

Wood Green Town Centre SPD

October 2008



www.haringey.gov.uk

Haringey Council

The Wood Green Town Centre SPD has been produced by **Urban Practitioners**



For the **London Borough of Haringey**



Haringey Council

Contact

Mark Hopson
Physical Regeneration Manager
Economic Regeneration
London Borough of Haringey
Unit 212, Technopark
Ashley Road
Tottenham N17 9LN

Tel: 020 8489 4529

Mark.Hopson@haringey.gov.uk

Drawings within this document are for illustrative purposes only

Cover Illustration: Wood Green town centre

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Haringey LA 100017423.

Contents

Executive Summary	i
A Vision for Wood Green	vi
1. Introduction	1
2. Planning Policy Context	7
3. Evidence Base and Consultation	19
4. Strategic Principles for Development	23
5. Movement and Accessibility	31
6. Opportunity Zones	41
7. Delivery and Implementation	81
Appendices	



Cheapside buildings, Wood Green High Road

WOOD GREEN - IT'S YOUR TOWN

THINGS WE LIKE N27

THINGS WE DON'T LIKE N22



Executive Summary

Vision for Wood Green

Wood Green town centre is a vibrant, dynamic, cosmopolitan and commercially successful Metropolitan town centre, capable of providing for the local population and for the wider sub-region. The heritage of Wood Green engenders a strong sense of place, of which local residents remain justifiably proud. Wood Green town centre, together with the neighbouring Haringey Heartlands area, represents a significant regeneration opportunity within the north London sub region.

The vision for Wood Green has three themes:

Community – ensuring that Wood Green is a place which meets the needs of local people and provides a safe and welcoming environment;

Quality – ensuring that environment, infrastructure and amenities of Wood Green are of a high quality; and

Sustainability – promoting a sustainable approach to Wood Green in terms of transport, development, retail and community life.

Overview and Context

Wood Green is located in the London Borough of Haringey in North London. It is a vibrant and busy town centre and is designated as a Metropolitan Centre in the London Plan (Consolidated with Alterations since 2004) (2008) which reflects its role as a key retail and commercial destination. Wood Green is well placed in relation to a number of high profile regeneration schemes such as Haringey Heartlands and Tottenham Hale.

The intention of this SPD is to guide development in Wood Green town centre over the coming years. The document draws upon an extensive consultation process, the work of the Wood Green Spatial Plan, and a review of baseline data and other relevant sources.

The SPD sets out a clear and detailed vision for the town centre, together with a strategy for its future regeneration and development.

Evidence Base and Consultation

A number of documents have been reviewed as part of the evidence base for the Wood Green Town Centre SPD, including the Wood Green Spatial Plan (Urban Practitioners, 2006), the Wood Green Town Centre Retail Healthcheck (DTZ, 2007) and the Wood Green Audit (Parkside Malvern Residents' Association et al., 2006).

Additionally, the initial consultation phase for the SPD has included:

- A High Street Consultation exercise;
- Town Centre Walking Audit (major hands-on planning public consultation event);
- 17 stakeholder meetings;
- Workshop and meeting with the Wood Green town centre SPD Steering Group;
- Workshop and meeting with the Wood Green Action Group; and
- A dedicated project website.

Details are included in the Consultation Report which accompanies the SPD.

Additionally, a dedicated project website was launched in September 2007, namely www.woodgreenspatialplan.net. This provides interested parties with information about the SPD, and an opportunity to comment.

Strategic Guidance

The guidance is split into the following themes:

- Transport and movement;
- Building height and scale;
- High quality design;
- Conservation;
- Retail;
- Open spaces;
- Safety and security;
- Leisure, community and health requirements;
- Sustainable development;
- Employment; and
- Planning obligations.

These themes constitute the essential aspects of the town centre which are addressed by this SPD, and enable the development of a clear strategy for future regeneration and development.

Movement and Accessibility

Proposals relating to movement and accessibility in and around Wood Green have been developed, including:

- the promotion of opportunities to improve east to west linkages through to Haringey Heartlands and the residential hinterland;
- the replacement of bus stop lay-by's with bus stop clearways;
- the promotion of a phased reduction in car parking provision;
- the provision of increased secure cycle parking facilities in the town centre;
- the promotion of a new cycle route which can be used as an alternative to the High Road;
- minor changes to the road network, improved pedestrian crossing facilities and improved pavement surfaces;
- the consolidation of street furniture;
- the promotion of measures to improve loading and delivery arrangements; and
- encouraging the use of sustainable means of transportation.

Opportunity Zones

Opportunity zones have been defined according to the predominant character of the existing built environment.





1. Town Centre North

Future opportunities for mixed-use redevelopment, including Green Ridings House.

Additionally, potential to improve the access arrangements to the bus depot, and improve the quality of the pavement surface throughout.



2. The Broadway

Potential reconfiguration of Morrisons, and improvements to the junction of the High Road and Lordship Lane, to improve safety and accessibility.

Further opportunities to reconfigure the podium block of River Park House to provide an active frontage, and enhance the public realm.



3. Shopping City

Future opportunities to redevelop the Library complex and Shopping City, to improve the street environment and create better linkages through to Haringey Heartlands and the residential hinterlands.



4. High Road

Opportunities to redevelopment BHS store and improve the appearance of units along the southern section of the High Road. Mixed-use development opportunity at Lymington Avenue.



5. Turnpike Lane

Improvements required to the maintenance and provision of facilities at Ducketts Common, and to the public realm and shop frontages in Turnpike Lane.

Additionally, the opportunity exists to create a new public area in front of Turnpike Lane tube station.

Delivery and Implementation

Delivering the proposals outlined in this SPD is a long-term process. Even for individual sites and potentially attractive areas, the development process can take a number of years from inception to completion. The successful implementation and delivery of the proposals and guidance contained within this SPD will require the support of key stakeholders in the town centre.

Section 8 of this SPD sets out the indicative phasing requirements of the proposals requiring delivery and implementation.

A Vision for Wood Green

This Supplementary Planning Document establishes a bold new vision for the future of Wood Green town centre:

Wood Green town centre is a vibrant, dynamic, cosmopolitan and commercially successful Metropolitan town centre, capable of providing for the local population and for the wider sub-region. The heritage of Wood Green engenders a strong sense of place, of which local residents remain justifiably proud. Wood Green town centre, together with the neighbouring Haringey Heartlands area, represents a significant regeneration opportunity within the north London sub region.

The vision for Wood Green has three themes:

Community – ensuring that Wood Green is a place which meets the needs of local people and provides a safe and welcoming environment;

Quality – ensuring that environment, infrastructure and amenities of Wood Green are of a high quality; and

Sustainability – promoting a sustainable approach to Wood Green in terms of transport, development, retail and community life.



To achieve this vision, a series of more detailed objectives have been developed:

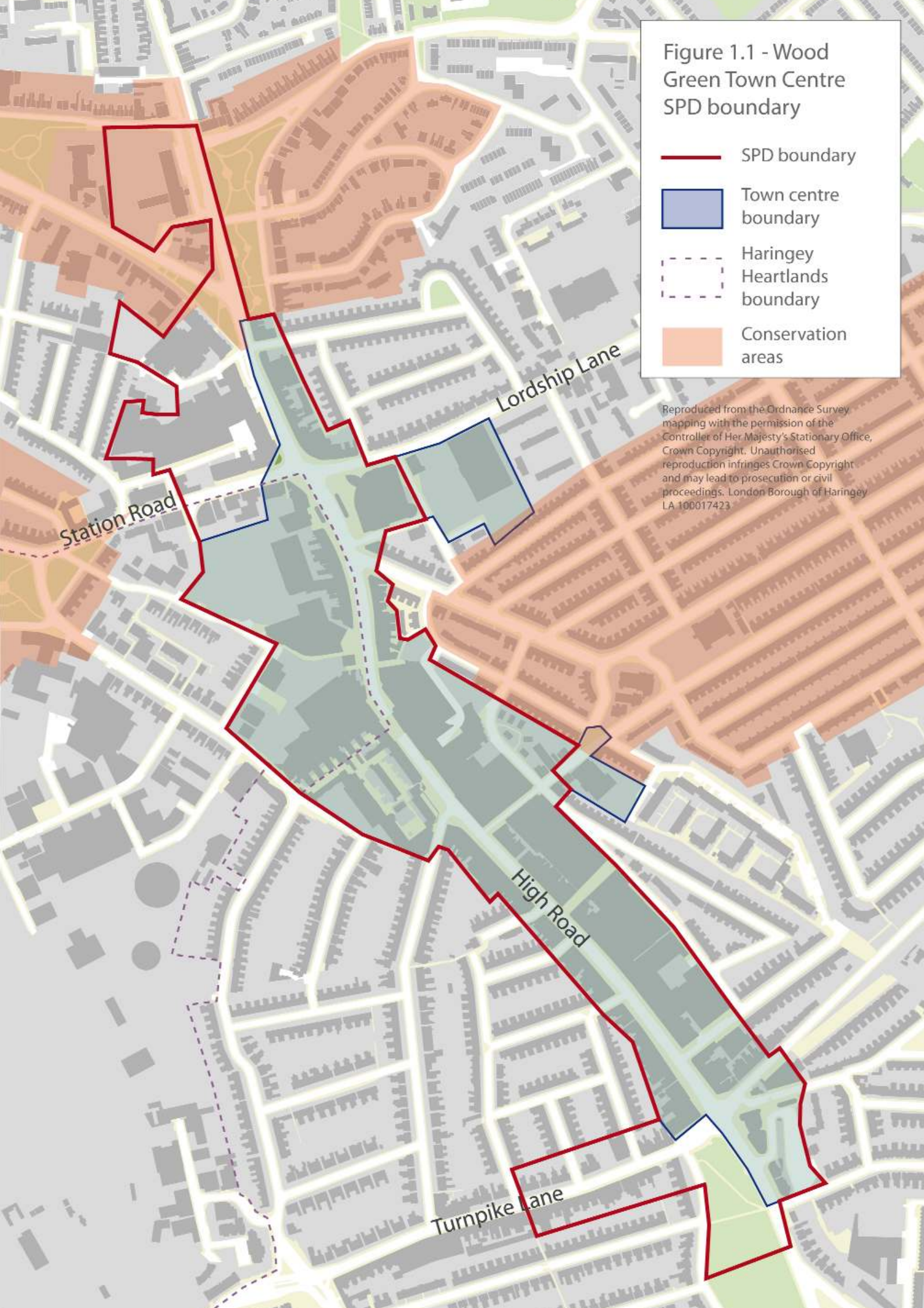
- 1) Accessibility** - To improve linkages with Haringey Heartlands to the west of the town centre and to enhance accessibility into and around the town centre for all members of the community;
- 2) Character Areas** - To encourage the retention and enhancement of the distinctive character areas within the town centre;
- 3) Sustainability** - To promote a sustainable future for Wood Green town centre, which ensures that the needs of the present generation are met without compromising those of the future;
- 4) Public Realm** - To improve the public realm throughout the town centre and to create a more pleasant pedestrian environment;
- 5) Congestion** - To reduce congestion in the town centre by promoting car free development and the use of sustainable means of transportation;
- 6) Building Quality** - To conserve and restore high quality buildings within the town centre, and encourage appropriate development which respects the local environment and is of the highest standards of sustainable design.
- 7) Retail** - To develop the range and quality of the retail offer within the town centre;
- 8) Open Space** - To improve the quantity, value and usage of town centre open spaces;
- 9) Safety** - To increase safety within the town centre, improving the confidence of visitors and users, and facilitating the development of a more positive overall perception of Wood Green as a destination;
- 10) Leisure and Community Facilities** - To encourage the development of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities; and
- 11) Employment** - To increase the range and quantity of employment opportunities within the town centre.

The objectives have been developed following the review of the evidence base and consultation work. The process and methodology used to analyse and interpret these findings (in order to arrive at these detailed objectives) is detailed in the Consultation Report which accompanies the SPD.

Figure 1.1 - Wood Green Town Centre SPD boundary

- SPD boundary
- Town centre boundary
- Haringey Heartlands boundary
- Conservation areas

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Haringey LA 100017423



1 Introduction

Overview

Following the production of the Wood Green Spatial Plan (Urban Practitioners, 2006), Urban Practitioners, DTZ and Alan Baxter and Associates were commissioned to produce the Wood Green Town Centre Supplementary Planning Document (SPD) in May 2007.

The six main areas of opportunity previously identified by the Spatial Plan were:

1. Providing high quality public realm;
2. Creating and ensuring community safety;
3. Enhancing the importance of Wood Green's shopping potential in the metropolitan region;
4. Developing a synergetic link with the new Haringey Heartlands development adjacent to the town centre;
5. Improving local and regional linkages - especially towards east and west; and
6. Enhancing the ease of vehicular and pedestrian movement through the town centre.

The intention of this SPD is to develop these opportunities further in order to guide future development in Wood Green town centre over the coming years. The document draws upon an extensive consultation process, the work of the Wood Green Spatial Plan, and a review of baseline data and other relevant sources, including the Wood Green Audit (Parkside Malvern Residents' Association et al., 2006).

The SPD sets out a clear and detailed vision for the town centre, together with a strategy for its future regeneration and development.

Figure 1.1 illustrates the SPD boundary, town centre boundary (as defined by the UDP), boundary of the Haringey Heartlands Development Framework, and relevant conservation area boundaries. The SPD boundary extends further than the UDP town centre boundary to include sites of strategic importance to the town centre, including the Civic Centre and Ducketts Common. However, the SPD does not seek to alter the existing town centre boundary defined by the UDP.



Wood Green High Road

SPD Role and Status

The SPD will be one of the material considerations that can be taken into account when determining a planning application in Wood Green town centre. It will eventually form part of the London Borough of Haringey Local Development Framework (LDF), and will provide detailed (non-statutory) guidance for Wood Green town centre, supplementing policies contained within the Core Strategy and other Development Plan Documents. The Core Strategy, once adopted, will present strategic direction for the development of the Borough, including the provision of preferred options for the location of housing, retail, mixed use commercial and employment generating land. However, whilst the Core Strategy is being developed, the adopted and saved UDP policies and the London Plan - Consolidated with Alterations since 2004, (2008) together with the national planning framework provides the Development Plan for the Borough, within which the SPD will operate.

Sustainability Appraisal and Formal Consultation

The SPD has been prepared with the intention of promoting sustainable development in Wood Green town centre. Sustainable development can be defined as “*development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs*” (UN, 1992).

Under the requirements of the Planning and Compulsory Purchase Act 2004, the SPD has to be accompanied by a Sustainability Appraisal. This assesses the social, economic and environmental effects of the SPD from the start of the preparation process, to ensure that it contributes to sustainable development.

The Sustainability Appraisal process has included the production of:

- A Sustainability Appraisal Scoping Report, which defines the sustainability objectives for the SPD; and
- A Sustainability Appraisal Report which assesses the proposals in the SPD against the sustainability objectives contained in the Scoping Report in order to make recommendations for the improvement of the document.

The reports have both been subject to the necessary periods of consultation, and comments have been appropriately documented. Both of the reports are available separately from the Council.

Wood Green Context

Wood Green is located in the London Borough of Haringey in North London (see Figure 1.2 below). It is a vibrant and busy town centre and has an important role in the North London sub-region's town centre hierarchy. Wood Green is well placed in relation to a number of high profile regeneration schemes such as Haringey Heartlands and Tottenham Hale.

Wood Green is designated as a Metropolitan Centre in the London Plan (2008) which reflects its role as a key retail and commercial destination in north London. Within North London, Wood Green is one of the largest centres with approximately 77,300m² of retail floorspace, although Brent Cross Shopping Centre is also a key draw and provides a similar quantum of retail floorspace. Within London, the West End represents by far the largest centre with close to 1,000,000m² of retail floorspace. Major Centres within the North London sub-region include Enfield Town, Walthamstow and Edgware. There are five District Centres within Haringey at Bruce Grove/Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road/Seven Sisters (DTZ, 2007).

Shopping is the dominant activity in Wood Green town centre, and it includes a number of well-known multiples, such as Marks & Spencer and H&M. In total, there are 333 units within the town centre. A significant amount of the retail floorspace is located within Shopping City (the Mall), a large indoor shopping mall located in the centre of the town. Planning permission has recently been granted for the extension of the Mall to include a new Debenhams store (10,000m²) over three floors plus storage.

Wood Green town centre contains relatively few restaurants, cafés, pubs and bars in relation to the level of shopping provision and there is a limited level of office space provision other than the Council's own offices. However, the town centre has two large multi-screen cinemas, the six screen Showcase cinema in Hollywood

Green and the twelve screen Cineworld in Shopping City.

There is a considerable level of residential development in Wood Green town centre, with flats located above Shopping City and Bury Road car park. The town centre has a strong residential hinterland to both the east and west. There are two conservation areas located within close proximity to the town centre (Trinity Gardens and Noel Park). However, there are relatively few listed buildings present in the town centre. The majority of the buildings in Wood Green town centre are three storeys or more.

The SPD will help to deliver a town centre which is attractive to both residents and businesses, and is able to attract inward investment through the quality of its environment, infrastructure and services.



