CHAPTER 12:
GREEN LANES NEIGHBOURHOOD





FIGURE 119 | Green Lanes Neighbourhood Map

Neighbourhood Context

Location

12.01 The Green Lanes neighbourhood is located in the south of the borough. To the west it is bounded by the East Coast Mainline railway, to the south it is bounded by the London Borough of Hackney, to the east it blends into Seven Sisters and to the north it blends into Bruce Grove and Wood Green neighbourhoods.

History

12.02 The neighbourhood is centred around the ancient throughfare of Green Lanes which as early as the 18th century connected up the City of London to Hertfordshire. From the late 19th century, the neighbourhood experienced rapid suburban expansion including the building of the Harringay Ladder, a strong grid of tightly grained terraces to the west of Green Lanes. As with other parts of the borough, the development of railways in the area was critical to the development of housing and as of the late 19th century the area was amongst the best served in London.

12.03 In the early 20th century a sizeable area of land around Vale Road was developed for industrial use and the area became one of three main pockets of industry in the Borough of Tottenham. Firms included the wine gum manufacturers Maynards and piano makers Eavestaffs and Brasteds.

12.04 The largest portion of east Harringay, an area known today as 'The Gardens', was developed by the Provident Association of London. The houses were smaller than most of the houses to the west of Green Lanes.

12.05 Along Green Lanes, the style of development of the shops mirrored that of the residential areas in that almost the whole of the eastern side was built as a single development whilst building on the western side was rather more piecemeal. Completed in 1899, the eastern side was developed almost entirely as the architecturally unified Grand Parade.

12.06 By the early 20th century, Green Lanes was a more or less fully developed suburb of London and remains largely unchanged in character. Harringay Stadium, a major greyhound racing and motorcycle speedway venue in Harringay, was built in 1927 but was closed and demolished in 1987 to make way for the Arena Retail Park, a 'big box' retail development, and housing to east.

12.07 In recent years the most major development has been the development of 590-598 Green Lanes which delivered over 100 new homes and a purpose-built health centre which the West Green Surgery relocated to. Recently planning permission was granted for the mixed-use re-development of part of the St Ann's hospital site for close to 1000 new homes with the first completed homes expected in the next 12 months.

Connectivity

12.08 The neighbourhood is characterised by Green Lanes itself, a busy through route with an important and distinctive District Centre with Victorian terraces to either side. The road is on a number of major bus routes but suffers from significant congestion. It is heavily car-dominated and does not promote easy movement for pedestrians and cyclists. The Council is carrying out an ongoing Harringay Ladder Traffic And Transport Review to seek to address traffic and transport issues on Green Lanes and the adjacent Harringay Ladder.

12.09 The neighbourhood is well served with public transport links. The Piccadilly Line runs north-south through the neighbourhood with Turnpike Lane and Manor House stations a short walk from the neighbourhood to the north and south respectively. The Suffragette overground line runs east west through the

neighbourhood connecting up Barking Riverside to Gospel Oak including a station at Harringay Green Lanes within Green Lanes District Centre. To the west the neighbourhood is bounded by the East Coast Mainline with two nearby stations: Harringay and Hornsey. A downside of the railways in the neighbourhood is the major severance they cause to local movement.

Economy & Town Centre

12.10 At the heart of the neighbourhood is Green Lanes District Centre, a traditional style linear high street with parades along the ground floor and residential flats in the upper floors. This is the main activity node within the neighbourhood with high footfall throughout the day and evening. Multi-cultural restaurants and independent shops give the area richness and diversity and make it a key destination for global cuisines. There are some additional in the neighbourhood along West Green Road but these have far less footfall. The Arena Retail Park to the south of the District Centre adds major retailer presence to the area but feels and operates very separately from the main high street.

12.11 The main industrial uses within the neighbourhood are concentrated to the south along part of Hermitage Road, Vale Road and Eade Road. These are mostly characterised by light industrial uses such as textile and carpet industries.

Landmarks, culture and heritage

12.12 Significant landmarks and buildings in the area include The Salisbury Hotel public house, a Grade II* Listed building, and the Grand Parade, which are both located on the east side of Green Lanes.

12.13 The neighbourhood has a strong cultural offer and will play a major role during the Borough of Culture 2027. It is famed for being home to the Harringay Warehouse Living District. This is an area of industrial sites which over time came to provide for a cluster of warehouse living, a specific type of land use providing a low-cost, collaborative and communal living and working environment. The Harringay Warehouse Living District comprises a unique and valuable ecosystem of integrated living and creative production which particularly supports the borough's creative industries and creative economy. The neighbourhood is also home to the London Islamic Cultural Society and Mosque, Turkish Cypriot Community Association, Kurdish Community Centre and Chestnuts Community Centre.

Green and blue infrastructure

12.14 Green Lanes is a heavily urbanised neighbourhood with few open spaces. Chestnuts Park is a large open space to the east, Fairland Park is a small open space to the west on Harringay Ladder, and Duckett's Common sits on the northern boundary with the adjacent Wood Green neighbourhood. Green Lane neighbourhood is however close to Finsbury Park, the borough's flagship park. The channel of the New River, an early 17th-century aqueduct built to supply London with fresh drinking water, flows through the middle of the western section of Harringay Ladder and helps provide an open setting along its course. It helps provide for quiet recreational opportunities but the walking route is broken at various parts and does not provide continuous access. The neighbourhood contains Railway Fields one of the borough's few Local Nature Reserves which provides important respite from the busy environment of Green Lanes.

Green Lanes Vision

Green Lanes in 2042 will continue to be a thriving, diverse neighbourhood. Green Lanes itself will have strengthened its reputation for providing global cuisines and will support an expanded daytime and evening economy. The historic fabric of the high street will have been maintained and enhanced and opportunities will have been taken to reduce congestion and vehicle dominance and give greater priority to those walking, wheeling and cycling.

The mixed-use redevelopment of part of the St Ann's hospital site will have been completed and a flourishing new neighbourhood will have been established centred around the St Ann's Peace Garden, a significantly enlarged and enhanced green space. The garden will be a place for recreation and relaxation for residents and visitors and will link into existing ecological corridors to provide a wider connection for nature. The development will have provided a significant number of affordable homes, alongside workspaces and the restoration of historic hospital buildings.

Arena Retail Park will have been transformed into a thriving new neighbourhood with new homes, workspace and town centre uses. It will provide a high-quality gateway into Green Lanes District Centre and include substantially better connections to the District Centre including new positive and active ground floor frontages facing onto Green Lanes.

The neighbourhood's industrial and cultural heritage assets have been reinforced with architectural quality better showcased. A long-term sustainable future will have been secured for the Harringay Warehouse Living District and developed through careful and considered engagement with the community.

Opportunities will have been taken wherever possible to create new and improved connections for pedestrians and cyclists connecting Green Lanes, the Warehouse Living District and the two new neighbourhoods. New development will have included high-quality new green space and contributed to enhanced green links including to and along the New River.



Policy GLN1: Green Lanes Neighbourhood

A. The Council will support development proposals which contribute to the Green Lanes Vision.

B. The neighbourhood will deliver at least 2,500 new homes over the plan period and deliver an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Transform
St Ann's Hospital
Arena Retail Park
Enhance
Warehouse Living District
Green Lanes Corridor
West Green Road Corridor

Table 79 | Placemaking Focus Areas in Green Lanes

C. Proposals should protect the role of Green Lanes District Centre as a regional destination for global cuisine as well as supporting a broader range of town centre uses offer. The priority for new town centre uses include healthy food and beverage retail, cultural, community and leisure facilities, and workspace. Proposals for evening and night-time economy uses will be supported where they contribute to a safe and welcoming environment, help to diversify the existing offer and attract a greater range of patrons, including families.

D. Proposals should enhance and optimise the neighbourhood's employment and industrial land to support more jobs, bolster the local creative economy, and improve its amenity and appeal. Development should strengthen, grow and showcase the unique creative ecosystem within the Warehouse Living District in accordance with policy C6.

E. The rich built heritage of the neighbourhood should be preserved, enhanced and celebrated. To achieve this, proposals should:

(1) preserve the coherent and consistent urban form of the Harringay Ladder

(2) conserve and enhance the industrial character and heritage within the Warehouse Living District through a retrofit-first approach.

(3) strengthen the sense of enclosure along the neighbourhood's key corridors and protect and enhance the views and vistas of key townscapes and landmarks.

(4) retain, restore and reinstate the locally distinctive features of historic shopfronts and facades, contributing to an active and vibrant street scene.

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) rebalancing street space along Green Lanes in favour of more sustainable transport modes.

(2) improving pedestrian and cycling connections between new and existing communities and key destinations and attractors such as green space, railway stations and Green Lanes District Centre

G. Proposals should contribute to the delivery of new and enhanced public realm that supports social interaction and reinforces the character and identity of the neighbourhood's distinct places.

H. A priority for new development should be to provide new and enhanced open space to support a growing population and improve connections to and between existing green and open spaces and the New River.

