

haringey heartlands

development framework

April 2005

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13. The requirement for Comprehensive Development

Within Haringey Heartland's, redevelopment of the Core Area, as identified in Figure 1, it is essential to secure the aims and objectives of this Framework. This area must be developed comprehensively, in order to secure the following:

- Address wide disparity across different areas of the site in the cost of bring land parcels forward, taking into account factors such as the need for decontamination, the need for relocation of businesses and accessibility and other site constraints.
- Co-ordinated design and delivery.
- Address shared infrastructure requirements including the essential provision of a "Spine Road" within the site, other important pedestrian and vehicle access links, public realm works, improvements to public transport and improvements to offsite highways provision.
- Address differences in values of the proposed mix of uses across the site, which is essential to create in order to meet policy aims of the GLA in the London Plan, the aims of this Council in the draft revised UDP, and the aims and objectives of this Framework.

In order to ensure that regeneration is secured comprehensively, and is secured as quickly as possible, the Council and the London Development Agency will work with other stakeholders to enter into agreements with those with interests in property within the Core Area to ensure that the vision is delivered. If this approach does not result in securing a comprehensive scheme then the use of compulsory purchase powers will be considered in order to deliver regeneration at the earliest time possible.

For these reasons Haringey as Local Planning Authority will not permit piecemeal development within the Comprehensive Regeneration Area identified on Figure 19 (comprising the Eastern Utilities Lands and an area required to link through to Wood Green).

14. Phasing

Phasing of development within the Core Area will be considered so long as individual phases do not compromise the delivery of an overall master plan for the area.

It is recognised that parts of the eastern utilities lands may remain in operational use. The railway lands shown on Figure 19 are reserved for operational use pending a review of railway land for transport purposes. Development of non-operational land should therefore not conflict with any continued operational uses. It has previously been stated that the northern railway lands are suitable for the provision of a new school. However, any development proposals will be required to demonstrate how future development phases will not be prejudiced and access to the operational utilities land can be achieved and development of these areas can be integrated into future phases in line with the principles set out in this Framework. The key factors which will inform and guide the phasing of development of the eastern utilities lands may be summarised as follows:

- Ensuring early delivery of the Business Enterprise Centre.
- Ensuring that those businesses that require relocation on site are not disrupted with new premises provided before loss of the old.
- A phased decanting of businesses being located off-site tied to a relocation strategy.
- Ensuring that as far as possible those elements potentially requiring cross-funding, such as employment development, are delivered in phases linked to the provision of the development providing cross-subsidy, such as housing.
- Ensuring that disruption to residents from demolition and construction is kept to a minimum.
- Development of the Re-cycling & Building Services Depots and Travellers site to only occur after these facilities are relocated.
- Ensuring that future phases of development can be accessed and serviced appropriately, with continuity of bus access maintained, in particular potential

