

Town Centre North

..... High quality open space

..... Trinity Road Conservation Area covers much of the area (see p.2)

..... Existing Civic Centre building. The Council agreed in July 2008 to move civic functions away from the Civic Centre to Woodside House, meaning that the site will become surplus to Council requirements.



..... Key landmark building (Grade II listed)

..... Significant group of historic buildings (Grade II listed)

..... Busy road junction which would benefit from pedestrian light controlled crossings

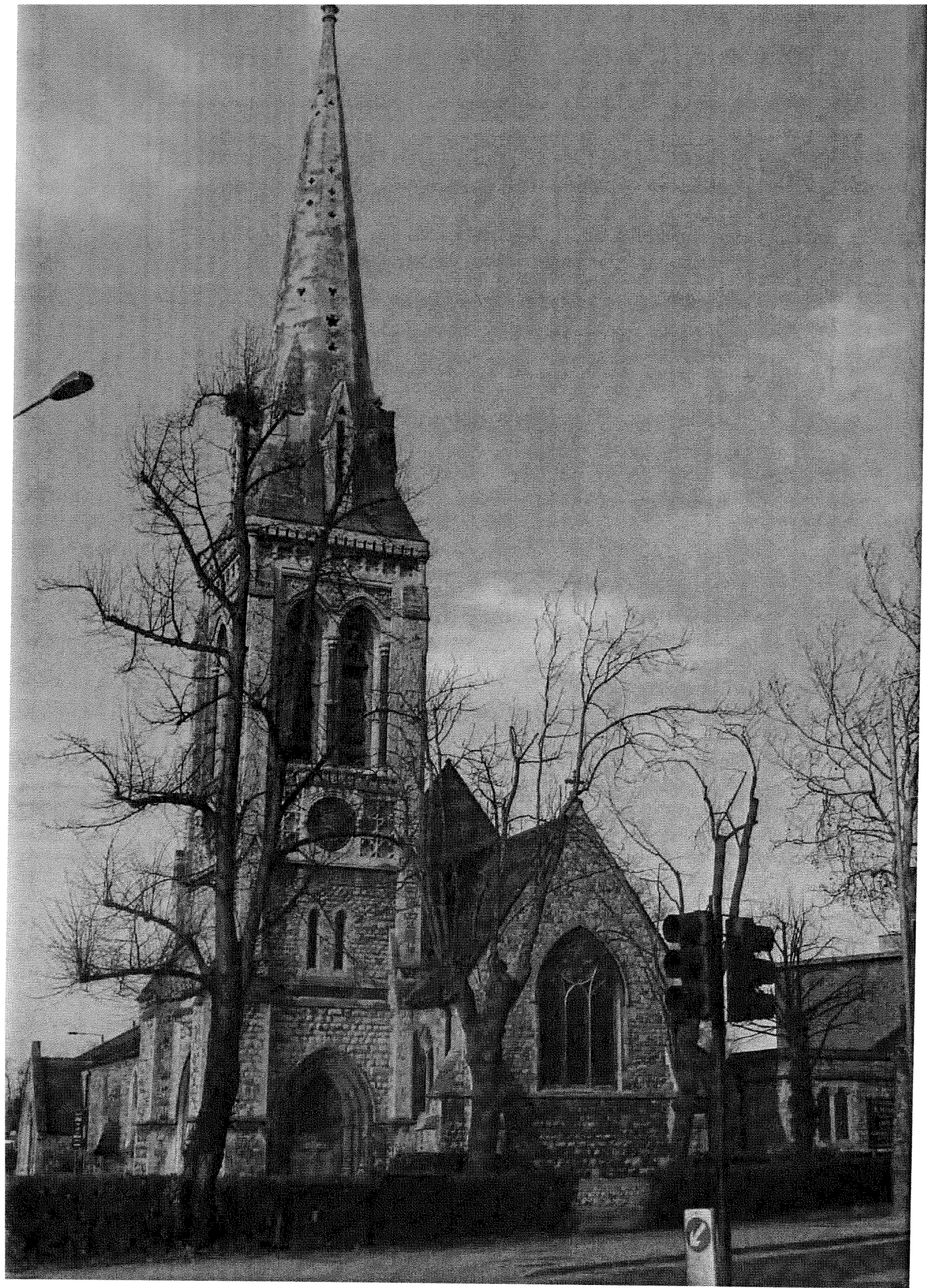
..... Green Ridings House - identified as suitable for mixed use development once the existing telephone exchanged has been decommissioned



..... Existing office building which may be considered suitable for redevelopment in conjunction with remodelling of the bus garage (see below)

..... Existing bus garage, which is likely to remain in use for the foreseeable future. Remodelling of the front portion of the building, including improvements to the bus access to and from the street could significantly enhance the pedestrian environment.