Supporting text

Placemaking Strategy

12.15 In the next 15 years major transformation of the neighbourhood will be focussed on the delivery of two new mixed-use neighbourhoods at St Ann's Hospital and on Arena Retail Park. This new development will play a key role in delivering new open space in the neighbourhood and helping deliver access and movement improvement which help stitch the Green Lanes neighbourhood into a cohesive whole with Green Lanes itself as an enhanced focal point for both residents and visitors.

District Centre

12.16 Green Lanes District Centre contains a strong food and beverage offer, with a reputation as London's premier destination for Mediterranean & Turkish cuisine. New development should seek to preserve and build on this reputation while offering a wider range of town centre uses, to provide a diversity of services and experience.

12.17 Development of the Arena Retail Park offers an opportunity to introduce new and improved town centre retail alongside community and cultural facilities, food markets, and new creative workspace to complement the creative industries cluster within the Warehouse Living District.

12.18 Green Lanes is recognised in the London Plan as having a night-time economy of more than local importance. Its evening and night-time offer is diverse and vibrant and includes a mix of traditional pubs, such as the iconic Grade II-listed Salisbury Hotel, alongside contemporary bars, restaurants serving late-night desserts, and live music venues. This policy encourages proposals that broaden the night-time offer, particularly through non-alcohol-based activities. This includes initiatives that attract a wider range of patrons, such as families and older residents, through creative and inclusive uses of space. Examples include evening art classes hosted in cafés or community hubs, which contribute to a more balanced and accessible night-time environment. At the same time, careful management of these uses is essential to minimise any negative impacts on nearby residents, ensuring that Green Lanes remains a welcoming and safe destination after dark.

Employment, industrial land, and warehouse living

12.19 The Harringay Warehouse Living District is a unique environment containing a strong creative industries cluster within the Haringey Creative Enterprise Zone. This eclectic area includes many maker spaces, as well as event spaces, bars, cafés, and more traditional industrial activities. Warehouse Living units contribute to this creative ecosystem, providing affordable, communal, flexible spaces for creatives to live and create in as part of a community.

12.20 Many of the area's buildings need improvements to meet energy performance and safety standards. Retrofit, and in some cases infill and/or redevelopment, provide an opportunity to better optimise sites to deliver an uplift in employment floorspace, particularly low cost and flexible creative workspace to build on sectoral strengths in the creative industries.

12.21 The area makes a significant cultural contribution, but much of this is not visible. A master planned and co-ordinated

approach to development offers an opportunity to not only optimise employment intensification but also to showcase and promote the exciting creative activities taking place, and to better integrate the area with its surrounding residential and town centre context. This can be achieved through enhanced connectivity, improved public realm, effective management of activities, and the provision of opportunities for residents to interact with the creative community such as attending exhibitions, music events, or workshops, and socialising in shared spaces.

Heritage and Character

12.22 The Green Lanes neighbourhood has a varied and unique character. Valued features which development should preserve and enhance include the coherent and consistent form of the Harringay Ladder, with the grand parade of Victorian shops along Green Lanes complemented by residential Victorian terraces on either side. Enhancing the coherence and quality of frontages along Green Lanes is crucial for maintaining the aesthetic appeal and functionality of the streetscape. High-quality frontages contribute to a vibrant and active street scene, encouraging pedestrian activity and supporting local businesses.

12.23 Development should improve views and vistas towards local landmarks like the prominent Grade II* listed Salisbury Hotel, Mayfield House, the Grade II* listed St Ann's Church, and St Ann's water tower.

12.24 Within the Warehouse Living District are a range of late Victorian and inter-war industrial buildings that contribute to the area's distinctive bohemian, industrial, and creative character, anchored by the prominent and locally listed former Maynard's Sweet Factory. The creative retrofit of these buildings presents an opportunity not only to deliver improved creative workspace and warehouse living accommodation, but also to curate a strong sense of place in an area with significant potential as a destination for creativity and culture.

Connectivity

12.25 Green Lanes is a busy and important route with many competing demands on its space and particular challenges regarding pedestrian and cyclist safety and air pollution. New development and placemaking projects should help rebalance how the space is used, making it safer and more enjoyable for people, encouraging walking, wheeling, cycling, and public transport, while still supporting its role as a key transport corridor.

12.26 The redevelopment of key site allocations, including St Ann's Hospital, Arena Retail Park, and sites within the Warehouse Living District, offers an opportunity to create new and improved connections between the neighbourhood's distinct Placemaking Focus Areas. These interventions can help stitch the area together, making it easier for residents to access and experience its town centres, creative clusters, parks, and open spaces.

12.27 Improvements should be in accordance with the Council's Walking and Cycling Action Plan and emerging Kerbside Strategy.

Public Realm

12.28 Public realm improvements should be designed to respond to the character and function of their surroundings. In the District Centre, this may include features such as lighting, seating, and space for outdoor eating and drinking to support a vibrant town centre environment. Within the Warehouse Living District, public realm should provide informal spaces where creative residents and the wider community can meet, socialise, and collaborate—supporting the area's unique cultural and creative identity.

Open Space and the New River

12.29 Securing new publicly accessible green and open spaces within key redevelopment sites such as Arena Retail Park and St Ann's Hospital is essential to improving quality of life for a growing population. These spaces should be well-connected to surrounding areas, offering seamless access to nature and recreational opportunities.

12.30 Improving links to existing green, blue and open spaces, including Finsbury Park, Duckett's Common, Railway Fields, and the New River will strengthen the neighbourhood's green infrastructure network. These connections support biodiversity, encourage physical activity, and provide valuable spaces for relaxation and recreation.

12.31 Development proposals should explore ways to secure environmental improvements and reduce antisocial behaviour along the New River, helping to create a safer, more welcoming environment for all.

