

haringey heartlands

development framework

April 2005

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Executive Summary

This document is a development framework for the Haringey Heartlands area. The area is located in the centre of the borough of Haringey adjoining Wood Green Town Centre and comprises large tracts of underused utilities lands. It has the potential to be a 'Heartland' for the borough linking east and west.

Haringey Heartlands is identified as an 'Area of Intensification' in the London Plan, which sets down minimum targets for new housing and employment in the area. Development frameworks are needed to provide guidance for such areas undergoing major change. They help ensure that major planning applications meet the strategic goals that have been set for an area.

The framework area comprises the whole of the western and eastern utilities lands, together with areas which provide vital links to Wood Green and Hornsey Centres. The western utilities lands north of Hornsey High Street now have planning permission and much of this area has now been redeveloped. In the light of progress made in connection with the redevelopment of this area, the main focus of the framework is on ensuring the successful integrated development of the eastern utilities lands. On the eastern utilities lands significant residential and employment development is needed to meet objectives set out in the London Plan, to provide jobs and homes in an area of high unemployment and deprivation. The wider objective is a new mixed use, high quality urban community and development proposals should be set in the context of this framework to facilitate comprehensive redevelopment of the site. The heartlands has also been extended from previous planning exercises to include areas that provide opportunities to improve links through to Wood Green and Hornsey Centres. The framework replaces the existing planning brief for the Hornsey Depot and Hornsey waterworks.

This document proposes better links to Wood Green Town Centre. Another key proposal will be the development of a Business Enterprise Centre on the eastern utility lands, in partnership with the London Development Agency. There will also be new public open spaces. The objective is to achieve the highest standards of sustainable urban design and development.

There is an identified need to increase the number of school places which will require land for a new school. The framework proposes to provide a new school on the eastern utility lands. In addition, the framework proposes to create a new vehicular and pedestrian route through the framework area to help reduce the impact of any development on existing roads.

Haringey, the Greater London Authority and the London Development Agency consider that these outcomes can best be met through a comprehensive approach to development.

The development of Haringey Heartlands represents an exciting opportunity to meet Haringey's and London's needs. This document has been prepared following an extensive public consultation exercise, the details of which are set out in a separate schedule annexed to this Framework. The schedule details who responded, the comments received, Haringey's response to them and any revisions made.

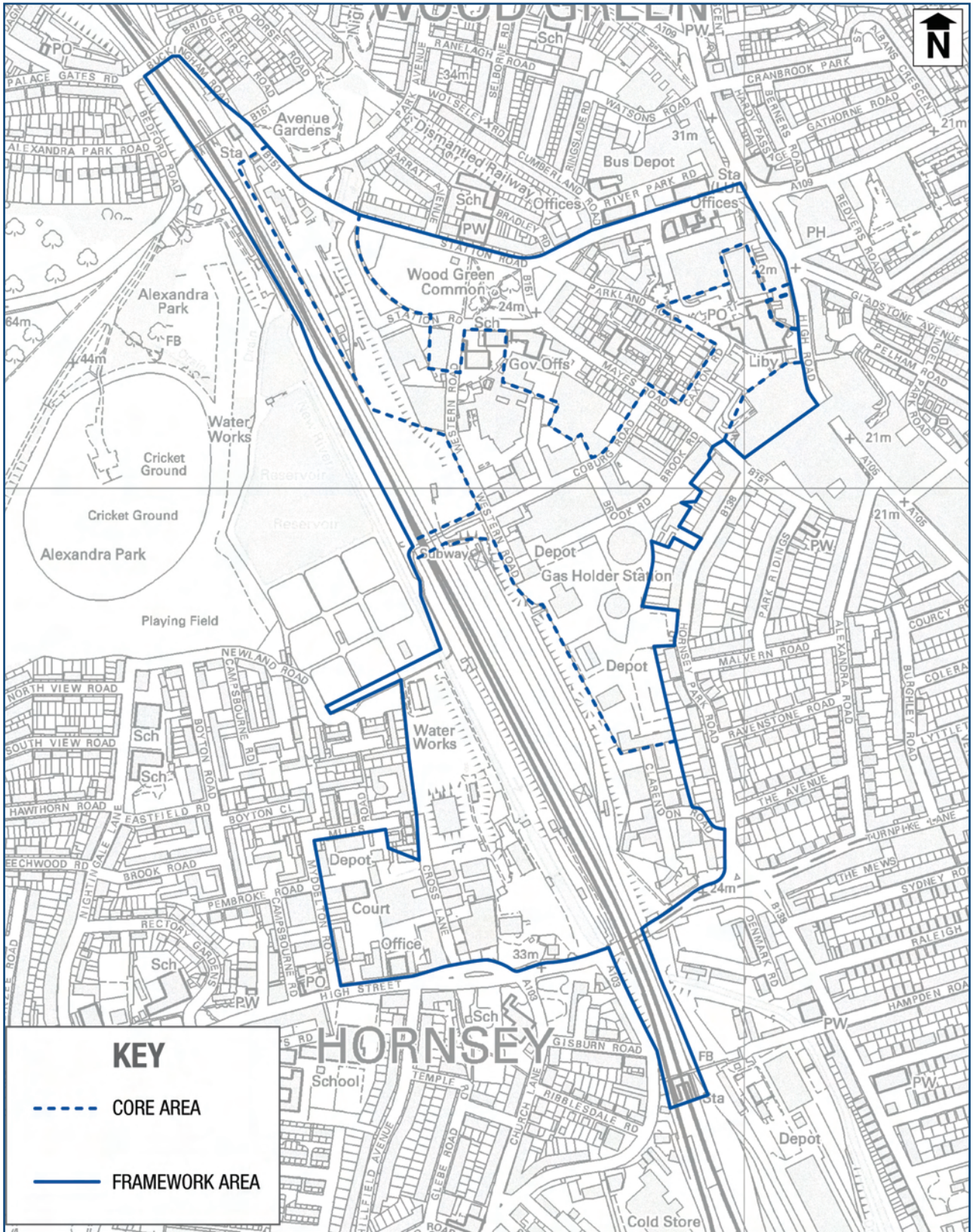


FIGURE 1: Area covered by the Framework and the Core Area

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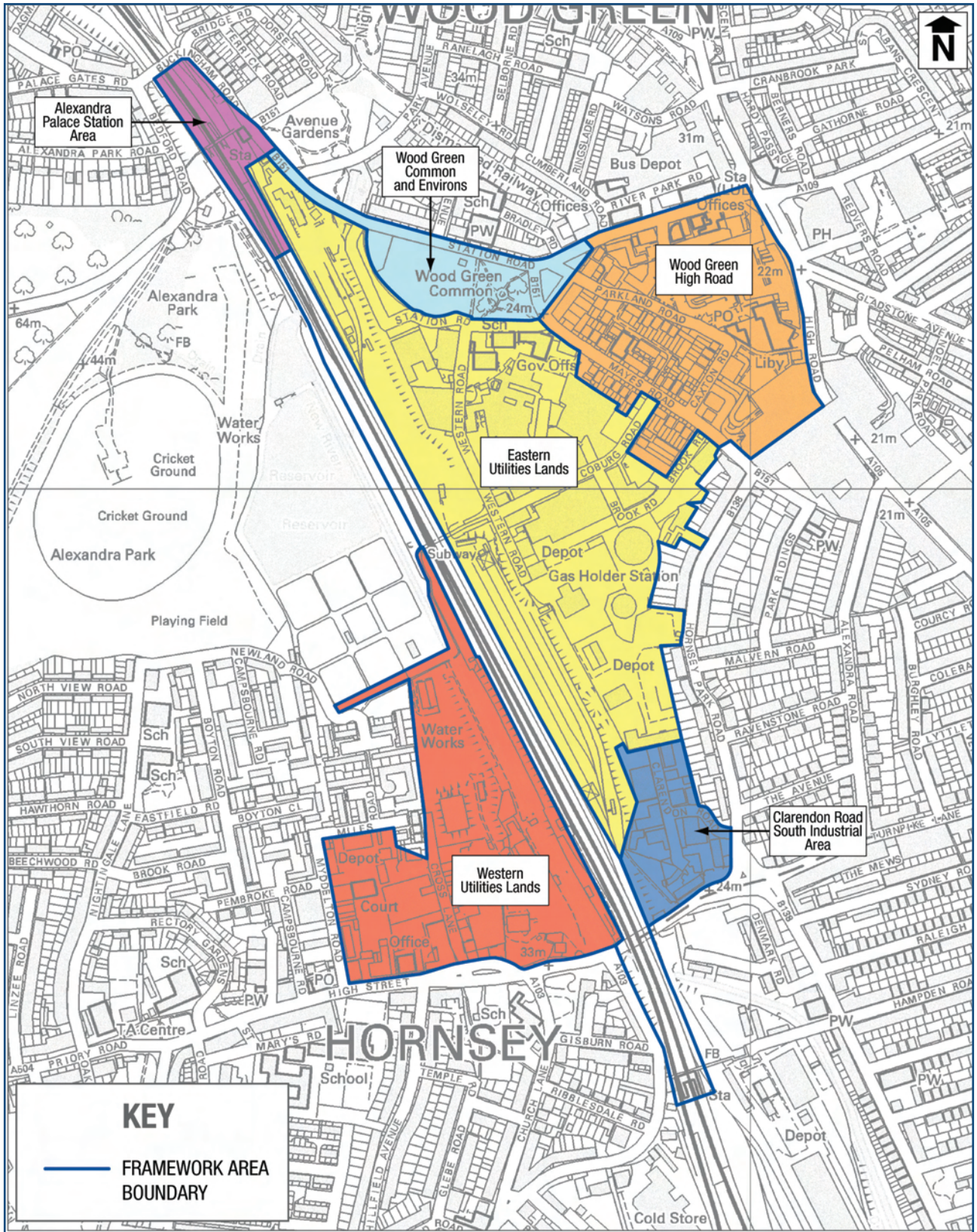


FIGURE 2: Character Areas within the Framework Area

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Context and Strategy

3. The Heartlands Area

Haringey Heartlands represents one of the largest development opportunities in North London, and is identified in the London Plan as an Area of Intensification. The site is important for regenerating North London and attracting new investment. The area is adjacent to Wood Green, one of the main shopping centres in North London. It is identified as a Metropolitan Centre within the hierarchy of shopping centres identified in the London Plan. Wood Green Shopping City was developed in the 1970's as part of a major redevelopment programme for Wood Green which included the demolition of unfit housing and the creation of a major retail centre with substantial housing development. However it backs onto the major development opportunities in the Haringey Heartlands area to the west.

Wood Green has good public transport accessibility with two Piccadilly Line tube stations at either end of the High Road at Wood Green and Turnpike Lane, and Alexandra Palace and Hornsey Main Line stations providing easy access to the City and West End. Wood Green bus station lies at the north of the High Road and Turnpike Lane bus station to the south, and eighteen different bus routes serve the area. Within the borough of Haringey, Wood Green forms the meeting point between the more affluent west of the Borough and the more deprived east. The East Coast main line acts as a substantial barrier between these two parts. East-west transport links across the borough are weak at present and there is an opportunity to bring the two sides of the borough together in a vibrant heart with a wide mix of facilities.

The Haringey Heartlands area may be divided into a number of character areas as illustrated in figure 2. The area comprises mainly of large areas of utilities and employment land on either side of the main line railway. It includes the Cross Lane Employment Area which borders Hornsey High Street; parts of Wood Green High Road (which form a link to the area) and the Clarendon Road industrial area (which provides access to the south eastern part of the area). The eastern perimeter at the area is bounded by Hornsey Park Road. Its eastern and northernmost point is bounded by Buckingham Roads.

