

Figure 8.1 Indicative Phasing - Movement and Accessibility

Proposal	Partners	Indicative Timescale	Comments
<b>Mobility</b>			
a) Reduce unnecessary street furniture	LBH & TfL	Short term	To reduce obstructions to pedestrian movement, yellow bands could be added to obstructions
b) Ensure that pedestrian crossings are fully functional and accessible to those with mobility impairments	LBH & TfL	Short term	Controlled pedestrian crossing outside Mothercare is an example of best practice
c) Improve the quality of pavements and road surfaces	LBH & TfL	Short term	
<b>Safety</b>			
a) Improve the provision of pedestrian crossing facilities at areas of highest footfall	LBH & TfL	Short term	Areas of particularly high footfall exist around the tube stations and entrance to Shopping City
<b>Loading and Deliveries</b>			
a) Investigate the use of consolidation centres and establish a service delivery plan	LBH - town centre management	Short term	To rationalise deliveries to the High Road and minimise noise disruption
b) Introduce shared use loading bays	LBH & TfL	Short term	To enable improved utilisation of loading bay areas
c) Incorporate adequate freight loading and parking facilities into new development	LBH	Ongoing	
d) Incorporate construction and logistics plans during construction and delivery and servicing plans for occupation	LBH	Ongoing	
e) Investigate the development of a Freight Quality Partnership	LBH	Short term	
<b>Sustainability</b>			
a) Encourage development proposals which promote sustainable means of travel	LBH	Ongoing	Encourage car free development and measures to reduce car usage
b) Seek to reduce congestion and emissions	LBH & TfL	Ongoing	Encourage car sharing and use of cleaner fuels
c) Promote the use of sustainable urban drainage principles	LBH & TfL	Ongoing	Particularly in any new pavement or road design
<b>Taxi Provision</b>			
a) Consider rationalising taxi ranks outside Wood Green tube station	LBH & TfL	Short term	Subject to further analysis

Figure 8.1 Indicative Phasing - Opportunity Zones

Proposal	Partners	Indicative Timescale	Comments
<b>Town Centre North</b>			
a) Redevelop Green Ridings House for residential or mixed-uses	LBH and developers	Long term	Subject to the release of the site
<b>The Broadway</b>			
a) Further utilise Wood Green station as a gateway to the town centre and a landmark building of architectural quality	LBH and TfL	Short to mid term	Wood Green station to be enhanced
b) Reconfigure the podium of River Park House to provide an active frontage	LBH	Short to mid term	Opportunity to create new entrance incorporating retail or community uses
c) Improvements to the junction of the High Road and Lordship Lane	LBH	Short to mid term	Improvements to public spaces, pedestrian crossing facilities and road layout
d) Infill development in Morrison's car park	LBH and Morrison's	Short to mid term	
e) Improvements to pedestrian crossing of Gladstone Avenue and consolidation of street furniture	LBH and TfL	Short term	
f) Encourage schemes to improve and restore the appearance of shop fronts	LBH and shopkeepers	Short term	
<b>Shopping City</b>			
a) Redevelop Wood Green Central Library building, remove the 'Turkish Radio' building and improve the Shopping City bridge.	LBH, landowners, developers & the Mall Corporation	Mid term	This will widen the main pedestrian route, create active frontages along the southern edge, create an enlarged public square, and improve the appearance of the Shopping City bridge.
b) Redevelop Wood Green Central Library building, remove the 'Turkish Radio' building, and replace Shopping City bridge with a new pedestrian crossing and prominent new entrances to the shopping centre.	LBH, landowners, developers & the Mall Corporation	Mid to long term	Redevelopment of the Library building to incorporate two building elements to move the main pedestrian connection north. Removal of the 'Turkish Radio' building would create an enlarged public square.
c) Redevelop Shopping City to incorporate street based blocks with housing at upper levels and active frontages at ground floor level	LBH, landowners, developers & the Mall Corporation	Long term	Redevelopment would aim to reclaim the original street network and promote improved connectivity. Additionally, it would offer potential for new retail schemes and public realm.



Figure 8.1 Indicative Phasing - Opportunity Zones (cont.)

