

# WOOD

# GREEN

## AREA ACTION PLAN

### ISSUES AND OPTIONS REPORT

Wood Green Area Action Plan

Issues and Options Report - January 2016 - Final Issue 01

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# Glossary of terms

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**Active frontage** - street frontages where there is visual engagement between those in the street and those on the ground floors of buildings.

**Area Action Plan** - a plan produced to guide development in areas facing significant change, in this instance focusing on Wood Green

**Brown field land** - previously developed land often used for industrial or commercial purposes.

**Business Improvement District (BID)** – a defined area in which a levy is charged on all business rate payers in addition to the business rates bill. This levy is used to develop projects which will benefit businesses in the local area.

**Civic services** - services provided by the local government such as a register office where civil marriages are conducted and births, marriages, and deaths are recorded.

**Compulsory Purchase Orders (CPO's)** - a legal function that allows certain bodies which need to obtain land or property to do so without the consent of the owner.

**Convenience retail** - stores that sell widely distributed and relatively inexpensive goods which are purchased frequently and with minimum of effort, such as newspapers.

**Comparison Retail** - stores that sell goods which consumers purchase relatively infrequently and so they usually evaluate prices and quality levels before purchasing such as a TV.

**Conservation areas** - an area considered worthy of preservation or enhancement because of its special architectural or historic interest.

**Controlled Parking Zone (CPZ)** - a specific type of UK parking restriction that may be applied to a group of roads.

**Council back office** - facilities accommodating administrative and support services

**Council front office** - facilities accommodating the Council's public facing services

**Crossrail 2** - will be an extension to the Crossrail network and will link south west and north east London. It is proposed that either two stations will be provided at Alexandra Palace and Turnpike Lake or one central station at Wood Green on the connection between Seven Sisters and New Southgate.

**Cultural Quarter** - a designated area within Wood Green that aims to provide employment spaces for small businesses and the creative industries.

**Decentralised energy hub** - an energy centre that will help reduce Wood Green's carbon emissions by providing an efficient heating and cooling system for all new buildings and potential some existing households.

**Democratic services** - services that support activities such as public committee meetings or the running of elections and electoral registration.

**Growth Areas** - Identified in the London Plan as areas where significant numbers of houses can be built.

**Housing mix** - the type and range of properties for rent, shared ownership and private sale.

**Intensification Areas** - these are identified in the London Plan as built up areas with good existing or potential public transport links, which can support redevelopment at higher densities.

**Land assembly** - The process of forming a single site from several plots of land, possibly from separate landowners, for eventual development or redevelopment.

**Listed building** - one that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest by the Secretary of State.

**Locally listed building** - one which whilst not listed by the Secretary of State for its national importance, is felt by the council to be of local importance due to its architectural, historical or environmental significance

**London Plan** – a strategic plan for London produced by the Mayor setting out an economic, environmental, transport and social framework for development.

**Metropolitan town centres** - the London Plan identifies five broad types of town centre within London: International, Metropolitan, Major, District, Neighbourhood/Local centres.

**Micro businesses** - businesses with up to or less than 10 members of staff

**Mixed use** - a development that blends a combination of residential, commercial, cultural, institutional or industrial uses

**Passive surveillance** - created through environments that improve your ability to observe what is going on and reduce the risk of crime by providing good visibility and lighting for example.



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**Permitted development rights** - Certain types of minor changes that can be made to a building without needing to apply for planning permission.

**Placemaking** - design that capitalises on a local community's assets and potential to create spaces that promote health, happiness, and wellbeing. Please refer to page 40 for further explanation.

**Public realm** - any publicly owned streets, pathways or accessible open spaces and any public and civic buildings or facilities.

**Public Transport Accessibility Level (PTAL)** - the measure of an area's accessibility to the public transport network, taking into account walking time and service availability.

**Severance** - a structure or physical barrier that ends a connection or relationship between two places such as the railway line that separates Alexandra Park from Wood Green.

**Site allocations DPD** - A document produced by Haringey Council setting out their planning vision and objectives in the period 2011-2026. The DPD identifies a series of significant sites that will need to be developed.

**Small and medium-sized enterprises (SME)** - businesses which employ fewer than 250 persons and which have an annual turnover not exceeding £37 million.

**Social infrastructure** - assets that accommodate social services such as schools, healthcare provision and community housing.

**Start-up businesses** - a company that is in the first stage of its operations often funded by its founding members.

**Strategic development sites** - areas of land seen as central to realising the plans vision

**Strategic objectives** - a series of goals that are central to delivering the plans vision

**Streetscape** - the visual elements of a street including the road, adjoining buildings, pavements, street furniture, trees and open spaces that combine to form the street's character.

**Town centre depth** - the strategy to extend uses and areas of interest beyond the confines of the High Road towards places such as Alexandra Palace

**Town centre vitality and viability** - vitality is a measure of how busy a centre is and viability is a measure of its capacity to attract ongoing investment for maintenance, importance and adaptation to changing needs.

**Vacancy rate** - number of buildings on the High Street that are vacant or unoccupied at a particular time.

**Wayfinding** - knowing where you are, knowing where your desired location is, and knowing how to get there from your present location.

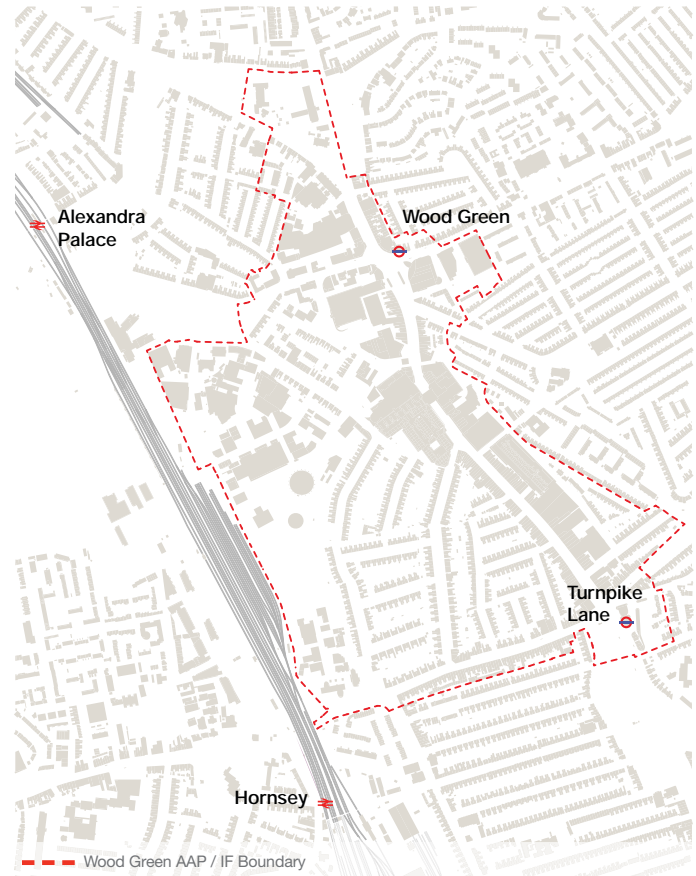
**Wood Green Investment framework** - a spatial development plan (or masterplan) for Wood Green which is underpinned by an economic assessment to ensure viability.

# Introduction

Wood Green is the borough's main town centre, and is also home to the Council's main civic offices. It is one of only 13 Metropolitan town centres across London and plays a vital role in meeting residents' retail, leisure and civic needs. It has excellent transport connections to central London, via the Piccadilly line, and to the rest of Haringey and beyond via a network of bus routes. Wood Green's accessibility is proposed to improve further by 2030 with the arrival of Crossrail 2 serving the area. To the west of the High Road lies a number of strategic brownfield and regeneration sites, offering significant potential for new jobs and homes as well as better connections between the High Road and Alexandra Palace. These complement other prime redevelopment sites within the town centre, which offer opportunities to diversify the retail and commercial offer, further improve the urban realm, provide for new or enhanced community facilities, and deliver much needed housing.

All of these elements have led the Council to identify Wood Green as an area for significant growth and development within the Borough and as one of two regeneration priorities in the Council's Corporate Plan. It is a location that can accommodate change and has capacity to do so. However, such change must be managed in a clear, coordinated and comprehensive manner.

As set out in the Strategic Policies Development Plan Document (DPD), Growth Areas such as Wood Green are not just about providing for new development and physical growth, they are also about regeneration and the realisation of the social benefits and improvements to the overall quality of place that new development can deliver. The Council and the Greater London Authority (GLA), in partnership with Transport for London (TfL), are therefore preparing a joint Area Action Plan and Investment Framework for Wood Green. The purpose of the Area Action Plan is to provide a detailed and proactive policy framework to guide development, regeneration and investment decisions across the area over the next fifteen years and beyond. The role of the Investment Framework, which is underway and has helped to test options presented here, is to help better understand the financial practicalities of delivering the preferred option, including matters such as land assembly, land acquisition, disposals, the cost of relocating the council to new premises and the timing and responsibilities for delivering infrastructure.



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## Why Prepare an AAP

Over the past decade there has been much discussion about the future of Wood Green, its Metropolitan Town Centre, the quality of the retail and leisure offer, its traffic dominated environment, and the development potential of a number of sites within the area, including the Clarendon Road development and the Chocolate Factory site. Various studies have been commissioned, and projects undertaken – such as the recent public realm enhancements - to respond to particular issues or concerns, but to date no clear and comprehensive overall plan has emerged or been prepared for the area as a whole. As a result, development and investment has taken place on an ad hoc site-by-site, scheme-by-scheme basis in the absence of an understanding of how these schemes might contribute to the delivery of a shared vision for how the area, and places within it, could look and feel in the future.

While the alterations to the Strategic Policies DPD and the Site Allocations DPD establish the broad amount of development to be provided for within the Wood Green area, further and more explicit detail is required about how individual sites will come forward, their resultant form and function, and how wider community and sustainability outcomes will be co-ordinated and their delivery secured.

The preparation of an Area Action Plan provides the opportunity to engage the community and stakeholders in the consideration of such matters in a formal and structured process. It is expected that, through consultation, the final Area Action Plan will establish a more detailed vision and specific objectives for the component parts of the Wood Green area, and will set out the policies, proposals and site allocations required to ensure growth and development is promoted and managed to deliver the vision and the social, environmental and economic outcomes sought for the area.

Overall, the aim of preparing the Area Action Plan is to have a single, statutory plan that provides clarity and certainty to landowners, developers, service providers and the community about how places and sites within the Wood Green area will develop, and against which investment decisions can be made and development proposals can be assessed.

# Introduction

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## Purpose and scope of the Issues and Options document

The Issues and Options stage represents the first stage in the Area Action Plan's production. It identifies the key issues, challenges and opportunities facing the area and sets out four different options, including an option favoured by the Council, for how these challenges might be addressed and opportunities realised.

The purpose of the Issues and Options stage is to invite public and stakeholder views and comments on the four options being proposed, to enable consultees to offer up further information of relevance to the development of the Plan, and to indicate whether they consider the favoured option (option 4) as the most appropriate option on which the Council should progress with preparing a more detailed Preferred Option.

To assist consultees, the Issues and Options Consultation document also includes details on the local and policy context, the likely distribution of development and land use that would result from implementing each option, an indication of the resulting built form, an analysis of likely performance against strategic objectives for the area, and delivery implications, including land assembly and infrastructure requirements.

The publication of this document is also accompanied by a series of more detailed evidence base studies that delve further into specific issues of relevance to the area, including economic vitality, employment & workspace, transport & parking, central energy, and place making. These studies have helped to inform the development of the four broad strategic options.

In addition, a Sustainability Appraisal is being undertaken, the purpose of which is to identify the potential positive and negative social, economic and environmental impacts likely to arise as a result of implementing the various development options proposed.

All of the detailed evidence base studies and the Sustainability Appraisal have been published alongside this document, and comments on these are also invited. These supporting documents have been made available for inspection at the same locations as the Area Action Plan. The Council would encourage all consultees to read these alongside the Issues and Options Consultation document to enable you to make an informed decision about which option you might prefer.

However, it is equally important to note that the strategic objectives and policy direction for the Wood Green area, together with minimum targets for the creation of new jobs, employment floorspace and new homes to be provided within this strategic Growth Area, have been established through the adoption of the Haringey Strategic Policies DPD as updated with recent alterations. These matters are therefore not subject to further amendment through the preparation of the Area Action Plan.

## Status of the document

The Area Action Plan is a Development Plan Document (DPD) that will form part of the suite of planning documents that will make up the Council's Local Plan. In the hierarchy of Local Plan documents the Area Action Plan sits below, and will need to conform with, the adopted Strategic Policies DPD.

As stated above, the Issues and Options Consultation document represents an early and more informal stage of the Plan's development. As such, none of the options, including the Council's favoured option, carry any commitment or weight at this stage.

Once adopted, the AAP site allocations and any area specific policies will supersede the allocations in the Site Allocations DPD and policies in the Development Management DPD.

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## Consultation, views sought and how to respond

The Council is interested to hear the views of residents, businesses, landowners, local community groups and other stakeholders on the four options being put forward, and whether you consider the Council's favoured option (option 4) as the right one with which to progress.

This document and all supporting documentation can be found on the Council's website at:

[www.haringey.gov.uk/woodgreenaap](http://www.haringey.gov.uk/woodgreenaap)

Hard copies of this Issues and Options Report and supporting documents are available for inspection and short term loan from the Council's offices - River Park House, 225 High Road, Wood Green, N22 8HQ and the Civic Centre, High Road, Wood Green N22 8LE, and at all public libraries in the Borough. A summary and questionnaire can also be obtained at the above locations and downloaded from the Council website.

During the two six week consultation periods, a series of drop in events are planned. The times and locations of the drop in events are set out in the notification letter and are also available on the Council's website. These events will be informal and enable the public to come in and discuss these options and any other issues of relevance to the Issues and Options Report, with officers.

Comments on the document can be made in the following ways:

**Email:** [localplans@haringey.gov.uk](mailto:localplans@haringey.gov.uk)  
**Post:** Planning policy  
River Park House  
225 High Road  
Wood Green N22 8HQ

- By filling in the on-line questionnaire or by emailing or printing this off and returning it to us using the addresses above.
- By attending one of the consultation workshop events advertised in the covering letter, the public notices and on the Council's website.

If you require further information on the Issues and Options Report please contact the Haringey Planning Policy Team on 0208 489 1479 or [ldf@haringey.gov.uk](mailto:ldf@haringey.gov.uk)

## Next steps

The next stage of the Plan's preparation will be to consider the responses received to consultation, and develop a Preferred Option for a further round of Regulation 18 Consultation. This will involve development and refinement of the chosen option and will include proposals for identified development sites across the Wood Green area, urban design guidance, area specific policies (if necessary), infrastructure, public realm and land assembly proposals that will help deliver the vision for the Wood Green.