Town Centre North

The area to the north of Wood Green underground station includes several important uses and buildings, including the Civic Centre (owned by the London Borough of Haringey), Green Ridings House and the bus depot.

The Council Cabinet agreed to transfer all civic functions from the Civic Centre to Woodside House in July 2008. A planning brief is being prepared for the Civic Centre site during 2008. It will consider all options for the future of the buildings and the site and how any future development could be undertaken that will respect the historic character and heritage value of the conservation area and have regards to the setting of the listed buildings.

Green Ridings House is currently in use as a telephone exchange. It is likely to be decommissioned in the future as current technology becomes obsolete. Therefore, the site is likely to present an opportunity for mixed-use development, again including a significant residential element.

As identified in section 6 above, options to improve the access arrangements to the bus depot will be explored further.

Improvements will be encouraged which aim to increase the safety of pedestrians attempting to cross the entrance / exit to the bus depot, reduce the difficulty currently experienced by buses attempting to exit the bus depot, and reduce congestion on the High Road. Whilst the bus station is likely to remain in active use for the foreseeable future, the need for this facility in the town centre should be kept under review.

There is also a need to improve the quality of the degraded pavement surface throughout the area.

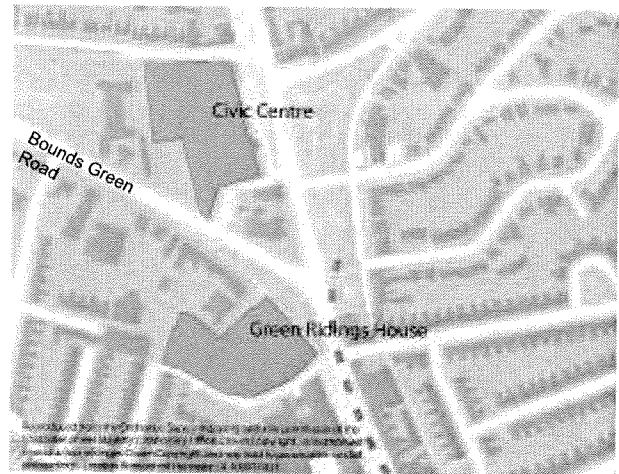


Figure 7.4 - Civic Centre and Green Ridings House



Civic Centre and car park

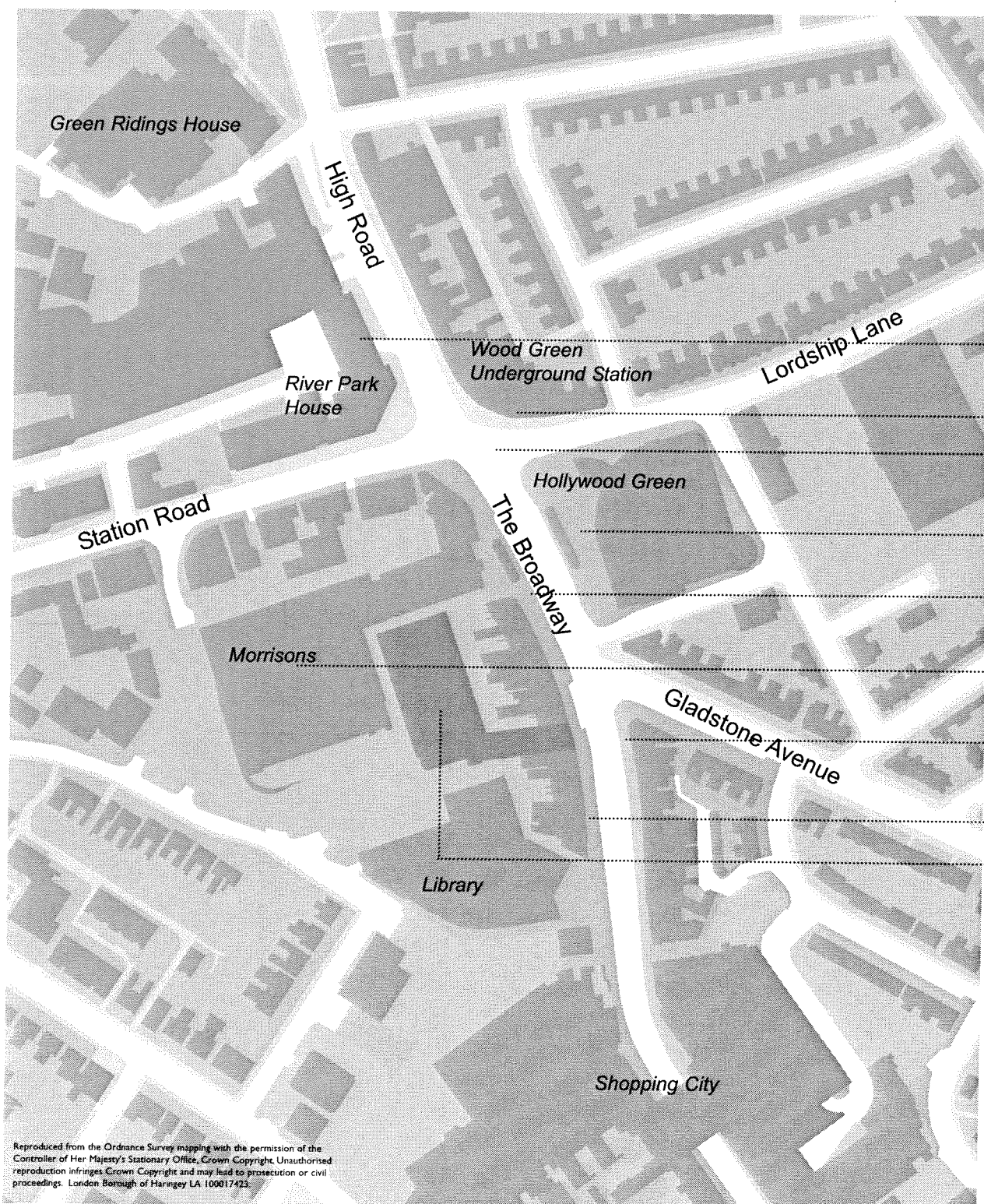


Figure 7.5 - The Broadway

The Broadway

..... The River park House building presents a weak frontage, particularly at ground floor where it faces onto the junction -opportunity for significant enhancement benefiting the public realm

..... Wood Green Tube Station is a notable building which should be protected and enhanced.

..... The Junction of the High Road with Station Road/Lordship Lane should be improved through improving the public realm and reducing barriers to pedestrian accessibility