PLACEMAKING STRATEGIES + SITE ALLOCATIONS

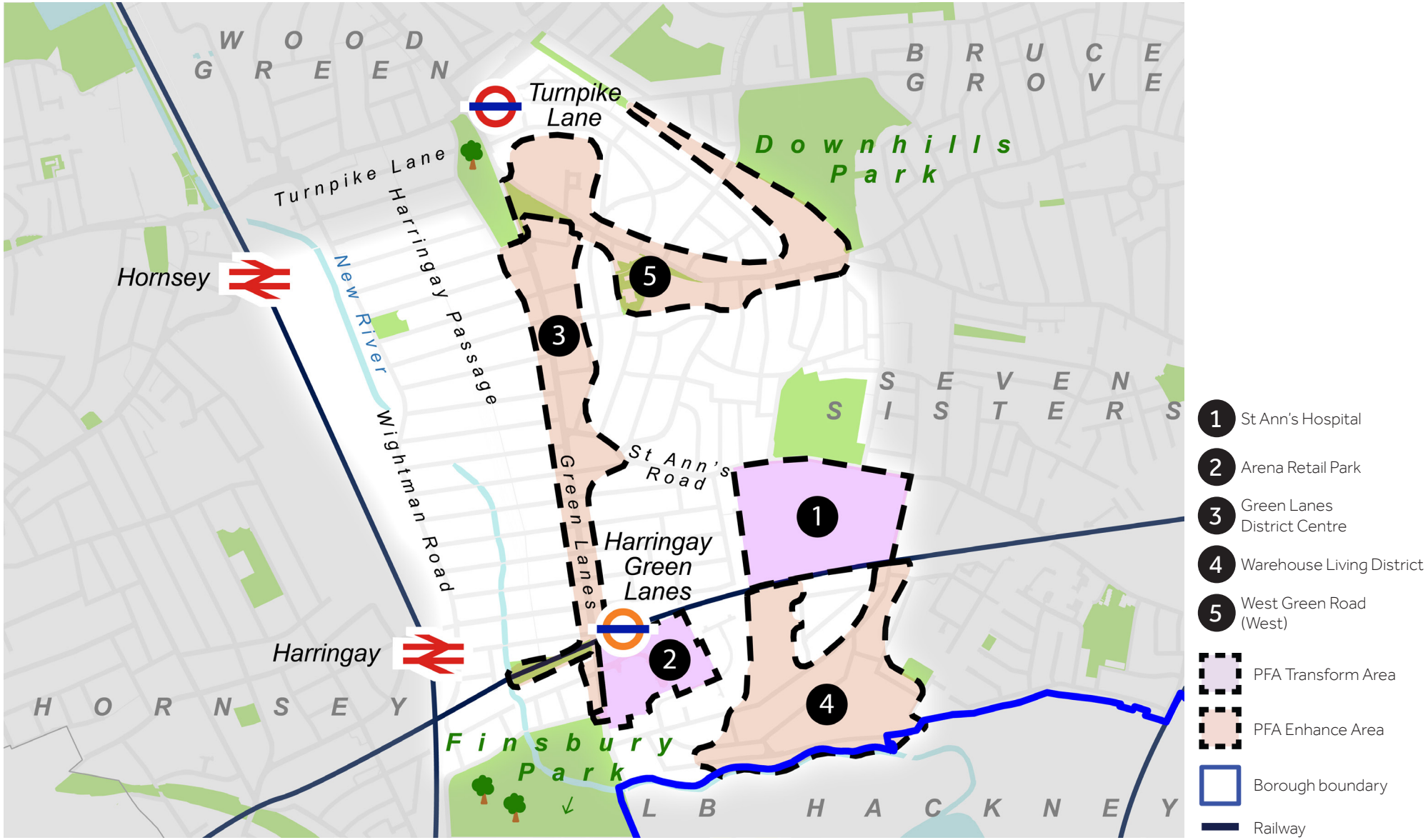


FIGURE 120 | Map of Placemaking Focus Areas in Green Lanes

GL PFA1: St Ann's Hospital

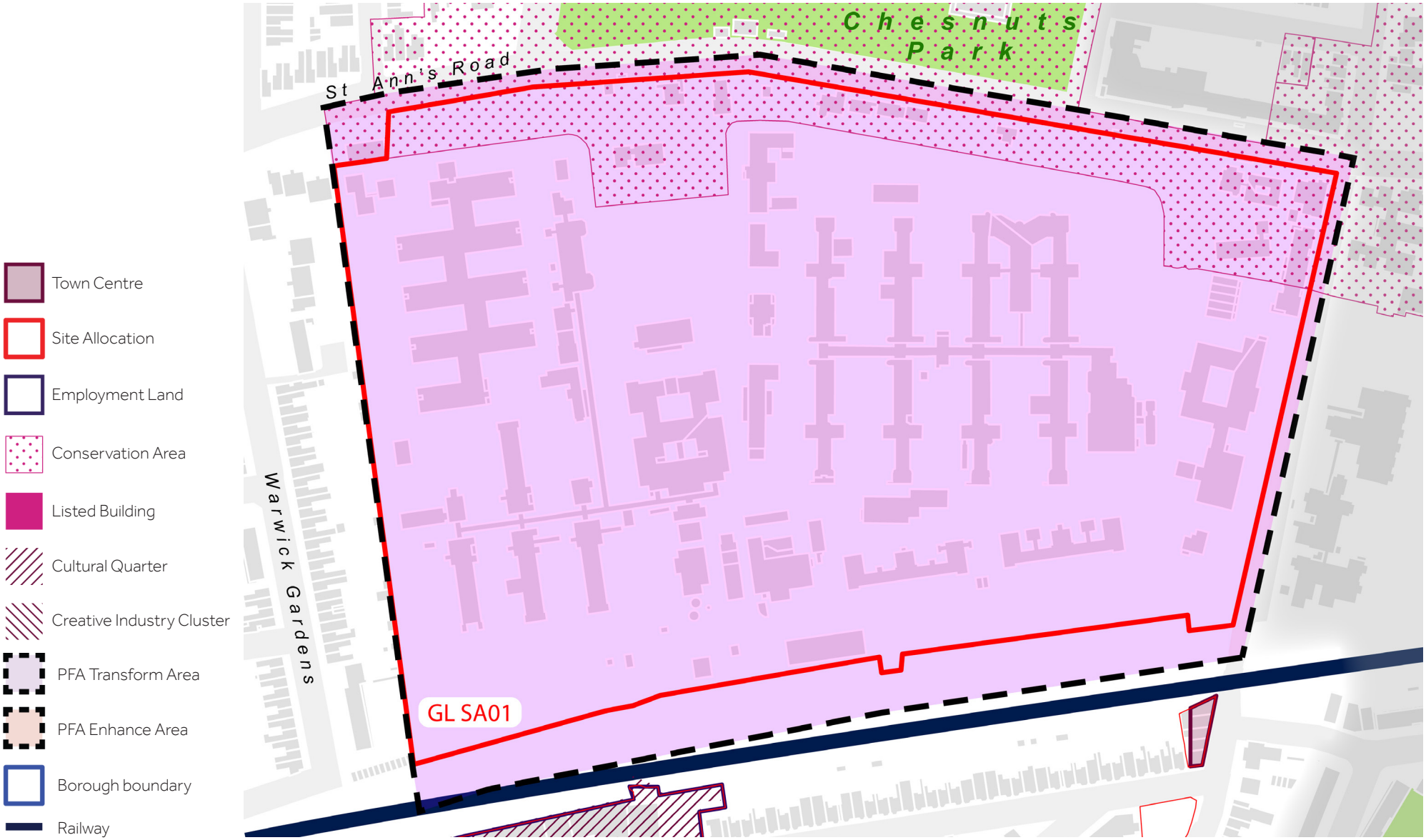


FIGURE 121 | Map of Placemaking Focus Area GL PFA1: St Ann's Hospital

Strategy

12.32 The St Ann's hospital site will be transformed through redevelopment to create a new mixed-use neighbourhood in the west of the site and retained enhanced medical facilities in the east. As part of this, the locally listed Mayfield House and other historic buildings on the site, including the existing water tower, will be retained, refurbished and reused. A new walking and cycling access point will be provided in the south-west corner of the site created substantially improved connectivity to the south. The development will connect to existing streets through the creation of new entrances onto St Ann's Road and the provision of a pedestrian and cycle route through to connect Warwick Gardens.

12.33 This strategy will be implemented through adherence to Policy GLN1, the site allocation outlined below, and the following initiatives:

- → Delivery of a new mixed-use neighbourhood with improved connectivity to Green Lanes, employment to the south, and Chestnuts Park
- → Provision of modern, accessible new medical facilities and associated uses, and a significant number of new homes
- → Provision of new workspace and ancillary café and leisure facilities
- → Increasing the amount of open space on site as part of a landscape-led masterplan, including delivering an enlarged and expanded Peace Garden for the benefit of future residents and the wider public, and an increased number of trees and canopy cover

Site Allocations in GLPFA1

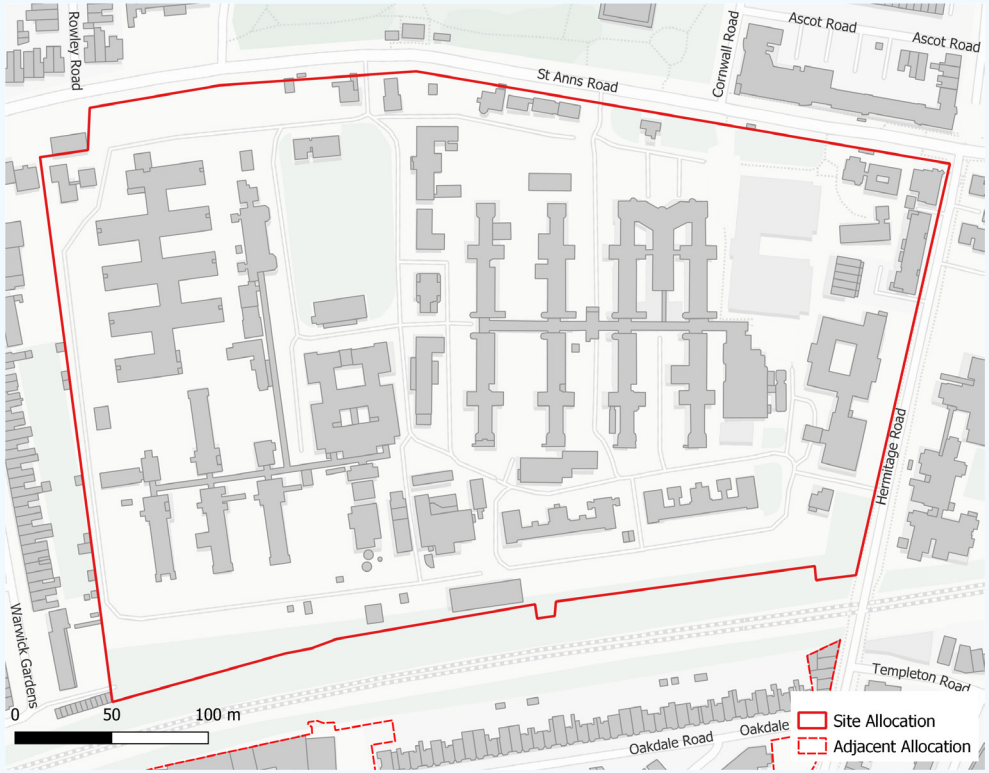


FIGURE 122 | Map of Site Allocation GLSA01

GL SA01: St Ann's Hospital

Site Information	Details
Address	St Ann's Hospital, St Ann's Road, N4
Area (Ha)	11.4ha
PTAL	1-2
Planning designations	St Ann's Conservation Area SINC local: St Ann's Hospital Wood SINC borough grade II: Tottenham Rail sides Locally listed buildings: St James Lane, St Ann's Road Ecological corridor Partially within Flood Zone 3 (Surface Water) Critical Drainage Area Tottenham Creative Enterprise Zone
Relevant permissions	HGY/2022/1833 - Part full planning permission and part outline planning permission for up to 995 new homes and up to 5,000sqm (GEA) of non-residential floorspace. HGY/2025/1348 Reserved matters application (under consultation)
Indicative capacities	955 homes (Class C3), 5,000sqm Class E & Class F1/F2
Phasing	2027-2041
Ownership	Public and Private

Table 80 | GLSA01 Site Allocation Details

Proposal

Delivery of high-quality new housing and new non-residential uses on an under-utilised former hospital site in line with extant 2022 planning permission which is now being built out. The west part of the site will be re-developed primarily for residential use with consolidation of medical facilities on an enhanced medical campus to the east.