The western utilities lands include the former Hornsey Depot site owned by Haringey Council and the former

Hornsey Water Works originally in the ownership of the Thames Water. At the Water Works site planning permission was granted in 2004 for residential development comprising 622 new homes and an arts complex, Doctors Surgery/crèche and public open space. The availability of two such large sites in close proximity is an opportunity and should not be missed. The two landowners have agreed to work together to achieve a comprehensive mixed use solution, which could include the provision of a medium sized foodstore on the Hornsey Depot site.

The eastern utility lands comprise a largely undeveloped area in the ownership of Second Site Property, Network Rail, Rail Property, Transco, London Borough of Haringey and the London Development Agency. It also includes the Wood Green Industrial Area in Clarendon Road North and Clarendon Road South, which was developed by Haringey in the late 1970's and 1980's after a process of clearance of unfit housing to the west of the High Road. Within this area is an ecological corridor, providing habitats for a number of species.

The framework area comprises the whole of the western and eastern utilities lands, together with areas which provide vital links to Wood Green and Hornsey Centres. In the light of progress made on the western utilities lands, however, the priority for the framework is on ensuring the successful integrated mixed use regeneration of the eastern utilities lands. The area has been extended from previous planning exercises to include areas which provide opportunities to link through to Wood Green and Hornsey Town Centre, and to ensure that the site is intergrated into the surrounding area.

In the event that part of the railway lands are made available for development, any new development proposed for these sites should respond to the development principles outlined in this Framework and envisaged master plan.



Figure 3: There are a few buildings of high townscape value within and adjacent to the study area.



Figure 4: However, there are many buildings and structures of low or negative value.



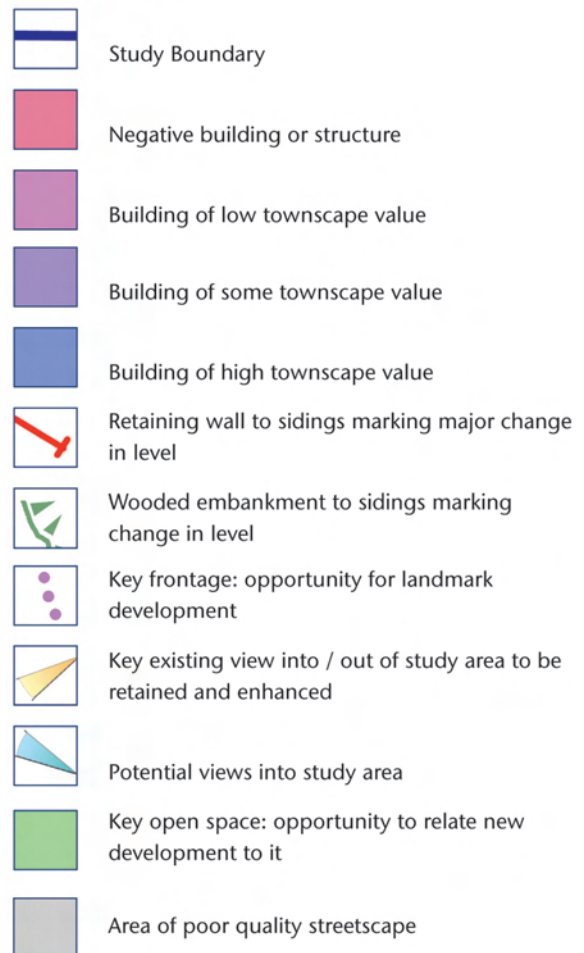
Figure 5: Buildings such as the Chocolate Factory have the potential to make a very positive contribution to the area's character and quality.

4. Site Analysis

An analysis of the site and its context has been undertaken to develop an understanding of:

- the buildings and structures that make up the townscape of the area, along with an identification of key existing views and opportunities for future enhancement of views; and
- the routes and linkages connecting the study area to its wider context, and the opportunities for enhancing those links.

The analysis provides a basis on which to develop a vision and concept for the regeneration of the area.



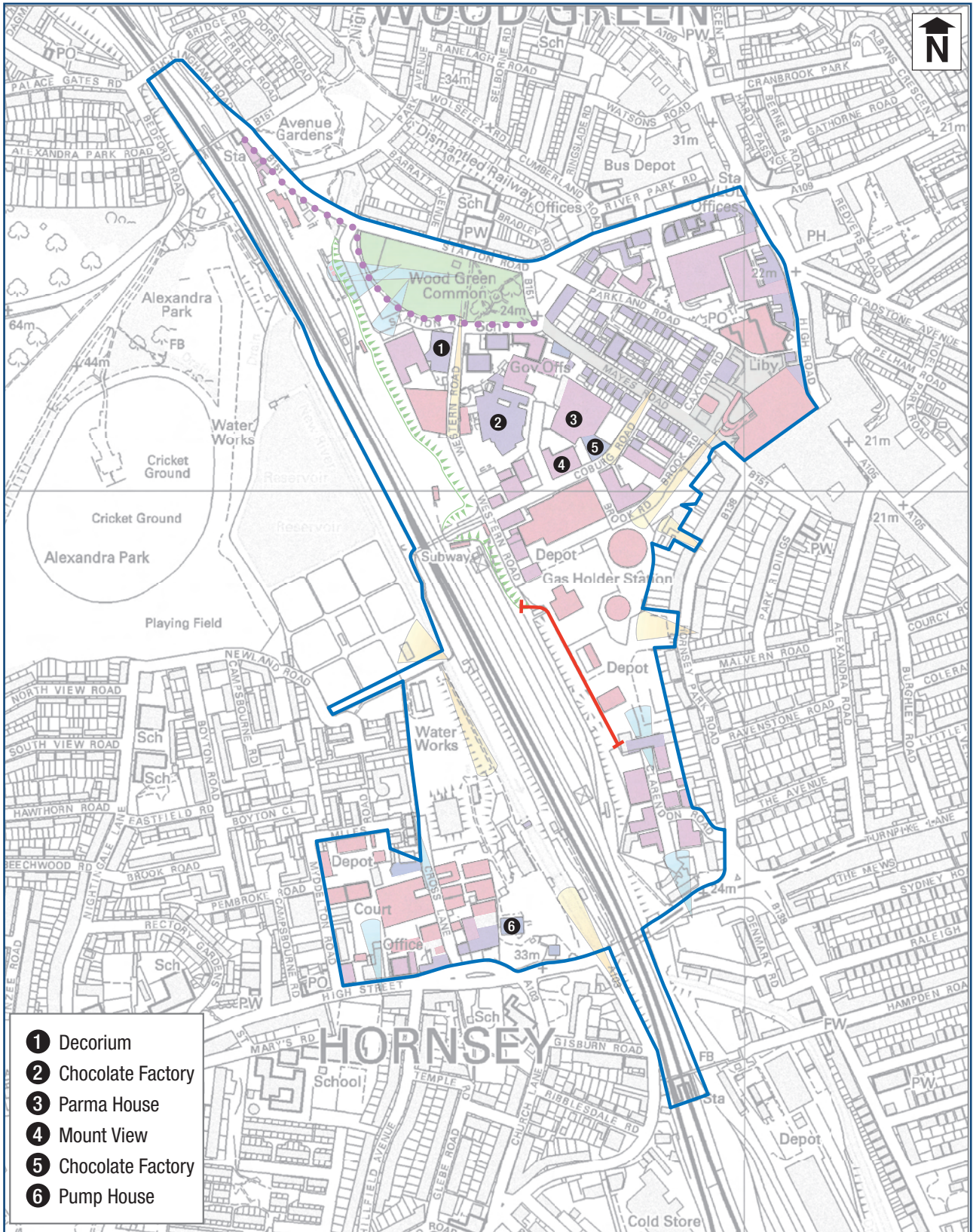


FIGURE 8: Site Analysis: townscape

Not to scale



Figure 6: The pedestrian environment within the study area is generally poor (right). Linkages between the east and west of the study area are limited and of very low quality (Penstock footpath shown on the left)



Figure 7: Links to Wood Green Town Centre are poor. Above: one of the shortest links is via Caxton Road and the library, but it is unattractive. Right: Shopping City turns its back on the study area, presenting an unwelcoming facade.



4.1 ROUTES AND LINKAGES

The opportunity exists to redress the severance and impermeability of the utilities lands. Improved vehicular and pedestrian linkages between the eastern and western utilities lands and Wood Green town centre could be achieved for instance by; including the provision of a new spine road linking Western Road to Clarendon Road; the widening of Coburg Road to create a boulevard east west connection to the eastern utilities lands and the town centre. However, these need to be tested by more detailed transport assessment and impact studies.