..... The area in front of the Hollywood Green building would benefit from enhanced landscaping and better use of the public space

..... The pavement area around Morrisons and the bus stops is degraded and requires improvement

..... The existing Morrisons would benefit from either remodelling or comprehensive redevelopment to improve its contribution to the High Road and to improve the frontages to the west and south.

..... The junction of the High Road and Gladstone Road requires improved pedestrian crossing facilities

..... Existing terraces of shops with attractive townscape character

..... The Dominion Centre (formerly Gaumont Palace Cinema) is a Grade II* listed building and requires sensitive enhancement



The Broadway

The area surrounding Wood Green Station is one of the most important in the town centre, because it acts as a gateway for those arriving from the north, either by car or public transport. The area also includes several important buildings and spaces, such as River Park House and the public space in front of Hollywood Green at the corner of Lordship Lane and the High Road.

- The Council considers that there is a need to further emphasise Wood Green Station as a gateway to the town centre and a landmark building of high architectural quality.
- The potential exists to reconfigure the podium block of River Park House at the corner of the High Road and Station Road to provide an active frontage onto the junction. The Council is in favour of the creation of a strong new entrance and will promote the opportunity to incorporate either retail or community uses.
- The opportunity to enhance and improve the maintenance of the public space at the corner of Lordship Lane and the High Road will be encouraged to provide a more positive, cleaner and greener welcoming space.
- The consolidation of street furniture, such as bollards, railings and litter bins, improvements to the pedestrian crossing of Gladstone Avenue, and the installation of a new diagonal pedestrian crossing outside of Wood Green Station would promote greater and easier pedestrian movement in the town centre, particularly for those travelling to or from Wood Green Station, and improve pedestrian safety.
- The Council will encourage schemes to improve, and where necessary restore, the appearance of shop fronts.