Shopping City entrance

Haringey Heartlands

Haringey Heartlands is the area located immediately to the west of Wood Green town centre. The area includes large tracts of under-utilised utilities lands.

The London Plan (Consolidated with Alterations since 2004) identifies Haringey Heartlands as an 'Area for Intensification'. The designation covers a 50ha area with an indicative employment capacity of 1,500 jobs from 2001-2026 and a minimum of 1,700 new homes in the same period. The eastern area of utilities lands, which is adjacent to Wood Green town centre, requires comprehensive redevelopment in order to achieve a new mixed use and high quality urban community.

Improving access links through to Wood Green town centre will be essential for the future of the Heartlands area, and offers significant opportunities for development and regeneration of Wood Green. Proposals for Clarendon Square at Haringey Heartlands will provide between 1,100 to 1,200 new homes of various sizes. Haringey Heartlands will also include a new secondary school, retail, employment and other uses.



View west towards Haringey Heartlands from the town centre

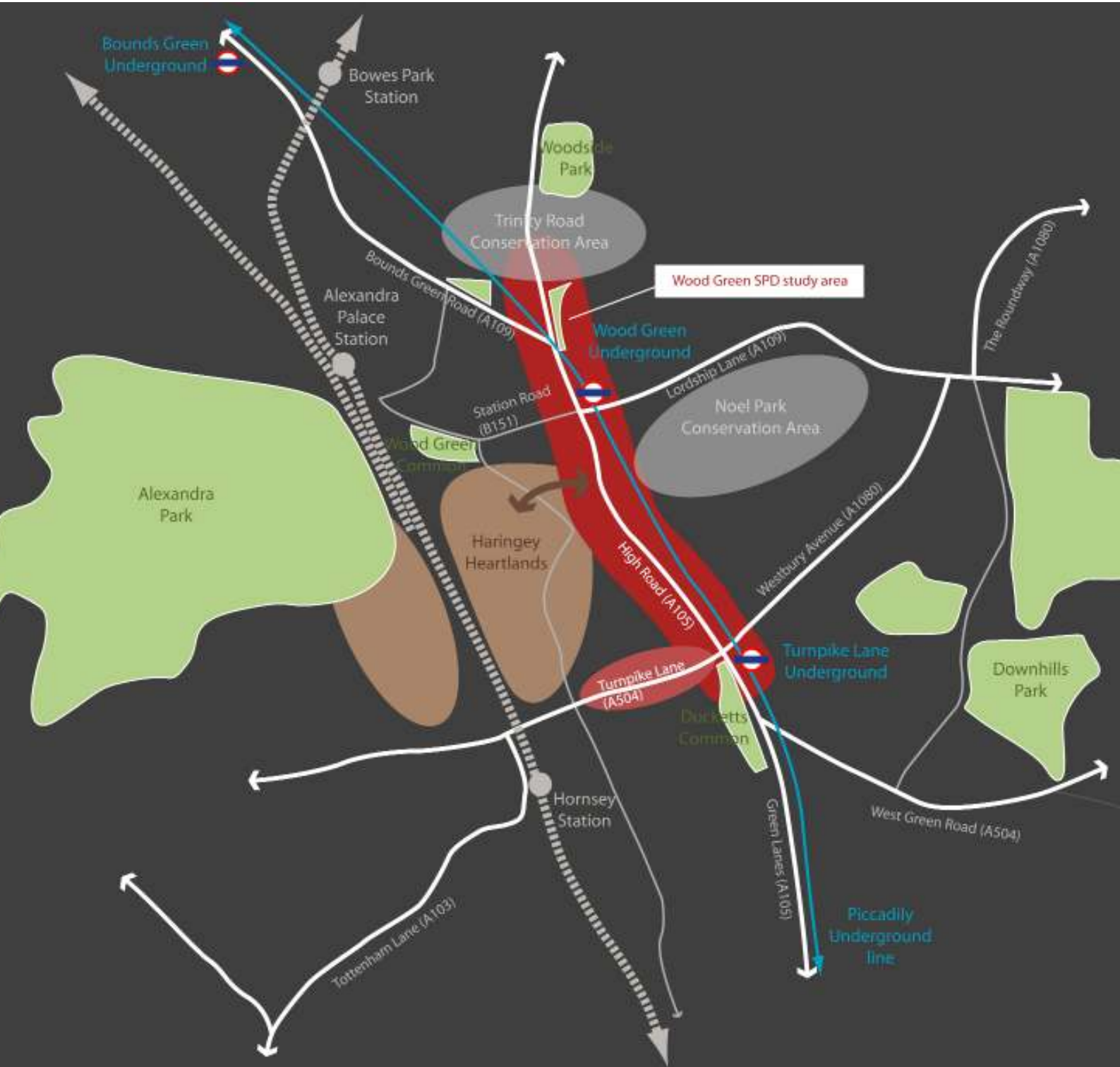


Figure 1.2 - Wood Green Town Centre Spatial Location Plan



2 Planning Policy Context

Introduction

A range of national, regional and local planning policies are relevant to the future of Wood Green town centre. This section provides a brief summary of some of the key relevant policy documentation.

National Planning Policy Context

Planning Policy Statement 1: Delivering Sustainable Development (ODPM, 2005)

PPS1 outlines the Government's over-arching planning policies on the delivery of sustainable development through the planning system in England, in addition to other aspects of planning, such as high quality and inclusive design. It states that community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. It promotes economic development to secure higher living standards whilst protecting and enhancing the environment, and a more efficient use of land through higher density, mixed use development and the use of previously developed land and buildings.

Planning Policy Statement 3: Housing (ODPM, 2006)

PPS3 prioritises the provision of new housing on previously developed land and the reduction of car dependency by focusing new residential development on urban sites with good public transport accessibility.

Planning Policy Guidance 4: Industrial and Commercial Development and Small Firms (ODPM, 1992)

PPG4 states that planning authorities should:

- Ensure speculative developers who provide premises suitable for small firms are allowed to contribute to the expansion of the economy and employment;
- Aim to ensure that there is sufficient land available which is readily capable of development and well served by

infrastructure;

- Ensure there are a variety of sites to meet differing needs;
- Include policies for the type of condition or planning obligation that might be imposed or sought in a particular situation;
- Provide positive policies for small businesses;
- Recognise that it may not be appropriate to separate industry and commerce, especially small scale development, from the residential communities for whom they are a source of employment and services; and
- Not seek unreasonably to restrict commercial and industrial activities of an appropriate scale which would not adversely affect residential amenity.

Draft Planning Policy Statement 4: Planning for Sustainable Economic Development (DCLG, 2007)

This consultation paper sets out national policy aims for economic development at all levels. It promotes positive plan making for economic development, in line with the principles of sustainable development. Policies should be flexible and able to respond to economic change and the need for co-ordination with infrastructure and housing provision.

Local planning authorities are encouraged to use a wide evidence base in order to understand existing business needs and changes in the market. Additionally, they should plan for, and facilitate a supply of land which will be able to cater for the differing needs of business and the employment needs of the whole community.

Local planning authorities should seek to make efficient and effective use of land and buildings. Economic development should be of high quality and include inclusive design which improves the quality of an area and the way it functions.

Planning Policy Statement 6: Planning for Town Centres (ODPM, 2005)

PPS6 aims to enhance the vitality and viability of town centres by:

- Planning for the growth and development of existing centres; and
- Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment that is accessible to all.

Further objectives include:

- enhancing consumer choice by providing a range of services which meet the needs of the entire community, particularly socially excluded groups;
- supporting efficient, competitive and innovative retail, leisure and tourism sectors, with improving productivity;
- improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport;
- promoting high quality and inclusive design, improving the quality of the public realm and open spaces, protecting and enhancing the architectural and historic interest of centres, and providing a sense of place and a focus for the community and for civic activity; and
- ensuring that town centres provide an attractive, accessible and safe environment for all.

Planning Policy Statement 9: Biodiversity and Geological Conservation (ODPM, 2005)

Working with the grain of nature: a biodiversity strategy for England (Defra, 2002) includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible. In moving towards this vision, the Government's objectives for planning are:

- to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations.
- to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support.
- to contribute to rural renewal and urban renaissance by:
 - enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and
 - ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

Planning Policy Statement 12: Local Development Frameworks (ODPM, 2004)

PPS12: Local Development Frameworks (2004) sets out the Government's policy on the preparation of local development documents, which includes the preparation of SPDs.

Planning Policy Guidance 13: Transport (ODPM, 2001)

PPG13 provides advice on the integration of transport and land use planning to encourage alternative means of travel and reduce reliance on the private car. Reducing the level of car parking in new development is essential in promoting sustainable travel choices, avoiding the wasted costs to business of providing too

much parking, and tackling congestion which might otherwise detract from the convenience of car use and other road based transport. It emphasises the importance of taking a flexible approach to car parking standards to achieve the objectives of sustainability, and sets out maximum car parking standards as opposed to minimum.

Planning Policy Guidance 15: Planning and the Historic Environment (Department of the Environment and Department of National Heritage, 1994)

This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment.

Conservation area designation introduces control over the demolition of most buildings within conservation areas. In exercising conservation area controls, local planning authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question. The general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings:

- the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- the adequacy of efforts made to retain the building in use; and
- the merits of alternative proposals for the site.

Once a building is listed, consent is normally required for its demolition, in whole or in part, and for any works of alteration or extension which would affect its character as a building of



Sky City housing, Shopping City

special architectural or historic interest. In determining applications local planning authorities are required to have special regard to certain matters, including the desirability of preserving the setting of the building.

Planning Policy Guidance 16: Archaeology and Planning (1990)

PPG16 sets out the Secretary of State's policy on archeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (ODPM, 2002)

PPG17 sets out the planning objectives for open space, sport and recreation. These

include:

- supporting an urban renaissance - local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe. Green spaces in urban areas perform vital functions as areas for nature conservation and biodiversity and by acting as 'green lungs' can assist in meeting objectives to improve air quality.
- promotion of social inclusion and community cohesion - well planned and maintained open spaces and good quality sports and recreational facilities can play a major part in improving people's sense of well being in the place they live. As a focal point for community activities, they can bring together members of deprived communities and provide opportunities for people for social interaction.
- health and well being - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others.
- promoting more sustainable development - by ensuring that open space, sports and recreational facilities are easily accessible by walking and cycling and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.

Regional Planning Context

Sustainable Communities Plan (ODPM, 2003)

A key component of the Government's Sustainable Communities Plan focuses on the four main areas identified previously by Regional Planning Guidance 9: the Thames Gateway, Milton Keynes / South Midlands; Ashford; and London-Stansted-Cambridge, in order to accommodate and sustain the economic success of London and the South East region. The Sustainable Communities Plan states that London and the four growth areas have the potential to accommodate an additional 200,000 homes above levels projected in the Regional Planning Guidance and London Plan. The London-Stansted-Cambridge corridor was extended in 2004 to include the whole of Cambridgeshire and Peterborough.

The London Plan - Consolidated with Alterations since 2004 (GLA, 2008)

The London Plan sets out the spatial development strategy for London, and identifies Wood Green as a Metropolitan Centre. It also identifies Wood Green and Haringey Heartlands as an area for intensification, with the potential to provide 1,500 new jobs and 1,700 new homes up to 2026.

Policy 2A.6 of the Plan states that policies for development in areas for intensification should exploit their public transport accessibility and potential for increases in residential, employment and other uses, through higher densities and more mixed and intensive use.

Paragraph 5.46 states that a planning framework for Haringey Heartlands and Wood Green should co-ordinate the range of development opportunities on the railway and industrial lands to the south-west of Wood Green town centre. The provision of sustainable high density mixed-use development for housing, leisure, retail, employment and open space should be included in any redevelopment plans, and

opportunities should be taken to redevelop parts of Wood Green town centre for high-density, mixed-use schemes.

Policies 2A.8, 3D.1 and 3D.2 reinforce the importance of the network of town centres in London, support the development of a competitive retail sector, aim to enhance access to goods and services and strengthen the wider role of town centres, and ensure that town centre development is appropriately sited.

Other policies relevant to town centre uses and open spaces in Wood Green include 3D.3 (maintaining and improving retail facilities), 3D.4 (development and promotion of arts and culture), 3D.8 (realising the value of open space and green infrastructure), 3D.11 (open space provision in DPDs) 3D.13 (children and young people's play and informal recreation strategies), and 3A.18 (protection and enhancement of social infrastructure and community facilities).

The London Plan encourages boroughs to seek an intensification of housing provision through development at higher densities particularly where there is access to public transport. Additionally, Policy 3A.9 states that local authority policies should take into consideration the Mayor's strategic target of providing new housing of which 50% is affordable in order to help promote mixed, balanced communities. In addition, Policy 3A.10 states that boroughs should:

“Seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with policy 3A.7, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.”

The London Plan includes new housing



Wood Green High Road

provision targets for the London Borough of Haringey, which are statutory. The ten-year target for additional homes from 2007/8 to 2016/17 is 6,800. Therefore, the annual monitoring target is 680.

Policies 4A.1 to 4A.7 relate to climate change, sustainable design and construction, energy assessments, the provision of heating and cooling networks, decentralised energy and renewable energy. Additionally, policies 4A.9 to 4A.14 relate to adaptation to climate change and sustainable planning for flood risk management.

Policy 4A.18 of the London Plan contains the London Plan requirements for water and sewerage infrastructure. Water and wastewater infrastructure requirements should be put in place in tandem with planned growth to avoid adverse environmental impacts.

Section 4B sets out design policies for London which should be observed in Wood Green. Policy 4B.1 relates to design principles for a compact city, and policy 4B.2 relates to promoting world-class architecture and design.

The principles of inclusive design underpin the London Plan and are fundamental in achieving the aim of social inclusion. Policy 4B.5 states that all future development should meet the highest standards of accessibility and inclusion, designed so that it:

- Can be used safely by as many people as possible without undue effort, separation or special treatment;
- Offers the freedom to choose, and the ability to participate equally in the development's mainstream activities; and
- Values diversity and difference.

In terms of employment, policy 3B.11 of the London Plan seeks to improve employment opportunities within London.

The London Plan includes a number of policies that relate to transport provision and future development. The Plan seeks to sustain

London's continued population and economic growth by increasing accessibility, especially by walking, cycling and public transport. Policies encourage high density development in places with relatively good access by public transport and the provision of public transport services to support the main areas for future development. Additionally, Policy 3C.1 'Integrating transport and development' states that the Mayor will work with TfL, the Strategic Rail Authority, Network Rail, the Government, boroughs and other partners to ensure the integration of transport and development.

Policy 3C.20 of the London Plan aims to improve the quality of bus services for all. UDP / LDF / Local Implementation Plan (LIP) policies should actively promote and give priority to the continued development of the London bus network, including:

The allocation of road space and the high levels of priority required for buses on existing or proposed bus routes;

- Ensuring good bus access to and within town centres;
- Provision of good passenger waiting facilities;
- Ensuring that walking routes to bus stops are direct, secure, pleasant and safe; and
- Ensuring that bus layover and turning areas, driver facilities, bus stations and garages are available where needed.

Detailed advice on improving the accessibility of bus stops is contained in TfL's 'Accessible Bus Stop Design Guidance' (2006).

Policy 3C.21 of the London Plan establishes principles for improving conditions for cycling in London.

Policies relating to car parking in the town centre include policy 3C.23 (parking strategy) and 3C.24 (parking in town centres).

Additionally, Annex 4 sets out the approach to determining appropriate maximum parking standards.

Policy 3C.25 relates to the development of freight strategies, and improving freight movements and the distribution of goods and services.

The London Plan also seeks to retain land for transport purposes and make new land available for expanding transport provision (Policy 3C.4). It states that the protection and provision of necessary land or facilities for transport purposes through the planning process can be seen to be a 'win-win' solution. This will not only help to deliver a more efficient and effective transport system, but also improve accessibility to key development sites.

Further guidance is provided by the Land for Transport Functions (GLA, 2007) Supplementary Planning Guidance (SPG) to the London Plan. In relation to bus garages, this states that the loss of any bus garage through redevelopment should be resisted unless a suitable alternative site that results in no overall loss of garage capacity can be found in the immediate area, or TfL agree formally that the particular garage is no longer required. Sites in inner London are particularly scarce and so existing bus garages should be afforded a particularly high degree of protection. Therefore, the bus depot in Wood Green is likely to be protected.

Proposals for the town centre should also be in accordance with the following supplementary planning guidance (SPG) and best practice guidance (BPG) produced by the GLA and TfL:

- Accessible London: Achieving an Inclusive Environment SPG (GLA, 2004);
- Providing for Children and Young People's Play and Informal Recreation SPG (GLA, 2008);
- Housing SPG (GLA, 2005);
- Planning for Equality and Diversity in London SPG (GLA, 2007);
- London View Management Framework SPG (GLA, 2007);



Ducketts Common

- Sustainable Design and Construction SPG (GLA, 2006);
- Health Issues in Planning BPG (GLA, 2007); and
- Managing the Night Time Economy BPG (GLA, 2007).
- Draft Residential Travel Planning in London (TfL, 2007);
- Workplace Travel Planning (TfL);
- Transport Assessment Best Practice Guidance (TfL, 2006); and
- Draft Streetscape Guidance (TfL, 2004)

Sub Regional Planning context

The North London Sub Regional Development Framework (GLA, 2006)

The SRDF provides non-statutory guidance on the implementation of the London Plan and covers the boroughs of Barnet, Enfield, Haringey and Waltham Forest.

