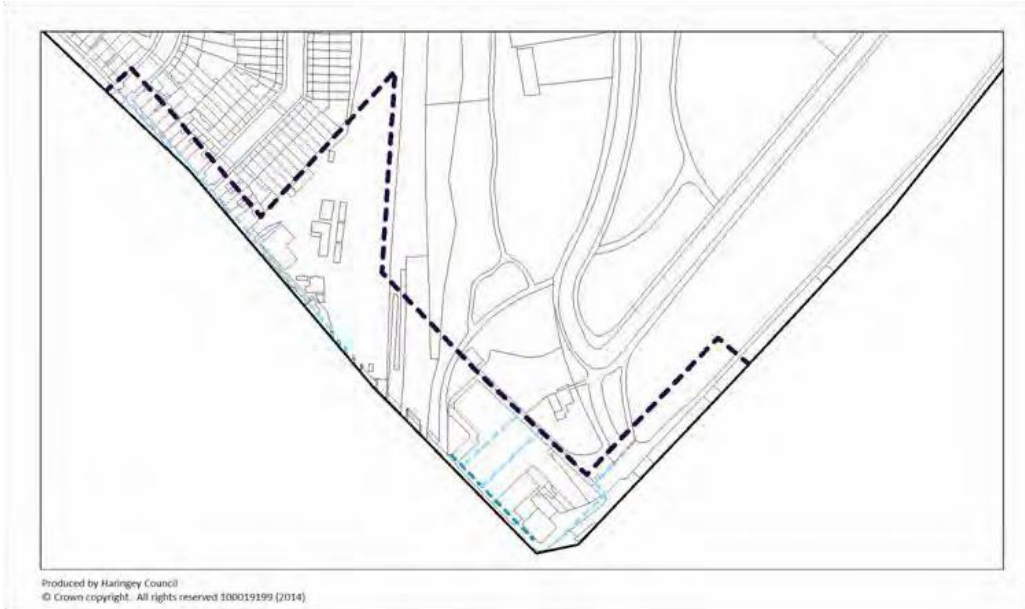


Tottenham High Rd/ Bruce Grove District Centre

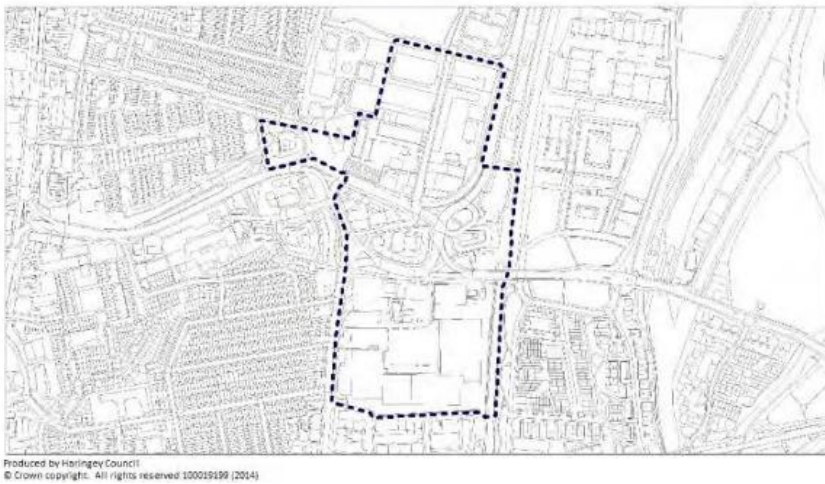


Seven Sisters & West Green Road District Centre

Finsbury Park District Centre



Proposed Tottenham Hale District Centre

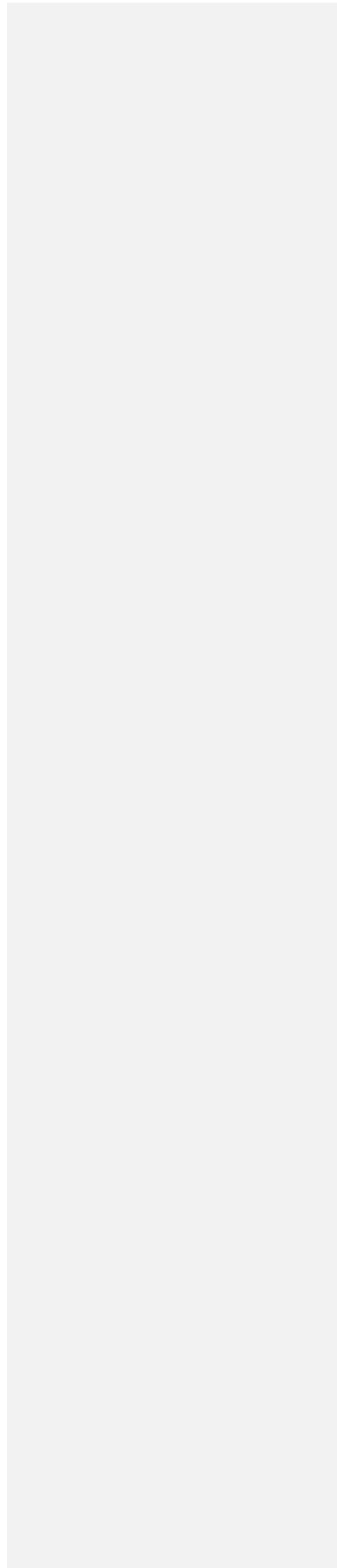
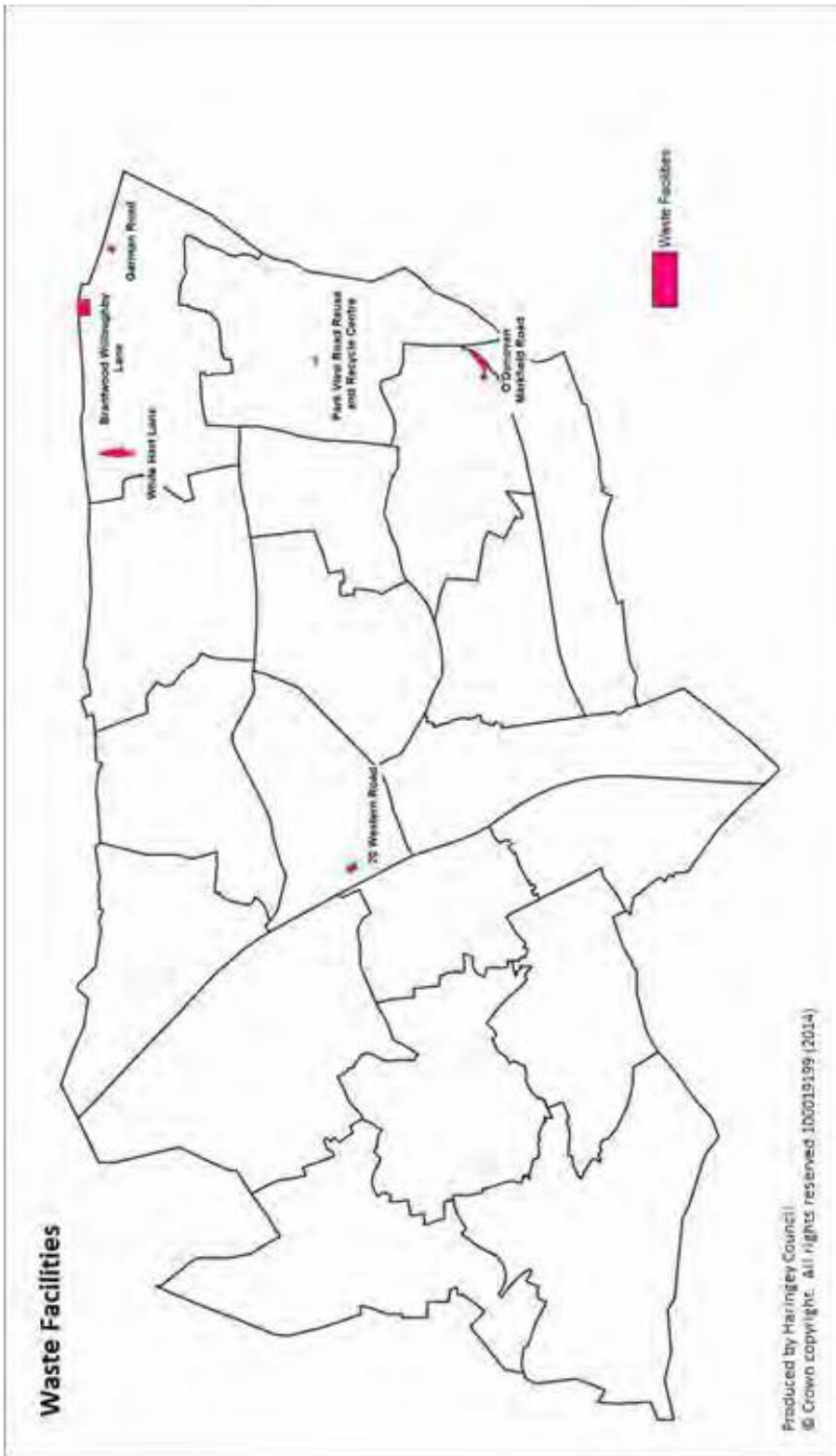


SA4: Safeguarded Waste Sites

SA4: Safeguarded Waste Site

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

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



Introduction to Site Areas

Strategic Sites with Planning Permission (pp 30–37)

There are generally around 300-400 sites with planning permissions in Haringey that are granted at any given time. They are time-limited, and development must be commenced within 3 years of grant of a planning permission. The most strategic sites are included in this section, but there are a number of other major (10+ net residential units) sites with planning permission, as shown on the map opposite.

Sites in Wood Green Metropolitan Town Centre and its heartland (pp 38–85)

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

South of the borough (pp 86-113)

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

Highgate (pp 114–127)

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

West of the Borough (pp 128-147)

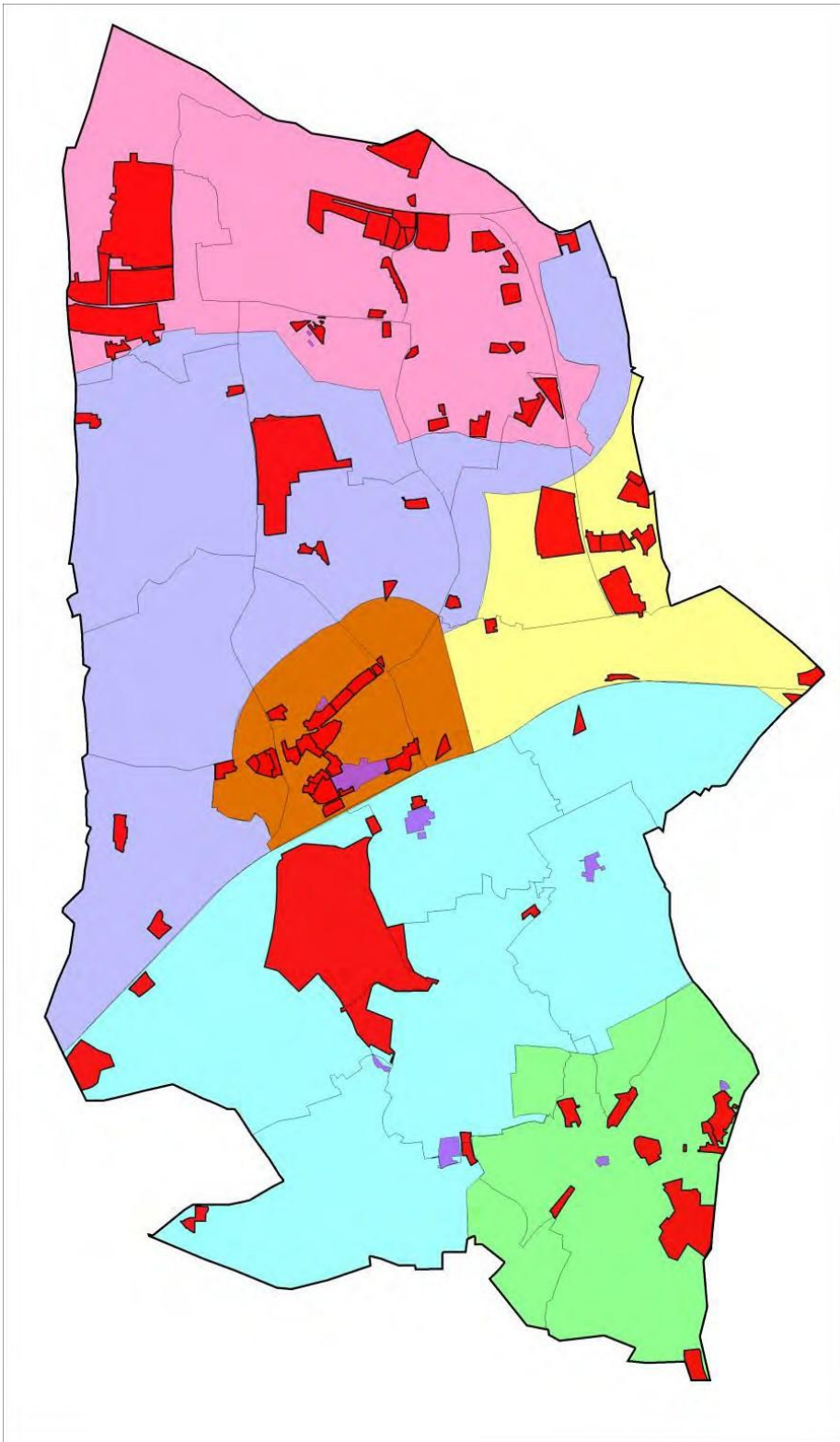
There are a number of strategic sites which fall outside of the above areas, but are west of the great northern (King Cross-Edinburgh) train line. These are included in this section.

East of the Borough (pp 148-169)

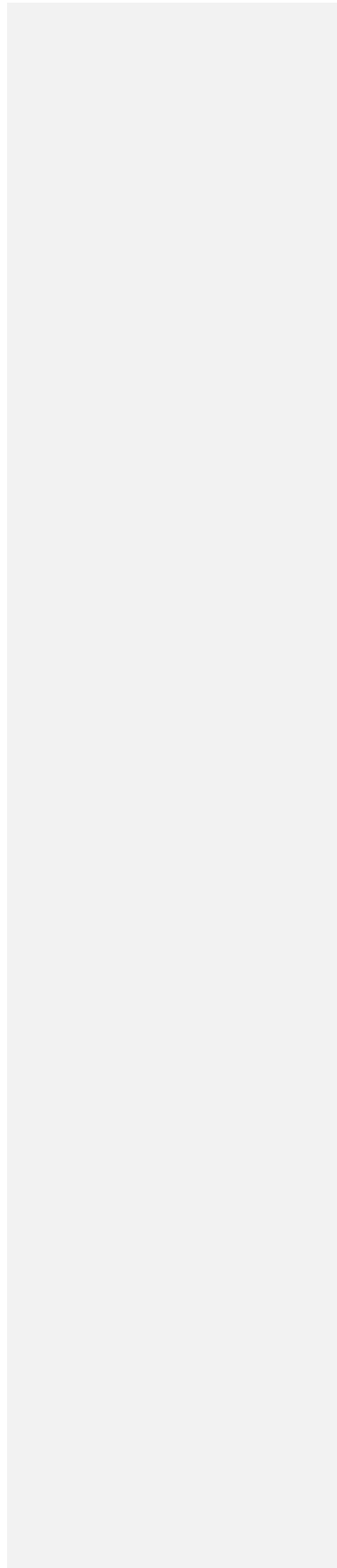
There are a number of strategic sites which fall outside of the above areas, but are east of the great northern (King Cross-Edinburgh) train line. These are included in this section.

Tottenham

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



Local Plan: Site Allocations Preferred Option Consultation Document February-March 2015



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Comment [A7]: Due to the very short time period for public consultation and the flaws in the process (outlined in our overall response to the SA DPD), we have only been able to review and comment about a small proportion of the sites located East of the rail line. The site allocation proposals which we have been able to review are highlighted in YELLOW in this table of content. They have been assessed against the principles derived from the Our Tottenham Charter and outlined in our overall response to the SA DPD.

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Strategic Sites with Planning Permission

The purpose of allocating these major sites upon which planning consent has already been granted is to ensure that they are protected in the long term for development as granted.

Over time it is possible that the value of these sites may increase, as house prices rise in the area. Where this can be proven to have happened, and a fresh (or amendment to the extant) planning permission is required, some potential enhancements are listed that will be considered when an application comes in. Schedule of sites:

- SA 5: Clarendon Square (HGY/2009/0503)
- SA 6: Hornsey Depot (HGY/2013/2019)
- SA 7: St. Luke's Hospital Site (HGY/2013/2379)
- SA 8: Hornsey Town Hall (HGY/2010/0500)
- SA 9: Highgate Magistrate's Court (HGY/2014/2464)

Planning permission is currently being sought on the following site which was included in the previous consultation document:

- SA 7: St. Luke's Hospital Site (HGY/2013/2379)

Highgate Magistrates Court and St. Ann's Hospital are, at the time of writing, before the Council as a planning applications. It is anticipated that these will be decided by the proposed submission consultation. Due to the strategic importance of St. Ann's, it will be allocated in the document, either as a Strategic Site with Planning Permission, or a Site Allocation, depending on the result of the current planning application. Highgate Magistrates Court is included as a future housing trajectory site in this document.

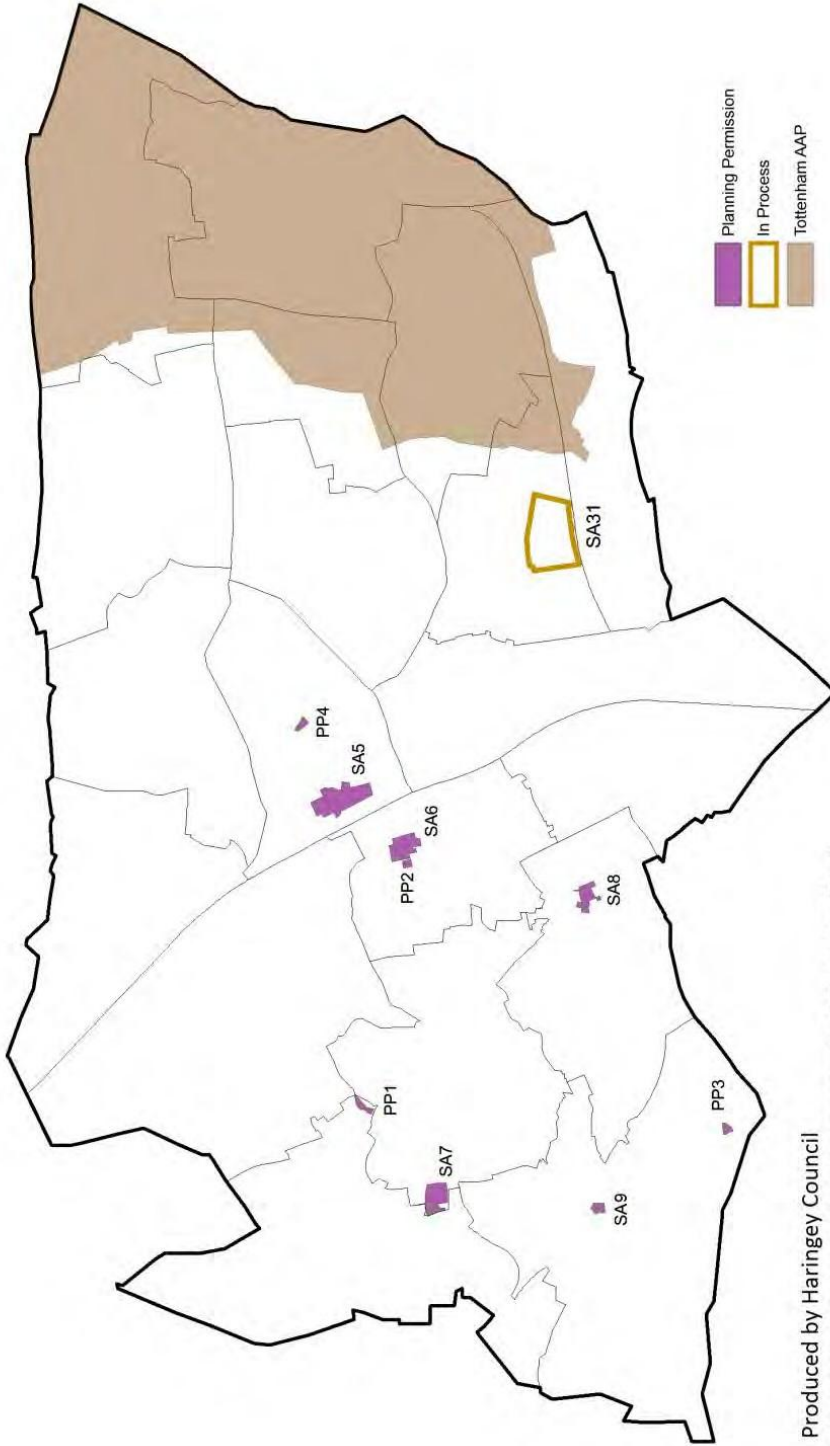
Other sites which have gained planning consent since January 2014, which were previously included in consultation documents, but are not considered strategic enough to warrant allocating in the Local Plan are:

- PP1: 56 Muswell Hill (HGY/2013/2069)

Other sites, that at the time of this consultation hold planning permission, are over 0.25Ha or 10 net residential units/1,000m² of floorspace are:

- PP2: Pembroke Works, Hornsey (HGY/2012/1190)
- PP3: Furnival House, Highgate (HGY/2010/1175)
- PP4: Lynington avenue, Wood Green (HGY/2012/0770)

These sites will be included as deliverable sites in the Council's 5-year housing land supply. Further sites with planning permission are included in the Tottenham AAP.



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SA 5: Clarendon

| | | | |
|-------------------------------|---|--------------------|---------------------|
| Address | Clarendon Square, Hornsey Park Rd, Mayes Rd, Clarendon Rd, N8 | | |
| Site Size (Ha) | 4.55 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Vacant former gas works | | |
| Ownership | Mix of public and private freeholds | | |

Development granted Permission (HGY/2009/0503)

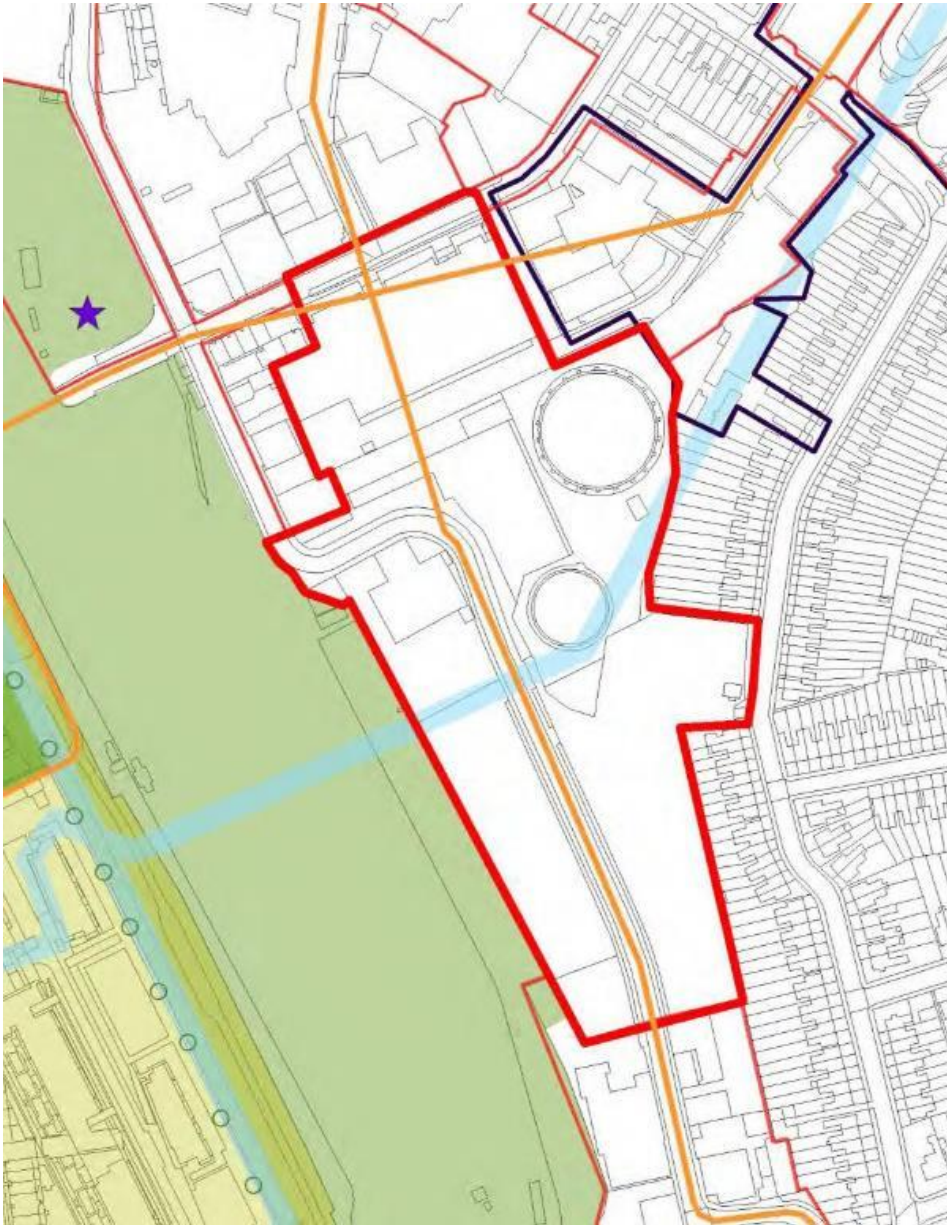
Outline planning application for demolition of existing structures and redevelopment to provide a residential led, mixed-use development, comprising between 950 to 1,080 residential units (C3); with 460sqm to 700sqm of office uses (B1); 370sqm to 700sqm of retail/financial and professional services uses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

A Section 73 application relating to the enabling works to deliver this site including the dismantling of the gas holders was granted in 2014.