Masterplanning, engagement and delivery

Any subsequent proposals on this site must accord with the overall agreed masterplan secured within the extant planning permission

Land uses and activities

Existing land use:

- Hospital facilities

Acceptable land uses include:

- Residential (Class C3)
- Specialist older persons housing
- Community-led housing
- Affordable workspace
- Community uses
- Small supermarket (Class E)
- Consolidated medical facilities

Built form, character and heritage

- The site is appropriate for buildings of between 3 and 9 storeys in height as per the extant planning permission
- The existing boundary wall should be integrated into the development in line with operational and design aspirations in the planning permission
- The site lies within the St Ann's Conservation Area and the development should preserve and enhance the character of the conservation area, its significance, and its setting as per the planning permission and statutory requirements
- Surviving heritage buildings within the site such as the locally listed Mayfield House should form focal points for new streets and spaces, thus creating a gradual transition between the historic character of the site and its new, taller buildings forming the remainder of the development.
- Heights adjoining properties on Warwick Gardens should respect the amenity of neighbouring properties.
- The refurbishment of buildings around the central 'Peace Garden' should be community focused, lined with affordable workspace and community uses within the refurbished hospital buildings

Movement and Public Realm

- A new connection towards Green Lanes is required at the southwest 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, Harringay 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
- A new link should be explored to connect to the Arena Design centre to the south through disused railway arches

Environment and Sustainability

- In line with the extant permission, the development should follow

a landscape-led masterplan approach with a generously expanded Peace Garden at its heart, supported by a well-considered network of street planting and shared planted courtyards, plus an enhanced nature conservation area to the south.

- Trees should be retained where possible and a large amount of new tree planting will be required to maximise the amount and quality of trees on site.
- The site has two Sites of Importance for Nature Conservation close to its southern boundary. There is also a woodland Tree Preservation Order (TPO) and an Ecological Corridor by this site boundary. Care must be taken to ensure that the area remains protected and extended. The south-west link will disturb one part of the SINC and there should be an overall increase of the ecological area to compensate for this.
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL PFA2: Arena Retail Park

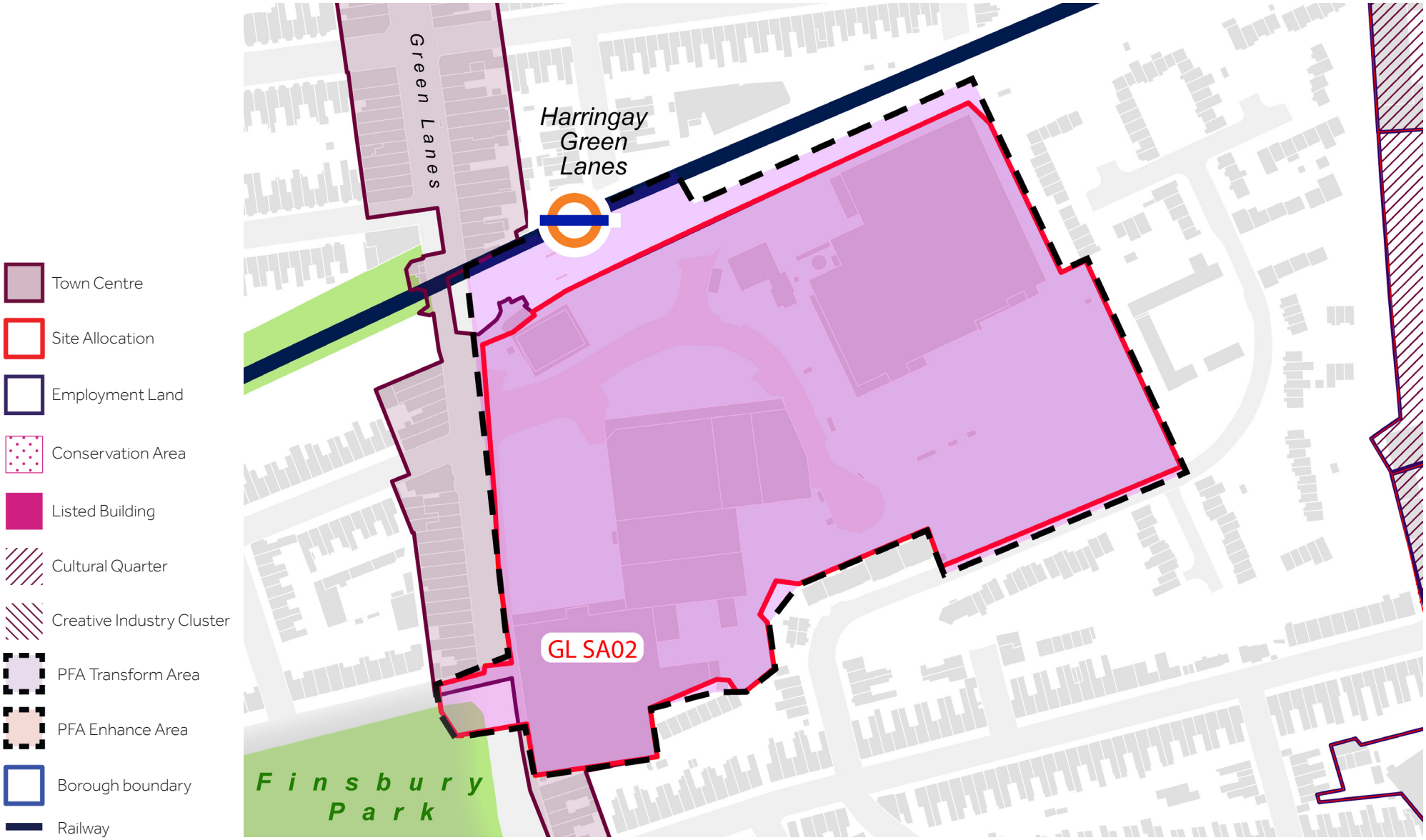


FIGURE122a | Map of Placemaking Focus Area GL PFA2: Arena Retai l Park

Strategy

12.034 The Arena Retail Park will be transformed from a car-dominated retail environment into a walkable, mixed-use residential neighbourhood. Alongside a significant increase in housing, redevelopment will deliver new public spaces, social and cultural infrastructure, and a diverse mix of town centre uses that contribute to and integrate with the wider Green Lanes District Centre.

12.035 Development will establish an active and attractive high street frontage along Green Lanes, helping to reinforce its role as a vibrant local centre. A finer-grained, pedestrian-oriented street network will improve permeability, linking key destinations across the neighbourhood—including St Ann's Hospital, the Warehouse Living District, Harringay Station, and Finsbury Park—with safe and accessible pedestrian routes.

12.036 The area will embrace its proximity to Finsbury Park, the ecological corridor along the Suffragette Railway Line and Sites of Importance for Nature Conservation (SINC) by enhancing existing green infrastructure, introducing new green spaces, and creating new green links through the site to support biodiversity and wellbeing.

12.037 Its historical significance as the former location of the Harringay Arena, a key sports and events venue, will be celebrated through the design and identity of the new neighbourhood, helping to foster a strong sense of place.

12.038 This strategy will be implemented through adherence to Policy GLN1, the site allocation outlined below, and the following initiatives:

- → Introducing a mix of town centre uses alongside reprovision of the existing supermarket. This should include an improved retail and leisure offer, with scope for workspace and offices, including a mix of unit sizes to diversify the Green Lanes District Centre.
- → Delivering new social infrastructure to service and support a growing population.
- → Establishing a distinctive and coherent skyline that relates well to the surrounding areas and can be appreciated from key viewpoints.
- → Creation of a new public realm network, including a new small public square to support the District Centre
- → Improving safe walking and cycle routes to Finsbury Park and creating views that draw people toward it, using green infrastructure to help people feel more connected to the park, even from a distance.
- → Working with Transport for London to establish an easier and more prominent access route to the Harringay Green Lanes Station.
- → Reconfiguration of the Green Lanes frontage to create a more welcoming public realm, replacing blank walls and fences with active frontages that support street life and improve the experience of the District Centre.
- → Delivery of new east-west and north south routes through the site, connecting to the Harringay Ladder to the north and the Warehouse Living Area to the east
- → Exploration of potential to open up closed railway arches to create a pedestrian / cycle access to the 'Gardens' area.
- → Significantly reducing vehicular traffic to and from the site, through establishment of a new urban form that prioritises walking, wheeling and cycling.