Consultation on the Preferred Option draft of the AAP is likely to take place in autumn 2016. After which, the Council will take on board the comments received in preparing the final document which will then be published and subject to an independent examination in public before it can be formally adopted by the Council.

# Policy Context

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## National Policy

Haringey's Local Plan, whilst reflecting local needs and circumstances, must be consistent with national policy set out in the National Planning Policy Framework (NPPF). In preparing the Issues and Options Consultation document, the Council has taken account of the NPPF, including recent amendments to its supporting guidance.

## Regional Policy

The London Plan (2015) is the overarching spatial development strategy for London. It provides the strategic, London-wide context within which all London boroughs must set their detailed local planning policies. Accordingly, the Area Action Plan will seek to give effect to, and must also be in general conformity with, policies of the London Plan.

A key purpose in bringing forward the Area Action Plan is to give effect to the future designation of the Wood Green area as an Opportunity Area in the next iteration of the London Plan, programmed for 2020. Currently, the London Plan designates Haringey Heartlands / Wood Green as an Area of Intensification with potential to deliver up to 2,000 jobs and 1,000 new homes as part of a mixed use redevelopment.

Specifically, in relation to the Haringey Heartlands / Wood Green Intensification Area, the London Plan (at Appendix 1) states that:

"A range of development opportunities on the railway and former industrial lands to the south-west of Wood Green town centre with significant potential for improvement building on the area's industrial heritage. Phases of residential and mixed-use development at Hornsey waterworks sites have been completed. Other key sites with development potential include the Clarendon Road gas works and adjacent Coburg Road industrial area. Mixed-use regeneration of these sites adjacent to Wood Green town centre should support delivery of the full range of uses. Site assembly and provision of better links with the town centre and Alexandra Park are key to comprehensive development. Opportunities should be explored to redevelop parts of Wood Green town centre for high-density, mixed-use schemes and strengthen pedestrian connections to the town centre and library. Any new development and infrastructure brought forward in this area must avoid adverse effects on any European site of nature conservation importance (to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects."

As the area develops, there will also be an opportunity to expand development around the Chocolate Factory site, along Station Road and up to the Civic Centre site in the north, increasing capacity, variety and pedestrian linkages. With the potential for Crossrail 2 to serve the area, sites within the town centre will also be expected to do more by way of improved retail provision, accessibility, and additional housing.

To realise the development potential of this area, the London Plan encourages boroughs to work with the Mayor to progress and implement planning frameworks. This Area Action Plan is therefore being prepared jointly with the GLA and will show how the Wood Green area and the relevant specific policies of the London Plan will be realised.

## Haringey's Local Plan

The Wood Green Growth Area forms a crucial and significant component of Haringey's spatial strategy for managing the Borough's growth and development over the next fifteen years and beyond.

Haringey's Strategic Policies DPD establishes the following aspirations for the Haringey Heartlands / Wood Green Area:

- To increase capacity and the variety of uses within the area;
- To bring back into use underused brownfield land, maximising its capacity for housing and employment growth;
- Provide additional open space, play areas and community facilities to meet the needs of residents in the area;
- To achieve physical and visual integration of the Heartlands with the wider area to benefit local communities and ensure sustainable development meeting both local and strategic objectives;
- De-commissioning of the gas holders and decontamination of the land in order to bring forward redevelopment;
- To promote a business relocation strategy to provide the impetus for land assembly;
- Improve pedestrian linkages between Wood Green centre and Haringey Heartlands; and
- The provision of green infrastructure projects to address a range of environmental issues affecting the area.

Informed by the Site Allocations DPD, the development potential of the Haringey Heartlands / Wood Green area has been revised with Strategic Policy 2 stating that the area is to accommodate a minimum of 4,600 net new homes and a significant number of jobs.

In addition to the Strategic Policies DPD, the Area Action Plan will also need to give effect to, and implement the policies and proposals of other Council, and partner strategies, plans and programmes, including those for health and housing.

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## Summary

In summary, to reflect the Strategic Policies DPD, national and regional planning policy, as well as local initiatives and strategies, the Area Action Plan:

- Gives effect to the ambitions of the London Plan to upgrade the designation of the area from an 'Area of Intensification' to an 'Opportunity Area' through an uplift in both jobs and housing provision;
- Gives recognition to, and seeks to strengthen, the role of the Metropolitan Centre designation for Wood Green town centre through provision for greater activity, diversification of uses and additional retail capacity;
- Translates the strategic policies of the Haringey Local Plan into a number of realistic, measurable and enforceable policies to guide development within the area;
- Seeks to ensure that the balance between different land uses is sustainable, attracts investment and results in an urban form, appearance and character that local businesses, residents, and developers can support;
- Regenerates the area west of the High Road and ensures employment led redevelopment of the underemployed utilities and industrial land, contributing to its long-term growth and vitality;
- Seeks improvements to the amenity and connectivity of the High Road with the Cultural quarter and Alexandra Palace;
- Plans for and maximises the accessibility benefits to be secured through Crossrail 2 serving the area; and
- Promotes high quality, safe and accessible development that retains and promotes a strong sense of community.
- Secures investment in social infrastructure to support new and existing residents.



# Portrait of the area - Demographics

This section sets out Census information for the Wood Green 'Area of Study', which comprises five Lower Layer Super Output Area's (LLSOAs) closely aligned to the AAP Boundary. These are set out below and illustrated opposite.

- Haringey 007A
- Haringey 016A
- Haringey 016B
- Haringey 016C
- Haringey 016D

## Population

The Study Area has a population of approximately 14,500. (GLA Mid year projections 2014)

## Age Structure

The Study Area has an above average proportion of working age population (74%) compared to London (69%) and England (65%).

The area also contains a below average proportion of children (17%) as well as people aged 65 and over (9%) when compared to London and the national average.

## Marital Status

At 55%, the majority of Wood Green (Study Area) residents are single, higher than proportions in London (44%) and England (47%).

The number of married people is significantly lower in Wood Green (28%) compared to London (40%) and England (47%).

## Household Composition

Aligning to the marital analysis above, the Study Area contains an above average number of one person households (36.4%), the majority of which are aged under 65. This accounts for the area's below average proportion of family households (45%), compared to the London average of 53.5%.

## Ethnicity

Wood Green's population is very diverse. The Study Area contains a relatively low proportion people of white ethnic backgrounds (57%), compared to London (60%) and England (85%), and above average proportions of black ethnic groups (19.4%). At 12.5%, the proportion of Asian ethnic groups are also high, but not as high as London (18.5%).

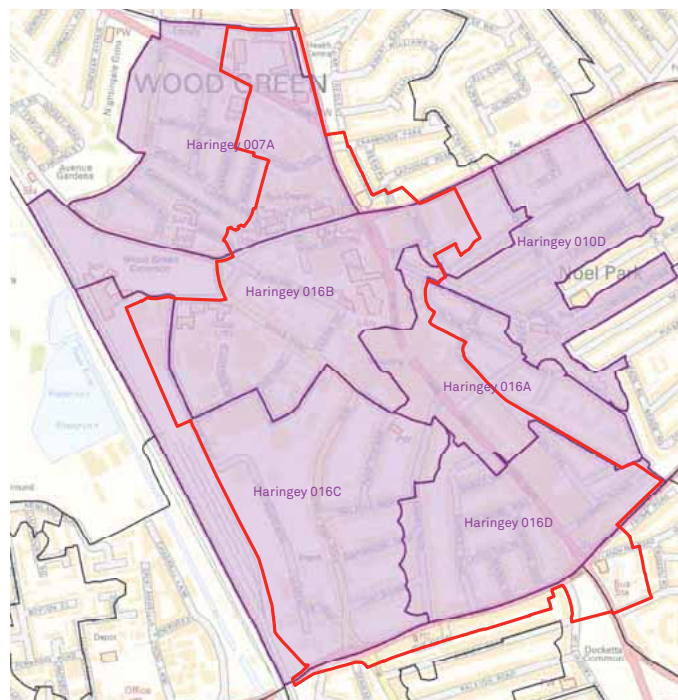
## Religion

The religious identity of Wood green is also diverse. The proportion of Christians residing in the Study Area (46%) is below that of London (48%) and England (59%). However, at almost 18%, the Muslim population is far more prevalent in Wood Green than that in London (12%) or England (5%).

## Housing Tenure

Of the 3,477 households in the Wood Green Study Area, a significantly lower proportion are owner-occupied households (27.8%), compared to London (48.3%) and England (63.3%), although there is a higher proportion of shared ownership households (4%).

Proportions of Social Rented (33.5%) and Private Rented (33.1%) households are all above London and national averages.



LSOA's within AAP boundary

## Qualifications

At 37.4%, the Study Area contains a relatively strong proportion of highly qualified people (having a qualification equal to NVQ4 or above), in line with London (37.7%) and higher than England (27.4%). Similarly, at 19%, the proportion of people with no qualifications is marginally higher than the London average (17.65), but lower than the national average (22.5%).

The Study Area contains 250 students (3.7% of its total population), above that in London (2.5%) and England (1.8%).

## Industrial Structure

Forming the largest employment sector, 13.2% of the Study Area population work in the wholesale and retail trade, broadly in line with London's average.

A significant proportion of people are also employed in accommodation and food service activities (11.7%), significantly higher than that in London (6.3%) and England (5.6%). Education (11%) and Human health/social work (10.1%) also have a significant presence in Wood Green.

## Occupations

Despite making up almost 37% of its total population, the Wood Green Study Area has a lower than average proportion of people in highly-skilled managerial and professional occupations, compared to 34% in London.

It also has a higher than average proportion of people in low skilled 'elementary' occupations (13.6%) compared to London (9.6%).



# Portrait of the area - Stage one social infrastructure framework outputs

## Population Impact from Proposed Development

The tables below present the Proposed Development population by specific age cohorts estimated to be generated by the four options.

Population from Scheme	Option 1	Option 2	Option 3	Option 4
Total Units	4,600	5,000	5,500	6,000
Total Population	8,995	9,777	10,754	11,732

Population Age Profile	Option 1	Option 2	Option 3	Option 4
0-3	546	594	653	713
4-10	657	715	786	857
11-15	431	468	515	562
16-17	154	167	184	201
18-19	147	160	176	192
20-24	351	381	419	458
25-29	683	742	817	891
30-34	1,131	1,229	1,352	1,475
35-39	1,050	1,141	1,255	1,369
40-44	908	987	1,086	1,184
45-49	758	824	907	989
50-54	552	600	660	720
55-59	425	462	508	554
60-64	373	406	446	487
65-69	260	282	311	339
70-74	215	234	257	280
75+	353	384	422	461
Total Population	8,995	9,777	10,754	11,732

## Social Infrastructure Impact Analysis

The infrastructure requirements presented in this section represent the total demand when the strategic development sites are fully occupied for each option.

However, the study area and wider impact area social infrastructure baseline has not yet been fully finalised and as such the current and future capacity and potential surplus capacity of facilities is not defined. Therefore the infrastructure requirements set out below represent a gross figure which will need to be rationalised to incorporate the existing context, and any underused capacity. The Wood Green AAP Infrastructure Assessment Report will be published on the Council's website.

### Education Facilities

Early Year Provision	Option 1	Option 2	Option 3	Option 4
Early Year Places (2-4 yr)	157	171	188	205
Early Year Facilities (52 Place)	3	3	4	4

Primary School Provision	Option 1	Option 2	Option 3	Option 4
Primary School Children	600	652	717	783
Primary Form Entries	3	3.1	3.4	3.7

Secondary School Provision	Option 1	Option 2	Option 3	Option 4
Secondary School Children	389	423	465	508
Secondary Form Entries	2.6	2.8	3.1	3.4

### Healthcare Facilities

Healthcare Provision	Option 1	Option 2	Option 3	Option 4
General Practitioners	5	6	6	6.5
Dental Surgeons	5	5	6	6
Combined Primary Care (sqm)	1,049	1,141	1,225	1,368
Acute Healthcare Beds	18	20	21	22.9
Extra Housing Care Beds	20	22	24	26

### Community space and indoor sports

Community Provision	Option 1	Option 2	Option 3	Option 4
Flexible Community Space (sqm)	585	635	699	763
Library Space (sqm)	270	293	323	352
Swimming Pool Lanes	2	3	3	3
Sports Courts	3	3	4	4

### Open space and recreation

Open Space and Recreation Provision	Option 1	Option 2	Option 3	Option 4
Public Open Space (ha)	15.29	16.62	18.28	19.94
Including:				
Playing Pitches (ha)	5.13	5.57	6.13	6.7
Children's Play (ha)	1.79	1.94	2.14	2
Separate Provision:				
Allotments (ha)	2.16	2.35	2.58	2.8

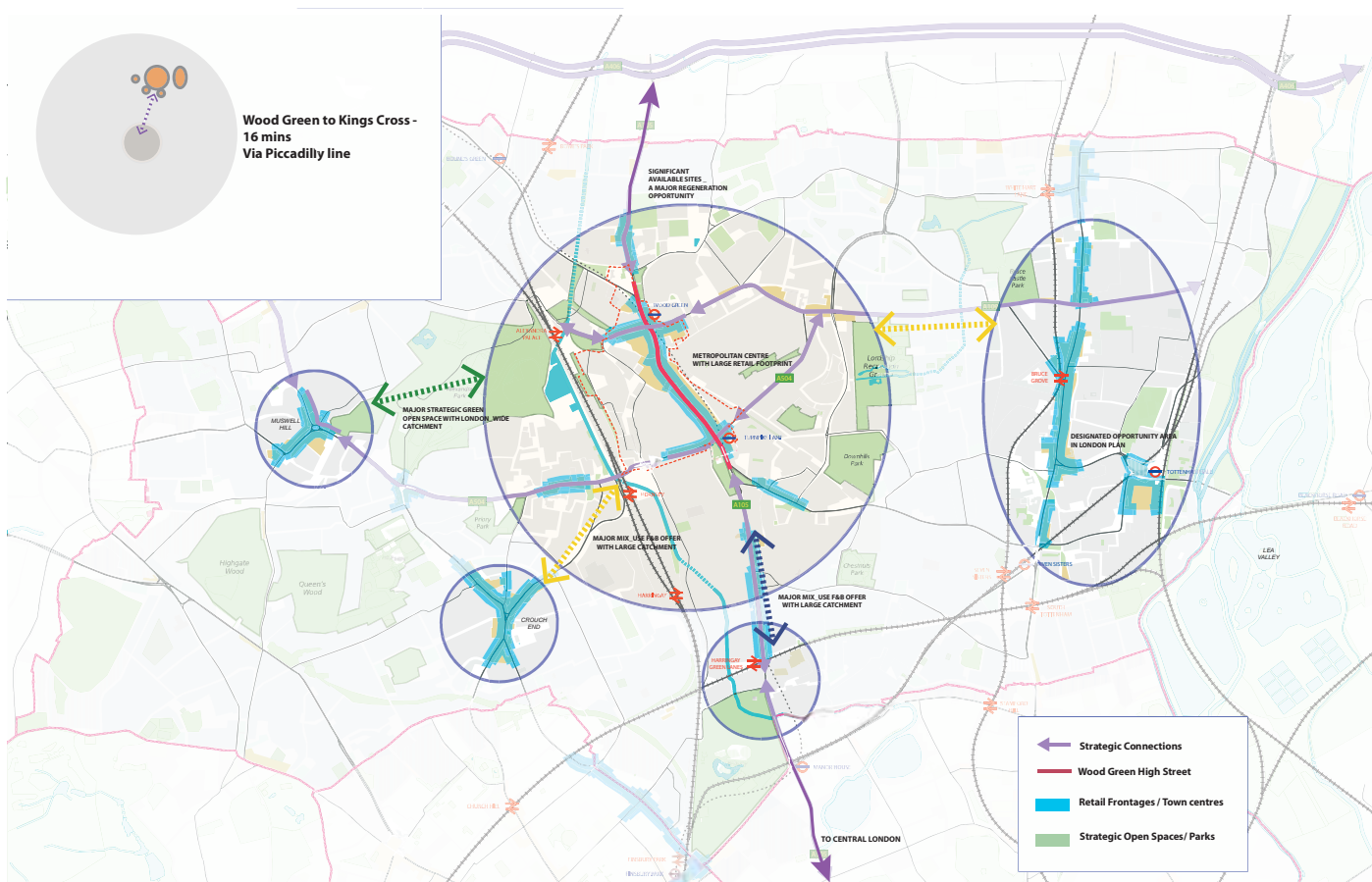
## Portrait of the area - Relationship with surrounding area

Wood Green is located in North London at the heart of the borough of Haringey. With central London a 15 minute journey away via Kings Cross, and the planned 24 hour service on the Piccadilly Line underground, it has recently been identified as a major area for the provision of London's housing needs.

