

High Road

This area incorporates Wood Green High Road to the south of Shopping City and north of Turnpike Lane, including Bury Road, Alexandra Road and Lymington Avenue.

This southern part of the High Road retains a significant proportion of its historic building stock, of which key elements such as the Cheapside row are particularly attractive. The Council will seek to enhance these buildings wherever possible, and will encourage the development of shop-front restoration and improvement schemes.

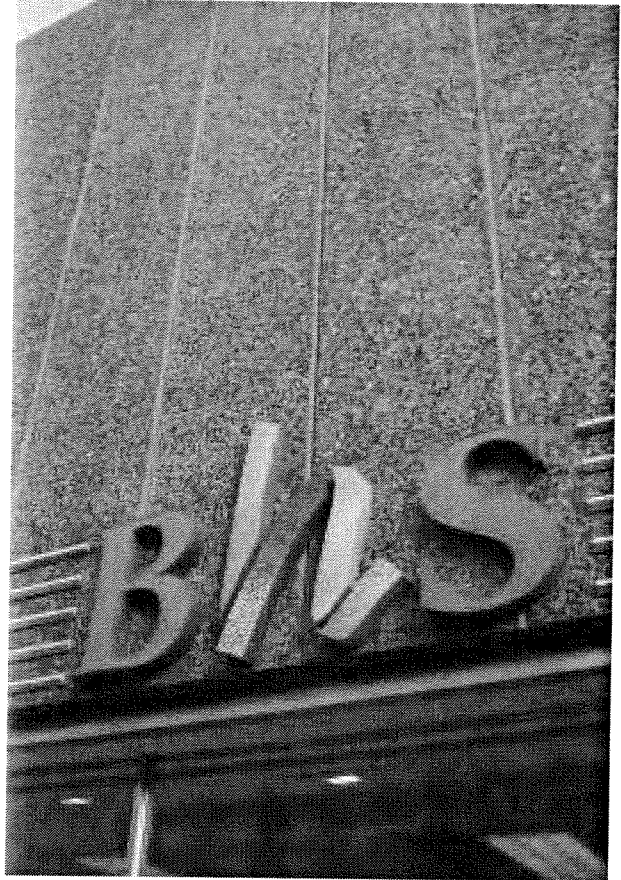
This combination of older attractive buildings and the smaller shop units which they offer makes the area better suited to independent traders and the restaurant and café market, rather than to the larger high street multiples.

The retention of smaller retail units such as these will be encouraged to ensure that the southern end of the High Road continues to provide a complementary retail offer to Shopping City and the larger units it contains.

At present the site at the junction of Lymington Road and Park Road comprises low rise shops and low density residential development. The area presents a weak approach to the High Road, and is a poor transition area between the bulk of Shopping City and the low rise residential development to the east.

Bury Road Car Park includes a service yard and alleyway at ground floor level, offering a significantly neglected urban environment. Additionally, the building is bulky and overbearing, particularly in relation to the domestic scale on the other side of the street.

The existing BHS site and surrounding buildings have the potential for various forms of redevelopment. The buildings present a poor image with no active frontage to the south and east. BHS is a major asset to the southern end of the High Road, and the company is keen to rejuvenate their store.



BHS, Wood Green High Road

The Council encourages development proposals to improve the street environment, and to increase the utilisation of public spaces wherever possible. Street furniture will be consolidated to improve pedestrian accessibility, and the Council will encourage improved linkages to Haringey Heartlands to the west, and the surrounding residential hinterlands to the east.

Improvements to pedestrian crossing facilities at the junction of Alexandra Road and the High Road are to be investigated to improve pedestrian safety.

Option for the Lymington Avenue site

Should the opportunity to redevelop this site come forward, mixed use medium rise development would be encouraged. It will be vital for any proposed design to consider the importance of active frontages. This site relates well to the High Road and is on a key pedestrian link to one of the principle residential areas. It is likely that it would not be regarded as a prime retail site, but would be considered appropriate for a public or civic use or for more secondary retail uses.

