

Code no.	Description	Total number of representations	Organisations / names	Response (green indicates that changes are required to the SPD)
4. Evidence base and consultation				
250	The results of the Haringe Retail Needs Assessment (2003) and the emerging results of the GLA London wide retail needs assessment should be included to provide an assessment of retail needs	1	GLA	Demand for retail floorspace is included within the 'healthcheck' report. The plans of current retailers is assessed through a business survey, whereas potential demand from new retailers is gleaned from Focus. The Retail Needs Assessment is currently being updated, but the current version is too dated for use in this document
251	Reference required to proposals for the Wood Green Strategic Industrial Location and how this relates to the town centre including any conflicts of uses, and Haringe's Industrial Land study	1	GLA	Agreed. to be incorporated
252	Specific proposals should be included for improving linkages with the cultural industries quarter	1	GLA	Reference will be made to the need for linkages to be improved between the town centre and the cultural industries quarter
5. Strategic guidance				
300	Shop front conservation programmes should be considered	1	Deborah Hogan	This will be incorporated into the conservation subsection within section 5 of the SPD
301	Change title to 'Strategic Principles for development' or 'overarching strategic themes'	1	GLA	Agreed. Title to be altered to 'Strategic Principles for Development'
302	Employment should be included as one of the themes	2	GLA & Avenue Gardens Residents Association	Agreed. New theme to be added within this section
303	Language could be made stronger in sections - particularly in relation to access and inclusive design	1	GLA	Agreed. To be incorporated
304	reference to be made to GLA's night time economy BPG, improving health through planning BPG and sustainable design and construction SPC	1	GLA	Noted. These will be referenced within the planning policy context section of the report
305	Expand the section on planning obligations to refer to transport improvements, and support pooled contributions. List of identified improvements to be worked up with TfL and details of S106 charges should be included	1	GLA	This would be too detailed, and would not be appropriate for inclusion within the strategic guidance section of the SPD
306	Amend the wording of the strategic guidance on conservation (p.21) so that key heritage assets that are currently at risk are promoted for enhancement (see English Heritage comments)	1	English Heritage	Agreed. To be incorporated
307	Expand the list of potential beneficiaries for planning obligations to explicitly include heritage assets, their settings and other historic features that contribute to the quality of the townscape	1	English Heritage	Agreed. To be incorporated
308	The introduction of a network of small open spaces along the length of the High Road is welcomed	1	Natural England	Noted
309	The network of small open spaces could provide for biodiversity improvements for the area as well as providing a pleasant leisure facility and possibly help combat some of the effects of the heat island effect in the area	1	Natural England	Noted. To be incorporated
310	The use of planning obligations for the provision of environmental improvements is supported	1	Natural England	Noted

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311	A water and wastewater policy should be included in the SPD as follows: "Water and sewage infrastructure. Planning permission will only be granted for developments which increase the demand for off-site service infrastructure, where: 1. sufficient capacity already exists or 2. extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected. When there is a capacity problem and improvements in off-site infrastructure are not programmed, planning permission will only be granted where the developer funds appropriate improvements which will be completed prior to occupation of the development." Sub-text along the following lines should be added to the SPD to support the above proposed Policy: "The Council will also seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it won't be considered that the above policy, and supporting text, accords with the guidance	1	Thames Water	Too detailed for the SPD. Reference will be made to the appropriate policies of the London Plan
312	A policy on reducing sewer flooding, and the use of sustainable drainage methods through the incorporation of a drainage hierarchy would be supported	1	Thames Water	This is a strategic issue which is outside of the scope of this SPD
313	In terms of sustainable drainage, it should be noted that it is not always viable to employ rainwater harvesting, and sustainable drainage (SUDS), in new developments. For example, increasing density of housing in new developments is more likely to ensure that conventional piped drainage systems will prevail as the reduced land space available mitigates against the use of SUDS, similarly potential land contamination of brownfield sites also mitigates against the use of SUDS.	1	Thames Water	Noted
314	A policy on water use would be welcomed, incorporating the balance between the provision of new homes, employment and the availability of water in the Borough. The provision of sustainable water measures in new development through the use of water targets should be required. Proposed Policy:- "Water. The Borough will require new developments to incorporate water efficiency measures.	1	Thames Water	This policy may be more appropriate to include in the Core Strategy
315	The enhancement of accessibility into and within the town centre is supported	1	National Grid Property	Noted
316	Proposals for Clarendon Square at Haringey Heartlands have been designed to encourage pedestrian links into the town centre	1	National Grid Property	Noted
317	The aspiration for the provision of a greater range and quality of facilities in Wood Green by enabling visitors to undertake their shopping and leisure activities in one location is supported	1	The Theatres Trust	Noted