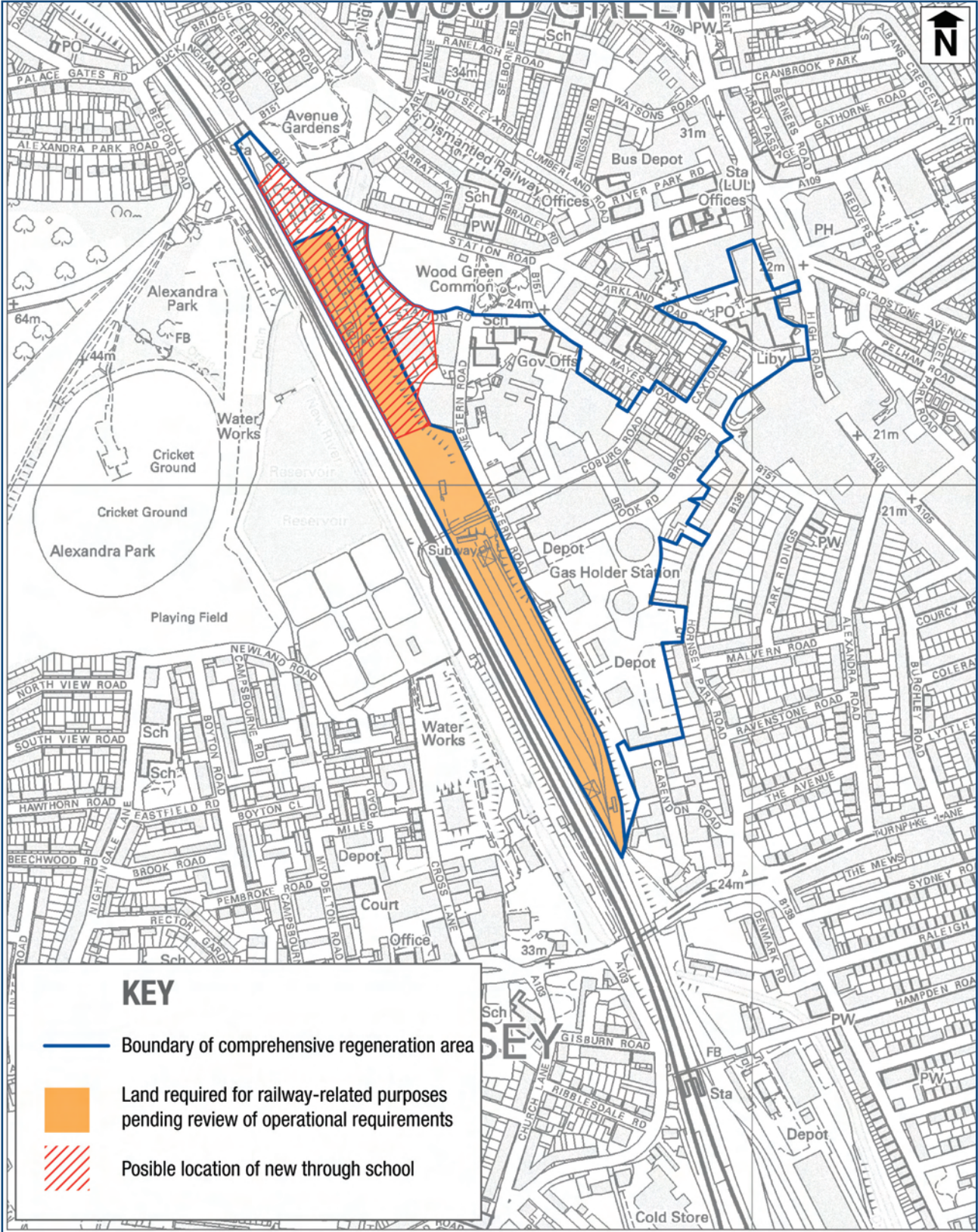


FIGURE 19: Comprehensive regeneration area

Not to scale

access to the railway sidings should they cease to be in operational use, as well as retaining current operational/emergency access.

- Ensuring that early phases of the development still provide a cohesive and attractive community that will attract investment to later phases.
- Ensuring that development requiring significant upgrading of fixed transport capacity is phased alongside any programmed heavy rail improvements.
- Ensuring that there is a remediation strategy for the whole of the eastern utilities lands, including the gasholders.

Establishment of the enterprise hub/business enterprise centre could commence in the early phase of development and the most likely phasing scenario for the comprehensive regeneration area is for early development of the enterprise hub/business enterprise centre, linked to mixed use development around part of the proposed public open space. Early phases of development should include improved links to the surrounding area and in particular from the eastern utilities lands to Wood Green High Road, particularly if any retail development is proposed.

15. Contaminated Land

Some limited site investigation work has been carried out including preliminary desk-top investigations on behalf of the London Development Agency (LDA). A planning application for development of the eastern utilities lands will require a full contamination and ground conditions survey, together with a comprehensive remediation plan which should be prepared in co-operation with the Environment Agency.

The level of contamination within different parts of the eastern utilities lands shows significant variation, ranging from none to low, through medium to potentially high levels of contamination. A major concern of the Environment Agency is likely to be contamination of Moselle Brook which is culverted beneath the site. The site condition is poor in places, thereby potentially permitting a passage for any surface spillages or contamination. There is known contamination from previous uses on the site and this could provide a

channel for contaminated leachate water from the gasworks land.

The principal contamination issues relate to the gasworks land which includes two backfilled historic gas holders and a buried tar tank located to the south and west of the current gas holders. The underlying London clay to some extent caps potential contamination. Necessary decontamination works are likely to include foundation works to mitigate the presence of deeply filled gaswork tanks, filling of the existing gasometer tank basements, protecting buried concrete and services from contamination and measures to protect the stream culvert from contamination.

Consultation will be required with the Environment Agency in the preparation of development proposals and site remediation works.

16. Requirements for Planning Applications and Planning Obligations

A planning application for comprehensive regeneration and redevelopment of the eastern utilities lands will require a range of documentation and supporting information to provide the Council with sufficient information to determine the proposals. It is likely that a full environment impact assessment (EIA) will be required to assess the potential environmental effects of the scheme and necessary mitigation to offset adverse effects. The Council will screen any application for the eastern utilities lands to determine if an EIA is required. Appropriate documentation should be submitted to the Council to enable a screening assessment to be completed.

The Council will require any planning, listed building or conservation area consent application for the eastern utilities lands to be accompanied by the following information:-

- Masterplan sufficient to show the broad massing scale, use distribution and location of development.
- Environmental Impact Assessment.