Option for the Bury Road car park

Any future potential redevelopment of the car park block should incorporate a new route through the block to improve pedestrian linkages to and from the High Road. It should also provide significantly better active frontages. It may be possible to introduce a point block in place of the slab block to reduce the bulk of development onto Bury Road and act as a helpful landmark at the northern end of the site.

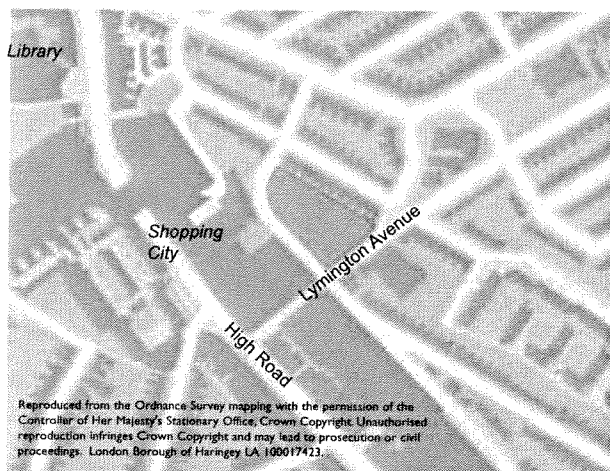


Figure 7.17 - Lymington Avenue as existing

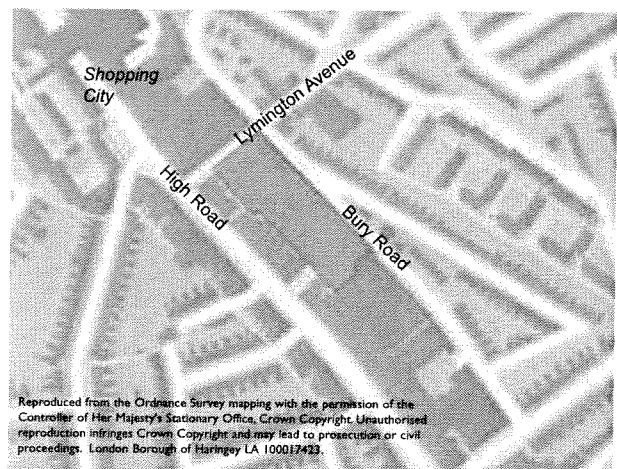


Figure 7.19 - Bury Road Car Park as existing

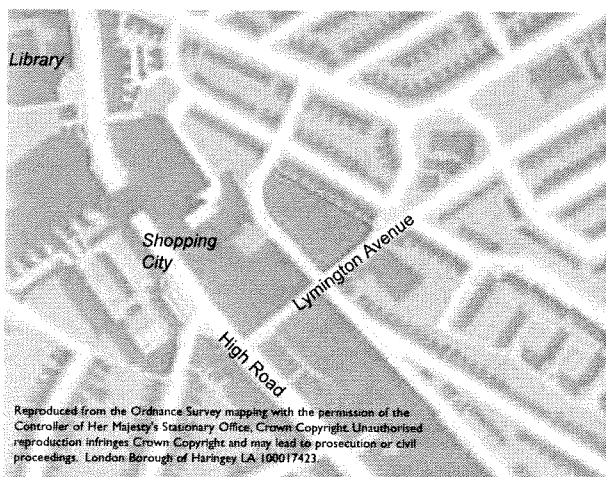


Figure 7.18 - Lymington Avenue option

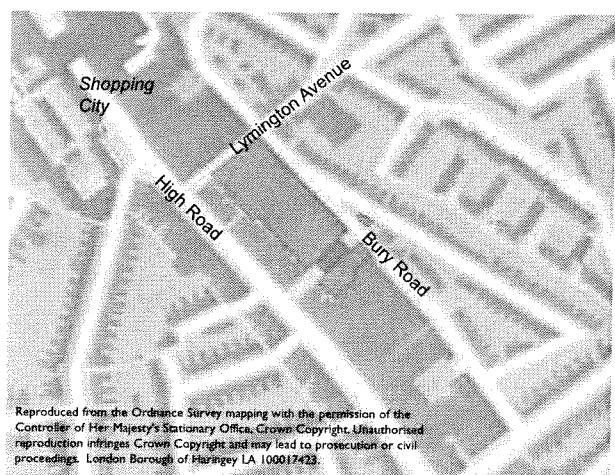


Figure 7.20 - Bury Road option

Options for the BHS store

The opportunity exists to refurbish the exterior of the building in order to increase its attractiveness (Figure 7.22). This would include an external reclad of the store to create a new active frontage. It may also be possible to relocate the café onto the ground floor so that it overlooks the street, ideally at the south side facing Whymark Avenue.

Option 2 would include store redevelopment, including the existing adjacent units which form part of the same original building. The redevelopment would focus on the provision of active frontages, and would allow for the inclusion of residential development above the retail.

Option 3 would also include redevelopment of the store, including the existing adjacent units which form part of the same original building and the group of smaller units on the corner. This would also focus on the provision of active frontages, and include residential development above the retail. This option would provide the opportunity to create a prominent anchor store location for the southern end of the High Road, and could be a phased approach following on from option 2. As part of the redevelopment, there may be an opportunity to provide new high quality public realm at the store entrance.