The SRDF states that Wood Green's role as a Metropolitan Centre should be enhanced by exploiting development opportunities in the associated Haringey Heartlands area of intensification, and through higher density mixed use schemes in the town centre (paragraph 135). Potential demand for 11,000m² of additional comparison floorspace is identified. The 'cultural quarter' concept is also thought to have the potential to contribute to the regeneration of Wood Green (paragraph 140).

Paragraph 238 of the SRDF states that the good public transport links in Wood Green and Haringey Heartlands offer the potential for the development of intense land uses and tall buildings, subject to a capacity assessment.

In paragraph 63, the LDA has identified the potential for a creative cluster in Wood Green / Haringey Heartlands, supported by leisure, cultural and tourism uses, building on the area's industrial heritage.

Local context

Core Strategy

The Core Strategy, once adopted, will present the strategic direction for development in the Borough. Consultation on the issues and options ended on the 31st March 2008, and consultation on the preferred options is due to take place in January 2009. The Council intends to adopt the Core Strategy in late 2009

The Haringey Unitary Development Plan (adopted July 2006)

At the present time the saved policies of the Haringey UDP form part of the Development Plan for Wood Green (along with the London Plan). The UDP therefore provides the statutory framework to guide development and protect and enhance the environment in Haringey. Several policies in the Plan are of direct relevance to the SPD.

Policy AC1 relates specifically to Haringey Heartlands and Wood Green. The policy states that development should have regard to the development framework for the area which seeks to ensure comprehensive and co-ordinated development which:

- supports the London Plan designation as an intensification area, suitable for a business park, potentially achieving 1,500 new jobs and a minimum 1,000 new homes, which will include a proportion of affordable housing to meet the overall borough target of 50%, and other uses;
- achieves significant new employment spaces for small businesses and the creative industries, especially in the cultural quarter;
- creates better links with the surrounding area including Wood Green High Road;
- extends and complements Wood Green Town Centre, reinforcing its role as a metropolitan centre and meeting the identified need for new retail development;
- contributes to regenerating Hornsey High

Street as a shopping destination, which could include a medium size food store;

- creates significant new public spaces and improves existing ones;
- meets identified demands for enhanced and additional community facilities;
- has a design and layout that encourages walking and cycling;
- helps bring forward and maximise opportunities for improved public transport services;
- ensures that the waste transfer site and travellers site will be appropriately relocated to achieve land for development; and
- ensures that any continuing rail-related operations on the site are not prejudiced.

Policy TCR1 seeks to ensure that development in town and local shopping centres: is appropriate in scale, character and function of the town centre; does not harm the vitality and viability of the centre or other centres; does not cause an unacceptable increase in disturbance from noise or other environmental harm; and does not have an adverse effect on transport.

Policies TCR3 and TCR4 seek to ensure that shops in the main town centres, such as Wood Green, will be protected when considering proposals for new development/redevelopment.

When assessing proposals for restaurants, cafes, drinking establishments and hot food takeaway uses that fall within A3, A4 and A5 use classes, the Council will take into account: the effectiveness of measures to mitigate litter, undue smell, odours and noise from the premises; the hours of opening, operation and delivery; and where appropriate the proportion of existing A3, A4 and A5 uses within the main town centres.

In addition, the UDP contains a number of policies which relate more generally to development in Wood Green Town centre, including:

Housing: Policy HSG4 relates to affordable housing provision. Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. Policy HSG9 states that residential development in the borough should normally be provided within the density range of 200-700 habitable rooms per hectare (hrh). However, higher density proposals up to 1,100 hrh may be allowed in Wood Green Town Centre.

Development and Urban Design: Any new development in Wood Green should adhere to the following principles:

- a) no significant adverse impact on residential amenity or surrounding uses;
- b) the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area;
- c) the proposal would not significantly affect the public and private transport networks;
- d) there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties have been taken into account; and
- e) opportunities for soft landscaping, including appropriate tree retention and tree planting, have been taken into account.

Development proposals should address the following design elements in a positive manner: urban grain and enclosure; building lines; form, rhythm and massing; layout; height and scale; landform, soft and hard landscape, trees and biodiversity; fenestration; architectural style; historic heritage context; living frontages and public realm; any identified local views; designing out crime and the fear of crime; and walkability.

Where possible, developments in Wood Green should include a mix of uses in order to ensure sustainable development (UD3, UD6 and UD9).

Applications for tall buildings will be assessed against the following criteria: a) high design

quality; b) acceptable relationship to surroundings; c) appropriate site size and setting; d) wind turbulence and overshadowing; and e) impact on historic environment, Green Belt and MOL (UD9).

Additionally, proposals for the town centre should be in accordance with policy UD4 (Quality Design) and SPG1a (Design Guidance).

Environment: Any development in Wood Green which could increase the risk of flooding from surface water run-off must provide a drainage impact assessment. The Council also encourages all built developments to incorporate sustainable drainage systems (SuDS) techniques, where feasible (Policy ENV2).

Open Space: Development in close proximity to open space in Wood Green will only be permitted if it protects or enhances the value and visual character of the open land. Additionally, development should ensure that biodiversity is not diminished, and that every opportunity is taken to enhance it (Policy OS5 and OS11). In areas deficient in open space provision proposals for major new developments will be expected to either provide an appropriate area of open space or improve the accessibility or quality of nearby open space (Policy OS15).

The Council has recently adopted an Open Space and Recreational Standards SPD. This provides local open space and recreational standards for the borough and supports the policies in the UDP to protect and promote open space and sports provision in the borough. It also helps to inform negotiations on planning obligations relating to open space and recreation provision arising from new development.

Movement: As an area of high public transport accessibility, Wood Green should accommodate developments with high trip generating characteristics. Additionally, design should



Open Space between the High Road and Stuart Crescent

encourage cycling and walking (Policy M3), and the Council will support the protection, improvement and creation of pedestrian and cycle routes (Policy M5). Policy M9 encourages proposals for car-free development in areas of high public transport accessibility, such as Wood Green town centre.

Community and Well-being: Proposals for the development of new community or health facilities will be considered if the facility is appropriate to its location, the facility will meet a local need, the building is designed so that it can be used for more than one community purpose, where possible, and the facility is accessible (Policy CW1).

Conservation: The Council will require that proposals affecting conservation areas or statutory listed buildings: preserve or enhance the historic character and qualities of the

buildings and/or conservation areas; recognise and respect the character and appearance of listed buildings and / or conservation areas; protect the special interest of buildings of architectural or historic interest; do not adversely affect the setting of listed buildings; and retain the original use of a listed building wherever possible (Policies CSV1 and CSV2).

Additionally, proposals for the town centre should be in accordance with policy CSV3 (locally listed buildings and designated sites of industrial heritage interest), policy CSV7 (demolition in conservation areas) and SPG2 (Conservation & Archaeology).

The Trinity Gardens and Wood Green Conservation Areas are both the subject of draft character appraisals. The appraisals were considered for approval and adoption at the Council's Planning Committee meeting on 11 February 2008. These will be used in conjunction with planning policies in Haringey's UDP and other guidance to assist the ongoing management of the conservation areas, including development control decisions.

[Draft Housing Supplementary Planning Document \(London Borough of Haringey, 2008\)](#)

The public consultation draft of the SPD was produced in April 2008. The document will form part of the Council's LDF, and provide guidance to supplement the housing policies of the UDP. The SPD is intended for use in the determination of planning applications for housing development or for mixed use proposals involving housing. It provides detailed guidance on standards for new housing and conversions, on affordable housing provision and on housing density and design.

The SPD identifies that the need for affordable housing in Haringey is significantly above the inner London average, with a shortage in all wards. The Council aims to maximise the availability of affordable housing from all possible sources, particularly from new development. It seeks to maximise the provision

of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 50%. Over the next ten years, the affordable housing capacity in Haringey will be increased by two major regeneration areas in the Borough, at Tottenham Hale and Haringey Heartlands. These two areas will provide over four-fifths of the housing supply currently identified in Haringey and provide a significant opportunity to help addressing the severe need for affordable housing in the Borough.

[Haringey's Regeneration Strategy \(London Borough of Haringey, 2007\)](#)

Haringey's Regeneration Strategy 'People, Places & Prosperity – Creating Inclusive & Sustainable Communities' was approved by the Haringey Strategic Partnership in December 2007.

The overall vision of the Strategy is to create economic vitality and prosperity for all through exploitation of Haringey's strategic location in a global city, major development site opportunities and by developing the Boroughs 21st century business economy.

The strategy aims to ensure that maximum regeneration impact is realised from the major development projects in the Borough, and that the projects contribute to the following core objectives:

- Objective 1: People – To increase skills, raise employment and reduce worklessness so that residents can contribute to and benefit from being part of one of the most successful cities in the world.
- Objective 2: Places - To make Haringey a place in which more people want to live and invest by using the opportunity of major sites and key locations to create positive change. This objective includes the priority of renewing Wood Green as a shopping centre for North London.
- Objective 3: Prosperity - To maintain and

develop a 21st century business economy that offers opportunities for sustainable employment and enterprise, to help make Haringey a place people want to work in and visit. This objective includes the priority of delivering a high quality town centre in Wood Green to ensure it thrives in a changing retail world.

The Strategy also aims to ensure that links are forged with the opportunities that are being created in the wider London region and that mainstream Council services are oriented to best serve Haringey's regeneration objectives. Therefore, the SPD will attempt to ensure that the location of Council services in Wood Green reflects the future aspirations for the town centre.

Other Relevant Strategies and Documentation

Details of the following other relevant strategies and documentation are included within Appendix A at the end of this report.

3 Evidence Base and Consultation

Introduction

This section sets out an overview of the key issues identified for Wood Green town centre through the review of the evidence base and analysis of the consultation process.

Evidence Base

The following documents have been reviewed as part of the evidence base for the Wood Green Town Centre SPD. Further details are included in the Consultation Report.

Wood Green Spatial Plan

The Wood Green Spatial Plan (Urban Practitioners, 2006) was completed by Urban Practitioners, Donaldson's and Alan Baxter and Associates in 2006 on behalf of the London Borough of Haringey, the Mall Corporation and Wood Green Town Centre Management.

The following clearly defined vision for Wood Green was adopted by the Spatial Plan:

“To boost North London’s premier Town Centre by offering a high quality, vibrant retail, leisure and cultural experience that reflects and caters for the area’s diverse population” (Wood Green Town Centre Management Business Plan (April 2005-March 2006)).

This theme sits above the following key objectives:

- Providing a high quality public realm;
- Creating a safer community;
- Enhancing Wood Green’s market position as a Metropolitan shopping centre;
- Maximising the opportunities offered by the proposed Haringey Heartlands development;
- Creating new east-west links into the surrounding hinterland; and
- Enhancing pedestrian and vehicular movement through the town centre.

Wood Green Town Centre Retail Healthcheck (DTZ, 2007)

The Healthcheck was undertaken by DTZ in the Autumn of 2007. The key conclusions have been summarised in the form of a SWOT analysis (included in the Consultation Report).

Wood Green Audit (Parkside Malvern Residents’ Association et al., 2006)

The Wood Green Audit (2006) reports on a street audit of Wood Green town centre, and was prepared by Parkside Malvern Residents’ Association, with general endorsement and contributions from:

- Avenue Gardens Residents’ Association;
- Burghley Road Area Residents’ Association;
- Noel Park North Area Residents’ Association;
- The Sandlings Residents’ Association;
- West Green Residents’ Association; and
- The Haringey Federation of Residents’ Associations.

The twenty most important recommendations included in the Wood Green Audit, as identified by the local residents’ associations, are included in the Consultation Report. They include:

- Westbury Avenue / Langham Road junction – to be blocked off and made pedestrian friendly;
- Back alleyways – taskforce should be set up to recommend improvements;
- Pavements – to be renovated to the highest standard throughout town centre, and new trees planted wherever possible;
- Dovecote Avenue – completely pedestrianise and make more welcoming and people friendly; and
- Eastside shop buildings to the south of BHS – to be sensitively redeveloped.

Consultation

The initial consultation phase for the SPD has included:

- A High Street Consultation exercise;
- Town Centre Walking Audit (major hands-on planning public consultation event);
- 17 stakeholder meetings;
- Workshop and meeting with the Wood Green town centre SPD Steering Group;
- Workshop and meeting with the Wood Green Action Group; and
- A dedicated project website.

Full details are provided in the Consultation Report which accompanies the SPD.

High Street Consultation

The High Street Consultation event was held on 19th July 2007.

Summary of the comments received can be made as follows:

- One of the strongest positive features of Wood Green is the range of shops;
- People commented on the quality and convenience of the transport links;
- Traffic congestion and the attendant noise and pollution is regarded as a weakness;
- The perception of crime and gangs on the streets is high;
- People also noted a lack of politeness and general civility in the town centre;
- There was a strong perception that the centre is not clean, and that litter, gum and graffiti are significant problems; and
- People expressed a desire for more community facilities, particularly those aimed at younger people.



High Street Consultation Model



Wood Green Town Centre Walking Audit

On 13th October 2007, a major hands-on planning public consultation event was held in Wood Green Town Centre, at the Decorium.

The event was structured in three parts: a walking audit of the town centre; the identification of problems and dreams arising from the walking audit; and a 'Solutions Workshop'.

Key themes emerging from the Walking Audit consultation event were:

- Improve maintenance and utilisation of the open spaces close to the town centre, especially Ducketts Common (mentioned by 4 out of the 5 groups);
- Reconfiguration of the buses in the town centre, in terms of the location of bus stops and bus stands, and the configuration of routes (4 groups);
- Redevelop the library, and improve the public space fronting the High Road (4 groups);
- Improve lighting throughout the town centre in order to improve safety, particularly at Bury Road (4 groups);
- Increase greenery along the High Road (3 groups);
- Improve public toilet facilities along the High Road, particularly at Turnpike Lane (3 groups);
- Consider pedestrianisation of the High Road (3 groups);
- Improve traffic flow along the High Road (2 groups);
- Improve the environment at bus stops (2 groups);
- Improve the retail offer, and the quality of shops (2 groups); and
- Improve the quality of paving in the town centre (2 groups).



Wood Green Walking Audit



Wood Green Walking Audit

Haringey Phoenix Group Walking Audit

Haringey Phoenix Group is a local voluntary organisation for blind and partially sighted adults in Haringey and the wider area. In November 2007, the Group undertook their own town centre walking audit. Key findings included the need to make a variety of improvements to pedestrian crossings, and to reduce obstacles on the pavement or make them more easily detectable. Further details are included in the Consultation Report

The results of this exercise have been incorporated into the conclusions of the Walking Audit, shown in Table 3.1 below.

Stakeholder Meetings

In addition to the consultation events described above, a number of meetings were held with 'key stakeholders' as part of the extended initial consultation to inform the production of the SPD. A total of 17 meetings were held with a wide range of stakeholders, including Council officers, local organisations, community groups and local businesses.

A summary of the comments and suggestions received is included in the Consultation Report.

Steering Group Meetings and Wood Green Action Group

Members of the Steering Group include representatives of various teams from the London Borough of Haringey. The first meeting of the steering group took place on the 30th August 2007, where plans for the initial consultation process and the timetable for the SPD were reviewed. Additionally, a workshop session was held in order to understand the main issues which the group felt needed to be addressed by the project.

Additionally, a meeting was held with the Wood Green Action Group, on the 11th September 2007. The Action Group comprised of local stakeholders, including: Council officers; representatives from local residents' associations; the Mall Corporation; and TfL.

Project Website

A dedicated project website was launched in September 2007, namely www.woodgreenspatialplan.net. This provides interested parties with information about the SPD. It includes details of:

- SPD objectives;
- consultation arrangements and a summary of the events that have taken place;
- project programme; and
- project team.

Additionally, the website includes opportunities for people to feedback their views of the town centre and how they would like to see it improved in the future.



Woodgreenspatialplan.net - Dedicated Project Website

4 Strategic Principles for Development

Introduction

This section sets out strategic guidance for Wood Green town centre. The guidance is split into 11 themes which relate to the objectives and vision for the town centre identified above.

These themes constitute the essential aspects of the town centre which are addressed by this SPD, and enable the development of a clear strategy for future regeneration and development. As such, this guidance will be central to ensuring that an excellent standard of development is achieved in Wood Green town centre, which is sustainable, and builds upon existing strengths.

Adherence to the strategic guidance contained in this section will be crucial to the future success of Wood Green town centre.

Transport and Movement

Accessibility into and within the town centre needs will be enhanced, and the use of sustainable means of transportation, such as buses, cycling and rail, will be encouraged wherever possible.