Railway line is major barrier to east-west movement



Other barriers to connectivity



Principal vehicular route



Key vehicular intersection



Key pedestrian/cycle linkage requiring improvement



Rail / tube station - major destinations for pedestrians



Existing vehicular route within core site area



Possible vehicular access to core site



Potential pedestrian / cycle access to core site

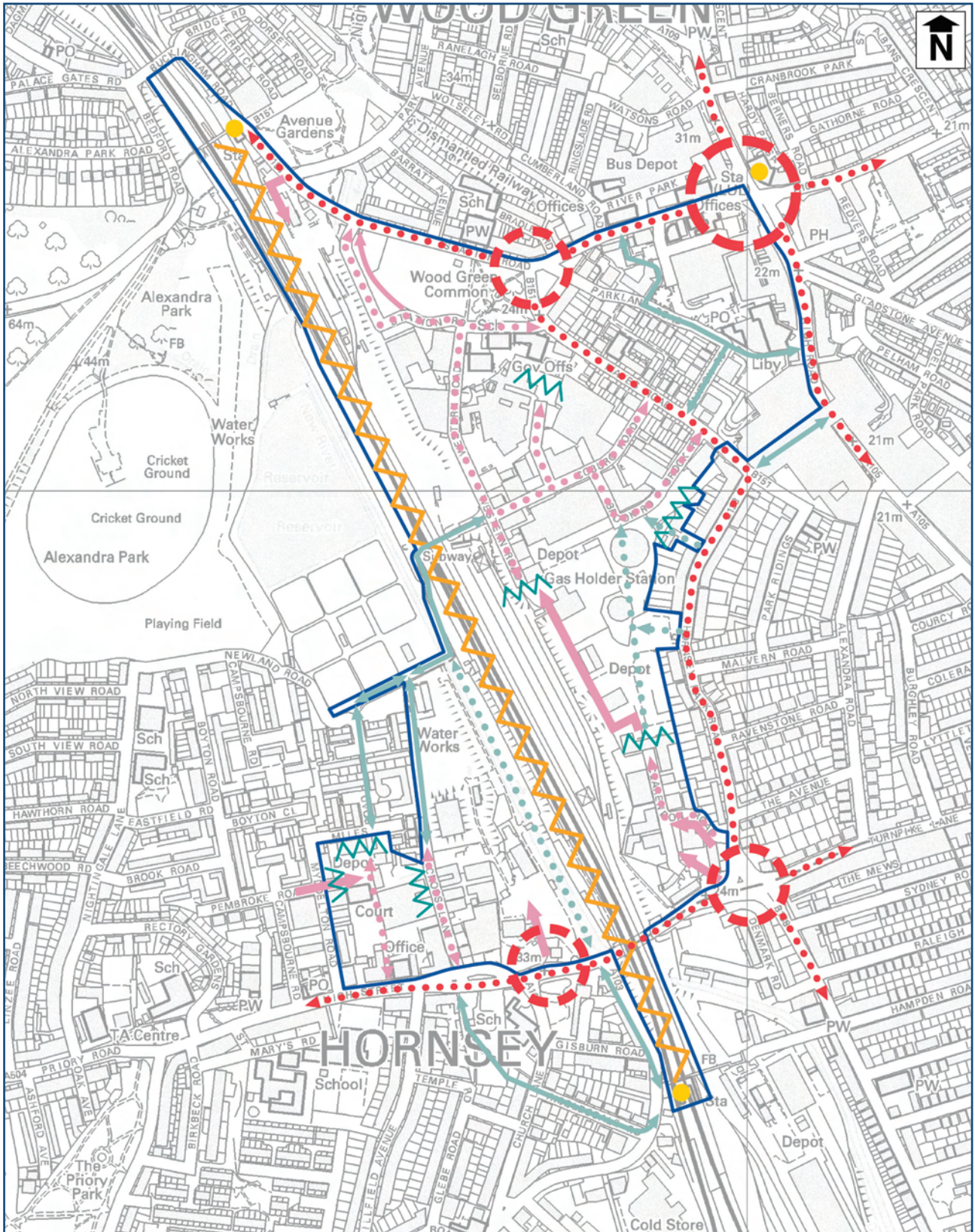


FIGURE 9: Site Analysis: Indicative routes and linkages

Not to scale

5. Planning Policy Context

THE LONDON CONTEXT

The London Plan recognises the importance of the Haringey Heartlands Area as an Area of Intensification. These areas are defined as areas with significant potential for increases in residential, employment and other uses through development or redevelopment of available sites and exploitation of potential for regeneration, through higher densities and more mixed development and intensive use. In these areas, boroughs are required in consultation with the Mayor to promote development opportunities through higher density redevelopment at key transport nodes of good accessibility and capacity and in town centres (Policy 5E.3). The London Plan sets indicative estimates for growth (to 2016) for Haringey Heartlands/Wood Green of 1500 additional jobs and a minimum of 1000 additional homes by 2016. However the draft plan states that these development capacity guidelines are indicative at this stage and should be tested and refined with sub-regional partners.

Specific to Haringey Heartlands/Wood Green Town Centre, the London Plan states (Para 5.129):

“A planning framework for Haringey Heartlands/Wood Green should co-ordinate the range of development opportunities on the railway and industrial lands to the south west of Wood Green town centre. These sites include the Clarendon Road gas works, adjacent Coburg Road industrial area and Hornsey water works on the north side of Hornsey High Street. There is significant scope for enhancement of these areas, building on the area’s industrial heritage. Site assembly and provision of better links with the town centre will be key to comprehensive development. The provision of sustainable high density mixed-use development for housing, leisure, retail, employment and open space should be included in any redevelopment plans. Opportunities should be taken to redevelop parts of Wood Green town centre for high-density, mixed-use schemes.”

Part of Haringey Heartlands is also identified as a strategic employment location for businesses requiring a high quality environment.

THE HARINGEY CONTEXT

The statutory development plan for Haringey is the Unitary Development Plan (UDP), which was adopted in March 1998. This sets out the Council’s borough wide planning policies and should be consulted in preparing any planning application. Section 54A of the Town and Country Planning Act 1990 states that in determining planning applications, such applications shall be determined in accordance with the relevant development plan unless material considerations indicate otherwise.

The adopted Unitary Development Plan is currently undergoing a review. The 1st deposit draft of the review was published for public consultation on 25th September 2003 for a period until 18th December 2003. The Council evaluated all representations received in respect of this consultation and the Revised Deposit Unitary Development Plan was published for the purposes of public consultation between the 16th September 2004 to the 27th October 2004. The Public Inquiry in respect of draft Unitary Develop Plan will start on 12th April 2005.

Whilst the adopted UDP is the statutory plan it is the policies in the draft UDP that are up to date and take into account the London Plan. Consequently they will be accorded substantial weight.

Specific to Haringey Heartlands/Wood Green, Policy AC1 of the revised draft UDP states:

“Development should have regard to the development framework for the area which seeks to ensure comprehensive and co-ordinated development which:

- a) Supports the London Plan designation as an intensification area, suitable for a business park, potentially achieving 1,500 new jobs and a minimum 1,000 new homes;
- b) Achieves significant new employment spaces for small businesses and the creative industries, especially in the cultural quarter;
- c) Creates better links with the surrounding area including Wood Green High Road;
- d) Extends and complements Wood Green Town Centre reinforcing its role as a metropolitan centre and meeting the identified need for new retail;

- e) Contributes to regenerating Hornsey High Street as a shopping destination;
- f) Creates significant new public spaces and improves existing ones;
- g) Meets identified demands for enhanced and additional community facilities;
- h) Has a design and layout that encourages walking and cycling;
- i) Helps bring forward and maximise opportunities for improved public transport services;
- j) Ensures that the waste transfer site and travellers site will be appropriately relocated to achieve land for development;
- k) Ensures that any continuing rail-related operations on the site are not prejudiced;

In order to meet these objectives within the Comprehensive Regeneration Area as shown on map 1.1, piecemeal development will be resisted. "

[It should be noted that the Revised UDP is subject to a Planning Inquiry and that this Policy is subject to change.]

6. The Regeneration Context

The Haringey Heartlands area offers outstanding opportunities for inward investment, consistent with the site's strategic importance for realising high density mixed use development. Few large brownfield sites in London are as accessible, being located only 15 minutes by train or underground from Central London. Regeneration is already considerably advanced with the outstanding success of the cultural quarter focused on the eastern utilities land, now recognised as a cultural hub by the Mayor, and the work already starting on the western utilities lands. The importance given to the project and the commitment of the stakeholders, the London Borough of Haringey, the Greater London Authority and The London Development Agency cannot be overestimated. They are prepared to work pro-actively in partnership with the other landowners to deliver the vision and meet the objectives of this framework.

The presence of an established cultural quarter with a concentration of active creative industries within the core area is a key characteristic of the eastern

utilities lands, giving the area a unique quality and uses which any new development should consolidate and complement._

The Index of Multiple Deprivation 2000 lists Haringey as the 25th most employment deprived district in England, putting it in the top 7%. The Council therefore places the highest priority on area regeneration and the development of Haringey Heartlands provides the opportunity of contributing towards this objective. The scheme was first conceived of (and forms a key element of) the SRB round 3 programme for Wood Green ("Haringey Heartlands"). This programme ended in 2004 although Haringey is pursuing successor programmes.



FIGURE 10: Regeneration of Haringey Heartlands has the potential to connect the east and west, and the north and south of the Borough and form a new heart for the Borough with a creative and cultural focus.

Haringey Council's corporate priorities in its Community Strategy are to:

- Improve services.
- Narrow the gap between the east and the west of Haringey.
- Create safer communities.
- Improve the Environment
- Raise achievement in education and create opportunities for life long success.

Haringey Council sees the Heartlands area as a strategic opportunity to address these objectives. Haringey Heartlands/Wood Green is one of five priority areas in the borough for neighbourhood renewal.

The London Development Agency (LDA) see this area as central to their wider regeneration proposals for North London and the Upper Lea Valley area. The LDA's general strategic aim is for regeneration that has strategic implications for London. Specific outputs sought by the LDA in the Heartlands scheme are as follows:

- Business retention;
- Job creation/type of employment;
- Hectarage brought back into use;
- Skills/training targets;
- Support for black/ethnic minority businesses.

Business generation and retention and the creation of new employment opportunities must therefore be given priority in the implementation of the Heartlands scheme and this is taken into account in establishing a viable land use mix for the Heartlands scheme and its phasing.

Haringey's Cultural Strategy identifies Wood Green, Tottenham Green and Edmonton Green (in London Borough of Enfield) as the "Three Greens" where the development of creative industries, leisure and tourism will be encouraged. With the support of the LDA, a thriving cultural quarter is being developed around the Chocolate Factory on the northern arm of Clarendon Road consisting of a complex of more than 80 artists studios and small business units. It is North London's largest creative enterprise centre. In addition, some 200 jobs are provided by the Mountview Theatre Academy whose main 'campus' lies within the Cultural Quarter.

Haringey is working with other Boroughs and partners as part of the North London Cultural Industries Development Partnership. One of its priorities is to

ensure that Small and Medium Sized Enterprises (SMEs) have start up spaces and larger units as businesses grow. The Borough's cultural strategy identifies a shortage of this type of space. Priorities include to actively develop the Wood Green Cultural Quarter as a place for growing enterprises and for the enjoyment of arts and culture, providing more cultural facilities whilst ensuring a high standard of new built environment. This could include a new theatre, retail outlets, gallery spaces and Studio/Creative business units as starter and move-on to spaces and provision of public art. Haringey has also prepared a City Growth Strategy with the LDA which focuses on growth in these sectors.

Haringey/Wood Green has also been identified as one of ten creative hubs by Creative London, the Mayor's agency for promoting creative and cultural industries in London. Creative Hubs will bring together work and display space, access to advice and support, training and learning opportunities, and will build on existing good practice in their local areas. Furthermore, creative and cultural industries are increasingly recognised as a sector that promotes regeneration, particularly in areas of deprivation and cultural diversity.

The extent of underused and derelict sites, the proximity to public transport and a major town centre and the catalyst provided by the Cultural Quarter present a unique regeneration opportunity in North London. There is an opportunity is to create a new heart for the borough that links its western and eastern parts and creates a thriving and vibrant quarter in an economically deprived area.

Figures 10 & 11 illustrate the strategic role of the Framework Area and its linkages with the Borough as a whole.



FIGURE 11: Strategic Linkages diagram

Vision and Objectives

7. The Heartlands Vision

Central to this framework is an overarching vision, shared by all of the main agencies:

To create a vibrant, sustainable and attractive new urban quarter where people want to work, live and visit, which acts as the cultural Heart of Haringey and which intergrates and benefits wider communities.

Development proposals in the area should meet this vision. The objective is to establish Haringey Heartlands as a significant new high quality mixed use quarter where people will want to work, live and visit. This will be achieved by actively promoting comprehensive sustainable development, including economic, social and environmental improvements, which supports Wood Green Town Centre, the further development of the emerging Cultural Quarter focused on the Chocolate Factory, an expanded and diversified economy centred on high value employment uses, the delivery of high quality new homes, and the regeneration of Hornsey High Street. Development of the Haringey Heartlands area will be key to revitalising and ensuring the long term sustainability of Wood Green as a Metropolitan Town centre serving North London.

Haringey Heartlands provides the opportunity to create an attractive urban environment that has its own distinct character, but which is also well intergrated into the physical, social and economic nature of the surrounding area. The challenge facing the borough and its partners is to create a new destination that will attract investment and provide a high quality environment for businesses, residents and visitors. The development should be a landmark in terms of environmental sustainability, exemplifying best practice in terms of energy, water, materials use and recycling, biodiversity and transport.

To support the vision, there are seven principal aims for the project, backed up by a number of key objectives, against which against which proposals will be monitored and appraised. These aims and objectives stem from policies in the London Plan and Haringey's draft Revised Unitary Development Plan.

The philosophy behind this framework is one of flexibility. These objectives will be used as 'performance criteria' against which schemes can be judged. This will provide designers and developers with the creative freedom to innovate and find new ways of achieving the identified objectives.

8. Framework Aims and Objectives

AIM

- **A comprehensive development that regenerates the framework area**

OBJECTIVES:

- To regenerate the eastern utilities lands as a co-ordinated, coherent and integrated site.
- To secure strategic regeneration of the area for intensification.
- To deliver a sustainable community in line with best practice.
- To ensure a viable scheme with sufficient value, to ensure that objectives such as decontamination, mixed use, maximising affordable housing and the provision of infrastructure, and high quality public realm are met.