Site Allocations in GLPFA2



FIGURE 123 | Map of Site Allocation GLSA02

GL SA02: Arena Retail Park

Site Information	Details
Address	Arena Retail Park, Williamson Road, N4 1ED
Area (Ha)	5.52
PTAL	3-6a
Planning designations	Arena Retail Park PFA: Transform Green Lanes District Centre Adjacent to SINC Grade 2: Haringey Stadium Slopes Partially within Flood Zone 3 (Surface Water) Critical Drainage Area Tottenham Creative Enterprise Zone Area suitable for tall buildings
Relevant permissions	None
Indicative capacities	1,300 new homes, 18,000sqm Class E Town Centre
Phasing	2031-2041
Ownership	Private

Table 81 | GLSA02 Site Allocation Details

Proposal

Arena Retail Park will be transformed through comprehensive, masterplanned development into a vibrant new residential and commercial neighbourhood. The scheme will deliver new high street frontages, significant public realm improvements, and enhanced access to key destinations including Harringay Green Lanes Station, Finsbury Park and the Warehouse Living District.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to be accompanied and informed by a Town Centre Uses Statement to ensure it contributes positively and sustainably to the use mix of the District Centre.

Early engagement with Transport for London and National Rail is essential due to the site's proximity to the railway line. This will help ensure the delivery of improved station access and enable new pedestrian connections through the railway arches from the north, supporting better integration with surrounding areas.

Given the scale of transformation envisaged, a comprehensive early and meaningful engagement process should be followed.

The Town Centre Uses Statement should include:

(1) a vision, explaining the rationale and intended market profile of the development, including plans for how it will be presented to the market and its long-term management. The statement should include (but not be limited to):

(a) evidence on target market;

(b) details of unit specification (i.e. size, height, depth);

(c) examples of comparable tenants the scheme will target; and

(d) planning conditions or obligations being proposed by the applicant; and

(2) a strategy detailing:

(a) the proposed quantum and phasing of town centre uses;

(b) the proposed spatial distribution and mix of town centre uses;

(c) how these would relate to the existing and planned town centre uses in the District Centre; and a statement outlining how the proposals would support the wider vision and place making objectives of this Local Plan.

Land uses and activities

Existing land uses are:

- Retail park with large format retail warehouses, supermarkets and smaller food and beverage units with surface level car parking

Acceptable land uses are:

- Residential
  - The allocation should deliver circa 16,000 sqm of town centre and employ
  - Predominant typology should be for conventional Class C3 residential
  - Expected that the development should also contain older person's accommodation to meet the diverse needs of Haringey's communities and facilitate social integration.
  - Provision of purpose-built student accommodation and

large-scale purpose-built shared living may be acceptable as an ancillary component of the overall residential development mix.

- Town centre and employment uses (Class E)
  - A replacement supermarket should be delivered with a reduced level of parking to reflect its town centre location and high public transport accessibility level
  - A significant quantum of workspace should be provided to help meet identified employment need.
  - Active uses, such as retail, leisure or community facilities, should be located on ground and, where appropriate, lower floor levels, particularly on main pedestrian routes and around public squares.
  - Consistent active ground floor uses should be provided along Green Lanes
  - Residential and office/workspace uses should be provided on upper floors.
- Community, education/learning and non-residential institutions
  - Social infrastructure should be provided to support the needs of the new residential community
  - An element of cultural consumption and community floorspace is required to ensure the District Centre offers a range of experiences to attract and support residents, workers, and visitors. Community and cultural uses should be directed towards prominent locations,
- Meanwhile uses
  - A Meanwhile Use Strategy will be required.

Built form, character and heritage

- The setting of Harringay Green Lanes Station should be improved through this redevelopment. No other buildings need to be retained
- A high-quality urban realm should be created along Green Lanes to link Manor House Station to Harringay Green Lanes Station by foot.
- Heights should be reduced at the south and east of the site where residential properties adjoin the site
- Heights onto Green Lanes should be in keeping with the prevailing character of the road.
- Taller and tall buildings are appropriate towards to centre of this site
- References to the site's sporting and cultural history should be incorporated into the design of the site.

Movement and Public Realm

- A new public square should be created towards the western side of this site, visible from Green Lanes and linking to Green Lanes Station.
- Traffic impacts on Green Lanes should be reduced through the redevelopment of this site. A comprehensive transport assessment will be required. This should consider opportunities to improve the existing junction at Endymion Road, the current retail park access points, and address the effects of through traffic, ensuring a safer and more efficient street environment.
- Improved access to the north-eastern corner of Finsbury Park should be considered as part of the reconfiguration of the Endymion Road and Green Lanes junction.
- Development should safeguard and help to deliver a new pedestrian and cycle link to the Warehouse Living District through the vacant land between 80 & 82 Finsbury Park Avenue.
- Development should deliver a new pedestrian and cycle link to Stanhope Gardens via the railway arches.
- A micro-consolidation centre should be provided to enable sustainable transport and deliveries.

Environment and Sustainability

- The development should deliver significant greening of the site and be informed by a comprehensive landscaping strategy. Landscaping should be high quality and include smaller green pocket parks to address local deficiencies.
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should enhance the ecological corridor running along the southern edge of the railway line. A new section of ecological corridor linking through to Finsbury Park via Finsbury Park Avenue should be considered as part of the design for this site
- The site lies in a Source Protection Zone.

GL PFA3: Green Lanes District Centre

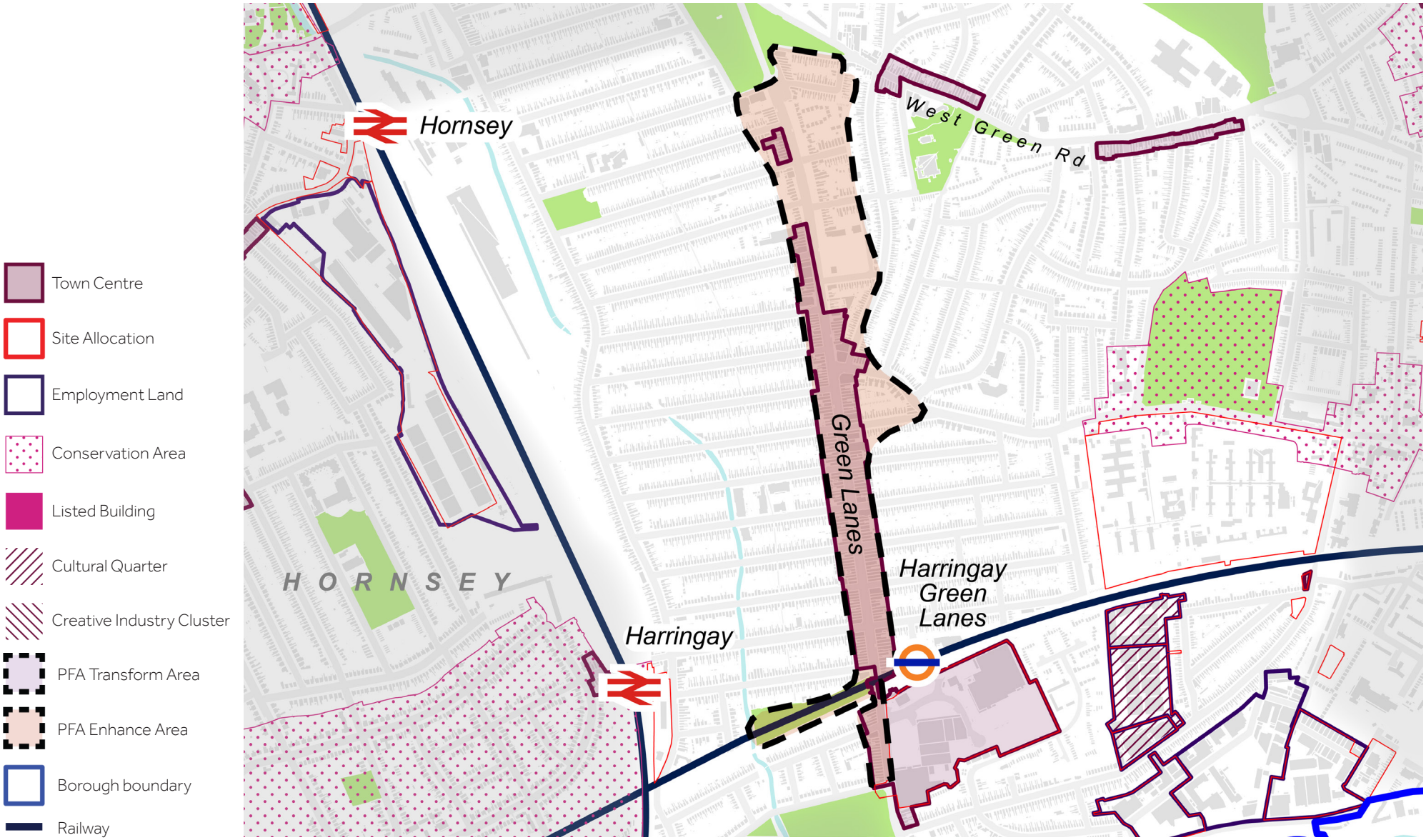


FIGURE 124 | Map of Placemaking Focus Area GL PFA3: Green Lanes District Centre

Strategy

12.039 The character of Green Lanes District Centre will be enhanced through the retention of, and improvements to, shop frontages, which will support the vitality of the area. Opportunities to improve the streetscape and rebalance road space in favour of pedestrians and cyclists will create a more human-centred high street and help facilitate improved outdoor dining and planting to enhance its reputation as a destination for eating and drinking and support businesses to thrive.