Opportunities to improve linkages and accessibility into Haringey Heartlands to the west, the surrounding residential hinterland to the east, and the cultural industries quarter will be encouraged, and reductions in town centre congestion and vehicle emissions will be sought. The provision of an additional alternative cycle route to the High Road is encouraged.

Measures to improve the safety of pedestrians, cyclists, users of public transport and private car users will be promoted wherever possible.

Detailed policies relating to transport and movement are included in the following section of the SPD.



Traffic on Wood Green High Road

Building Height and Scale

The majority of buildings in Wood Green town centre are a minimum of three storeys in height. Given its good public transport connections, the town centre is an appropriate location for development of moderate height (up to ten storeys). However, tall buildings must be appropriately sited to respect the surrounding scale of development, and to avoid overshadowing, microclimatic problems and detrimental impacts on the street environment and public realm.

Building scale should respect both the surrounding and historical layout, and should be sympathetic to the design and character of nearby buildings. Single-use and overly-long blocks will be discouraged.



Cheapside, Wood Green High Road

High Quality Design

New buildings in the town centre must be of the highest design quality, in order to improve overall environmental quality, encourage visitors, retain existing businesses, and stimulate future economic growth. The Council encourages openly procured, high calibre design team and partnership working for all sites within the area to promote high quality design.

Development must incorporate inclusive design wherever possible which reduces barriers and exclusion, and focuses on the needs of the diverse population that uses the town centre. The design of new buildings must seek to promote pedestrian accessibility throughout the town centre, and contribute positively to crime reduction wherever possible.

Street clutter which impedes mobility and has a negative visual impact in the town centre should be avoided and reduced wherever possible.



Wood Green High Road

Conservation

The town centre is adjacent to two designated Conservation Areas (CA12 Trinity Gardens and CA16 Noel Park). Development within the Conservation Areas will be subject to strict planning controls that will seek to preserve or enhance the character of the area. There are also a small number of listed buildings located in the town centre. Any proposals affecting these buildings must preserve or enhance the existing character and qualities of these buildings and their settings.

Buildings considered to be of architectural merit, such as the tube stations (Wood Green and Turnpike Lane), and the Cheapside buildings, will be protected and enhanced as assets for the town centre. Key heritage assets currently at risk, such as the former Gaumont Cinema, will be promoted for enhancement. The Council will also consider the implementation of shop front conservation programmes in the town centre.



St Michael's Church, Bounds Green Road

Retail

In order to sustain Wood Green as a competitive retail centre, there is a need to continue to attract a range of retailers to the town centre. Therefore, the Council will encourage improvements to the street environment and shop frontages along Turnpike Lane and the High Road to support the existing businesses, and attract a high quality retail offer. Figure 5.1 illustrates both the existing and the proposed new retail circuits in the town centre.

At present the attractive architectural quality of retail units is compromised by the poor shop front design and lack of long term maintenance. Therefore, opportunities for group refurbishment schemes and opportunities to create larger units through the sensitive merging of existing units will be promoted. The Council also supports the intensification of upper floor uses along the High Road.



Retail frontages, Wood Green High Road



Figure 5.1 - Wood Green Town Centre Retail Circuit

Open Spaces

The Council will encourage the introduction of a network of small open spaces along the length of the High Road (see Figure 7.32 below) in order to improve the town centre public realm. A network of open space may also contribute to improvements in biodiversity and help to combat some of the heat island effect in the town centre.

Improved maintenance arrangements for existing open spaces and facilities in the town centre, including Ducketts Common, will be sought. This will improve the provision of publicly accessible open space and increase the quality of leisure provision in close proximity to the town centre.

New developments within the town centre must have regard to the preservation of existing trees, ensure that the overall number of trees is increased, and should not result in an overall net loss of open space.

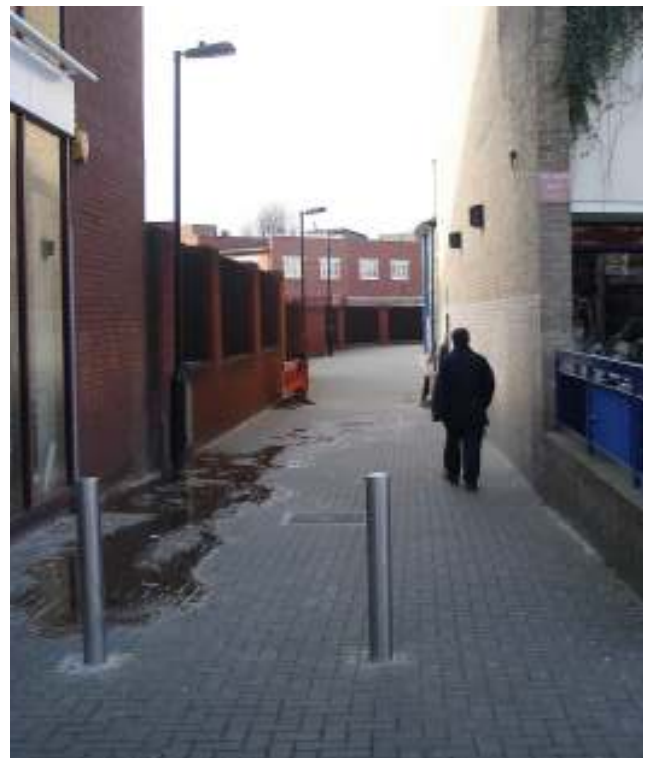


Entrance to Ducketts Common

Safety and Security

Improved lighting and natural surveillance of open spaces, other through routes and alleyways in the town centre will be encouraged to increase safety and usage. Additionally, the Council encourages opportunities to design-out crime in all new development, and will encourage designers and developers to work with the Crime Prevention Department where necessary.

The promotion of active frontages, a mix of uses and a high quality public realm will help ensure the optimum level of natural surveillance. Opportunities to increase police and community support officer presence will be sought in order to promote the safety of residents, visitors and local businesses.



Alleyway adjacent to the Library

Leisure, Community and Health Requirements

Leisure and community facilities in the town centre include Wood Green Central Library, two cinemas, pubs, clubs and community centres. However, the Council is in favour of the development of a greater range and quality of evening economy uses, particularly to the south of Shopping City along the High Road.

The development of restaurants and cafés would help to develop the town centre as a more attractive destination in its own right, attract a greater range and quantity of visitors to Wood Green, and encourage visitors to stay for longer. The provision of a greater range and quality of facilities in Wood Green would also help to promote sustainability, by enabling visitors to undertake their shopping and leisure activities in one location. Additionally, street cafés and outdoor seating areas would help to improve the overall quality of the environment and the ambience of the town centre. By-laws which currently restrict and prohibit on-street seating areas should be reviewed and amended.

Haringey TPCT's primary care strategy sets out a vision for the future development of primary and community health services in Haringey. Primary care provision is currently variable in quality, fragmented and in many cases provided from inappropriate and poor quality premises. Provision in Central Haringey is underdeveloped. The strategy identifies the Wood Green/Turnpike Lane area as being suitable for the development of a super health centre/polyclinic facility that would be the focus for provision of health services for local residents and potentially offer other services borough-wide for Haringey.

Employment

The majority of employment in Wood Green town centre is retail and office related, with the London Borough of Haringey being a major employer. Additionally, the Cultural Quarter and Chocolate Factory to the west of the town centre houses a large number of cultural and creative small businesses. Opportunities to develop linkages and create associated employment opportunities in the town centre will be promoted, in association with improved east to west linkages between the town centre and Haringey Heartlands.

Opportunities to increase the range and quantity of the employment offer in the town centre will be encouraged, in accordance with the Haringey Guarantee (London Borough of Haringey, 2007) and the Worklessness Position Statement (London Borough of Haringey, 2007).

Additionally, opportunities to reduce local levels of unemployment will be maximised by ensuring that local people benefit from job creation in Wood Green, and through the provision of appropriate training programmes and facilities.

Sustainable Development

As a result of high Public Transport Accessibility Levels (PTAL), and convenient access to a range of housing, employment, shops, community facilities and other services, Wood Green town centre presents significant opportunities for the promotion of sustainable development. New development in the town centre must adhere to sustainable development principles and promote high density, mixed use development, offering pedestrian access to the town centre and public transport. The Council will promote car free residential development in the town centre.

The utilisation of sustainable urban design will be encouraged where possible, through energy efficient design and the incorporation of renewables. New development in Wood Green town centre will be expected to demonstrate how it will respond to the adaptation challenge of climate change by:

- utilising renewable energy sources;
- minimising emissions of carbon dioxide;
- promoting opportunities for decentralised heat and energy; and
- undertaking an energy assessment where necessary.

Development should also include measures to promote the use of sustainable modes of transportation, such as cycle parking facilities, and opportunities to enhance on-street recycling facilities will be supported by the Council.

Residential communities will be characterised by a mix of tenures and unit sizes, and natural resources in the town centre, such as the Moselle Brook will be protected.

Planning Obligations

Planning obligations will be secured in Wood Green town centre for a range of purposes, including:

- affordable housing provision;
- educational needs generated by new housing development;
- employment training programmes;
- environmental infrastructure;
- health and community facilities;
- policing facilities;
- public transport and off-site highway improvements; and
- heritage assets, their settings and other historic features that contribute to the quality of the townscape.

ng arcade

library & shopping arca



5 Movement and Accessibility

Introduction

As part of the preparation for this SPD, discussions have taken place with Transport for London (TfL) in order to establish proposals relating to movement and accessibility in Wood Green Town Centre.

This has enabled the development of movement and accessibility proposals which relate to:

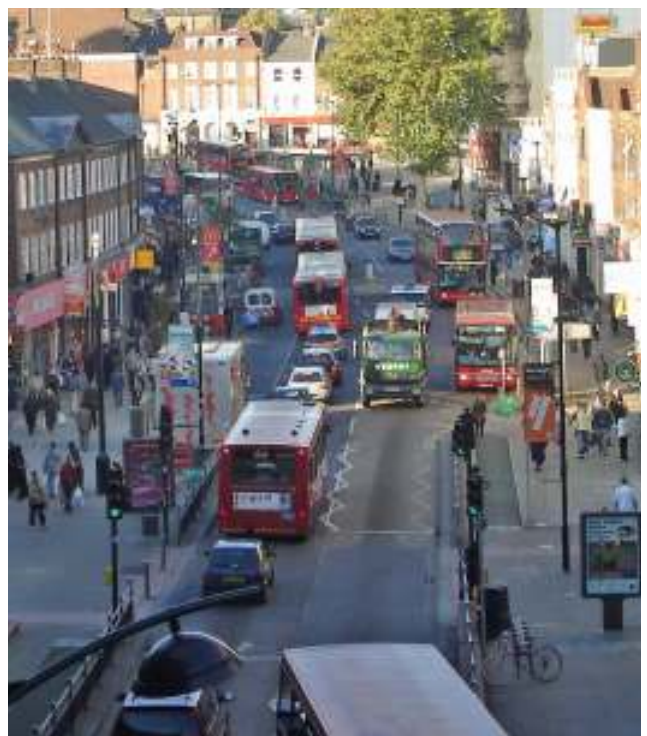
- Linkages;
- Buses;
- Car parking;
- Cycling;
- Road layout;
- Mobility;
- Safety;
- Loading and deliveries;
- Taxi provision; and
- Sustainability.



High Road bus stop

Linkages

- Opportunities to improve **east to west linkages** through to Haringey Heartlands and the residential hinterland, will be encouraged. Any future proposals for redevelopment to the west of the High Road, particularly those involving the Library or Shopping City, will be particularly encouraged to improve pedestrian linkages through to Haringey Heartlands. Additionally, the Council will promote smaller scale improvements to existing alleyways and through routes in order to increase their usage. Specific improvements relate to the lighting, maintenance and appearance of alleyways in order to improve safety and the quality of the public realm.
- The **improvement of local sign-posting** will be encouraged to increase pedestrian footfall into the town centre, and to reduce private



Buses on the High Road

car usage. The Council supports the London-wide Legible London Walking Project.

- The Council will encourage the development of a **network of green spaces** along the High Road in order to improve the public realm in the town centre (see Figure 7.32).

Buses

- **The Council will encourage the replacement of bus lay-by's with bus stop clearways.** This will reduce barriers to pedestrian movement along the High Road, by increasing the width of the pavement, and enable buses to pull out into the traffic more easily. This prioritisation of bus movement would be in accordance with the current trend to remove bus lay-by's in busy town centre locations, and with TfL's '3G' strategy. This strategy aims to implement a number of improvements to ensure that bus journey times of strategic bus routes in London do not increase in the future. Route 141 is part of the 3G Strategy and operates along the High Road.
- As part of TfL's 3G Strategy, the Council may consider the possibility of a **bus only High Road** at certain times of the day. 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 with stakeholders and the local community.
- Improvements to the current **entry and exit arrangements for the bus depot** will be encouraged, to improve pedestrian safety and convenience in the area. Changes might include alterations to current signalling arrangements or selected vehicle detection. However, further work which is beyond the scope of this SPD would be required to establish the precise nature of any such improvements.



Bus Depot entrance



Buller Road bus stands

- The **replacement of bus stops in the High Road** with new TfL bus stops which would include real time information displays and be fully functioning and easy to maintain will be encouraged. All bus stops require redesigning to ensure that seating faces the road, rather than away from the road.
- The number of bus stops in close proximity to Wood Green Station causes congestion both of traffic and pedestrians. Therefore, a **review of the current bus stop layout** will be carried out with the aim of rationalisation, particularly on Lordship Lane.
- There are currently a number of **bus stands located on the corner of Redvers Road and Buller Road**. Disturbance to neighbouring residential properties should be reduced where possible through improved management of this facility.
- The Council aims to incorporate existing **bus priority plans for the junction of Turnpike Lane and the High Road**, including the

installation of CCTV enforcement cameras, and the rationalisation of waiting and loading bays.

Car Parking

- The Council will be developing a **car parking strategy for the town centre** which encourages a phased reduction in car parking over time, in accordance with the London Plan (policies 3C.23, 3C.24 and Annex 4). The car parking strategy should specifically consider the provision of disabled parking facilities and the parking needs of motorcyclists. Additionally, shared use parking facilities will be encouraged in the town centres.
- The Council will seek to maximise opportunities for **car free residential developments** in the town centre.
- The Council will support the provision of **car clubs** as part of development proposals.



Bury Road Car Park



Town centre cycle parking

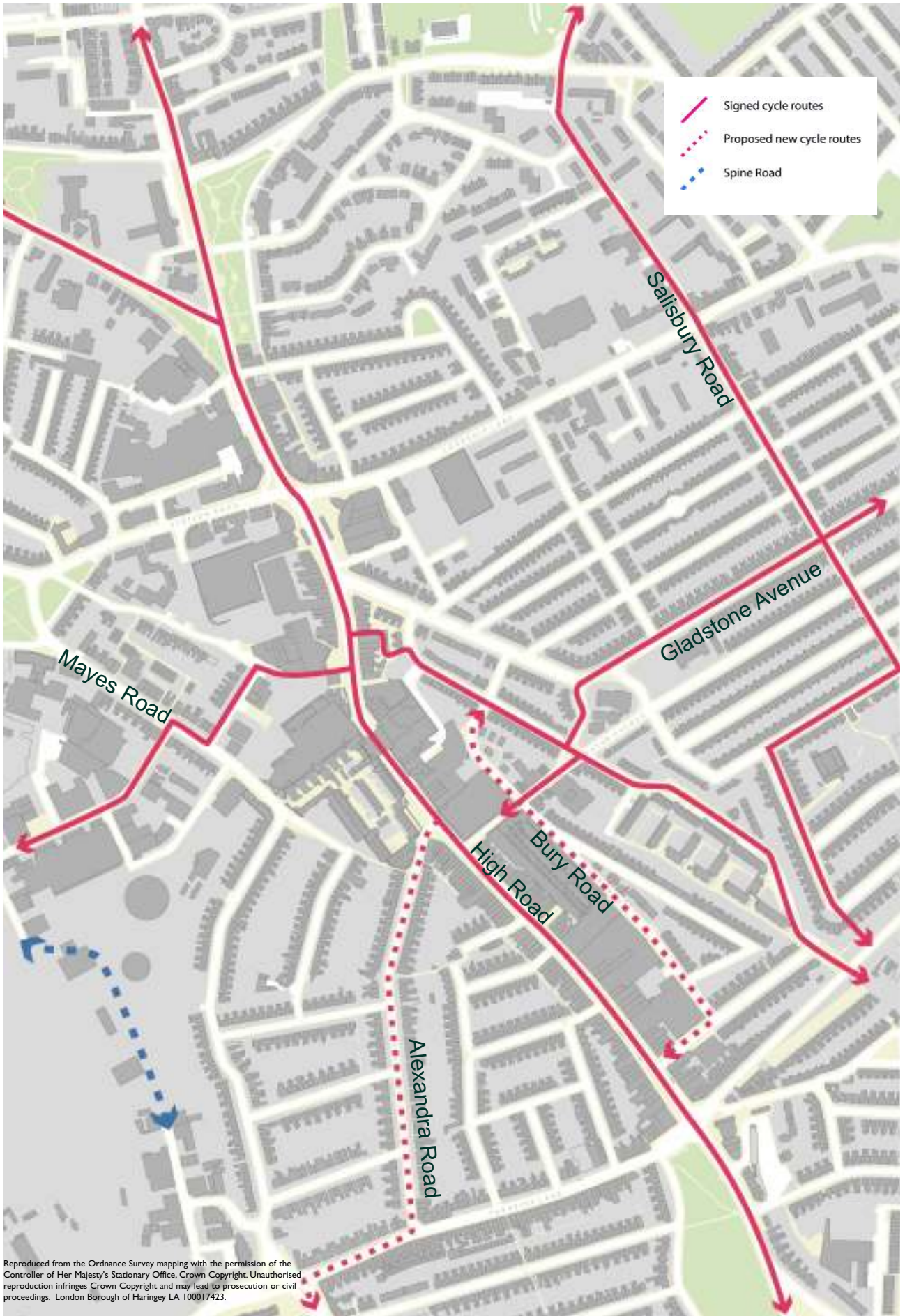


Figure 6.1 Wood Green Strategic Cycle Movement

Cycling

- **An increase in the provision of secure cycle parking facilities** in the town centre will be encouraged, particularly at Wood Green and Turnpike Lane underground stations. Cycle parking facilities will be incorporated into the design of the public realm.
- Adequate **cycle parking facilities must be incorporated into any new development** schemes, ensuring that facilities are safe, secure and the entrance is overlooked.
- An **additional alternative cycle route** to the High Road will be promoted, which utilises Bury Road (see Figure 6.1). This will help to increase the safety of cyclists travelling through Wood Green, and reduce congestion along the High Road, particularly around Shopping City where pavement areas are shared between cyclists and pedestrians.
- Where feasible, the Council will consider making one-way routes **two-way for cyclists**.
- The Council will consider options for **improving cycle and pedestrian facilities by Shopping City**, and encourage the provision of separate areas in order to reduce cycling on the pavement and increase pedestrian safety.