AIM

- **A large area of brownfield and contaminated land brought into beneficial use**

OBJECTIVES

- To reclaim a minimum of 2ha of vacant brownfield land and to intensify a total of at least 30ha in brownfield use.
- To successfully remediate contamination on the Heartlands Framework area without risk to public health.
- To successfully relocate the travellers facility, in consultation with the travellers.
- To successfully relocate the waste transfer/recycling facility and building services depot.

AIM

- **The creation of a cultural and enterprise cluster generating significant new investment and employment in a deprived area, building on and complimenting the success of the Cultural Quarter.**

OBJECTIVES

- To contribute to the generation of 1,500 net additional jobs by 2016 (excluding jobs from transferred enterprises), in the Haringey Heartlands/Wood Green area, focussing on Small and Medium Sized enterprises and creative industries in affordable premises.
- To target 25% of new jobs, businesses and learning opportunities for Black & Ethnic Minority (BME) communities.
- To successfully relocate businesses that need to move if possible within the Haringey area.
- To contribute towards meeting neighbourhood renewal floor targets.
- To promote the provision of improved cultural facilities within the framework area including provision to meet the needs of Mountview Theatre School.
- To deliver a business enterprise centre to support the development of the cultural cluster and to create new opportunities for SMEs associated with the creative and cultural sector.
- To enhance the Cultural Quarter, by providing appropriate ground floor uses, thereby ensuring that it becomes a key destination in a vibrant new urban quarter.
- To link any new cultural and creative components within the Cultural Quarter to the envisaged east west boulevard that connects the eastern and western utilities lands to the town centre.

AIM

- **A connected place unifying communities which connects to Wood Green Town Centre reinforcing its role as a metropolitan centre, and regenerates Hornsey as a district centre.**

OBJECTIVES

- To extend the retail offer of Wood Green Town Centre by providing complementary retail facilities which will assist in meeting the identified need for comparative and convenience retailing, plus restaurants/food and drink uses etc. arising from the Wood Green Area, the Cultural Quarter and the new development.
- To provide improved links to Wood Green Town Centre and Hornsey Local Centre so that their viability and vitality is sustained and enhanced.
- To create new and improved links to the Heartlands sites from the East and West, which could include a new pedestrian/cycle bridge across the railway if practical and viable, and a sequence of high quality public spaces and the potential widening and extension of Coburg Road to create a new boulevard connection between the eastern and western utilities lands and the town centre.

AIM

- **An outstanding place to live, work, and visit with a rich mix of uses which demonstrates the highest standards in the public realm and of high density mixed use, sustainable urban design.**

OBJECTIVES

- To ensure a vibrant and compatible mix of uses throughout the framework area.
- To create a safe and accessible environment that takes into account the principles of designing out crime.
- To create a high quality public realm including a new public space or boulevard that enhances an east west connection between the eastern and western utilities lands and the town centre.

- To create developments that look outward to streets to create animated frontages, which connect the parts of development to each other and to the surrounding street networks. In the case of the eastern utilities lands to recreate Coburg Road and Clarendon Road as a pedestrian spines.
- To provide a gradation of collective and private spaces which offer a wide range of amenity.
- To create an identifiable urban quarter in the eastern utilities lands, through the utilisation of design and materials of the highest standards and quality.
- To consolidate and enhance the Cultural Quarter in the eastern utilities lands, through high quality public spaces and high quality innovative mixed use buildings.
- To ensure the equitable distribution of residential and non-residential uses throughout the eastern utilities lands and wherever possible, to ensure the development of a dynamic and sustainable urban quarter.
- To protect and enhance Wood Green Common Conservation Area.
- To promote an appropriate scale of the development which respects the prevailing character of the surrounding area, open spaces, industrial heritage and conservation areas where relevant, whilst maximising the use of the framework area and in the Eastern Utilities Lands, ensuring the development of an urban quarter with a distinctive identity. To protect and enhance views of Alexandra Palace.
- To enhance overall biodiversity and nature conservation, protecting mature trees where possible and take into account part of the sites designation as an Ecological Corridor.

AIM

- **To provide housing and associated facilities that maximise use of the site, building on its good access to public transport and proximity to established town centres.**

OBJECTIVES

- To meet and exceed where possible the London Plan target of a minimum of 1,000 additional homes for the whole of Haringey Heartlands/Wood Green overall.
- To meet the full spectrum of housing needs in the area, including the provision of affordable housing based on the targets set in the London Plan (including key worker/intermediate housing).
- To achieve a high density scheme which makes full and effective use of the site.
- To achieve a mixed and balanced community.

AIM

- **Provides for the need for improved community facilities**

OBJECTIVES

- To enhance the existing library and promote it as a gateway to the Heartland's area from Wood Green High Road.
- To provide a new primary care facility within the framework area, in partnership with and in accordance with the requirements of the Primary Care Trust.
- To enhance New River Walk.
- To protect and enhance Wood Green Common for the enjoyment of the community in partnership with the Guardians of Wood Green Common Residents Association and which protects its status as a 'Town Green'.
- To meet the need for new school places, through the development of a new school facility within the framework area, which will be subject to separate consultation.

- To secure financial contributions towards the provision community facilities from all aspects of development within the Framework area.
- To provide a network of improved links to the wider area and general improvements to the public realm.
- To develop an Enterprise Hub to accommodate and supply new and emerging SMEs.

AIM

- **To improve transport infrastructure and access to, around and through the area.**

OBJECTIVES

- To help bring forward and maximise opportunities for improved public transport services.
- To contribute to the provision of an improved interchange at Alexandra Palace and Hornsey Stations and improve linkages from here to Wood Green town centre and Hornsey.
- To provide good bus access and links.
- To develop the eastern utilities land around the needs of the pedestrian and not private car owners.
- To limit on and off-street parking to levels which do not harm access and amenities in the surrounding area.
- To enhance facilities for pedestrians and cyclists.
- To create new vehicular and pedestrian routes through the framework area to reduce impacts of intensive developments on existing roads, including a spine link access road.
- Improve the existing junctions in the Framework area, where appropriate.

Development Principles

9. Land Use Framework

This framework aims to create a vibrant and sustainable community. A sustainable community implies a mix of uses and therefore, employment and commercial opportunities close to where people live and especially at highly accessible locations such as this. A balanced mixed use scheme is required, combining employment and residential uses and building on the indicative estimates of growth set out in the London Plan, together with community, retail and leisure uses. In the case of the eastern utilities land an equitable distribution of residential and employment generating uses between the major landowners needs to be achieved wherever possible. This ensures the development of an urban quarter that consolidates a cultural focus and identity to the site and enhances both east west and north south links, and permeability to the surrounding character areas in the development framework area.

The framework sets down guidance for both the eastern and western parts of the area, but with a particular emphasis on the major opportunity presented by the

eastern utilities lands. Whenever guidance specifically applies to only one part of the Heartlands area its states so, otherwise the guidance applies throughout.

The local planning authority will use the key aims and objectives as set out above as the means of assessing all development proposals against planning policy, including land use mix.

This guidance on land use must be seen within the context of the comprehensive approach to development that Haringey and its partners are pursuing. On the Eastern Utilities Lands planning applications for individual sites will need to be set in the context of the development framework for the area as a whole which demonstrates how the Council's objectives will be secured together with the wider objective of creating a new mixed use, high quality urban community. Figure 12 illustrates an indicative form of development associated with regeneration of the Heartlands, which will act as a guide to future development. Further detailed work on the form of development needs to be done in the context of a viable scheme.

Key

-  Educational
-  Land required for railway-related purposes pending review of operational requirements
-  New public open space
-  Sequence of new public spaces
-  Opportunity for high profile 'landmark' uses
-  Existing employment area with potential for environmental improvement / regeneration
-  Residential
-  Mixed use development
-  Ecological corridor/green space
-  Key pedestrian / cycle link to the surrounding area requiring upgrading
-  Secondary access route
-  Indicative route linking quarters together. Routes must be designed to be pedestrian friendly.
-  Gateways
-  Cultural Quarter: focussed on the Chocolate Factory and providing a mix of employment / cultural / retail / residential activities linked to the Town Centre.
-  Key nodes
-  Development framework area

- 1** Potential for opening up Chocolate Factory and MHT building by creating route through existing self-storage use or Granta House. Good opportunity for transforming perception of cultural quarter from 'backland' site to make it more visible from Mayes Road. Chocolate Factory forms backbone of the Cultural Quarter, along with Palma House and 1930's building on Coburg Road
- 2** Reinforce Eastern Gateway. Formalise connection to Wood Green Town Centre. Potential to create dramatic east/west connection
- 3** Potential long-term redevelopment/regeneration of Clarendon Road Estate to create higher quality Southern Gateway and presence on Turnpike Lane
- 4** Potential site for school with landmark building framing the common and reinforcing the Northern Gateway Opportunity to link into Alexandra Park Station mixed use redevelopment initiatives. Potential to incorporate or ecological corridor within school grounds
- 5** Potential to reinforce pedestrian connections to town centre, library and council offices
- 6** Embankment to provide strong linear feature with ecological value. Penstock Path to be upgraded and straightened to provide link with western utility lands and Hornsey High Street

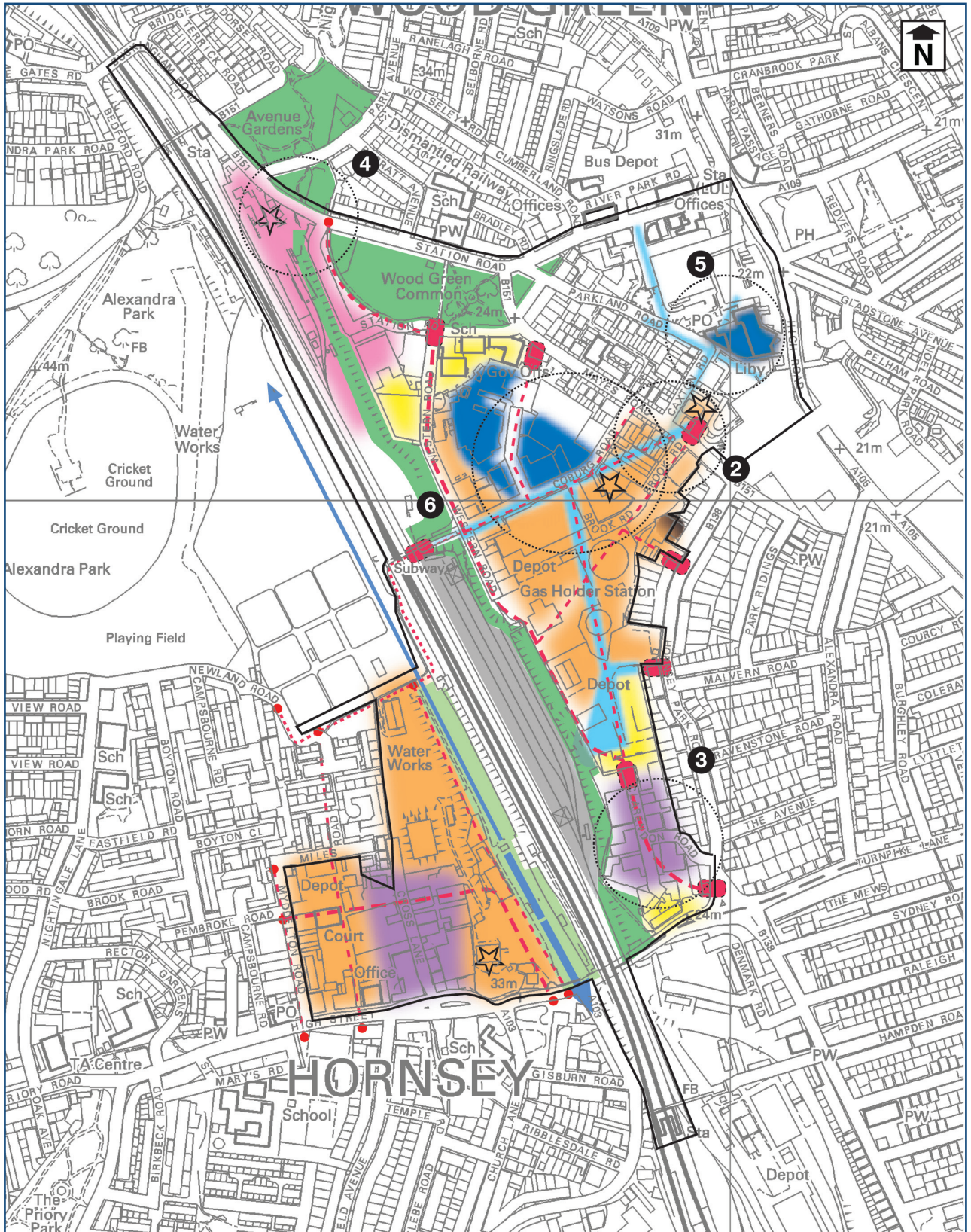


FIGURE 12: Illustrative Development Concept

Not to scale

Development of individual land use parcels contrary to the principles of comprehensive development as set out in this framework will be unacceptable.