An established high street (The High Road), boasting a large retail footprint servicing shoppers from the neighbouring areas, has led to the designation of Wood Green as a 'Metropolitan Centre' in the London Plan; a status which very few other town centres enjoy. Wood Green is also the civic hub of the area, housing public services and the Council offices for the Borough. In the past, Wood Green also accommodated a number of factories due to its proximity to the main east coast rail line and, in earlier periods due to the presence of the New River. These facilities have now been re-located outside of the town centre or shut down leaving spaces and buildings that are redundant and available for redevelopment. Some of these are already adapted into mixed use workspaces that have resulted in the emergence of a new character area between the rail line and town centre.

Though having evolved as a small hamlet at the base of a large forest, today there is a lack of open space and green infrastructure within Wood Green. The area would benefit from better connections to Alexandra Park, its large open space, culture and leisure amenities which stand adjacent to, but are difficult to access from Wood Green town centre. Across from the park, Muswell Hill is a thriving self-sufficient local community with residential neighbourhoods and an effective high street. Towards the east is Downhills Park which forms the focus of a large residential neighbourhood. The eastern edge of Haringey is formed by Tottenham Hale, which is undergoing a huge transformation currently identified as a major opportunity area within the London Plan.

Wood Green is very well connected and serves as an extension of the north-south connection from Finsbury Park, Manor House, Green Lanes and Turnpike Lane. This route is a direct connection between these neighbourhoods which changes in character travelling north, from the food and beverage hub in Green Lanes to Turnpike Lane to the Retail intensive High Road in Wood Green. With its strategic location, abundant connections, existing amenities & facilities and site availability, Wood Green has the potential for major regeneration in the near future.



## Portrait of the area - Land use

Wood Green is focussed around its main artery, named the High Road, which connects Wood Green underground at its northern end and Turnpike Lane underground at its southern end. The High Road is a thriving street with retail uses on both sides along its length. The Council library and the Mall form the centre of the High Road. The Mall is a mixed use facility with recreation and leisure uses and residential above two floors of retail. Towards the east and west of High Road are residential neighbourhoods in the form of Victorian terraces or detached and semi-detached houses. Further east or west, the residential types changes to apartment blocks and higher density, contemporary housing. Further north-west, towards the railway line, is a cluster of employment uses including storage sheds and small manufacturing units which represent the last remains of a cluster of factories that developed in this area with the coming of the railways and the New River before it. This area also comprises empty sites, redundant infrastructure in the form of soon to be removed gas holders, some commercial buildings and workspaces. Further north towards Wood Green Common, are a number of educational facilities fronting Wood Green Common.

Commercial uses and Council Offices front Station Road between the Common and the station. Other infrastructure and public amenities are present here in the form of the Arriva Bus depot and former telephone exchange at Green Ridings House. The northern-most end of Wood Green town centre is the oldest and has many listed buildings such as St. Michaels church, around which the hamlet of Wood Green grew in the 17th century. This area still retains much of the character of a small village with more open spaces, large houses and educational facilities for the community.



Light industry off Coburg Road



Retail activity on the High Road



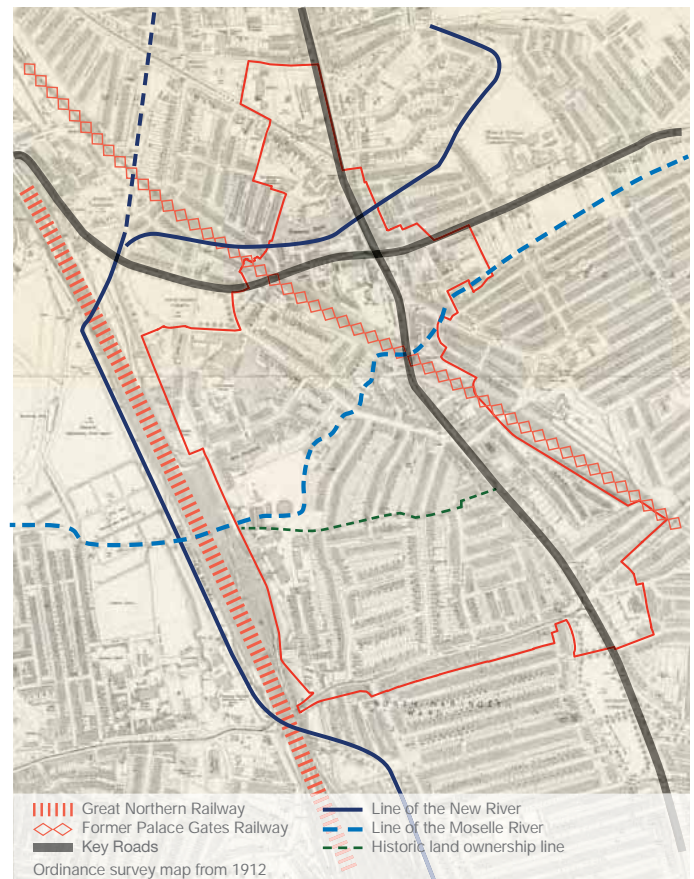
# Portrait of the area - Urban Character

## History

Wood Green began as a small hamlet at the base of Tottenham Wood in the 13th century. The strategic desire lines were always towards Central London, particularly Smithfield market. In the 17th century, New River was constructed in Wood Green in order to bring fresh water from Hertfordshire.

The road pattern that currently exists today was laid out at the beginning of the 19th century. With the establishment of railways Wood Green became the home of working class families commuting to Central London, while also attracting its own factories to the area. More distinct character areas developed to the east of the High road with the construction of Noel Park and the population increased with the extension of the Piccadilly line. In 1965 the reorganization of London Government provoked the council to consider the commercial centre of Wood Green resulting in the Wood Green Central Area scheme that would deliver the Shopping City, Library, Sandlings Housing on the former Noel Park Goods Yard and River Park House.

Wood Green today lacks a certain ordering of its buildings and key spaces. Like many areas the urban grain has been informed by natural patterns such as the Moselle River whose culverted line can still be traced along the northern edges of Parkside Malvern and Noel Park, and former land ownership lines which can be seen in the ordering of housing in Parkside Malvern. However, the area's physical form has changed little over time with the High Road remaining a constant and defining spine with the interstitial areas heavily influenced by the lines of both existing and historic transport infrastructure.

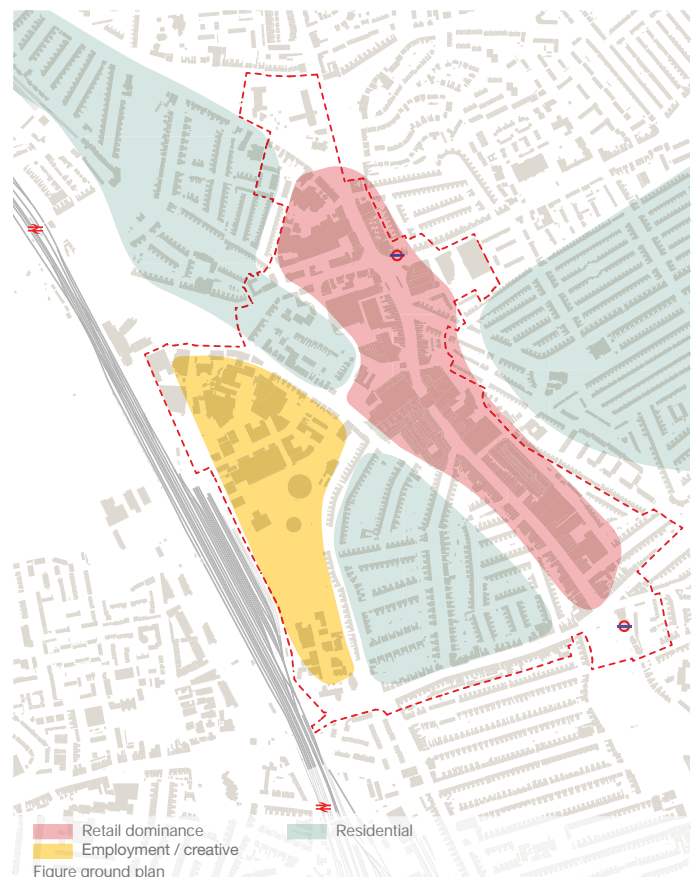


## Urban structure and character

The figure ground plan shows the broad urban structures and forms that exist in the area and the disconnections that occur within it. At the centre is the High Road (shown in pink) typified by its large retail blocks which reinforce a one-dimensional north-south route and disrupt potential east-west connections.

To the south is a pocket of former industrial buildings and a gas works which in places have been re-appropriated to provide employment and creative spaces. It is typically inward looking and noticeably disjointed from the High Road and the rest of the Town centre.

Surrounding these two areas are Victorian and Edwardian residential areas organised as terraces around well structured street patterns. Again, the relationship between these and the other two areas are weak both in terms of physical scale and form as well as connectivity.



Housing adjacent to retail block



Factory in Cultural quarter

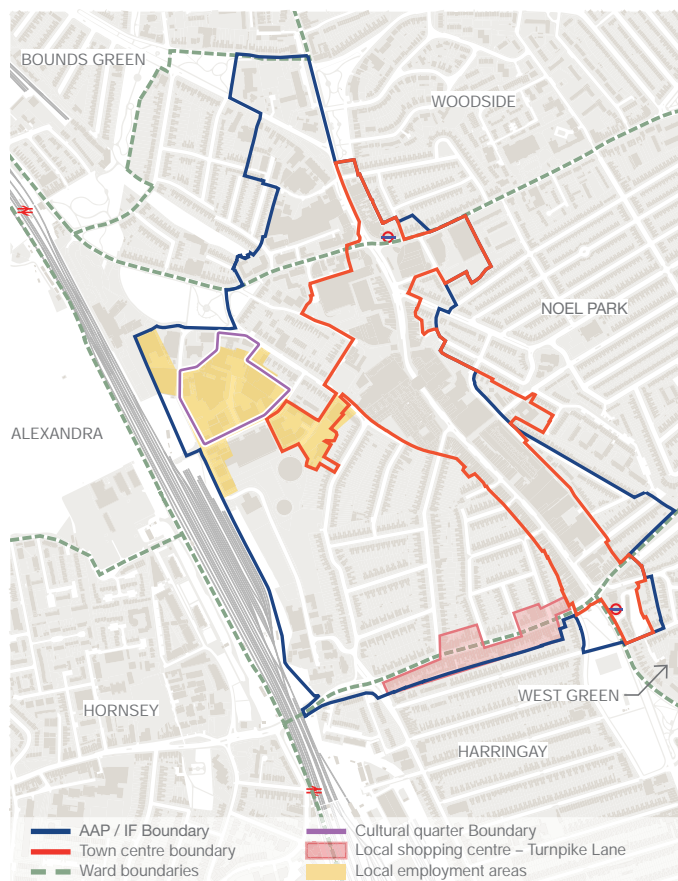
## Key boundaries

The Investment Framework boundary is the same as that used for the Area Action Plan and sits across three wards; Woodside, Noel Park and Bounds Green and is bounded by Alexandra, Hornsey, Harringay and West Green wards. It captures the High Road from the Civic Centre in the north to Turnpike Lane underground and bus station in the south. The western edge is defined by the great northern railway line (the east coast mainline), and the east loosely by the Noel Park estate.

The Town centre boundary captures all retail activity on the High Road including all of the Mall and Morrisons supermarket. Its western boundary extends towards the Cultural quarter to include Iceland supermarket, the industrial units behind Hornsey Park Road and those at Bittern Place to the east of Silsoe Road.

The edges of the Cultural quarter are defined by Western, Coburg and Mayes Roads. The designated local employment area captures all units within the Cultural quarter with the notable exception of Olympia Industrial Estate.

Running west from the underground station, Turnpike Lane is identified as a local shopping centre until it meets Wightman Road.

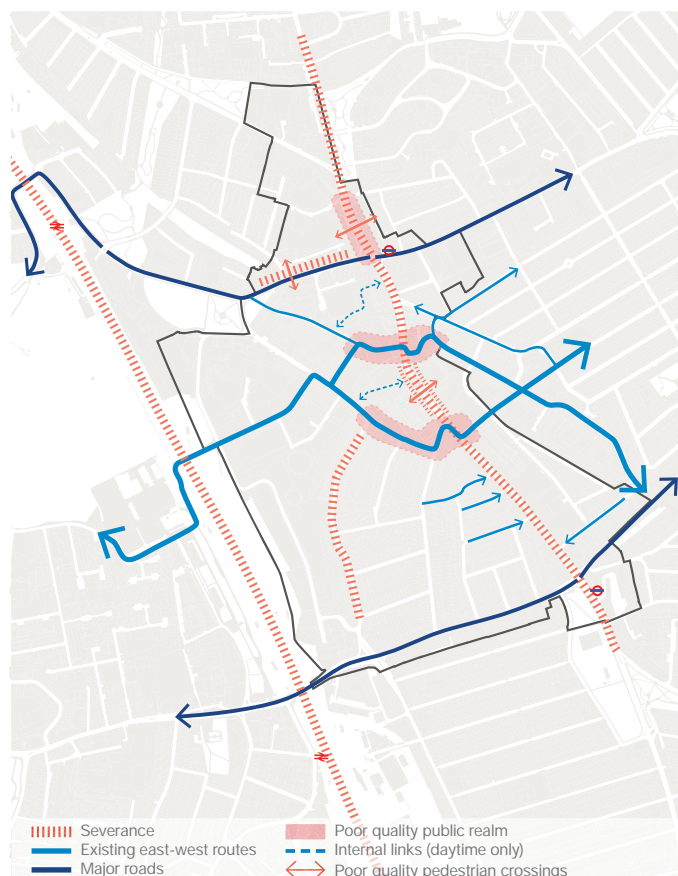


## Pedestrian movement

East-west pedestrian connections between Lordship Lane and Turnpike Lane are in short supply with a number of barriers contributing towards the problem.