The Broadway, looking north towards Wood Green tube station and River Park House

Options for the Morrisons site

The Broadway includes a number of small shops and Morrison's - the largest individual land parcel.

The Morrison's store provides an important convenience retail offer to the town centre. However, at present the store has a weak presence in terms of its frontage onto the High Road and Parkland Road.

The opportunity exists for infill development to create an active frontage onto Parkland Road (see Figure 7.7), and for cosmetic improvements to be made to the High Road frontage (see Figures 7.7 and 7.8).

Morrison's car park is also currently being used as a cut through route between Parkland Road and Station Road. There is a need to limit access to the car park in order to improve the safety of pedestrians using the car park.

There is also a need to improve the arrangements for pedestrian crossing of Gladstone Avenue (at the junction of the High Road), to enhance pedestrian safety without creating an increase in traffic congestion.

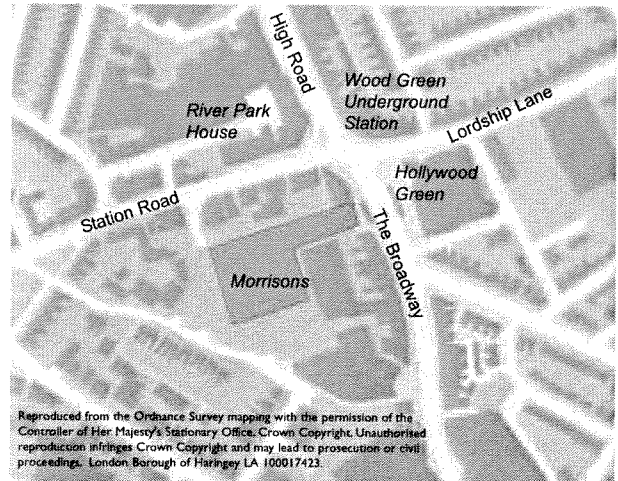


Figure 7.6 - Existing layout Morrison's

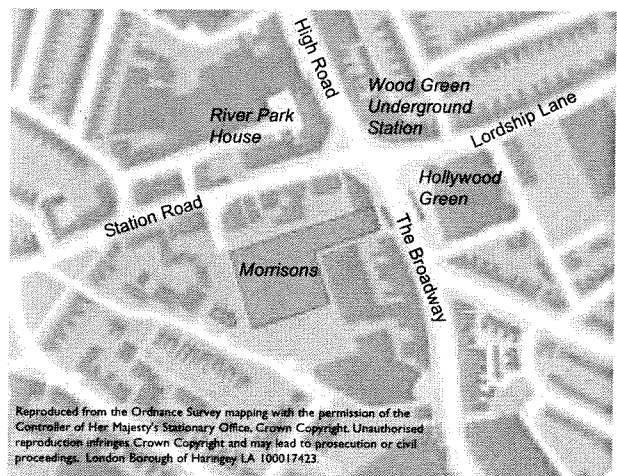


Figure 7.7 - Morrison's option 1

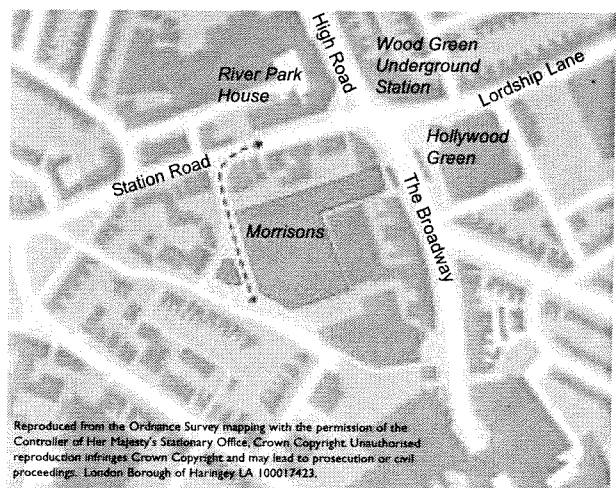


Figure 7.8 - Morrison's option 2

Options for the junction of the High Road and Lordship Lane

Figure 7.9 illustrates a number of improvements to the junction of the High Road and Lordship Lane:

1) Improved pedestrian crossing facilities - the introduction of a diagonal pedestrian crossing which links Wood Green underground station with the south-western side of the High Road. This would improve pedestrian access from the station to the main shopping areas of Wood Green, and reduce the need to cross multiple roads.