Road Layout

In terms of the changes to the road network, the Council will encourage:

- the **removal of the left filter lane adjacent to River Park House** to help improve the junction of the High Road and Lordship Lane (see Figure 7.9) subject to further detailed transport assessments, and options for providing bus priority improvements to assist buses crossing the High Road. Additionally, a cycle lane is planned on Station Road; and
- the inclusion of a **diagonal pedestrian crossing** spanning the junction from outside Wood Green Underground station to the east side of the High Road to improve connectivity for those arriving at the station and wanting to cross the road to Shopping City (see Figure 7.9);



High Road - pavement obstructions

- any future **rationalisation of bus stop provision on Lordship Lane** to help ease the current levels of crowding on narrow pavement areas; and
- improvements to the **junction of Turnpike Lane and the High Road** to improve pedestrian crossing facilities and remove unnecessary guard railings (see Figure 7.29). This would help to improve accessibility and reduce visual street clutter. The Council also encourages additional current cycle parking facilities in order to provide larger, secure parking facilities close to Turnpike Lane station.



Pedestrian crossings, junction of Wood Green High Road and Lordship Lane

Mobility

- The reduction of unnecessary **street furniture** along Wood Green High Road will be encouraged, particularly where it impedes pedestrian movement or causes an obstruction to those whose mobility is impaired. The inclusion of yellow bands on obstructions would help to make them more detectable.
- **Pedestrian crossings** need to be improved to ensure that they are consistently accessible to those whose mobility is impaired. For example, in some cases the extension of tactile paving across the pavement is required to ensure that pedestrian crossings are detectable by the visually impaired. The controlled pedestrian crossing outside Mothercare is an example of best practice.
- The improvement of **pavements and road surfaces** will be encouraged where necessary to ensure that they are consistent throughout the town centre, and do not impede those with mobility impairments. Increasing the width of the pavements by removing bus lay-by's and introducing shared use loading bays will also help to improve mobility.
- Further detailed ideas for improvements to the public realm which will aid mobility have been identified by the Haringey Phoenix Group. These are detailed on page 16 of the consultation report which accompanies this document.

Safety

- Recent road accident data demonstrates that there is a need to **increase pedestrian safety** in the town centre.
- **Improvements are required to pedestrian crossing facilities** at areas of highest footfall, such as the junction of the High Road and Turnpike Lane, and the junction of the High Road and Lordship Lane.

Loading and Deliveries

Loading and deliveries in the town centre, and particularly in the High Road, currently contribute to congestion on the High Road, and pavements. Disruption should be reduced by:

- ensuring that all land-uses that include the transport of freight should have **adequate access to the Strategic Road Network**;
- investigating the use of consolidation centres and encouraging the establishment of a Service Delivery Plan to **coordinate and consolidate deliveries** for the smaller shops on the High Road, to rationalise freight distribution, and minimise noise disruption;
- promoting **shared use loading bays**. These would enable loading bays to be used by pedestrians when not in use for deliveries, therefore making more effective use of these areas which are otherwise under-utilised for much of the time (see good practice images and Figure 7.25 below). Although the inclusion of trees along the pavement may reduce driver visibility, the evidence suggests that this tends to make drivers more cautious, and therefore should not compromise pedestrian safety;
- incorporating **adequate freight loading and parking facilities** into any new development;
- incorporating both **construction and logistics plans** during construction and delivery, and **servicing plans for**



Wood Green underground station

occupation; and

- ensuring that development proposals fully consider freight issues within **transport assessments and travel plans.**

The Council will also investigate the development of a Freight Quality Partnership (FQP) for the town centre.

FQPs are partnerships between the freight industry, local government and other interested stakeholders. They aim to develop an understanding of freight distribution issues and problems in order to promote constructive solutions, which reconcile the need for access to goods and services with local environmental and social concerns.

Taxi provision

Wood Green town centre currently has a good provision of taxi ranks. These are open 24 hours a day, and provide good links to public transport and Shopping City. It is important to ensure that these taxi ranks are well lit and overlooked at night.

At present there are three taxi ranks located outside of Wood Green station. Subject to further analysis and consultation, it may be possible to rationalise and reduce the number of ranks at this location to make a more efficient use of the public realm.



*Good practice image: shared use loading bay
Walworth Road, London*



*Good practice image: shared use loading bay
Cowcross Street, London*

Sustainability

- Development proposals for the town centre must include measures to reduce private car usage and increase the use of **sustainable means of transportation**, such as walking, cycling and use of public transport wherever possible.
- The Council will encourage **car free development** in the town centre.
- The Council will support the establishment of **car clubs**.
- The Council will also **seek to reduce congestion and emissions** from vehicles in the town centre, by encourage car sharing, and the use of cleaner alternative fuels where car usage is unavoidable.
- The Council will promote the use of **sustainable urban drainage principles** in any new pavement or road design in the town centre.
- The Council will support the **provision of off-street electric charging points** in new developments.

All development proposals within Wood Green town centre should take account of the supplementary planning guidance to the London Plan produced by TfL, which includes Land for Transport Functions, Residential Travel Planning, Transport Assessments and Streetscape Guidance.



shopping

CINEWORLD

12 SCREENS

city



6 Opportunity Zones

Overview

This section sets out the key design and development principles for each of the following five opportunity zones in the town centre:

1. Town centre north
2. The Broadway
3. Shopping City
4. High Road
5. Turnpike Lane

These opportunity zones have been defined according to the predominant character of the existing built environment.

Figures 7.1 and 7.2 on the following two pages illustrate the extent of the opportunity zones, and the indicative long term plan for the town centre. The remainder of the section contains more detailed development options and planning guidance for each of the opportunity zones. The development options and planning guidance for each area has been informed by the relevant objectives and key proposals and recommendations arising from the review of the evidence base and consultation work (as identified in the Consultation Report).



Wood Green Station

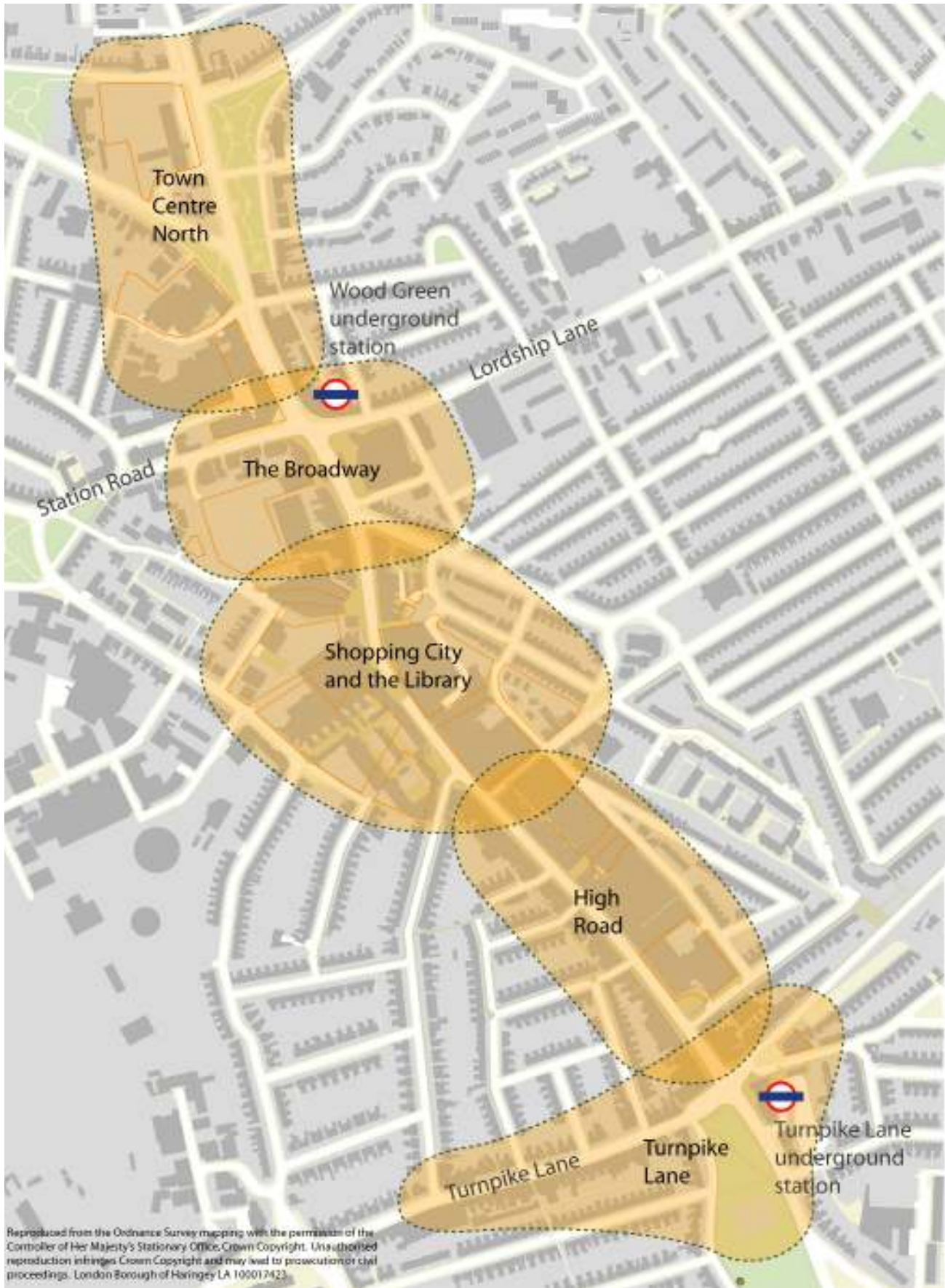
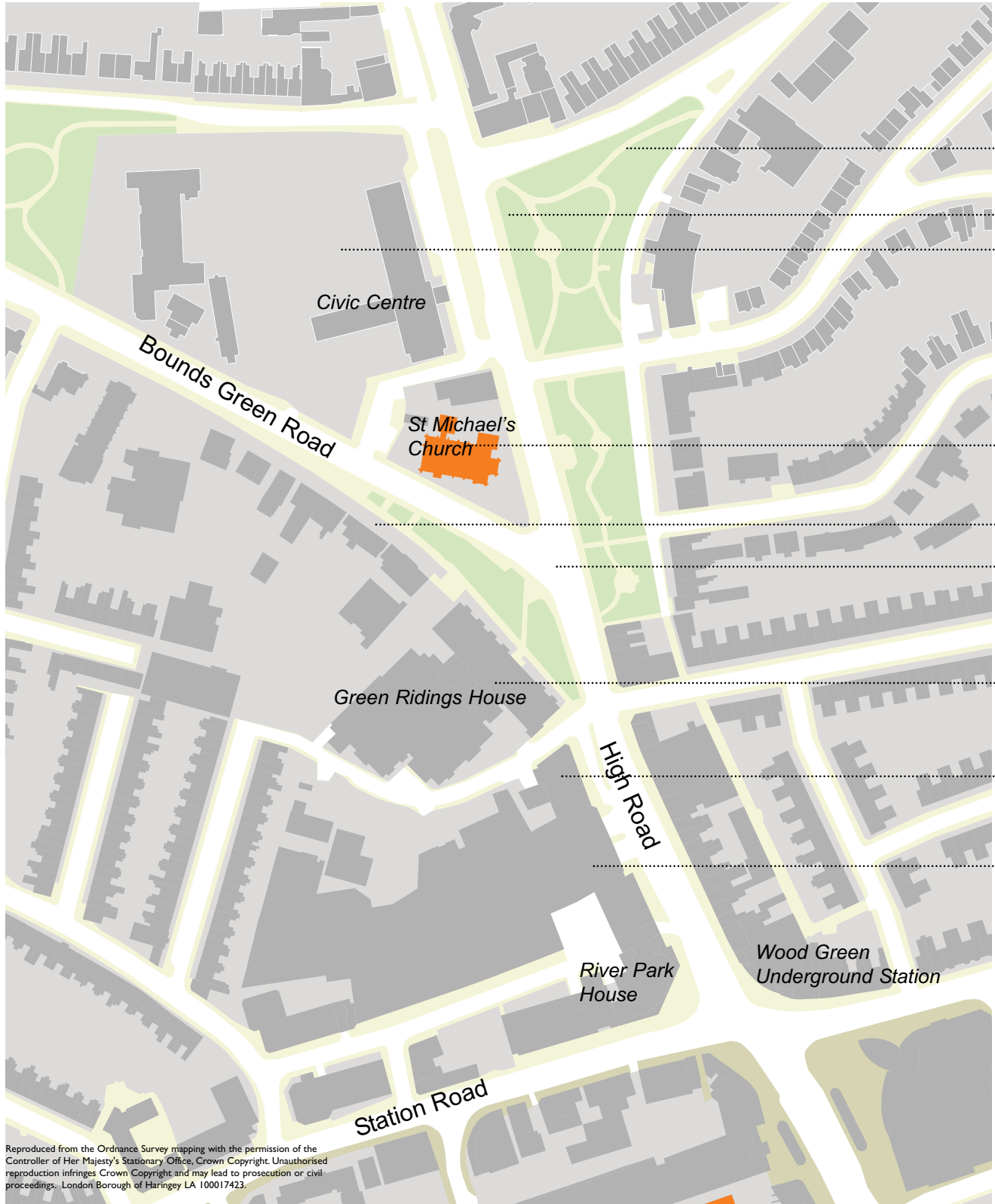


Figure 7.1 - Opportunity Zones Plan



Figure 7.2 - Indicative Plan for Wood Green Town Centre



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright, Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Haringey LA 100017423.

Figure 7.3 - Town Centre North

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



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Haringey LA 100017423.

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.

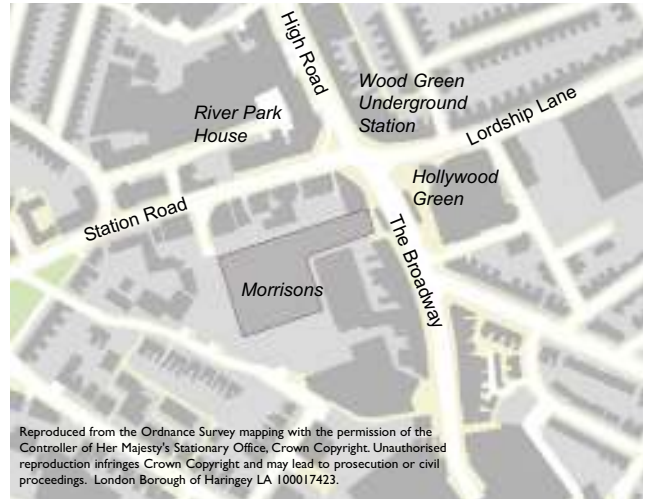


Figure 7.6 - Existing layout Morrison's



Figure 7.7 - Morrison's option 1

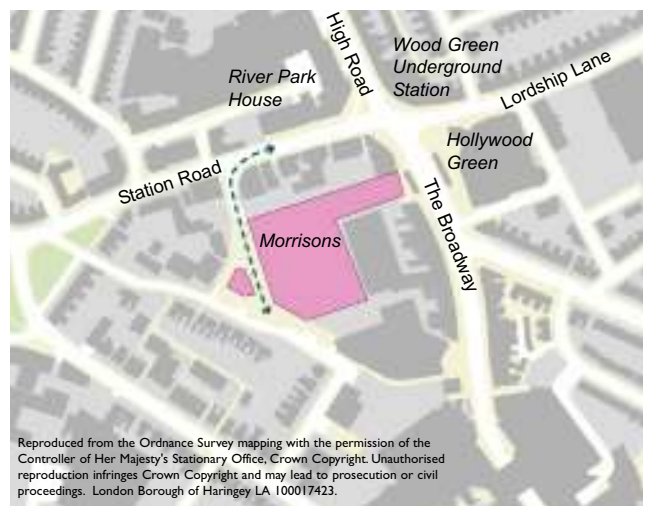


Figure 7.8 - Morrison's option 2

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.