The East Coast mainline disconnects Wood Green from Alexandra Park to the west. There are two locally recognised connections with the first being a narrow pedestrian bridge at Alexandra Palace station and the second the Penstock foot tunnel, which is unwelcoming due largely to its limited width and lack of security that passive surveillance would offer. Once through the foot tunnel the route to Alexandra Palace is circuitous with the reservoirs and reed beds presenting a further barrier.

Key east-west links across the High Road are restricted to north and south of the Mall. Both of these routes are indirect, limiting intuitive way finding and they are further impaired by unwelcoming alleyways that have a negative effect on pedestrian experience.





# Portrait of the area - Urban Character

## Greenspaces and waterways

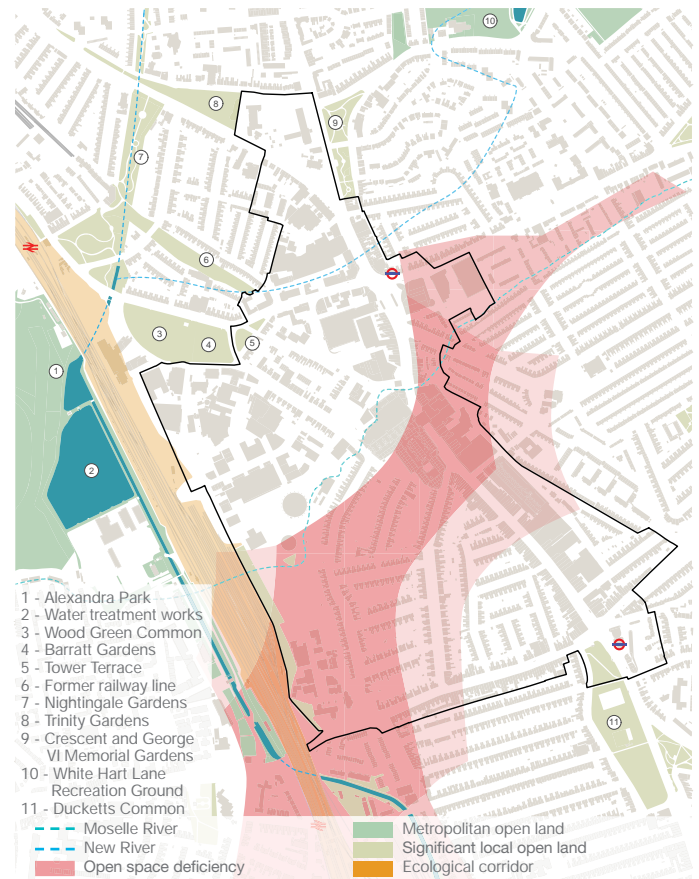
The AAP and Investment Framework boundary includes part of Ducketts Common and a small piece of land to the east of Barratt Gardens fronting Tower Terrace. Surrounding spaces include Alexandra Park and the old railway line between Park Avenue and Station Road which is not publicly accessible. Existing green spaces are not linked, suffer from poor setting, access, restricted use and poor visibility. An open space deficiency has been identified at the heart of the AAP area and new and improved spaces should be provided alongside development. The railway embankment ecological corridor is seen as an area for increased pedestrian access. Alexandra Palace Park offers a major green destination, however connections from Wood green are limited (via Penstock foot tunnel and the station bridge) and hidden. The New River footpath runs on the western side of the railway but access is restricted. The New River is culverted below Trinity Gardens and is visible at the southern end of Nightingale Gardens as it passes below Station Road. It may be possible to establish a link towards the reservoir here.



Former railway crossing, Park Avenue



New River running under Station Road



## Public spaces

This diagram illustrates all public space, including green space, throughout Wood Green. The High Road is congested with very few pockets that provide respite and dwell space. Exceptions are Hollywood Green and the library which despite recent improvement works lack an overarching identity and are weakened by poor frontage and the wider streetscape. Frontage to Green Riding House and the northern edge of Station Road have more generous public space but are dominated by out-dated hard landscaping and a lack of active frontage.

There is an obvious absence of appropriate spaces to sit away from the busyness of the High Road offering a 'continental' use pattern aligned with the demographic of the area.

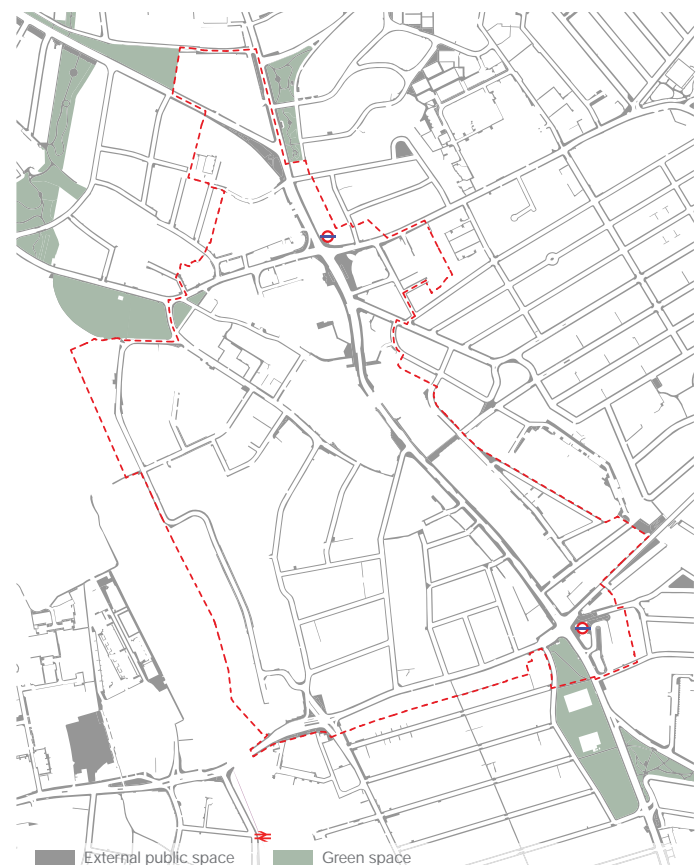
The area's lack of depth is visible in the typical footpath pattern surrounding the High Road but notably to the west where there is no public space around the vicinity of the cultural quarter.



Wood Green Library



Hollywood Green public space and frontage



## Active Frontages

The issue of blank and inactive frontages beyond Wood Green's High Road is well documented and its extent is illustrated here. The vibrant High Road and more locally orientated Turnpike Lane represent the only significant areas of active frontage throughout the AAP area. Aside from being inactive, most elevations behind the High Road have a detrimental effect on their surroundings most commonly because of a scale and materiality unsympathetic to its context and hostile security treatment along key boundaries.

Some areas around the Cultural quarter, Karamel Restaurant and the Duke of Edinburgh pub offer some active frontages but aside from this, most activity is hidden from the casual observers view. There are areas of commercial frontage but their relationship with the streetscape is poor.

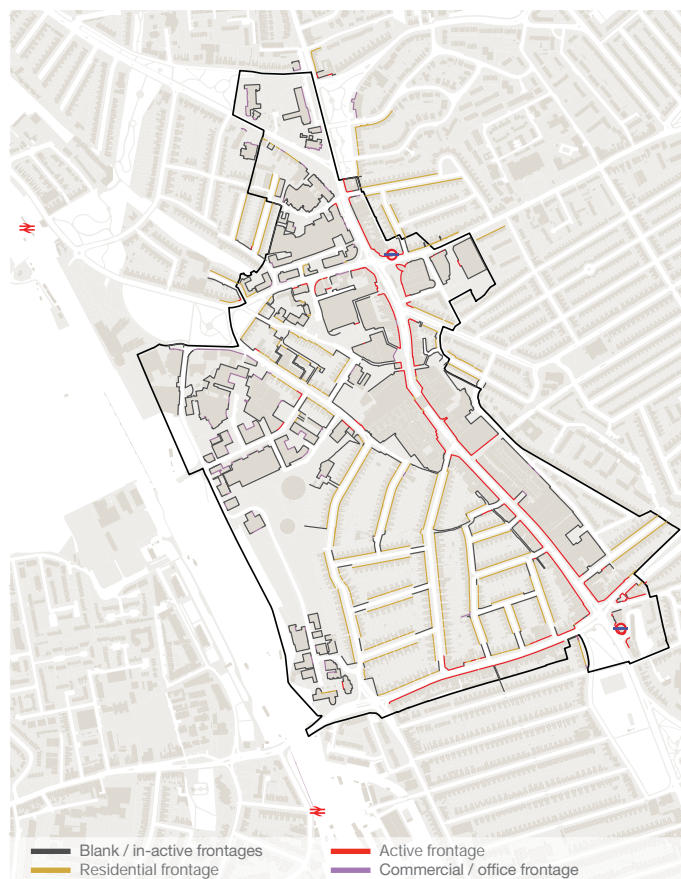
Parkside Malvern represents one of the stronger character areas and the importance of frontage (albeit residential) is evident here.



High Road frontage



High Road back-ends, Bury Road



## Views and vistas

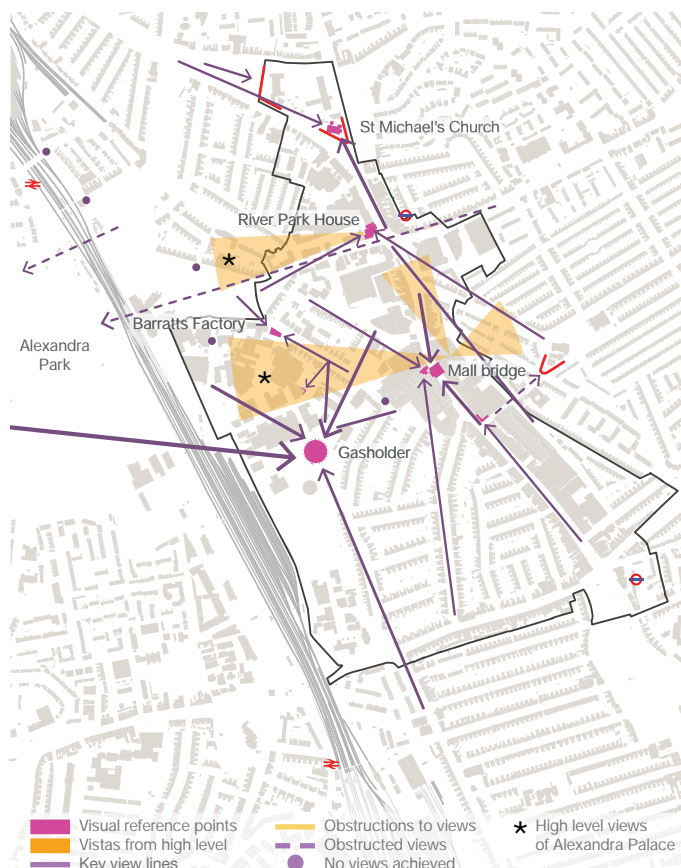
A number of buildings offer visual reference points. Positive buildings include St Michael's Church, which whilst on a prominent line, is weakened by heavy foliage and clutter from street signage and furniture. The former Barratts Sweet Factory is a key marker on an important threshold. The redundant gasholders on the Clarendon Road development site are also highly visible, and their removal may emphasise the need for a landmark or significant building in this location as a wayfinding device. Views towards Alexandra Palace are restricted at street level with many sight lines impeded by the railway embankment although the radio mast is visible from Lordship Lane. Long distance views are possible from the roof of The Mall carpark and upper floors of River Park House. Other less favourable structures include the Mall, most prominently the bridge that obscures key views on the High Road. At 12 storeys, River Park House can be seen from numerous locations. Areas of high footfall, such as the western side of the Mall, have limited sight lines towards the Cultural quarter suggesting a more legible and intuitive street pattern would be of value.



Alexandra Park from the Mall carpark



Gasholder seen from Coburg Road





# Portrait of the area - Urban Character

## Conservation, heritage and built assets

In general there is a limited number of listed buildings within the AAP area. The highest listing (Grade II\*) is for the interior of the Dominion Centre on the High Road, formerly the Gaumont Cinema. Its strong brick and white stone frontage is the most important external element, but it is starting to fall into a state of disrepair, and its rear elevations form an enclosing brick box that offers little of benefit to the surrounding streetscape. Other buildings and structures are Grade II listed. Notably St Michael's Church adjacent to the Civic Centre. Listed structures include the brick tunnel entrance to the New River on Park Avenue.

Key conservation areas influencing the AAP are Wood Green Common and Trinity Gardens. The first is dominated by areas of green space that were originally one large common. It includes the embankment of the former Palace Gates Railway Line and educational buildings such as Alexandra Primary School which alongside neighbouring residential streets are of architectural merit. The latter covers Trinity, Nightingale and Crescent Gardens, beneath which the culverted New River runs.



Former Gaumont Cinema



St Michael's Church



## Negative impact streetscape

Aside from the more obvious buildings that fail to contribute towards the area's character such as the Mall, this diagram identifies a series of secondary buildings of negative impact. They are non-aspirational buildings that create poor arrival points or fail to strengthen key spaces and should be considered for redevelopment if an opportunity arises. One example is the Grand Palace near the Civic Centre, which although outside the AAP area, has an adapted façade which fails to contribute towards the green space it fronts.

Poor quality pedestrian environments are predominantly caused by traffic and obstructions presented by the bus depot, surface level car parks and service yards, congested High Road pavements and various cul-de-sacs where a lack of frontage encourages anti-social behaviour and fear of crime.