Proposal	Partners	Indicative Timescale	Comments
<b>High Road</b>			
a) Redevelop Lymington Road site for mixed use medium rise development	LBH & developers	Mid term	Any proposals should reflect the importance of active frontages. Appropriate uses likely to be either public / civic use or secondary retail use
b) Redevelop Bury Road Car Park to incorporate a new through route and increased active frontage	LBH & developers	Mid to long term	Redevelopment of Bury Road car park would require the consent of the lessees
c) Enhance BHS store on the High Road through exterior refurbishment and internal reconfiguration	BHS	Short term	
d) Redevelop BHS store along with adjacent units which form part of the same scheme to provide residential development above the retail	BHS, landowners & developers	Medium term	
e) Redevelop BHS store on the High Road along with adjacent units and smaller units at the corner of Whymark Avenue, to include residential development above the retail, and new high quality public realm	BHS, landowners, developers & LBH	Long term	Redevelopment should focus on the provision of active frontage, and provide the opportunity to create a prominent anchor store for the southern end of the High Road
<b>Turnpike Lane</b>			
a) Improvements to Turnpike Lane station	LBH & TfL	Short to mid term	Enhancements to further utilise the station as a gateway to the town centre and a landmark building of architectural quality
b) Improvements to Turnpike Lane shopping area	LBH, shopkeepers & TfL	Short to mid term	Improvements are required to the public realm and shop frontages in Turnpike Lane to support local businesses.
c) Establish a Business Improvement District or similar scheme	LBH and local business representatives	Short term	This would help to add value and encourage investment to Turnpike Lane
d) Redevelop Turnpike Lane corner block	LBH, landowners & developers	Mid term	Redevelopment to create a new public area in front of the tube station, and incorporate higher intensity uses
e) Review the quantity and location of facilities within Ducketts Common	LBH	Short to mid term	

## Appendix I - Other Relevant Strategies and Documentation

### Urban Design

Proposals for the town centre should be in accordance with the design guidance and principles included within the following key urban design documents wherever possible:

- By Design- urban design in the planning system: towards better practice (CABE, 2000);
- Urban Design Compendium 1&2 (English Partnerships); and
- Secured by Design (ACPO).

### Economy and Employment

Over the Edge? Town Centres and the London Economy (NLSA and WLA)

This work was commissioned jointly by the North London Strategic Alliance (NLSA) and the West London Alliance (WLA). This study takes a fresh look at the health of the major and metropolitan town centres in north and west London, assessing how well they are doing in relation to centres in the Outer Metropolitan Area (OMA), and focussing on their non-retail functions. It draws together employment statistics on over a hundred centres. It also taps into the Bartlett School at UCL's EPSRC funded 'Towards Successful Suburban Town Centres' research project. This explores the importance of diversity, spatial morphology, and travel to work patterns, which have all been mapped.

It draws on six case studies: Enfield, Harrow, Uxbridge and Wood Green, which are contrasted with Watford and Reading, which have both undergone a renaissance.

The Haringey Guarantee (London Borough of Haringey, 2007)

The Haringey Guarantee aims to work with employers, schools and colleges, skills training providers, employment services, job brokers and local communities to secure: support for local businesses; jobs for local people with



*Corner of Wood Green High Road and Lordship Lane*



*Fishmongers Arms, High Road*

relevant skills; training and education; and jobs for unemployed local people.

The Haringey City Growth Strategy (Haringey City Growth Strategy Board, 2003)

The Strategy is a business-led approach to economic redevelopment which focuses on economic advantages and the potential of inner cities, by creating a more competitive business environment in Haringey, with a particular focus on eastern Haringey. A weakness and major disadvantage identified for Haringey is the 'crime and grime' and the urgent need to improve the retail and trading environment. This is reflected in the public realm enhancements proposed for Wood Green in this SPD.

The Strategy identifies four key clusters for growth: clothing manufacturing; creative and cultural industries (especially at Haringey Heartlands); food and drink; and information and communication technologies (ICT).

Worklessness Position Statement (London Borough of Haringey, 2007)

This paper sets out the Council's approach to tackling worklessness in Haringey and assess how well placed the Council is to effectively deal with this issue given the scale of the problem and emerging local, regional and national priorities. Key recommendations are:

- That mainstreaming the Haringey Guarantee is seen as the best way of delivering successful worklessness reduction outcomes in the borough.
- That the Council is well placed to meet the emerging local, regional and national worklessness policy agendas.

Local Area Agreement Update (Haringey Employment Partnership, 2008)

This paper updates the Haringey Employment Partnership on the progress being made on developing and implementing Haringey's Local Area Agreement (LAA), which was formally approved in June 2008.

## Environment

Haringey's Biodiversity Action Plan (London Borough of Haringey, 2004)

The Plan identified Wood Green Reservoirs and Wood Green Railway Lands as sites of biodiversity importance. Additionally, the Action Plan identified Wood Green Cemetery as a suggested site of biodiversity importance.

Haringey's Greenest Borough Strategy (London Borough of Haringey, 2007)

The draft Greenest Borough Strategy for Haringey was published in October 2007 for consultation, and sets out how the Council aims to promote environmental sustainability and tackle climate change.

The Strategy includes the vision to work together to secure a clean, safe and environmentally sustainable future for everyone living, working, visiting or studying in Haringey. Six priorities are identified to help achieve this vision:

- Improving the urban environment;
- Protecting the natural environment;
- Managing environmental resources efficiently;
- Leading by example – managing the Council sustainably;
- Sustainable design and construction; and
- Promoting sustainable travel.