

My comments on the Wood Green Development Plan are as follows:

- 1.1 The plan has some good points and some glaring omissions. The provision of new homes and the regeneration of shops and businesses are important given the poor choice of shops in the Wood Green centre at the moment and the need for more social housing. However the glaring omissions include the impact on neighbouring wards particularly in terms of noise, air pollution and traffic.
- 1.2 In the SA Framework Table 4.1 under health, the Council recognises its public health remit to prolong life expectancy and improve well-being. Yet in identifying Wightman Road in the Harringay Ward as a “primary route” to the new, regenerated Wood Green Centre it is actively damaging the health and well – being of the residents in that ward, residents who have experienced unacceptably high levels of noise and air pollution due to the high level of traffic crossing the area. No residential road should have to tolerate 118,000 cars per week. By residential, I mean a road that consists almost entirely of Victorian and Edwardian houses with only a small front garden separating them from the highway. **There is a lack of focus throughout the report on mixed forms of transport.**
- 1.3 There is a welcome focus on creating green routes across the WG development to compensate for the increased density of people in the vast expansion of housing that is proposed. However, there needs to be a green route **into** the development, one that is car-free and actively encourages walking and cycling, and one that is lined with trees to absorb pollution and with pavements free of parked cars so as to make walking not only a viable but pleasant experience. Green Lanes is unsuited to this, **but Wightman Road is ideally suited to this role.** The Council has a clear duty to assess PROVEN research into the detrimental effects of noise and air pollution on the health and well-being of residents and the UNPROVEN links between ease of access and the parking of cars to the numbers of people using local businesses. **It is PROVEN that air pollution is linked to cancer, heart disease, asthma eczema, rhinitis and now dementia** and I think the Council needs to address this and give far more information in the report given the terrible pollution figures across London. The Council also has a responsibility to review this decision regarding the primary route for cars in the light of the copious amounts of public transport already in the area and the possible Crossrail 2 development.
- 1.4 There is no mention of car parking in the report at all, although specific amounts of housing units have been identified. More information needs to be given on this and adjoining housing developments, so that we have a better idea of the provision of car parking for residents and for shopping and leisure activities.

1.5 I particularly welcome the use of Hornsey Filter Beds to increase biodiversity and to provide another green route into the proposed WG development. The higher the density of the development the greater the need for these green routes. In neighbouring areas such as Harringay ward, the density of the population has increased by an astonishing 25% **according to the Council's own Census records 2001-11**. The vast majority of this increase in population has been absorbed into the Victorian and Edwardian housing stock, with a one gated development in Effingham Road and a number of new houses scattered throughout the ward. **This increased density clearly indicates a significant increase in overcrowding, houses in multiple occupation and extensions through permitted development.** Yet broadly in that time period, the only increase in green space in the Harringay ward has been the Railway Fields nature reserve and permission to use the Thames Water tow path along the section of the New River that runs behind Wightman Road and the pocket park at the Baptist Church on Green Lanes. If TFL rejects the Council's bid for one large station in the middle of Wood Green High Street, then it is possible that in the development of Turnpike Lane station we may lose a significant section of Ducketts Common, which would be a tragedy. **Wightman Road needs to be made into a green route** not only to increase the perception of green space but create a safe walking and cycling route in the area and to Wood Green.

1.6 Doing this now, will give the traders on Green Lanes time to adapt to the changes. My comments made in a previous consultation on Traffic in the Green Lanes area was to focus on Wightman Road as a walking route which linked two sections of Parkland Walk and I noticed a few guided walking groups using the road for this purpose and I think there is a potential new market here for the Green Lane traders in offering menus and discounts to walking groups during weekdays and I think the Council could support the Traders in the marketing of this idea and as part of its public health remit; support the development and promotion of walking groups across the Borough. I think it is important for the Traders to realise that the granting of endless licenses by the Council for restaurants use on Green Lanes and the changes in business rates pose a far greater threat to their viability than the closure of Wightman Road to cars. **The Council's adamant and ill-conceived refusal to make changes to surrounding traffic schemes and the sequencing of traffic lights during the closure of Wightman Road last year was a squandered opportunity to explore new possibilities and worse still, it managed to skew the outcome of the traffic consultation against the closure of Wightman Road, which is unacceptable.**

1.7 The increased density of the population in Harringay Ward; the proposed increase in the level of cars traversing the ward combined with the future plans for development in the areas surrounding the Harringay Ward including Wood Green will result in the denigration of the fabric of the housing and infrastructure

of the Ward and worsen noise and air quality unless bold steps are taken to avoid the **DELIBERATE AND SYSTEMATIC GHETTOISATION** by the **COUNCIL** of Haringey's largest ward through actively enabling a high density of population, high pollution, excessive traffic and inadequate greenery.

Annette Johnson