## Buildings of value and local assets

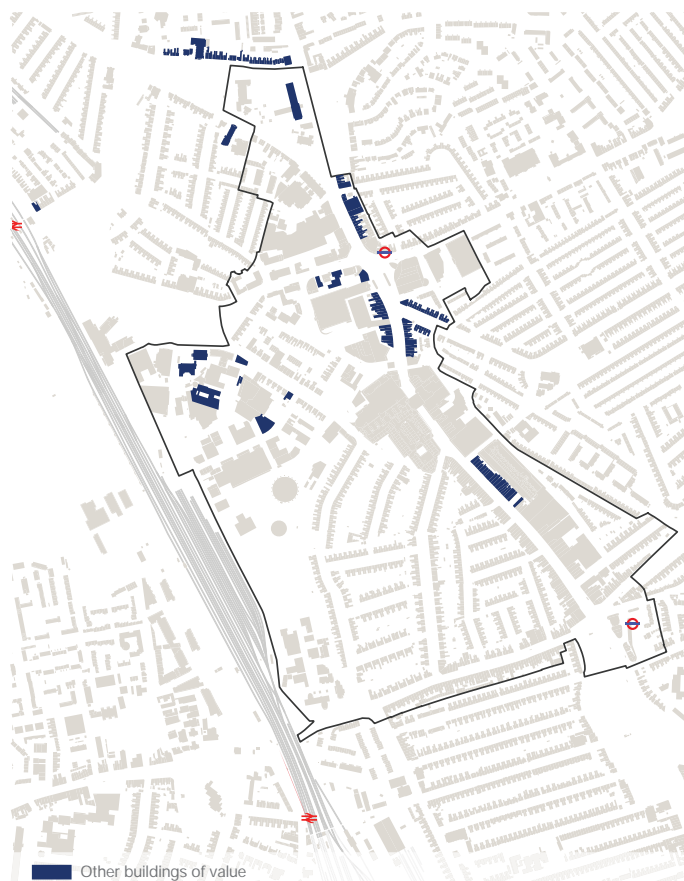
Notable, unlisted, buildings that make a significant contribution to the area's character include the Green Rooms and key elements within the Cultural quarter such as the 1930's Chocolate Factory buildings. The Civic Centre to the north of the High Road was built between 1955-58 and is a locally listed building. Key street frontage has also been identified including the northern edge of Trinity Gardens, the retained frontage in front of Bury Road carpark which includes the façade of the former Empire Cinema and the northern end of the High Road alongside the Victorian and Art Deco buildings that define the route towards Noel Park. Notable uses that add a stronger presence to the area include the well-used Big Green Independent Bookstore, Coffee Republic which has become a local 'landmark,' street markets and the Mall's Market Hall; an under utilised asset reflecting the area's diversity. Effort is needed to enhance these assets as Wood Green has a poor overall built character and urban environment considering its Metropolitan Town centre status.



The Green Rooms



Art deco frontage on Gladstone Avenue



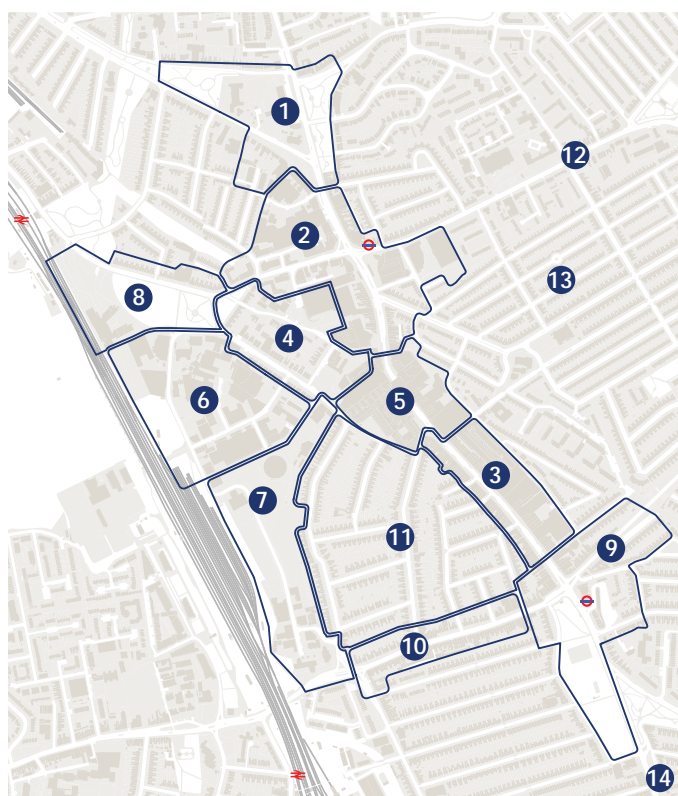
## Land ownership

The diagram opposite illustrates the high level of council ownership that offers the potential for the areas to be influenced without complex land assembly issues. Within LBH ownership are a number of sites with potentially good land value that can help unlock the potential of the identified options. Areas such as the Mall currently sit in private ownership but are seen as critical sites that have the potential to significantly alter the urban character of Wood Green and therefore rely upon acquisition or the owners shared ambition as regards building a better and more successful town centre.

The highlighted area has been identified as a key threshold critical to improving connections between the High Road, the Cultural quarter and Alexandra Palace beyond. A more detailed understanding of private land ownership is being pursued.



# Portrait of the area - Character Areas



A number of character areas have been identified within the AAP boundary that each offer a different quality of space, history, urban form or land use pattern. Initial impressions of a retail dominated High Road are compared against areas that are often hidden, such as the Cultural quarter which offers workspace for many small businesses as well as the former industrial lands of the Clarendon Road development.

Wood Green generally has a poor overall built form and character for a Metropolitan Town centre and there is a lack of public space that could provide the area with a focus and identity. Movement is typically centred along the High Road with poor connections restricting movement to the east and west. The following pages explore these areas in more detail and provide context to the AAP and character area “Strength, Weaknesses, Opportunities and Threats” (SWOT) analysis which informs the options and makes suggestions for how change can be brought forward in each area. For a full analysis of the existing context please refer to the Urban Character and Place Making Study.

- |                                  |   |
|----------------------------------|---|
| 1 - Civic Centre & Trinity Green | 9 - Turnpike Lane Station & Ducketts Common |
| 2 - High Road North              | 10 - Turnpike Lane                          |
| 3 - High Road South              | 11 - Parkside Malvern                       |
| 4 - Parkland & Morrisons         | 12 - Lordship Lane                          |
| 5 - The Mall                     | 13 - Noel Park Estate                       |
| 6 - Cultural quarter             | 14 - Green Lanes                            |
| 7 - Clarendon Road development   |   |
| 8 - Wood Green Common            |   |

## 1 Civic Centre & Trinity Green



View towards St Michaels Church

The locally listed Civic Centre sits within the Trinity Gardens Conservation Area at the northern most end of the AAP boundary and there is a slower paced and more residential orientated atmosphere compared with other character areas. It holds two listed buildings and a monument, the latter being a War Memorial that sits on the eastern edge of the High Road. The area suffers from poorly defined edges and low quality public realm that weakens the setting of key buildings. The area connects to a wider green network via Trinity Gardens. A key view is afforded towards St Michaels Church from the south as you approach the site along the High Road.

## 2 High Road North



The facade of River Park House

A key arrival point to Wood Green, this area sits around two key arteries, Station Road leading towards Alexandra Palace and the High Road which is the key north-south route in the area. The southern stretch of the character area features typical Victorian buildings that are a key part of the areas historic fabric. Hollywood Green in front of the cinema at the intersection of these arteries is under utilised but should be one of the areas most significant pieces of public realm. The western frontage of the High Road above the intersection is defined by River Park House, the entrance to Wood Green Bus Garage and Green Ridings House, all of a different scale and offering little frontage or sense of arrival. The streetscape on Station Road is congested and suffers from level changes but has a number of opportunity sites and potential access from the disused railway line behind William Hill.



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### 3 High Road South



**A market stall on Brompton Park Road**

The High Road here appears to revert to a typical Victorian typology with market stalls occupying side streets. However, on the south-eastern edge, traditional units conceal the Empire Development, built as part of the Central Area scheme in 1975. This sits across Dovecote Avenue which forms a pedestrian approach but which severed an east-west link leading towards Noel Park. A supermarket and car park sit below low-rise housing intended to show how commercial development could be brought forward without housing loss. The south-eastern end of the High Road supports larger floor plate retailers.

### 4 Parkland & Morrisons



**View east from Parkland Road**

This area is arguably at the heart of Wood Green and a key threshold between the High Road and Cultural quarter. However, it is typical of Wood Green's back-end problem. Dominated by the service yards and rear-end functions, it lacks active frontage or identity. Morrison's car park forms the key arrival point from either Station Road or the High Road, the later journey made via an unwelcoming alleyway to the south of the library. There is a low-rise housing development sitting behind Mayes and Parkland Roads, offering a more domestic scaled space, albeit one that severs connections between the High Road and Cultural quarter. Fronting Wood Green Common is a modest but characterful Victorian terrace whilst the Duke of Edinburgh pub and former Barratt's Sweet factory sit on the threshold with the Cultural quarter.

### 5 The Mall



**Market Hall within The Mall**

Built in the late 1970's, The Mall occupies the site of the former Noel Park and Wood Green Railway Station. According to a recent GLA healthcheck the High Road and Mall attract 220,000 visitors each week. The Mall is split by the High Road allowing street frontage to many stores; a bridge at first floor links the two halves. The distinctive red Southwater brick was selected to blend in with the surrounding streetscape but its scale exaggerates areas of blank frontage and contributes towards a 'back-end' problem, an issue not helped by numerous service yards and unintuitive alleyways.

To the west, the centre is six storeys high with shops on the lower levels and housing above. An internal route connects this side with the High Road, passing through the busy market hall, a space which reflects the area's diversity and which adds vibrancy.

### 6 Cultural quarter



**Karamel restaurant and gallery**

The Wood Green Cultural quarter was first designated in the 1998 Unitary Development Plan as an area that could support employment space, create jobs and improve links within the surrounding area. The area was once home to Barratt's sweet factory that moved out in 1980. Its building on Clarendon Road is now one of the areas most prominent, outward facing buildings. There is a lot of activity happening here but little evidence of it with frontages generally quite inward looking. The key building at the heart of the quarter is the chocolate factory, a five storey 1930's conversion with a smaller 1980's three-storey addition to the south which provides workspace to a number of creative industries. Other uses include The Karamel Restaurant which brings social life to Wood Green and sits within another important site, the Celtic Bakers wholesale bakery, Alexandra Primary School and a household waste site.

# Portrait of the area - Character Areas

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## 7 Clarendon Road development



**Artist's impression of proposals**

The Great Northern Railway Embankment that is recognised as an ecological corridor defines the western edge of the Clarendon Road development. The Moselle River is culverted below, running east-west across the site before turning northwards and passing beneath the industrial site behind Hornsey Park road.

In 2009 outline planning approval was granted for significant residential led development but a revised application with an increased number of residential units is expected. The area is largely characterised by redundant light industrial land to the north and a well used but utilitarian business estate to the south. Activities here include a button manufacturer and yoga centre. The area is home to two gas-holders which will be demolished to make way for the new housing.

## 8 Wood Green Common



**New River Path, threshold with Heartlands High School**

Sitting to the east of Station Road within a conservation area, this once abutted Tottenham Wood. It is bisected by a straight footpath and enclosed by railings and the brick wall of Heartlands High School to the west. This area is open grassland with a playground whilst the east side, Barratt Gardens, was laid out between 1912 and 1930. It features a pergola with a series of paths radiating from a central area with a drinking fountain dedicated to C W Barratt whose factory stood on the corner of Mayes Road. The council completed improvement works in 2011 including improved lighting, railings and planting. London plane trees line the north, east and part of the south sides. The New River runs beneath Station Road and can be seen passing under the railway tracks to the west.

## 9 Turnpike Lane Station & Ducketts Common



**Outdoor gym in Ducketts Common**

Tube and bus stations reinforce this areas identity as a local transport hub, a status set to take on greater importance if Crossrail 2 arrives. Sitting around a key route towards Tottenham, it is an important thoroughfare, which has a significant impact upon pedestrian experience. The tube was part of the Piccadilly line extension and set new aesthetic standards. Designed by Charles Holden in the 1930s it is a well-preserved example of modernist London Transport architecture and is Grade II listed. The bus station was covered in 1968 as part of a "reshaping plan" but was removed as part of development in the late 1990s. Ducketts Common is well used with provisions such as an urban gym. Paths pick up desire lines allowing pedestrians to avoid congestion around the station. As a transport interchange of some significance, consideration will need to be given to enhancing Piccadilly line and bus line interfaces and impacts on development scenarios.

## 10 Turnpike Lane



**Well used shops on Turnpike Lane**

Identified as a local shopping centre, Turnpike Lane is a low rise High Road with a messy and slightly disorganised appearance typical of a well used and functional area. Commercial units are typically organised along the southern edge of the street with the northern edge adjacent to Parkside Malvern predominantly catering for residential use. Predominant use classes are A1 and A3 with speciality shops and a food offer spreading up from Green Lanes to the south. On the northern edge of the road towards the underground station, commercial units have taken advantage of a larger forecourt between the footpath and premises to either provide outdoor displays or seating.



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## 11 Parkside Malvern



**Lime Trees Open Space on Hornsey Park Road**

Parkside Malvern sits to the south of the AAP area, bordered by the Mall and High Road and Turnpike Lane and Clarendon Road development. The area is made up of Victorian and Edwardian terraced housing. Despite its proximity to Wood Green residents typically identify themselves with Hornsey, perhaps as a result of street patterns that generally shift visits in this direction as opposed to toward the High Road. Alexandra and Burghley Roads run north-south through the centre of the area, and aside from one alleyway, do not afford east-west connections between the two sides. Alleyways are not uncommon particularly along the rear of retail units serving the High Road. An active residents group has made efforts to improve these. Although housing does not face the site directly, the threshold with the Mall is uncomfortable in terms its blank frontage and scale. On Hornsey Park Road, Lime Treed open space sits at the proposed entrance to the Clarendon Road development and as one of the only green spots it is a point of contention.

## 13 Noel Park Estate



**Housing on Salisbury Road**

Noel Park estate is recognised as a conservation area and consists of 2,200 dwellings built between 1883 and 1907 on farmland belonging to Dovecote House. The project took advantage of the opening of a station on the Palace Gates branch line in 1878, which provided a convenient route to the factories of east London. Five types of houses were built and are easily recognisable at key junctions by turret-like gables. It has been suggested these were designed to resemble dovecots in reference to the farm they replaced. Residents were entertained at the Empire Theatre from 1912 but no public houses were permitted on the estate. Noel Park & Wood Green station closed in 1963 and was demolished in the 1970s to make way for The Mall and Bury Road Carpark which severed the historic Dovecote Avenue route between the estate and High Road. The old goods yard became the site of the Sandlings development.

## 12 Lordship Lane



**Housing on Lordship Lane**

Lordship Lane is a key arrival point and important bus route linking Wood Green to Tottenham High Road via Lordship Recreation ground and Bruce Castle park. Historically it was the first connection between these two areas and in 1904 tram tracks were laid to improve the journey, terminating at Bruce Castle.