2) The removal of the left hand filter lane from Station Road entering the High Road - this would enable the expansion of River Park House onto the corner, providing an opportunity to create active frontages for retail or leisure use at ground floor level. This would also provide an opportunity to improve the public

realm, create a more pedestrian friendly environment, and design out crime.

3) Improved public realm - Better utilisation of public space and greening of the environment would improve the overall appearance of the junction, particularly as a gateway area for those arriving into the town centre from the north. This would also present the opportunity to design out crime and provide a less threatening pedestrian environment, particularly around Hollywood Green.

4) Reduction in street clutter which impedes mobility and has a negative visual impact -

The removal of guard rails and other obstructions, particularly outside of Wood Green Station, would help to produce a less hostile environment, and ensure that pedestrian accessibility is maximised. However, it is essential that all measures ensure that pedestrian safety is maintained.



Good practice image: diagonal pedestrian crossing, Balham Station, London

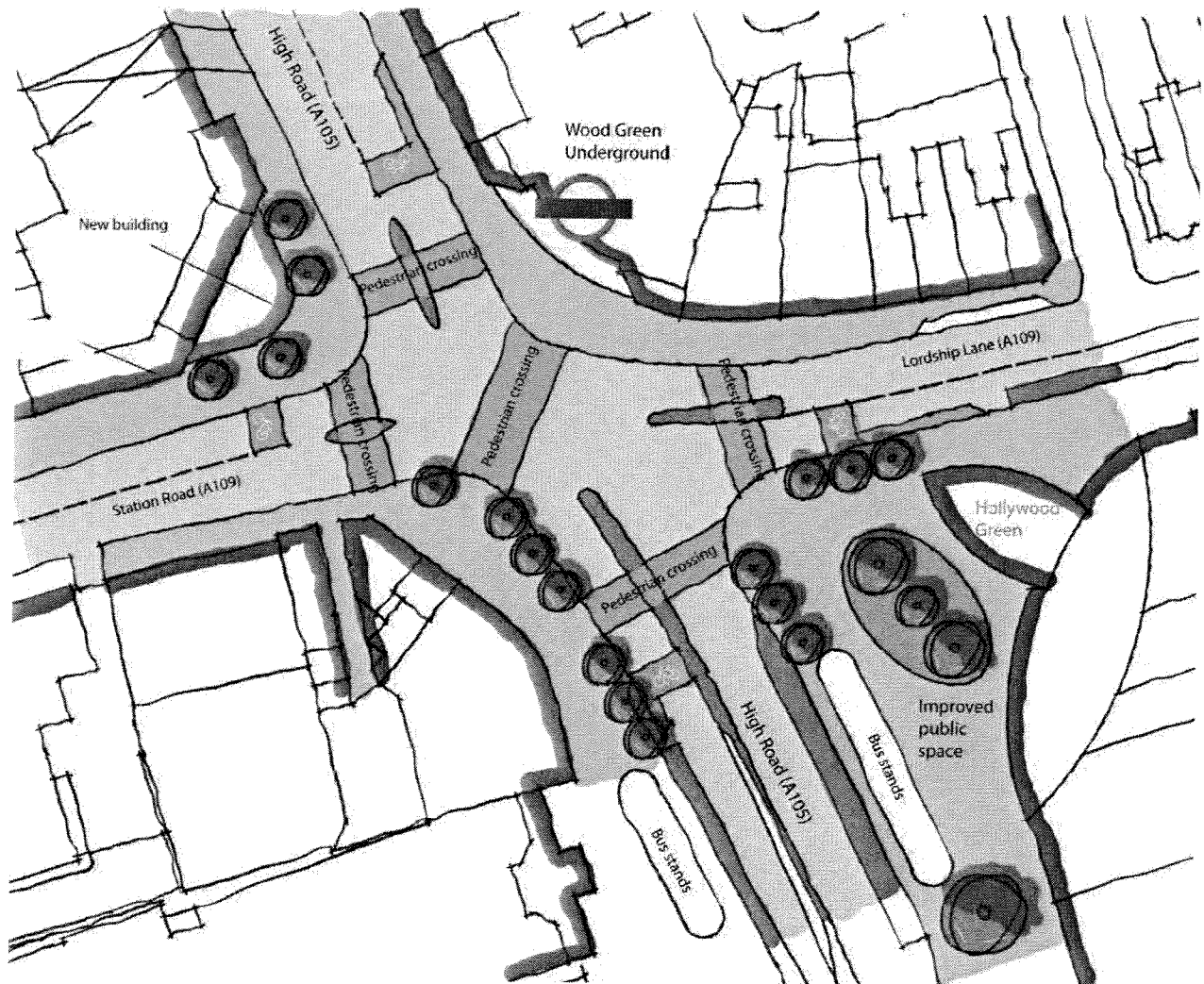


Figure 7.9 - Indicative Plan for the Junction of Wood Green High Road and Lordship Lane

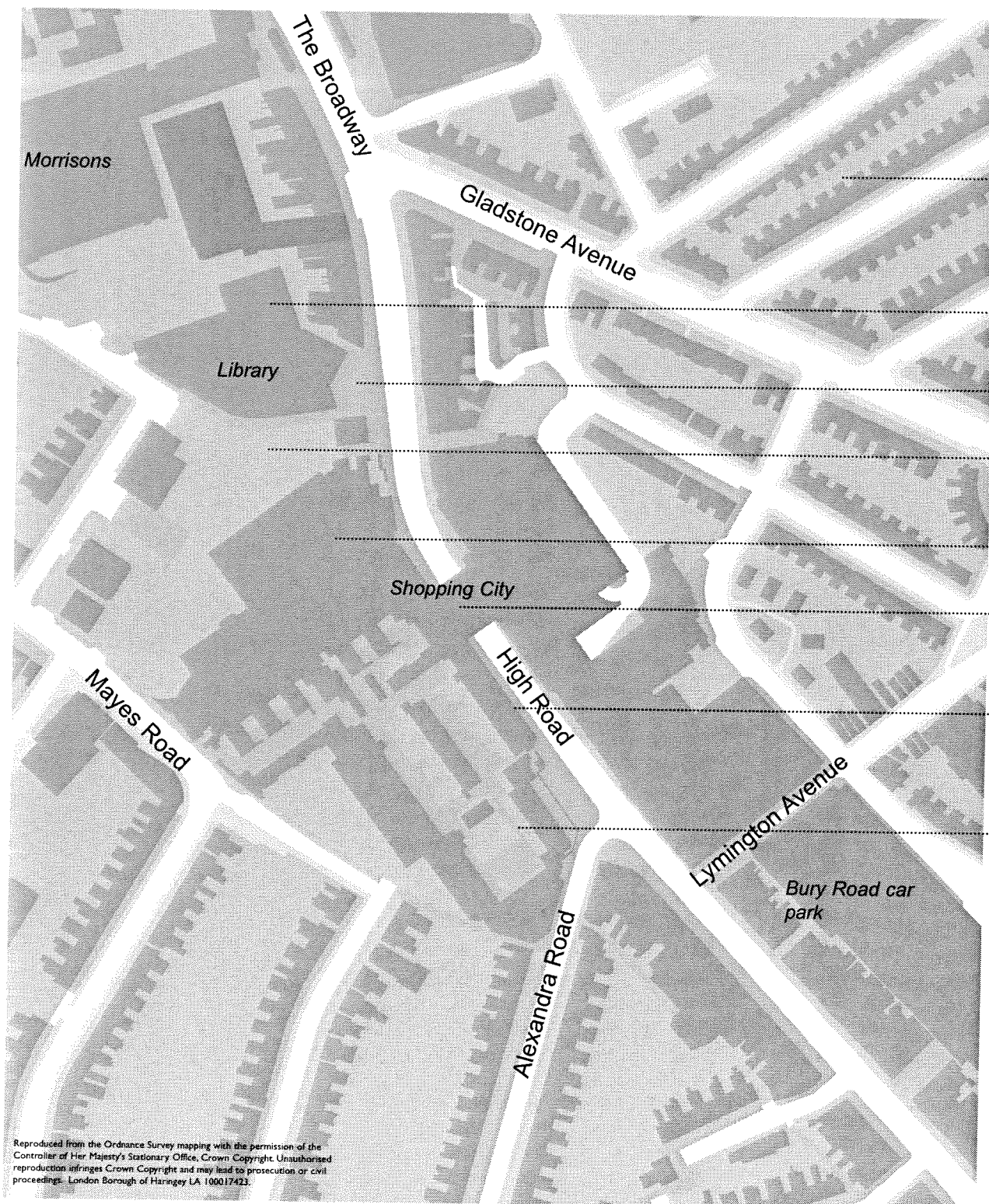


Figure 7.10 - Shopping City