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318	Figure 8.1 (Leisure, community and health requirements) should include reference to improving the night-time economy and widening the range of leisure facilities	1	The Theatres Trust	Agreed. This will be incorporated
319	(Safety and Security) Specific reference should be made to 'Secure by Design'	1	Metropolitan Police Authority	Agreed
320	(Safety and Security) Specific reference should be made to the introduction of police shop / Safer Neighbourhood Team Base should operational needs arise. In order to increase the presence of police and community support officers	1	Metropolitan Police Authority	Agreed
321	Policing facilities should be included within the planning obligations section, as London Plan policy 3A.18 reinforces policing as a material consideration and seeks to protect and enhance such facilities	1	Metropolitan Police Authority	Agreed, and reference will be made to policy 3A.18 of the London Plan within the planning policy context section of the SPD
322	Object to any proposal to formally list 1-14 High Road (Cheapside)	1	The Co-operative	Noted. However, this group of buildings has significant local value and the SPD does aim to protect and promote them
323	(Open space) There should be no loss of open space within the town centre	1	Haringey Federation of Residents Associations	Noted. The SPD will make clear that there should be no overall net loss of open space in the town centre. Reference will also be added to the Open Space and Recreational Standards SPD
324	The SPD lacks guidance on the size of shop units the Council wishes to encourage in the High Road	1	Avenue Gardens Residents Association	The SPD promotes a wide range of shop sizes to accommodate a variety of retailers
325	High density development is not appropriate in Wood Green	1	David Bentley	Disagree. This is a sustainable urban centre, suitable for further development
326	Proposals for greening the High Road and introducing small pockets of open space are unrealistic	1	David Bentley	Disagree. This is an important aspiration to be considered in any new development proposals
327	Encourage grocery shops to close earlier and keep their produce inside the shop	1	Deborah M. Hylton-Kelly	Disagree. The SPD encourages the provision of a range of retail types and is keen to retain vibrancy and vitality on the High Road

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6. Movement and accessibility				
350	Against the creation of a bus only High Road during shopping hours due to likely adverse traffic impacts on neighbouring residential streets	20	Parkside Malvern Residents Association, Avenue Gardens Residents Association, Cllr Carolyn Baker and Cllr Karen Alexander & 17 individuals	The Council and TfL may consider the possibility of a bus only High Road at certain times during the day as part of the 3G Strategy. However, no commitment would be given to such a proposal without a thorough review and analysis of the likely traffic impacts on surrounding streets, and consultation of stakeholders and the local community. This will be made clearer in the SPD
351	The plan should seek to reduce traffic congestion in the wider area as well as on the High Road	2	Mr Hugh Houch & Hugh Clarke	The plan does this by encouraging the use of sustainable means of transportation and discouraging use of private cars. Wood Green is highly accessible by public transport.
352	Cyclists should not be encouraged to use Wightman Road	1	Ms Alison Park	Noted. However, it is important to promote cycle routes which can be used as an alternative to the High Road, which does not currently present a pedestrian friendly environment.
353	Traffic islands on Wightman Road should be removed and replaced with pedestrian crossings	1	Mr Peter Kordel	Wightman Road is outside of the Town Centre SPD boundary. Harrogate Council could look to make this junction more pedestrian friendly as part of a separate study.
354	Enforce 20mph speed limits and restrictions on residential roads.	1	Mr Peter Kordel	This enforcement issue is outside the scope of this SPD
355	Support the development of a car parking strategy	1	GLA	Noted
356	Support the maximisation of opportunities for car free residential development	1	GLA	Noted
357	Support the provision of car clubs	1	GLA	Noted
358	Support the encouragement of shared use parking facilities.	1	GLA	Noted
359	Should specifically refer to the need to comply with maximum car parking standards set out in the London Plan. SPD should set out how maximum car parking standards will be applied locally in the town centre	1	GLA	Agreed. Reference to Annex 4 of the London Plan to be incorporated, and policies 3C.23 and 24. The SPD will encourage the proposed car parking strategy to comply with the London Plan maximum car parking standards
360	Should specifically refer to the parking needs of disabled motorists or motorcyclists as set out in the London Plan	1	GLA	Agreed. Reference to Annex 4 of the London Plan to be incorporated, and policies 3C.23 and 24. The SPD will encourage the proposed car parking strategy to consider provision of disabled parking and motorcyclists
361	Should specifically refer to London Plan policy on Cycle parking	1	GLA	Reference to Annex 4 of the London Plan to be incorporated, and policy 3C.22. To be incorporated
362	Routes well used by cyclists should be highlighted, and greater consideration given to local access to shopping centre, and whether any one-way roads could become two-way for cycling	1	GLA	Fig 6.1 will be updated accordingly to illustrate routes used by cyclists, and any new cycle lanes will be shown. The Council will, where feasible, consider plans for making 1-way roads 2-way for cyclists.
363	Support the proposal for service delivery plans (SDPs)	1	GLA	Noted
364	Support the proposal for construction logistics plans (CLPs)	1	GLA	Noted
365	Greater reference required to policy 3C.25 of the London Plan, and the sustainability aspects of freight use, particularly in relation to the preparation of Service delivery plans and construction logistics plans	1	GLA	Reference to policy will be added in relation to the preparation of the plans. To be incorporated
366	Support for the inclusion of shared use loading bays	1	GLA	Noted
367	Trees should not obscure drivers' vision when they are using shared use loading bays	1	GLA	Noted. However, it should also be noted that reducing visibility tends to make drivers be more cautious. For this reason, the trees may not compromise pedestrian safety. The SPD will make reference to Manual for Streets, Pg. 20. (section on Risk and liability), which sets out government guidance on how designers and local authorities should not be over-cautious
368	The SPD should require all major development to submit a Transport Assessment and Travel Plan, in accordance with the transport assessment BPG	1	GLA	Reference is already made to this in the SPD, and p.35 makes it clear that development proposals in Wood Green should follow this guidance