Residential units from a mixture of periods form the primary street frontage. Notable buildings include the Mecca Bingo Hall, which has been identified for redevelopment, Hollywood Green cinema and Wood Green crown court. This substantial building was originally a school, built in 1865 in a Gothic style. In 1974 it began life as a law court before being rebuilt in 1989 following a fire. Its impressive roof is clearly recognisable on the areas skyline when viewed from a vantage point such as the Mall carpark.

## 14 Green Lanes



**The Salisbury**

Although not immediately adjacent to Wood Green the heart of Green Lanes to the south of Turnpike Lane offers a precedent for how the High Road offer and environment could be strengthened. Green Lanes runs north-south through Harringay but at the junction with Turnpike Lane temporarily changes its name and runs through Wood Green as 'High Road', resuming its identity at Lascotts Avenue. It's a historic route for taking cattle to Smithfield market with its name derived from land such as Ducketts Common where the animals could graze en route. Today it has a strong Turkish and Kurdish community, seen in the large number of speciality shops and restaurants that define the vibrant High Road. One key landmark as approached from Turnpike Lane is The Salisbury, a listed pub on Grand Parade.

# Portrait of the area - Transport and movement

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## Public Transport Accessibility

The area is well served by public transport and this is demonstrated by the Public Transport Accessibility Level (PTAL) score which is predominately 6-6b (excellent) across the study area lowering to 4 (medium) in the far west around the gas works. Opportunities to increase PTAL in the limited areas where it falls below 6 will be explored in the forthcoming Investment Framework. This is likely to be through the opening up of new pedestrian links where buildings currently prevent access.

## Underground

The study area is located on the Piccadilly London Underground line and features two stations. Wood Green in the north of the study area and Turnpike Lane to the south. Both stations are located in Zone 3 with Turnpike Lane also being a major bus interchange in North London. No step free access is available at the stations; however, opportunities for addressing this through the proposals being developed for Crossrail 2 could change this in future.

TfL will begin operating a 24-hour service on the Piccadilly Line as part of the night tube in 2016. This will further enhance the public transport offering in Wood Green and support the evening and night time economy in the area.

## Rail

To the west of the study area, Alexandra Palace railway station is located on the Great Northern Main Line and provides connections to the national rail network. This station is operated by Thameslink and provides connections towards Moorgate and the City in the south and Welwyn Garden City and Hertford in the north. To the south west of the study area Hornsey railway station offers similar connections to that of Alexandra Palace.

Both railway stations are located outside of the study area and due to the severance created by the railway line have limited connectivity. Alexandra Palace is connected to the study area via Station Road which connects with High Road and Wood Green Underground Station to the east. However, the pedestrian route from Wood Green to Alexandra Palace features a mixture of footway surfaces and is not considered to be of a particularly high standard. Opportunity therefore exists to enhance this east-west connection between stations and on towards the Park.

## Crossrail 2

The Crossrail 2 safeguarding proposals currently include an alignment that would deliver two stations within the vicinity of the study area at Alexandra Palace and Turnpike Lane Underground Station. As the railway would be in a tunnel below the AAP study area consideration has been given to the type of development that is feasible considering its presence.

Following discussions between the London Borough of Haringey and Transport for London a further option to provide a single Crossrail 2 station within the AAP area near Wood Green Underground station is being explored. If this option were to be carried forward it would enable a more coherent and denser town centre and a stronger east-west route to be formed. TfL carried out public consultation on the plans in Autumn 2015. It should be noted that changing the stations that are served by Crossrail 2 will impact the alignment of the route and therefore the safeguarding within the study area may change over time.

## Bus

Many bus routes serve the AAP study area, providing connections across Central and North London. The majority of services are operated by Arriva. Bus stops in the study area are concentrated along High Road, Station Road/Lordship Lane, and Turnpike Lane. However, the majority of routes can be accessed from the bus interchange at Turnpike Lane station. Bus facilities in the study area are of relatively good standard with many stops featuring shelters, timetable information and disabled friendly kerbing.

The majority of the study area already features a reasonable PTAL score and bus based public transport is measured with reference to the number of services and stops located within 640m walking distance. The bus stops on High Road are located within 640m walking distance of the sites in the west of the study area and therefore these stops are accessible. It is our intention that through the options clearer, more direct pedestrian routes could be delivered from the development plots in the west to the High Road which would further improve the accessibility of the sites.

## Road Network

The A105 High Road runs on a north-south axis through the study area and is part of the Transport for London Strategic Road Network (SRN) linking Wood Green with the City. The High Road also runs through the Metropolitan Centre of Wood Green and as such is a busy High Road environment with a concentration of retail on both sides that results in high pedestrian footfall. Coupled with several bus routes and high volumes of through traffic means that the road is very congested with slow moving traffic a feature throughout much of the day and evening. High Road is recognised as a congestion hotspot in the borough, however, there are limited alternative north-south corridors and opportunities to improve highway capacity are likely to be limited. A major public realm enhancement has recently been introduced on the High Road which has improved the environment for all users.

There are two east-west A class roads that run through the study area. The A504 Turnpike Lane to the south of the study area, which connects with Turnpike Lane Underground Station and bus interchange, and the A109 Lordship Lane towards the north of the study area, which connects with Wood Green Underground Station. The remainder of the road network is made up of predominately residential streets. Some of these feature traffic calming to reduce the potential for rat-running and on-street car parking is controlled through a Controlled Parking Zone (CPZ).

## Parking

A parking survey was undertaken by Transport for London in 2010. The study area of the 2010 survey was comparable to that of the AAP study area and as such, in the absence of a more up to date survey which is scheduled for the Autumn, has been used to inform this baseline study. Within the AAP study area there are approximately 2,650 off-street retail parking spaces and approximately 3,017 on-street parking spaces, of which 1,123 spaces (23% of total on- and off- street parking) are for residential permit holders. The 2010 parking survey reveals that throughout the week a maximum occupancy of 54% was reached throughout the off-street car parks surveyed suggesting that ample capacity exists within the existing parking provision to cater for additional demand.



A Controlled Parking Zone (CPZ) covers the on-street areas within the study area and restricts parking to residents, shoppers and essential users. There are three controlled zones which are tailored towards the respective land uses in the zone's area.

## Walking and Cycling

There is currently only one north-south cycle route within the study area along High Road, with no other direct alternative routes on quieter streets. East-west walking and cycling connections across the study area are also limited with no direct routes that connect the development opportunity sites on either side of High Road.

Analysis of walking distances and the areas which are within 960m of each train and underground station in/around the study area reveals that Wood Green Underground Station provides access to a large number of potential development sites. While several development opportunity sites are in close proximity to Alexandra Palace station, the Great Northern Main Line also creates significant severance, limiting movements between the study area, the station and areas to the west.

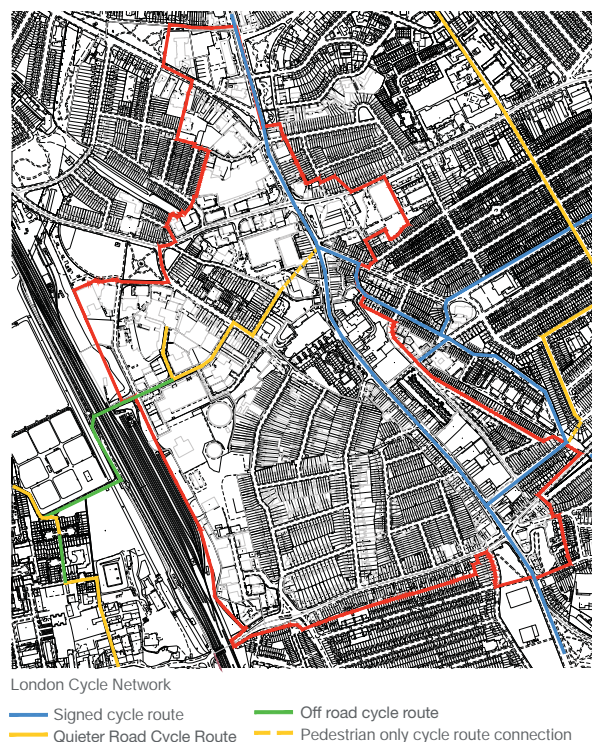
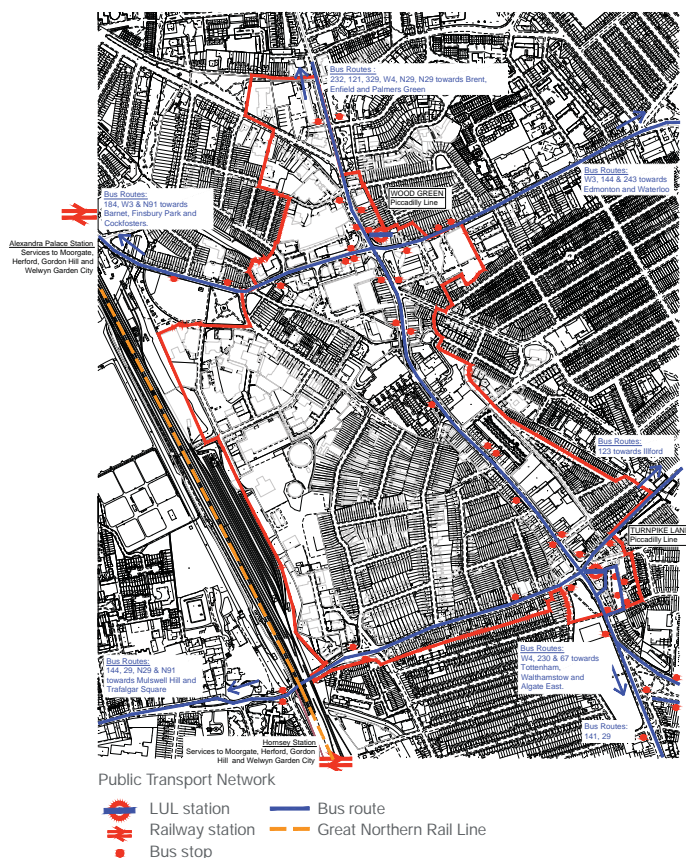
The Council and Transport for London have undertaken significant work to improve the public realm and streetscape in Wood Green to create a greener, brighter, and safer town centre. Over £4 million has been invested to de-clutter footways and open spaces between Wood Green and Turnpike Lane Underground Stations to make the High Road a more welcoming place for residents.

## Constraints

- Limited direct and continuous east-west and north-south walking and cycling routes across the study area that connect to key destinations;
- Severance to east-west walking and cycling opportunities created by the busy High Road, and Great Northern Main Line;
- Congestion on High Road detracting from the pedestrian and cycle environment;
- Peak time congestion on the Piccadilly Line and Great Northern services restricting growth on these routes.

## Opportunities

- Increased public transport accessibility and connectivity with a new Crossrail 2 station(s) at either Turnpike Lane and Alexandra Palace or Wood Green;
- An improved High Road that provides an attractive public realm;
- Rationalisation of parking supply and increase of parking utilisation through parking demand measures across the study area to enable more efficient use of land and support redevelopment (subject to parking surveys being conducted in the Autumn);
- A wide range of bus services accessible throughout the study area and two underground stations making public transport a viable alternative to the private car; and
- Opportunities through redevelopment to open up east-west and north-south connections for pedestrians and cyclists and improve the PTAL score to the west of the study area.



## Portrait of the area - Housing need

This section of the AAP sets out the context for housing need strategically across LB Haringey, and more locally in Wood Green.

### Strategic Housing Need

As set out in the 2015 London Plan, the Mayor recognises the pressing need for more homes in London and to help boost significantly the supply of housing. Informed by the need for housing set out in the GLA's 2013 Strategic Housing Market Assessment (SHMA), the London Plan sets out the average annual minimum housing supply targets for each borough until 2025.

Haringey's 10-year housing target is 15,019 new homes, or 1,502 per annum.

To reflect the new strategic target of 1,502 home per annum (2015-2025), LBH recognise a strategic housing need of 19,802 homes over the plan period to (2011-2026) (Source: Local Plan: Alterations to Strategic Policies 2011-2016).

### Borough Objectively Assessed Housing Need

As set out in the 2014 LBH Strategic Housing Market Assessment (SHMA), the demographic based projections predict growth in population across Haringey of circa 37,311 people over the projected period (2011-2026). This translates to a need for 20,172 new homes or an annual new housing requirement of 1,345 in Haringey, taking into account an existing backlog of 8,364 homes.

### Wood Green Housing Need

Wood Green's housing need has accelerated in recent years. According to the LBH SHMA, Wood Green's population grew by 24% between 2001 and 2011 - the highest rate of population growth in Haringey over this period. Translated into housing growth, Wood Green saw an increase of 17% new housing over the same period, compared to only 5% in more affluent areas such as Muswell Hill and Highgate.

Future housing need is more difficult to define across a smaller scale study area such as within the Wood Green AAP boundary. The most accurate method of demonstrating future local need in Wood Green is to examine ward-level GLA population projections for Noel Park. This incorporates Wood Green Town centre as well as Noel Park Conservation Area in the east.

As set out in the table below, Noel Park is projected to increase by 8,119 people (or 58%) between 2011 and 2026, based on GLA 2014 Round of Demographic Projections (Ward projections).

Whilst no household forecast exists for Noel Park ward, a high level estimate of the implied increase in households can be calculated through the application of the Haringey Average Household Size (AHS). Applying the AHS of 2.48 persons per household to the population growth of 8,119 to 2026 implies a requirement for an additional 3,274 households.

Noel Park Ward Population Projection	
2011	14,009
2016	15,353
2021	18,895
2026	22,128
Total Population Growth	8,119
% Growth	58%



# Portrait of the area - Property and economic context

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In reviewing the property market for key uses around Wood Green, databases such as EGi (Estates Gazette Interactive), Molior, and Planning Portal have been consulted alongside local agents, as well as input from in house Cushman Retail, Leisure, Office, Residential and Hotel specialists.

## Residential

The number of new build residential developments in Wood Green is comparatively low in comparison to areas in the south of the Borough such as Finsbury Park.

There has been an increase in planning applications for larger scale residential development within Haringey in the last 5 years. The current strong level of demand for residential property in London is felt keenly in areas surrounding Wood Green such as:

- Finsbury Park
- Alexandra Palace
- Muswell Hill
- Crouch End
- Bounds Green

There are also several speculative / potential residential development sites in close proximity to Wood Green.

The Clarendon Road development is likely to be most significant future residential development in the Wood Green area as it has the potential to deliver a large number of homes near Wood Green and Turnpike Lane Underground stations.

## Retail Use

Retail is a reasonably viable use however at present rental levels are relatively low compared to other Metropolitan town centres. An improvement in the retail accommodation, leisure offer, public realm, and shopper profile is likely to improve rental levels.