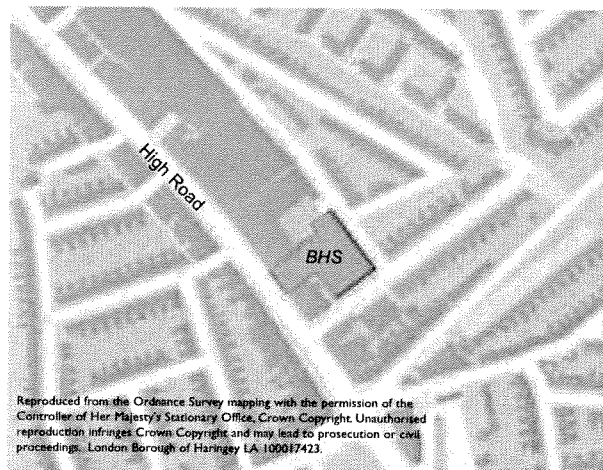


Figure 7.22 - BHS option 1

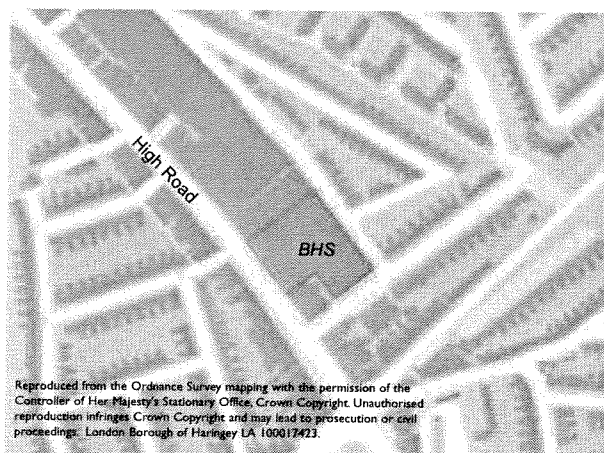


Figure 7.23 - BHS option 2

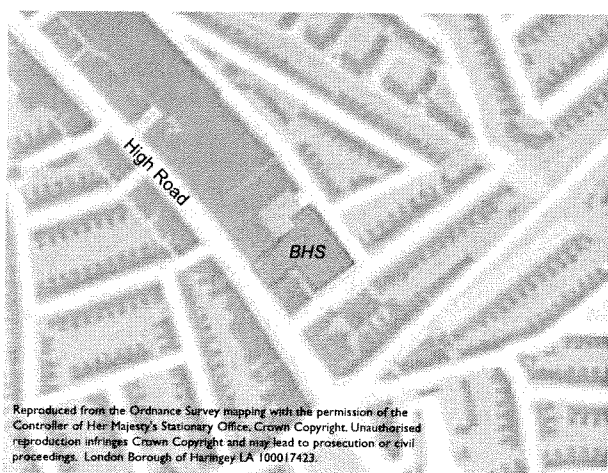


Figure 7.21 - BHS existing configuration

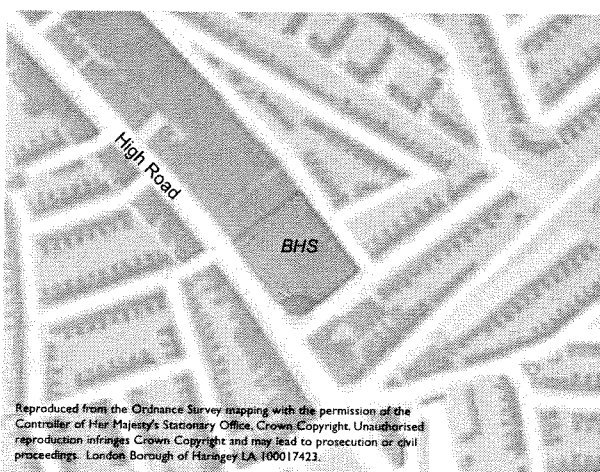


Figure 7.24 - BHS option 3

Option for bus stops and loading bays

Existing bus stop and loading bay arrangements reduce accessibility for pedestrians and result in a more congested and degraded environment. Additionally, buses using the bus stop lay-by's on the High Road have difficulty pulling back into the traffic flow, and as a result bus journey times are adversely effected.

As illustrated by Figure 7.25, the opportunity exists to replace bus stop lay-by's with bus stop clearways, therefore increasing the width of the pavement where it is most needed by pedestrians. Additionally, ensuring that bus stops are moved out to the edge of the pavement, and that seating faces the road, would increase the pavement space available to pedestrians, and discourage casual use of bus stop seating.

Introducing shared use loading bays would also have the effect of improving the pedestrian environment, by providing increased space for pedestrians to use.

Please refer to the Movement and Accessibility section above for further details on these proposals.