Future planning requirements

Should a revised planning application come forward, the Council will seek, potentially through a new masterplan for the area:

- Reduce A1, shift to A3/4/D1/2
- Increase B1/reduce or retain C3
- Provide optimized north south link through the site improving the link to the future Alexandra Palace Crossrail station
- Optimize east-west pedestrian and cycling route from Wood Green to Penstock tunnel
- Establish Clarendon Square as a destination that complements Wood Green Metropolitan Town Centre
- Straighten the existing kink in Clarendon Rd/ Mary Neuner Way



SA 6: Hornsey

| | | | |
|-------------------------------|--|------------------|---------------------|
| Address | Hornsey Depot, Hornsey High Street, N8 | | |
| Site Size (Ha) | 2.36 | PTAL | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Waste transfer site, swimming baths (vacant) | | |
| Ownership | Mix of private and public sector owners | | |

Development granted Permission (HGY/2009/0503)

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

Future planning requirements

The Council does not anticipate any additional development on this site as part of a new planning permission.



SA 7: St. Luke's Hospital

| | | | |
|-------------------------------|--|--------------------|---------------------|
| Address | St. Luke's Hospital, Woodside Ave, Muswell Hill, N10 | | |
| Site Size (Ha) | 2.52 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Hospital | | |
| Ownership | Single public freehold | | |

Development granted Permission (HGY/2013/2379)

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

Future planning requirements

This planning permission will be retained, but should values enable greater affordable housing contribution, this will be considered.



SA 8: Hornsey Town

| | | | |
|-------------------------------|-----------------------------------|--------------------|---------------------|
| Address | Hornsey Town Hall, Crouch End, N8 | | |
| Site Size (Ha) | 1.38 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Former town hall building | | |
| Ownership | Single public freehold | | |

Development granted Permission (HGY/2010/0500)

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

Future planning requirements

Restoration of the existing listed buildings and associated enabling development where justified. The site is suitable for mixed use development incorporating a range of town centre uses which should include publicly accessible community type uses within part/all the refurbished town hall building.



Local Plan: Site Allocations Preferred Option Consultation Document February-March 2015

SA 9: Highgate Magistrates

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Former Police Station, Magistrates' Court and Telfer House, corner of Bishops Road, Church Road and Archway Road, Highgate, N6 | | |
| Site Size (Ha) | 0.5 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Vacant Magistrates Court & Police Station | | |
| Ownership | Transport for London | | |
| How site was identified | Current Planning Application HGY/2014/2464 | | |

Development granted Permission (HGY/2014/2464)

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

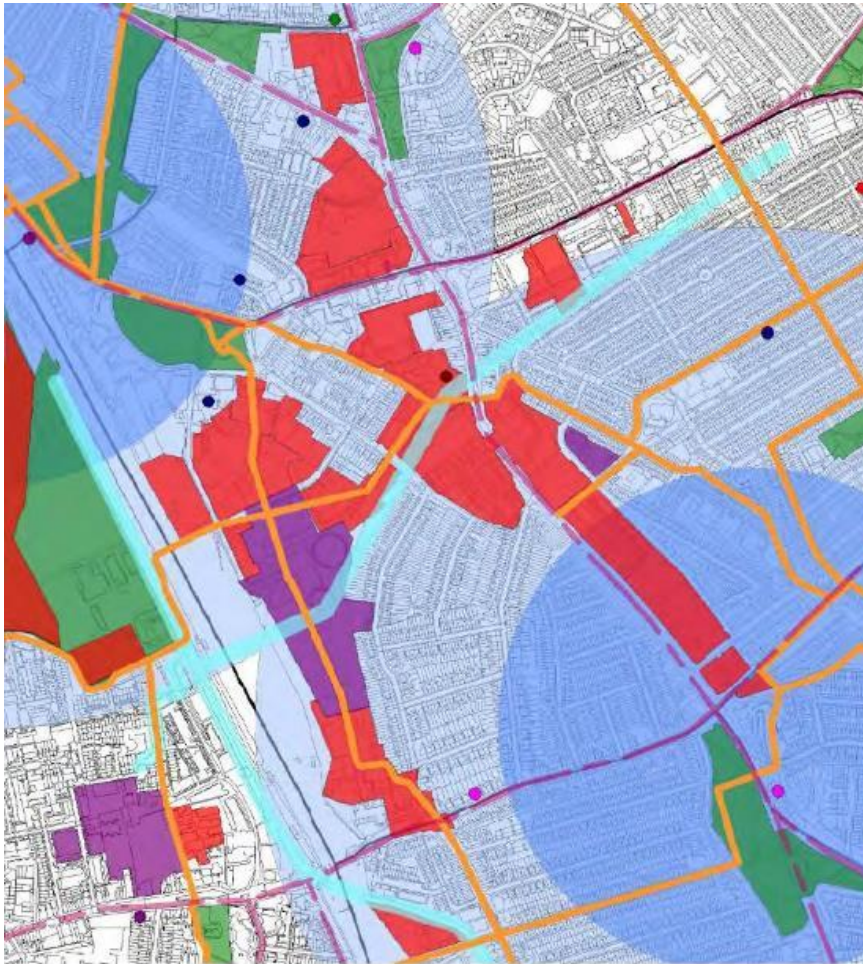
Future planning requirements

Any amendments to the design of the scheme will be required to demonstrate how it makes a positive effect on the Conservation Area, without compromising affordable housing provision.



Local Plan: Site Allocations Preferred Option Consultation Document February-March 2015

Wood Green, including Turnpike Lane, and its



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Local Plan: Site Allocations Preferred Option Consultation Document February-March 2015

Wood Green Metropolitan Town Centre

Wood Green is the borough's sole Metropolitan Town Centre, and as such is the single biggest retail centre in the borough. Located in the centre of the borough, this area benefits from excellent connectivity, and has a large retail hinterland, much of which is in Haringey, making it a significant strategic asset in the borough. The principal use in Wood Green is retail, but it is also the biggest office location in the borough, and provides significant administrative, legal, and community functions for the borough's residents.

Wood Green is a bustling town centre, with generally high levels of footfall, and low levels of vacant shopfronts. There is a wide range of comparison and convenience retail in the centre.

Wood Green can be improved. A diversification of the centre's town centre uses to include a wider range of entertainment, leisure, and community facilities, with the introduction of new housing, will help to enable Wood Green to thrive, and make it a great place for people to live in and to visit from across London.

Further Plans for the area

There is an indication from the Greater London Authority that Wood Green will be identified as an Opportunity Area in the future. When this comes to fruition there is potential for the area to be planned through an Area Action Plan, which would be jointly prepared by the Council and the Greater London Authority to complement and manage the investment and change programme.

A Wood Green Investment Framework is being prepared with the aims of enabling growth, generating increased employment and types of employment, adding new housing and redesigned public spaces. This includes the following vision for Wood Green:

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

Crossrail

The introduction of Crossrail 2 stations at Turnpike Lane and Alexandra Palace stations will stimulate investment and growth in the Wood Green area. The construction of Crossrail will require land to be safeguarded in the short term, and will offer opportunities for redevelopment in the longer term. In particular, Turnpike Lane provides development potential to enhance the southern end of Wood Green High Rd.

The Council will seek to secure a new Crossrail station entrance on Wood Green High Rd to the north of Turnpike Lane station, with linked development providing new premises for retailers, and a set of laneways for a range of town centre uses. New homes above will ensure that the area feels busy all through the day and during the evening, and will help local businesses to thrive.

Tall buildings clusters

Wood Green is a suitable location for taller buildings, which will mark the area as a location for people to visit, invest in, and navigate around. High rise buildings may be appropriate in limited and specific locations, marking either end of the town centre and a new connection towards Alexandra Palace. As part of more detailed design work for such buildings, each potential taller building will need to be assessed for any potential townscape and views impact.

Taller buildings may reach up to 25 storeys, but will need to demonstrate exceptional design quality. Their locations have been carefully considered through the Urban Characterisation Study to ensure views from, and importantly, to Alexandra Palace and St. Michael's Church are protected. There are 4 proposed taller building locations which can form a network of taller buildings:

- At Turnpike Lane, marking the new Crossrail station and the southern end of the shopping precinct;
- At Wood Green underground station, on the site of the existing River Park House, marking the Piccadilly Line station and the northern end of the shopping precinct;
- At the site of Wood Green Library, signalling the connection between Wood Green and its western heartland, a new urban realm and entertainment location;
- At Penstock foot tunnel, signalling the connection between Haringey Wood Green and Alexandra Palace park.



New Green Chain

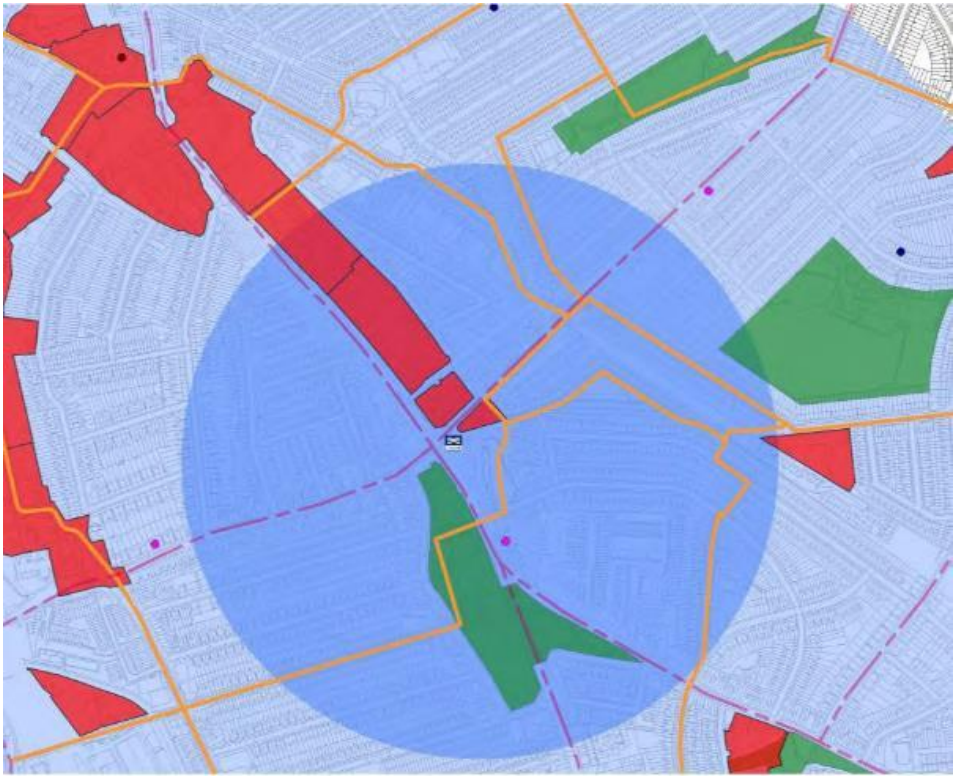
There is the opportunity to make a green chain linking Wood Green Common to the old rail line between Cumberland/Wolseley and Bradley/Barrett Rds, and Trinity Gardens.



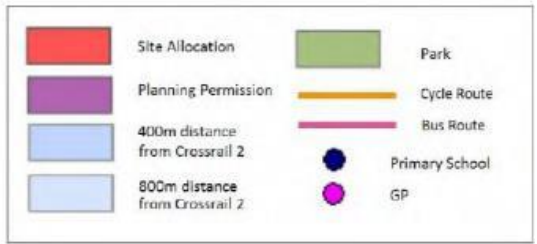
Alexandra Palace

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

Turnpike Lane Station area



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The Spur for development– Crossrail 2

In the longer term, there will be significant value uplift in this area stemming from the improved accessibility Crossrail stands to create in the area. There is an expectation that this will create development opportunities in close proximity to the station. If a new station access can be provided to the north of Turnpike Lane station on Wood Green High Rd, this will act as a powerful catalyst to create mixed use development creating new homes, jobs, and an enhanced town centre experience further up the High Rd.

Based on the funding methods of Crossrail 1, there may be a requirement for developments in close proximity to new stations to make a financial contribution towards the development of Crossrail. Funding mechanisms for Crossrail 2 have not been agreed at the time of this consultation, so concentric rings of 250m, 400m (a five minute walk), and 800m (a ten minute walk) around Crossrail stations have been provided for indicative purposes.

In the short term, safeguarding for the construction of Crossrail will be required, and these will be introduced into the plan as they become known.

Impact on Wood Green Town Centre

The addition of Crossrail at Turnpike Lane is likely to mean that the core retail area migrates towards Turnpike Lane station. The existing buildings on the east side of the High Rd are considered to be architecturally unexceptional, and may over time be able to accommodate a new station entrance. This combination of factors offers an exciting opportunity to renew the High Street at this location, providing new premises for retail, leisure and employment opportunities, and new homes above.

Development opportunities at Turnpike Lane

The eastern side of the Turnpike Lane end of Wood Green High Rd is personified by low height, large floorplate retail units. While viable and performing its existing use, this typology of building is not consistent with the excellent public transport accessibility of the area. The introduction of Crossrail 2 into the Turnpike Lane area may well be the spur for significant change as a result of value uplift linked to increased accessibility.

Turnpike Lane has the potential to serve a wide area, particularly to the north and east, where there are lower levels of public transport access. By 2030 it will serve as a tube, Crossrail, and bus transfer station. The Council would like to add to this service by linking in cycle routes and providing a secure cycle parking location in close proximity to Turnpike Lane station. These routes will also help to link the borough's green spaces through the emerging Green Grid network.

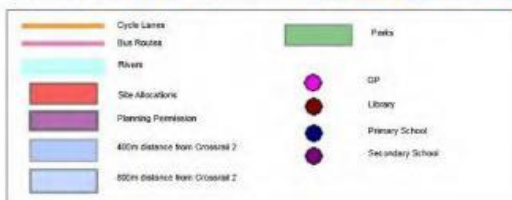
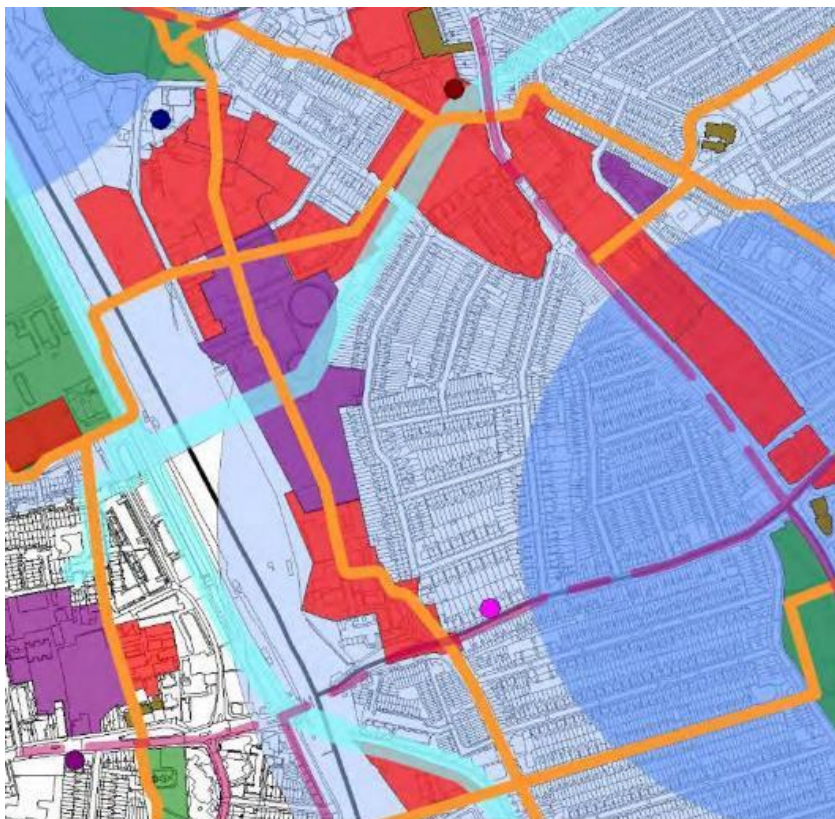
In addition to linking to the east, Duckett's Common should be enhanced as a valuable open space adjacent to the new station.

The western heartland area

Policy Context

The area formerly identified as Haringey Heartlands is proposed to be folded into Wood Green in the emerging revisions to the Strategic Policies DPD. For the purposes of this document, the area will be termed the western heartland of the overall Wood Green Growth Area.

To bring back into use underused brownfield land and maximise capacity for housing and employment growth, including 3,00 new homes, and 2,000 new jobs.



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Cultural Quarter

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

Connectivity

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

At the moment Hornsey Park Road carries much of the traffic from Wightman Rd going north/south to and from central London. Mary Neuner Way should be able to carry all of the traffic associated with the new development of this area, as well as some traffic currently using Hornsey Park Rd, and a restructuring of the junction amendments at the junction with Turnpike Lane will facilitate this.

Clarendon Square

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

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

Buildings in this area are permitted up to 9 storeys. It may be possible to add a taller buildings cluster at the junction of Western and Coburg Roads to mark the entrance to Wood Green from Alexandra Palace Park and the west of the borough.

SA 10: LBH Civic Centre

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Haringey Civic Centre, High Rd, Wood Green, N22 | | |
| Site Size (Ha) | 1.1 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Civic Centre, Offices, Traveller site | | |
| Ownership | LBH | | |
| How site was identified | Existing 2006 UDP SSP | | |

Proposed Site

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



Site

- The Civic Centre building is locally listed, and careful consideration regarding its retention and potential enhancement should be given through any redevelopment. There is potential to develop the currently underused land to the rear of the Civic Centre.
- The building at 247 High Rd should also be retained, with the southern and eastern facades visible.
- The public realm to the front of the site will be improved to enhance the Trinity Gardens Conservation Area.
- The height limit for this site will be 6 storeys.
- The need to retain the traveller pitches adjacent to the site will be considered within the context of any development on this site.
- The site lies within the Trinity Gardens Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- The setting of St. Michael's Church should be preserved, in particular views from the High street to the south, Trinity Gardens to the west, and to the east from Crescent Gardens.
- Access to the site by car should be from Trinity Road. Height of development along Trinity Road will be limited to 4 storeys to complement the residences opposite. 5 storeys will be acceptable marking the corner of the High Road.
- The current offices could be converted to residences, with the car parking and open space to the rear of the site will provide opportunities for new residential blocks.
- The existing façade along the High Road will be preserved, including the urban realm between the building and the street.
- There is potential for development between the Church and the Travellers site on Bounds Green Road, but this must be sympathetic to both uses. Additionally development of this block must preserve the viewing corridor from Trinity Gardens Park to St. Michael's church.
- A new residential block is expected behind the Civic Centre, up to 6 storeys in height, and built in a style that complements the modernist Civic Centre (should it be retained), and is sympathetic to the adjacent travellers site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 11: Green Ridings

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Green Ridings House, Wood Green High Rd, N22 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Offices (former telephone exchange) | | |
| Ownership | Private freehold | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

Redevelopment of existing Telephone exchange and offices for residential led mixed use development with some employment use.



Site

- No buildings should be retained, but the open space to the front of the building should be retained.
- The maximum height on this site will be 6 storeys.
- The corner of Watsons Rd and Wood Green High Rd should have an active employment use, with the remainder of the site being residential.
- A financial compensation for the net loss of employment floorspace will be expected in line with SP9, and the Planning Obligations SPD.
- All development should contribute to the Trinity Gardens Conservation Area.

Development Guidelines

- Development should generally be 4-5 storeys along Watsons Rd, with the potential for 6 storeys opposite the higher elements of the Wood Green Bus Garage site.
- Building line should address the street frontage on to Watsons Road.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site can complete the green chain from Wood Green Common through to Trinity Gardens.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Planning Obligations will be sought to improve the public space fronting the site, and enhance its ecological credentials.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The issue of rat running through Watsons Rd and Ringslade Rd will be considered as part of this application.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site

SA 12: Wood Green Bus

| | | | |
|--------------------------------|-------------------------------------|--------------------|---------------------|
| Address | Wood Green bus garage, High Rd, N22 | | |
| Site Size (Ha) | 1.3 | PTAL Rating | 6 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Bus Garage | | |
| Ownership | Arriva | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

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



Site

- Development should be masterplanned with the Wood Green Bus Garage site.
- Comprehensive redevelopment of the bus station will not commence unless adequate temporary re-provision of the bus stabling and maintenance, has been secured.
- No buildings need to be retained.
- This site should be considered together with site WG4, and a finer-grain street layout should be created, including a new north-south, and east-west links, and a proposed green chain linking Wood Green Common and Trinity Gardens.
- New uses will include secondary town centre uses facing Wood Green High Rd on the ground and first floor level, and residential above and behind.
- Open space will be created on this site through the connection of a green chain linking Wood Green Common through this site, the Station Rd Offices site, and the Green Ridings House site to the chain of green spaces in the Trinity Gardens area.
- A new urban square will be created on the podium above the bus stabling.
- Height will be limited to 10 storeys maximum on this part of the site.

Development Guidelines

- The site sits on a slope rising from south to north. While development at Ringslade Rd will be at grade, there may well be an opportunity for undercutting towards River Park Road, providing the opportunity to stable busses at lower ground level. This could ultimately lead to buses entering the site from Station Rd, with a decking providing the ground level for development above.
- Heights should vary between 4 and 10 storeys, building up to the tower on the south east corner of Station Rd & Wood Green High Rd, but respecting other developments to the north, and across Wood Green High Rd.
- Heights will be restricted next to the properties on Ringslade Road. This will be achieved through the introduction of mews-style development between the new green link, and these residential properties.
- Mews style development should provide a sensitive interface to the rear of the properties on Ringslade Road.
- New north-south, and east-west pedestrian connections linking Station Rd, Wood Green High Rd, and Watsons Rd will frame the new urban square, ensuring permeability in multiple directions.
- Parking should be minimised on this site due to the excellent local public transport connections.
- New private courtyards will be created as part of the developments fronting onto Wood Green High Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The issue of rat running through Watsons Rd and Ringslade Rd will be considered as part of this application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 13: Station Rd

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | 225 Wood Green High Rd, 10-48 Station Rd, 40 Cumberland Rd, Wood Green, N22 | | |
| Site Size (Ha) | 0.9 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Predominantly B1a office use | | |
| Ownership | Mix of public & private freeholds | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

Redevelopment of existing office buildings to create new residential led mixed use development, and new road layout.



Site

- Development should be masterplanned with the Wood Green Bus Garage site.
- There will be town centre uses, potentially including an element of employment, on the ground and first floor of all frontages to Wood Green high Rd and Station Rd. Above this, residential will be acceptable.
- A finer-grain street layout should be created, including a new north-south, and east-west pedestrian links.
- No buildings need to be retained.
- Heights up to 25 storeys may be acceptable at the junction of Station Rd and Wood Green High Rd, but should be reduced to generally 6-10 storey elsewhere.
- Open space will be created on this site through the connection of a green chain linking Wood green Common through this site, the Wood Green Bus Garage site, and the Green Ridings House site to the chain of green spaces in the Trinity Gardens area.
- The requirements for optimising provision for bus stabling may impact on this site. Provision of access to an underground bus garage with access from Station Rd may be considered.

Development Guidelines

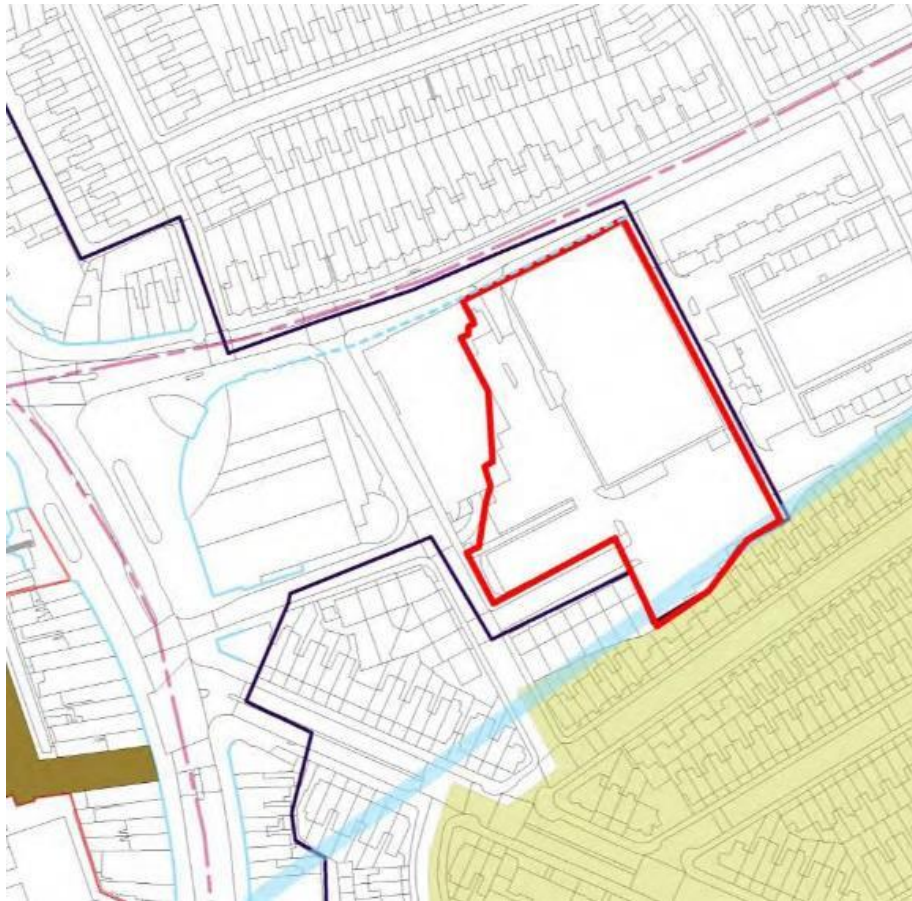
- Heights of 6-10 storeys will be permissible across the site, although they will be limited in close proximity to the properties on Ringslade Rd.
- A tower will be permissible on the corner of Wood Green High Rd and Station Rd. This should be as an exemplar design, and will mark the location of Wood Green underground station.
- New private courtyards should be considered as part of the developments fronting onto Station Road and Wood Green High Rd.
- New north-south, and east-west pedestrian connections linking Station Rd, Wood Green High Rd, and Watsons Rd will be created. This will be separate to the potential bus entrance.
- Secondary town centre frontages should be considered on the new north-south and east-west pedestrian routes.
- Parking should be minimised on this site due to the excellent local public transport connections.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 14: Mecca

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Mecca Bingo, Lordship Lane, Wood Green N22 | | |
| Site Size (Ha) | 0.8 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Bingo Hall | | |
| Ownership | Private freehold | | |
| How site was identified | 2013 GLA SHLAA | | |

Proposed Site Allocation

Redevelopment of Bingo Hall for secondary town centre uses with residential above.