12.040 This strategy will be implemented through adherence to Policy GLN1, and the following initiatives:

- → Seeking coherency of shop frontages
- → Improved and expanded public realm along Green Lanes in conjunction with highways improvements
- → Providing for more efficient loading, servicing and deliveries, including space for delivery vehicles.
- → Delivery of improved waste management and storage facilities
- → Taking steps to reduce air pollution including through additional greening and planting of street trees. The PFA is within an Air Quality Focus Area.

GL PFA4: Warehouse Living District

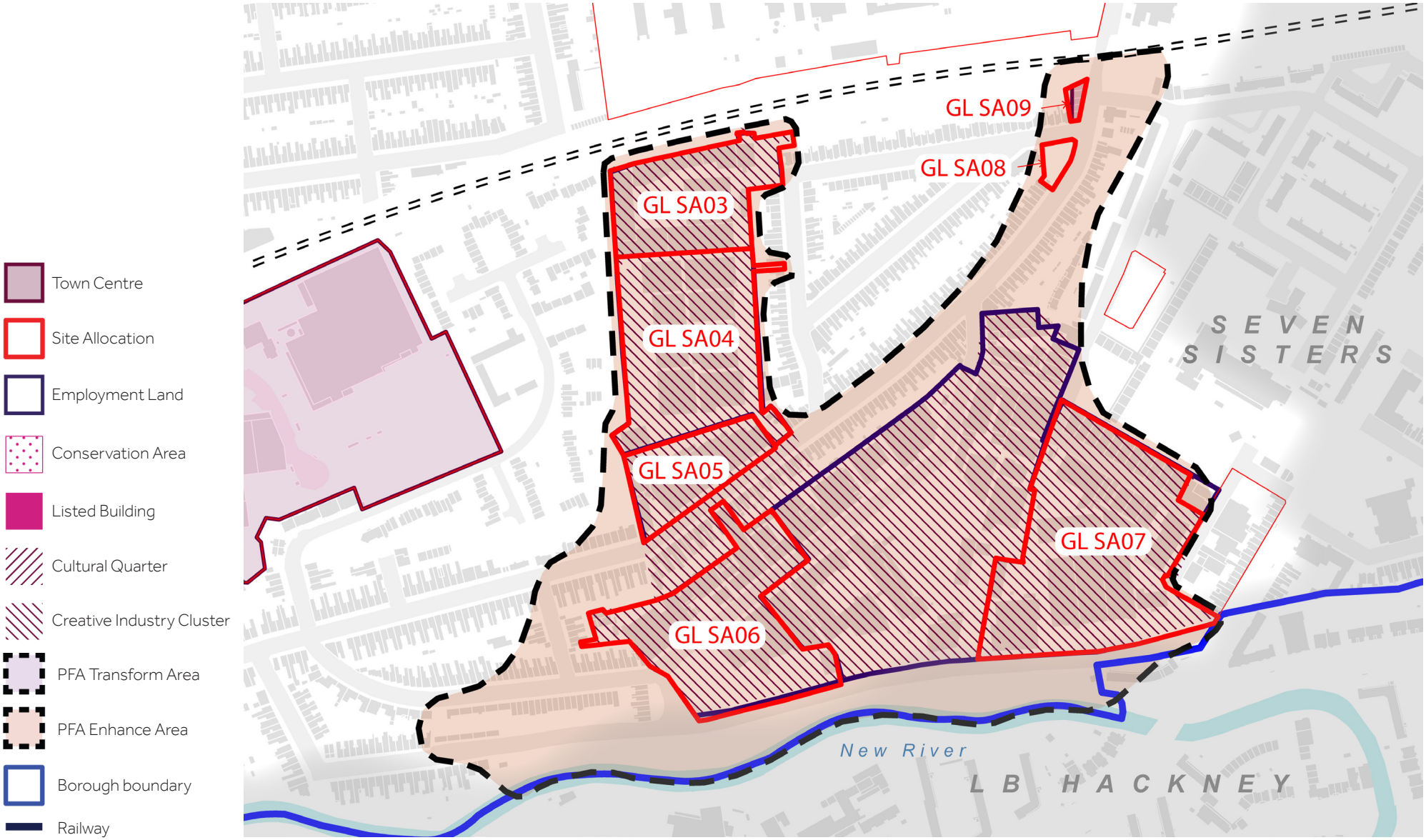


FIGURE125 | Map of Placemaking Focus Area GL PFA4: Warehouse Living District

Strategy

12.041 The Warehouse Living District will be enhanced as a key employment location and an important creative industries cluster within the Haringey Creative Enterprise Zone.

12.042 The intensification of existing employment sites will be supported where this helps deliver additional high-quality employment space and supports an uplift in jobs.

12.043 Development of existing warehouse living sites will be retrofit-led, with some infill and redevelopment, delivering high-quality affordable creative workspace. This will be complemented by retrofitted and new warehouse living units, offering flexible and affordable opportunities for creatives to live and work locally.

12.044 Masterplanned and co-ordinated development will improve the wider Placemaking Focus Area, including enhanced walking and cycling routes, public art, and upgraded public realm. A more active and engaging street front will be established, preserving valued industrial heritage and reinforcing a strong sense of local identity.

12.045 This strategy will be implemented through adherence to Policy GLN1, Policy C6, the site allocations outlined below and the following initiatives:

- → Increasing the quantum of employment floorspace through development of employment sites and warehouse living sites.
- → Ensuring the important cultural, creative and economic contribution of existing warehouse living sites is protected and enhanced
- → Seeking to maintain the unique character of the area through retention of existing buildings which contribute positively to character and through high-quality new buildings which build and complement it.
- → For warehouse living developments, active management of premises and spaces and implementation of improved waste storage and management arrangements
- → Improving the road network to facilitate the presence of deliveries and related movements associated with the area's employment activities
- → Securing public realm improvements including cycling, walking and connectivity improvements to Green Lanes
- → Ensure existing issues of noise and anti-social behaviour are addressed through design solutions including ensuring any residential accommodation meets relevant environmental and space standards
- → Taking opportunities to increase access to the New River and secure contributions from development towards the improvement of this important green/blue link

Site Allocations in GLPFA4



FIGURE 126 | Map of Site Allocation GLSA03

GL SA03: Arena Design Centre

Site Information	Details
Address	Arena Design Centre, Ashfield Road, N4 1FF
Area (Ha)	0.95ha
PTAL	1-2
Planning designations	Warehouse Living District: Enhance Local Employment Area Warehouse Living site Tottenham Creative Enterprise Zone Creative Industry Cluster Adjacent to SINC Grade 2: Tottenham Railsides Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2036
Ownership	Private

Table 82 | GLSA03 Site Allocation Details

Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site.

Engagement with TfL and national rail is essential due to the proximity to the railway line, and to explore the delivery of access through to the site from the north under the railway line to the former St Ann's hospital site.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
  - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- None of the buildings need to be retained but any new development must be designed to maintain the unique warehouse character of the area's buildings.
- The height of development needs to be respectful of the housing on Finsbury Park Avenue to the west and Ashfield Road on the east. Noting there is a significant slope up to these buildings, heights will be restricted in close proximity to the properties on Ashfield Road.
- Development at the southern edge of the site should respond appropriately to neighbouring industrial uses.
- Replacement warehouse living should be above ground floor

Movement and Public Realm

- 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 to the former St Ann's hospital site
- Linkages into the Crusader Industrial Estate to the south should also be explored
- The gate onto Ashfield/Oakdale Road should be removed.
- The public realm should enable safe pedestrian and cycling routes through
- Adequate yard space should be maintained or provided to service the employment and creative floorspace

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Edge treatment should complement the Gospel Oak to Barking rail line ecological corridor, through a new green route, linking the slopes behind Finsbury Park Avenue towards Finsbury Park.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA04: Crusader Industrial Estate



FIGURE 127 | Map of Site Allocation GLSA04

Site Information	Details
Address	Crusader Industrial Estate, Hermitage Road, N4 1LZ
Area (Ha)	1.58
PTAL	1-2
Planning designations	Local Employment Area Tottenham Creative Enterprise Zone Creative Industry Cluster Adjacent to SINC Grade 2: Harringay Stadium Slopes Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2041
Ownership	Private

Table 83 | GLSA04 Site Allocation Details

Proposal

Potential redevelopment of the site to create new intensified employment floorspace increasing the number of jobs and job density on the site as well as delivering a more accessible layout to increase north south permeability, connecting up to the Arena Design Centre site to the north and Omega Works to the south.