Existing High Road bus stops



Existing High Road loading bay

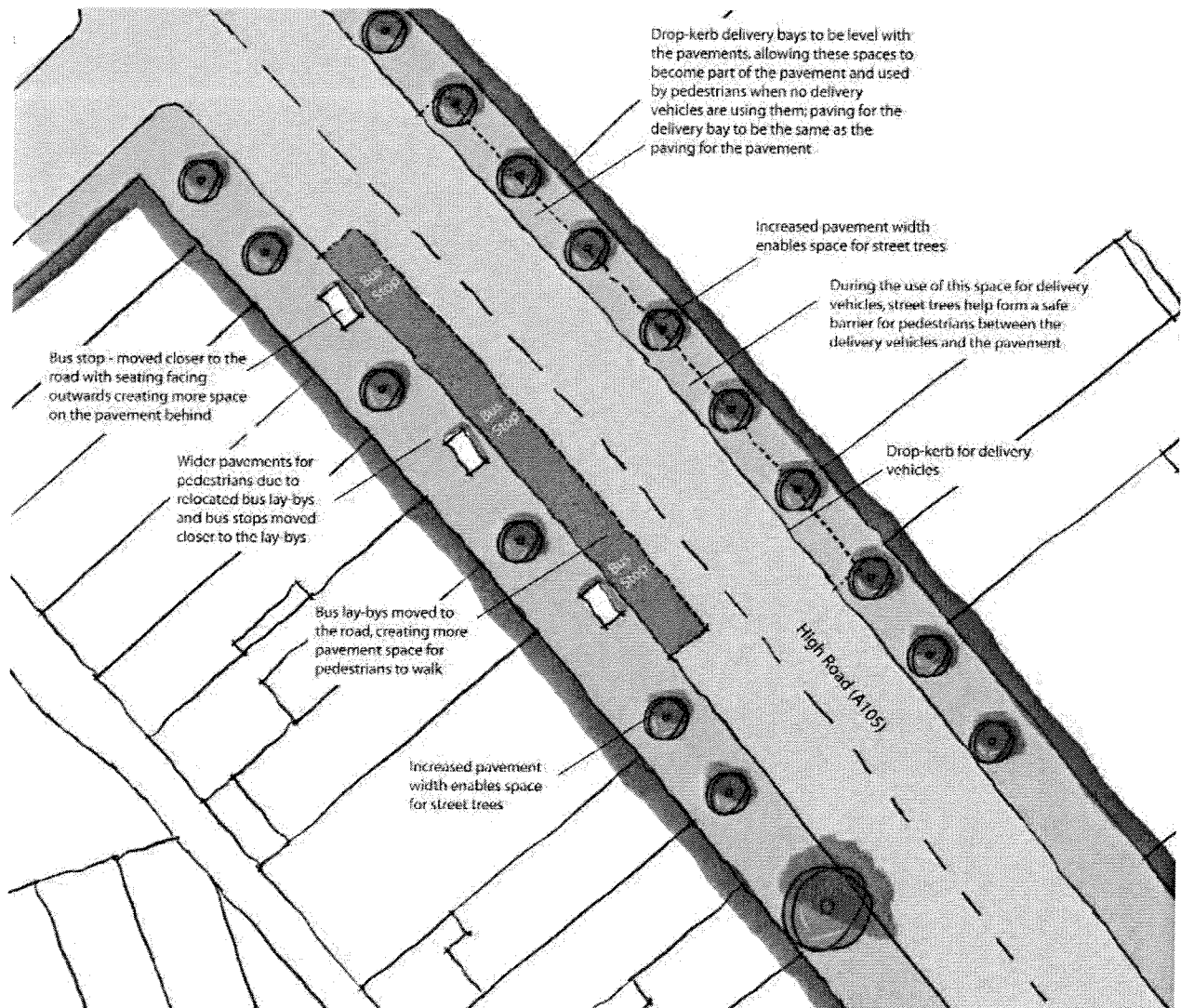


Figure 7.25 - Indicative Plan for Bus Stops and Loading Bays

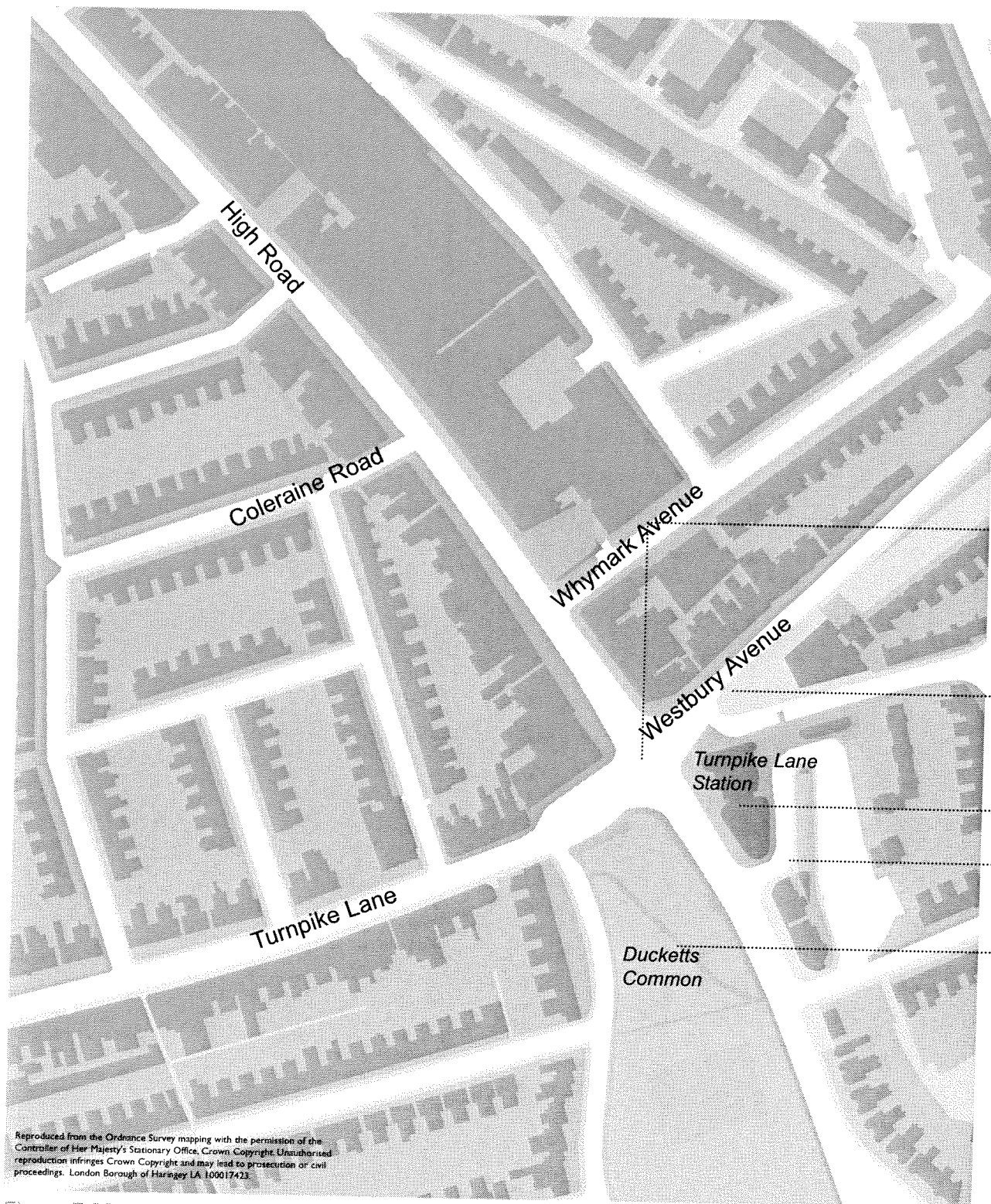


Figure 7.26 - Turnpike Lane

Turnpike Lane

..... The junction of Turnpike Lane and the High Road presents a poor pedestrian environment. Pavement areas and pedestrian crossings - especially to Duckett's Common - should be improved

..... The proposed closure of the Western end of Langham Road will create the potential for a new public space as a forecourt to the tube station. This should include new street tree planting and could include an element of public art

..... Turnpike Lane tube station is listed (Grade II) and considered to be a key local landmark which should be protected and enhanced in any schemes undertaken

..... Turnpike Lane bus station is an important transport interchange

..... Duckett's Common is the most significant area of green space close to the town centre. Improved facilities would complement the shopping and leisure offer in the town, encouraging people to spend more time in the area. It would also help to populate the area and thereby reduce anti-social behaviour.



Turnpike Lane

The main features of this area include Turnpike Lane underground station and bus station, Turnpike Lane shopping area and Ducketts Common.

There is a need to further emphasise Turnpike Lane station as a gateway to the town centre and a landmark building of high architectural quality.

At present, the corner block adjacent to the underground station provides significant opportunities for enhancement. It represents a low intensity use of a prominent site at a transport node, and includes an unattractive pedestrian cut through, which is used by a large number of bus passengers.

The opportunity exists to create a new public area in front of the tube station (see Figures 7.28 and 7.29). This would also result in a stronger corner block with no cut-through. However, the brief for redevelopment will have to consider the potential restrictions on the site as a result of the proximity to the tube line. Any scheme should seek to improve the pedestrian environment and public realm, and present an opportunity to increase the utilisation of public space by incorporating pavement cafés and seating areas. This would help to further emphasise Turnpike Lane tube station as a building of high architectural quality, and as a 'gateway' to the town centre.