Site

- No buildings need to be retained.
- Development up to 6 storeys is permissible on this site.
- The alignment of Wellesley Rd will be extended, with townhouses provided on the southern side of the road.
- The ground floor uses fronting Lordship Lane will be secondary town centre uses.
- The Moselle runs in a culvert along the south edge of the site, and investigations around its suitability for future use, and potential deculverting should be facilitated through any development.

Development Guidelines

- 6 storeys is acceptable at the northern part of the site, while the south of the site should be respectful of the existing properties on Moselle Avenue.
- Development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- There is no requirement for A1 retail use on the site, but a range of town centre uses will be considered at ground floor level.
- The building line along the southern edge of Wellesley Rd should be continued.
- There is potential for a 4/5 storey apartment building on the northern side of Wellesley Rd fronting onto Redvers Rd subject to demonstrating no adverse impact on the adjacent residential properties.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of poor local air quality should be made on this site.

SA 15: Morrison's Wood

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Morrison's, Wood Green High Rd, N22 | | |
| Site Size (Ha) | 1.0 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Supermarket, shopping mall, surface and multi-storey car parking | | |
| Ownership | Single private freehold | | |
| How site was identified | Review of Wood Green opportunities for development in light of Crossrail 2. | | |

Proposed Site Allocation

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



Site

- No buildings in the site need to be retained, but, The Gaumont Cinema to the south of the site is Grade II* Listed, and the terraces adjacent on the High Road (nos. 1-19 incl. The Broadway) make a vital contribution to the setting of the Listed Building and should be enhanced through redevelopment of the High Rd frontage.
- Heights will be limited to 8 storeys on this site.
- The adjacent Wood Green Library site will provide a new urban open space, which this site will create a new pedestrian link into, creating a circuit within the Centre.
- Ground floor town centre uses will be required. Primary frontage will be retained on Wood Green High Rd, while secondary/ active frontages should be provided on all other frontages.. Upper floors will be residential.

Development Guidelines

- In general buildings within the 3-6 storey height limit would be considered acceptable, particularly along the High Road frontage.
- Heights should be restricted facing existing the houses on Parkland and Caxton Roads should be no more that 4 storeys in height.
- The building line along the High Road frontage should follow the building line of The Goose public house and the remainder of The Broadway terrace.
- Development heights should build up to the former cinema; which can be treated as a boundary wall and as a marker of maximum height for this site.
- A new pedestrian route should be created through the site, from Station Rd to the new open space within the Wood Green Library site.
- Existing semi-mature trees along the western and north-western boundary should be retained and protected in the development.
- The Gaumont Cinema to the southeast of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality should be made on this site.

SA 16: Wood Green

| | | | |
|--------------------------------|--|------------------|---------------------|
| Address | Wood Green Library and Shopping Centre, Wood Green High Rd; Asian Centre, Caxton Rd, Wood Green, N22 | | |
| Site Size (Ha) | 1.4 | PTAL | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Library, shopping centre, Asian Centre | | |
| Ownership | Mix of public and private freeholds and leases | | |
| How site was identified | GLA SHLAA 2013, Existing UDP 2006 SSP | | |

Proposed Site Allocation

Redevelopment of the library, shopping centre, and Asian Centre to create a new urban square with pedestrian and cycling link through to Clarendon Square, enhanced town centre uses, a new library, and residential development.



Site

- No buildings need to be retained, but an enhanced library use will be provided as part of the new development.
- A new urban square will be created, with primary town centre uses addressing the urban realm.
- A new connection through the site will be created establishing a clear, visible, link from Wood Green High Road, through the new urban square, to Wood Green's western heartland.
- Height will generally be limited to 8 storeys, with a landmark tower of up to 15 storeys permissible on this site.
- First and ground floor uses will be town centre uses (including the new library), with residential above.

Development Guidelines

- The new urban square, including an entrance to a new library facility will serve as the new civic heart of Wood Green.
- Height should be restricted on parts of the site directly opposite residential buildings on Caxton and Mayes Rds to respect their amenity.
- A 15 storey building may be achievable here to mark the library site and act as a wayfinding point at the intersection of other tall building clusters at Wood Green Station, Turnpike Lane Station, and Penstock foot tunnel.
- This site will provide a key east west pedestrian and cycling connection linking the east and the west of the borough by linking into the wider cycle network.
- The Moselle river runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored. It may be possible that a deculverted river could be a focal point for the new urban square.
- In addition to the main east-west route through the site, a pedestrian loop towards Station Rd should be facilitated through the Morrison's site.
- The Gaumont Cinema to the north of the site has listed status, and has an excellent interior, but the use as a boundary wall will be permitted so long as the historic fabric is not affected.
- The Mall can also be used as a boundary wall to the south eastern edge of the site, creating a development parcel south of the new east-west route.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The potential for the excellent views of Alexandra Palace should be explored, including the provision of a "sky café/restaurant".
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of poor local air quality and noise pollution should be made on this site.

SA 17: The

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | The Mall, Wood Green High Rd, N22 | | |
| Site Size (Ha) | 4.0 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Shopping centre with multi-storey car parking, and houses on top. | | |
| Ownership | Single private freehold | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

Improvements to the public realm around this site building on the current town centre improvements on and around the site to improve the feel of Wood Green as a centre.



Site

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

Development Guidelines

- Greater open space for circulation should be created in order to make the "middle" section of the High Rd a more pleasant place to visit.
- The Moselle river runs in a culvert under the north eastern corner of this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe.
- Removal of the existing footbridge could be considered in the longer term.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality should be made on this site.

SA 18: Bury Rd Car Park

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Bury Road Car Park, Bury Rd, Wood Green, N22 | | |
| Site Size (Ha) | 1.1 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Multi-storey car parking, with large floorplate retail at ground floor level, and residential on top. | | |
| Ownership | Single public freehold | | |
| How site was identified | Crossrail 2 preferred alignment | | |

Proposed Site Allocation

Comprehensive redevelopment including fine-graining of road layout for mixed residential-led mixed use development, and a potential new Crossrail 2 station entrance onto Wood Green High Rd.



Site

- Buildings fronting the High Rd at this point are of significant conservation value, particularly the Cheapside Arcade, and will be retained. Any demolitions should ensure that the existing High Rd frontage buildings are unaffected, or the setting of the High Rd is improved.
- Height should be limited to 6 storeys on this site.
- Dovetail Avenue should be extended through to Bury Rd as a pedestrian route to enhance permeability.
- The opening up of new secondary town centre frontages should be created along Lymington and Dovecote Avenues. These should be A3-focussed to create an enhanced evening offer within Wood Green.
- Ground and first floor primary town centre uses will continue to be supported on the High Rd frontage.
- The scope to accommodate a new Crossrail station entrance on the High Rd as part of this development will be explored.

Development Guidelines

- Development should complement the buildings in the Noel Park Estate Conservation Area to the north of the site across Bury Rd. Heights should be restricted to 4 storeys along this interface, and have entrances that present onto the street.
- Existing social housing will need to be reprovided on this site or another local site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The new secondary frontages on Lymington and Dovecote Avenues should provide complementary uses to the primarily retail offer on Wood Green High Rd. These should be pedestrianised spaces.
- The feasibility of opening up the old arcade building in the Cheapside parade to create an additional set of secondary frontage should be considered.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of poor local air quality and noise pollution should be made on this site.

SA 19: 16-54 Wood Green High

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | 16-54 Wood Green High Rd, N22 | | |
| Site Size (Ha) | 1.4 | PTAL Rating | 6a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Ground and some first floor town centre uses with mix of uses including residential above. | | |
| Ownership | Mix of public and private freehold and leasehold interests. | | |
| How site was identified | Crossrail 2 preferred alignment | | |

Proposed Site Allocation

Comprehensive redevelopment of current High Rd frontage for mixed use development consisting of town centre uses at ground and 1st floor level, with residential above, and a potential new Crossrail 2 station entrance onto Wood Green High Rd.



Site

- No buildings need to be retained.
- Ground and first floor town centre will be required uses on the High Rd frontage
- Height will be limited to 6 storeys facing the High Rd, with the possible exception for the site adjoining the tower on the Whymark/Westbourne Rd site.
- Secondary frontages will be supported on suitable future east-west laneways off the High Rd.
- The standard of architecture and urban realm on the High Rd frontage should be of the highest order.
- Building lines should be set back at ground floor level to increase space for circulation along Wood Green High Rd, and provide some shelter.
- A Crossrail station entrance on the High Rd as part of this development will be supported.

Development Guidelines

- Heights should be consistent across the site, but rear facing uses should be sympathetic to the residential properties on the east side of Bury Rd.
- Private open space will be provided in internal communal courtyards, private balconies and roof gardens.
- Parking should be minimised on this site due to the excellent local public transport connections.
- The Victorian shopping parade immediately north of the site on Wood Green High Rd should be retained, and enhanced by this site's development.
- This site will in all probability come forward in phases due to the differences in ownership. Landowners will need to demonstrate how their schemes affect neighbouring properties, including their future redevelopment as part of their proposed design.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 20: Westbury & Whymark

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Land between Westbury Avenue, Whymark Avenue, and the High Rd, Wood Green, N22 | | |
| Site Size (Ha) | 0.4 | PTAL Rating | 6b |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Predominantly residential | | |
| Ownership | Multiple private freeholds and leaseholds | | |
| How site was identified | Crossrail 2 preferred alignment | | |

Proposed Site Allocation

Redevelopment of existing town centre buildings to create a landmark building marking Turnpike Lane Crossrail Station, with town centre uses and residential above.



Site

- No buildings need to be retained.
- Ground and first floor town centre uses will be expected on Wood Green High Road. Ground floor town centre uses will also be expected on the north side of Westbourne Avenue. Development will accommodate the fulcrum of the Turnpike Lane tall buildings cluster facing the High Road opposite Turnpike Lane station.
- Development of a slim tower of up to 15 storeys could be achievable here.
- Building should be set back at ground floor level to increase space for circulation along Wood Green High Rd, while also providing active frontages.
- The urban realm in front of this site should be representative of the site's gateway location from Turnpike Lane Tube to Wood Green centre.

Development Guidelines

- Height should fall away from its peak at the frontage to Wood Green High Road along Whymark Avenue. The datum of development at the eastern end should be limited to 6 storeys.
- The frontage to the High Road needs to create a high quality active frontage. The opportunity for additional town centre uses at first floor level should also be exploited.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Opportunity to enable an improvement to the cycle network between Wood Green and the south/west at the junction of the Sandlings and Whymark Avenue should be considered. There may be an opportunity to improve the existing small open space at the junction of the Sandlings and Whymark Avenue.
- The urban realm around Turnpike Lane station should be of a high quality, and new development should enable this as it occupies a key gateway location into Wood Green.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted as part of any planning application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 21: Turnpike Lane

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Triangular piece of land between Westbury Avenue, Langham Rd, Turnpike Lane, N22 | | |
| Site Size (Ha) | 0.2 | PTAL Rating | 6b |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Mixture of A1, A2, A5, and D1 uses, with some residential above. | | |
| Ownership | Mixture of private freeholds and leaseholds | | |
| How site was identified | Crossrail 2 preferred alignment | | |

Proposed Site Allocation

Opportunity for a landmark building with a mix of town centre and residential uses adjacent to Turnpike Lane tube station.



Site

- None of the buildings on this site need to be retained.
- Town centre uses will be located at ground and 1st floor level, with residential uses above.
- Height will be limited to 11 storeys at the prow of the site as part of the Turnpike Lane station tall buildings cluster.
- The ground floor of the Westbury Avenue frontage of the building could be a suitable location for a secure cycle storage facility linked to Turnpike Lane station.

Development Guidelines

- Site should be no more than 4 storeys at the interface with the residential buildings to the east on Langham Rd and Westbury Avenue.
- Design of the site should be sympathetic to the Grade II listed Turnpike Lane station buildings across Langham Rd.
- Creation of new high quality urban realm between the new building and Turnpike Lane station.
- Site could contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Rd through the bus station, and Duckett's Common towards Hornsey and the West of the borough.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, tall building up to 11 storeys with a sleek appearance will be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The Piccadilly line runs in a shallow tunnel through this area, and TfL should be consulted prior to any development proceeding.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site

SA 22: North of Hornsey Rail

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Land between the New River, the Great Northern Rail Line, and Hampden Road, Harringay N8 | | |
| Site Size (Ha) | 0.7 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Range of B1/B2 and Sui Generis commercial uses | | |
| Ownership | Multiple private freeholds | | |
| How site was identified | Existing pre-application site | | |

Proposed Site Allocation

Residential enabling development securing improved pedestrian and cycling link to Hornsey rail station and the west of the borough, and improvements to the New River Path.



Site

- No buildings need to be retained.
- Enhancement of the New River path should be provided as part of the development.
- A maximum height of 10 storeys may be permissible on the west of the site adjoining the rail line. Densities above the current London Plan density guideline will be permissible to enable an improved connection to Hornsey station.
- Residential development will be acceptable on this site.
- Development should be used as an enabler to improve access to the bridge over the rail line between the site and Hornsey station. This will involve improvements to Hampden Road and consideration of replacement of the existing steps to the bridge over the rail line with an accessible ramp.
- Development should enhance the currently poor quality ecological corridor on this site.
- In line with policy SP9, if the redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.

Development Guidelines

- Heights will be limited to 10 storeys on the sections of the site adjacent to the rail line and Hampden Road. 6 stories is more suitable facing the New River, with the amenity of residential properties on the northern bank respected.
- The pedestrian bridge over the rail line should be improved to create improved access across the railway line, including if feasible, by bicycle.
- Buildings along Hampden Road should create an appropriate street frontage, providing passive surveillance for users of Hornsey station.
- Development should create improved and clearer access to the New River along the northern edge of the site.
- Opportunities to enhance the New River Path should be explored on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- Although this site is currently part of an ecological corridor, the current uses do not positively contribute to the aims of this designation. Any future uses should ensure that they enhance the overall biodiversity value of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of local noise pollution will be required on this site.

SA 23: Wood Green Cultural Quarter (north)

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Haringey job centre, Mayes Rd; and Guillemot Place, Clarendon Rd, Wood Green, N22 | | |
| Site Size (Ha) | 0.5 | PTAL Rating | 5 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Job centre, Self storage | | |
| Ownership | Mix of public and private ownership | | |
| How site was identified | GLA SHLAA 2013, Existing Cultural Quarter and SSP designation | | |

Proposed Site Allocation

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



Site

- The Wood Green job centre, and Guillemot Place are of limited architectural quality, and will be permitted for redevelopment.
- An extension of Clarendon Road, from its current cul-de-sac, through the site, to link with Wood Green Common will be created.
- Heights should be limited to 8 storeys on this site.
- In collaboration with other local sites, an enhanced public realm will be created at the south of this site, which will act as the focal point of the Cultural Quarter around Clarendon Road. Active frontages to both sides of Clarendon Road will be required, to contribute to this vision.
- Uses on the ground floor of this site should be employment generating.
- There will be a target of 33% employment floorspace for this site.
- Uses that positively support the enhancement of the cultural quarter will be expected as part of this redevelopment.
- Development should follow the principles set out in any future Council-approved masterplan for the area.
- Capped commercial rents will be expected in this area in line with draft Development Management policies.

Development Guidelines

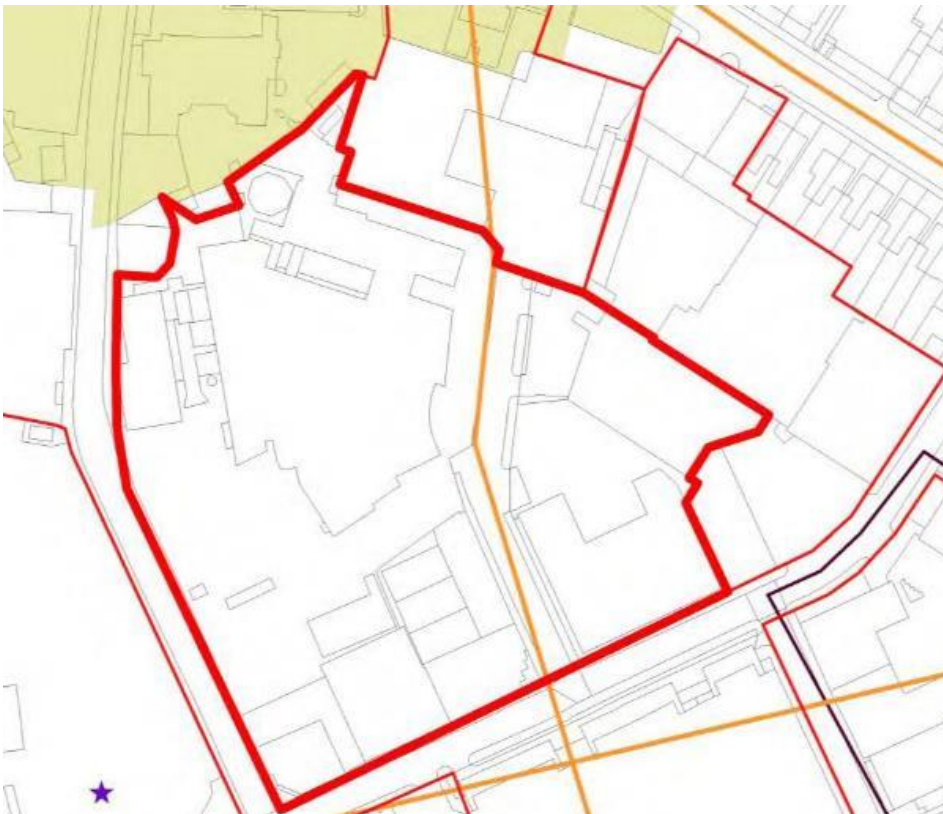
- Clarendon Road will be extended as a pedestrian and cycling link through Guillemot Place and the Job Centre site to connect the Cultural Quarter to Wood Green common, and Alexandra Palace rail station.
- The confluence of Mayes Rd, Clarendon Rd, and Western Rd will need to be carefully managed to ensure that a safe and efficient junction is created.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site

SA 24: Wood Green Cultural Quarter (south)

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Chocolate Factory, 1-3 Clarendon Rd, Mallard Place, Olympia Business Estate and John Raphael House, Wood Green N22 | | |
| Site Size (Ha) | 2 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Existing Cultural Quarter | | |
| Ownership | Mix of private freeholds | | |
| How site was identified | Call for Sites 2013 | | |

Proposed Site Allocation

Enhancement of the Wood Green cultural quarter through improvements to Chocolate Factory and Parma House, and the surrounding land. Comprehensive redevelopment of the remaining sites for mixed use (employment and residential) development.



Site

- The original Chocolate Factory building will be retained.
- Heights should be limited to 8 storeys on this site.
- Parma House, the Mountview academy building, the buildings fronting Coburg Road east of Clarendon Rd, and the extension to the Chocolate Factory will all be permitted for demolition, subject to alternative premises for viable uses to being retained and/or reprovided.
- The Mountview Academy will only be permitted to be demolished once alternative premises have been found.
- There should be a minimum of 50% employment floorspace across this site. Uses that positively support the enhancement of the cultural quarter will be expected as part of any redevelopment.
- A public realm will be created that will act as the focal point for the Cultural Quarter in this the site around Clarendon Road.
- Active frontages to both sides of Clarendon Road will be required, which contribute to the cultural output of the area.
- Development should follow the principles set out in any future Council-approved masterplan.
- Clarendon Rd will be enhanced and provide a north-south pedestrian and cycling connection through the site.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- A new building on the corner of Coburg and Western Rds should form part of the Coburg/Western Rds tall building cluster, reflecting the allocated tower across Western Rd to the west.
- Clarendon Road will be extended through Guillemot Place to connect Wood Green Cultural Quarter to Wood Green Common, and Alexandra Palace Station.
- A new active frontage to Western Rd should be created.
- Coburg Rd may become part a predominantly cycle & pedestrian route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into the Penstock Tunnel should be secured through development on this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 25: Wood Green Cultural Quarter

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | 105-107, and land rear of 83-103 Mayes Rd; and 2 Coburg Rd, Wood Green, N22 | | |
| Site Size (Ha) | 0.7 | PTAL Rating | 5 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Commercial uses | | |
| Ownership | Multiple private freeholds and leaseholds | | |
| How site was identified | Heartlands Development Framework | | |

Proposed Site Allocation

Redevelopment of existing buildings to create mixed use development.



Site

- The Chocolate Factory 2 building on Coburg Road should be retained, and secondary town centre uses protected.
- Heights should be limited to 8 storeys on this site.
- A new connection linking Clarendon Rd and Coburg Road should be established, including access for businesses.
- Uses on the ground floor of this site should be employment generating, There will be a target of 33% employment floorspace for this site.
- Development should follow the principles set out in any future Council-approved masterplan
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

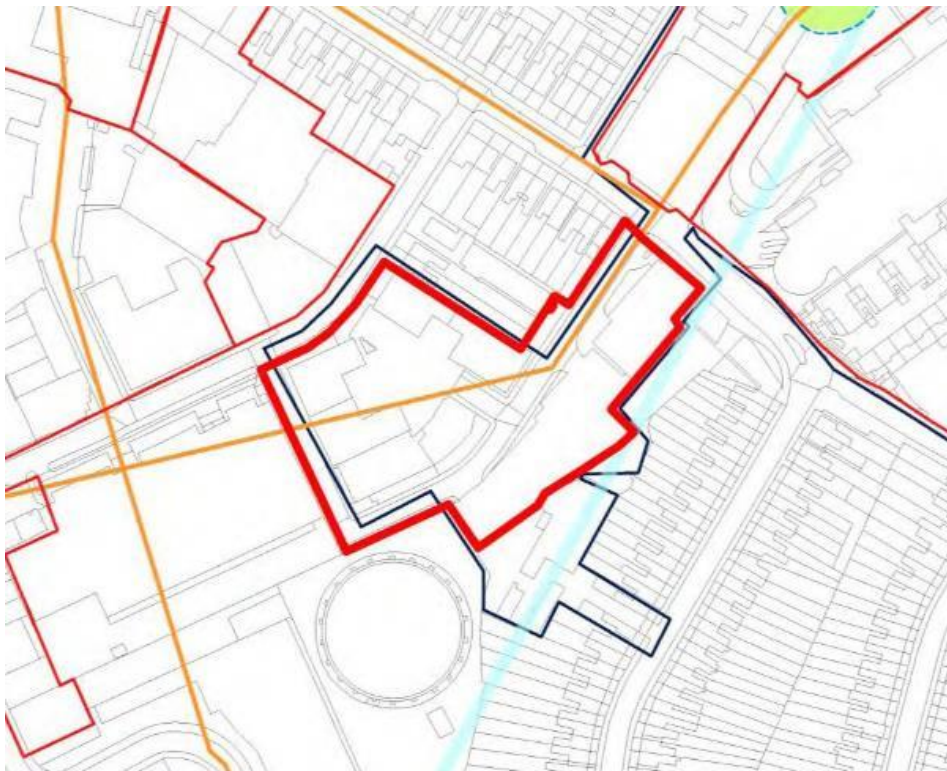
- Heights should be reduced to 3 storeys to the north east of the site to minimize the effect on residential properties on Mayes Rd.
- Mixing of uses may be provided block-by-block, or be vertically stacked.
- New pedestrian links from Coburg Rd to the extended Clarendon Rd should be created through this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site

SA 26: Clarendon Square Gateway

| | | | |
|--------------------------------|--|------------------|---------------------|
| Address | Iceland and land behind and Bittern Place, Brook Rd, Wood Green, N22 | | |
| Site Size (Ha) | 1.1 | PTAL | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Iceland supermarket, vacant land, industrial estate | | |
| Ownership | Mix of public and private freeholds | | |
| How site was identified | Heartlands Development Framework | | |

Proposed Site Allocation

Creation of a new link between Wood Green and Clarendon Square. Mixed use re-development of existing buildings to create a legible streetscape along this link.