- Urban Design Strategy, incorporating details of all buildings to be retained and restored, details of proposed materials to be used for buildings, accessibility, mobility, housing, landscape design guidelines for public spaces, car parks, vehicular and pedestrian routes, and a design code for buildings and structures for which detailed consent is not currently sought.
- Transport Assessment, including a travel plan and parking strategy. The study should also address construction traffic.
- Remediation Strategy to address contamination and demolition within the existing site.
- Detailed sections, elevations and plans of all buildings and structures for which detailed permission is sought.
- Code of Construction Practice.
- Health Impact Assessment.
- Phasing Strategy.
- Relocation Strategy to identify how and where existing businesses located within the eastern utilities lands will be relocated and a timetable for implementation of the strategy.
- Retail impact assessment and sequential and needs assessment where appropriate.
- Proposals and Business Plan for the Enterprise Hub / Business Enterprise Centre.
- Assessment of the proposal in the light of relevant national, strategic and local planning policies and guidelines and the contents of this framework.
- Consultation Report, summarising pre-application consultation undertaken by the applicant, the findings of that consultation and demonstration as to how the application has been altered as a result of the findings of the consultation.
- A short and accessible illustrated summary document describing the main elements of the proposal for members of the public, together with any other materials necessary to facilitate statutory public consultation (e.g. models, drawings). The statutory consultation exercise will be carefully managed and should effectively communicate the

main aspects of the scheme. The Council reserve the right to request additional material and resources to assist with the process of statutory public consultation where this places an extraordinary burden on the Local Planning Authority.

- Other information as necessary or requested to illustrate the proposals and provide information to assist the Council in determining the application e.g. CGI, physical models etc.
- Planning obligation heads of terms, including costings.
- A detailed sunlight/daylight assessment and microclimate report as required.
- Where relevant an archaeological desktop assessment of the potential archaeological value of the site, or, and a field evaluation should be carried out.

Planning Obligations Framework The Council will negotiate with the applicant as to planning obligations associated with development in the framework area. The policy context for which includes national policy, the London Plan, Haringey UDP and Supplementary Planning Guidance (in particular SPG10: The negotiation, management and monitoring of planning obligations) together with the development framework.

The suggested main heads of terms of a planning obligation are set out below and will apply to the consideration of planning applications for Haringey Heartlands. The specific heads of terms will be negotiated in the light of the findings of environmental impact and transport assessments, and other documentation submitted with the planning application.

The list set out below is not exhaustive, as other items may come to light in the detailed assessment of a planning application, other assessments and in the light of public consultation. The planning obligations should cover all of the identified issues in a balanced way. It is anticipated that specific outputs will be triggered at

particular stages of development, ensuring that an appropriate phasing of development is achieved.

The Council will assess the scale of contribution required under each of these headings in the context of the overall package of benefits that the scheme will deliver and scheme viability.

Employment – employment marketing strategy, local labour and training programmes (including job brokerage scheme), development of the Enterprise Centre and Mountview in the first phase, employment development to contributing to meeting the employment targets of the London Plan;

Site Remediation – phasing of decontamination, phasing strategy for relocation of existing occupiers.

Infrastructure – improvements to ensure the core area is capable of comprehensive redevelopment

Affordable housing – to address quantity, mix, tenure proportions, timing of delivery, and nomination rights in accordance with SPG 11 and the London Plan.

Education – in accordance with the guidelines set out in SPG 12. It will be necessary for contributions to be made to satisfy educational needs generated by new housing development.

Community facilities - contributions towards improvements to the Wood Green Central Library and primary health care facilities.

Management of the Public Realm – contributions towards Wood Green Town Centre Management, on and off site improvements to the public realm (Wood Green Common, ecological corridor, green spaces) and public art (including Wood Green Common and Alexandra Park) including a management and maintenance strategy, strategic landscaping, management and environmental protection.

Public transport improvements - including contributions to improvements to Alexandra Park and Hornsey stations; bus service enhancements (provision and off site route enhancement).

Off site highway improvements – new link road and traffic management, off site traffic calming, enhanced links to the surrounding area including Wood Green High Road, contributions to improvements to pedestrian and cycle access including Penstock Path and improvements to highway junctions.

Sustainability - sustainability and energy strategy, including proposals for waste management.

Retail – the type of retail uses that will be permitted within the Heartlands to complement existing provision in Wood Green Town Centre and the Cultural Quarter.

Noise Mitigation – measures to mitigate noise for development facing the railway.

Environment – pooled funds for environmental improvement works.

Other matters – additional matters not covered in the above list.

Haringey will charge a project management and administration fee as part of any planning obligation. All legal fees will be borne by the applicant.