Research from EGi shows that currently there is approximately 85,000 sqft of available retail space on the market in Haringey of which the majority (circa 85%) is A1 retail. The majority of availability is clustered around the areas of Muswell Hill, Wood Green / Turnpike Lane and Bruce Grove. In Wood Green it is estimated there is between 20,000 – 25,000 sq ft of A1 space currently available.

Within the study area, retail is mostly A1 and clustered around the High Road and within The Mall. Research shows there is between 20,000 – 25,000 sqft of A1 retail space currently available on the market.

In terms of a per annum rental rate in £ psf for High Road retail in Wood Green, the evidence shows a wide range of values achieved from circa £20 psf up to £55+ psf. Many of these units are relatively small (circa 1,000 sqft or less) and therefore a large proportion of their floor plate are part of Zone A space, driving up the overall £ psf as a result.

In terms of zone A it is understood from agents that High Road units of circa 1,000 sqft typically achieve circa £50 psf ITZA in Wood Green.

Discussions with local agents and landlords identified the High Road as a more attractive location than The Mall for potential occupiers with the former being more affordable and providing larger, more flexible retail units as well as high footfall. That said, Wood Green town centre is lacking the 6,000 sq ft units most sought after by retailers; while many enquiries, especially for A3/A5 space, have resulted in potential occupiers, particularly those at the mid to lower end of the market, being put off by the limited affordability of retail units.

The Mall is a focus for value driven demand, while demand on the High Road is less value and more brand driven.

The future of retail development in Wood Green town centre in terms of type, scale and location will be substantially determined by the interest of retailers moving into, re-locating or expanding there. Improving the quality of Wood Green's town centre by incorporating a higher quantum and variety of food and beverage outlets, in particular restaurants, would be beneficial to the area.

The recent and ongoing trend in Wood Green has been the decline in middle market retailers (with the likes of Dorothy Perkins and Marks & Spencer moving out).

## Leisure and Other Retail: A3, A4 and A5

From our analysis, Wood Green's proportion of leisure floorspace against other uses is in keeping with expectations in terms of volume provided.

Wood Green has an under-supplied A3/A5 market characterised by strong retail demand. Wood Green appears to contain a high quantity of takeaways in proportion to restaurants and cafes when compared with other Metropolitan centres. It is a market which is not yet established with limited quality and outdoor 'dining' space.

The mix of restaurants, in particular the proportion of restaurants when compared to takeaways or fast food outlets can help when determining the classification of the area in terms of the quality of tenant mix; areas with high levels of takeaways, fast food outlets, and betting shops are generally of a poorer quality which will deter more premium retailers and leisure operators.

# Portrait of the area - Property and economic context

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## D2 Leisure - Cinema, Theatres and Nightclubs, Gyms

There are currently two cinemas in Wood Green; The Vue and Cineworld. Wood Green is therefore very well served and it is not anticipated that there will be viable demand for a further cinema unless one cinema was redeveloped for other uses and there was a dramatic increase in footfall to Wood Green.

There has not been any standalone provision of theatres or nightclubs in Wood Green identified, which are included as a measure of health in the GLA's London Town centre Health Check reports. This could present an opportunity to further enhance the leisure offer in Wood Green.

Gym use is a growing market in particularly the affordable end of the market. There are at least three affordable gyms in close proximity of Wood Green including The Gym, Easy Gym (within the Mall) and Zone Gym.

There are currently no high end gyms in the Wood Green area although typically these types of gym charge membership fees at 2/3 times the price of affordable ones. For higher end gyms to be viable they require high levels of footfall as well as high spending power from the local area

## C1: Hotels

At present there are no branded hotels in Haringey, just small independent hotels and B&Bs, the majority of which are found in the Finsbury Park area as well as two in the Turnpike Lane and Tottenham areas. United Lodge Hotel is the closest to Wood Green, located at the northern tip of Finsbury Park. This hotel charges circa £80-120 / night.

In April 2014 the first branded hotel in Haringey was granted planning consent for a Premier Inn to be developed by Berkeley Square Developments. The hotel will have an estimated value at circa £9.5m (circa £5 – 6k / room key rate). The Premier Inn will be located a few meters from Tottenham Hale Station within the Tottenham Hale Gyratory. Premier Inn operates an existing hotel on Advent Way in Edmonton 3.5 miles east of Wood Green.

There is hotel demand from budget hotel operators in the wider Haringey area (branded). Currently there is an active requirement from Premier Inn for a hotel in Finsbury Park (100 beds) and Wood Green (80 beds).

Another possible source of demand in Haringey in the future is that of conversions from office to hotel. It is unlikely that a prime or high specification property will be financially viable to convert to a hotel, however a low quality grade B office has the potential for a viable conversion. This is very dependent on specification / design constraints which can only be assessed on a site by site basis.

## Health (D1)

In addition to benefiting the local community, the addition of D2 class space intended for a health centre or GP surgery medical can bring the following benefits to the viability of a development:

- Long term leases (up to 15/20 yrs)
- Good rental values
- Better yields (good covenant strength)
- Typical size - 2,500 – 6,000 sqft for a GP surgery or health centre
- Location more flexible, does not need to be prime pitch High Road

## Employment Use - Office

Market analysis indicates that Wood Green and the wider Haringey area has a very limited established office market i.e. office space let on FRI lease terms. However demand has been identified for B1a office space that is let on flexible terms such as SME workspace. Further details of the typologies of space that have been analysed are given in the AECOM-Cushman Employment Land and Workspace Study.

Based on analysis within the AECOM-Cushman Employment Land and Workspace Study, workspace can broadly be separated into the following typologies:

- Artist's studios
- Co-working spaces
- Start-up and other SME space
- Grow on/move on space
- Corporate office space

When this document refers to workspace, it is referring to space within any of the above categories.

In terms of the provision of workspace, about half of all workspaces in London are provided through the conversion of existing buildings, in particular older industrial stock including warehouses and loft style buildings which are attractive to digital technology and creative industries.

Wood Green currently only has a small number of flexible workspaces that cater for SME businesses, however due to its proximity to the above mentioned boroughs and central London, combined with its comparative offer of more affordable land and rental values, it is likely Wood Green could become a more sought after location for SME workspace in the future, primarily driven by its comparably lower rental affordability, which is key for target SME occupiers.

Haringey has a large proportion of micro businesses (businesses with <10 staff) relative to surrounding London boroughs. A significant proportion of these businesses in Haringey come from the arts, fashion and creative industry sector (36%). Demand for workspace in the future within the borough is anticipated to grow within this sector as well as other creative sectors.

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## Employment Use - Industrial

The Haringey Employment Land Study 2015 (ELS) showed evidence of a lack of supply of new build developments catering for industrial and warehousing uses in Haringey and that local commercial agents have noted high occupancy in the existing protected industrial estates. The study also showed a potential lack of future availability of B1c/B2 space to meet current demand. As identified earlier in the report, SME workspace is typically provided within conversions of B class space. With potential future constraints on supply of B1c/B2 space, there could be a lack of industrial space available to come forward for conversion to SME workspace in the future.

In terms of availability, the majority of available B class space is industrial (B1c, B2 & B8), a 79% share of the total available stock. The analysis shows evidence for good levels of demand in Haringey for B1c/B2 units from local businesses operating in the Borough, however agents report a lack of supply of suitable B1c/B2 stock across the Borough.

In terms of new B1c/B2 stock supply to meet the demand, there is a lack of employment locations with capacity for additional B1c/B2 in Haringey, whilst some existing industrial locations have planning permission for residential-led development such as the Olympia Industrial Estate on Coburg Road.

Demand for B1c/B2 in Haringey is greatest for smaller circa 2,000 sqft units, often popular with small businesses which operate within the North London area. Demand for B8 warehousing is usually for larger size units of 10,000 sqft plus as typical modern operations for warehousing require larger scale floor plates for storage, transportation and circulation.

In respect of competition from neighbouring boroughs, local commercial agents acknowledged that local businesses looking to expand were looking beyond the Borough and outer London towards Hertfordshire, which is considered to offer better quality, availability and location for light industrial B class premises which meet occupier needs.

# Portrait of the area - Town centre health

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The GLA's London Town centre Health Check Analysis reports (TCHC) (2006, 2009 and 2014) measure the performance of town centres as classified in the London Plan.

## Wood Green TCHC Findings Overview

The 2014 TCHC report indicates that Wood Green appears to be performing at the lower end of the Metropolitan Town Centre thresholds. Total floorspace in Wood Green fell by 3% between 2007 (124,700 sqm) and 2012 (120,750 sqm) during the economic downturn.

By contrast growth in total floor space occurred over the same period in 8 out of the 12 Metropolitan centres including in Croydon and Shepherd's Bush. On an overall basis, Wood Green is ranked 10th out of 12 Metropolitan centre in 2014 (with Uxbridge and Harrow below) which is a fall from 8th out of 11 Metropolitan centres in 2009. This downward trajectory in Wood Green's ranking on key measures indicates the need to address a number of issues.

## Retail

Retail is one of the key drivers of economic success, vitality and viability of town centres, providing jobs and convenient access to goods and services for customers. The 2014 TCHC reports states that Wood Green recorded losses of Comparison Goods retail floorspace over the period 2007 to 2012 however no floorspace figures were quoted.

Comparison goods retail accounts for only 76% of total retail floorspace in Wood Green where it falls at the lower end of the scale for Metropolitan centres at ninth out of twelve centres with 68,702 sqm. Most other Metropolitan centres contain a higher percentage. Kingston (94%) and Croydon (85%) have the highest levels.

This indicates that Wood Green needs to do more to develop its Comparison Goods offer.

Wood Green is outside the top 10 Metropolitan centres for comparison goods retail turnover (no turnover data provided in TCHC report).

## Vacancy Rates

Wood Green's vacancy rate for July 2014 is 5.92% compared against a UK average in the same period of 12.3%. This would indicate a fairly healthy shopping market albeit one that is geared towards a lower end retail offer.

## Leisure

Wood Green ranks 8 out of 12 by quantity of leisure facilities available and below the levels of other more comparable sized town centres such as Sutton, Ilford and Bromley. However when viewing leisure floorspace as a percentage of total floorspace it is at the higher end of the scale compared to other Metropolitan centres at 21% which is the highest level overall (Shepherds Bush and Hounslow register the same percentage) whilst the lowest proportion is Croydon at 14%. This indicates

that the proportion of leisure floorspace is in keeping with expectations. In terms of the quality of the leisure offer, Wood Green appears to contain a high quantity of takeaways in proportion to restaurants and cafes when compared with other Metropolitan centres.

By analysing the sub categories of leisure facilities, it is clear that the number of restaurants, pubs-bars-nightclubs and cafes is the main area where Wood Green is lacking. With the exception of Wood Green and Ilford, the majority of Metropolitan centres recorded increases in A3 floorspace. This indicates a potential opportunity for Wood Green to focus on as it appears to be significantly behind other Metropolitan centres.

Improving the quality of Wood Green's town centre by incorporating a higher quantity and variety of food and beverage outlets, in particular restaurants and cafes, would be beneficial to the area and would also assist retail performance since it can help in increasing dwell-times and spend in a town centre.

## Office

Wood Green does not feature in the ranking for the top 7 Metropolitan centres for office floorspace nor the top 20 for all town centres – which includes CAZ and Major centres - with only 35,900 sqm of office floorspace. Many Metropolitan centres have experienced a surplus of office space and experienced the conversion of offices to residential use under Permitted Development Rights which has resulted in the net loss of 108,000 sq. m of office space in London overall. This trend is likely to continue due to pressure for more office space to be converted or redeveloped in coming years.

## Housing and Development Capacity

Capacity focuses on the ability of town centres to adapt to the changing needs of a population and provide opportunities for expansion and redevelopment to cater for projected growth. Of the 21,369 residential units with planning permission 8% were on the edge of Metropolitan centres and Wood Green recorded the highest number of planned net additional dwellings with 1,250 net additional units.

It was the only Metropolitan centre to feature on the TCHC ranking of the Top 20 centres ranked by housing capacity from 'not started' planning permissions, ranking 5th. This indicates that Wood Green has significant capacity to grow by accommodating a large number of dwellings around the town centre which would increase its vitality and viability. Such growth will provide an opportunity for supporting commercial uses such as retail and leisure in the town centre since it will assist in increasing catchment population and spend.

## Financial Performance

Wood Green has been achieving similar rental levels to Harrow and more recently Ilford. Whilst Hounslow and Sutton are in a lower rental band than Wood Green, Romford and Uxbridge

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Metropolitan centres record rents approximately 30% or more higher. Kingston and Shepherds Bush record the highest annual retail rents in 2012 at approximately £3,700 per square metre, with the latter being the only Metropolitan centre to record noticeable rental growth since 2006. This compares with Wood Green at approximately £1,200 per square metre.

Improving the quality of the retail and leisure offer in Wood Green will attract better quality occupiers, stimulate occupier demand and drive improved rental levels which in turn improves development viability.

## Accessibility

As Wood Green already achieves a high PTAL level of 6b, it should ensure that public transport is maintained at this level and where possible further enhanced. The future arrival of Crossrail 2 would further improve Wood Green's PTAL levels. Two station options were being consulted on by TfL at the time of writing.

## Quality of Environment

Wood Green was not ranked in the top 20 for all town centres for access to the highest quality of open space. This is a key area where Wood Green could seek to improve on to increase the number of visitors to the Centre and help protect its position as a Metropolitan Centre.

Developing new proposals for public spaces and public realm will be key for future development proposals in Wood Green to focus on.