Site

- No buildings are required to be retained.
- A new high quality “avenue” connection linking Wood Green and Clarendon Square will be produced through the entire length of the site.
- Height should be limited to 7 storeys.
- Uses on the ground floor of this site should be employment generating, either B1a or B1c. There will be a target of 33% employment floorspace for this site.
- The frontages to the new east-west route should be active onto the street.
- The east-west linkage should be as straight as possible between Wood Green High Rd and Clarendon Square.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- Height will be restricted where they back onto the residential properties on Hornsey Park Rd to respect their residential amenity.
- New development along the new east-west route should frame the space creating a sense of space as users navigate along its length.
- The Moselle river runs in a culvert under this site, and has been identified as being in a potentially poor condition. Any development in this area should ensure that as a minimum the culvert is made safe, and ideally the potential for the Moselle to be deculverted is explored.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 27: Clarendon Rd

| | | | |
|--------------------------------|--|------------------|---------------------|
| Address | 27-33 & 9-70 Clarendon Rd, Wood Green, N22 | | |
| Site Size (Ha) | 2.2 | PTAL | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | West Indian Cultural Centre, commercial premises | | |
| Ownership | Mix of public and private freeholds and leaseholds | | |
| How site was identified | Heartlands development framework | | |

Proposed Site Allocation

Realign Clarendon Rd and create mixed use development to complement the Clarendon Square development.



Site

- No buildings need to be retained.
- The height limit on this site will be 8 storeys.
- Clarendon Road will be realigned to provide a straight alignment into White-man Rd across Turnpike Lane.
- Uses on the ground floor of this site should be employment generating, either B1a or B1c. There will be a target of 33% employment floorspace for this site.
- Alternative re-provision of the West Indian Cultural Centre will need to be agreed before development can proceed.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- Heights should be restricted to 4 storeys where they adjoin the properties on Hornsey Park Road.
- 7-8 storeys will be acceptable on the west side of Clarendon Rd.
- The straightening of Clarendon Road, and improvement of the Turnpike Lane/ Wightman Rd/ Hornsey Park Road junction will direct traffic going north along Clarendon Road in preference to Hornsey Park Road.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site

SA 28: NW of Clarendon

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | 70-89 Clarendon Rd & 57-77 Coburg Rd, Wood Green N22 | | |
| Site Size (Ha) | 0.3 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Commercial uses | | |
| Ownership | Multiple private freeholds and leaseholds | | |
| How site was identified | Heartlands Development Framework | | |

Proposed Site Allocation

Redevelopment of existing buildings with new high density mixed use residential and employment development.



Site

- No buildings need to be retained.
- The height limit for this site will be 12 storeys.
- Uses on the ground floor of this site should be employment generating, either B1a or B1c. There will be a target of 50% employment floorspace on this site.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- A new building on the corner of Coburg and Western Rds should form part of the Coburg/Western Rds tall building cluster, reflecting the allocated tower across Western Rd to the west.
- A new active frontage to Western and Coburg Rds should be created.
- Coburg Rd will become part of the Haringey Green Grid linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into an enhanced Penstock Tunnel should be secured through development on this site.
- Height should generally be 10 storeys, rising to 12 at the corner of Western & Coburg Rds.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 29: L/a Coronation

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Land adjoining Western Rd, the Penstock foot tunnel, and the Great Northern Rail line, Wood Green N22 | | |
| Site Size (Ha) | 0.9 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Vacant land | | |
| Ownership | Single public ownership | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

Creation of a mixed use development, including a landmark building marking the entrance to Wood Green from Alexandra Palace and the west of the borough.



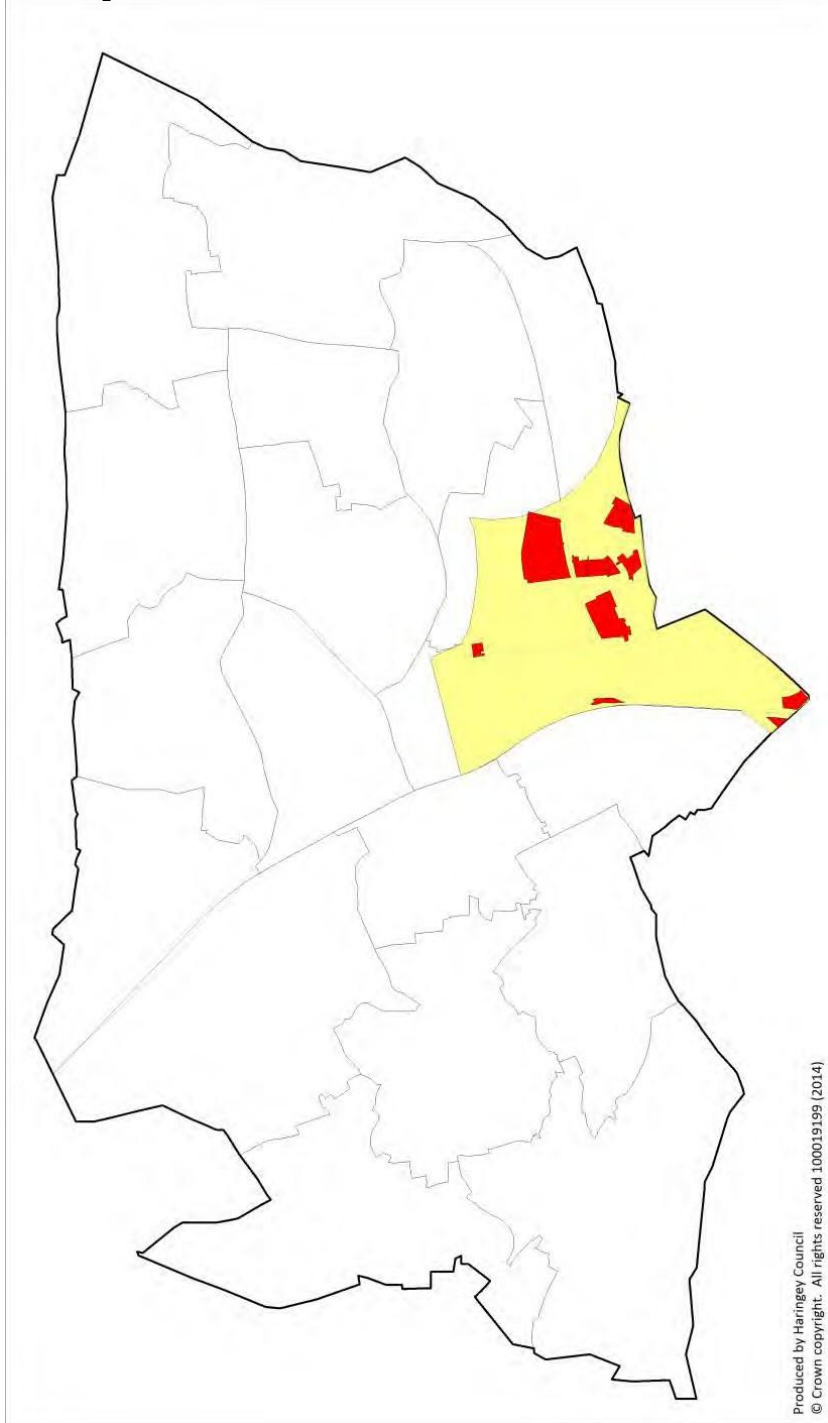
Site

- The height limit for this site will be 12 storeys.
- Uses on the ground floor of this site should be employment generating, either B1a or B1c. Residential will be permissible above.
- The urban realm into and within the Penstock foot tunnel will be improved by securing a planning obligation on this site.

Development Guidelines

- A new building on the corner of Coburg and the Penstock path should form part of the Coburg/Western Rds tall building cluster, complementing the development across Western Rd to the west.
- A new frontage to Coburg Rd should be created.
- Coburg Rd will become part of the Haringey Green Grid linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Rd into Coburg Rd should be secured through development on this site.
- Height should generally be 6 storeys, rising to 12 at the corner of Western & Coburg Rds.
- The site is currently part of an underperforming north-south ecological corridor running along the rail line. While accepting that the quantum of corridor in this area will be reduced, the impact of development will need to be identified and mitigated to ensure that the function of the corridor is protected through the development. At present the land is not considered to be positively contributing to the principles of the corridor, and any future development should ensure a positive contribution to the corridor is produced.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The impact of Hornsey Depot operating in close proximity to this site should be considered as part of any application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Sites in the South of the



Introduction to the area

The south of the borough in this document is formed of the Harringay area (including the Harringay ladder, St. Ann's ward, and the areas associated with Green Lanes District Centre, including the western portion of Seven Sisters Ward), and Finsbury Park.

This area is experiencing significant pressure for housing and consequential price growth, and significant regeneration schemes are coming forward in the vicinity in the form of City North at Finsbury Park, and Woodberry Down.

Green Lanes is a thriving district centre with a London-wide reputation for Turkish & Kurdish restaurants, cafes, and greengrocers. It has recently received TfL funding to improve the local urban realm, and Outer London Funding to enhance the shop-fronts on Green Lanes.

Sites in Harringay (pp88-95)

The sites in this area are centred on Green Lanes District Centre and the Harringay ladder.

SA 30: Hawes & Curtis, Green Lanes
SA 31: Wightman Rd
SA 32: St. Ann's Hospital
SA 33: Arena Retail Park

Harringay Warehouse District (pp96-109)

A new local strategic policy for this area has been created, and this is included in the DMDPD. This aims to increase the number of jobs, and preserve the creative community present in the area. Certain sections of LSIS 15 are retained under draft policy SA 1, but other sections are proposed to be changed to Local Employment Area: Regeneration Area, to reflect the changes underway in this area. Draft Sites allocated in this area are:

SA 34: Arena Design Centre
SA 35: Crusader Industrial Estate
SA 36: Omega Works
SA 37: Vale/ Eade Rds
SA 38: Overbury & Eade Rds
SA 39: Land between Seven Sisters and Tewkesbury Rds

Sites in Finsbury Park (pp110-113)

New town centre frontages are proposed to give Finsbury Park District Centre status, thus complementing its existing designation in LB Islington. The Site Allocations, along side the guidance included in the Finsbury Park Town Centre SPD will guide development in this area. Sites included in this area are:

SA 40: Finsbury Park Bowling Alley
SA 41: 18-20 Stroud Green Rd

Comment [A8]: See comments made in our response to the Alternations to Strategic Policies in relation to Employment Land.

We strongly disagree with the proposed downgrading of the employment land status of Crusader Industrial Estate N15; part of Vale Road/Tewksbury Road N15.

Crusader Industrial Estate is the site of Haringey Council's investment in fashion and textiles; both sectors requiring industrial workspace.

[Elsewhere, it is mentioned that 'some industrial estates are at risk of being converted to alternative uses. This is evidenced with Crusader Industrial Premises not providing leases of more than 5 years, which indicates that the landowner may have other intentions for the site's future use' (p.18).

Retaining this site as employment space will therefore require strong planning policy protection to prevent owners driving out existing uses and preventing investment through the use of short term leases.]

Vale Road/Tewksbury Road is the site of unplanned warehouse conversion as well as 'significant swathes of the site are still in active employment use however and should be protected for ongoing employment use' (p.30).

If the protections of these sites are removed, it is likely that their functions will be damaged through housing and mixed use development. Indeed, it is clear that this is the intention in the case of areas being proposed to be given the status of 'Regeneration Area' rather than Locally Significant Industrial Site (LSIS). There is a strong need for industrial land in London, and these well performing areas should continue to be protected as required by the London Plan. The Council risks its aspirations for regeneration damaging the strengths of its existing local economy – these strengths are acknowledged in regeneration and economic development strategies but not in its planning policies. All of the strengths mentioned in the Opportunity Investment Fund for Tottenham Factsheet, for instance, require industrial workspace which the Strategic Policies do not sufficiently protect: 'artisan bakers, craft breweries, gourmet popcorn manufacturers, royal uniform makers and high end furniture makers'

SA 30: Hawes & Curtis, Green Lanes

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Hawes & Curtis Outlet, Green Lanes, N8 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Retail Warehouse | | |
| Ownership | Private freehold | | |
| How site was identified | Call for Sites 2013 | | |

Proposed Site Allocation

Mixed use redevelopment of exiting retail warehouse for more intensive residential-led mixed use.



Site

- The London Underground vent will be required to be retained as part of the scheme.
- The maximum height on this site will be six storeys.
- An active use facing Green Lanes should be provided.
- Designs for this site should be able to complement a future development of the adjoining garages to the north of the site on Colina Mews.

Development Guidelines

- The building line facing Green Lanes should be consistent with the “set back” building line to the north of the site, and the more enclosed building line at the south of the site. As such this site should provide a graduated entrance to Green Lanes centre when entering from the north.
- While outside the boundary of Green Lanes District Centre, this site may offer an opportunity for an active frontage that complements the uses within the centre.
- While 6 storeys may be possible to the front of the site, the residential properties on Colina Mews and Colina Rd should be reduced in height to respect the amenity of properties here.

SA 31: Wightman Rd

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Jewson's builders yard, Wightman Road, N4 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Builders yard | | |
| Ownership | Private freehold | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

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



Site

- No buildings are required to be retained.
- The site adjoins a north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development.
- Height will be limited to 5 storeys on this site.
- The site will be residential.
- This development should help to fund an improvement to the bridge at Harringay station, to improve east-west connections. Measures to reduce the gradient of the bridge into Burgoyne Rd should particularly be considered.

Development Guidelines

- Higher buildings may be possible along the rail line., taking into account the slope from north (high) to south (low).
- Heights along the Wightman Rd frontage should reflect those on the eastern side of the street.
- The building line of Mermaid Court should be continued along Wightman Rd.
- Open space will be provided to the rear, and should complement and enhance the ecological corridor running along the rail line.
- Parking should be minimised on this site due to the excellent local public transport connections.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Noise pollution from the rail line at the rear of the site and from Whiteman Rd should be appropriately mitigated through the design of the scheme.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 32: St. Ann's Hospital Site

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | St. Ann's Hospital, St. Ann's Rd, N4 | | |
| Site Size (Ha) | 11.5 | PTAL Rating | 1b |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Hospital | | |
| Ownership | Public freehold | | |
| How site was identified | Current planning application (HGY/2014/1691) | | |

Comment [A9]: We support the position expressed by the **Haringey Needs St Ann's Hospital (HaNSAH) campaign group with regard to the proposed development and planning application for the site.** There is evidence locally for provision of much needed enhanced health services and facilities at the St Ann's Site including, but not limited to, the following:

- An Urgent Care Centre.
- Additional GP Surgeries on the St Ann's Site.
- An integrated Child Health Centre.
- Expanded acute mental health facilities with integrated primary care and 'step down' services

HaNSAH is calling for a halt to the plans to sell off NHS land at St Ann's Hospital to property developers and for improved and integrated healthcare facilities that will meet the needs of the people in Haringey now and for the foreseeable future.

Proposed Site Allocation

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



Site

- The existing boundary wall should be preserved wherever possible as part of the design of the site.
- The site contains areas of borough grade II SINC in the south of the site, and this should be enhanced through any redevelopment.
- The site will be developed as residential in order to enable a rationalisation of the health facilities.
- A new connection towards Green Lanes is required at the South West corner of the site. This should be integrated into the cycle and pedestrian network to provide connections from the east of the borough to Green Lanes, Haringay station and the west of the borough.
- The new connection to Green Lanes should not adversely impact the occupants of the residential block at the southern end of Warwick Gardens.
- Provision for the connection of a north-south route through the site linking the site, and the central portion of the north of the borough with St. Ann's ward, and areas to the south as part of the overall cycling and pedestrian network in the borough.
- The site lies within the St. Ann's Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Heights adjoining properties on Warwick Gardens should be reduced to respect the amenity of neighbouring properties.
- Open space should be provided on the site which compliments the nearby Chestnuts Park.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

SA 33: Arena Retail

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Arena Retail Park, Green Lanes, Harringay, N4 | | |
| Site Size (Ha) | 5.4 | PTAL Rating | 3-6 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Retail Park | | |
| Ownership | Single Private Freehold | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

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



Site

- The amenity of Harringay Green Lanes station should be improved through this redevelopment. No other buildings need to be retained.
- Access to the site will be a key issue to be examined before any development takes place. Traffic impacts on Green Lanes from this site should be reduced through this development. The existing Endymion Rd junction with Green Lanes, and the existing retail park entrance junctions, as well as through traffic will be considered through a comprehensive transport assessment..
- Improved access to the north-eastern corner of Finsbury Park should be created as part of a restructuring of the Endymion Rd/Green Lanes junction.
- Height will be limited to 9 storeys on this site.
- Uses fronting onto Green Lanes should provide town centre uses to extend the town centre south towards Hermitage Rd on the east side of the rd.
- Access to Harringay Green Lanes Station should be improved by creating a new entrance on Portland Gardens.
- This redevelopment should realign retail along Green Lanes, with this becoming a primary shopping frontage. Reducing the town centre boundary to only include the Green Lanes frontage should be considered.

Development Guidelines

- The potential to connect the Harringay Warehouse District more directly to Harringay Green Lanes station should be explored by creating a new pedestrian link between this site to the Omega Works site through the vacant land between 80 & 82 Finsbury Park Avenue.
- A high quality urban realm should be created along Green Lanes, to link Manor House Station to Harringay Green Lanes Station by foot.
- Development should positively contribute to the ecological corridor running along the southern edge of the Gospel Oak-Barking rail line. A new section of ecological corridor linking this via the "slopes" behind Finsbury Avenue through to Finsbury Park should be considered as part of the design for this site.
- Parking should be minimised on this site due to the excellent local public transport connections. The parking requirements of the retail in the new scheme should be considered however.
- Heights should be reduced to 4 storeys at the south and east of the site where residential properties adjoin the site.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Harringay Warehouse District

Current Situation

The area covered by this set of policies is a collection of buildings commercial in nature, of a range of quality. There is a strong link to the textile manufacturing trade in the area, although there are a wide range of goods manufactured within the employment area. The area surrounding the industrial buildings consists of terraced housing, and these uses at present sit cheek-by-jowl in some parts.

The site can be considered in two chunks, Arena, Crusader, and Omega Industrial estates are in the north of the area, and the Vale, Eade, Hermitage, and Overbury Rds area to the south provides a separate contiguous area. Both areas are subject to significant unauthorised residential occupation in the form of warehouse living. This has arisen organically over the past 10-15 years.

With the exception of the Arena Design Centre, Omega Works, and the land between Seven Sisters Rd and Tewkesbury Avenue, all sites in this area are designated as Locally Significant Industrial Sites in the Local Plan. Arena and Omega have mixed use Site Specific Proposals identified in the 2006 Unitary Development Plan.

Warehouse living in Haringey context, and as proposed as a technical term, is defined in this document as "The occupation on a communal basis of a large floor-plate building for primarily, but not exclusively, residential use." It falls under Sui Generis in the use class order, and can be considered similar in use as a large House in Multiple Occupancy.

Issues

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

Opportunities

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

Vision for the area

The creation of a collection of thriving creative quarters, providing jobs for the local economy, cultural output that can be enjoyed by local residents, and places for local artists to live and work.

The Council will work with local landowners and residents to produce Masterplans and potentially an SPD to help guide development in the area. Any change from existing employment use will need to be accompanied by detailed management arrangements that secure long term access to affordable business premises.



Local Plan: Site Allocations Preferred Option Consultation Document February-March 2015

Comment [A10]: See comments made in our response to the Alternations to Strategic Policies in relation to Employment Land.

We strongly disagree with the proposed downgrading of the employment land status of Crusader Industrial Estate N15; part of Vale Road/Tewksbury Road N15.

Crusader Industrial Estate is the site of Haringey Council's investment in fashion and textiles; both sectors requiring industrial workspace.

[Elsewhere, it is mentioned that 'some industrial estates are at risk of being converted to alternative uses. This is evidenced with Crusader Industrial Premises not providing leases of more than 5 years, which indicates that the landowner may have other intentions for the site's future use' (p.18).

Retaining this site as employment space will therefore require strong planning policy protection to prevent owners driving out existing uses and preventing investment through the use of short term leases.]

Vale Road/Tewksbury Road is the site of unplanned warehouse conversion as well as 'significant swathes of the site are still in active employment use however and should be protected for ongoing employment use' (p.30).

If the protections of these sites are removed, it is likely that their functions will be damaged through housing and mixed use development. Indeed, it is clear that this is the intention in the case of areas being proposed to be given the status of 'Regeneration Area' rather than Locally Significant Industrial Site (LSIS). There is a strong need for industrial land in London, and these well performing areas should continue to be protected as required by the London Plan. The Council risks its aspirations for regeneration damaging the strengths of its existing local economy – these strengths are acknowledged in regeneration and economic development strategies but not in its planning policies. All of the strengths mentioned in the Opportunity Investment Fund for Tottenham Factsheet, for instance, require industrial workspace which the Strategic Policies do not sufficiently protect: 'artisan bakers, craft breweries, gourmet popcorn manufacturers, royal uniform makers and high end furniture makers'

SA 34: Arena Design

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Arena Design Centre, Ashfield Rd, Harringay N4 | | |
| Site Size (Ha) | 1.0 | PTAL Rating | 1-2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Warehouse buildings with existing residential occupancy | | |
| Ownership | Private freehold | | |
| How site was identified | Live/work enforcement investigation | | |

Proposed Site Allocation

Potential redevelopment of the site to increase accessibility providing:

- Commercial floorspace, number of jobs, and job density is increased;
- The existing community's needs are reprovided/retained.



Site Requirements

- None of the buildings need to be retained but the Council wishes to explore options to retain the existing population on this site.
- There will be a height limit of 6 storeys on this site.
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the Council's aspiration to create a mix of uses on this site through the re-introduction of creative employment uses.
- Reintroducing employment-generating uses is the key aim of this policy. These may be created at ground floor level as part of a mixed use development, or in purpose-built blocks.
- The quantum of dedicated employment floorspace on the site should match that originally built on the site. Other uses will be permitted to cross subsidise the employment and warehouse living uses.
- Provision of suitable accommodation that meets acceptable standards will be required.
- Redevelopment should look at the feasibility of connection up to the quietways network through the disused tunnel in the north-west corner of the site, linking through the St Ann's hospital site.
- The principles of the Warehouse Living DMDPD policy apply to the site.
- The principles of the Harringay Warehouse District local strategic policy apply to this site.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- The height of development needs to be respectful of the housing on Finsbury Park Avenue to the east and Ashfield Road on the east. Noting there is a significant slope up to these buildings, 5-6 storeys should be suitable across this site, with heights restricted in close proximity to the properties on Ashfield Road.
- Development should enhance the ecological corridor to the north of the site.
- The gate onto Ashfield/Oakdale Road should be removed.
- Buildings in the area should continue to be designed to maintain the unique warehouse character of the area.
- Development at the Southern edge of the site should be comfortable having an industrial neighbour.
- Development should look at the feasibility of contribution to the SINC running to the west of the site, linking the Gospel Oak-Barking rail line ecological corridor, through a new green chain, linking the "slopes" behind Finsbury Park Avenue towards Finsbury Park.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 35: Crusader Industrial

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Crusader Industrial Estate, Hermitage Rd, Harringay N4 | | |
| Site Size (Ha) | 1.6 | PTAL Rating | 1b |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Industrial | | |
| Ownership | Private freehold | | |
| How site was identified | Existing Designated Employment Area | | |

Proposed Site Allocation

Potential redevelopment of the site to increase accessibility providing commercial floorspace, number of jobs, and job density is increased.

Comment [A11]: We strongly disagree with the proposed downgrading of the employment land status of Crusader Industrial Estate N15. Crusader Industrial Estate is the site of Haringey Council's investment in fashion and textiles; both sectors requiring industrial workspace. [Elsewhere, it is mentioned that 'some industrial estates are at risk of being converted to alternative uses. This is evidenced with Crusader Industrial Premises not providing leases of more than 5 years, which indicates that the landowner may have other intentions for the site's future use' (p.18). Retaining this site as employment space will therefore require strong planning policy protection to prevent owners driving out existing uses and preventing investment through the use of short term leases.]



Site

- None of the buildings need to be retained, although business relocation (either on or off-site) should be considered as necessary before redevelopment can proceed.
- Any development will be required to be masterplanned in such a way to consider the adjacent Arena and Omega sites.
- Employment-generating uses will be the primary use on the site. The quantum of employment floorspace, and number of jobs will increase through any application on this site.
- Height will be limited to 6 storeys.
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- If necessary cross subsidy of employment floorspace from residential will be considered. If this is necessary, the employment uses will be conditioned to control operational hours and noise pollution.
- Redevelopment will be conditional on enablement of the connection of the green grid network between Arena and Omega Industrial Estates.

Development Guidelines

- The height of development needs to be cognisant of the terraced housing on Ashfield Road to the east, and Finsbury Park Ave to the west. Noting there is a significant slope up to these buildings, 5 storeys should be suitable across this site, with a reduction at the western side of the site to preserve the amenity of properties on Ashfield Rd.
- Boundary walls matching those on the Arena Industrial site, and potentially Omega Works site should create a unified public realm.
- The new public realm should be active, with business premises fronting onto it. A café ancillary to the employment use may be suitable here.
- The pedestrian route through to Ashfield Rd should be maintained.
- Development at the southern edge of the site should be comfortable having an industrial neighbour.
- Development should positively contribute to the SINC running to the west of the site, linking the Gospel Oak-Barking rail line ecological corridor, through a new green chain, linking the "slopes" behind Finsbury Park Avenue towards Finsbury Park.
- A public realm needs to be created through any redevelopment that provides excellent amenity to help draw local businesses to the site.
- The Council will be supportive of initiatives such as the Opportunity Investment Fund being used to encourage economic growth in this area.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 36: Omega Works

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Omega Works, Hermitage Rd, Harringay N4 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Industrial premises, with significant residential occupancy | | |
| Ownership | Multiple private freeholds | | |
| How site was identified | Live/work enforcement investigation | | |

Proposed Site Allocation

Potential redevelopment of the site to increase accessibility providing:

- Commercial floorspace, number of jobs, and job density is increased;
- The existing community's needs are reprovided/retained.



Site

- Height should be limited to 5 storeys.
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to retain a mix of uses on this site.
- Access to Crusader Industrial estate should be maintained, and improved if possible.
- A potential future pedestrian & cycling connection to the north through the centre of the site should be included in any proposed design.
- The principles of the Warehouse Living DMDPD policy apply to the site.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- Height on the Hermitage Road frontage should be limited to respect the amenity of the residences opposite.
- Buildings in this area should continue to be designed to maintain the unique warehouse character of the area.
- Subject to viability, the central façade on Hermitage Rd should be retained, creating an entrance to a courtyard. No other buildings are required to be retained. This should be linked through to the new pedestrian access to Finsbury Park Avenue.
- Development should positively contribute to the SINC running to the west of the site, linking the Gospel Oak-Barking rail line ecological corridor, through a new ecological corridor linking the "slopes" behind Finsbury Park Avenue towards Finsbury Park.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- A pedestrian link to Finsbury Park Avenue should be considered as part of any future redevelopment. A planning contribution may be required, and this should be included in any future design for the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality should be made on this site.

SA 37: Vale/Eade Rd

| | | | |
|--------------------------------|--|------------------|---------------------|
| Address | 85-87 Eade Rd, 91-95 Vale Rd, 136 Hermitage Rd, Harringay N4 | | |
| Site Size (Ha) | 1.5 | PTAL | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Tunnelling point for electricity reinforcement project, Industrial with limited live/work. | | |
| Ownership | Mix of private freeholds and leaseholds | | |
| How site was identified | Live/work enforcement investigation | | |

Proposed Site Allocation

Potential redevelopment of the site to increase accessibility providing:

- Commercial floorspace, number of jobs, and job density is increased;
- Existing community's needs are reprovided/retained.



Site

- No buildings need to be retained.
- National Grid will need ongoing access to the existing tunnelling site for maintenance purposes, and this will be capped and secured in perpetuity.
- There will be a height limit of 6 storeys on this site.
- The primary use of the site will be for employment-generating purposes in line with its status as a Designated Employment Area.
- The site will be given a Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- The principles of the Warehouse Living DMDPD policy apply to the site.
- Provision for a new pedestrian and cycling link connecting St. Ann's and Woodberry Down will be created. This will be achieved through design of the site.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- Planning obligations to open up the south bank of the New River and institute a linear park should be explored through this development.
- The employment baseline for floorspace, jobs, and jobs density will be taken from the use of this site before NG operations began.
- There is a significant slope from Eade down to Vale Rd, and it is considered that heights can be increased at the eastern edge where there is a more industrial character.
- Development to the east of this site is allocated to remain in designated employment use. The new north-south connection through the site from Hermitage Rd to Eade Rd should provide a buffer between any more human-oriented live/work uses on this site.
- The new link should provide a straight, secure, pedestrian and cycling route.
- Development adjacent to residential properties on Vale and Hermitage Rds should be limited to 4 storeys to avoid overlooking.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

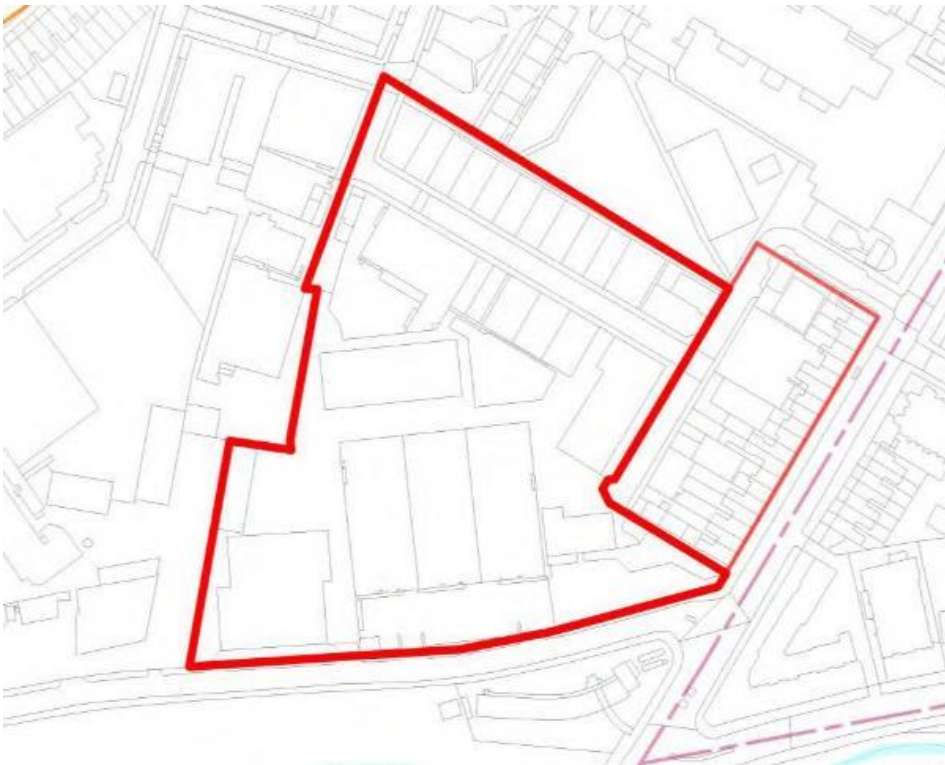
SA 38: Overbury & Eade Rds

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Overbury Rd, 1-29 & 339-141 Tewkesbury Rd, 195-205 Eade Rd, Harringay N4 | | |
| Site Size (Ha) | 1.5 | PTAL Rating | 1-5 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Warehouse buildings, with residential occupancy in parts | | |
| Ownership | Mix of freehold ownerships | | |
| How site was identified | Live/work enforcement investigation | | |

Proposed Site Allocation

Potential redevelopment of the site to increase accessibility within the wider area providing:

- Commercial floorspace, number of jobs, and job density is increased;
- Existing community's needs are reprovided/retained.



Site

- The building height limit will generally be 6 storeys on this site.
- There is potential for a building on the corner of Eade and Seven Sisters Rds marking the gateway to the warehouse district from Seven Sisters Rd.
- Reintroducing employment-generating uses is the key aim of this policy. These may be created at ground floor level as part of a mixed use development, or in purpose-built blocks.
- The site will be given a Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- The principles of the Warehouse Living DMDPD policy apply to the site.
- There should be a fine-graining of the street network in this area encouraging pedestrian permeability.
- Affordable commercial rents will be expected to be retained in perpetuity in this area in line with draft policy DM 50 and DM51.
- If necessary cross subsidy of employment floorspace from residential will be considered. The conditioning of the employment uses to control operational hours and noise pollution will be considered to ensure this.

Development Guidelines

- Development needs to create active frontages to ensure passive surveillance.
- The creation of a limited destination might be considered acceptable, as part of a central space. This could take the form of a weekend makers' market.
- Planning obligations to open up the south bank of the New River and institute a linear park should be explored through this development.
- Buildings in the area should continue to be designed to maintain the unique warehouse character of the area.
- Developments that continue to support the principles of communal living will be supported.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Further masterplanning may be desirable to help create a co-ordinated scheme for this site and the adjoining areas. This could include an SPD.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of an improvement to local air quality and noise pollution should be made on this site.

SA 39: L/b Seven Sisters & Tewkesbury Rds

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | 341-379 Seven Sisters Rd, 6-46 Tewkesbury Rd, N4 | | |
| Site Size (Ha) | 0.5 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Mix of sui generis (car repair) use and mixed use/retail use. | | |
| Ownership | Multiple private freeholds and leaseholds | | |
| How site was identified | Existing Site Specific Proposal | | |

Proposed Site Allocation

Redevelopment of existing buildings to create higher quality public realm on Tewkesbury rd, and complement the Harringay Warehouse neighbourhood.



Site

- The terrace fronting Seven Sisters Rd should be retained.
- Height will be limited to 5 storeys on this site.
- The uses on the site will be commercial at ground/1st floor, with residential above.
- Access from the Overbury Road area to and across Seven Sisters Rd should be improved.

Development Guidelines

- Buildings will continue to present active frontages onto Seven Sisters Rd, but servicing should be accessed from Overbury and Tewkesbury Rds.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- An improved connection between the Harringay Warehouse District and Seven Sisters/Amhurst Rds through this site will be supported.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 40: Finsbury Park Bowling

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Finsbury Park bowling Alley | | |
| Site Size (Ha) | 1.3 | PTAL Rating | 6b |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Rowans bowling alley, 2-8 Stroud Green Road, 263-271 Seven Sisters Rd | | |
| Ownership | Multiple private freeholds | | |
| How site was identified | Call for sites 2013 | | |

Proposed Site Allocation

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

Seven Sisters Rd and Stroud Green Rd will be designated as primary frontages within the Finsbury Park District Centre.



Site

- The Twelve Pins pub, and 265 & 267 Seven Sisters Rd should be retained, although demolition and re-provision of the pub extension would be considered.
- The entrance to the park from Station Place will be enhanced, with a clear, visible, open pedestrian and cycling route provided.
- Taller buildings will be permitted on either side of the new entrance which will help to mark Finsbury Park as a destination.
- An appropriate leisure/community facility use to replace the existing Rowan's bowling alley must be provided at the foot of the new buildings.
- All frontages onto Seven Sisters Rd and Stroud Green Rd should have active town centre frontages.
- An improved urban realm around the public house should be provided, with the design integrated into the improved park entrance.
- The existing secure cycle parking facility will be replaced and enhanced.

Development Guidelines

- Height should peak proximate to the rail line, and step down towards the Park, and the corner of Seven Sisters and Stroud Green Roads.
- The architecture should frame the new entrance to the park from Finsbury Park station.
- Regarding height, the design needs to be carefully justified and designed to demonstrate an acceptable relationship with the retained pub buildings opposite and the buildings across the road, but could extend up to 15 storeys.
- Development directly facing the Park should be limited to 6 storeys.
- Heights should be restricted to 5 storeys on Seven Sisters Road.
- The building line on Seven Sisters Rd should wherever possible be set back to the line of the Park gates to create a small piece of urban realm.
- Buildings will be of an exceptional quality, reflecting the long views, and the prominence of the site from within the Park.
- The access from the park to Finsbury Park Road (to the south-east of the site) should be retained and enhanced.
- Rowan's bowling alley is listed as an Asset of Community Value.
- Any future proposal to replace the existing bowling alley should show how the new development will re-provide the current leisure function.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA 41: 18-20 Stroud Green Rd

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | 18-20 Stroud Green Rd, Finsbury Park, N4 | | |
| Site Size (Ha) | 0.4 | PTAL Rating | 6b |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Network Rail yard | | |
| Ownership | Network Rail | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

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



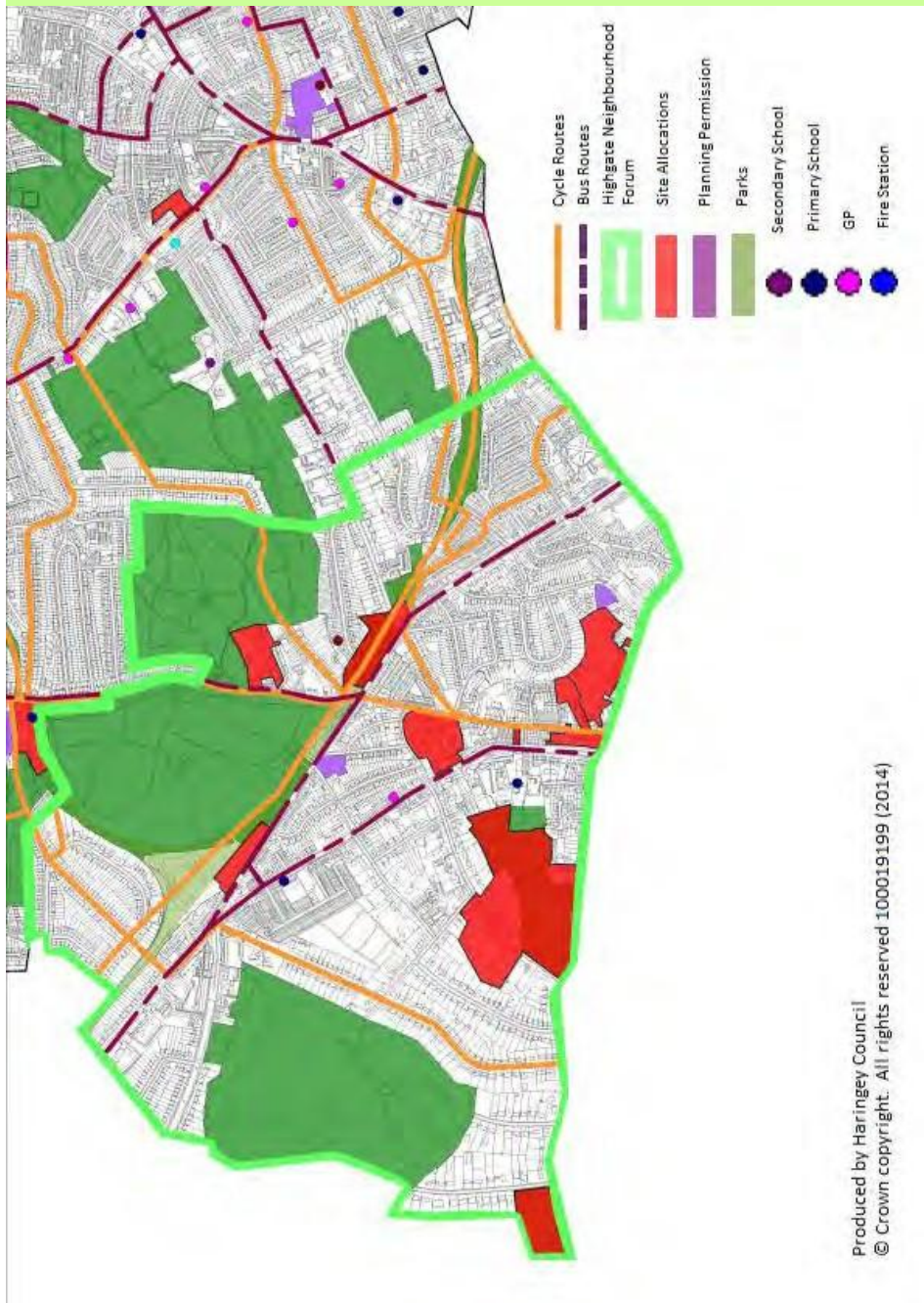
Site

- No buildings need to be retained.
- Heights will be limited on this site to 12 storeys at the corner of the site by the rail line subject to demonstrating acceptable environmental effects on neighbouring dwellings on Woodstock Rd.
- Town centre uses will be required at ground floor level on the Stroud Green Road frontage of this site, with residential above and behind.

Development Guidelines

- Height will be restricted to 4 storeys adjacent to the residential properties on Woodstock Rd and will need to demonstrate an acceptable relationship with neighbouring residential sites. Heights can then rise towards the rail line.
- Noise pollution from the rail line will need to be adequately mitigated.
- Residential development will not be suitable directly adjacent to the railway embankment due to there being a lack of light at this point. Car parking is seen as a logical use at this part of the site.
- Car parking should enter from a discreet archway off Stroud Green Rd, with parking located adjacent to the railway embankment at ground floor level.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- A new communal courtyard above undercroft parking should be created, with development providing a buffer from the noise pollution on Stroud Green Rd and the rail line.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Highgate



Highgate Neighbourhood Area

The Highgate Neighbourhood Forum was established in December, 2012, covering a cross-local authority area in the London Boroughs of Camden and Haringey. Councils approved our applications to be a Neighbourhood Area and Neighbourhood Forum, and work is underway at present to produce a Neighbourhood Plan for the area. Consultation on the Neighbourhood Plan is expected to take place in Spring 2015. It is anticipated that the Neighbourhood Plan will be subject to Examination in Public in 2015.

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

Sites in Highgate (pp116-127)

SA 42: 460-470 Archway Rd
SA 43: Highgate Magistrates Court
SA 44: Former Highgate rail station & Gonnerman site
SA 45: Highgate School
SA 46: Highgate Bowl
SA 47: Summersby Rd
SA 48: Hillcrest

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

SA 42: 460-470 Archway Rd

| | | | |
|--------------------------------|-------------------------|--------------------|---------------------|
| Address | 460-470 Archway Rd N8 | | |
| Site Size (Ha) | 0.9 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Builders yard | | |
| Ownership | Single private freehold | | |
| How site was identified | GLA SHLAA 2013 | | |

Proposed Site Allocation

Redevelopment of existing builders yard to develop new residential buildings.



Site

- No buildings need to be retained.
- Height will be limited to 6 storeys.
- The use on this site will be residential.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- An ecological corridor runs along the northern edge of the site. While the site does not enter the ecological corridor itself, development will need to demonstrate that no adverse impact, and/or suitable mitigation is provided.
- The opportunity for provision of a new entrance to Highgate Wood should be explored through the design of the scheme.
- In the future, if the Northern Line Depot becomes available for redevelopment, the potential for a link through this site and the depot site to Woodside Avenue should be explored.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of local air quality and noise pollution issues should be implemented on this site

SA 43: Former Highgate Rail Station & Gonnerman

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Former Highgate Rail Station, Gonnerman Antiques, Goldsmith Court, Highgate N8 | | |
| Site Size (Ha) | 2.2 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Disused over ground rail station, and active underground rail station entrance. | | |
| Ownership | Transport for London | | |
| How site was identified | Call for Sites 2013 | | |

Proposed Site Allocation

Opening up of this site to provide education, tourist and community uses, making use of the disused buildings and hard landscaped spaces. Potential for new development facilitating improved access linking the Parkland Walk to the Archway Rd local centre.



Site

- The existing locally listed station building should be retained, and brought into use.
- Heights should be limited to 5 storeys on this site, although there may be potential for a taller element marking the corner of Shepherd's Hill and Archway Rd, and the kink in the local centre at that point.
- Development on the Gonnerman's element of the site should be predominantly residential, with a use that makes an active contribution to the local centre
- The existing platforms should be used as the basis for the enhancement to the site, to recognise the historical use of the site.
- Uses on the station site should enable the station to become a destination providing a range of functions that benefit the local community and help to draw visitors to the area.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Access to the site will be improved with entrances from Priory Gardens, Archway Rd, and Shepherd's Hill.

Development Guidelines

- An ecological corridor runs through the site. Any development should preserve and safeguard the biodiversity value of the corridor.
- The highest part of the site should be at the corner of Shepherd's Hill and Archway Rd. Heights should drop off from this point to 4 storeys adjacent to the allotments and the existing pub to the south.
- The station building itself should provide a flexible space that can serve a range of uses including (but not limited to):
 - Education
 - Community events
 - Talks
- The opportunity for opening up one of the tunnels should be explored, with the opportunity of creating a new safe cycle route linking the Parkland Walk-through Highgate Wood towards Muswell Hill.
- Any new connection through the tunnel should be balanced against the disruption this would cause to existing habitats, notably bats which roost in the tunnels, and the risk of the tunnels becoming a hub for antisocial behaviour.
- If opening up the tunnels is not possible, alternative, improved, routes should be sought.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of local air quality and noise pollution should be made on this site.

SA 44: Highgate School

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Highgate School, North Road & Southwood Lane, Highgate, N8 | | |
| Site Size (Ha) | 16.1 | PTAL Rating | 1b-3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | School grounds | | |
| Ownership | Single private freehold | | |
| How site was identified | Existing pre-applications | | |

Proposed Site Allocation

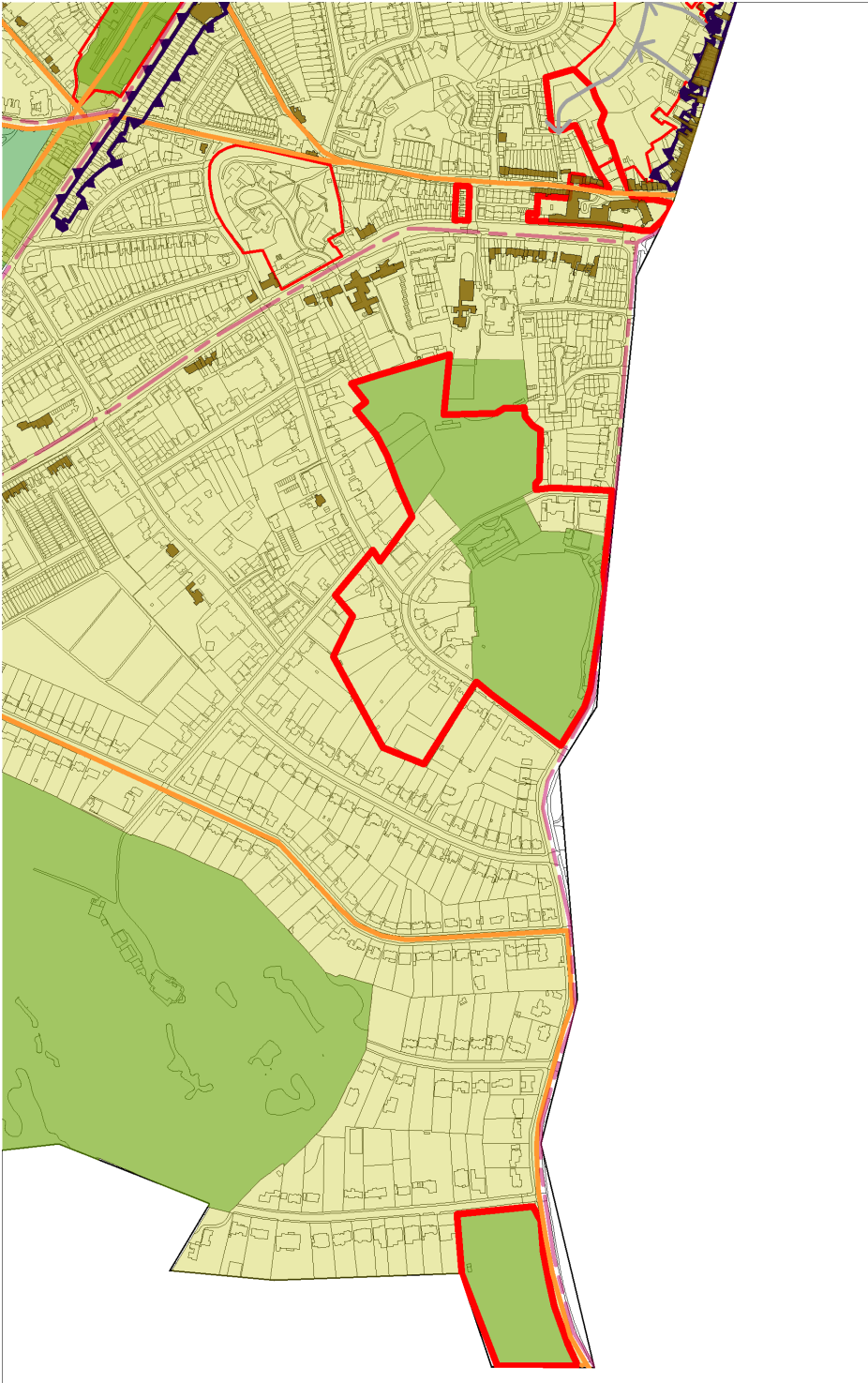
Exploration of how school facilities can be enhanced while simultaneously benefiting local communities including potentially increasing accessibility through the site.

Site Requirements

- Two “campus areas” will be considered separately with long term masterplans prepared as Supplementary Planning Documents.
- These will focus on creating improved management and quality of provision, potentially including new buildings.
- Open space should be made as accessible as possible in line with Policy DM 26.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- The objectives of the Highgate Bowl site should be considered on any properties that fall into this site allocation.
- A masterplan will be prepared to guide development on these sites, and ensure development comes forward in a co-ordinated manner. This will consider in more detail issues regarding heights and design,



SA 45: Highgate

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Highgate Bowl, Townsend Yard, Duke's Head Yard, land rear of Highgate High Street, Highgate N8 | | |
| Site Size (Ha) | 3.9 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Workshops, open space comprising of an ex-garden centre, community uses (horticultural training scheme), education | | |
| Ownership | Mix of private freeholds and leaseholds | | |
| How site was identified | Call for sites 2013 | | |

Proposed Site Allocation

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



Site

- The buildings facing the High Street, and their burgage plots should be retained.
- Highgate Bowl itself will be redefined as Significant Local Open Land.
- Limited redevelopment of the garages and workshops in the two yard areas will be allowed to create mews-style residential development.
- Height will be limited to 4 storeys on the yards section of the site.
- Enhanced access to the Bowl will be provided through the arch of Duke's Head Yard, and through Townsend Yard.
- Public routes through the various land parcels that make up the Bowl will need to be introduced to unify the open space.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Heights should be subsidiary to those on the High Street, being generally up to 3 storeys, with some higher points of 4 storeys following the precedent of "The Studio" site.
- Due to the proximity of public amenity offered by the newly designated open space, development can occupy most of the available space, reflecting a mews-typology.
- The entrances to the yard roads should signal the open space hidden behind, with a visual link established where feasible.
- New users of the open space will be encouraged, while generally keeping it open for public use.
- Part of the site has a Local SINC designation, and this should be protected.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on the yards portion of the site prior to any development taking place.

SA 46: Summersby

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Build Base, 40 Muswell Hill Rd; Summersby Rd, Highgate N8 | | |
| Site Size (Ha) | 1.7 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Builders yard | | |
| Ownership | Single private freehold | | |
| How site was identified | Call for Sites 2013 | | |

Proposed Site Allocation

Redevelopment of builders yard for residential development, and potential housing investment.



Site

- No buildings need to be retained.
- Residential use will be supported on the site.
- Access into the site will be improved.
- The impact of the development on the Queen's Wood should be minimised.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Higher development may be possible at the eastern side of the site, taking into account the impact of the slope. Seven storeys may be possible here.
- The impact of the development on the Queen's Wood should be minimised, potentially by ensuring that light from the site is directed downwards, rather than out into the wood.
- The site slopes significantly from west(high) to east (low). It is considered that higher buildings would be more appropriate at the east and south ends of the site.
- There is a section of heavily wooded Metropolitan SINC-protected land in the north east corner of the site. The impact on this woodland, and the Queens Wood, of removing any of these trees will need to be carefully considered in any decision to remove trees in this SINC area.
- Development adjoining the properties at 28-36 Muswell Hill Rd, and should be limited to 4 storeys to protect the amenity of neighbouring properties.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 47:

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Hillcrest, off North Hill, Highgate, N6 | | |
| Site Size (Ha) | 2.3 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Residential | | |
| Ownership | Single public freehold, with private leaseholds | | |
| How site was identified | LBH Estate Renewal Programme | | |

Proposed Site Allocation

Housing investment opportunity to create additional residential development on the site.



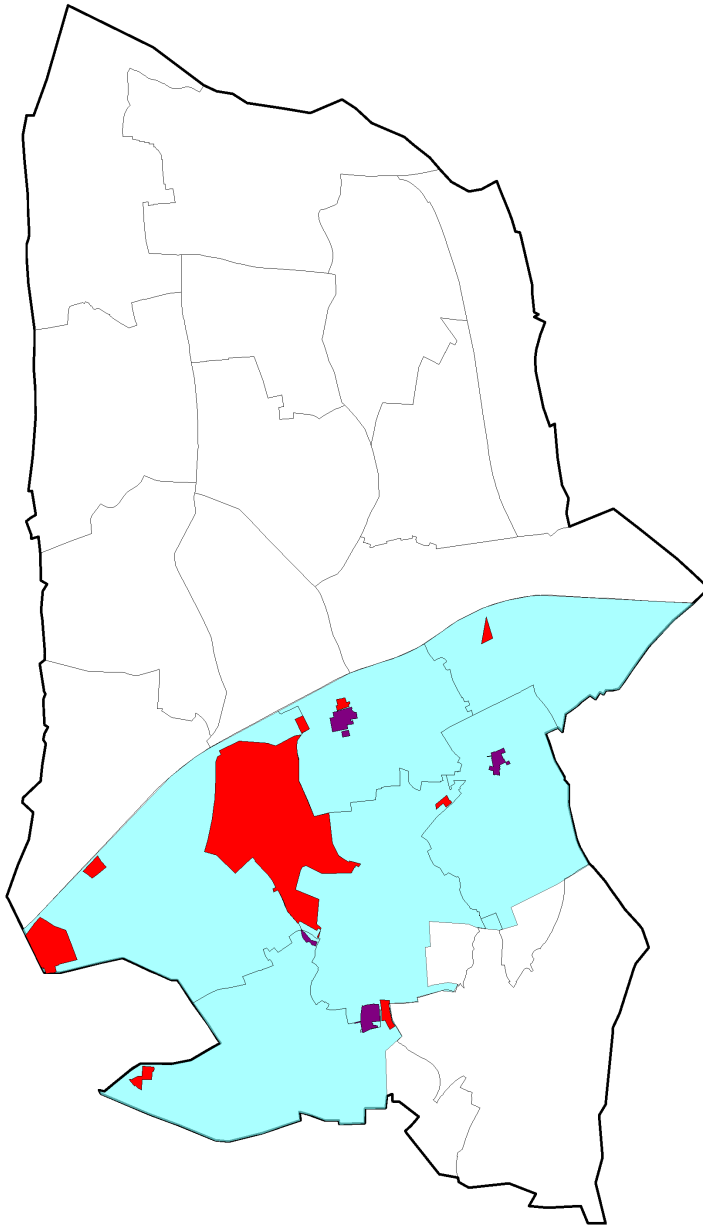
Site

- Existing buildings are to be retained, with new buildings placed into the gaps which exist between existing buildings on the site.
- Height will be limited to seven storeys on this site, although rights to light for existing residents will need to be considered.
- New social housing will be created on the site.
- A new pedestrian exit from the site onto Southwood Lane should be considered to improve access to Highgate tube from the site.
- The site lies within the Highgate Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- The SINC around the edge of the site should be enhanced through any development.
- Particular sensitivity should be assigned to how the SINC creates a pleasant rural feel along Southwood Lane.
- Any entrance to the north should carefully consider the impact on the designated SINC that surrounds the edge of the site.
- The block in the north west corner should be of reduced height to ensure that views of the listed Highpoint building are preserved. 5 storeys will be suitable here.
- The landscape in general on this site will need to be improved, and a planning obligation should achieve this.
- Hydrological, Ecological, and Archaeological assessments should be carried out prior to development commencing.
- Buildings should be responsive to the topography of the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality should be made on this site.

Sites in the west of the borough



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

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

SA 6: Hornsey Depot (p34),
SA7: St. Luke's (p35),
SA8: Hornsey Town Hall (p36)
PP1: 56 Muswell Hill

Hornsey

SA 49: Hornsey water Treatment Works (p130)
SA 50: Cross Lane (p132)
SA 51: Chettle Court (p134)

Crouch End

SA 52: Lynton Rd (p136)

Muswell Hill area

SA 53: Pinkham Way (p138)
SA 54: Cranwood & St. James' (p140)
SA 55: Tunnel Gardens (p142)

SA56: Alexandra Palace will help to ensure that the regeneration of Alexandra Palace is continued in an appropriate manner to the existing historic building.

Alexandra Palace Crossrail Station

The introduction of Crossrail to Alexandra Palace station, and also to New Southgate station could affect the property market in close proximity to these stations. The Council has indicated it's expectation that additional developer interest may occur in these areas over the Plan period. The approach to managing the effect of increased accessibility on these locations, is set out in SA1 of this document.

Fortis Green

SA 57: Coppetts Wood Hospital (p146)

SA 48: Hornsey Water Treatment

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Hornsey Water Treatment Works, Newland Rd, Hornsey N8 | | |
| Site Size (Ha) | 0.7 | PTAL Rating | 1 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Filter beds | | |
| Ownership | Single private freehold | | |
| How site was identified | Call for Sites 2013 | | |

Proposed Site Allocation

Redevelopment of filter beds for residential use including improved pedestrian and cycling link to Alexandra Palace from Penstock footpath.



Site

- A Council-approved masterplan for the management of the filter beds will be required prior to any development being granted planning permission.
- The Masterplan should show how the benefits of redevelopment outweigh the loss of the locally listed filter beds, and the architectural value they hold.
- Consideration of a range of uses for this site will be considered.
- The long term future of all of the filter beds should be set out before a decision is made on the two that the landowners deem to be becoming surplus over the plan period.
- There are no buildings to be retained, but the historic filter beds should be celebrated by, and be integral to, any future development on them.
- The MOL boundary will be redefined in order to exclude the existing site which represents previously developed land.
- The filter beds should be utilised as a feature in the new development.
- Pedestrian access into the south of the Alexandra Palace grounds from the Penstock footpath, and up Newland Rd should be created.
- The site lies within the Hornsey Water Works & Filter Beds Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Houses to the south and west should respect the adjoining residential properties.
- Contamination due to the historical use should be examined.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified and addressed as part of any planning application.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 49: Cross Lane

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Cross Lane Industrial Estate, Cross Lane, Hornsey N8 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Industrial estate | | |
| Ownership | Mix of private freeholds and leaseholds | | |
| How site was identified | Heartlands development framework | | |

Proposed Site Allocation

Redevelopment of industrial estate for mixed use employment and residential uses.



Site

- No buildings on this site need to be retained.
- The site will be given a Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area.
- The existing floorspace should be replaced within the development site. Cross subsidy from another use will be permitted to enable this.
- Part of the site lies within the Hornsey Water Works & Filter Beds Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.

SA 50: Chettle Court

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Land adjacent to Chettle Court, Highbank Way, N8 | | |
| Site Size (Ha) | 0.7 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Ancillary land to residential, including some outdoor leisure uses. | | |
| Ownership | Single public freehold. | | |
| How site was identified | 2013 SHLAA | | |

Proposed Site Allocation

Potential major residential infill development with potential for self-build.



Site

- No buildings need to be retained. There is currently a leisure facility on the site, which would need to be reprovided as part of any development.
- Improved access from Highbank Way will need to be secured as part of the design for this development.
- There is a Borough Grade II SINC immediately to the north of the site separating the site from the industrial estate to the north. This SINC should be enhanced through any development.

Development Guidelines

- Due to the steep slope and local environmental constraints, this could be a appropriate site for a self-build development.
- The amenity of the properties to the rear of Uplands Rd should be respected.
- Building beyond 6 storeys may be possible on parts of the site due to the steep sloping nature of the site. The prominence of the site from across Haringay to the East should be considered, and architecture of a high quality will be required due to this local prominence.

SA 51: Lynton Road

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | 72-96 Park Rd, and industrial site on Lynton Rd, Crouch End, N8 | | |
| Site Size (Ha) | 0.5 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Industrial | | |
| Ownership | Multiple private freeholds | | |
| How site was identified | 2013 SHLAA | | |

Proposed Site Allocation

Extension of District Centre including secondary frontage to create residential led mixed use development.



Site

- Redevelopment of this site for residential use will be permitted.
- No buildings need to be retained on this site.
- The maximum height on this site should be 5 storeys.

Development Guidelines

- The current blank brick façade on the approach to the Church on the Grove should be replaced with active building frontages, with front doors opening onto the street.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Heights should be no more than 4 storeys on The Grove, and heights should be restricted to the north of the site to protect the setting of the church, and preserve the amenity of the back gardens on Palace Rd.
- Higher elements may be possible on Park Rd marking the entrance to Crouch End District Centre.

SA 52: Pinkham Way

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Former Friern Barnet Sewage Works, Pinkham Way, Muswell Hill N8 | | |
| Site Size (Ha) | 5.95 | PTAL Rating | 1a |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Disused sewage works | | |
| Ownership | Multiple public freeholds | | |
| How site was identified | Call for sites representation (nominated twice, once by owners, once by local interest group). | | |

Proposed Site Allocation

The site is Borough Grade 1 SINC, and for employment uses.



Site

- Before any development is granted planning permission, a Biodiversity Study will be carried out to identify how the designated SINC can be enhanced by the development in line with policy SP13: Open Space and Biodiversity and any future DMDPD policy relating to this issue.
- Employment is the preferred use on this site, preliminary viability evidence suggests that a higher value use may be required in order to subsidise the delivery of employment and enhancement of the SINC.
- Pursuant to policy 7.19 of the London Plan, if appropriate development may be required to improve access to the SINC.

Development Guidelines

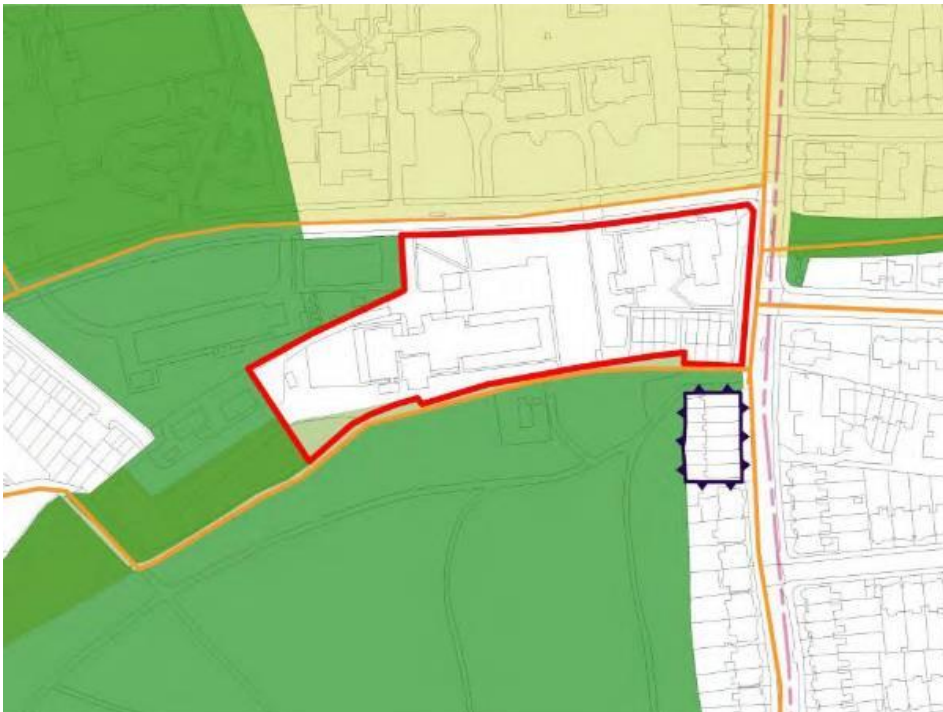
- Due to the nature of the site, it is not straightforward to nominate height guidelines. In view of the PTAL rating, heights are not expected to be more than 3-5 storey development (or equivalent), taking into account the topography of the site.
- There is residual 1 in 100 year + Climate change flood risk from Bounds Green Brook to the north of the site. Although the brook is to the north of the site, flood risk is present on the site. More vulnerable uses should therefore be kept from this part of the site in line with sequential test requirements.
- The culverted stream should be examined for structural condition and blockages prior to any development.
- The area in the vicinity of the north eastern corner of the site (along the rail line) is an ecological corridor, and any development should serve to enhance this function.
- Pedestrian and cycling connectivity through the site, including the existing estate on Alexandra Rd, to New Southgate station, which Crossrail 2 is proposed to be connected to, should be optimised as part of the design of any new development.
- There may be potential to relocate some businesses from Regeneration Areas in other parts of the borough to improved premises at this location.
- This site has been nominated by the North London Waste Authority as a potential future waste site in the preparation of the North London Waste Plan.
- Studies should be undertaken to understand any contamination prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Proposed development must also take into account any land stability issues if relevant.

SA 53: Cranwood & St. James' School

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | St. James' C of E High Schools and Cranwood Care Home, 100-106 Woodside Avenue, Muswell Hill/ Highgate N10 | | |
| Site Size (Ha) | 1.2 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | School & Care home | | |
| Ownership | Unified public freeholds | | |
| How site was identified | Existing SSP, Housing Estate Renewal programme | | |

Proposed Site Allocation

Redevelopment comprising an expanded school, new residential development and improved connections through the site linking Highgate Wood and the Parkland Walk.



Site

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

Development Guidelines

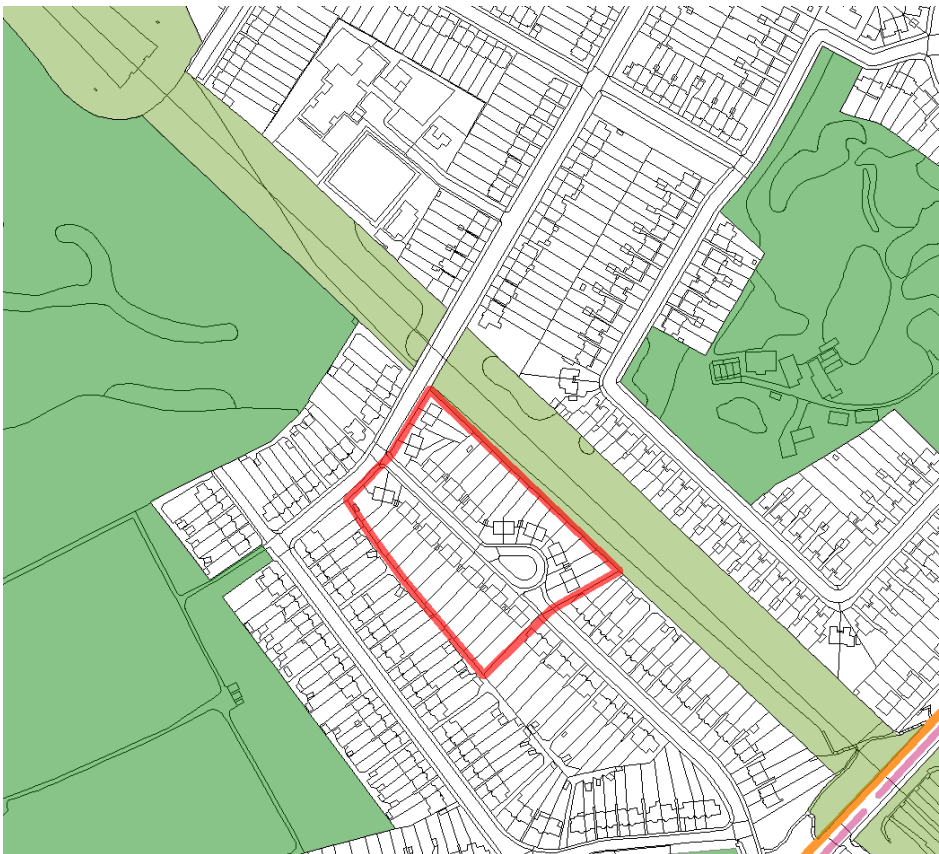
- The development should be sensitive to the setting of the historic Highgate Wood which adjoins the southern boundary of the site, and the Muswell Hill Conservation Area on the other side of Woodside Avenue immediately to its north. The main building of the pumping station west of the site is also locally listed.
- A north-south connection linking the route through the St. Luke's redevelopment should be established to the west of the expanded school.
- The building line formed by the existing residences along Woodside Avenue should be maintained but can come closer to the pavement edge.
- Views of Highgate Wood across the site from Muswell Hill should be maintained.
- A new piece of urban realm space should be created on Muswell Hill Road in the south-eastern corner of the site linking the entrance into Highgate Wood, the entrance to the new school, and providing a connection to the Parkland Walk link.
- Particular attention should be paid to the amount of footway outside of the school, and ensuring it is large enough to facilitate school drop offs and collections.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of local noise pollution should be considered on this site.

SA 54: Tunnel Gardens

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Tunnel Gardens & Blake Road N11 | | |
| Site Size (Ha) | 1.3 | PTAL Rating | 1-3 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Residential | | |
| Ownership | Public freehold with some private leases. | | |
| How site was identified | LBH Estate Renewal programme | | |

Proposed Site Allocation

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



Site

- No buildings need to be retained.
- Potential reconfiguration of the open space at the centre of the site for the benefit of residents.
- Height will be limited to 4 storeys on this site.
- The use on the site will be residential.

Development Guidelines

- Development should respect the back gardens of neighbouring properties on Winton Gardens.
- The ecological corridor along the rail line to the north east of the site should be preserved through this development.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 55: Alexandra Palace

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Alexandra Palace, Alexandra Palace Way, Muswell Hill N8 | | |
| Site Size (Ha) | 77.5 | PTAL Rating | 1-2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Events venue, range of community uses including ice rink, BBC facilities, and theatre. Grounds include multi-functional parkland including sports pitches and gardens. | | |
| Ownership | Unified public ownership | | |
| How site was identified | Current HLF bid | | |

Proposed Site Allocation

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



Site

- All Buildings, including existing basement structures should be retained.
- The new development of restaurant and hotel uses will be supported in the western part of the Palace.
- Development on the west side of the Palace should not compromise development of a multifunctional venue offering theatre, wedding and conferencing space, an ice rink, and enhanced studio space offering educational, cultural and business spaces on the Eastern wing, or the ongoing popular function of the Central Hall.
- Opportunities to improve the open space will be supported, particularly by improving walking and cycling links.
- Design needs to respect the historic fabric of the existing building.
- The site lies within the Alexandra Palace Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- The height and form of any new enabling development should be subordinate to the original façade, and contained within the existing structure.

Development Guidelines

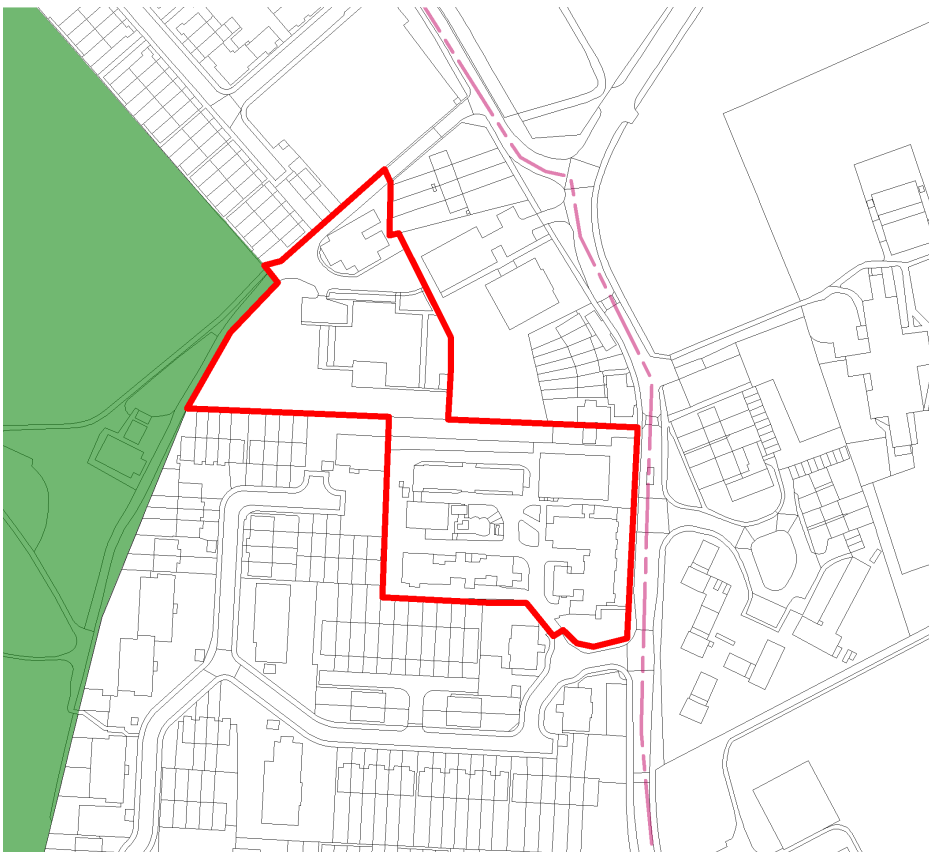
- The interior of the western side of the Palace building may be able to accommodate high quality contemporary design where it can be demonstrated that it complements the historic façade.
- Views from the Palace and its grounds across London should be optimized, with additional facilities being oriented to maximise this asset.
- The opportunity for improved connections between the Palace and Wood Green will be supported.
- Opportunities to make better use of the currently inaccessible basement structures will generally be supported.
- The Central Hall will be retained as a popular venue in keeping with the original aims of the Palace, and to support the non-commercial uses in the eastern side of the building.
- The site is MOL and a SINC, and these should be supported through any future development.

SA 56: Coppetts Wood Hospital

| | | | |
|--------------------------------|---|------------------|---------------------|
| Address | Coppetts Wood Hospital, Greenfields School, and Crouch End Vampires, Coppetts Rd, Fortis Green, N10 | | |
| Site Size (Ha) | 1.3 | PTAL | 1 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Football changing facilities, hospital, former school | | |
| Ownership | Mix of public and private freeholds and leaseholds | | |
| How site was identified | 2013 SHLAA | | |

Proposed Site Allocation

Consolidation of existing land uses to create potentially mixed use development.



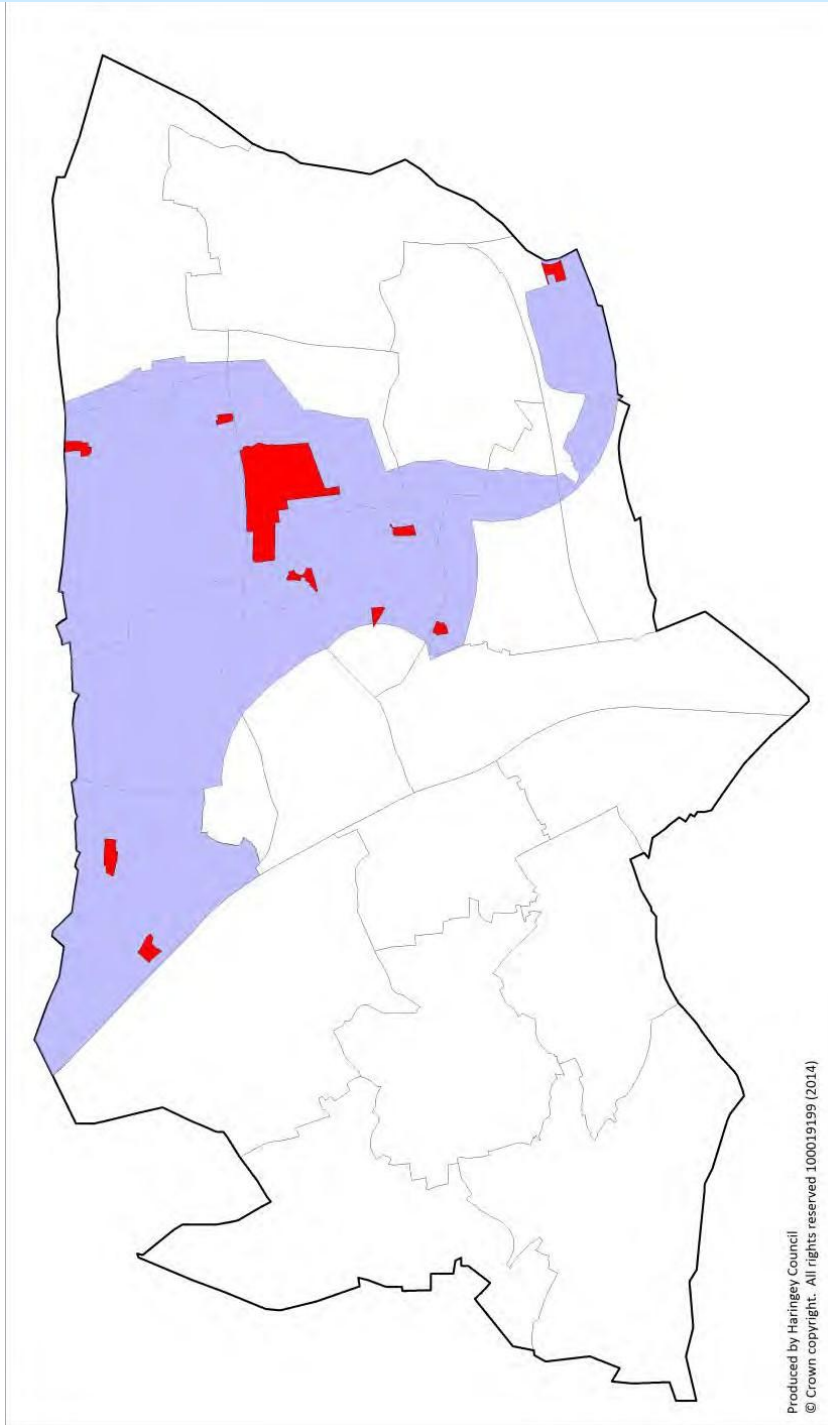
Site

- Suitable re-provision for all the existing uses will be required to be shown that they are no longer needed, or have been re-provided before any development can proceed. This will include
 - Crouch End Vampires
 - Greenfields School
 - Hospital function at Coppetts Wood Hospital
- Depending on the findings of the emerging Infrastructure Delivery Plan, this site could be converted to create a new school. If this is not needed for this purpose, it could be converted to residential.
- Heights should be limited to 5 storeys on this site.
- Parks and other service vehicle access to Playing Fields

Development Guidelines

- The possibility to include the Church of Jesus of the Latter day Saints building into this scheme should be considered.
- The amenity of the properties on Coppetts Rd should be respected by the new development.

Sites in the East of the borough



The East of the borough

The east of the borough contains the areas that fall broadly between Bounds Green, Wood Green, and Green Lanes, and the Tottenham AAP area, with the exception of the east of Seven Sisters ward, which is also included.

The area is predominantly residential, although there are local centres at West Green, on Lordship Lane, and on Phillip Lane, with additional smaller neighbourhood shopping areas scattered throughout the area.

Sites in this area (pp150-169)

- SA 58: Park Grove & Durnsford Rd
- SA 59: Myddleton Rd Local Centre
- SA 60: The Red House
- SA 61: Haringey Professional Development Centre
- SA 62: Keston Centre
- SA 63: Barber Wilson
- SA 64: Broad Water Farm
- SA 65: The Selby Centre
- SA 66: The Roundway
- SA 67: Leabank & Lemsford Close

Tottenham AAP area

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

Comment [A12]: The numbering of sites used here does not correspond to the numbering of sites in the subsequent sections. The list should start with SA57 Park Grove... and finish with SA66 Leabank...

Comment [A13]: See our separate, detailed response to the Tottenham AAP.

SA 57: Park Grove & Durnsford Rd

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | 1-26 Park Grove & 67-89 Durnsford Grove, Bounds Green, N11 | | |
| Site Size (Ha) | 1.3 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Residential | | |
| Ownership | Single public freehold | | |
| How site was identified | LBH Housing Estate Renewal Programme | | |

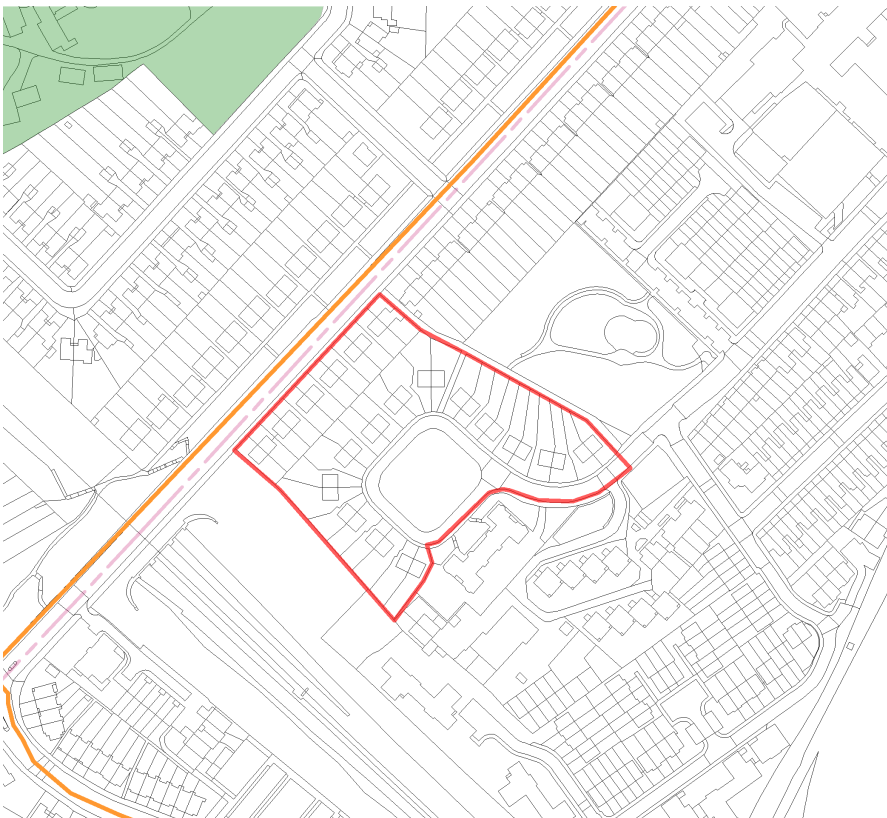
Comment [A14]: See our comment in the overall response about the SA DPD, about the Housing Estate Renewal approach taken by the Council in the SA DPD, Tottenham AAP and Alterations to Strategic Policies. We contest the 'red lining' of housing estates for future redevelopment into 'mixed communities' on the grounds explained in our comment.

We demand the following principles to be included in the SA DPD

- No estate regeneration programme should go ahead without a meaningful and fair process of consultation, involvement and empowerment of the existing residents as the drivers of all the decision-making related to their homes.
- Such programmes should prioritize improvements to the existing housing estates and their amenities (e.g. finish the Decent Homes Works, concierges, landscaping, community facilities), for the benefit of the current occupants.
- There should be no demolitions of structurally sound homes, absolutely NO NET LOSS of social housing unit and no displacement of existing tenants as part of any plan for the area.

Proposed Site Allocation

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



Site

- No buildings to be retained due to defective materials.
- Potential reconfiguration of the open space at the centre of the site for the benefit of residents.
- Height limit will be 6 storeys on this site.
- The use on the site will be residential.

Comment [A15]: The presumption in favour of demolition is opposed.

Development Guidelines

- Height should be limited at the interface with residential properties on Durnsford Rd, but can increase thereafter.
- The potential to enhance linkages to Springfield Community Park from the development and to Durnsford Rd.
- The ecological corridor along the rail line to the south west of the site should be preserved through this development.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 58: Myddleton Road Local

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Myddleton Road, Bounds Green, N22 | | |
| Site Size (Ha) | 1.7 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Local shopping centre | | |
| Ownership | Multiple private freeholds and leaseholds | | |
| How site was identified | Local resident's group | | |

Proposed Site Allocation

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



Site

- Residential will be restricted on ground floor frontages on Myddleton Rd, but conversions above and behind will be permitted so long as they maintain a viable ground floor unit fronting Myddleton Rd.
- Uses will be encouraged which create an active environment within the centre. Food and drinks uses will be supported, as will shops, artists studios/ workshops, community facilities, and offices.
- The site lies within the Bowes Park Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Back-land development that respects neighbouring amenity while increasing the local population density and therefore local centre vitality will be supported.
- The local centre will be extended on the northern side of Myddleton Rd east of Marlborough Rd to interface with the New River path.

Development Guidelines

- The food and drink operators, particularly in the evening, could benefit from additional street space to add tables and chairs. The western end of Myddleton Rd could be considered as a shared street space, facilitating this. In order for this to be achieved, it may be necessary for parking along a stretch of Myddleton Rd to be removed. It is proposed that echelon parking to the east could replace this.
- The potential for creating a right of way along the alignment of the New River Path should be explored, which will act as a route to draw additional footfall to the centre. The relationship between this link and the existing allotments to the south of Myddleton Rd should be carefully assessed.
- The level of transition from retail to food and drink will be closely monitored, and the findings used as a test case to inform future policy for other local centres in the borough.
- The principles included in the Myddleton Road Local Shopping Centre Policy Guidance Note will be supported.

SA 59: Red House

| | | | |
|--------------------------------|---|--------------------|---------------------|
| Address | Red House Care Home & Church, West Green Rd | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 5 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Care home, church, open space | | |
| Ownership | Mix of public and private freeholds | | |
| How site was identified | Existing Housing Trajectory | | |

Proposed Site Allocation

Redevelopment of existing care home and church building to create a continued town centre frontage, new homes, and potentially a reconfiguration of the open space to the rear.



Site

- The existing quantity of open space on the site should be retained or increased, and enhanced through any development.
- Uses which complement the existing West Green Local Shopping Centre should be produced on West Green Road.
- Height should be limited to 6 storeys on this site.

Development Guidelines

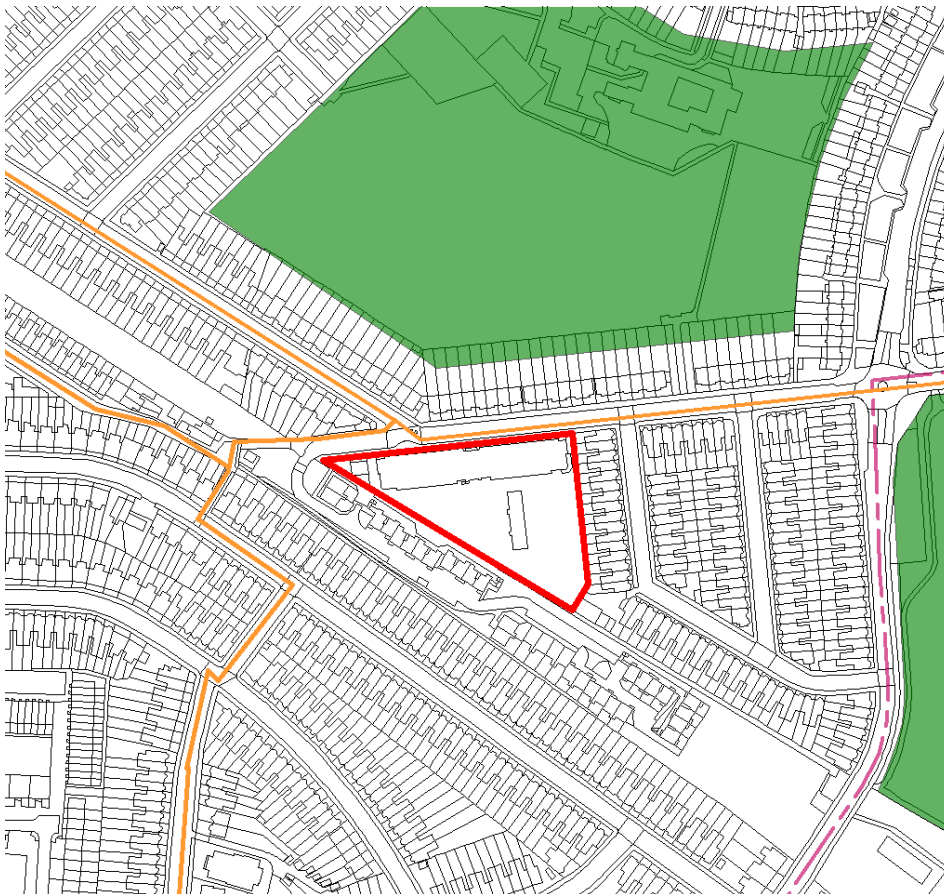
- The setting of the locally listed former Cambridge Arms pub should be enhanced through this development. This will primarily be through continuing the building frontage on West Green Road.
- The Stanley/Culross Open Space is designated as Significant Local Open Land, and any development should enhance its quality, and not decrease the quantity of open land.
- The community centre at the south of the site has been identified as being surplus to need and an alternative use should be created.
- The need to replace the community facility located on this site at present should be considered as part of any application.
- The open space could be utilised to produce a clear east west link through the park. Buildings should face onto the park from either side of this link, and face into the park at the east of the site.
- Heights should be restricted where they interface with Stanley Rd, West Green Rd, and the existing St. John Vianny Catholic Primary School.

SA 60: Haringey Professional Dev^t Centre

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Haringey Professional Development Centre, Downhills Park Rd, N17 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Professional Development Centre | | |
| Ownership | Single public freehold | | |
| How site was identified | LBH Property Review | | |

Proposed Site Allocation

Conversion of the existing centre to residential or educational use with potential development on the land to the rear.



Comment [A16]: In line of the acute need for social infrastructure of all kinds in the Eastern part of the Borough, this publically owned site should be prioritized for such uses.

Site

- The existing PDC building should be retained.
- Depending on the findings of the emerging Infrastructure Delivery Plan, this site could be converted to create a new school. If this is not needed for this purpose, it could be converted to residential.
- There is potential for infill development behind the current building on Downhills Park Rd.
- Height should be limited to 6 storeys on this site.

Development Guidelines

- This site is located on a key point in the local cycle network. Development here should facilitate enhancements where possible.
- Heights should be restricted where they interface with the backs of properties on Belmont Avenue and Ivatt Way.

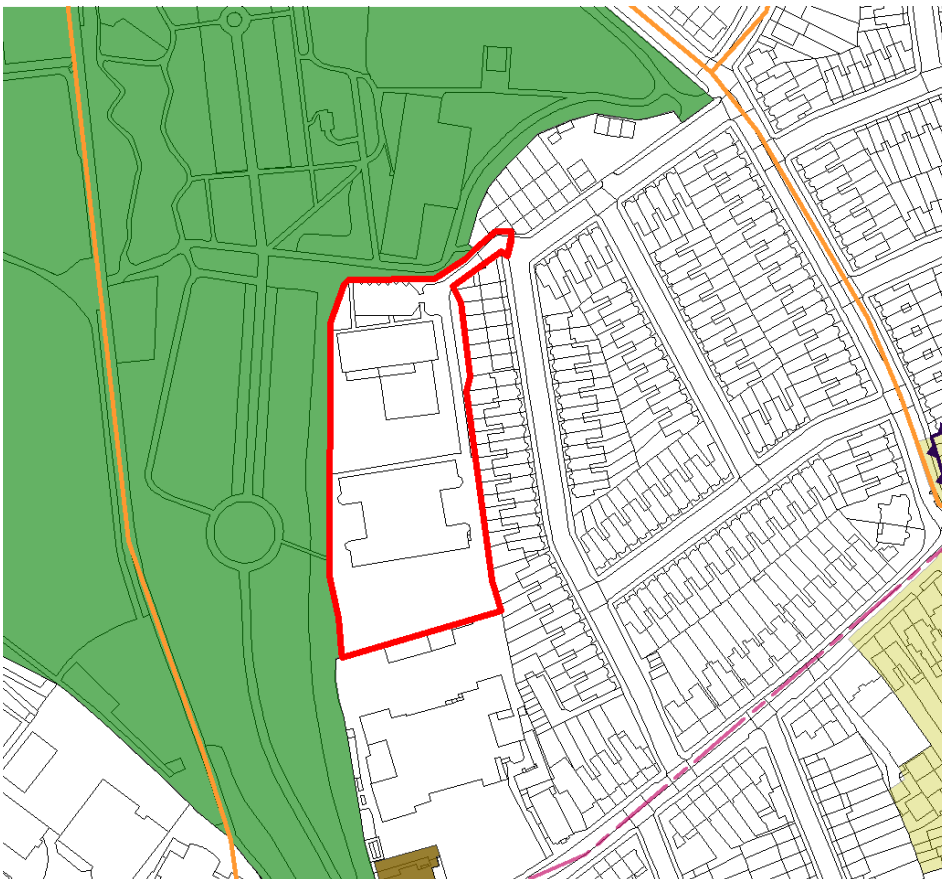
SA 61: Keston Centre

| | | | |
|--------------------------------|-------------------------------|--------------------|---------------------|
| Address | Keston Centre, Keston Rd, N17 | | |
| Site Size (Ha) | 0.9 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| Current/Previous use | Nursery & Day Care Centre | | |
| Ownership | Single public freehold | | |
| How site was identified | LBH Property Review | | |

Comment [A17]: In line of the acute need for social infrastructure of all kinds in the Eastern part of the Borough, this publically owned site should be prioritized for such uses.

Proposed Site Allocation

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



Site

- No buildings need to be retained, but the existing uses should be reprovided prior to any development taking place.
- A small amount of Metropolitan Open Land may need to be swapped on this site to create an improved vehicular entrance into the north east corner of the site.
- Pedestrian and cycle access from the south west corner of the site into Downhills Park and towards the West Green Rd local centre should be provided.

Development Guidelines

- Heights should be limited to 5 storeys on this site, with heights reduced to respect the amenity of the properties on Keston Rd.

SA 62: Barber Wilson

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

Comment [A18]: No mention is made here of the fact that this is the site of Barber Wilson, the major UK tap manufacturer with over 100 years experience. How many jobs will be lost from Tottenham if this company is displaced? How many other businesses will be affected? Where will Barber Wilson go and how will they be compensated? The site allocation gives no indication that any of these issues have been considered.

Proposed Site Allocation

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



Site

- No buildings need to be retained on this site.
- A clear link from Crawley Rd through to Lordship Rec will be created.
- Height will be limited to 5 storeys on this site.
- Residential development will be permitted on this site to enable creation of a new pedestrian and cycle route.
- Planning Obligations will be required to enable a high quality pedestrian and cycle link across Downhills Park Road, and into Lordship Rec to link with the north-south Green Grid route.

Development Guidelines

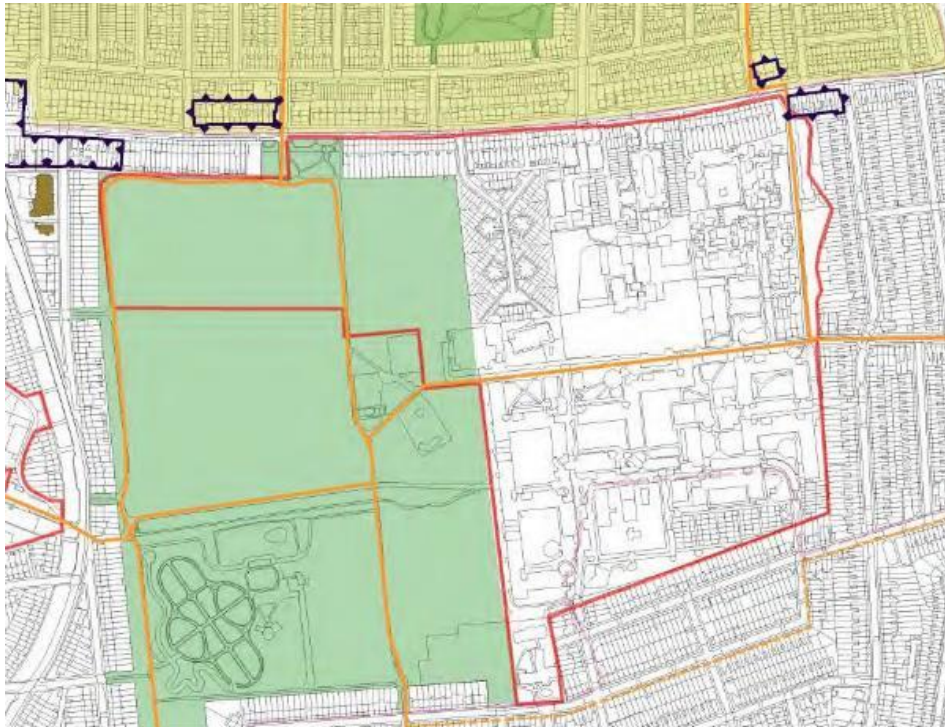
- Development on this site should not be overbearing on the surrounding residential properties. Where the site interfaces with residential properties, back gardens of new units should meet the back gardens of existing properties.
- Development should not exceed 4 storeys on Downhills Park Rd.
- The Moselle river runs in a culvert along the eastern boundary of the site. The opportunity to deculvert this should be explored in line with SP5.
- The two yards between 145-147 Downhills Way should be built on, keeping the existing building line, and in a consistent manner to the existing buildings.
- Limited development to the south of 125, and north of 113 Downhills Way to create a corner block which is sensitive to adjoining residential property but also marks the entrance to the through route.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 63: Broad Water Farm

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Broad Water Farm housing estate | | |
| Site Size (Ha) | 25.5 | PTAL Rating | 1 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Residential, including education and leisure facilities. | | |
| Ownership | LBH | | |
| How site was identified | LBH Housing Estate Renewal programme | | |

Proposed Site Allocation

Potential improvements of the housing estate to improve stock, design of the site, and routes through the area.



Local Plan: Site Allocations Preferred Option Consultation Document February-March 2015

Comment [A19]: See our comment in the overall response about the SA DPD, about the Housing Estate Renewal approach taken by the Council in the SA DPD, Tottenham AAP and Alterations to Strategic Policies. We contest the 'red lining' of housing estates for future redevelopment into 'mixed communities' on the grounds explained in our comment: poor engagement with residents, potential for displacement and net loss with social housing.

These are our views:

1. The information provided is inadequate, biased and appears to be deliberately misleading in hiding the real intentions. It is not possible, on the information provided, to understand or respond meaningfully. For this reason alone this proposal should be withdrawn.

The information portrays what the Council must have known are highly controversial proposals as being 'Potential improvements of the housing estate to improve stock, design of the site and routes through the area.' This may sound innocuous. Yet local community reps' conversations with planning officers [1] revealed the real agenda is to promote mass demolitions of structurally sound homes, accompanied by house-building on the neighbouring park. Further, no information is provided on why the 3 Housing Association estates in the northern part of the 'zone' are included, but it transpires that buried in the 'Development Management Policies' is a poorly printed Map 2.2 showing that the Council bizarrely want to promote future Tall Buildings across these relatively recently-built low-level estates.

This proposed demolition and redevelopment zone includes not only the estate and all its marvelous community facilities, but also Somerset Close, Lido Square, Moira Close and the private houses along Lordship Lane to the north. We have been told that the proposal would include housing to be built on a large chunk of the north end of Lordship Recreation Ground, including the enclosed sports field, to re-house some of those displaced by any future demolitions. Temporarily or permanently? It also doesn't say.

...

Site

- The requirements of a future Supplemental Planning Document (SPD) guiding development in the area should be met.

Development Guidelines

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

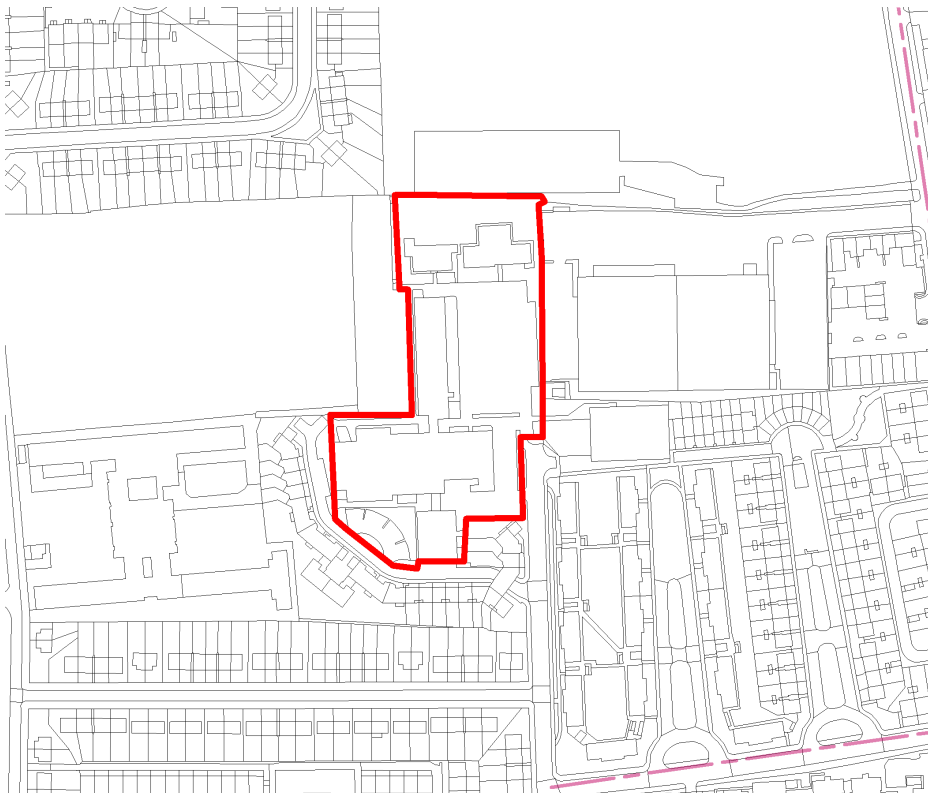
SA 64: The Selby

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | Selby Centre, Selby Lane, N17 | | |
| Site Size (Ha) | 1.2 | PTAL Rating | 2 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Residential, including education and leisure facilities. | | |
| Ownership | Single public freehold | | |
| How site was identified | SHLAA 2013 | | |

Comment [A20]: The Selby Centre must be protected and given a new long-term lease.

Proposed Site Allocation

Consolidation of community uses



Site

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

Comment [A21]: Such provision to be ensured on site

Development Guidelines

- There may be opportunities to link the open spaces in the area, specifically the Bull Lane and Weir Hall Road open spaces, to benefit wider areas of the borough through the Green Grid network.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

SA 65: The

| | | | |
|--------------------------------|--|--------------------|---------------------|
| Address | 58-62 Lordship Lane, 311-315 The Roundway, and 12 Church Lane, Tottenham N17 | | |
| Site Size (Ha) | 0.6 | PTAL Rating | 4 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Range of commercial uses | | |
| Ownership | Multiple private freeholds | | |
| How site was identified | Pre-application on neighbouring site | | |

Proposed Site Allocation

Consolidation of sites providing high quality housing and potentially enabling a improved east-west cycling connection in a development sympathetic to the adjoining Bruce Castle.



Site

- The height limit on this site will be 5 storeys.
- The existing employment floorspace on this site should be replaced. Residential will be permitted on this site to cross subsidise the renewal of the employment stock.
- No buildings need to be retained, but the Parkside Prep school should not be compromised through any redevelopment.
- Development on this site should enhance the setting of Bruce Castle, and the Bruce Castle Park.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.

Development Guidelines

- An improvement to the existing connection from the cycle path to the west of the Roundway into All Hallows Rd, and then through Bruce Castle Park should be considered as an enabling opportunity resulting from this development.
- Heights should be limited adjacent to the nursery and the existing houses to the north of the site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.

SA 66: Leabank and Lemsford

| | | | |
|--------------------------------|--------------------------------------|--------------------|---------------------|
| Address | Leabank View & Lemsford Close, N15 | | |
| Site Size (Ha) | 1.3 | PTAL Rating | 1 |
| Timeframe for delivery | 2011-2015 | 2015-2020 | 2020 onwards |
| | | | |
| Current/Previous use | Residential | | |
| Ownership | Single private freehold | | |
| How site was identified | LBH Housing Estate Renewal programme | | |

Comment [A22]: See our comment in the overall response about the SA DPD, about the Housing Estate Renewal approach taken by the Council in the SA DPD, Tottenham AAP and Alterations to Strategic Policies. We contest the 'red lining' of housing estates for future redevelopment into 'mixed communities' on the grounds explained in our comment.

We demand the following principles to be included in the SA DPD

- No estate regeneration programme should go ahead without a meaningful and fair process of consultation, involvement and empowerment of the existing residents as the drivers of all the decision-making related to their homes.
- Such programmes should prioritize improvements to the existing housing estates and their amenities (e.g. finish the Decent Homes Works, concierges, landscaping, community facilities), for the benefit of the current occupants.
- There should be no demolition of structurally sound housing, absolutely NO NET LOSS of social housing unit and no displacement of existing tenants as part of any plan for the area.

Proposed Site Allocation

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



Site

- The height limit will be 5 storeys for this site.
- The use on the site will be residential.
- No buildings need to be retained on the site.
- Development on this site should enhance the path along the River Lea.

Development Guidelines

- Development height should be restricted adjoining residences to the south and west of the site.
- Although the site has a modest PTAL at present, it is only a 12 minute walk to South Tottenham station, which could in the future be part of Seven Sisters Crossrail station.
- The site has no void areas. Therefore in order to commence construction, areas of the existing development will need to be cleared.
- At present the properties in the western side of the site gain no visual amenity from being close to the river. This could be improved through innovative design, allowing viewing corridors through the site.
- The southern edge of the site (Leabank view) runs down the rear of terraced houses. New uses creating a back-to-back interface should be created along this edge, of no higher than 4 storeys, and designed to be respectful of the existing houses.
- Heights facing the water will be the highest point of the site. This should be in blocks arranged to allow a viewing corridor of the River Lea.
- New communal open space could be created in the centre of the site.

Appendix A: Methodology for Assessing the Capacity of Allocated Sites

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

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

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

Assumptions

- Residential unit size is assumed to be 70m² per unit;
- Town Centre uses as part of a mixed use development is assumed to be 10% of floorspace;
- Employment floorspace is as stated in a site allocation; or
- PTAL is taken at the centre point of the site;
- GLA density assumptions are taken from Table 3A.2 of the London Plan.

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

Example 1: Summersby

Rd Site Area: 1.68 hectares

PTAL: 3

Setting: Urban

LP density matrix mid range: 100 dwellings per hectare

Mix: 100% residential

Therefore estimated capacity of site is 168 homes.

Existing residential units on site: 44

Therefore net capacity on this site: **124 new homes.**

Example 2: Clarendon Rd

South Site Area: 2.2 hectares

PTAL: 4

Setting: Urban

LP density matrix ranges: 140 dwellings per hectare (

Mix: 33% commercial, 67% residential

Total developable floorspace: 21,560m²

Therefore estimated capacity of site is **206 new homes and 7,115m² employment floorspace.**

Example 3: Mecca

Bingo Site Area: 0.8

hectares PTAL: 6a

Setting: Central

LP density matrix ranges: 265 dwelling per Hectare

Mix: 10% town centre uses, 90% residential

Total developable floorspace: 14,840m²

Therefore estimated capacity of site is **191 new homes and 1,484m² town centre floorspace.**

Appendix B: Housing Trajectory

Haringey's Strategic Policy SP1 (as revised) provides a commitment to deliver at least 19,802 net additional homes in the Borough over the fifteen year period from 2011/12 to 2025/26.

The Tottenham Area is expected to deliver at 11,284 new homes between 2011-2026. Site allocations and development management policies to enable that level of housing growth to be achieved and, where possible, exceeded within Tottenham are set out in the separate development plan document: the Tottenham Area Action Plan.

Whilst this represents a substantial proportion of the Borough's housing target, this still leaves a balance of a minimum of 8,518 homes to delivered on land outside of Tottenham Area. In the period 2011-2014, 707 net additional units were created in the borough, outside of Tottenham. This leaves 7,811 net units required to be built outside of Tottenham.

This Appendix demonstrates how it is intended that the balance of 7,811 new homes will be met and exceeded outside of the Tottenham Area, and indicates the broad distribution of growth as benchmarks in accordance with Strategic Policy SP1 (as revised). The following table summarises the past completions for the period 2011/12 to 2013/14, pipeline supply and planned delivery on previously developed land in each of the broad growth areas for the period 2011/12 to 2025/26.

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

Delivery Summary 2014/15 to 2025/26

| Area | M2 employment | M2 town | Net resi unit |
|--------------|----------------|---------------|---------------|
| Wood Green | 57,265 | 19,344 | 4,412 |
| South | 41,832 | 7,154 | 2,058 |
| Highgate | 0 | 0 | 430 |
| West | 0 | 3,606 | 997 |
| East | 1,940 | 332 | 627 |
| Total | 101,038 | 30,436 | 8,524 |

Comment [A23]: See our comment about that in our response to the Tottenham AAP. Unrealistic target with potentially negative impacts on existing residents and businesses. We contest the fact that Tottenham has to absorb half of that growth. It is the poorest part of the Borough, the most dense, and includes 30% of the Borough's population.

| Ref | Site Name | M ² emp | M ² TC | net resi |
|---------------------|--|--------------------|-------------------|----------|
| Sites in Wood Green | | | | |
| SA S | Clarendon Square (HGY/2009/0503) | 700 | 1,200 | 1,080 |
| pp 4 | Lymington Avenue (HGY/2012/0770) | - | - | 66 |
| SA 10 | LBH Civic Centre | 2,156 | 1,078 | 108 |
| SA 11 | Green Ridings House | 1,855 | 928 | 93 |
| SA 12 | Wood Green Bus Garage | - | 2,412 | 310 |
| SA 13 | Station Road Offices | 4,823 | 2,412 | 241 |
| SA 14 | Mecca Bingo | - | 1,484 | 191 |
| SA 15 | Morrison's Wood Green | - | 1,855 | 239 |
| SA 16 | Wood Green Library | - | 2,783 | 358 |
| SA 17 | The Mall | - | - | - |
| SA 18 | Bury Road Car Park | - | 1,484 | 191 |
| SA 19 | 16-54 Wood Green High Road | - | 2,597 | 334 |
| SA 20 | Ub Westbury & Whymark Avenue | - | 742 | 95 |
| SA 21 | Turnpike Lane Triangle | - | 371 | 48 |
| SA 22 | North of Homsey Rail Depot | - | - | 70 |
| SA 23 | Wood Green Cultural Centre (North) | 3,061 | - | 89 |
| SA 24 | Wood Green Cultural Centre (South) | 22,000 | - | 265 |
| SA 25 | Wood Green Cultural Centre (East) | 4,285 | - | 124 |
| SA 26 | Clarendon Gateway | 6,734 | - | 195 |
| SA 27 | Clarendon Road South | 7,115 | - | 206 |
| SA 28 | NW of Clarendon Square | 1,523 | - | 22 |

| | | | | |
|--|--|---------------|---------------|--------------|
| SA 29 | Land Adjacent to Coronation Sidings | 3,015 | - | 87 |
| Total | | 57,265 | 19,344 | 4,412 |
| Sites in the South of the Borough | | | | |
| SA 30 | Hawes & Curtis, Green Lanes | - | - | 81 |
| SA 31 | Wightman Road | - | - | 60 |
| SA 32 | St Ann's Hospital (HGY/2014/1691) | - | - | 456 |
| SA 33 | Arena Retail Park | - | 5,390 | 693 |
| SA 34 | Arena Design Centre | 4,620 | - | 140 |
| SA 35 | Crusader Industrial Estate | 7,392 | - | - |
| SA 36 | Omega Works | 4,620 | - | 66 |
| SA 37 | Vale/Eade Roads | 7,350 | - | 45 |
| SA 38 | Overbury & Eade Roads | 17,850 | - | 220 |
| SA 39 | U/b Seven Sisters Road & Tewkesbury Road | - | - | 70 |
| SA 40 | Finsbury Park Bowling Alley | - | 1,274 | 164 |
| SA 41 | 18-20 Stroud Green Road | - | 490 | 63 |
| Total | | 41,832 | 7,154 | 2,058 |
| Sites in Highgate | | | | |
| SA 9 | Highgate Magistrates Court | - | - | 82 |
| SA 42 | 460-470 Archway Road | - | - | 90 |
| SA 43 | Highgate Station & Gonnerman | - | - | 41 |
| SA 44 | Highgate School) | - | - | - |
| pp 3 | Furnival House, 50 Cholmeley Park (HGY/2010/1 175) | - | - | 15 |
| SA 45 | Highgate Bowl | - | - | 44 |
| SA 46 | Summersby Road | - | - | 124 |

| | | | | |
|-------|-----------|---|---|-----|
| SA 47 | Hillcrest | - | - | 34 |
| Total | | - | - | 430 |

Sites in the West of the Borough

| | | | | |
|-------|---------------------------------------|-------|-------|-----|
| pp 1 | 56 Muswell Hill (HGY/2013/2069) | - | - | 28 |
| pp 2 | Pembroke Works, (HGY/2012/1 190) | - | - | 42 |
| SA 6 | Homsey Depot (HGY/2013/2019) | - | 3,606 | 438 |
| SA 7 | St Luke's Hospital (HGY/2013/2379) | - | - | 156 |
| SA 8 | Homsey Town Hall (HGY/201/0500) | - | - | 123 |
| SA 48 | Homsey Water Treatment Works | - | - | 42 |
| SA 49 | Cross Lane | 2,300 | - | 60 |
| SA 50 | Chettle Court | - | - | 75 |
| SA 51 | Park Road & Lynton Rd | - | - | 51 |
| SA 52 | Pinkham Way | - | - | - |
| SA 53 | Cranwood & St James' | - | - | 41 |
| SA 54 | Tunnel Gardens | - | - | 46 |
| SA 55 | Alexandra Palace | - | - | - |
| SA 56 | Coppets Wood Hospital | - | - | 21 |
| Total | | 2,300 | 3,606 | 997 |

Sites in the East of the Borough

| | | | | |
|-------|---|---|-----|-----|
| SA 57 | Park View & Durnsford Road | - | - | 132 |
| SA 58 | Myddleton Rd Local Centre | - | - | - |
| SA 59 | Red House | - | 332 | 33 |
| SA 60 | Haringey Professional Development Centre | - | - | 61 |
| SA 61 | Keston Centre | - | - | 87 |

| | | | | |
|-------------|-------------------------------|---------|--------|-------|
| SA 62 | Barber Wilson | - | - | 66 |
| SA 63 | Broad Water Farm | - | - | - |
| SA64 | The Selby Centre | - | - | - |
| SA 65 | The Roundway | 1,940 | - | 56 |
| SA 66 | Leabank and Lemsford Close | - | - | 65 |
| Total | | 1,940 | 332 | 627 |
| Grand Total | | 103,338 | 30,436 | 8,564 |

Appendix C: Glossary of Terms for Local Plan Documents

- **Accessibility:** Ability of people or goods and services to reach places and facilities.
- **Accessible Development:** A building, facility etc. and its wider environment which can be reached and used, in particular by people with disabilities.
- **Accessible Transport:** Transport services and vehicles designed and operated to be usable by people with disabilities and other transport disadvantaged people, with characteristics possibly including affordable fares, wheelchair user accessibility and easy reach of final destination.
- **Active Frontages:** street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and open towards the street. This is not the same as attractive frontages, such as art walls, green walls or display boxes. Active frontages are often taken to mean continuous rows of highly-glazed shop fronts with frequent entries and cafes.
- **Affordable Rent:** Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.
- **Affordable Housing:** Affordable housing includes social rented and intermediate housing provided to specific eligible households whose needs are not met by the market (See entry for affordable rent, intermediate and social rented for further details).
- **Amenity:** A positive element or elements which contribute to the overall character or an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.
- **Annual Monitoring Report (AMR):** The AMR is part of the Local Development Framework and reviews progress on the preparation of the Council's Local Development Framework.
- **Area Action Plan (AAP):** Development Plan Documents used to provide a planning framework for areas of change (e.g. major regeneration) and areas of conservation.
- **Area of Archaeological Importance:** Areas with known archaeological potential where the Council's archaeology policies will normally be strictly applied.
- **Area for Intensification:** These are areas which have significant potential for increases in residential, employment and other uses through development for regeneration of available sites and exploitation of potential for regeneration,

through higher densities and more mixed and intensive use. These areas have good existing or planned public transport.

- **Area of Change:** these are areas with considerable potential for growth, though on a lesser scale than growth areas. These areas are appropriately located to support growth and contain identified sites which are available and suitable for development.
- **Area of Opportunity:** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and /or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
- **Article 4 Direction:** A power available under the 1995 General Development Order allowing the Council, in certain instances, to restrict permitted development rights.
- **Backland Development:** Development of land-locked sites, such as rear gardens, private open space or old lock up garages, usually within predominately residential areas.
- **Biodiversity:** Biodiversity encompasses the whole variety of life on earth (including on or under water) including all species of plants and animals and the variety of habitats within which they live. It also includes the genetic variation within each species.
- **Biodiversity Action Plan (BAP) – Haringey:** The Biodiversity Action Plan includes polices and actions that will contribute towards conserving, enriching and celebrating the wildlife in Haringey.
- **Blue Ribbon Network:** Policy covering London's waterways, water spaces and land alongside them.
- **Building Research Establishment Assessment Method (BREEAM):** used to assess the environmental performance of new and existing buildings.
- **Brownfield Land:** Previously developed land which is or has been occupied by a permanent structure.
- **Borough Roads:** Roads for which the Borough is the Highway Authority.
- **Building Line:** The line formed by frontages of buildings along a street.
- **Car Club:** Schemes which facilitate vehicle sharing.
- **Central Activity Zone (CAZ):** The CAZ is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.
- **Care in the Community:** This enable people in need of care, whether because of old age, disability, illness or other reasons, to continue to live in their own homes or in homely settings within the community.
- **Census:** A ten-yearly comprehensive nation-wide sample survey of population, housing and socio-economic data. The latest one was conducted in March 2011.

- **Cluster:** Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.
- **Code for Sustainable Homes:** The national standard for the sustainable design and construction of new homes.
- **Combined Heat and Power (CHP):** The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
- **Community Facilities:** Community facilities can be defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, facilities for emergency services, including police facilities, education facilities, libraries, community halls, criminal justice facilities meeting rooms, places of worship, public toilets, pubs and post offices.
- **Community Infrastructure Levy (CIL):** A per square metre tariff on new development seeking to raise revenue to fund new infrastructure.
- **Community Transport:** A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.
- **Comparison Goods:** Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.
- **Compulsory Purchase Order (CPO):** An order which enables a statutory authority to purchase an area of land compulsory for an approved project.
- **Conservation Area:** Area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Council will seek to preserve and enhance the character and appearance of these areas.
- **Contaminated Land:** Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.
- **Context:** In urban design terms the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.
- **Convenience Goods:** Good purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type of which there is a wide sale.

- **Conversions:** The sub-division of residential properties into self-contained flats or maisonettes.
- **Core Strategy:** The Core Strategy was the former title of the Local Plan: Strategic Policies document.
- **Culture:** A way of life including, **but not** limited to language, arts and science, thought, spiritual activity, social activity and interaction (the Roshan Cultural Heritage Institute).
- **Cultural Quarter:** Area where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environment.
- **Decent Homes Standard:** A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring up their property standards to a defined minimum by 2010.
- **Density:** The number of habitable rooms per hectare.
- **Designated Views** - views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces
- **Development Management Development Management Document (DMDPD):** These are the policies which are required to ensure that all development in the borough meets the spatial vision and objectives set out in the Local Plan.
- **Development Plan Documents (DPD):** Statutory planning documents that form part of the Local Development Framework including the Local Plan: Strategic Policies, Development Management Policies and Site Allocations Document.
- **District Centre:** District centres have traditionally provided convenience goods and services for more local communities and accessible by public transport, walking and cycling.
- **Ecological Corridor:** Ecological Corridors are relative areas of green space running through built up areas that allow the movement of plants and animals to other areas and habitats.
- **Emergency Services:** Includes Fire, Police and Ambulance services.
- **Employment Land Review (ELR):** A study providing evidence of the macroeconomic circumstances driving the need for provision of employment land in the borough.
- **Environmental Assessment:** A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making
- **Fluvial:** Water in the Thames and other rivers.
- **Form:** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.

- **Cluster:** Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.
- **Greater London Authority (GLA):** The GLA is a strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.
- **Green Belt:** Green Belt is an area of land which has been given special status to restrict inappropriate development.
- **Green Chain/Link:** Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access, play valuable recreational, conservation, ecological and general amenity role. Green chains can also be Ecological Corridors.
- **Green Industries:** This business sector that produced goods or services, which compared to other more commonly used goods and services, are less harmful to the environment.
- **Green Infrastructure:** A network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.
- **Green Roofs:** Planting on roofs to provide climate change, amenity and recreational benefits.
- **Growth Area:** Specific areas for new residential development to accommodate future population growth. In Haringey, there are two including Tottenham Hale, Opportunity Area, and Haringey Heartlands, Area of Intensification.
- **Gyratory:** A road junction at which traffic enters a one-way system around a central island.
- **Health Impact Assessment (HIA):** A process for ensuring that land use and planning decision making at all levels consider the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects.
- **Heritage Land:** Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.
- **Highway Authority:** An authority responsible for a highway, whether or not maintainable at public expenses.
- **Historic Parks and Gardens:** Parks and gardens containing historic features dating from 1939 or earlier registered by English Heritage. These parks and gardens are graded I, II or II* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey.
- **Homes and Community Agency (HCA):** HCA is the national housing and regeneration agency for England.

- **Conversions:** The sub-division of residential properties into self-contained flats or maisonettes.
- **Housing Association:** see Registered Provider.
- **Housing Trajectory:** Graph illustrating the supply of projected completion housing completions up to 2026.
- **Industrial Business Park (IBP):** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and some small scale distribution. They can be accommodated next to environmentally sensitive areas.
- **Intermediate Housing:** Housing available at prices and rents above those of social rent but below market prices or rents.
- **Landmarks - Buildings and structures, other than Strategically Important Landmarks,** that are visually or culturally prominent in Designated Views
- **Landscape:** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.
- **Lifetime Home:** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.
- **Linear View:** A view seen through narrow gaps between buildings or landscaping
- **Listed Building:** Locally listed buildings are those which satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or with grade I being the highest. English Heritage is responsible for designating buildings for statutory listing in England.
- **Local Development Documents (LDD):** The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.
- **Local Development Framework (LDF):** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Local Plans or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.
- **Local Development Scheme (LDS):** The LDS sets out the programme/timetable for preparing the LDD.
- **Local Implementation Plan (LIP):** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.

- **Local Nature Reserve (LNR):** Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.
- **Local Plan: Strategic Policies:** The Local Plan: Strategic Policies is a Development Plan Document setting out the vision and key policies for the future development of the borough up to 2026.
- **Local Shopping Centre:** The level of shopping centre below District Centre level, providing services for local communities.
- **Local Strategic Partnership (LSP):** A partnership of people that bring together organisations from the public, private, community and voluntary sector within a local authority area.
- **London Development Agency (LDA):** Organisation acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.
- **London Plan (The Spatial Development Strategy):** The London Plan is the name given to the Mayor's spatial development strategy for London.
- **Market Housing:** Private housing for rent or for sale, where the price is set in the open market.
- **Metropolitan Open Land (MOL):** Strategic open land within the urban area that contributes to the structure of London.
- **Metropolitan Town Centre:** Metropolitan centres serve wide catchments areas and can cover several boroughs. Typically they contain at least 100,000sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, leisure, service and civic functions.
- **Mixed tenure:** A mix of affordable and market housing.
- **Mixed Use Development:** Provision of a mix of complementary uses, such as residential, community and leisure uses on a site, within the same building or within a particular area.
- **National Planning Policy Framework (NPPF):** Sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government policy towards planning.
- **Neighbourhood and more local centres:** Typically serve a localised catchment often most accessible by walking and cycling. They include local parades and small cluster of shops, mostly for convenience goods and other services.
- **Open Space:** All land in London that is predominately undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London,

whether in public or private ownership and whether public access is unrestricted, limited or restricted.

- **Panorama** - A broad prospect seen from an elevated public viewing place
- **Planning Obligations Supplementary Planning Document:** A guidance document offering support in the implementation of planning obligations on planning applications subsequent to the adoption of the Haringey CIL.
- **Primary Care Trust (PCT):** PCTs decide what health services a local community needs, and they are responsible for providing them.
- **Public Realm:** This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
- **Public Transport Accessibility Level (PTAL):** Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network.
- **Regeneration:** The economic, social and environmental renewal and improvement of a rural or urban area.
- **Registered Provider:** non-profit making organisations that provide low-cost housing for people in need of a home.
- **River Prospect:** Short and longer distance visual experiences of a rivers cape (in HGY case Lee, Moselle or New River)
- **Section 106 Agreements (S106)/Planning Obligations:** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.
- **Secured by Design:** The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.
- **Site Allocations Development Plan Document:** This will form part of Haringey's LDF and will guide land use and future development in the borough until 2026.
- **Sites of Importance for Nature Conservation (SINC):** SINCs are areas protected through the planning process having been designated for their high biodiversity value.
- **Small and Medium Enterprises (SMEs):** Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.
- **Social Infrastructure:** Facilities and services including health provision , early years provision , schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.
- **Social Rented Housing:** Rented housing owned and managed by local authorities or registered social landlords, or be provide by other bodies under equivalent rental agreements.

- **Spatial Vision:** A statement of long term shared goals for the spatial structure of an area.
- **Statement of Community Involvement (SCI):** The Council's policy for involving the community in the preparation, review and alteration of LDDs and planning applications. It includes who should be involved and the methods to be used.
- **Strategic Environmental Assessment (SEA):** Expression used by the European Union to describe environmental assessment as applied to policies, plans and programmes.
- **Strategic Housing Land Availability Assessment (SHLAA):** An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in section 48 of the NPPF
- **Strategic Housing Market Assessment (SHMA):** An assessment of housing need and demand which informs the London Plan and borough local development documents.
- **Strategic Industrial Location (SIL):** These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.
- **Supplementary Planning Document (SPD):** Provides supplementary information about the policies in DPDs. They do not form part of the development plan and are not subject to independent examination.
- **Supplementary Planning Guidance (SPG):** Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies.
- **Sustainability Appraisal (SA):** This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in the DPDs, which complies with the EU Directive for Strategic Environmental Assessment.
- **Sustainable Urban Drainage Systems (SUDS):** An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
- **Tall Buildings:** The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- **Townscape View** - Unfolding close view of built up environment with spaces between and in each case views might or might not contain (but will be more significant if they do).
- **Urban Characterisation Study (UCS):** An appraisal of the character of the borough in terms of built urban form, topography, conservation and heritage value.
- **Tree Preservation Order (TPO):** Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.

- **Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987, as amended, lists 15 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission.
- **Unitary Development Plan (UDP):** A UDP is a land use plan that seeks to make the most efficient and effective use of land in the public interest. The LDF will eventually replace Haringey's UDP 2006.
- **View Corridor:** Strategic important views designated in the London Views Management Framework.
- **Warehouse Living:** Purpose built and genuine integrated working and living accommodation specifically targeted at the creative industries sectors.