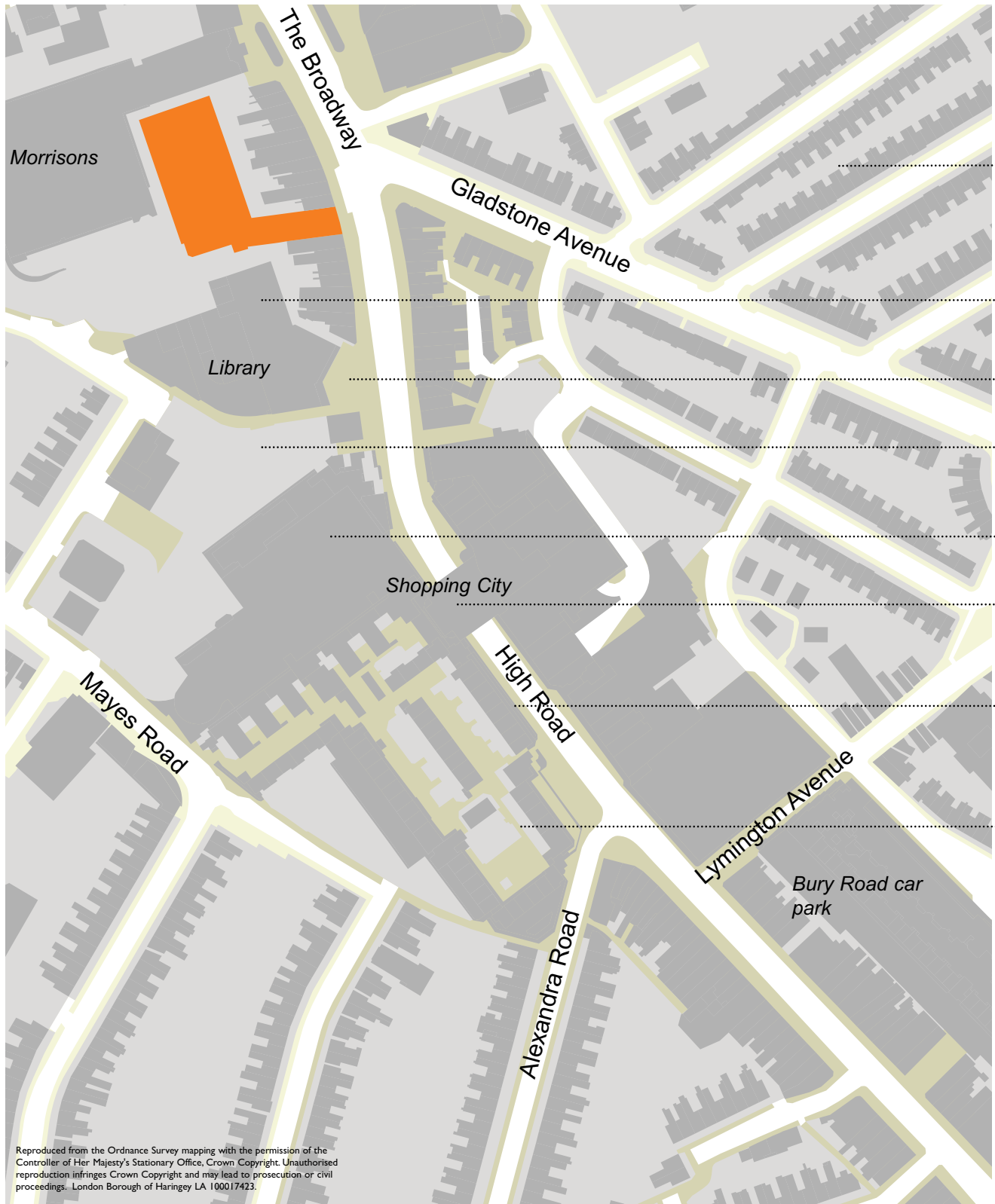
- 3) **Improved public realm** - Better utilisation of public space and greening of the environment would improve the overall appearance of the junction, particularly as a gateway area for those arriving into the town centre from the north. This would also present the opportunity to design out crime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



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Haringey LA 100017423.

Figure 7.10 - Shopping City

Shopping City and the Library

Noel Park Conservation Area covers parts of the opportunity zone (see p.3)

The Library is a significant building in need of comprehensive renewal. This has been identified as a key project which the Council could undertake to galvanise the regeneration of Wood Green

Library Square is a weak space at present and would be ideal for a 'quick-win' refurbishment scheme

Shopping City northern expansion planned to accommodate a new Debenhams store

The existing Shopping City building blocks east-west connectivity and relates poorly to adjoining residential development

The Shopping City bridge over the High Road creates a poor urban environment, both in terms of the barriers and congestion at ground level and also the affect on noise, light and pollution levels

Public space at this key point on the High Road is at a premium, and opportunities should be sought to enhance existing spaces and create new ones.

Existing housing above the existing retail area would need to be retained or re-provided in any scheme.





shopping arcade

library & shoppi



Shopping City and the Library

Shopping City spans both the east and west side of the High Road in the centre of the town, and is linked by a pedestrian footbridge at first floor level. The building includes a cinema, multi-storey car park and housing at upper floor levels (Sky City).

East-west connectivity in the area is currently poor, both to Haringey Heartlands and adjoining residential areas. Connectivity is restricted to a limited number of poor quality alleyways across the site. These provide a poor relationship with surrounding areas. Additionally, the current format of Shopping City provides exposed service areas and limited public space.

The dilapidated Library complex includes an indoor market. As with Shopping City, connectivity is restricted by the lack of a strong through-route.

Shopping City is a high density building over five storeys in height. This coupled with the narrow width of the High Road and high pedestrian footfall results in a crowded and oppressive atmosphere at street level, particularly between the two sides of Shopping City.

Figure 7.11 demonstrates the impermeable nature of Shopping City and the limited east-west routes currently available.

The Council will encourage the introduction of measures which aim to reduce anti-social behaviour in and around Shopping City and Sky City through:

- Improvements to lighting and maintenance of alleyways surrounding Shopping City;
- Increased fencing and barriers to upper levels to help prevent objects falling to street level;
- Improved public toilet facilities;
- Reducing informal cycling on the pavement, and removing cycle paths from pavement areas; and



Figure 7.11 - Shopping City Existing Configuration (including the extent of the future Debenhams extension)

- Increased police presence through the incorporation of police 'shops' within the shopping area, and the promotion of Safer Neighbourhood Teams.

Additionally, measures to improve pedestrian accessibility through the consolidation of street 'furniture', and improved street maintenance arrangements will be promoted.

The Council will encourage measures to improve the provision of cycle parking facilities around Shopping City.

Development proposals should seek to make improvements to the public realm and street environment, and wherever possible to increase the utilisation of public spaces. Additionally, redevelopment proposals should seek to improve linkages to Haringey Heartlands to the west, and the surrounding residential hinterlands.

The Council will ensure that all efforts are taken to retain existing services, jobs and amenities within the town centre in any future scheme to redevelop the library. Proposals will be encouraged to maintain or improve the current scale and quality of facilities on offer.

Options for Shopping City and the Library

Reconfiguration option 1 (Figure 7.12) replaces the Library with a new building which widens the main pedestrian route and creates new active frontages all along the southern edge. The removal of the 'Turkish Radio' building creates an enlarged square on the High Road. Additionally, the Shopping City footbridge is enhanced to create a more positive visual impression on the town centre and reduce its detrimental impact on acoustics and lighting on the High Road below (see good practice image below).

Reconfiguration option 2 (Figure 7.13) replaces the Library with two building elements to move the main pedestrian connection north. This also results in double active frontages with potential for increased library and new premium retail frontage. This will also remove the 'Turkish Radio' building to create an enlarged square on the High Road. The reconfiguration could also include the removal of the pedestrian footbridge between the two sides of Shopping City to create dramatic double height entrances at opposite sides of the road. This would enable the High Road to be raised to normal at-grade layout, in order to link the entrances to Shopping City with a new wide controlled crossing, and reduce the oppressive street environment which is currently compounded by the footbridge.



Figure 7.12 - Shopping City option 1



Figure 7.13 - Shopping City option 2



Good practice image: Link bridge in new commercial development, Liverpool One

Reconfiguration option 3 (Figure 7.14) illustrates a long-term option for the redevelopment of Shopping City, promoting increased east-west connectivity throughout the heart of the town centre by introducing a permeable street network. This redevelopment includes street based blocks with housing at upper levels, and provides active frontages at ground floor level. It also offers the potential for major new public realm schemes and significant greening.

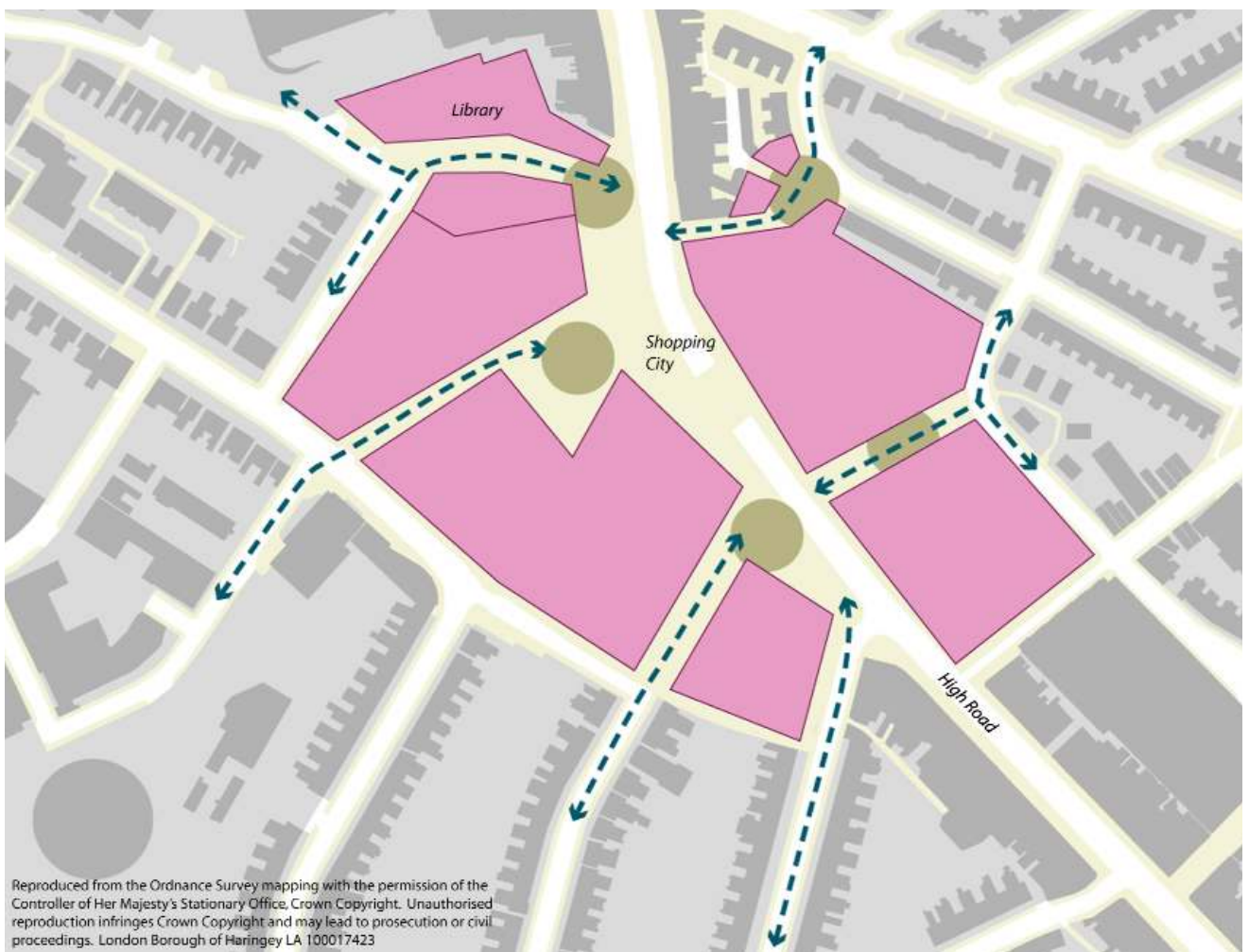


Figure 7.14 - Shopping City option 3

Options for the improvement of public spaces around the Library and Shopping City

Figure 7.15 illustrates a indicative improvements to the public spaces surrounding Wood Green Library and Shopping City (based on option 3 above).

The spaces present a significant opportunity to introduce greenery and enhanced public realm at the centre of the town, which is also the primary meeting point for pedestrian routes to and from Haringey Heartlands.

The opportunity exists to introduce enhancements to the public spaces both in the short and longer term:

- In the short term Library Square should be enhanced to create an improved pedestrian experience, through rejuvenating and where appropriate replacing the seating, paving, trees, planters and overall quality of the public realm. Additionally, the removal of the 'Turkish Radio' building would enable the creation of a more substantial and coherent public open space.
- In the longer term the Council will seek the revitalisation of the public spaces as part of any redevelopment proposals for the Library, and / or Shopping City. As illustrated by Figure 7.15, opportunities include the introduction of tree-lined pedestrian and cycle routes, a hard landscaped public square, and improved public seating areas.



Figure 7.15 - Indicative Plan for Public Spaces around the Library and Shopping City



Figure 7.16 - High Road

High Road

Improvements required to pedestrian safety at junction

The Bury Road car park block presents no active frontage to the surrounding streets, whilst its bulk dominates the terraces opposite - comprehensive redevelopment would be beneficial

The existing attractive buildings which form the Cheapside row should be protected and enhanced, including the design of more appropriate shop fronts

In the redevelopment of the Bury Road car park, it would be advantageous to sub-divide the block and create a new east-west link

The existing alleyways behind the shops create a poor environment which is unsafe and unattractive

BHS and adjoining buildings would benefit from significant remodelling. In the event that they are redeveloped, they present a further opportunity to introduce town centre dwellings above the shops

The buildings on the west side of the High Road, although not as obviously attractive as the Cheapside row, still present an attractive historic character which should be protected and enhanced through refurbishment and careful design of elements such as shop fronts





CHEAPSIDE
HIGH ROAD

T

T-Mobile

Thank you...
for recycling over
12,000 tonnes of
household waste
a year - that's the
weight of 1,700
London buses