APPENDIX

Consultation Summary

Introduction

This Appendix outlines the consultation strategy and the extent of the responses received. Given the volume of comments received a separate document has been produced entitled "Schedule of Comments Received, London Borough of Haringey Responses and Changes". This schedule sets out in detail the name of the respondent, a summary of the representations made, the London Borough of Haringey's comments and any resulting amendments made to the draft Framework. The schedule is publicly available and copies can be obtained on request.

The Framework has been the subject of an extensive and lengthy public consultation process, which is outlined in the sections below.

The Public Consultation Process

1. PRE-FORMAL PUBLIC CONSULTATION STAGE

In advance of the formal public consultation process a number of meetings were held with key stakeholders, local residents and businesses, and community and interest groups to discuss the vision and objectives for the area, the key elements of the Draft Development Framework and to discuss prominent issues. The purpose of holding these early meetings was to keep the public informed of the process and to facilitate early discussion on the scope of the document.

This consultation process included the following:-

- Public meeting with landowners, their representatives, government agencies and statutory bodies including the GLA, LDA, TfL, GOL, Network Rail and Rail Properties.
- Public meeting with those organisations and individuals having a legal and, or business interest, and statutory bodies such as the Environment Agency and the Housing Corporation.
- Public meeting with local interest groups, resident associations and traders association and other bodies.
- A public exhibition was also held with officers attending to answer questions.
- Round table meetings with key stakeholders.
- A copy of a Haringey Heartlands newsletter was sent

to local residents and businesses, informing them about the draft framework, explaining the process and inviting people to attend the exhibition.

Some of the more prominent issues raised included the impact from traffic, the impact on conservation areas and Wood Green Common, the impact of tall buildings, the strategic need for a piazza, the impact on schools and social infrastructure and the impact on Wood Green town centre.

In addition to the above, the issues of concern that were raised in respect to a planning application submitted in 2000, were also considered.

2. FORMAL PUBLIC CONSULTATION STAGE

The formal public consultation process about the draft Framework commenced on the 25th September and ended on 18th December 2003: a period of 12 weeks. This consultation was carried out in conjunction with Haringey's First Deposit UDP process, which ensured that it was extensive and wide ranging. The documentation was made available in a variety of formats. The public consultation strategy included the following:-

- Advertisements in the local press.
- Documents made available for inspection at local libraries and council offices.
- Letters and copies of documents sent to various statutory and advisory consultees, and interested parties.
- Articles in "Haringey People": distributed to all households in Haringey.
- Information leaflet sent to every address in the borough.
- Displays at main libraries and council offices.
- Posters and information leaflets distributed to community centres, libraries, schools, doctors and dental surgeries etc.
- Draft Framework on the Haringey's web site.
- Presentations at Neighbourhood Assemblies throughout the consultation process.
- Officers attendance at other meetings and round table meetings throughout the process.

- Posters and information leaflets in different languages distributed through community centres, libraries, schools, doctors, dental surgeries etc.
- Presentation given at a public meeting in April 2004 organised for the purpose of giving feedback on the public consultation: also feedback given through newsletters sent to local residents and businesses.

THE LEVEL OF RESPONSE

About 370 separate representations were received from almost 100 separate respondents. Also, a petition containing over 380 signatures was received, requesting that a new relief spine road be built through the site to alleviate traffic from Hornsey Park Road.

Summaries of all the representations received, the London Borough of Haringey's responses and the changes made to the draft framework are set out in a separate document "Schedule of Comments Received, London Borough of Haringey Responses and Changes".

KEY ISSUES RAISED

Key issues arising from the formal public consultation included the following:-

- The total number of new dwellings provided, and provision of affordable housing.
- The balance between the provision of new employment and housing.
- The need for extending retail extension of Wood Green Town Centre.
- The need to provide for a new school/additional school places and community facilities.
- The need to improve existing public transport facilities.
- The need to consider the impact of increased traffic, parking and access issues.
- The need to provide a relief spine road through the site to relieve traffic from Hornsey Park Road.
- The need for Environmental Impact and Traffic Assessments.
- The need to improve pedestrian and cycle links

- The need to protect views to Alexandra Park and the character of conservation areas.
- The need to protect the status of Wood Green Common Common's as a Town Green.
- The impact from the scale and height of new buildings on neighbouring residents.
- The need to enhance biodiversity and ensure that development is sustainable.
- Linkages should be improved between the east and west.
- The need to ensure that any development is economically viable.
- The need to consider the site comprehensively as opposed to dealing with individual parts of it separately.

3. POST FORMAL PUBLIC CONSULTATION STAGE

At the end of the formal public consultation stage a number of meetings were held with local resident associations to consider further representations and discuss possible amendments to the Framework. These meetings ended on the 8th July 2004, which was the end of the public consultation exercise. Details of these representations are contained in the "Schedule of Comments Received, London Borough of Haringey Responses and Changes".