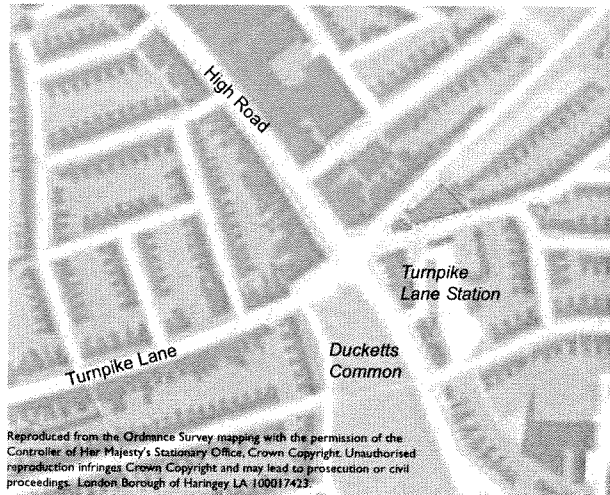
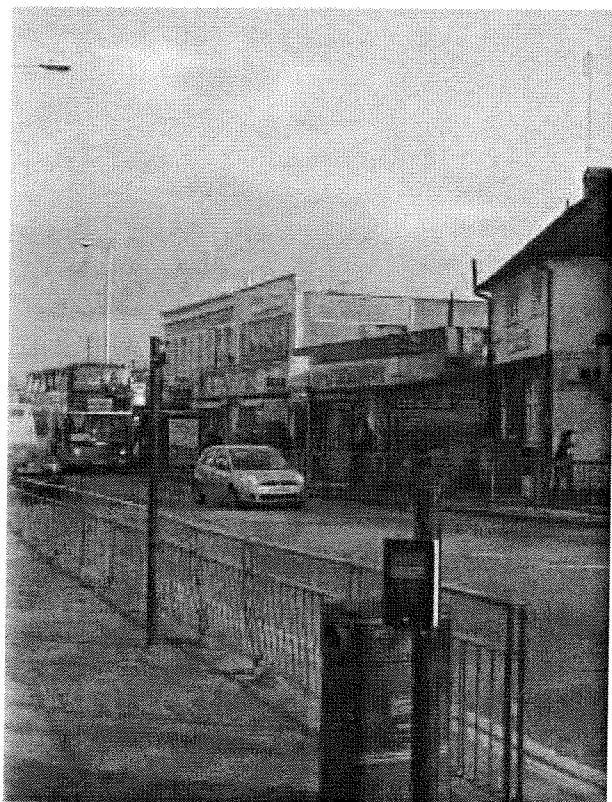


Figure 7.27 - Turnpike Lane corner block



Buildings adjacent to Turnpike Lane Station, corner of Green Lanes and Westbury Avenue