Surprise

H&P pawnbro
Helping you get yo

CHEQUE
CASHING

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

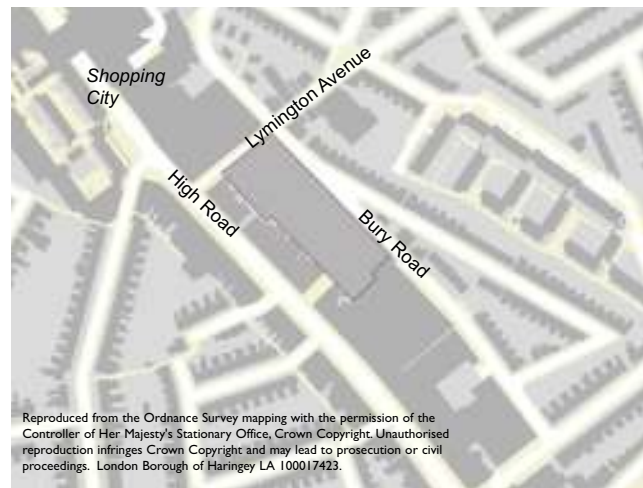


Figure 7.19 - Bury Road Car Park as existing



Figure 7.18 - Lymington Avenue option

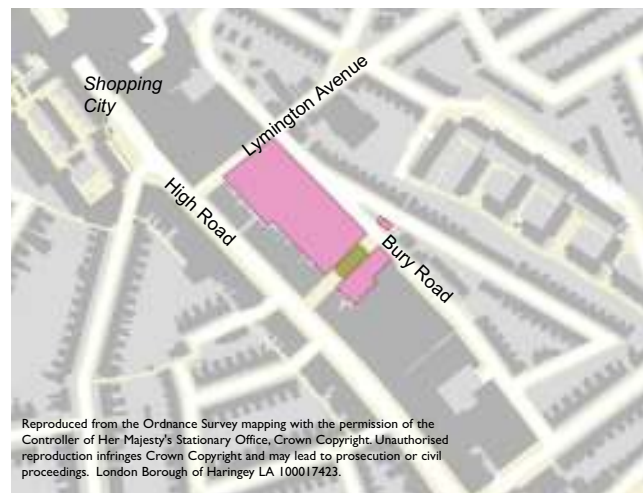


Figure 7.20 - Bury Road option

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

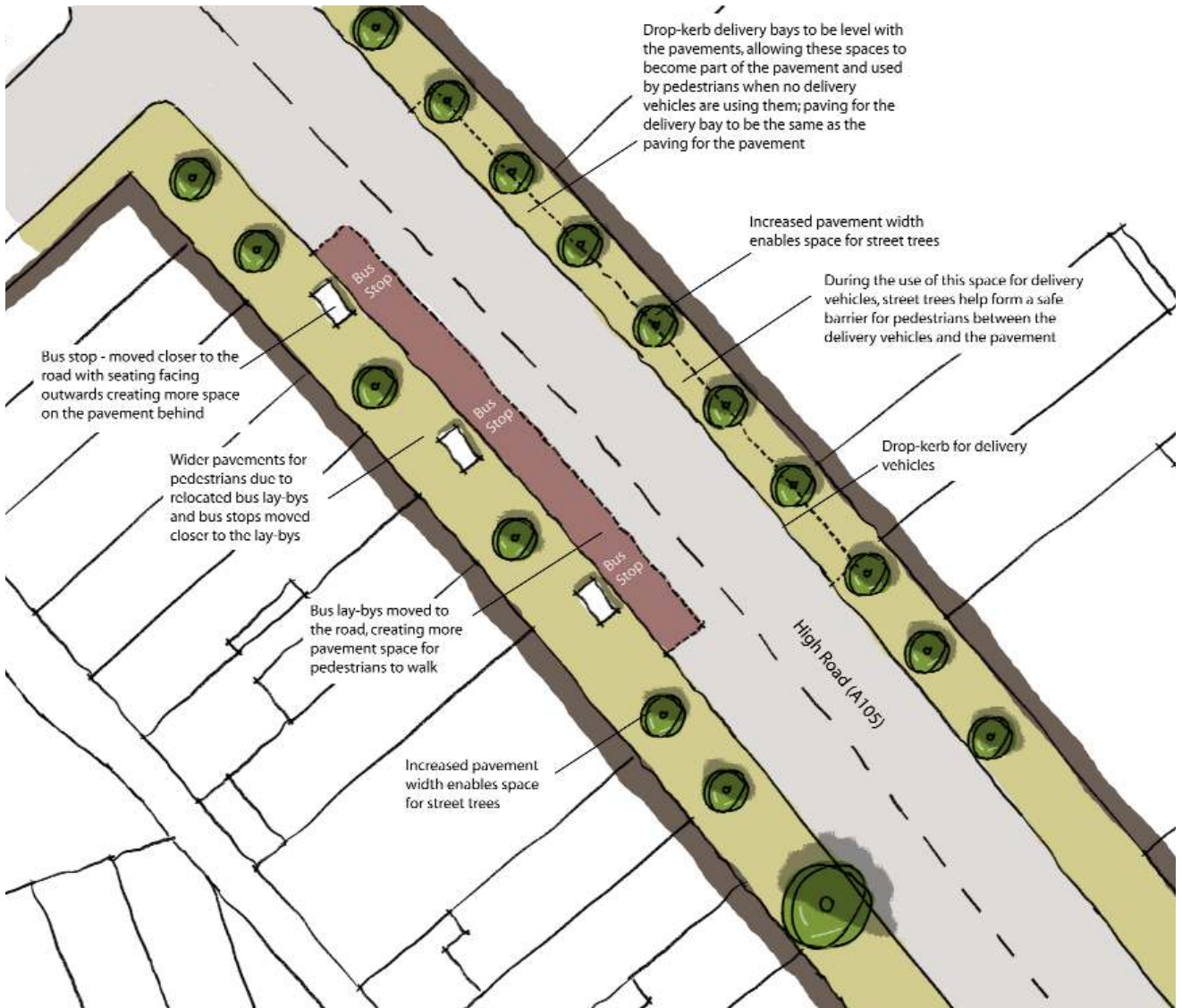


Figure 7.25 - Indicative Plan for Bus Stops and Loading Bays

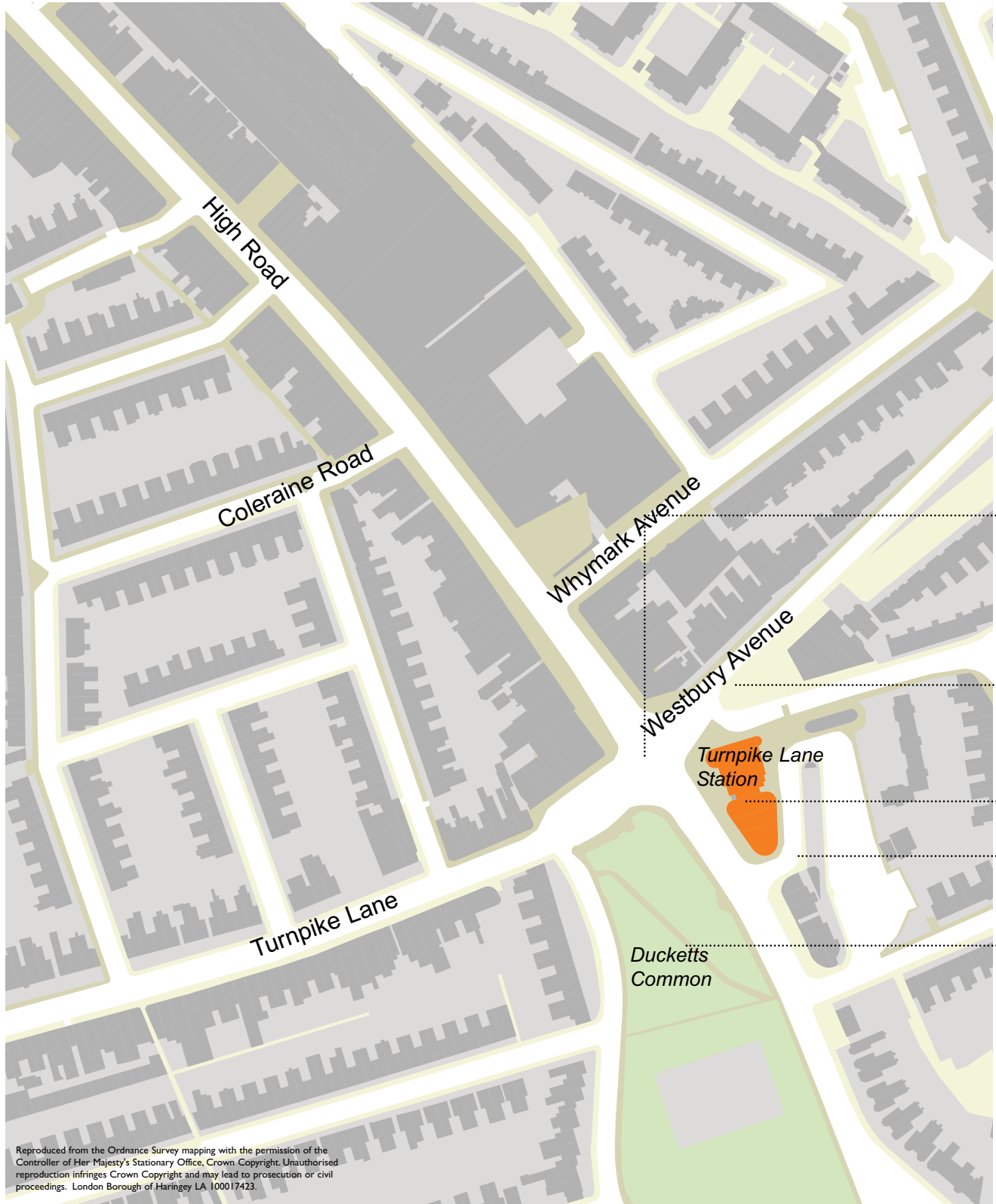


Figure 7.26 - Turnpike Lane

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.



Figure 7.29 - Indicative Plan for Turnpike Lane

Option for Ducketts Common

Ducketts Common also presents opportunities for improvement (Figure 7.30). At present this is a very important public space, and is particularly well used for basketball. However, consideration will be given to the need to review the quantity and location of facilities in the future.

Increasing the maintenance and utilisation of the space would have the added benefit of reducing anti-social behaviour, and would help to encourage a greater number of shoppers and visitors to Wood Green. Improved public toilet facilities should be incorporated into any new amenity buildings developed in the future.



Ducketts Common

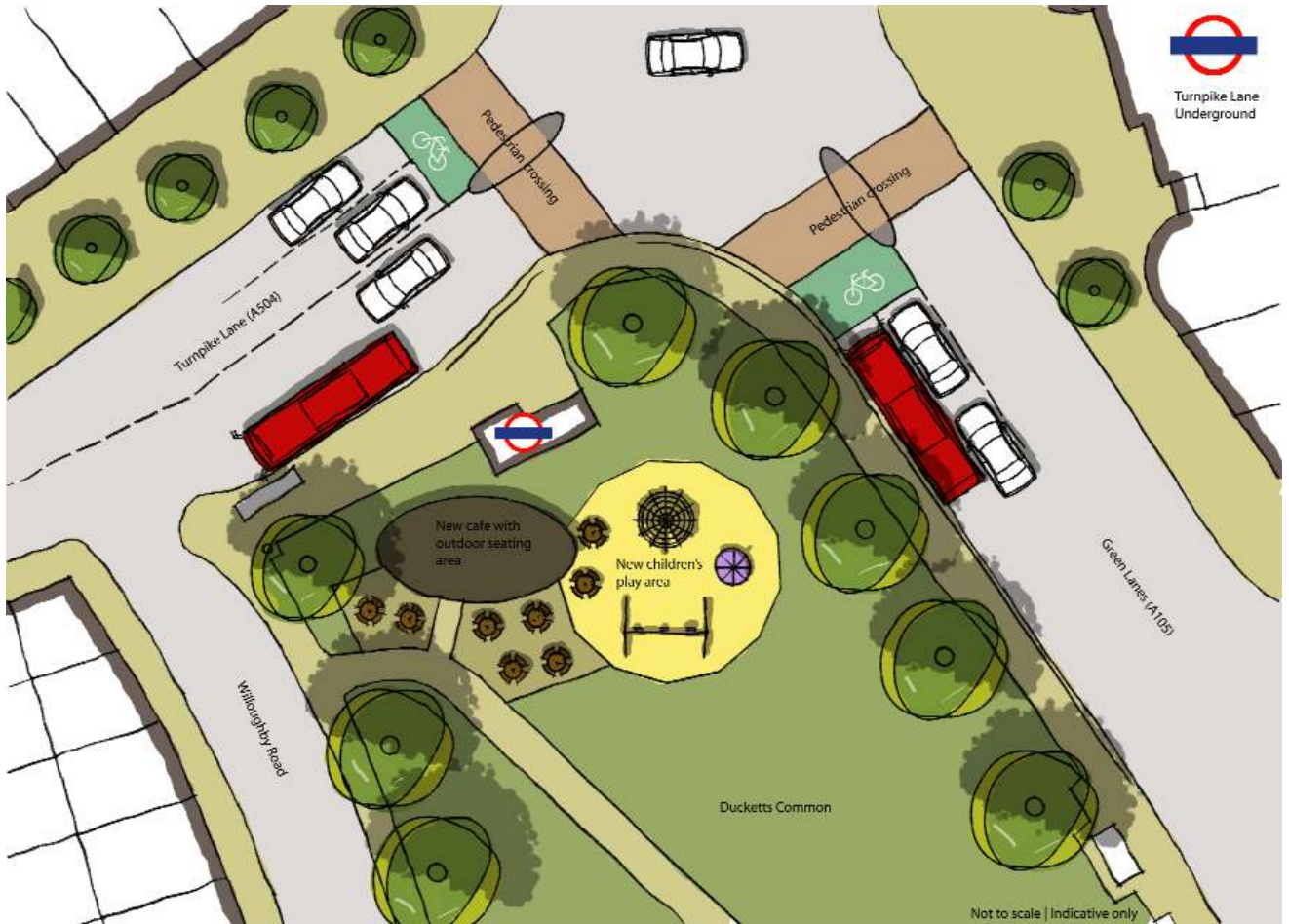


Figure 7.30 - Indicative Plan for Ducketts Common

Options for new urban green space and public realm improvements

Improvement to the public realm throughout Wood Green town centre would help to 'soften' and 'green' the pedestrian environment, and create a more welcoming space for visitors and shoppers. Creating a more pleasant High Road environment will also help to encourage shoppers to stay longer, and is therefore likely to benefit local businesses.

As illustrated in Figure 7.32, a network of green spaces should be implemented which spans the

length of the High Road. This will ensure that open space and greenery is visible throughout.

Figure 7.31 provides an indicative example of the type of improvements which could be made to one of the open spaces within the network along the High Road.

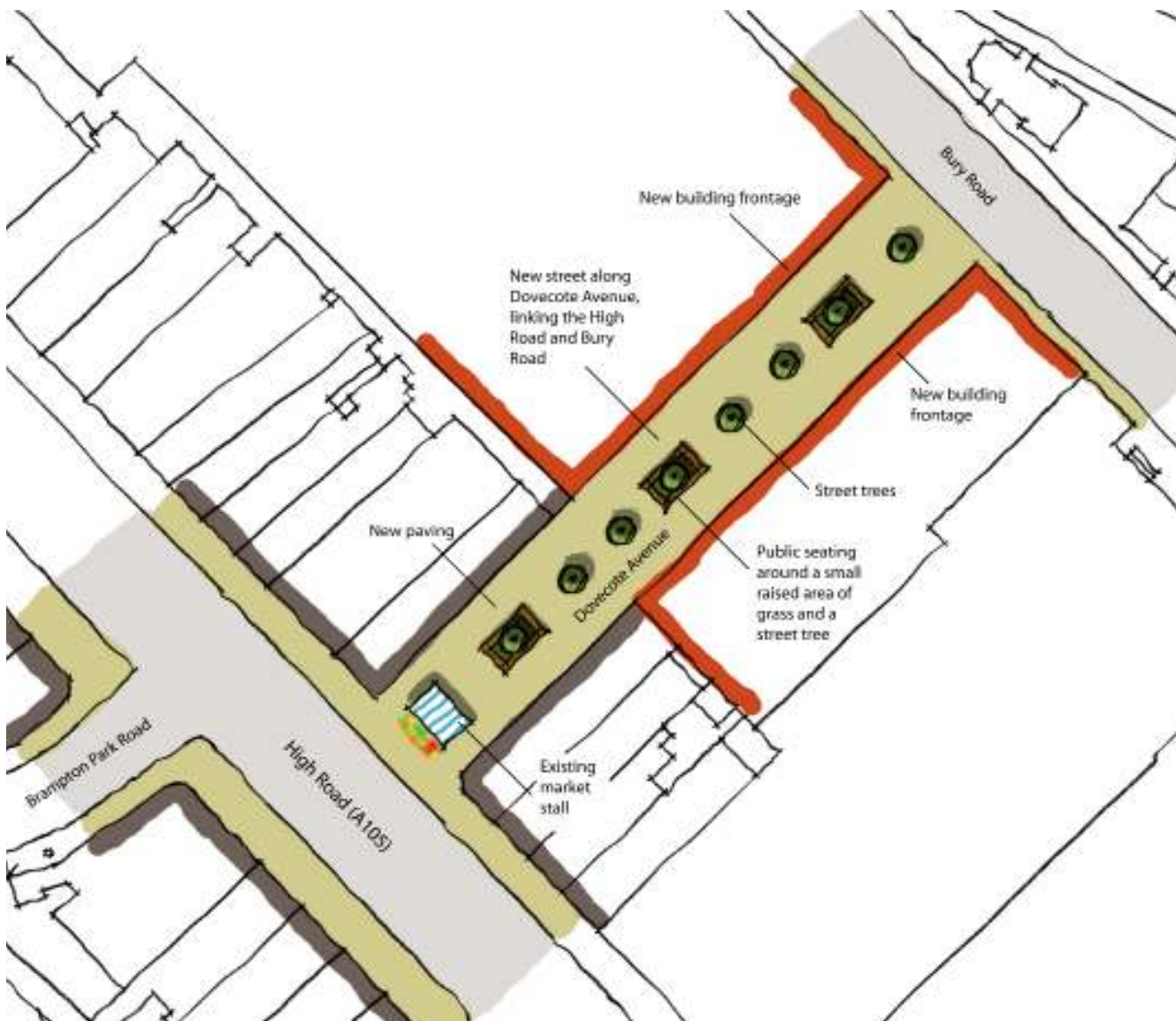


Figure 7.31 - Indicative Plan of Public Realm Improvements (Dovecote Avenue)



Figure 7.32 - Indicative Plan for Public Realm Improvements in Wood Green Town Centre



YATES!