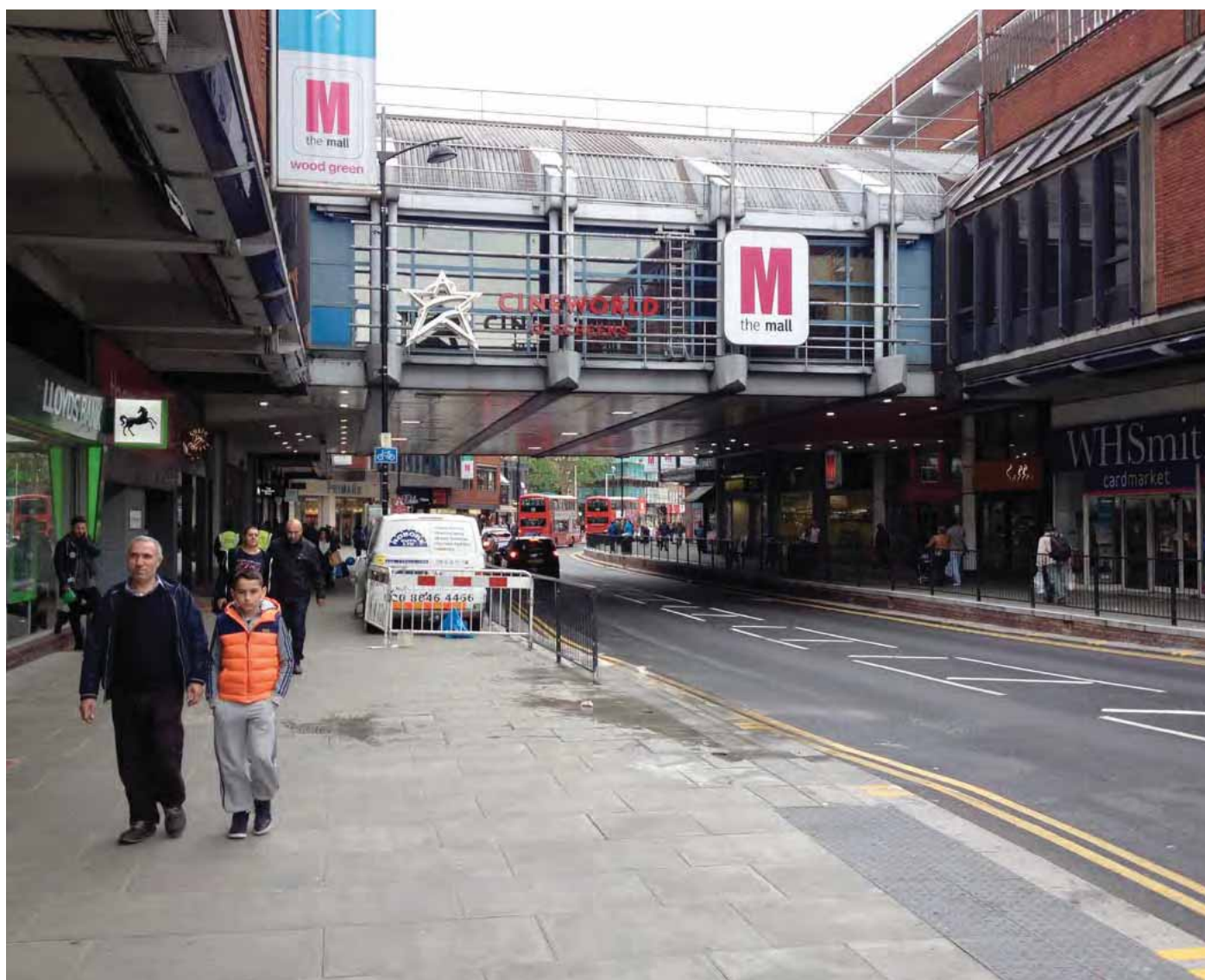
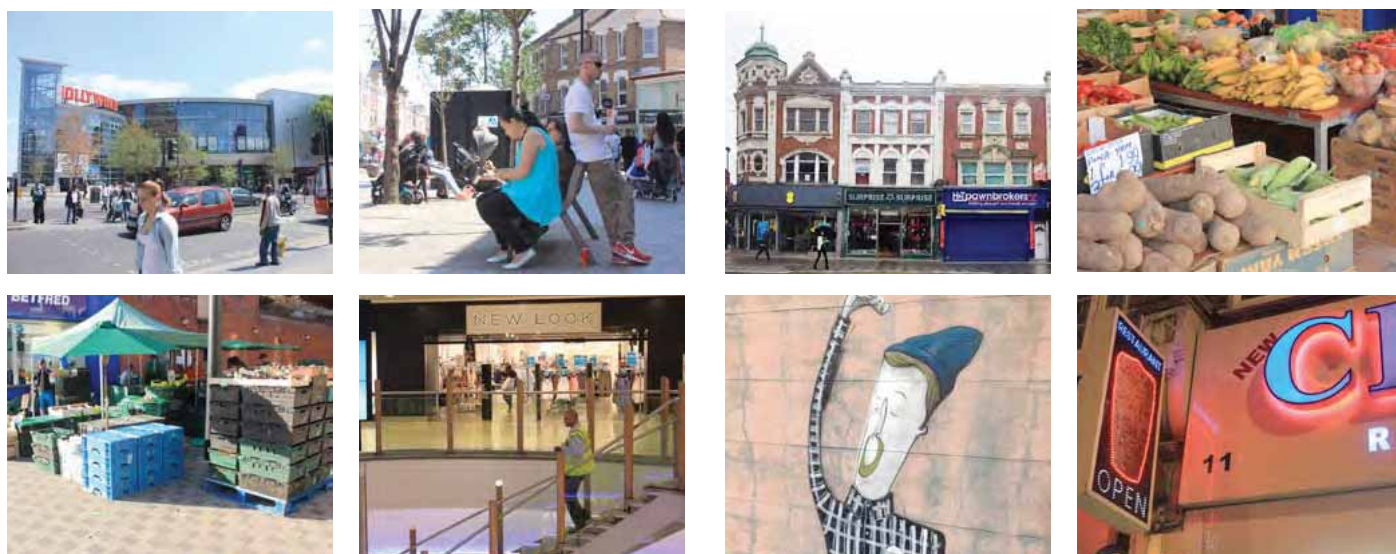
## Accidents and Collisions

Wood Green had the 3rd highest number of collisions in 2011 with the main problem coming from private vehicle collisions. This indicates that Wood Green could improve road safety through initiatives to assess the design of key roads and junctions in the town centre.



## Key Issues, Challenges & Drivers - SWOT analysis for AAP area

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## Strengths



**A popular restaurant activates the public realm**

- High Road vacancy below 5%
- 220,000 visitors /week
- Council and services
- Public transport links
- Proximity of Alexandra Palace
- Identity of residential areas
- Strong community
- Vibrant markets
- Meanwhile use projects

## Opportunities



**Former railway line seen on Park Avenue**

- A redefined and improved Town centre
- Extensive council land ownership
- Very few heritage constraints
- Crossrail 2 is a spur for greater development, considered placemaking and improved connectivity (due around 2030)
- Provision of at least 4,600 new homes and job creation
- Building on the existing assets:
  - Green space – improved, revealed and extended
  - Markets – can be expanded
  - Historic building enhancement
  - Chocolate Factory – creative industries
  - Education and cultural
- Celebrating local mix of cultures
- Creating a real destination in the Cultural quarter
- Training and apprenticeship opportunities
- Re-establishment of Council presence
- Significant public realm contributions
- Quick wins

## Weaknesses



**Service yards and rear-end functions**

- Historical lack of planning
- Poor perceptions of place
- High road dominated by traffic
- Congested pavements
- Town centre lacks depth
- Cultural quarter under utilised
- Fear of crime
- Lack of active frontage
- Lack of east west connectivity
- Negative impact buildings
- Poorly defined and unconnected green space
- Lack of retail choice

## Threats



**Dominance of other retail areas**

- Negative perceptions
- Future retail offer at an expanded Brent Cross & redeveloped Tottenham Hale
- High Road confidence following the departure of M&S
- Mountview departure
- Land ownership & landlord appetite for transformation
- Crossrail 2 not arriving

# Key Issues, Challenges & Drivers - SWOT analysis for character areas

## Character Areas



- 1 - Civic Centre & Trinity Green
- 2 - High Road North
- 3 - High Road South
- 4 - Parkland & Morrisons
- 5 - The Mall
- 6 - Cultural quarter
- 7 - Clarendon Road development
- 8 - Wood Green Common
- 9 - Turnpike Lane Station & Ducketts Common
- 10 - Turnpike Lane
- 11 - Parkside Malvern
- 12 - Lordship Lane
- 13 - Noel Park Estate
- 14 - Green Lanes

### 1 Civic Centre & Trinity Green



St Michael's Church & Civic Centre from Crescent Gardens

- S** Significant buildings that contribute a sense of place
  - Connects to a wider green network
- W** Loose and poorly defined thresholds
  - Poor quality public space
- O** Improve existing green space and public realm
  - Redevelop the telephone exchange and civic centre as a residential led scheme
  - Reveal and improve the setting of key buildings
- T** Sensitive nature of Civic Centre redevelopment
  - Appetite for relocating the travellers site
  - Impact of residential development on parking

### 2 High Road North



Looking east along Station Road

- S** Victorian buildings on the High Road provide character
  - The proposed meanwhile projects
- W** Outdated and poor quality buildings
  - Dominated by hard landscaping
  - Busy and congested streetscape particularly around bus depot entrance
- O** Rationalising / developing the bus depot with pedestrian links
  - Support of Arriva (essential in relocating bus depot)
  - Station Road reinforced as a key gateway
  - Connecting green networks and public space
- T** Significant public realm outside the library
  - Many poor quality buildings in private ownership
  - The need to find an alternative site for the bus depot



### 3 High Road South



Dovecote Avenue now leading to Bury Road carpark

- S** Market stalls occupying side streets
  - High quality historic fabric still evident
  - Independent shops such as Big Green Bookstore
- W** Rear elevations and service yards
  - Severs the historic Dovecote Avenue connection
- O** Crossrail 2 offers opportunity to alter the urban grain
  - Has space to support key anchor stores
  - Improved legibility between Mall and High Road
- T** Crossrail key to large scale redevelopment
  - Re-provision of existing servicing and parking provision

### 4 Parkland & Morrisons



Looking north towards Morrison's carpark

- S** Landmark buildings that help define the edges of the Cultural quarter
  - Arguably at the centre of Wood Green. A key threshold.
- W** Typical of the back-end problem
  - East-west connections are severed
- O** Add depth to High Road and improve links
  - Scope for civic space that reinforces local legibility
  - Potential to celebrate the Moselle River
  - Externalise vibrancy by relocating Market Hall here
  - Rationalise / redevelop existing service yards
- T** Support of The Mall owners is essential
  - Re-provision of a supermarket such as Morrisons will require parking
  - Council will need to acquire property

### 5 The Mall



Rear elevation from Noel Park

- S** Major draw on the High Road
  - Improvements by community groups
- W** Lack of active frontage
  - Congested, fast paced streetscape
  - The Mall has an unsympathetic impact on streetscape
- O** Provide a softer and more coherent streetscape
  - Improved east-west connections
  - Significant townscape and regeneration opportunities would be created through redevelopment of The Mall
  - Arrival of Crossrail 2 could reduce parking need
- T** Changes require owner support
  - Phased redevelopment to avoid economic disruption
  - Removing the bridge will require an operational shift
  - Existing residents must be consulted

### 6 Cultural quarter



Facades conceal activity on Coburg Road

- S** Mixed-use identity
  - Potential for establishing a creative and social life in Wood Green.
  - Reputation of existing tenants
- W** Little outward evidence of activity taking place
  - Edge conditions and land use to the west
- O** Make activity more visible and improved connections
  - Attract more creative / cultural occupants to the area
  - Increase diversity and encourage business enterprise
  - Create sub-areas such as an 'educational quarter'
  - Influence the Clarendon Road proposals
- T** Current planning application influences key thresholds
  - Requires the early involvement of a service provider

# Key Issues, Challenges & Drivers - SWOT analysis for character areas

## 7 Clarendon Road development



Industrial unit and embankment on Western Road

- S** Development will increase footfall through CQ
- Theme of fashion and textile prevalent among businesses
  - Will contribute towards targeted housing provision
- W** Slack and poor quality space
- O** Develop Iceland & adjacent sites to improve frontage
- Existing businesses could contribute towards identity
- T** A coherent scheme will require the Clarendon Road developer's support
- Seemingly successful businesses would be affected

## 8 Wood Green Common



Pergola in Barratt Gardens

- S** One of last remnants of the 'green that was Wood Green'
- A strong surrounding use mix including educational and institutional buildings that create variety and activity
  - Barratt Gardens and its drinking fountain have a historic narrative relevant today
- W** Under used in its current state with a disconnection between the various areas of green space
- Fences and edge conditions limit access
  - Cluttered landscaping attracts anti-social behaviour
- O** Improve access to increase use
- Connect various green spaces with one coherent identity
  - Chance to include this area within the AAP boundary
- T** Sits within a conservation area so must be respected
- Potential sentiment surrounding the pergola

## 9 Turnpike Lane Station & Ducketts Common



Cafe and a small street market

- S** Facilities in common are well used
- Public realm improvements show promise
  - Street life and activity around the station from cafes etc
- W** Badly maintained and non-aspirational buildings
- Edges to common are poorly defined
  - Bus station occupies a prominent site
- O** Redevelopment of the bus station to intensify the site
- Redevelopment of key sites around station to reinforce identity
  - Enhancement of Ducketts Common
- T** Requires partnership with Arriva and
- Key sites that would benefit from redevelopment sit within multiple private ownerships

## 10 Turnpike Lane



Congested streets looking west along Turnpike Lane

- S** A well-established local shopping area
- Supports businesses that reflect Wood Greens diversity
  - Low vacancy rate
- W** Lacks sense of arrival from Turnpike Lane
- Vehicular thoroughfare making pedestrian crossing difficult
- O** Strengthen the gateway at the eastern end
- Create a stronger relationship with the High Road and tie into Wood Green
- T** Area is distinct from the High Road and a more detailed appreciation is needed of the local economy to establish if it should remain this way.



## 11 Parkside Malvern



Mural in alley leading to Alexandra Road

- S** Good housing stock with a well-defined streetscape
  - Home to an active residents group
  - Local residents have made improvements to streetscape including a pocket park and alleyway upgrades
- W** Suffers from proximity to the back-end of the Mall
  - Alexandra and Burghley Road limit east-west links
- O** Improved east west-connections with High Road
  - Provision of a more sympathetic threshold between retail and residential
- T** Residents typically identify more closely with Hornsey
  - Creation of more direct east-west links as opposed to alleyway upgrades would require property acquisition and is not currently seen as viable
  - Concerns over density of new housing developments ie Clarendon Road

## 12 Lordship Lane



Retail below Hollywood Green on corner of Lordship Lane

- S** Good accessibility with a strong residential focus
- W** Arrival points could be better defined particularly around Hollywood Green
- O** Well placed to support new residential development on Mecca Bingo site or around Hollywood Green

## 13 Noel Park Estate



Housing facing rear-ends on Bury Road

- S** A strong character area with a clear identity
  - Well-planned and structured street pattern
  - A modest but well considered public space exists at the junction with Westbeech and Bury Road
  - Strong gateway along Gladstone Avenue
- W** Generally disconnected from the High Road in terms of physical connections and scale
  - Sandlings Estate on the former railway service yard restricts east-west connections and residents resent wider use
- O** Re-establish Dovecoat Avenue link alongside other access improvements
  - Strengthen existing public spaces as key thresholds
  - Sympathetic development in terms of scale and frontage

## 14 Green Lanes



Thriving restaurants

- S** A vibrant and active High Road
  - Caters well for and is defined by the local demographic
  - Has a well-established food offer
  - Evening culture and activity at night improves the perception of safety in comparison with Wood Green
- W** The growth of betting and gaming shops is seen as a problem
  - Aside from popular independent food stores there is not much diversity in the retail offer
  - Few places to pause on the High Road
  - Loitering and anti-social behaviour is a common concern
  - Narrow and overcrowded pavements
- O** Offers a precedent for how Wood Greens High Road could be strengthened