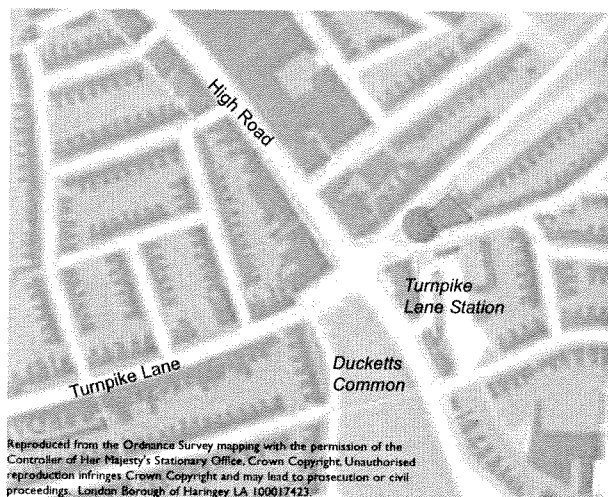
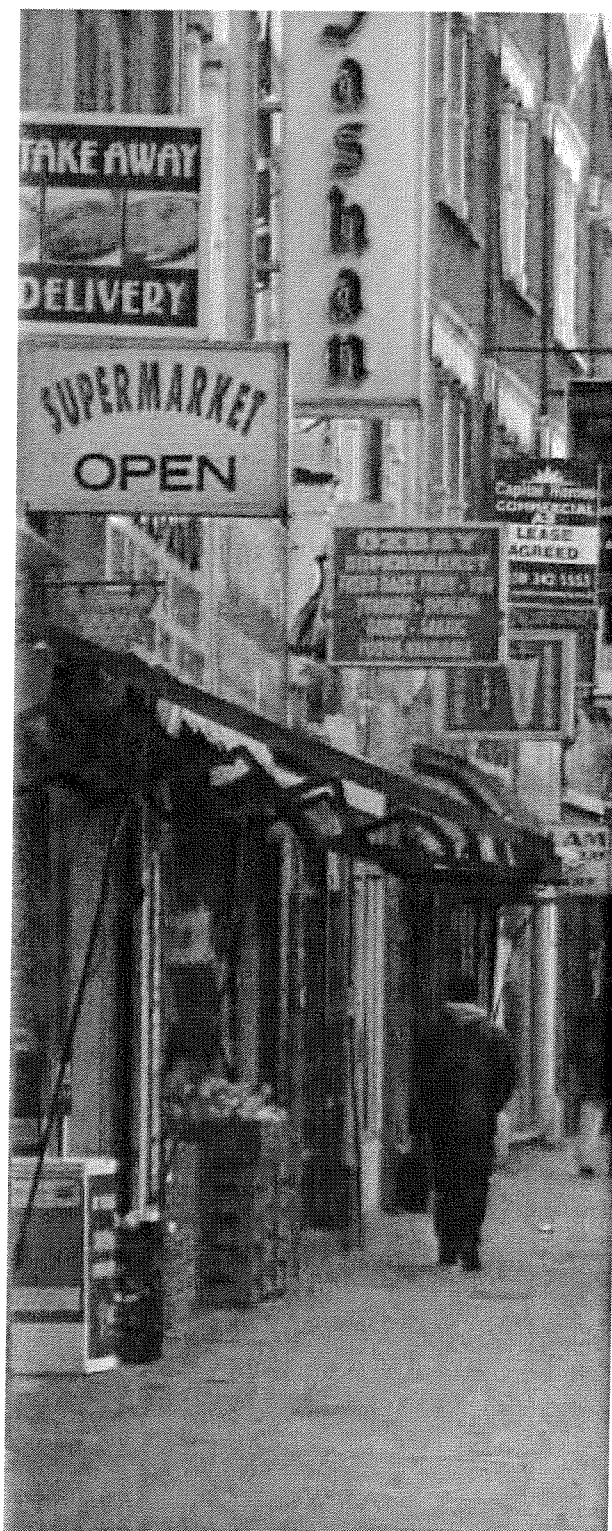


Figure 7.28 - Turnpike Lane corner block reconfiguration

Improvements are required to the public realm and shop frontages in Turnpike Lane in order to support and encourage the development of local shops and businesses. Many of these are supplying specialist goods and services catering for the ethnically diverse local population, and complement the shops and services offered on the High Road.

Additionally, the Council will encourage the consolidation of street furniture, improvements to street lighting, and improvements to pavement quality in order to enhance the pedestrian environment, improve pedestrian safety and encourage greater footfall. This will complement the Turnpike Lane 'Stop and Shop' scheme which aims to support local businesses by providing a limited number of short stay parking spaces for shoppers.

The potential to establish a Business Improvement District (BID) or another scheme to add value and encourage investment to the area should be investigated by the Council and local business representatives.



Turnpike Lane

Option for the improvement of Turnpike Lane

Figure 7.29 illustrates a number of improvements to the junction of Turnpike Lane and the High Road:

- 1) **Improved pedestrian crossing facilities** - the junction should be rationalised to enable improvements to be made to pedestrian crossing routes and the removal of unnecessary guard railings.
- 2) **The closure of Langham Road to through traffic** - this would enable the creation of a new area of public space at the front of Turnpike Lane tube station, enabling the enhancement of the tube station entrance and buildings, and improving the pedestrian experience.
- 3) **New development at the corner block of Westbury Avenue and Langham Road** - this would enable the development of a new and improved building, which could potentially incorporate a café and outside seating areas.
- 4) **New street trees** - the introduction of street trees throughout the area would help to improve the overall quality of the public realm and street environment.