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369	The SPD should acknowledge the need to safeguard land for transport functions	1	GLA	Reference is already made to this in the SPD, and p.35 makes it clear that development proposals in Wood Green should follow this guidance
370	The SPD should reference TfL's SPG on Workplace travel planning	1	GLA	Reference to the SPG will be added
371	The SPD should address taxi provision in line with the London Plan (policies 3C.3 and 3C.4)	1	GLA	Taxi provision will be reviewed accordingly, and a sub-section will be added to the report
372	It is assumed that all bus stops in the High Road will be equipped with real time information displays	1	Natural England	This will be made clearer
373	Support the improvement of linkages from Wood Green town centre to Haringey Heathlands	1	National Grid Property	Noted
374	Object to the replacement of bus lay-bys with bus stop clearways, as this will increase congestion on the High Road, resulting in a greater number of vehicles using surrounding roads	3	Parkside Malvern Residents Association, Avenue Gardens Residents Association & Cllr John Bevan	The introduction of bus stop clearways is in accordance with TfL policy
375	The SPD is too weak on the reduction of street clutter, particularly in terms of illuminated advertising display stands, redundant or ill-sited posts, badly positioned bus stops, and the visual mess of lamppost advertising banners	1	Parkside Malvern Residents Association	The SPD places significant emphasis on the reduction of street clutter. However, specific reference will be made to the need to reduce visual as well as mobility street clutter
376	Support improvements to public transport	1	Haringey Federation of Residents Associations	Noted
377	Support aim to reduce congestion, providing that local communities are protected from through traffic	1	Haringey Federation of Residents Associations	Noted
378	Wightman Road should be made into a 20mph zone	1	Cllr Carolyn Baker and Cllr Karen Alexander	Noted
379	A thorough traffic assessment should be undertaken, which includes a comprehensive survey and traffic modelling exercise before any decision is taken on the future of Wood Green High Road	1	Cllr Carolyn Baker and Cllr Karen Alexander	Agreed. The SPD makes it clear that significant further detailed consultation and modelling work would be required before any decision could be taken on the proposal to make the High Road bus-only
380	Object to the proposal to remove the left hand filter lane adjacent to River Park House, as it will hold up traffic and force traffic onto other residential routes	2	David Bentley & Avenue Gardens Residents Association	Traffic modelling would be undertaken before any such proposal was to go ahead to ensure that there would not be any significant adverse traffic impacts for the town centre
381	The SPD does not contain details of how to exploit the infrastructure capacity at Turnpike Lane / Ducklets Common to support town centre growth	1	Avenue Gardens Residents Association	The SPD includes the objectives of promoting the usage of sustainable means of transportation, including the bus and tube, and promoting accessibility including pedestrian connectivity from the tube stations into the town centre (see page 1). Additionally, the SPD encourages enhancements to the tube station buildings (p.45 and 68)
382	Rather than remove the bus stop lay-bys, the design and siting of existing bus stops could be much improved	1	Cllr John Bevan	Following the detailed consultation undertaken as part of the production of the SPD, support was indicated for both the removal of bus stop lay-bys and reviewing the positioning of bus stops within the town centre
383	Agree with the proposal to replace bus stops in the High Road with fully functioning easy to maintain versions	1	Cllr John Bevan	Noted
384	Removal of the left-hand filter lane adjacent to River Park House would make it easier for pedestrians to cross, but the remaining road would need to be widened to enable two lanes of traffic	1	Cllr John Bevan	The SPD will make it clear that further detailed assessments would need to be carried out before the proposal could be implemented
385	Buses using residential streets as a terminus are causing distress to residents and damage to property	1	Sue Brown, Vice-chair, NPNARA	Noted

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386	The current location of bus stops is problematic	1	Sue Brown, Vice-chair NPNUSA	The SPD includes a proposal to review the current bus stop layout within the town centre (p.31)
387	Support the pedestrianisation of the High Road from Gladstone Avenue to Wymark Avenue	1	Michael Thompson, The Mall Shopping City	Noted. However, initial consultation undertaken as part of the preparation of the SPD indicated that partial or total pedestrianisation of the High Road would be unworkable, as no suitable alternative routes exist