Employment The location of the Framework Area within the wider London context, its current and proposed public transport links, and the amount of land available means that the commercial and employment opportunities are significant.

Parts of the western and eastern utilities lands are designated as defined employment areas in the adopted Unitary Development Plan. The draft revised Unitary Development Plan retains these but allows mixed use, provided that the overall requirements for the framework area of the London Plan in terms of providing employment and housing. It is in this policy context that the development framework has been prepared.

Development on the western utilities lands is predominantly for housing. Within the eastern utilities lands there will be a requirement for mixed use development combining a mix of employment, housing and extension of the cultural quarter. The provision of new employment opportunities will be required in all stages of development to achieve balance and a sustainable community and is an essential element of the comprehensive development of the area.

It is envisaged that at the heart of the development will be an enhanced and expanded creative/ cultural industries cluster and a growing SME business sector, primarily related to the creative and cultural sector. The existing training and employment opportunities provided by the Chocolate Factory and Mountview Theatre School should be built upon to achieve this objective. It is anticipated that employment uses will include training and arts activities.

The core of the development will be an enhanced and expanded creative and cultural industries cluster. The Chocolate Factory and Mountview Theatre School will form the heart of the cluster in the central part of the site and expansion of these facilities will be encouraged, particularly where it would facilitate development of training and employment initiatives associated with the cluster.

The existing Cultural Industries Quarter will be a focus of employment growth and a 'Business Enterprise Centre' will be developed in partnership with the LDA. The

Business Enterprise Centre will form part of the core of the site and will include the provision of start-up units for small and medium sized enterprises (SMEs). These will need to be at affordable rents, possibly cross-subsidised by other land uses. Any planning application will need to demonstrate a business plan to secure the Business Enterprise Centre and its occupation as part of an early phase of development.

Development of the Cultural Industries Quarter will not be sufficient on its own to meet employment targets and employment opportunities will need to be provided throughout the framework area. The Council believes there are particular cultural opportunities for small and medium sized enterprises and black and ethnic minority businesses (BMEs) in the eastern utilities lands.

It is envisaged that the majority of the existing industrial estate accommodation on the eastern utilities lands will be redeveloped and existing occupiers relocated to suitable premises elsewhere in the Borough, except where the use contributes to the cultural quarter. This will help ensure a more efficient use of land. In particular it will be important to create a strong central core to the scheme and the removal of constraints to achieving this objective will be a priority for the early phases of development.

Employment uses will be at significantly higher densities than at present with storage and warehousing activities being replaced by higher value and intensive business/ workspace activities. This requirement signals the need to consider innovative mixed-use building typologies that ensure that the overall quality of the living environment is not adversely affected.

The current Clarendon Road/Coburg Road industrial area may be redeveloped either as part of an initial or some future phase of development. Any impact on employment floorspace will be considered having regard to established employment policies. This area would benefit from the separation of residential and employment access and the creation of an improved 'gateway' junction of Hornsey Park Road and Turnpike Lane.

The provision of improved accommodation for Mountview Theatre School will be a key objective. Potential for use of the existing Gaumont Palace building should be considered.

Work-Live Work-Live development has the potential to play an important role in the early stages of development of Cultural Industries Quarters. An appropriate and realistic amount of Work-Live development will be acceptable as part of an overall scheme and would add to the employment potential and vitality of the area. Appropriate planning conditions and or planning agreements will be applied to work-live accommodation to ensure that it is retained for its permitted use and is not converted to either employment or residential use. Such a restriction will be necessary to maintain the proposed mix of uses and to achieve a sustainable development.

Residential Similar to the western utilities lands, the eastern utilities lands offer the potential to provide a significant number of new homes, maximum use should be made of the framework area to meet the objectives set out in the Communities Plan, the London Plan and the revised UDP in relation to housing targets. Such an approach is a reflection of the Heartlands' strategic location, good access to public transport. In accordance with the London Plan densities of between 55-110 units per hectare for terraced houses and flats and 80-120 units per hectare for flats will be permitted in the framework area or a maximum of 700 hrh . The Council believes that the Framework area has capacity to exceed the London Plan's target of a minimum of 1000 new homes, as part of a mixed-use development and will aim to maximise density to make best use of the site in accordance with policy objectives. There will be a focus of flats rather than houses to achieve maximum use of the site. Refer to the Council's SPG 3a for more detailed advice about the approach to density.

New residential accommodation should provide a mix of tenures and unit sizes and assist in creating a more balanced sustainable community through offering a greater range of choice in the quality and type of accommodation and amenity provision which will meet a broad mix of housing needs. Also, new homes should be built to lifetime homes standards (with 10% wheel accessible) where appropriate. Refer to the Council's SPG's 3a "Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes, and SPG 4 Access for All Mobility Standards, for more detailed advice on lifetime homes and standards in respect of equal access."

In accordance with the London Plan, a target of 50% of affordable housing to meet the overall borough target. In the light of the other objectives of this brief and the economics of the site, the Council will secure the maximum viable proportion of affordable housing to be determined following an independent valuation. Refer to policy HSG 4 of Haringey's draft revised UDP and the Council's SPG 11 in respect of affordable housing.

Key worker and other 'intermediate' housing will be promoted as part of a broad mix to meet the spectrum of housing needs within the borough.

Retail The Borough's recent retail capacity study has identified a need for additional retail floorspace by 2016 to meet retail needs and to secure the viability of Wood Green Metropolitan Town Centre. The scale of this requirement is identified in the Borough's draft revised Unitary Development Plan, which also proposes extending the boundary of the town centre.

Permission has previously been granted for a superstore on the Hornsey Depot site, but this permission has since expired. The Council supports proposals for a food store of not more than 2,500 sqm gross to satisfy the need for additional foodstore provision on the western utilities land, with the potential for a smaller 'metro' type store on the eastern utilities lands to meet needs mainly generated by the new development. Also, new jobs will be created by the store.

Within the eastern utilities land retail provision should be made to complement existing provision in Wood Green and to service the needs of the anticipated residential and employment populations. The framework plan makes provision for retail development across the primary frontages to develop active areas throughout the day and to encourage a range of uses. New retail development will also contribute to employment generation in the local area and will create a range of job opportunities.

Any use should not adversely impact on the amenities of neighbouring and future occupiers by reason of noise, activity and, or disturbance.

Community Facilities A sustainable residential community will require a full range of associated facilities, and any application should contribute to delivery of community facilities. The Council has identified the need to increase the number of school

places in the Borough, which will require land for a new school. Initial analysis has indicated that it is possible to provide a 'through school' on the eastern utilities lands and that the most appropriate location for this is at the northern railway lands. However, this will be subject to further consideration and separate consultation. Such a school could provide accommodation for a day nursery and for 1,800 pupils aged 5-18. The school would be a central element of the regeneration of Haringey Heartlands and will create an opportunity to deliver a state of the art facility, possibly with a focus on arts to complement and contribute to the cultural quarter within the Heartlands. The framework makes provision for the closure of Alexandra Park School to assist delivery of the new school. Also, significant residential development at the Heartlands will require additional school places. This will require contributions towards school place provision as set out in the section on planning obligations. -

There will also be a need for new primary health care facilities, which could be incorporated as part of wider development in the area. The primary health care facility should be designed to meet the requirements of the Primary Health Care Trust and may be integrated with commercial sector health/fitness development. A further study is required to determine the health needs of the local population and to effectively identify what is needed to meet the primary health needs of the new population.

Contributions may be required towards the refurbishment or replacement of the Central Library at Wood Green High Road. The library will act as a gateway to the framework area and there will be scope for the remodelling of the High Road Frontage to give a better presence for both the library and to link the wider Heartland's Development to the High Road. In developing proposals for improved linkages between the Heartlands area and the High Road, reference should be made to the links study commissioned by the borough which incorporates a series of costed public realm improvements showing better links to the surrounding areas.

There will be a requirement for improvements to the appearance and facilities of existing public open spaces such as Wood Green Common and for the creation of a network of new public open spaces, which should be green where possible. Development must take into

account the ecological value of parts of the study area and the requirements of existing habitats.

Gas Utilities Whilst part of the gas utilities' land is still in operational use, it is understood that it is practical for the gas holders to be decommissioned. Not including the gas holders land in an early phase of development would present severe practical and viability issues.

Gas mains run around the perimeter of the gas holders but do not present a major constraint to development. The gas holders are a notifiable installation although one of low risk. There will therefore be a requirement for the Health and Safety Executive to be notified of development in certain risk categories within the safeguarding area of the holders. Hazardous substances consent may also be needed alongside a planning application.

Water Utilities Part of the site is in close proximity to water courses and the Environment Agency are likely to request an 8 metre buffer strip between buildings and water courses. The Environment agency will be consulted about any development proposals.

As a brownfield site there may be existing operational sewers crossing the site. The impact of the public sewage system and water supply, and access to this infrastructure will need to be considered. Thames Water should be contacted for more details about water supply infrastructure.

10. Public Transport, Parking & Access

A key objective is to create an area with good accessibility and this may require the enhancement of public transport facilities and the provision of appropriate infrastructure. Development should therefore focus on promoting accessibility, and offering realistic sustainable transportation choices. The severance created by the railway line and existing roads must be overcome so that access by foot from local stations and bus corridors is both attractive and easy. Pedestrian and cycle routes to Alexandra Park and other major facilities should also be improved. Vehicular traffic should not dominate the environment and traffic should as far as possible be discouraged. Sustainable modes of transport should be encouraged in order to reduce reliance on the car. Improvements to the pedestrian environment will be required to ensure that development at Haringey Heartlands is linked with the town centre and surrounding area. A full transport assessment including an assessment of the demand placed on existing public transport facilities will be required in the preparation of development proposals.