Masterplanning, engagement and delivery

Proposals for comprehensive development of the site must be supported by a masterplan. This should carefully consider the interface with the adjacent Arena Design Centre and Omega Works and the opportunity to create greater permeability through the employment area as a whole.

Land uses and activities

Existing land use:

- → Employment floorspace in Classes E and B

Acceptable land uses are:

- → Employment floorspace for use classes B2 and B8, alongside Class E(g)
- → The Council will require new or replacement high equality employment on this site, including affordable workspace

Built form, character and heritage

- → The height of development needs to respect the terraced housing on Ashfield Road to the east, and Finsbury Park Avenue to the west. Noting there is a significant slope up to these buildings, a reduction in height at the western side of the site to preserve the amenity of properties on Ashfield Road is appropriate
- → Opportunities should be taken to secure a unified boundary treatment with adjacent sites

Movement and Public Realm

- → An improved site entrance/frontage should be provided onto Hermitage Road
- → Redevelopment should secure a north-south route through the site with potential to link to adjacent sites
- → The pedestrian route through to Ashfield Road should be maintained.
- → A pedestrian link to Finsbury Park Avenue should be explored as part of any future redevelopment with the objective to provide a new east-west link to the Arena Retail Park site

Environment and Sustainability

- → The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- → Development should protect and enhance the SINC running to the west of the site,
- → The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA05: Omega Works



FIGURE 128 | Map of Site Allocation GLSA05

Site Information	Details
Address	Omega Works, Hermitage Road, N4 1LZ
Area (Ha)	0.57
PTAL	1-2
Planning designations	Warehouse Living District: Enhance Local Employment Area Tottenham Creative Enterprise Zone Warehouse Living Site Creative Industry Cluster Adjacent to SINC Grade 2: Harringay Stadium Slopes Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2022/4310 (pending decision) HGY/2023/0570 (pending decision)
Indicative capacities	None identified
Phasing	2027-2036
Ownership	Private

Table 84 | GLSA05 Site Allocation Details

Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

Masterplanning, engagement and delivery

Development proposals will be required to be accompanied by a site wide masterplan. This will need to consider how an improved interface can be secured with the adjacent Crusader Industrial Estate and be informed by early and meaningful engagement with the existing site occupiers/ warehouse living community on the site.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- Height on the Hermitage Road frontage should be limited to respect the amenity of the homes opposite.
- Any new buildings should be designed to maintain the unique warehouse character of the area
- The central façade on Hermitage Road should be retained, creating an entrance to a courtyard. This should be linked through to pedestrian access to Finsbury Park Avenue
- Replacement warehouse living should be above ground floor

Movement and Public Realm

- A pedestrian link to Finsbury Park Avenue should be considered as part of any future redevelopment with the objective to provide a new east-west link to the Arena Retail Park site
- Redevelopment should seek to provide a pedestrian and cycling connection to the adjacent Crusader Industrial Estate to link in with the north south routes proposed through the Crusader and Arena Design Centre sites.
- Adequate yard space should be maintained or provided to service the employment and creative floorspace
- Improved waste storage and waste management solutions should be investigated as part of proposals within this allocation

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should protect and enhance the SINC running to the west of the site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA06: Vale and Eade Road



FIGURE 129 | Map of Site Allocation GLSA06

Site Information	Details
Address	Vale and Eade Road, 85-87 Eade Road, 91-95 Vale Road, 136 Hermitage Road, Harringay N4 1TJ
Area (Ha)	1.55
PTAL	2-4
Planning designations	Warehouse Living District: Enhance Local Employment Area Warehouse Living Site Tottenham Creative Enterprise Zone Creative Industry Cluster Adjacent to SINC Metropolitan Importance: New River Adjacent to Ecological Corridor: Harringay Ladder to Finsbury Park Adjacent to LSIS: Vale Road / Tewkesbury Road Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2041
Ownership	Private

Table 85 | GLSA06 Site Allocation Details

Proposal

Retrofit and/or development of existing employment and warehouse living sites to deliver an uplift in local employment and maintain and grow creative industries.

Masterplanning, engagement and delivery

Any re-development proposals will be required to be masterplanned to consider and carefully manage the impact on adjacent uses whether employment or warehouse living and the adjacent Locally Significant Industrial Site and to ensure re-development contributes to improved permeability in this part of the Harringay Warehouse Living District.

Proposals affecting warehouse living sites should be informed by early and meaningful engagement.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
  - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- Development adjacent to residential properties on Vale Road and Hermitage Road should avoid overlooking.
- There is a significant slope from Eade Road down to Vale Road and heights can be increased at the eastern edge where there is a more industrial character
- A north-south connection through the site from Hermitage Road to Eade Road should provide a buffer between any more human-oriented live/work uses on this site and the adjacent LSIS land.
- Replacement warehouse living should be above ground floor

Movement and Public Realm

- A north-south connection will be sought through the sites connecting Hermitage Road to Eade Road and eventually linking St. Ann's and Woodberry Down.
- The public realm should enable safe pedestrian and cycling routes through with delineation between predominantly warehouse living and employment premises
- Adequate yard space should be maintained or provided to service the employment and creative floorspace
- Improved waste storage and waste management solutions should be investigated as part of proposals within this allocation

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should contribute to improvements to the New River corridor
- Development should positively contribute to the SINC and Ecological corridor running to the south of the site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA07: Overbury and Eade Road

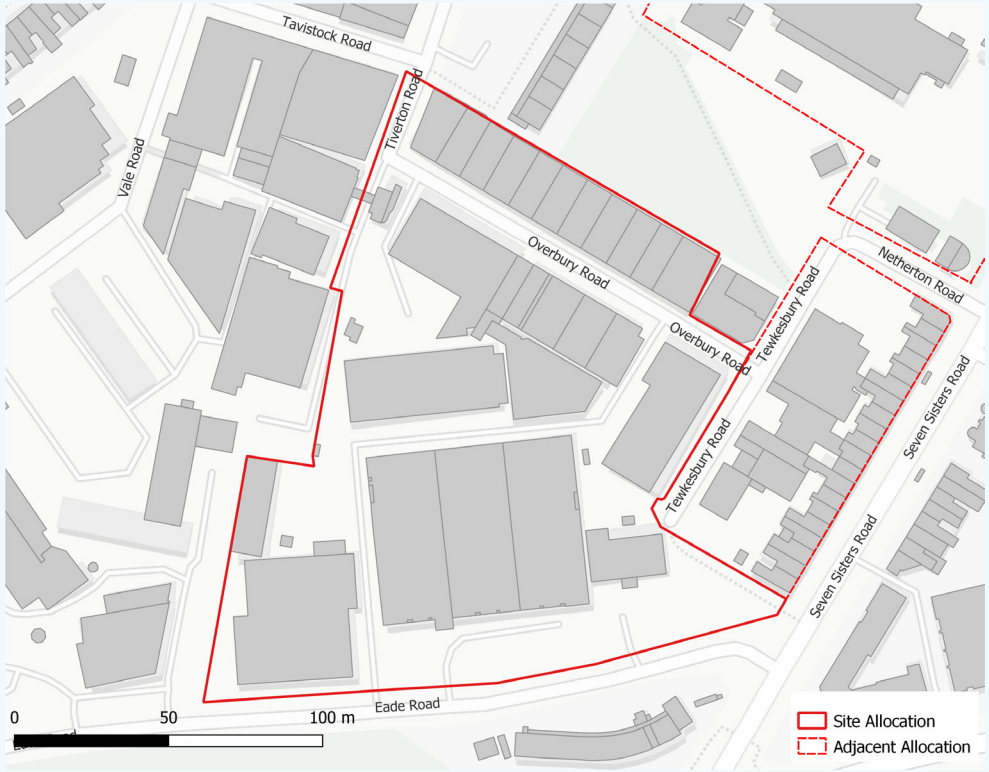


FIGURE 130 | Map of Site Allocation GLSA07

Site Information	Details
Address	85-87 Eade Road, 91-95 Vale Road, 136 Hermitage Road, Harringay N4
Area (Ha)	2.35 ha
PTAL	1b-4
Planning designations	Local Employment Area Warehouse Living Site Tottenham Creative Enterprise Zone Creative Industry Cluster Adjacent to SINC Metropolitan Importance: New River Adjacent to Ecological Corridor: Harringay Ladder to Finsbury Park Adjacent to LSIS: Vale Road / Tewkesbury Road Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2023/0728
Indicative capacities	None identified
Phasing	2027-2041
Ownership	

Table 86 | GLSA07 Site Allocation Details

Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

Masterplanning, engagement and delivery

Proposals for redevelopment of the site must be supported by a masterplan. This should carefully consider the interface with adjacent uses and contribute to an improved local environment.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
  - There is an extant planning permission for new warehouse living accommodation and workspace on the corner of Eade Road and Seven Sisters Road
  - Other proposals for new or refurbished warehousing living will be supported where they accord with Policy C6.