McDonald's

McDonald's

184
ABINA
cargiant

MURPHY

Haringey
Paving the way
forward

Your child's
future
depends
on you

7 Delivery and Implementation

Introduction

Delivering the proposals outlined in this SPD is a long-term process. Even for individual sites and potentially attractive areas, the development process can take a number of years from inception to completion. The successful implementation and delivery of the proposals and guidance contained within this SPD will require the support of key stakeholders.

Indicative Phasing

Figure 8.1 demonstrates the indicative phasing of the relevant proposals set out in this SPD which require delivery and implementation. The table sets out the proposals, partners, indicative timescale (short, medium or long-term) and further comments.

In terms of the timescales, the definition is as follows:

- Short term: 0-5 years
- Medium term: 5-10 years
- Long term: 10+ years



Shopping City

Figure 8.1 Indicative Phasing - Strategic Guidance

Proposal	Partners	Indicative Timescale	Comments
Transport and Movement			
a) Improve links to surrounding residential hinterland	TfL, developers & LBH	Mid to long term	Achieving substantially improved linkages to the east and west will require major redevelopment of several sites, including Shopping City and Bury Road car park
Conservation			
a) Shop front conservation programmes	LBH and shop owners	Short term	
Retail			
a) Improvements to the street environment and shop frontages on Wood Green High Road and Turnpike Lane	LBH, TfL and shop owners	Short to mid term	
b) Group refurbishment schemes	LBH and shop owners	Short term	To be investigated further
c) Create larger retail units at ground floor and intensifying upper floor uses	LBH, shop owners & developers	Short to mid term	Where applicable
Open Spaces			
a) Introduce a network of small open spaces along the length of the High Road	LBH, TfL and shop owners	Short to mid term	Utilising existing spaces and creating new small open spaces to create a visual link
b) Improve existing open spaces in the town centre	LBH	Ongoing	
c) Increase the overall number of trees in the town centre	LBH and landowners	Ongoing	Subject to suitable siting and location of underground services etc.
Safety and Security			
a) Improve lighting and natural surveillance where necessary	LBH and landowners	Short to mid term	Ensuring that a suitable mix of uses and high quality public realm exist will encourage natural surveillance
b) Increase police and community support officer presence	Metropolitan Police	Short term	

Figure 8.1 Indicative Phasing - Strategic Guidance

Proposal	Partners	Indicative Timescale	Comments
Leisure, Community and Health Requirements			
a) Develop a greater range and quality of evening economy uses, particularly along the southern section of the High Road	LBH & developers	Ongoing	To complement the existing leisure and community facilities in the town centre
b) Develop the provision of restaurants and cafés in Wood Green	LBH & developers	Ongoing	This will help to develop the town centre as a more attractive destination in its own right
a) Develop a polyclinic facility in the town centre	LBH & Haringey Primary Care Trust	Mid term	This development is dependent on the further development and implementation of the PCT's primary care strategy, as well as finding a suitable site
Sustainable Development			
a) Enhance on-street recycling facilities	LBH	Short term	
b) Ensure residential communities include a mix of tenures and unit sizes	LBH	Ongoing	
Employment			
a) Develop linkages between the town centre and the cultural quarter	LBH & businesses	Ongoing	
b) Provide appropriate training programmes and facilities	LBH	Ongoing	

Figure 8.1 Indicative Phasing - Movement and Accessibility

Proposal	Partners	Indicative Timescale	Comments
Linkages			
a) Improve linkages between the town centre, Haringey Heartlands and surrounding residential hinterland	LBH & developers	Ongoing	Incorporate into future proposals for redevelopment of the Library or Shopping City
b) Improve local signposting	LBH & TfL	Short term	
Buses			
a) Replace bus lay-by's with bus stop clearways	TfL	Short to mid term	To increase bus and pedestrian priority
b) Consider the possibility of a bus only High Road during certain times of the day	LBH & TfL	Short term	Would require a thorough analysis of the traffic impacts and extensive consultation
c) Improve entry and exit arrangements to the bus depot	LBH, Arriva & TfL	Short term	To increase pedestrian safety and reduce traffic congestion
d) Replace bus stops in the town centre with TfL bus stops	LBH & TfL	Short term	TfL bus stops to be fully operational and maintained by TfL. Bus stop seating to face the road.
e) Review current bus stop layout	LBH & TfL	Short term	Aim to consolidate bus stop provision on Lordship Lane
f) Reduce the impact of bus stands on Redvers Road / Bullers Road	LBH & TfL	Short term	Improve management of facility to reduce disruption
g) Incorporate bus priority plans for Turnpike Lane	LBH & TfL	Short term	

Figure 8.1 Indicative Phasing - Movement and Accessibility

Proposal	Partners	Indicative Timescale	Comments
Car Parking			
a) Develop a car parking strategy for the town centre	LBH	Short term	Will enable a phased reduction in car parking provision
b) Maximise opportunities for car free residential development	LBH	Ongoing	
Cycling			
a) Increase provision of secure cycle parking facilities	LBH & TfL	Short term	Requires suitable location with high level of natural surveillance
b) Introduce an alternative cycle route to the High Road	TfL, London Cycle Network & LBH	Short term	
c) Investigate making one-way roads two-way for cyclists	TfL, London Cycle Network & LBH	Short term	
d) Improve cycle and pedestrian facilities by Shopping City	TfL, London Cycle Network & LBH	Short to mid term	Separate out pedestrian and cycling areas
Road Layout			
a) Remove the left hand filter lane adjacent to River Park House	LBH & TfL	Short term	Bus priority improvements also encouraged. Subject to detailed assessment
b) Introduce a diagonal pedestrian crossing outside Wood Green tube	LBH & TfL	Short term	To improve town centre connectivity
c) Improvements to the junction of Turnpike Lane and the High Road	LBH & TfL	Short term	To Improve pedestrian accessibility and cycle facilities

Figure 8.1 Indicative Phasing - Movement and Accessibility

Proposal	Partners	Indicative Timescale	Comments
Mobility			
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	
Safety			
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
Loading and Deliveries			
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	
Sustainability			
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
Taxi Provision			
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
Town Centre North			
a) Redevelop Green Ridings House for residential or mixed-uses	LBH and developers	Long term	Subject to the release of the site
The Broadway			
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	
Shopping City			
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
High Road			
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
Turnpike Lane			
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.

Community and Society

The Haringey Safer Communities Strategy 2005-2008 (London Borough of Haringey, 2005)

The Strategy aims to tackle acquisitive crime by working with residents and businesses in burglary hotspots to target publicity, prevention and enforcement services where action and publicity is focused for maximum effect together with environmental regeneration. This approach will be piloted for shoplifting, street robbery and violence associated with alcohol use in Wood Green.

Haringey Neighbourhood Renewal Strategy - 'Narrowing the Gap' 2002-2012 (Haringey Strategic Partnership, 2002)

The Strategy includes a number of environmental objectives which are specific to Wood Green, such as: redeveloping Lymington Avenue as a covered Shopping Mall; supporting the environmental improvements in and around Wood Green town centre; and continuing improvements at Turnpike Lane Bus Station.

The Haringey Sustainable Community Strategy 2007-2016 (Haringey Strategic Partnership, 2007)

The Strategy includes the vision to ensure that Haringey becomes a place for diverse communities that people are proud to belong to. The six key outcomes included in the Strategy are: people at the heart of change; an environmentally sustainable future; economic vitality and prosperity shared by all; be safer for all; healthier people with a better quality of life; and be people and customer focused.

A Cultural Strategy for Haringey, 2003- 2007 (London Borough of Haringey, 2003)

The Strategy includes the vision to use culture and cultural activities to enable people in Haringey to grow and improve their lives as communities and individuals. Priorities identified by the Strategy include promoting major celebratory festivals in Wood Green (for example the Film Festival), and improving



Lymington Avenue



Haringey Heartlands Panorama

publicity of activities and access to information about cultural and leisure opportunities in the area. It is suggested that a gallery space could be provided at Wood Green Central Library for exhibiting visual art. It is noted that marketing for tourists and visitors can bring local people benefits. The Chocolate Factory and the Cultural Quarter are identified as visitor destinations and as such, there is a need to build links between the town centre, Cultural Quarter and Alexandra Palace. There is also an identified opportunity for the development of the evening economy, based on leisure opportunities (with its two cinemas and Shopping City).

Narrowing the Gap: Haringey Neighbourhood Renewal Strategy 2002- 2012 (Haringey Strategic Partnership, 2002)

The Strategy provides a framework for renewal of the most deprived parts of the borough including the area of Wood Green town centre. Safer Communities Partnership priorities include a number of actions which are relevant to Wood Green such as designing out crime, street crime reduction initiatives, anti-social behaviour task groups and the provision of after-school clubs for at risk/vulnerable pupils. Environment Partnership priorities include developing civic pride, creating a cleaner and greener environment, and providing places to relax and enjoy life.

Developing World Class Primary Care in Haringey (Haringey TPCT, 2007)

Haringey Teaching Primary Care Trust produced this consultation document of their primary care strategy. It includes a vision for world class, high quality, responsive primary and community services for all Haringey residents. The document includes requirements to: address differences in access, clinical quality and suitability of premises in primary care; improve the integration of community health services; meet the needs of the diverse and growing population in Haringey; and make the most effective use of services

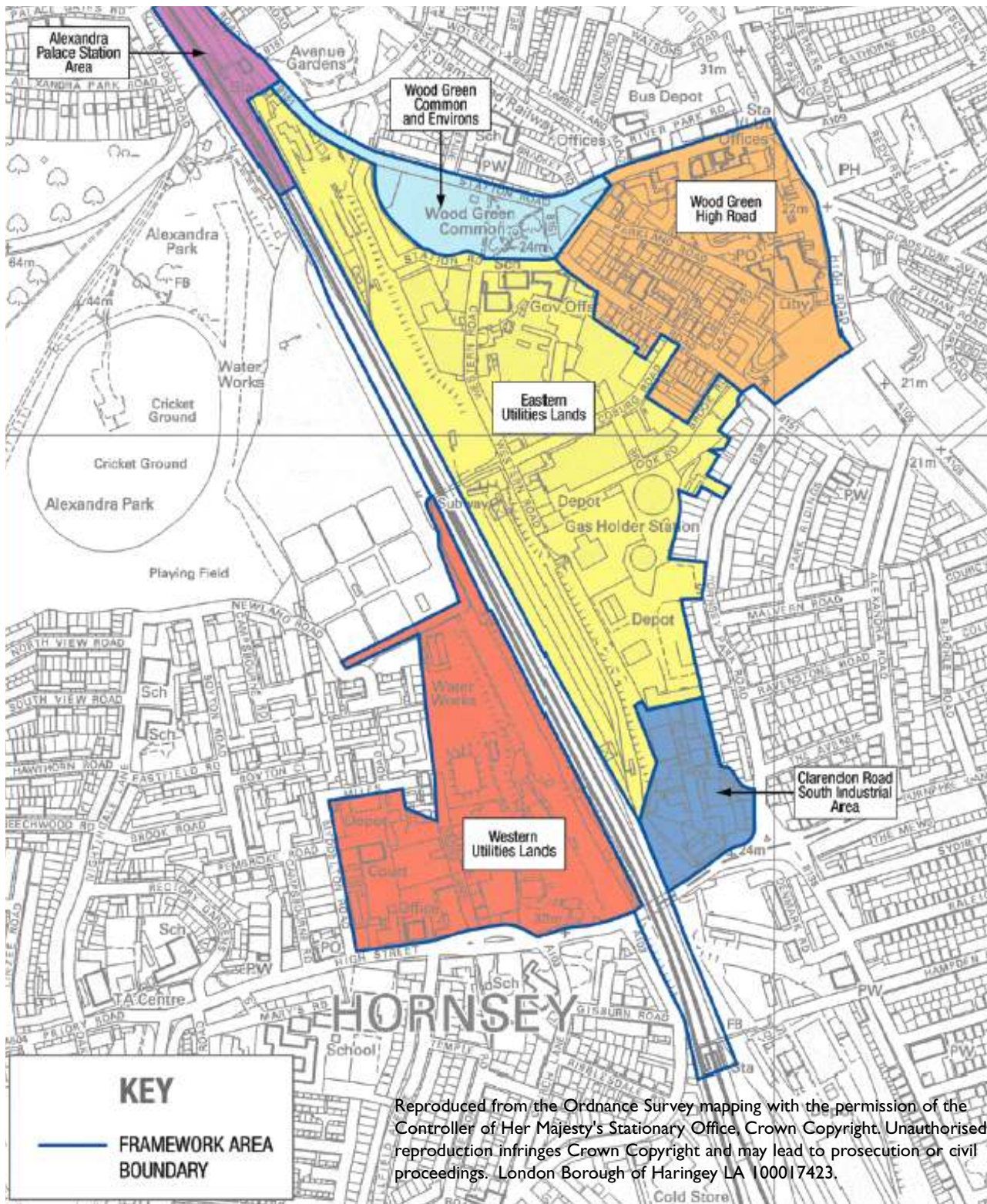
and resources.

The document seeks to reduce the number of primary care premises over time and create a network of super health centres across the Borough. It also sets out options for locations of new super health centres, one of which is planned to be built at either Wood Green or Turnpike Lane.

Physical Activity and Environment (National Institute for Health and Clinical Excellence, 2008)

This public health guidance aims to promote and create built or natural environments that encourage or support physical activity. It offers a number of evidenced based recommendations on how to improve the physical environment to encourage physical activity, including:

- Ensure planning applications for new developments always prioritise the need for people to be physically active as a routine part of their daily life;
- Ensure local facilities and services are easily accessible by sustainable means of transportation; and
- Assess in advance what impact the proposals are likely to have on physical activity levels.



Haringey Heartlands Development Framework Area (Source: Haringey Heartlands Development Framework, London Borough of Haringey, 2005)

Transport

The Local Implementation Plan (London Borough of Haringey, 2006)

The Plan aims to enhance bus journey times and reliability by reducing congestion, delays, illegal parking and loading on Wood Green High Road. Additionally, the Plan aims to improve safety for all road users, discourage car use, improve freight movement (whilst minimising environmental impact), balance the need for parking and the environmental impact of cars, and encourage developments which reduce the need to travel. The strategic guidance and the movement and accessibility proposals included within this SPD reflect these aims for Wood Green town centre.

Manual for Streets (DfT, 2007)

Manual for Streets (MfS) puts well-designed residential streets at the heart of sustainable communities. MfS updates the link between planning policy and residential street design. It challenges some established working practices and standards that are failing to produce good-quality outcomes, and asks professionals to think differently about their role in creating successful neighbourhoods.

Research carried out in the preparation of MfS indicated that many of the criteria routinely applied in street design are based on questionable or outdated practice. For example, it showed that, when long forward visibility is provided and generous carriageway width is specified, driving speeds tend to increase. This demonstrates that driver behaviour is not fixed; rather, it can be influenced by the environment. MfS addresses these points, recommending revised key geometric design criteria to allow streets to be designed as places in their own right while still ensuring that road safety is maintained.

Planning and Regeneration

Planning Brief for Lymington Avenue (London Borough of Haringey, 2003)

A planning brief for Lymington Avenue was adopted by the Council in September 2003. It states that the Council is seeking to secure a high quality, mixed-use development (residential and retail uses) which will support and enhance the role of Wood Green as a Metropolitan Shopping Centre. The Council also requires the new development to improve the local environment in a unified way and to provide retail frontage along Lymington Avenue. The contents of the Planning Brief have informed the proposals for this area contained within the SPD.

Haringey Heartlands Development Framework (London Borough of Haringey, 2005)

The Haringey Heartlands Development Framework was produced by the London Borough of Haringey in April 2005, and provides non-strategic guidance for planning applications within the area. The boundary of the framework area therefore overlaps with that of the Wood Green Town Centre SPD (see Figure 2.1).

According to the Framework, significant residential and employment development is needed on the eastern utilities lands (closest to Wood Green) to meet objectives set out in the London Plan, to provide jobs and homes in an area of high unemployment and deprivation. The wider objective is a new mixed use, high quality urban community.

The Framework proposes that links between Haringey Heartlands and Wood Green town centre are improved, and proposes the development of a Business Enterprise centre on the eastern utility lands, in partnership with the London Development Agency. New public open spaces and a new school are also proposed, and the Framework proposes a new vehicular and pedestrian link through the area.

Trinity Gardens Conservation Area Character Appraisal (London Borough of Haringey, 2008)

The Trinity Gardens Conservation Area is defined principally by the openness provided by the chain of linked landscaped green spaces comprising Trinity Gardens, Nightingale Gardens and Crescent Gardens, adjacent to the area's main roads; Wood Green High Road and Bounds Green Road which bisect north-south and east-west. These open spaces are bounded and overlooked by a range of properties of domestic scale, which are interspersed with larger religious, educational and institutional buildings. Whilst this is the character for the majority of the conservation area, it is contrasted by the residential streets to the east of Crescent Gardens, which are narrower and of higher density, of domestic scale and a more enclosed nature.