Public Transport Public transport accessibility to the area is excellent with the Piccadilly line stations at Wood Green and Turnpike Lane and the WAGN station at Alexandra Palace being within a 10 minute walk. There is also a comprehensive network of bus routes along Station Road, High Road and Turnpike Lane. 12 routes pass along the High Road with a combined frequency of over 70 buses per hour. However there are no public transport services that currently penetrate the site and it will be necessary to secure appropriate provision to serve new development. There will be a requirement for improvements to existing facilities and the quality and frequency of existing services and improved links and interchange to services.

Alexandra Palace Station and Hornsey Stations serve the eastern utilities lands. They have a large capacity but are currently underused. Also, Hornsey Station has poor access. Improvements to Alexandra Palace Station and Hornsey Station will be sought, which may include one or more of following:

- Improved bus interchange.
- Disabled access to platform level. Improved and extended covered waiting facilities on platforms.

- Improvements to passenger information.
- Increased cycle parking provision.
- Improved CCTV/Security; and
- Improved Pedestrian Access to Alexandra Palace Station from the South West through Alexandra Park.

The Heartlands is situated close to Wood Green and Turnpike Lane Underground stations on the Piccadilly Line. This line is currently operating close to capacity into Central London during peak periods but there is spare capacity at other times. There will be a requirement to improve the quality, frequency, accessibility and standards of interchange of those facilities to accommodate additional demands in the future. Haringey will be working with the transport operators and infrastructure providers to improve these matters, securing reasonable planning obligations to facilitate improvements, especially where intensive development is proposed. Development within the framework area may require the expansion of bus capacity and access, with street design from the outset recognising the needs of bus operators and passengers.

It is recognised that taxis provide a safe, accessible and complimentary public transport service that is 100% wheelchair accessible. Within the framework area existing taxi rank should be promoted. The transport assessment submitted with any planning application should consider taxis as part of public transport provision.

Access In terms of the eastern utilities lands, it is envisaged that a site of this size and scale is likely to require two principal vehicular access points. The illustrative concept map shown by Figure 15. shows that the main point of access from the north, and for business servicing, could be via Station Road. Clarendon Road is the most likely access point from the south. It is an objective of the framework to create a new vehicular and pedestrian access route through the area by means of a spine road, in order to reduce the vehicular generations impacts of intensive development on existing roads. However this objective needs to be informed by further environmental and traffic assessments, and be considered in the Master Planning process. In any case it should be designed to create a pedestrian friendly environment and accommodate

the use by buses and emergency vehicles. The main point of access from the south may be from Clarendon Road. There should be no major new vehicular accesses directly onto Hornsey Park Road. It is likely that the junction of Clarendon Road/Hornsey Park Road/Turnpike Lane and the junction of the access road with Station Road will require alteration, but again this needs to be informed by further assessments. All designs for remodelling this junction must ensure pedestrian safety and improve pedestrian permeability to the Heartlands.

The illustrative development concept map also shows potential improvements to the Eastern Utilities Land internal road network to improve both vehicular and pedestrian permeability. The illustrative network is suggestive of a block structure which reflects an urban quarter that is focused on a major east west boulevard connection along Coburg Road.

The parts of the site that are predominantly residential in character, and around any significant public space should be designed to 'Home Zone' standards. The New River Walk should be improved. The parts of the eastern utilities lands that are at the grade of the East Coast Main Line require access at an acceptable gradient.

The recent redevelopment of the western utilities land has provided junction improvements to Hornsey High Street and improved access to the new residential development on Thames Water land. The proposed food store on the Council Depot land should be designed and located in a way as to give good visibility from Hornsey High Street, and to create an attractive and safe approach from the High Street to the store.

A detailed assessment of transport infrastructure and capacity has not yet been carried out as work remains to be done on assessing the potential scale of development in the development framework area. Until this work is carried out it is not possible to determine the likely scale or number of infrastructure projects and improvements required. Some of these may have an impact on issues such as phasing and layout. Further assessments will be carried out at master plan stage and a full Traffic and Environmental Impact Assessment will be carried out at planning application stage. Further advice on these assessments is contained in the Council's supplementary planning guidance notes SPG 7d 'Travel Assessments' and SPG 8h 'Environmental Impact Assessments'.

Pedestrians A key objective of the development framework is to improve pedestrian access and linkages to the town centre and transport facilities.

There will be a requirement to improve pedestrian linkages to the High Road. At present, the area is approached from Coburg Road to the middle of the site or Western Road to the north. Coburg Road is reached from Wood Green High Road via Caxton Road and around the Library or through the Library Mall, or through the market hall of Shopping City. Alternatively pedestrians can approach the Framework area via Alexandra Road, Martins Walk, Mayes Road and the Brook Road. However, this access is not defined from the High Road and the pedestrian environment through Caxton Road is not good. With improved signage and possible opportunities of refurbishing the library, the route from Library Square offers an opportunity for improved access to the middle of the site from the High Road. Signposting will be required from Library Square with improvements to pedestrian routes. However, access from the Hornsey Park area provides a pedestrian gateway that could be enhanced by traffic calming measures along Hornsey Park Road.

The access to the site from the north along Station Road and Western Road is the most direct route from Wood Green underground station. However, the route is not well sign-posted from the High Road or the station and requires improvements. Pedestrian access from Alexandra Park station suffers from a lack of signposting and poor quality surfacing, lighting and maintenance. This route has the potential to become an attractive entry to Heartlands. Penstock Path offers a potential route from Alexandra Palace and Muswell Hill, but is currently a poor environment with poor quality signing, lighting and surfacing. Improvements will be required to provide a safe and attractive pedestrian route. There is also potential to improve linkages to Turnpike Lane underground station by improving the environment along Turnpike Lane.

Improvements to Penstock Path will provide a safer more pleasant link between the western utilities land and the eastern utilities land. These improvements will also ensure accessibility to the New River Park on the western utilities land, which is currently being laid out.

The opportunity exists to reinforce and enhance pedestrian permeability and linkage to the Library, the western utilities land and the Council offices along Station Road, by improving pedestrian routes through Brabant Road. This would emphasise the linkage of three character areas: Wood Green High Road, and eastern and western utilities lands through improved public realm and pedestrian routes.

Cyclists The London Cycle Network and the Council both see the importance of providing adequate cycle facilities for the Heartlands area. The route along Station Road, Western Road and the Penstock footpath forms part of a cycle route between north and central London. Other cycle routes should be developed linking the site to the south to Turnpike Lane, the west to the High Road and to Alexandra Palace. There will be a requirement to make provision for cycle parking.

Cycling facilities should be designed in accordance with the standards set out in the London Cycle Network Design Manual.

Parking The London Borough of Haringey has published revised maximum parking standards as part of its draft Revised Deposit Unitary Development Plan. The Borough would wish to promote more sustainable forms of transport through the application of appropriate parking standards. The eastern utilities lands have very good public transport accessibility to Central London and this should be the starting point for the consideration of the appropriate parking provision within this area. It offers considerable potential for car-free and car-reduced housing. Therefore the total amount of parking in the Framework area will be capped, to potentially below these levels. The aim should be one of restraint through limiting parking levels. Where possible parking should be in the form of dedicated on street bays, designed into the street layout from the outset, discreet parking courts, or high quality and secure underground parking. Access for refuse collection and emergency service vehicles should be provided throughout the framework area. The Councils SPG 7a "Parking Standards", 7b "Vehicle and Pedestrian Movement", 7c "Travel Plans" and 7d "Travel Assessments" should be referred to.

11. Urban Design Principles

The Council is committed to setting new standards of quality. Development proposals will therefore be assessed according to consistent urban design principles.

Development will be required to meet the following principles:

- I. **The need for an urban design strategy.** An urban design strategy should be prepared prior to the development of detailed proposals for each element of the scheme, and presented to the Local Planning Authority at an early stage. The urban design strategy should be submitted as part of any outline or full planning application. This approach will ensure that architects of individual buildings and developers of adjacent parcels give proper consideration to adjacent buildings and plots both in plan and elevation to ensure architectural continuity and the creation of a high-quality public realm. The strategy should comprise a masterplan and a design code showing how these principles of the masterplan are to be incorporated into detailed building and public realm designs. The Council's supplementary planning guidance SPG 1a 'Design Guidance and Design Statements' gives further advice on urban design.
- II. **Conservation-Led Regeneration** The industrial heritage of the framework area and the current developments in the western utilities land signal innovative conservation responses that do not necessarily mimic scale and materials of surrounding residential development.

The framework area includes three Conservation Areas- Wood Green Common, Hornsey High Street and Hornsey Water Works and Filter Beds. The conservation led development of the Water Works area is now underway. Two other conservation areas, including Alexandra Palace and Park are close by and will be affected by the development. In terms of the eastern utilities lands, all buildings and structures which make a positive contribution to the character or appearance of Wood Green Common Conservation Area or the wider Framework area should be retained and restored. Further guidance on listed and locally listed buildings, conservation areas and archaeology is

set out in the Council's planning guidance SPG 2 "Conservation and Archaeology". All of the buildings that make a positive contribution to the framework area should be retained where appropriate, and incorporated within new development proposals.

- III. The need to respond to existing context and character** The framework area contains a number of defined character areas. It will be necessary to address the contexts and opportunities arising from this such as the need to enhance existing character in some areas and to improve areas of poor character which are dull, run-down and poorly connected. This approach has influenced the development of this framework, which seeks to build on existing features of positive character as well as creating a new high quality, high density mixed use urban quarter with its own distinctive character within the eastern utilities lands.
- IV. Achieving an appropriate height and massing.** Variations in building heights can be used to emphasise and mark out certain spaces within the overall layout. Overall it is expected that development heights will be mainly between 4 and 8 storeys on the eastern utilities lands, with heights stepping up away from Wood Green Common. Lower storey heights will be appropriate where development is close to residential properties and where it is necessary to retain the view of Alexandra Palace from Wood Green Common. Apart from this prevailing building height, there will be opportunities for increased building heights within the eastern utilities lands where this performs an urban design function and does not adversely impact on the amenities of neighbouring occupiers. This could include locations on Wood Green High Road within the eastern utility lands to reinforce a series or sequence of public spaces (providing the open space is not overshadowed). Such buildings should be of the highest standards of design, acting as landmarks and marking out a distinctive skyline for the development, especially when seen from Alexandra Palace Podium level, the East Coast Main Line and against the backdrop of the buildings fronting Wood Green Common. Proposals for tall buildings should meet the policies

for such buildings in the revised draft UDP and the London Plan, and should follow the joint CABE/EH Guidance Note on Tall Buildings. Also, revised UDP policy UD11 'Locations for Tall Buildings' and SPG 9 'Sustainability Statement – Including Checklist' should be referred to.

- V. Connected Streets** Development should add to a connected series of streets, street blocks and public spaces, to create an urban quarter that is designed around the needs of the pedestrian. This should respond and add to a connected pattern of streets, landmarks, topography and landscape features in the area. In the eastern utilities land, streets should frame long views into and out of the core area; improve pedestrian and vehicular permeability, enhance connection and linkage with surrounding areas reconnecting the eastern and western utilities lands back to the town centre.
- VI. A Walkable Neighbourhood** Connected streets should create interesting walkable neighbourhoods. Local facilities can bring residents together, reinforce community and discourage car-use. Hence the masterplan should be designed around creating a community whereby people can easily walk to public transport and local facilities. For the eastern utilities land a clearly identifiable sequence of walkable spaces and connected streets should work together to reinforce the various cultural, leisure, educational and other components embedded within the core area.
- VII. Define views, vistas and landmarks** Key visitors within the Heartlands area relate to view corridors to and from existing landmarks and centres. These corridors can be either existing or new, or in some cases a combination of both. New vistas can be generated within the framework area where they focus on either new or existing landmarks. Landmarks may be define as buildings, places or spaces. The specific alignment of streets should take account of the opportunity to frame views and vistas of both existing and proposed new landmarks. These should mark out routes through the site and to key elements within it. The relationship between built form and street dimensions has the potential to define public volumes which enhance the setting of existing

and proposed landmarks and key element. In the eastern utilities land, high rise landmark buildings could be focused along the east west boulevard (Coburg Road) and along the western boundary of the core area, to form a visual arc that defines the edge of the new urban quarter. Any high rise building element should not in any way adversely impact on adjoining and existing residential neighbours.

VIII. Create gateways Gateways are locations that mark out transition or threshold to a place. They do not always need to be defined by landmark buildings but in some cases, this can fulfil a purpose, such as where such a building is needed to terminate a vista or mark out a new development from its poor quality surroundings. Due to the scale and strategic nature of the eastern utilities land, the opportunity exists to develop gateways at the key entrance and access points into the core area. These can help to frame a new urban quarter that has a distinct identity and character.

IX. Create public spaces and improvements to the public realm The creation of public spaces and wider improvements to the public realm should be considered as an essential part of the development and not as an optional add-on. The preferred areas are at the intersection of the main routes where buildings attracting the heaviest usage will be located. The scheduled provision of the New River Linear park in the western utilities land signals welcomed public realm improvements of high quality which will benefit the wider community. The use of this space could be enhanced by improving the pedestrian links between the western and eastern utilities land. For the eastern utilities land the opportunity exists to widen Coburg Road, thereby creating a boulevard that reconnects the town centre to the eastern and western utilities land. A range of shared and private spaces can also be provided and embedded in the core area as part of a network of open spaces. The defined ecological corridor could also potentially be incorporated as a significant open space within the core area. The possibility of accessing key points along this corridor should also be considered.

X. Buildings defining streets and spaces Buildings should always face out onto and address streets, with entrances onto streets at ground floor level. With respect to the eastern utilities land building typologies which accommodate mixed uses in innovative ways are encouraged.

XI. Creating a fine urban grain Urban grain is a measure of typical building plot widths and street density in urban areas. For example, older parts of London typically have a 'fine grain' with many streets and smaller plots – these usually being the more attractive areas. However for the eastern utilities land, an urban grain and block size and structure, representative of the density and intensity required to create the envisioned urban quarter will be supported.

XI. Mixed and compatible uses Mixed-use developments enhance the quality of urban areas by ensuring a vital mix of uses, which improves the opportunities and experiences of those living or working there. This can also aid other planning objectives such as providing for employment and housing, reducing the risk of crime and reducing the need to travel and ensuring that environments are not monotonous mono-functional places to live in. Due to scale and content of regeneration required to bring about a sustainable and vibrant urban quarter in the eastern utilities land, it is envisaged that an equitable distribution of residential and employment generating uses, between all the major landowners is achieved. This ensures that frontages encourage east west and north south connectivity through the core area, and create lively and sustainable environments. Uses compatible and complementary with cultural or creative industries should be focused in the area around the Wood Green Cultural Quarter in order to create a critical mass and to enhance synergies between users and uses. The provision of any new north south spine road which effectively links Western Road to Clarendon Road could potentially create new prime office address with views of the ecological corridor.

- XIII. Active frontages** Just as important is where and how uses are mixed. Uses that are open to the public (e.g. retail, commercial and community uses) should face onto streets. These should be focussed around the main pedestrian routes and centres of activity such as street corners. Care should be taken with the scale, mix and compatibility of uses that may attract noise and disturbance at night. In the eastern utilities land active frontages could be concentrated along Coburg Road if it is widened to form a new east west boulevard.
- XIV. A safe environment** Utilising best practice in crime prevention through environmental design, principally through natural surveillance and a street pattern that creates activity on streets rather than gated communities.
- XV. A sustainable community** Utilising best practice in sustainable construction, design, waste management, drainage, recycling and surface water disposal, having regard to the GLA's good practice guide, SUDs and the Council's SPG 9 "Sustainability Statement-Including Checklist." SPG 8d "Biodiversity, Landscaping and Trees" is also relevant.
- XVI. An accessible community** usable by the whole community whatever their age, gender or state of mobility, having regard to the GLA's SPG 'Design for an Inclusive Society'.
- XVII. Protecting local amenities** such as privacy, sunlight, daylight, noise, activity and disturbance.
- XVIII. Guidance set out in London Borough of Haringey SPG** particularly in relation to housing, play areas and disabled access. (Where relevant the Council SPG's have been identified and cross-referenced throughout this document).

12. Character Areas and Objectives

A number of objectives have been defined for specific parts of the framework area which will provide a framework to guide the preparation of development proposals. These are summarised below.

WESTERN UTILITIES LANDS

- Creation of sustainable neighbourhood with range and mix of housing, employment and community facilities.
- Provision of a single main vehicular and service access via Waterworks site.
- Protection of residential areas to North from through traffic.
- Development of medium sized foodstore on High Street on Hornsey Depot Site.
- Creation of a new linear park linking the High Street to Alexandra Park and improvements to New River Walk/Penstock Path and Moselle Brook.
- Development of physical and economic links between the east and west of Haringey.
- Build on and extend the existing movement network in the area including pedestrian and cycle routes.
- Improved community facilities such as provision for primary healthcare and improved school provision.

HORNSEY HIGH STREET

- Development should enhance local heritage and the appearance and setting of Historic Buildings and the Conservation Area.
- An extended retail and leisure offer will be encouraged to support the town centre function of Hornsey High Street.
- Physical and environmental improvements will be sought in the Cross Lane Area.
- Environmental improvements and improved linkages developed between the Campsbourne Housing Estate and the High Street.
- Provision of improved pedestrian and cycle linkages.
- Improvements to image and environment of Hornsey Station.
- Regeneration of poor quality, redundant and decayed buildings.
- Enhancement of the High Street frontage.

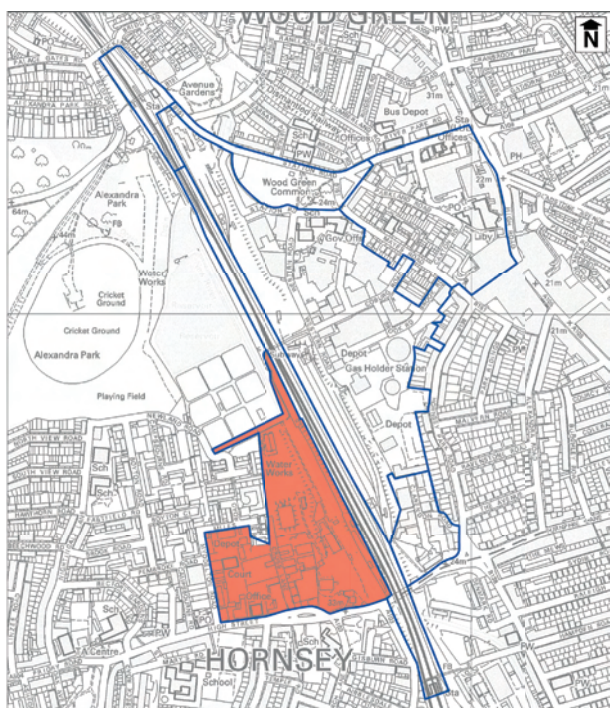


FIGURE 13: Western Utilities Lands and Hornsey High Street

EASTERN UTILITIES LANDS

- Except for the railway lands, the creation of a mixed-use urban quarter of high quality, with an urban rather than a suburban character, combining employment, housing, community, leisure and retail uses.
- Development of a rich mix of uses, with non-residential uses focussed primarily at ground floor level, in the cultural quarter/enterprise hub and the link to the town centre.
- Development of under-used land in a way that reflects its public transport accessibility and proximity to Wood Green town centre.
- Regeneration of poor quality, redundant and decayed buildings.
- Enhancement and extension of the Cultural Quarter and the creation of a Business Enterprise Centre (incorporating incubator accommodation for SME and BME business start-ups), an enhanced Cultural Hub and Mountview Theatre School.
- Creation of a new high quality employment in premises that can be more intensively occupied than existing distribution and storage premises.
- Development of physical and economic links between the east and the west of Haringey.
- Creation of new areas of public open space and a high quality public realm that includes the widening of Coburg Road to provide a boulevard link.
- Build on and extend the existing movement network and desire lines in the area, including pedestrian and cycle routes.
- Development of a new north-south link route through the area, subject to further assessments.
- Recreate Clarendon Road as a pedestrian and vehicular access through route.
- Highest density developments to be focussed around the new public space and Wood Green High Road, with heights generally stepping down towards Wood Green Common and existing housing.
- Improved community facilities, such as provision for primary health care.

- Provision of a through school on the northern railway lands, subject to further consideration and separate consultation.
- Retail and leisure development which supports and complements regeneration.
- Relocation of the travellers site.
- In the event of the northern portion of the Strategic Rail Authority (SRA) rail lands being made available for development, it is envisaged that the site is appropriate for educational development. The narrow/elongated shape of the site might require utilising a portion of the ecological corridor in a controlled and sensitive manner, with the re-provision of any lost planting elsewhere on the school site and other mitigation measures where necessary.
- Provision of a new school on adjacent SRA land would require the provision of a controlled access road and drop-off zone along the western boundary of the Wood Green Common. This area is currently referred to as the Traveller's site.

ALEXANDRA PALACE STATION AREA

- Improvements to the Station environment.
- Protection of views from Alexandra Palace.
- Physical improvements to the station building, platforms and footbridge.
- Improved security and lighting.
- Improvements to platform length and rail capacity.

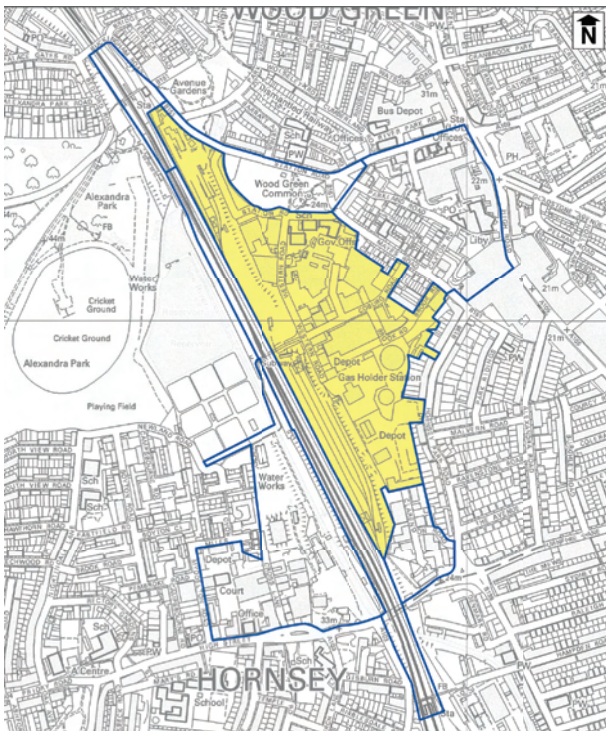


FIGURE 14: Eastern Utilities Lands

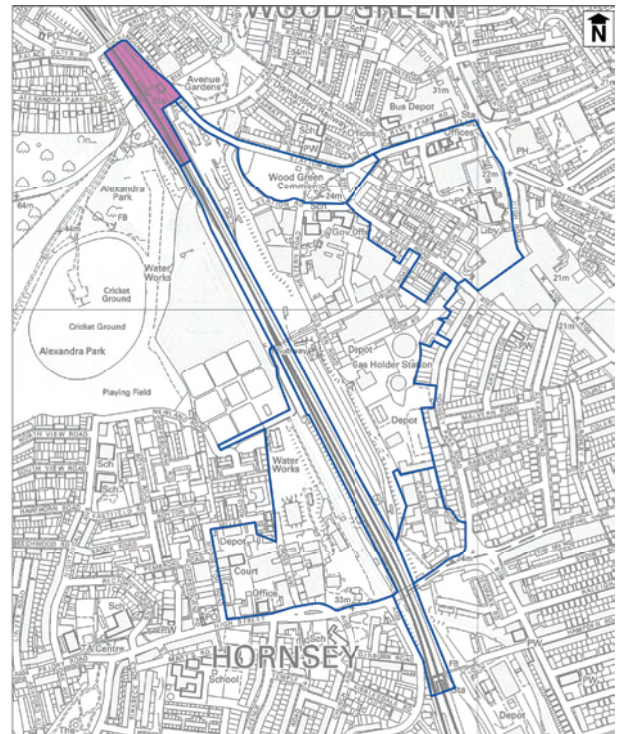


FIGURE 15 Alexandra Palace Station Area

WOOD GREEN HIGH ROAD

- Support and extend the function of Wood Green as a Metropolitan Shopping Centre and provide an extended retail and leisure offer to complement existing activities.
- Provide better links between the High Road and the eastern utilities lands.
- Improvements to Wood Green Central Library, and redevelopment of the Mall, with a new public space onto the High Road
- Improved pedestrian links from High Road and Station Road through Brabant Road. This enhances links from the offices along Station Road and the Library to the town centre and to the eastern utilities land.
- Significant retail development away from the core of Wood Green Town Centre would be contrary to national planning policy and could undermine its vitality and viability. Development must clearly be linked to the town centre core acting as a natural extension rather than creating a rival core.

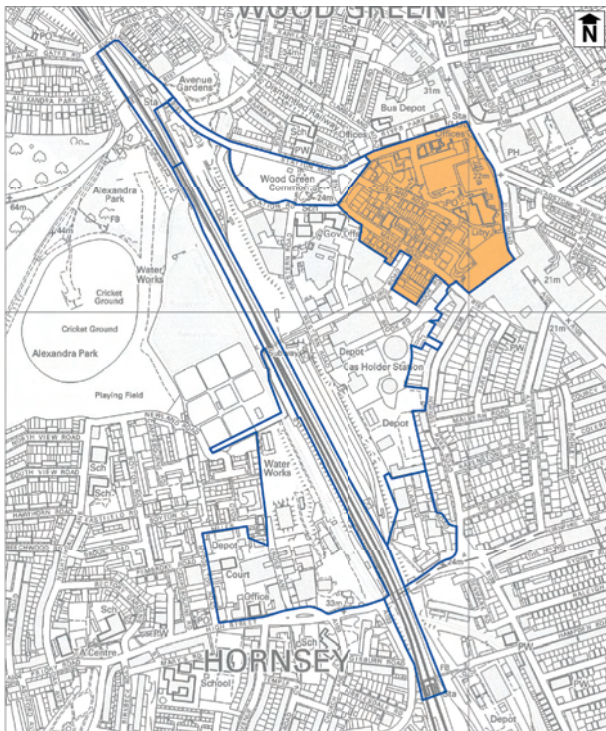


FIGURE 16: Wood Green High Road

CLARENDON ROAD INDUSTRIAL AREA

- In the short term, redevelopment of this area is not anticipated. It is however a strategic gateway into the eastern utilities land and in the longer term, a more welcoming southern entrance to the Heartlands area could be created by the realignment of Clarendon Road South and the mixed use redevelopment of the area.
- Redevelopment will be required to make appropriate provision for high density employment uses as part of a mixed use scheme.
- The alteration of the junction of Hornsey Park Road with Wightman Road and Turnpike Lane is most likely to be required to reduce congestion and the impact of vehicular traffic which currently dominates the area, but this needs to be informed by further assessments.

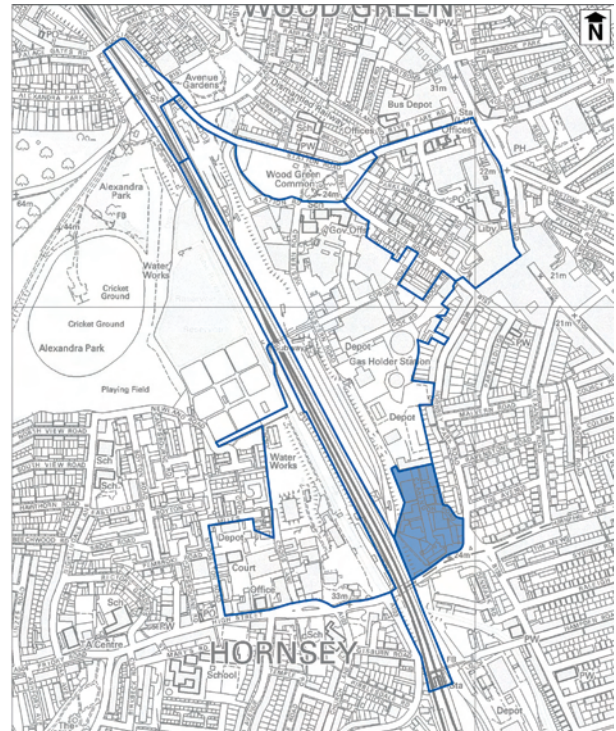


FIGURE 17: Clarendon Road Industrial Estate

WOOD GREEN COMMON

- Improvements to the pedestrian link to Haringey Heartlands via Station Road including the re-modelling of the junction of Station Road with Western Road and Mayes Road to give priority to pedestrians and cyclists.
- Creation of gateway to new development on the eastern utilities lands.
- The amenity and mix of residential and commercial properties should be respected while drawing pedestrian movement into Heartlands through a lively and welcoming environment.
- Improvements to quality of existing public open space (e.g. landscaping, security, play facilities and seating) in consultation with the Guardians of Wood Green Common that will not prejudice its status as a 'Town Green' under the Commons Registration Act 1965 and protection of views of Alexandra Palace from Station Road.

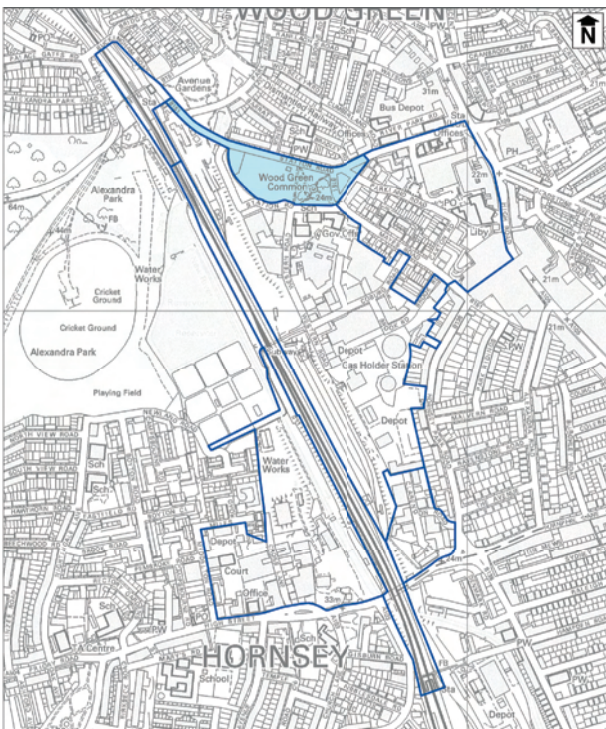


FIGURE 18: Wood Green Common

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

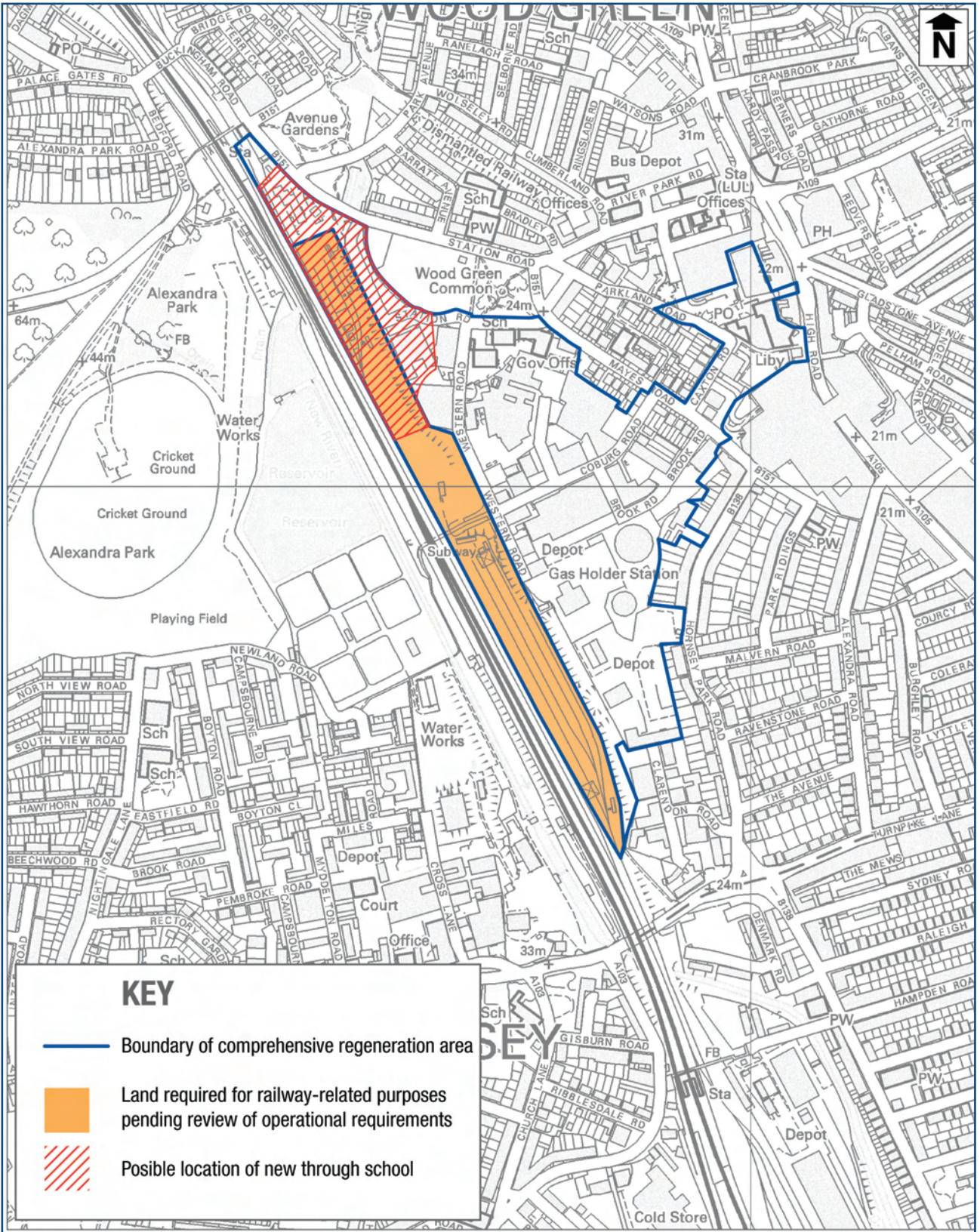


FIGURE 19: Comprehensive regeneration area

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 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".