The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- New buildings should continue be designed to maintain the unique warehouse character of the area
- As per the extant planning permission for the corner of Eade Road and Seven Sisters Road, new development must mark a gateway to the Harringay Warehouse Living District from Seven Sisters Road
- None of the buildings need to be retained, although business relocation should be considered as necessary before redevelopment can proceed
- Replacement warehouse living should be above ground floor

Movement and Public Realm

- Development should contribute to a more fine-grained street network encouraging pedestrian permeability
- The public realm should enable safe pedestrian and cycling routes with delineation between predominantly warehouse living and employment premises
- Adequate yard space should be maintained or provided to service the employment and creative floorspace
- Parklets and improved waste storage solutions should be investigated as part of proposals within this allocation

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should contribute to improvements to the New River corridor
- Development should positively contribute to the SINC and Ecological corridor running to the south of the site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

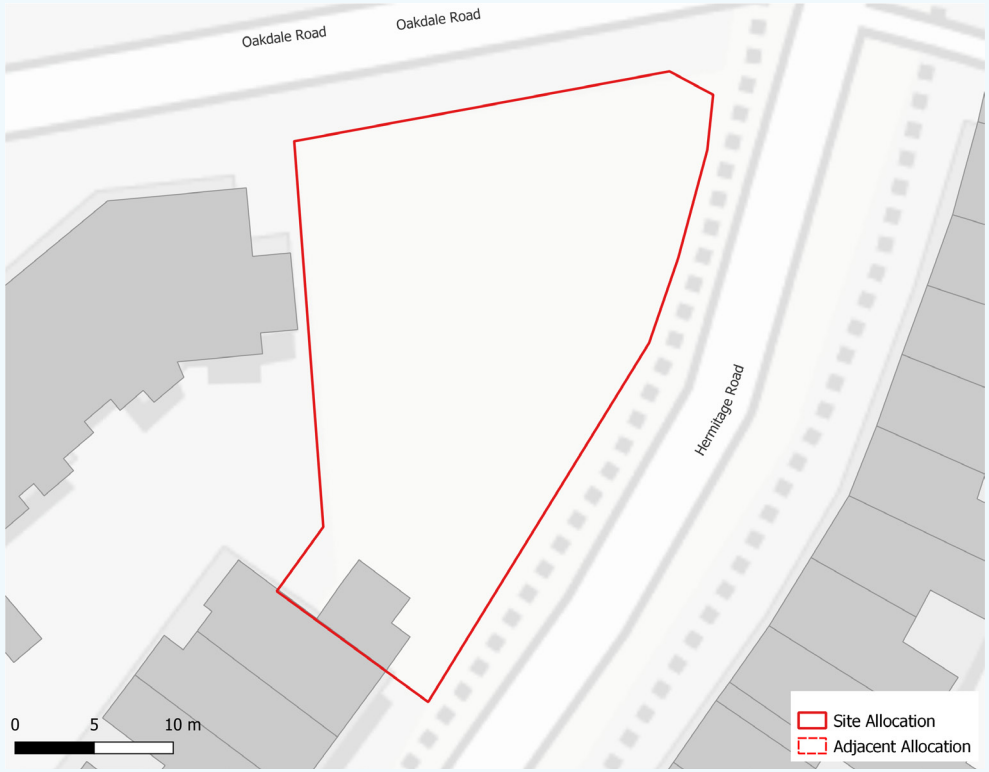


FIGURE 131 | Map of Site Allocation GLSA08

GL SA08: Former Oakdale Arms

Site Information	Details
Address	283 Hermitage Road, N4 1NP
Area (Ha)	0.07 ha
PTAL	2
Planning designations	Warehouse Living District: Enhance Tottenham Creative Enterprise Zone Adjacent to Hermitage Road Local Shopping Parade Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2005/0734 / APP/Y5420/A/06/1197720
Indicative capacities	9 homes
Phasing	2027-2041
Ownership	Private

Table 87 | GLSA08 Site Allocation Details

Proposal

The site has planning permission for a comprehensive redevelopment scheme to deliver new residential accommodation and improved landscaping to the corner of Hermitage and Oakdale Roads.

Land uses and activities

Existing land use:

- Vacant Land – formerly a public house

Acceptable land uses are:

- Residential (Class C3)

Built form, character and heritage

- Heights should be limited to three storeys adjoining the terraced homes on Hermitage and Oakdale Roads

Movement and Public Realm

- New landscaping marking this corner site should create a buffer between the site and the road

Environment and Sustainability

- The site is within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Tree planting opportunities should be maximised on the perimeter of this site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA09: Hermitage Road Local Shopping Parade



FIGURE 132 | Map of Site Allocation GLSA09

Site Information	Details
Address	285-293 Hermitage Road, N4 1NT
Area (Ha)	0.03 ha
PTAL	2
Planning designations	Warehouse Living District: Enhance Hermitage Road Local Shopping Parade Tottenham Creative Enterprise Zone Adjacent to Sinc Grade 2: Tottenham Railside's Adjacent to Ecological Corridor: Seven Siters East/West Link Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	10 homes 60sqm Class E
Phasing	2027-2041
Ownership	Private

Table 88 | GLSA09 Site Allocation Details

Proposal

This site offers the opportunity for comprehensive redevelopment to deliver new Class E retail and commercial floorspace at ground level and residential accommodation above in an intensified scheme to provide a new, enhanced local shopping offer.

Masterplanning, engagement and delivery

A site wide masterplan should demonstrate how the entirety of this site could be redeveloped to meet the aims of this allocation to deliver flatted residential accommodation above town centre uses at ground floor level

Land uses and activities

Existing land use:

- Residential (Class C3)
- Commercial (Class E)

Acceptable land uses are:

- Residential (Class C3)
- Town Centre Uses (Class E)
    - Convenience retail or food and beverage

Built form, character and heritage

- Heights should be limited to three storeys adjoining the terraced homes on Oakdale Roads
- Higher heights of up to five storeys may be acceptable adjacent to the railway bridge
- Active ground floor frontages will be required delivering new Class E floorspace

Movement and Public Realm

- New public realm at the front of this site should prioritise improving the relationship between the commercial units and the highway

Environment and Sustainability

- The site is within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should protect and enhance the ecological corridor and SINC on the railway embankment above and adjacent to this site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL PFA5: West Green Road (West)



FIGURE 133 | Map of Placemaking Focus Area GL PFA5: West Green Road (West)

Strategy

12.046 West Green Road will be enhanced through taking opportunities to deliver new public realm and maximising any redevelopment opportunities to create an improved gateway to Green Lanes and West Green Road on and around the estates adjacent to Turnpike Lane station. Pedestrian access and wayfinding between the station and Downhills Park along West Green Road will be improved, with further redevelopment of the shopping parades on the northern side of West Green Road maximising opportunities to improve the local shopping and town centre offer. Better utilisation of existing green spaces and tree planting, and increased cycle parking should enhance the experience of this local centre and associated shopping parades.

12.047 This strategy will be implemented through adherence to Policy GLN1, and the following initiatives:

- → Continuation of active frontages along West Green Road through redevelopment opportunities, linked by new public realm improvements and better activation of estate amenity land bordering the road;
- → Opportunity for infill development on estate land alongside more comprehensive assembly of sites to the northern edge of West Green Road to deliver new commercial and residential floorspace
- → Taking steps to reduce air pollution. The western part of the PFA is within an Air Quality Focus Area.

Other Site Allocations in Green Lanes



FIGURE 134 | Map of Site Allocation GLSA10

GL SA10: Jewson's Wightman Road

Site Information	Details
Address	Jewson's Wightman Road
Area (Ha)	0.22
PTAL	3
Planning designations	Adjacent to: Stroud Green Conservation Area Ecological Corridor
Relevant permissions	None
Indicative capacities	48 homes 840sqm Class E / B
Phasing	2027-2031
Ownership	Private

Table 89 | GLSA10 Site Allocation Details

Proposal

This site offers the opportunity for comprehensive redevelopment and enhanced east-west pedestrian and cycling connections through new Class E or Class B floorspace alongside new homes as part of a mixed-use scheme.

Masterplanning, engagement and delivery

Engagement with Network Rail will be required to investigate opportunities to improve the bridge at Harringay station to improve east-west connections.

Land uses and activities

Existing land use:

- Builders Yard

Acceptable land uses are:

- Residential (Class C3)
- Employment Uses (Class B)
  - Convenience retail or food and beverage (Class E)

Built form, character and heritage

- Higher buildings may be possible along the railway line, taking into account the slope from north (high) to south (low).
- Heights along the Wightman Road frontage should reflect those on the eastern side of the street.
- The building line of Mermaid Court should be continued along Wightman Road.
- The design of new buildings on this site should mitigate the noise from road and rail links nearby.
- Development should demonstrate how it will make a positive contribution to the setting of the Stroud Green Conservation Area to the west.

Movement and Public Realm

- Measures to reduce the gradient of the bridge into Burgoyne Road should be considered as part of establishing an improved east-west connection over the railway line

Environment and Sustainability

- 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
- Open space should be provided to the rear and should complement and enhance the ecological corridor running along the rail line.
- This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken