



ISLINGTON

Finsbury Park Town Centre Supplementary Planning Document

June 2014



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1. Introduction

1.1. Background

- 1.1.1 The Finsbury Park Town Centre is an area of enormous potential. The large Grade II registered open space of Finsbury Park, the excellent and improving public transport connections, and the dynamism of the multicultural community with an entrepreneurial spirit make Finsbury Park Town Centre a unique area of great character and potential for improvement. A strong historic legacy of mid-late Victorian buildings and a growing creative and cultural scene are also positive assets.
- 1.1.2 However, the area faces a number of challenges. Finsbury Park is one of the most deprived areas in the country. The area, in particular Finsbury Park's Town Centre, is in urgent need of regeneration to reduce poverty and social inequality. The area's poor urban fabric is severely constrained by roads, railway lines and poor quality public spaces, which creates a disjointed and confusing area without a traditional centre. The town centre's location on the boundary of Islington, Haringey and Hackney further complicates a co-ordinated approach to resolving its problems.
- 1.1.3 The first step in working together and overcoming cross-boundary challenges to deliver lasting change came in the form of a tri-borough agreement; the Finsbury Park Accord. In June 2012 Islington, Haringey and Hackney Councils signed the Accord to establish the terms of cross-borough delivery of strategic policy, planning and public services in the Finsbury Park area. The Accord is focused around eleven key priorities for the area (further details set out at 5.1.2), one of which (Priority 6) seeks to manage the future development of the area through a cross-borough spatial strategy in the form of a Supplementary Planning Document (SPD).
- 1.1.4 The intention behind this SPD is to establish a clear framework within which the future development of Finsbury Park Town Centre can come forward. A jointly-prepared spatial strategy for the area's future regeneration is therefore required, establishing the three local authorities' shared aspirations and vision for the Finsbury Park Town Centre.

1.2. Purpose of the SPD

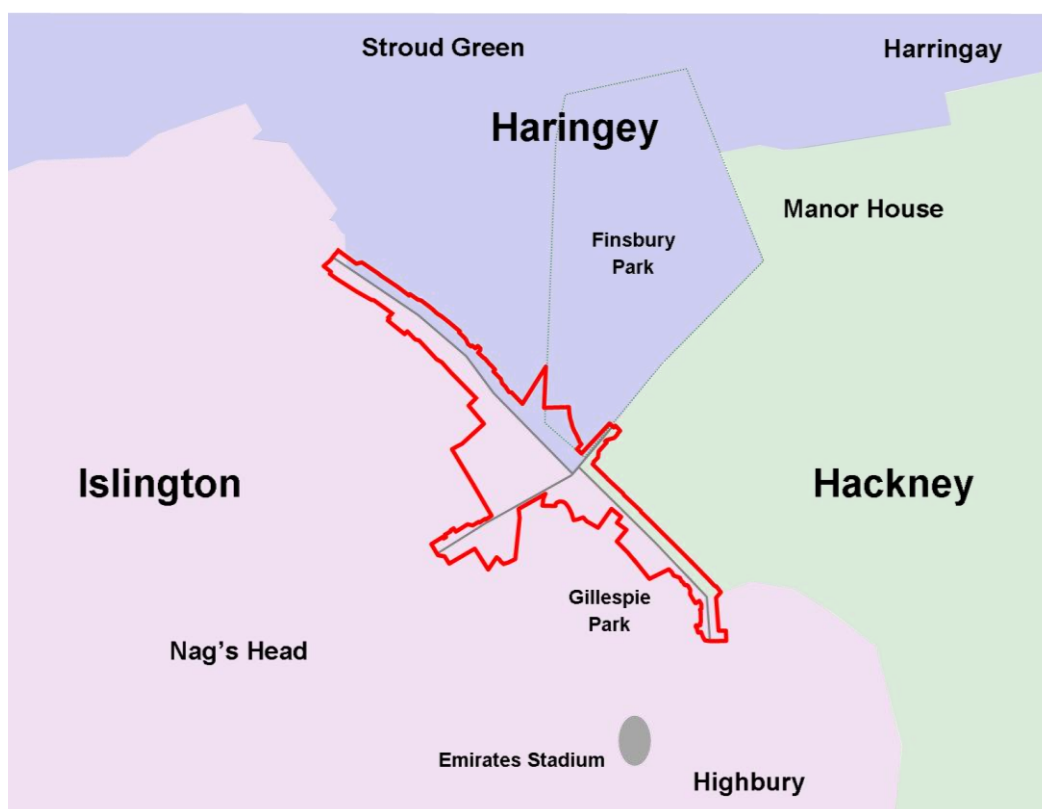
- 1.2.1. Over the last four decades, a number of strategic documents and area plans have been prepared to guide development within the Finsbury Park area. However, none of them were adopted or were of a cross-borough strategic nature, making it difficult to co-ordinate and steer development in the right direction. This SPD represents the first jointly prepared area-based document for the Finsbury Park Town Centre.
- 1.2.2. This SPD summarises the main planning policies that should be addressed by future development proposals, planning and design issues particular to the area, and some of the key information that an applicant should include in any future planning application. The recommendations of this SPD reflect the relevant policies from each of the three local authorities' Development Plans and the London Plan to provide a clear and unified vision for the continuing regeneration of Finsbury Park Town Centre.

- 1.2.3. The primary purpose of the SPD is to guide and inform the continuing regeneration of the area, ensuring that development proposals that come forward do so within an agreed framework, and that small-scale improvements are linked to an over-arching area strategy.
- 1.2.4. The document will also be used to guide the delivery of area-based improvement works within the Town Centre. Section 5 outlines an Implementation Strategy and Monitoring Framework to deliver the area based improvements that are necessary in the short to medium term.
- 1.2.5. The SPD will be used by all three local authorities to make decisions about future development and investment in the area, and will be a material consideration in the determination of planning applications. National, regional and local planning policy may change and any applications will be determined in light of the adopted planning policies at the time a decision on the application is made.
- 1.2.6. A period of public consultation on the draft SPD took place over a six-week period between 1 July 2013 and 12 August 2013. This SPD takes account of comments submitted during this period of consultation.

1.3. Role of the three local authorities

- 1.3.1. Islington, Haringey and Hackney Councils are the Local Planning Authorities with responsibility for determining all planning applications made within their defined boundaries (see Figure 1.1). The councils will take all material planning considerations, including the adopted Finsbury Park Town Centre SPD, into account when determining any future planning applications.

Figure 1.1 – Finsbury Park Town Centre SPD area and borough boundary interface



1.4. Vision

1.4.1. The aim of the Finsbury Park Town Centre SPD is two-fold:

- To promote the incremental regeneration of the area to reduce deprivation and support the town centre's economic, social and physical development.
- To set out a place-based approach to tackling cross-boundary issues in the area.

1.4.2. The key objectives of the SPD are to:

- enhance the vitality of the Town Centre as a retail centre;
- redevelop the low-density employment sites around the station to provide mixed-use development including housing, employment, retail and leisure uses
- provide between 400-600 new homes
- re-provide storage and distribution floor space
- improve transport interchange and public spaces, with increased legibility and design that leads to an increased sense of safety;
- improve walking and cycling connections to the park, Highbury Fields/Highbury Corner and the Emirates (Arsenal) Stadium;
- respect and enhance the historic character of the area; and
- improve and provide new open space; Finsbury Park ward and neighbouring areas are identified as some of the highest priority areas for increasing the provision of public open space.

1.4.3. These core objectives provide a broad framework within which to bring forward the area's regeneration. The following opportunities have the potential to implement key elements of these objectives:

- I. Strengthen the existing retail offer in the town centre, including on Fonthill Road, Stroud Green Road, Blackstock Road and Seven Sisters Road, to include the strengthening of the specialist retail functions, diversification of the retail offer, promotion of creative industries and small and medium-sized enterprises (SMEs), and the improvement of shop fronts and the surrounding public realm.
- II. Promote mixed use development and employment and training opportunities around Finsbury Park Station, including: housing, employment (office, light industrial, storage and distribution, and affordable space for SMEs), retail, arts and leisure, in particular at the following sites: City North, John Jones, the Rowan's site and other allocated sites (set out in Section 3.6 and in detail in Appendix 1 Section A1.1.9) and the site of the former Sir George Robey public house.
- III. Improve the function and role of the station by delivering works that will facilitate an improved and less confusing transport interchange, enhancing connections and safety through high quality public realm. This would include improvements to the station itself, such as the western ticket hall, and improvements to Station Place, Well's Terrace and the areas under the railway viaducts (e.g. by improving the area through public art and

improved lighting).

- IV. Enhance walking and cycling routes, strengthening links between Finsbury Park, the Parkland Walk, Gillespie Park, Highbury Corner, Highbury Fields, Caledonian Park and the Emirates (Arsenal) Stadium, encouraging walking and cycling for local residents and visitors. This should include joint working with TfL to improve pedestrian and cycling links across Seven Sisters Road.
- V. Protect and enhance the historic character of the area through high quality design, respecting the local context of Finsbury Park and its surroundings; in particular by improving the setting of its listed buildings (i.e. the former Rainbow Theatre and 85 Stroud Green Road) and improving the appearance and condition of the area's Victorian building stock, both within and outside conservation areas (e.g. the triangle site).
- VI. Improve connections to the wider area by establishing a clear physical and visual link between the station and the Park (Finsbury Park), and improve access to the station from the west (i.e. encouraging redevelopment of the City North site).

2. Planning policy context

2.1. National and regional policies

- 2.1.1. Islington, Haringey and Hackney Councils make decisions about land use in the boroughs based on national, regional (London) and local planning policy.
- 2.1.2. The planning policy context relevant to Finsbury Park Town Centre therefore comprises a suite of planning policy documents from the national to local level. More detail of key planning policies is provided in Appendix 1, and principal planning considerations are summarised in Section 4.2.
- 2.1.3. At a national level the Government has recently undertaken a radical review of planning policy. The National Planning Policy Framework (NPPF) was published on 27 March 2012. The NPPF sets out a general framework for planning at regional and local levels. All planning applications submitted within the Finsbury Park Town Centre area will be considered against the NPPF.
- 2.1.4. At a regional level, the Mayor of London produces a development strategy for Greater London called the London Plan (adopted July 2011) which forms part of the Development Plan for each borough.
- 2.1.5. Islington, Haringey and Hackney’s local planning policies fit together to make up their respective Local Plans. These plans have to be consistent with both regional and national policy. The key planning policy documents for Islington, Haringey and Hackney are outlined in Section 2.2. More information about relevant policies and guidance, with links to the councils’ websites, is provided in Appendix 1.

Figure 2.1 – SPD in Local Plan context



2.2. Relevant planning policy documents of the three local authorities

2.2.1. Each of the local authorities is in a transition period, moving to a new set of local policies. Policies that need to be taken into account therefore include:

- ‘saved’ Unitary Development Plan (UDP) policies in the case of Haringey;
- recently adopted strategic planning policy documents, which set out the vision for how the three boroughs will develop over next 10-15 years (Islington and Hackney have adopted Core Strategies, Islington also has adopted Development Management Policies, and Haringey has an adopted Local Plan Strategic Policies); and
- emerging policy documents, particularly those at advanced stages of production, such as Haringey’s Development Management Policies and Site Allocations Development Plan Documents, and Hackney’s emerging Development Management Local Plan, which provide more detailed development management policies in support of the adopted Core Strategies/Local Plan Strategic Policies. These documents will gain increasing material weight as they move closer towards adoption, and will replace saved Unitary Development Plan (UDP) policies.

2.2.2. Further detail of relevant local policies is provided in Section 4.2 and Appendix 1.

2.3. Summary of Finsbury Park specific policies

2.3.1. The primary planning policy that will shape how Finsbury Park will develop into the future is Islington’s Core Strategy (adopted February 2011) Policy CS 2 Finsbury Park. This specific spatial policy for managing growth and change in Finsbury Park reflects the strategic importance of the area’s regeneration. It highlights the important retail function of the centre, opportunities for mixed-use redevelopment around the station and the importance of improvements to the public realm around the station and the wider area, to make the area less confusing, safer and easier to navigate.

2.3.2. Islington Core Strategy Policy CS 2 Finsbury Park:

- A. Finsbury Park is a district town centre with main retail frontages along Fonthill Road, Stroud Green Road, Blackstock Road and Seven Sisters Road. The Development Management Policies development plan document will define the town centre area and contain detailed policies for managing development within shopping areas.
- B. Redevelopment of low density employment sites around Finsbury Park station is supported to provide mixed-use developments of housing, employment (office, light industrial, storage and distribution), retail and leisure. Loss of some storage and distribution floorspace on these sites may be acceptable if re-provided by intensified use of surrounding sites. These sites will provide between 400 - 600 units of housing. Self-contained conventional housing and employment uses will take priority over other uses above ground floor in this area.

- C. New developments near the station will be planned to facilitate an improved, less confusing transport interchange location and high quality public realm together with enhanced permeability.
- D. Permeability and legibility of the wider area, including areas within housing estates, and access to Finsbury Park will be improved through a combination of site redevelopments and small scale interventions linked to a public realm strategy. Joint work with Transport for London will be undertaken to improve the pedestrian environment along Seven Sisters Road. These interventions will focus on creating an environment which increases people's sense of personal safety.
- E. There will be improved walking and cycling routes through Finsbury Park area to Highbury Corner, and from Highbury Fields to Caledonian Park, to encourage walking and cycling for local residents, London Metropolitan University students and visitors to the Emirates (Arsenal) Stadium.
- F. The historic character of the area will be protected and enhanced with high quality design encouraged so that it respects the local context of Finsbury Park and its surroundings.

2.3.3. Specific sites within the SPD boundary that are identified within Islington's Site Allocations DPD and Haringey's draft Site Allocations DPD are referred to in Section 3.6 and Appendix 1. The sites are referenced as; FP1, FP2, FP3, FP4, FP5, FP6 in Islington and S5 and S6 in Haringey, as indicated on Figure 3.14 below.

2.3.4. The Local Development Frameworks of Haringey and Hackney do not include spatial policies to guide the future development of Finsbury Park, but their emerging and adopted policies provide strategic guidance. The broad strategic local planning policies of Haringey and Hackney provide general support to Islington Core Strategy Policy CS 2. These policies are set out in Section 4.2. Parts of Haringey and Hackney's LDF documents refer to the way that Finsbury Park Town Centre should develop in the context of nearby regeneration projects and initiatives such as the Woodbury Down and Manor House schemes in Hackney.

2.4. Future planning applications

2.4.1. All planning applications will be assessed by the respective Local Planning Authorities against their development plans that includes the policies that are in place at the time the decision on an application is made.

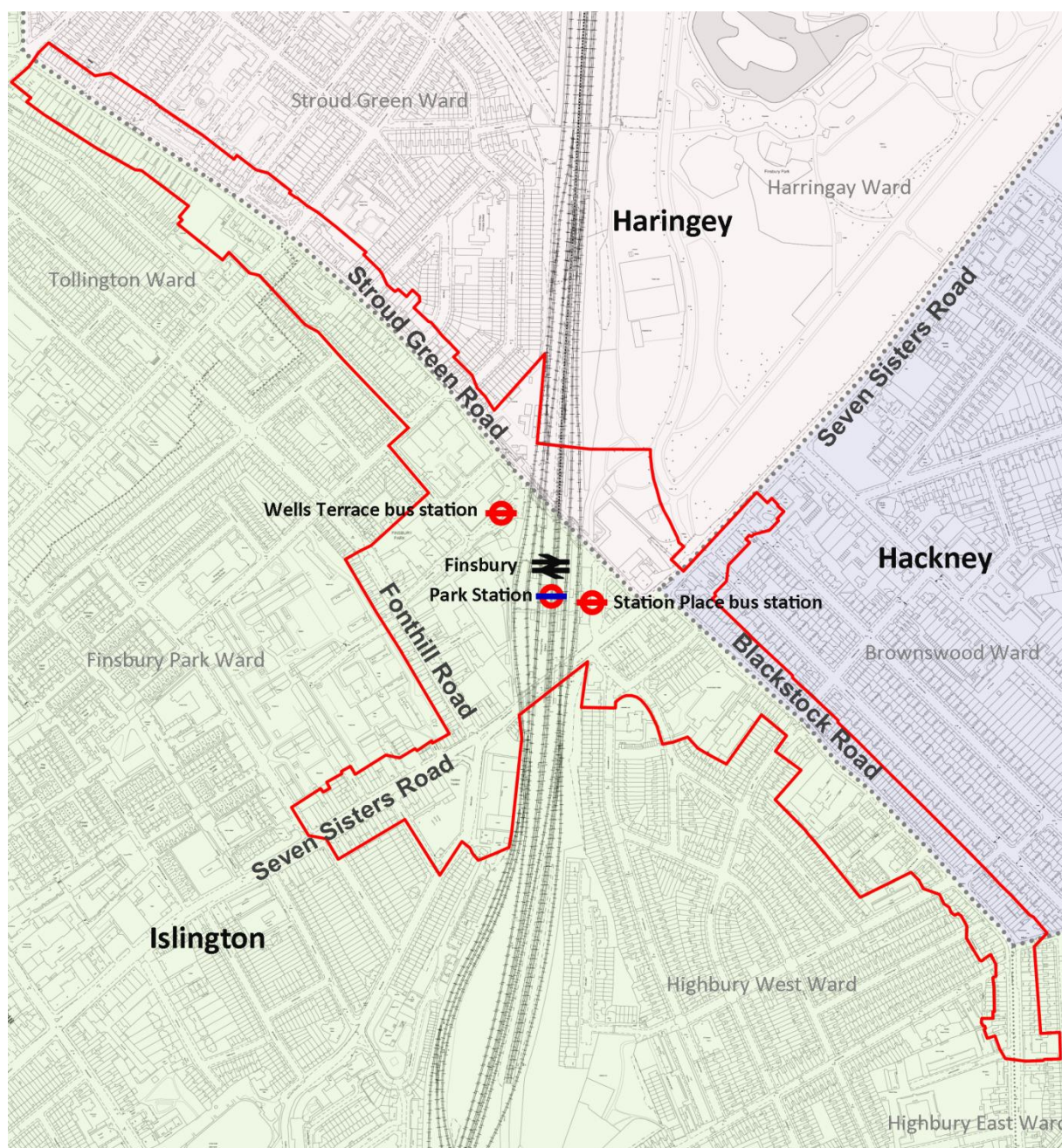
2.4.2. The adopted SPD will provide guidance for development management purposes and be considered as a material consideration in the determination of any planning applications within the area.

3. Description of the area

3.1. Definition of the SPD area

- 3.1.1. The Finsbury Park Town Centre SPD includes the area around Finsbury Park Station and the bus interchanges to the east and west of the Station, together with parts of the four high streets: Seven Sisters Road, Fonthill Road, Blackstock Road and Stroud Green Road. The extent of the boundary is set out in Figure 3.1. It is the area identified in Islington's Development Management Policies DPD, including Stroud Green Road in Haringey and Blackstock Road in Hackney, as well as Seven Sisters Road until just beyond Wilberforce Road.

Figure 3.1 – Finsbury Park Town Centre SPD area



It is considered that the areas immediately surrounding Finsbury Park Station offer the greatest opportunity to deliver change, and that future development activity should be concentrated in these areas.

3.2. Context description

- 3.2.1. Finsbury Park Town Centre is located in North London, around five kilometres north of the City of London. It occupies a strategic position by being located at the point where the three London boroughs of Islington, Haringey and Hackney meet. Finsbury Park Town Centre is located to the north-eastern edge of the London Borough of Islington, and the majority of the SPD area falls within this borough. Finsbury Park Town Centre also lies on the southern boundary of the London Borough of Haringey, and is located on the north-west boundary of Hackney. Figures 1.1 and 3.1 show the tri-borough interface of Finsbury Park Town Centre. The area covered by the SPD totals 66 hectares.
- 3.2.2. The SPD area covers sections of four wards within Islington Finsbury Park, Highbury West, Tollington and Highbury East. Within Haringey parts of the Stroud Green and Harringay wards fall within the SPD area, and within Hackney a small proportion of the Brownswood ward is included along the eastern edge of Blackstock Road. This SPD focuses on the Finsbury Park Town Centre, as indicated on Figure 3.1, and will include the areas directly east and west of Finsbury Park Station and parts of the high streets of Seven Sisters Road, Fonthill Road, Blackstock Road and Stroud Green Road.
- 3.2.3. Lying just outside of the Finsbury Park Town Centre SPD boundary to the west are the Six Acres and Andover estates. To the south of the SPD area is Highbury, a residential area comprising Victorian terraces and home to Gillespie Park and the Emirate's Stadium. The Holloway area is to the south-west of Finsbury Park Town Centre, including the Nag's Head Town Centre. These areas fall within Islington. To the north of the SPD area are the Stroud Green and Harringay areas which are mainly Victorian stock residential areas. To the north-east of the SPD area is Finsbury Park itself, a 46 hectare Grade II listed greenspace. These areas fall within Haringey. East of Finsbury Park Town Centre is the Manor House area, and to the south-east the Brownswood area, which is primarily residential in character with some larger buildings along Seven Sisters Road, several of which have been converted to hotels. Further east along Seven Sisters Road is Manor House which is a Local Shopping Centre covered by an Area Action Plan aimed at regenerating the town centre through delivering an improved retail offer, new housing and better public realm, thus culminating in an improved gateway to the major Woodberry Down Estate regeneration. These areas fall within Hackney. The local context of Finsbury Park Town Centre is shown on Figure 1.1.
- 3.2.4. As an area, Finsbury Park Town Centre experiences high levels of economic and social deprivation, including high levels of crime. The core area of the Finsbury Park Town Centre SPD falls within the Finsbury Park ward in Islington, which is the most deprived in the borough. Finsbury Park ward is also one of the 20 highest crime areas in London. Other factors that contribute to deprivation are high levels of worklessness, low incomes and many people with no or low-level qualifications. It is therefore clear that the aspirations for the area's regeneration have been founded on a very real need for change.

3.2.5. Finsbury Park forms part of the London Stansted Cambridge Consortium (LSCC). The London Stansted Cambridge Consortium brings together business sector and the public sector (including Islington, Haringey and Hackney Councils) to promote investment and growth in the area. Finsbury Park occupies a strategic position as the link between the LSCC area and Central London. Aside from benefits to the Finsbury Park Town Centre in terms of economic development and growth, Finsbury Park Station is included in the LSCC strategic investment plan as a key location in need of 'Localised Interchange Improvements'.

3.3. Historic character and heritage

3.3.1. Finsbury Park has a long and proud historic and cultural heritage, and enjoys a legacy of mostly mid to late Victorian buildings, with some late Georgian and early Victorian buildings on Tollington Park. The area developed rapidly between the middle and end of the Victorian era, and is home to a number of architecturally and historically significant buildings: the former Rainbow Theatre at 232 Seven Sisters Road (Photo 4) is Grade II* listed and 85 Stroud Green Road (Photo 5) is Grade II listed. In addition to these two listed buildings, 26 buildings within the SPD area are included on Islington's Register of locally listed buildings and shop fronts, with no listed or locally listed buildings in Haringey or Hackney. The location of these is shown in Figure 3.2. Much of the original mid-late Victorian fabric has survived, (although very degraded in places) with a number of modern infill developments. Photos 1 and 2 show the historic character of the Rowan's site on Stroud Green Road and the site of the Lidl store on Seven Sisters Road. Photo 3 shows the current entrance and exit point to Finsbury Park Station on Seven Sisters Road.

3.3.2. A number of conservation areas interface with the Finsbury Park Town Centre SPD area. Conservation Areas are places of special architectural or historic interest, where it is desirable to preserve or enhance the character or appearance of a street or a group of buildings. Within Islington, parts of the Tollington Park Conservation Area and the Stroud Green Conservation Area fall within the SPD area. Within Haringey, part of the Stroud Green Conservation Area lies within the SPD area. The Sotheby Road and Highbury Fields Conservation Areas within Islington are located in proximity to the SPD area's southern boundary on Blackstock Road. Figure 3.2 shows the location of the named Conservation Areas.

3.3.3. Until the latter half of the 19th century, the area mostly comprised fields and open pasture. Seven Sisters Road was laid out in 1832 and linked the areas of Holloway and Tottenham. The area rapidly developed around the station, which was opened in 1861 as Seven Sisters Road (Holloway), on the East Coast Mainline route between King's Cross and northern England and Scotland. Finsbury Park (the park) itself was laid out by the Metropolitan Board of Works in 1862, and the station was renamed to take the name of the park. The area between Clifton Terrace and Stroud Green Road was at one time a Goods and Coal depot, with sidings from the station raised above Wells Terrace, which were developed for mainly light industrial uses after the depot's closure. What is now the Piccadilly Line opened in 1906, with the Victoria Line opening in 1968.

3.3.4. The Grade II listed Finsbury Park (Photo 6) was officially opened in 1869 following the 1857 Finsbury Park Act to provide a much-needed municipal park for residents of the Finsbury area of Islington.

Figure 3.2 – Local heritage

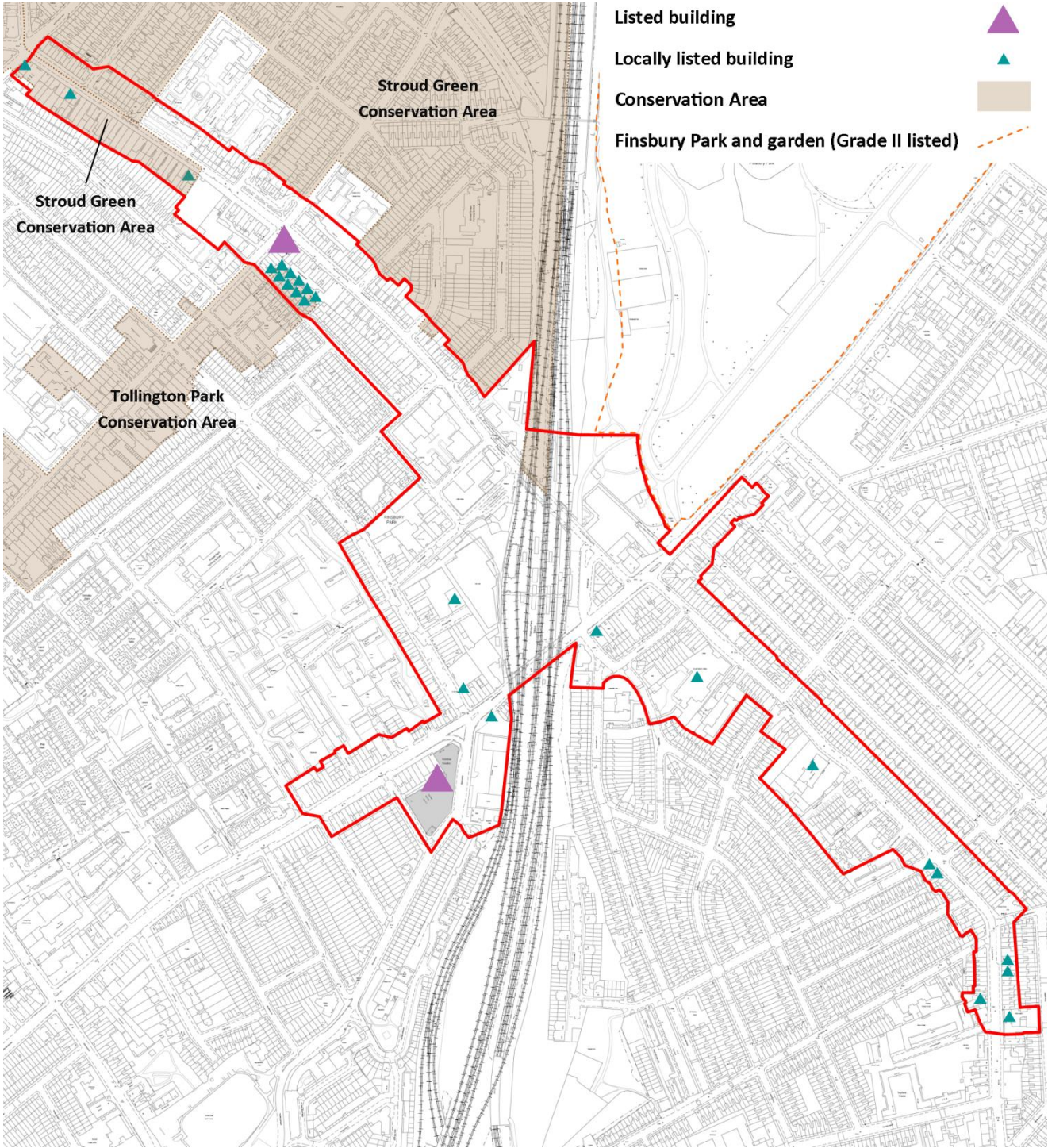


Figure 3.3 – Images of local heritage assets



Photo 1: Previous use of Rowan's site



Photo 2: Previous use of Lidl site



Photo 3: Seven Sisters Road



Photo 4: 232 Seven Sisters Road



Photo 5: 85 Stroud Green Road



Photo 6: Finsbury Park

3.4. Public transport accessibility

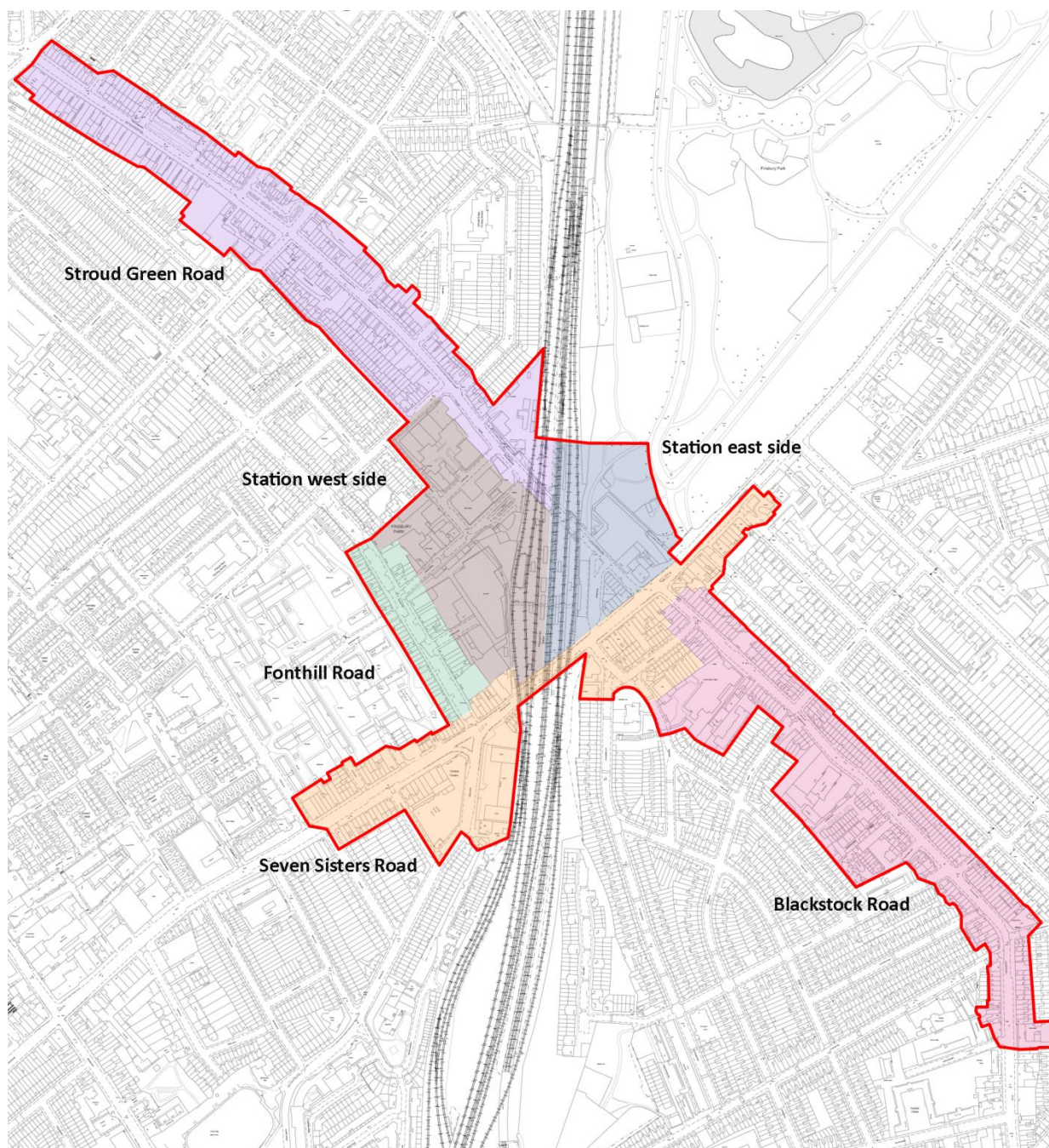
- 3.4.1. The area is served by excellent and improving transport links, and is an important North London public transport interchange. Finsbury Park Station (see Figure 3.1) is the busiest transport interchange in London outside of Zone 1, providing links to Central and North East London on the Piccadilly and Victoria Lines, and First Capital Connect train services to Kings Cross and the City, and north to Cambridge and Stevenage.
- 3.4.2. Significant investment is being made at Finsbury Park Station, which is likely to increase rail connections with Finsbury Park and will improve the internal operation of the station. Finsbury Park Town Centre will be served by Thameslink services from 2018. This will provide direct services from Peterborough and Cambridge via central London to destinations in the south, such as Gatwick and Brighton. Works to lengthen platforms at the station to accommodate longer 12-car Thameslink trains are currently taking place as part of works to improve capacity on the long distance East Coast Mainline services.
- 3.4.3. Transport for London (TfL) is in dialogue with the developers of the City North site about the construction of a new western ticket hall. This would replace the current Wells Terrace ticket hall but retain access to Wells Terrace and create a new access to Fonthill Road via Goodwin Street, and would be delivered as part of the development proposals for the City North site (site FP2 on Figure 3.14 below).

- 3.4.4. TfL is also planning to create two new spiral staircases within the station (in addition to the two existing) to improve the interchange between the Underground and mainland rail services. It would reduce crowding and conflict between passengers going up and down the spiral staircases as passengers would only be allowed to use each staircase in one direction. In addition, TfL is planning to introduce ticketing gates at the station as a revenue protection measure. Finsbury Park is one of the very few Underground Stations without ticketing gates. Once these gates are installed, it will no longer be possible to use the tunnels within the station as a short cut for bus passengers between the two bus stations on Wells Terrace and Station Place and the bus stops on Seven Sisters Road. This will reduce permeability between the town centre's key transport hubs and areas of interest.
- 3.4.5. Furthermore, TfL and Network Rail are working together to investigate the feasibility of providing integrated step-free access (lifts) to both the Underground platforms and the mainline rail services at the upper level. Technical feasibility and timescales of the multi-million pound project are still unknown.
- 3.4.6. TfL is also improving capacity on the Underground network. The recent upgrade of the Victoria Line has increased capacity on the line by 21%. The planning upgrade of the Piccadilly Line will increase capacity on this line by 24%.
- 3.4.7. Finsbury Park is also a major bus interchange with two bus stations (see Figure 3.1). Within a five minute walking distance of the station, direct bus connections can be made between Finsbury Park and Battersea, Whitechapel, Hackney Wick, Trafalgar Square, Euston, Hackney Central, Aldgate, Caledonian Road, Edmonton Green, Kings Cross, Northumberland Park, Muswell Hill, Brent Cross, Waterloo, Archway and Liverpool Street.
- 3.4.8. The area has a Public Transport Accessibility (PTAL) rating of 6. PTALs are rated on a scale of 1-6, where 6 is the highest level of public transport accessibility.

3.5. Area characteristics

- 3.5.1. The Finsbury Park Town Centre area's dense urban form and the dominance of transport and traffic infrastructure result in a confusing and disconnected series of spaces. The town centre has no clear centre, and although there are a number of vibrant streets, none take a predominant role as the primary high street.
- 3.5.2. Finsbury Park Town Centre consists of six distinct but connected character areas (see Figure 3.4). Addressing the area's unique characteristics will ensure that future development relates to the immediate area and integrates with it in a considerate and coherent way. Each character area, their challenges and opportunities are described below.

Figure 3.4 – SPD character areas



Station east side

- 3.5.3. The area to the east of Finsbury Park station comprises a number of individual components: Station Place (a public space and bus interchange to the east of the main Finsbury Park Station); a triangular historic block (also referred to as the ‘triangle site’) with frontages facing onto Station Place, Seven Sisters Road and Stroud Green Road; and the Rowan’s leisure complex which occupies a large site on the corner of Seven Sisters Road and Stroud Green Road. The three sites are located on the borough boundary between Islington and Haringey, with Station Place and the triangle site located within Islington and the Rowan’s complex within Haringey. Located at

the centre of the SPD area, these sites form the gateway and arrival point for many visitors into Finsbury Park. This area is shown in Figure 3.5 and in blue in Figure 3.4.

Figure 3.5 – Station east side



Station Place (Photo 8) is a major bus interchange. The rapid turnover of buses using this space creates an environment that visitors wish to leave quickly, despite the inclusion of seating in the space. Those exiting the station onto Station Place do not only find themselves in the centre of a major bus interchange, but are also confronted with a busy network of roads, with little indication of what lies beyond the immediate vicinity. The environment gives no visual or physical clues as to the location of areas of interest, and no clear sign that a major green space is located just metres away. For most interchange passengers it has become a place to pass through rather than spend time in.

- 3.5.4. The triangle site comprises three rows of shop fronts, with four storeys to Seven Sisters Road and Stroud Green Road and a two storey 1930's-era parade facing Station Place (Photo 9). The ground floors are mainly occupied by shops, services, restaurants and cafes, pubs and drinking establishments and hot food takeaways, with the majority being food and convenience stores.
- 3.5.5. The Rowan's leisure complex (Photo 10) is located to the north-east of Station Place across Stroud Green Road. Fronting Stroud Green Road is the Rowan's bowling alley, with a vacant building facing the triangle site and a pub next to this. The ground floor frontage onto Stroud Green Road is largely inactive and impermeable along its significant length, failing to provide visual or physical links into Finsbury Park which lies beyond. The northern edge of the complex forms the only route into Finsbury Park (Photo 11) from this direction, and is close to the Stroud Green Road railway viaducts. The entrance is poorly defined and fails to act as an appropriate gateway for the Grade II listed park. The entrance to the park is marked by a small building,

which accommodates a TfL managed cycle parking facility, holding up to 125 cycles. The area's leisure uses are concentrated around Station Place and Stroud Green Road, which is home to a number of pubs and the Rowan's bowling alley. The Rowan's complex is a key destination for visitors in the area, and contributes to Finsbury Park's night-time economy.

- 3.5.6. At the edge of this area, Stroud Green Road is over sailed by the railway viaducts (Photo 12) that serve Finsbury Park Station, creating an unwelcoming environment under the viaducts at street level. Bus routing in the area is constrained by the low level of the railway viaducts in this location, and is a key reason for the split of local bus services between Wells Terrace and Station Place. There is evidence to suggest that there is some bus to bus interchange between services running from Station Place and Wells Terrace, which requires a 165 metre walk via Stroud Green Road or a 190 metre walk using the station's underground tunnels. The low height of the bridge contributes to the enclosure and poor quality of this key route.

Figure 3.6 – Images of Station east side



Photo 7: Finsbury Park Station



Photo 8: Station Place bus station



Photo 9: Triangle site



Photo 10: Rowan's site



Photo 11: Entrance to Finsbury Park

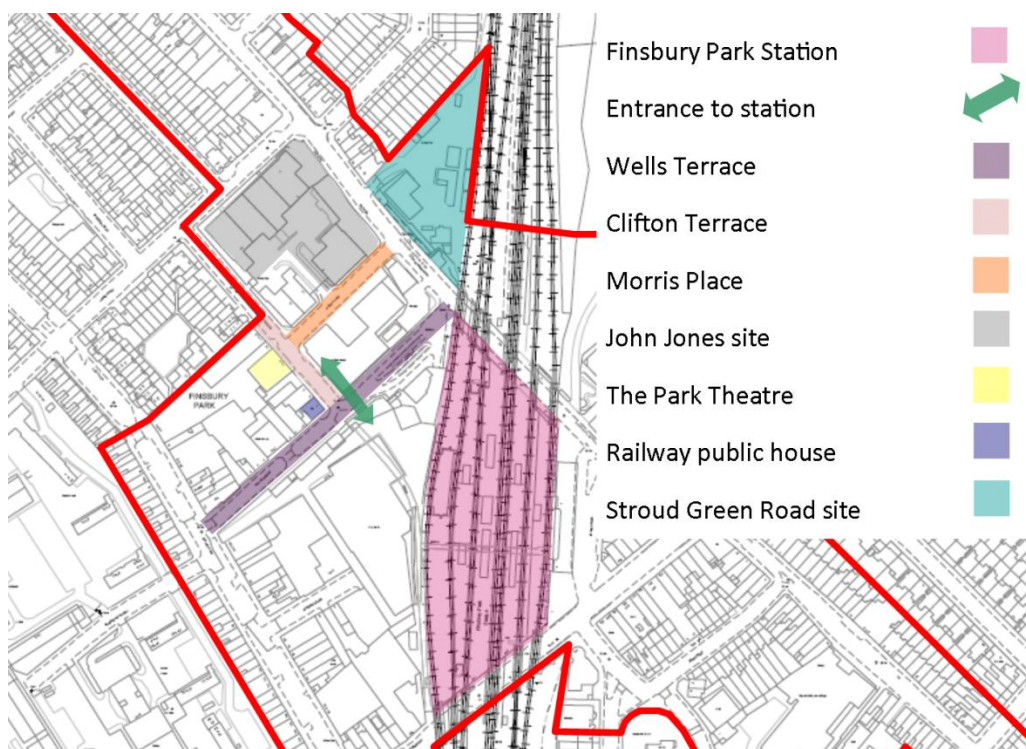


Photo 12: Bridge, Stroud Green Road

Station west side

- 3.5.7. Clifton Terrace and Wells Terrace form the western gateway into Finsbury Park Station. The area is located on the north-west boundary of the SPD area, and falls within Islington. Finsbury Park Station together with the area around Wells Terrace, Clifton Terrace and Morris Place occupy a large part of the town centre area. This area is shown in Figure 3.7 and in grey on Figure 3.4.

Figure 3.7 – Station west side



- 3.5.8. The north side of Wells Terrace is characterised by the continuation of the specialist retail uses found on Fonthill Road (set out in section 3.5.20 below), which creates a further sense of individual character and local distinctiveness. The southern side frontage is poor, with railings bounding a service yard for the City North light industrial/warehousing site beyond (Photo 13), and a concrete wall which contributes to an inactive street scene, despite the public art that has been created here. From the mid-section of Wells Terrace at its junction with Clifton Terrace, the local bus network dominates the street and changes its character to that of a bus station; it plays a crucial role in the local bus network and facilitates access to the interchange from the western side of Finsbury Park. The north-western access point to Finsbury Park station (Photo 14) is located on the south side of the street, and users exiting the station onto Wells Terrace at this point are met with a congested bus interchange, creating a poor quality environment (Photo 16). The area lacks the level of activity expected in a town centre, is poorly overlooked, and has few active uses at ground floor, particularly during the evening. Poor quality infill developments have resulted in the eastern end of Wells Terrace being poorly defined and lacking the quality of development that is appropriate for a town centre of this type.
- 3.5.9. The corner of Clifton Terrace and Wells Terrace is marked by the Railway pub (Photo 15), a prominent local landmark. Between Wells Terrace and Morris Place, Clifton Terrace comprises retail uses at ground floor with residential development at the upper floors, including an important new local asset: the Park Theatre (Photo 17). North of Morris Place the streets comprise mainly residential uses on the west side, and poorly defined and inactive frontage on the east side; the current site of the John Jones premises.
- 3.5.10. The area between Lennox Road, Stroud Green Road, Morris Place and Clifton Terrace is predominately industrial in character, with Morris Place being a main access point for the John Jones and Godfrey's businesses, and servicing for the shops that front onto the lower half of

Clifton Terrace. Morris Place lacks real character and distinctiveness (Photo 18), with the backs of industrial buildings forming an inactive street scene and provides a poor quality route between Stroud Green Road and Clifton Terrace.

- 3.5.11. There is a small under-developed site to the west of the railway viaducts and to the east of Stroud Green Road, located in Haringey. It is currently in use as a Network Rail maintenance delivery unit.

Figure 3.8 – Images of Station west side



Photo 13: City North site



Photo 14: Western station entrance



Photo 15: The Railway public house



Photo 16: Wells Terrace bus station

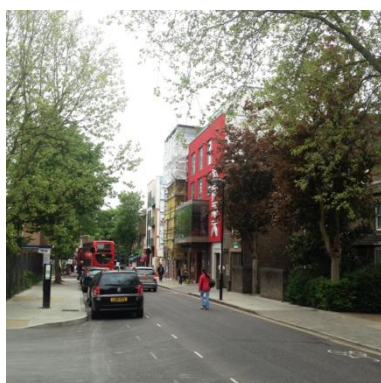


Photo 17: Clifton Terrace

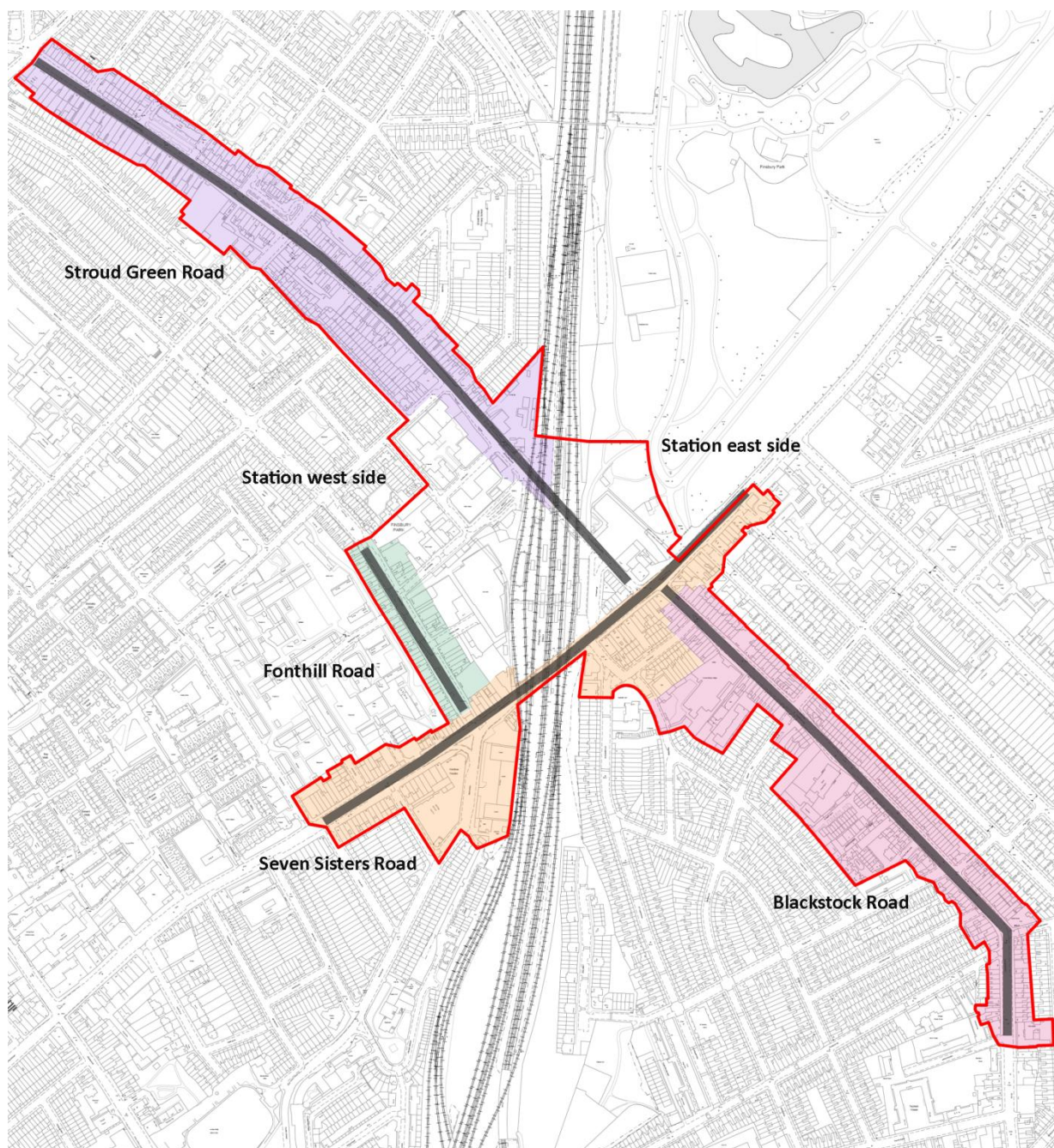


Photo 18: Morris Place (looking east)

Seven Sisters Road and Rock Street

- 3.5.12. Seven Sisters Road (the A503) is a major North London road, running through Finsbury Park Town Centre, and connecting the area with Nag's Head to the west and Manor House to the east. It is part of Transport for London's Road Network. This area is shown in orange in Figure 3.9 and previously in Figure 3.4.

Figure 3.9 – High streets



3.5.13. Seven Sisters Road bisects the SPD area and links all three boroughs. The majority of the road included within the Finsbury Park Town Centre SPD boundary falls within Islington, and from its junction with Stroud Green Road and Blackstock Road, Seven Sisters Road forms the borough boundary between Haringey and Hackney.

3.5.14. The section of Seven Sisters Road within this SPD boundary comprises mostly shops and hot food takeaways (Class A land uses). Whilst these uses occupy a mostly intact Victorian high street frontage, many properties are in poor condition and vary in their appearance and treatment of upper floors, creating a patchwork effect which contributes to a feeling of neglect and

undermines their heritage value. Rock Street forms a critical link between Blackstock Road and Seven Sisters Road, and is mostly residential. The one-way system in this area directs traffic from Rock Street onto St Thomas's Road, which features a small parade of shops on the eastern side and a residential block on the west side which forms the corner to Seven Sisters Road. Seven Sisters Road is also home to a number of community uses, including the Muslim Welfare House on the north side of the road close to the railway viaducts, and Finsbury Park Mosque, which is located close-by on St Thomas's Road.

- 3.5.15.** A key asset of Seven Sisters Road is the former Rainbow Theatre (Photo 4 in Figure 3.3). Located on the corner of Isledon Road and Seven Sisters Road, it is one of the area's most valuable heritage assets and is Grade II* listed. Now in use as a church, the building marks the junctions of Seven Sisters Road, Isledon Road and Fonthill Road, and is an important local landmark and cultural point of interest. The locally listed former Sir George Robey public house (Photo 23) is located close by on Seven Sisters Road. Islington Council wishes to see the building brought back into use and for the building to be returned to a good condition.
- 3.5.16.** Seven Sisters Road is characterised by heavy traffic that dominates and divides the area (Photo 21). Throughout the section of the Seven Sisters Road corridor included within the SPD area, traffic takes priority over the needs of pedestrians and cyclists, with traffic movements often causing confusion and acting as a barrier to movement. Traffic congestion worsens at the junction with St Thomas' Road, where two lanes of traffic join and buses arrive at Station Place. A one-way system is in place from the junction of Seven Sisters Road, Isledon Road and Fonthill Road. West of this junction Seven Sisters Road is one-way eastbound, and Isledon Road is one-way westbound.
- 3.5.17.** The pedestrian environment along the Seven Sisters Road corridor is poor. Current provision for safe and direct road crossings is inadequate, requiring negotiation of a series of island crossings with guard railing. Seven Sisters Road's intersection with Stroud Green Road and Blackstock Road is a hectic and confusing space to navigate for both road users and pedestrians, where a number of users meet in a tightly constrained space. Arsenal match days generate very high volumes of pedestrians in the town centre, particularly on main routes between the station and Emirates Stadium, one of which is St Thomas's Road.
- 3.5.18.** The railway viaducts across Seven Sisters Road (Photo 22) have a deeply detrimental impact on the character of the area. The viaducts form part of a vital route between the eastern and western sides of the Finsbury Park Town Centre, but their poor condition fails to create a positive environment. Bus stops underneath the viaducts have the effect of narrowing usable pavement space, at peak times creating a congested pavement and contributing to the general poor environment.
- 3.5.19.** Seven Sisters Road provides direct access to the area's two green spaces. A primary entrance to Finsbury Park itself (Photo 24) is located to the SPD area's eastern boundary within Haringey, opposite the junction of Seven Sisters Road with Finsbury Park Road. The entrance is well marked, with a brick pillar and gate arrangement and prominent signage. Located on Seven Sisters Road, close to the western side of its junction with St Thomas's Road, step access is provided to a high-level link to Gillespie Park Nature Reserve running alongside the existing railway line.

3.5.20. In 2010 the North London Strategic Alliance and Design for London commissioned the 'Seven Sisters Road Corridor Study'. The study sought to identify how on-going regeneration within the corridor between Nag's Head Town Centre and Seven Sisters could be supported, and where existing conditions could be built upon to deliver lasting change. Whilst the document does not have any statutory planning weight, its recommendations have been taken into account during the production of this SPD. A number of the study's main recommendations form part of the SPD's general recommendations and its Implementation Strategy (Section 5), including the improvements to railway bridges, improving access to Finsbury Park Station from the west and improvements to Station Place.

Figure 3.10 – Images of Seven Sisters Road and Rock Street



Photo 19: Intact historic block



Photo 20: Rock Street (looking east)



Photo 21: Seven Sisters Road traffic



Photo 22: Seven Sisters Road viaducts



Photo 23: Former Sir George Robey

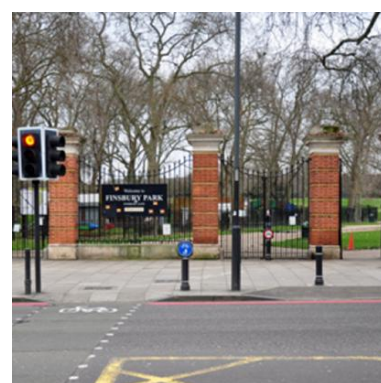


Photo 24: Finsbury Park entrance

Fonthill Road

3.5.21. Fonthill Road is located to the west of Finsbury Park Station and on the SPD area's western boundary. Within Islington, the section of the street included within the SPD area is located between its junction with Seven Sisters Road and close to its junction with Lennox Road, incorporating the main retail frontages. This area is shown in Figure 3.9 and in green in Figure 3.4.

3.5.22. Fonthill Road has a strong identity and is one of Finsbury Park's key assets. A specialist shopping area for clothing (Photo 27), the area functions extremely well as a shopping area and is a major draw for people from surrounding areas and beyond. Islington Council's Town Centres

Review and Healthcheck¹ identified Fonthill Road as the best performing retail area within the Finsbury Park Town Centre.

- 3.5.23. Buildings on Fonthill Road are generally between three and four storeys, and the majority of frontages are well maintained, with the treatment of the upper floors creating a vibrant and animated street (Photo 25). The locally listed 149 Fonthill Road (Photo 26) is close to the junction with Seven Sisters Road and features a tower which acts as a local landmark.
- 3.5.24. Recent public space works have rationalised parking arrangements, which has resulted in a high quality physical environment, with dedicated at-grade parking between the road and pavements separated by trees.

Figure 3.11 – Images of Fonthill Road



Photo 25: Fonthill Road (looking north)



Photo 26: 149 Fonthill Road



Photo 27: Specialist retail, Fonthill Rd

Blackstock Road

- 3.5.25. Blackstock Road is located in the southern section of the SPD area, and forms the borough boundary between Islington and Hackney. It intersects with Seven Sisters Road and Stroud Green Road, forming one of the main junctions within Finsbury Park Town Centre. This area is shown in Figure 3.9 and in pink in Figure 3.4.
- 3.5.26. The northern point of Blackstock Road is marked by two landmark buildings – 284 Seven Sisters Road and 3 Blackstock Road (Photo 30) – forming a visual marker of this shopping street. The street is characterised by mid-late Victorian buildings, with seven locally listed buildings (Photo 29) being located on the western side of Blackstock Road within Islington (see Figure 3.2 and 3.9).
- 3.5.27. The northern section of the street is characterised by a concentration of convenience based retail, with some local services (Photo 28). The western side of Blackstock Road is included within Islington Council's Town Centres Review and Healthcheck where it was assessed to have a lower than average proportion of A1 uses (shops, hot food takeaways and services) for a street of this type. Hackney's Retail Health Check 2010, which covers the eastern side of Blackstock Road, showed approximately 60% of the units being in A1 use with very little vacancy. Hackney

¹ Islington Council Town Centres Review and Healthcheck, 2012

is programmed to update its Retail Health Check in 2014.

- 3.5.28. Residential uses dominate the middle section, whilst retail uses are most prevalent to the junction with Gillespie Road. A number of modern infill developments also exist.
- 3.5.29. A number of key community facilities are located on Blackstock Road. The N4 Library, City and Islington College and the Ambler Primary School and Children's Centre are located on the western side of the street (see Figure 3.9).
- 3.5.30. The condition of shop frontages along Blackstock Road is mixed. Whilst a number respect the Victorian heritage and building character, many frontages could be improved as they are currently poorly maintained and feature unsympathetic signage that does not respect the local context.

Figure 3.12 – Images of Blackstock Road



Photo 28: Blackstock Road



Photo 29: Locally listed building



Photo 30: Buildings marking corner

Stroud Green Road

- 3.5.31. This character area profile refers to Stroud Green Road between its junction with Wells Terrace to the south and Stapleton Hall Road at its northern boundary. Stroud Green Road forms the borough boundary between Islington and Haringey. This area is shown in purple on Figure 3.9 Figure 3.4.
- 3.5.32. Stroud Green Road is the primary route between Finsbury Park Town Centre and the Stroud Green and Crouch End areas in Haringey. Much of the original mid-late Victorian buildings have survived, with a number of modern infill developments.
- 3.5.33. The section of the road included within the SPD changes in character from south to north. Between Wells Terrace and Tollington Park convenience and independent retail dominate on both sides of Stroud Green Road (Photo 32). North of Tollington Park to the SPD boundary at Stapleton Hall Road shops dominate the western side of the street and residences the east side (Photo 31). This northern section of the road features street trees, single lane traffic and wide pavements on the western side, contributing to a generally positive character.

- 3.5.34. The southern section of the road near Wells Terrace is characterised by heavy bus traffic due to the location of the bus station on Well Terrace. Three bus routes use this section of Stroud Green Road, of which two continue northwards towards the SPD boundary.
- 3.5.35. A cycle path (Photo 33) between Station Place and Lennox Road narrows usable pavement space on this section of Stroud Green Road, and is particularly problematic due to the road's use as a key pedestrian route between Finsbury Park station and areas to the north and between the bus stations on Well's Terrace and Station Place. The path compromises both cyclist and pedestrian safety and does not perform effectively. Because the cycle path is at grade with the pavement and demarcation between the cycle lane and the pavement is poor, pedestrians straddle into the cycle lane, creating conflicts with cyclists. This, together with the various level changes at side roads and cross-overs create a poor route for cyclists.

Figure 3.13 – Images of Stroud Green Road



Photo 31: Stroud Green Road north



Photo 32: Stroud Green Road south

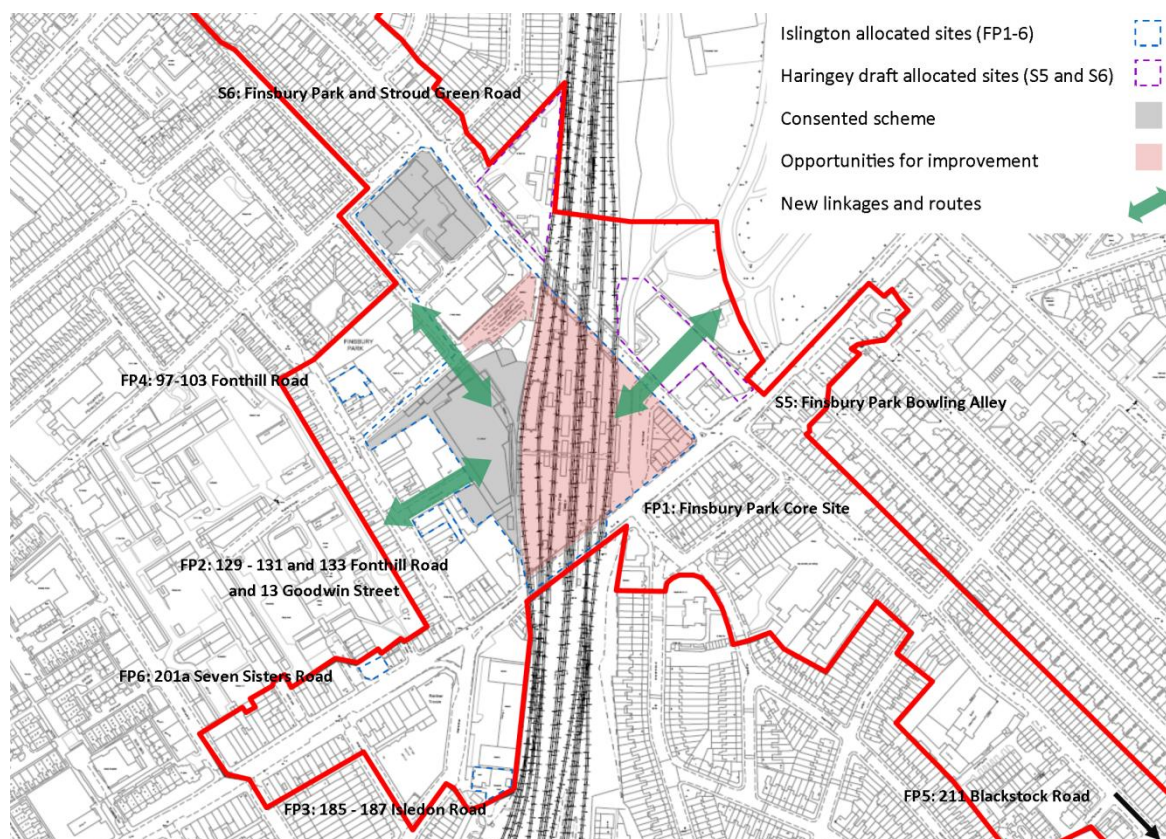


Photo 33: Cycle path

3.6. Summary of key development sites and opportunity areas

- 3.6.1. Despite Finsbury Park Town Centre's relatively intact built form and the limited amount of major development sites, a number of opportunities exist for new developments to contribute to the area's vitality as a retail centre, enhance its residential offer and capitalise upon its strong transport linkages.

Figure 3.14 – Key development sites and opportunity areas



Station east side

- 3.6.2. The area to the east of the station offers the greatest potential for transformation. As outlined within the review of this character area, for many visitors this is the gateway into Finsbury Park Town Centre and the current arrangement and use of the space does not suit its location or role.
- 3.6.3. A large proportion of this site is covered by Site FP1 as identified in the Islington Site Allocations DPD. The triangle site and Station Place are identified as site D for improvements to the station and related infrastructure; the provision of high quality public space adjacent the centre; the potential expansion of ground floor retail in the station area; and the retention of retail on the triangle site with a mix of employment and residential uses provided above (see Figure 3.14). The full FP1 policy is included at Appendix 1.
- 3.6.4. However, the major opportunity site in this area is the Rowan's complex on Stroud Green Road in Haringey. The site is identified as site S5 in Haringey's draft Site Allocations DPD. The current form and arrangement of the buildings does not respond to its immediate environment, and fails to capitalise upon opportunities to create enhanced access into Finsbury Park. The site could play a part in opening up a direct route into Finsbury Park, and creating strong visual links between Station Place and the park (see Figure 3.14 and Figure 3.17).
- 3.6.5. The triangle site adjacent to Station Place also has potential for improvement. The block has a strong built form which adds definition and structure to the area, and the key to its improvement lies in ensuring a more appropriate mix of uses at ground floor level and careful treatment at the

upper floors. The western façade has some heritage value, and options to capitalise on this element and improve its condition should be explored. The bus interchange can act as a barrier to the triangle site; opportunities for better linkages from the station should be explored.

- 3.6.6. Despite the improvements carried out at Station Place in recent years, there remains great potential to utilise the area currently used as the bus interchange more effectively to reflect its role as a gateway into Finsbury Park Town Centre. Opportunities for new physical and visual linkages between Station Place and the park should be explored. Options for Station Place to take on a greater role as a public space and gateway to the area should also be pursued, engaging with Transport for London and Network Rail to understand if, and if so, how land could be released for use as public space to create a high quality arrival space.

Station west side

- 3.6.7. Significant development opportunities also exist for the area to the west of the Station. A priority for this area is to improve the quality and function of Wells Terrace and Clifton Terrace in respect of pedestrian and cyclist amenity, and the efficiency of the local transport network.
- 3.6.8. Most of the area to the west of the station is also covered by Site FP1 as identified in the Islington Site Allocations DPD (as with the Station west side area at Figure 3.14).
- 3.6.9. The City North site (Site A) is allocated for a large mixed use development (including a significant element of public open space and pedestrian access into Finsbury Park Station).
- 3.6.10. The John Jones site (Site B) is allocated to provide improved light industrial floorspace, alongside student accommodation, residential and retail uses.
- 3.6.11. The Morris Place / Wells Terrace site (Site C) is allocated for mixed use development to maximise business floorspace and include retail, leisure and residential uses.
- 3.6.12. The site shown as S6 on figure 3.14 is allocated in Haringey's draft Site Allocations DPD for high density mixed use redevelopment, including active frontage on Stroud Green Road.
- 3.6.13. Planning consent has been granted for two major developments within the area. The City North site located to the south of Wells Terrace has planning consent for a major mixed use development, comprising 335 residential units, over 2,000 square metres of office floorspace and associated leisure space. The John Jones site between Lennox Road and Clifton Terrace has planning consent for 475 units of student accommodation and 15 residential units and, over 5,000 of light industrial floorspace and ancillary retail uses. Planning consent is also in place for 9 to 15 The Parade on Stroud Green Road, which has permission for the demolition of existing buildings and replacement with 34 residential uses and ancillary retail uses.
- 3.6.14. The local area's pedestrian network may be enhanced by an improved pedestrian route between Wells Terrace and Station Place (Section 4.2.34 sets out policy guidance for enhancing circulation in the area). Options should be explored that utilise existing railway arches to the north of the station.

Seven Sisters Road and Isledon Road

- 3.6.15. A relatively large site on the main frontage of Seven Sisters Road (bounded by Seven Sisters Road and Playford Road and formerly in use as a petrol station), presents an opportunity to reinstate lost street frontage. Identified within the Islington's Site Allocations Submission DPD as site FP6, a mix of shops, services and restaurants and cafes uses are sought at ground floor level to contribute to the vitality of Finsbury Park Town Centre, with employment uses being appropriate at first floor and above. In design terms any development for this site must help to create a coherent street frontage of high quality, and respect the character and amenity of the neighbouring Victorian Terraces. This site shown in Figure 3.14.
- 3.6.16. Haringey's Local Plan Strategic Policy SP1 (Managing Growth) identifies Seven Sisters Road as an Area of Change (see Figure 3.14). The policy seeks improvement of the Seven Sisters corridor in terms of environmental quality and increasing safety and security, with reference to the need for joint working with Islington and Hackney to deliver these improvements. This ties in directly with Islington's Core Strategy CS 2 policy. Seven Sisters Road connects the SPD area with Manor House Local Shopping Centre to the east, which is covered by an Area Action Plan (AAP), as well as Woodberry Down, which is a major estate regeneration project. Hackney's Core Strategy, the Manor House AAP and its Infrastructure Delivery Plan identify the need for improvements to Seven Sisters Road to the east of the SPD area at the junction with Green Lanes and in the vicinity of Woodberry Down.
- 3.6.17. The majority (with the exception of the site located on the south eastern corner of Wilberforce Road and Seven Sisters Road) of the section of Seven Sisters Road that falls within Hackney is designated within Policy DM 9 (Changing the use of shops in town centres) of Hackney's emerging Development Management Local Plan (DMLP) as a District Centre and Secondary Shopping Frontage. Further details on this policy are included in Section 4.2.
- 3.6.18. Islington's Site Allocations DPD also includes a site on Isledon Road on the southern boundary of the SPD area. Identified as Site FP3 (shown in Figure 3.14), employment-generating uses are sought in consideration of the site's town centre location. Proposals should conserve and enhance the setting of the nearby Grade II* listed former Rainbow Theatre, and the predominantly Victorian street scene.

Fonthill Road

- 3.6.19. Two key sites on Fonthill Road present opportunities for new high-quality development. 129-131 and 133 Fonthill Road and 13 Goodwin Street form a block which occupies a prominent position in a location that will eventually be a key route into Finsbury Park Station. The current building is of poor design quality and does not complement the unique character of Fonthill Road or contribute to the vitality of Finsbury Park Town Centre. This is identified as site FP2 within Islington's Site Allocations DPD, shown in Figure 3.14. The site is allocated for retail-led mixed use development to complement the unique character of Fonthill Road and contribute to the vitality of Finsbury Park Town Centre. Active retail frontages at the ground floor are sought, with other suitable uses including hotel, employment uses (retail) and business (office based). An element of residential may also be acceptable.

3.6.20. 97-103 Fonthill Road is also included within the Islington's Site Allocations DPD and is identified as site FP4 (see Figure 3.14), recommending that mixed-use development with A1 uses at the ground floor is appropriate and should be retained, and that proposals should contribute to the street's existing vibrancy, respecting its largely Victorian character.

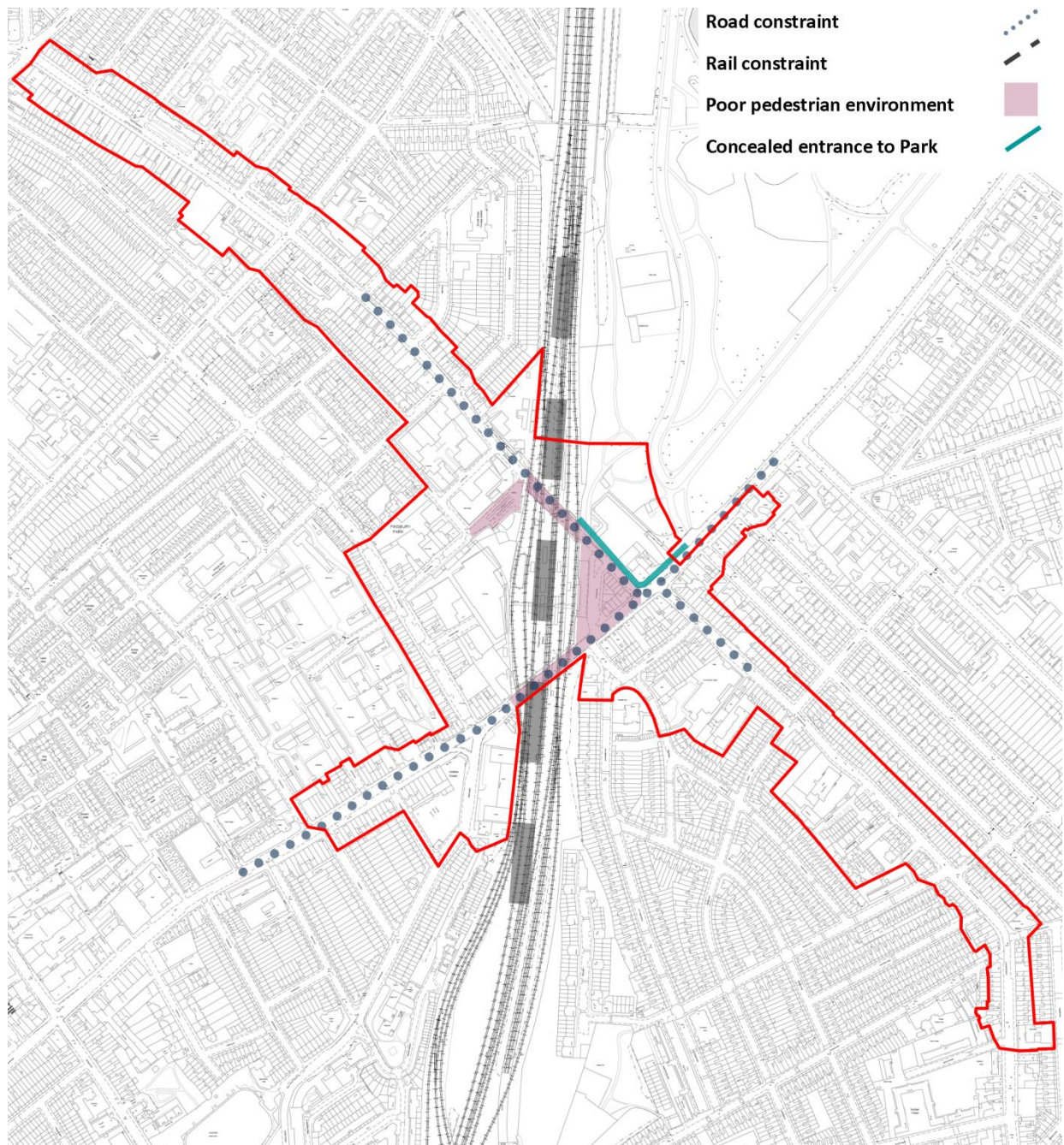
3.7. Identification of issues and constraints

3.7.1. Development proposals for the area must address the following site-specific issues:

- I. **Impact of transport infrastructure:** The area's poor urban fabric is severely constrained by roads and railways, which bisect key routes and desire lines. Walking and cycling routes across the area are often interrupted by transport infrastructure, discouraging movement between the different parts of the Town Centre. Development in the area around the station is constrained by the local transport network's underground infrastructure and overground railway lines. This makes any over-station development in the current market unviable². Furthermore, the proximity of existing railway lines, serving the First Capital Connect and East Coast Mainline services, which is likely to become busier once future Thameslink services operate on the line, presents further constraints to nearby development sites.
- II. **Existing built form and layout:** The area's disjointed street network and a lack of integration have led to a fragmented area without a clear centre. The layout of the Town Centre, particularly at Station Place and adjacent area is confusing for visitors who have no visual indication or clues as to the direction of places of interest, such as Finsbury Park (the park) itself.
- III. **Environmental quality:** Environmental neglect and a lack of passive surveillance in some areas fail to discourage crime and anti-social behaviour, resulting in a lack of positive image and confidence. The poor environmental quality of key routes through the area, particularly under railway viaducts, does not provide attractive and desirable routes for cyclists and pedestrians. In addition, the condition of much of the area's historic building stock and key shopping frontages adds to this local image.
- IV. **Setting of the Park:** The entrance to Finsbury Park (the park) itself is concealed from Station Place, and unclear from other parts of the Town Centre. The entrance is poorly marked and fails to clearly signpost the proximity of a major open space.

² GL Hearn, Finsbury Park Viability Study, 2013

Figure 3.15 – Area constraints



3.7.2. Considering the relatively intact built form of Finsbury Park Town Centre, opportunities exist to address these issues through careful and considerate incremental development. Proposals to carry out development that will address the area's challenges should be shaped and informed by an understanding of the areas numerous strengths and opportunities, as set out below.

3.8. Description of strengths and opportunities

Local strengths

3.8.1. Finsbury Park Town Centre has a number of assets which the future development of the area can develop further:

- I. **Transport connectivity:** Finsbury Park Station (Photo 7) occupies an incredibly strong strategic position within Transport for London Zone 2 and boasts strong transport links, with direct rail services to central London, excellent links on the Piccadilly and Victoria Lines, and strong bus links. These should be exploited to support the delivery of further homes, employment uses and leisure opportunities. Further investment in rail infrastructure such as Thameslink will build on existing provision and reinforce the area's role as a major transport hub.
- II. **Footfall and level of activity:** Finsbury Park Town Centre is host to thousands of visitors every day, interchanging between the Underground, mainland rail and bus networks. There is great potential to capture the footfall generated by Finsbury Park's role as a major interchange, mostly in the immediate vicinity of the station itself. Retail and leisure uses would be the most appropriate way to capitalise upon this strength.
- III. **Heritage and historic fabric:** The area has a largely intact mid-late Victorian urban fabric (Figure 3.3), with a number of distinguished historic buildings and landmarks. New development should build upon the area's unique historic character to deliver appropriate and complementary improvements.
- IV. **Independent business and creative enterprise:** The growing cluster of independent businesses in the area, from food outlets to fashion retailers, presents significant opportunities to increase commercial activity and the area's leisure and cultural offer. The John Jones Centre, London Fashion Centre and the future City North development have the potential to generate increased activity within Finsbury Park town centre, with opportunities for new leisure uses and training and skills-based activities.
- V. **The arts and culture:** A growing number of creative enterprises and arts-based activities within Finsbury Park Town Centre present opportunities for strengthening local identity and character. The Park Theatre and the Platform Youth Hub (located just outside the SPD area) are important local assets that should be valued and can play a vital role in shaping the area's on-going regeneration.
- VI. **Proximity to other town centres:** Finsbury Park Town Centre's close proximity to nearby retail areas, such as the Nag's Head, Stroud Green, Manor House and Archway should be exploited to supplement local business and partnerships.
- VII. **Natural amenities:** New developments should reveal the town centre's proximity to Finsbury Park (Photo 36), a grade II registered greenspace, making the most of the associated health and leisure benefits. The direct link to Gillespie Park from Seven Sisters Road is also a major benefit.

- VIII. **Strategic geographical context:** Finsbury Park occupies a strategic position as the link between the wider London Cambridge Stansted Corridor (of which it forms part) and Central London, making it an attractive business location.

Figure 3.16 – Photos of key assets



Photo 34: Finsbury Park Station



Photo 35: Intact historic fabric



Photo 36: Finsbury Park

Area opportunities

- 3.8.2. The area's strengths and assets present a number of opportunities which should be built upon to deliver regeneration:
- I. Strengthen the existing retail offer in the town centre, including on Fonthill Road, Stroud Green Road, Blackstock Road and Seven Sisters Road, to include the strengthening of the specialist retail functions, diversification of the retail offer, promotion of creative industries and small and medium-sized enterprises (SMEs), and the improvement of shop fronts and the surrounding public realm.
 - II. Promote mixed use development and employment and training opportunities around Finsbury Park Station, including: housing, employment (office, light industrial, storage and distribution, and affordable space for SMEs), retail, arts and leisure, in particular at the following sites: City North, John Jones, the Rowan's site and other allocated sites (set out in Section 3.6 and in detail in Appendix 1 Section A1.1.9) and the site of the former Sir George Robey public house.
 - III. Improve the function and role of the station by delivering works that will facilitate an improved and less confusing transport interchange, enhancing connections and safety through high quality public realm. This would include improvements to the station itself, such as the western ticket hall, and improvements to Station Place, Well's Terrace and the areas under the railway viaducts (e.g. by improving the area through public art).
 - IV. Enhance walking and cycling routes, strengthening links between Finsbury Park, the Parkland Walk, Gillespie Park, Highbury Corner, Highbury Fields, Caledonian Park and the Emirates (Arsenal) Stadium, encouraging walking and cycling for local residents and visitors. This should include joint working with TfL to improve pedestrian and cycling links across Seven Sisters Road.

- V. Protect and enhance the historic character of the area through high quality design, respecting the local context of Finsbury Park and its surroundings; in particular by improving the setting of its listed buildings (i.e. the former Rainbow Theatre and 85 Stroud Green Road) and improving the appearance and condition of the area's Victorian building stock, both within and outside conservation areas (e.g. the triangle site).
- VI. Improve connections to the wider area by establishing a clear physical and visual link between the station and the Park (Finsbury Park), and improve access to the station from the west (i.e. encouraging redevelopment of the City North site).

Figure 3.17 – Area opportunities



4. Development guidelines

4.0.1 This section outlines the key planning policies for any redevelopment of Finsbury Park Town Centre and consists of development objectives and planning considerations. Further information on planning policies and guidance is provided in Appendix 1.

4.1. Development objectives

4.1.1. Islington, Haringey and Hackney's planning policy documents identify strategic objectives that should be achieved by any new development. The main objectives of Islington's Core Strategy, Haringey's Local Plan Strategic Policies and Hackney's Core Strategy are included in Appendix 1.

4.1.2. There are a number of objectives that are shared by all three local authorities and link to the area opportunities listed in Section 3.8.2. These are to:

- enhance the vitality of the Town Centre as a retail centre;
- redevelop the low-density employment sites around the station to provide mixed-use development including housing, employment, retail and leisure uses
- provide between 400-600 new homes
- re-provide storage and distribution floor space
- improve transport interchange and public spaces, with increased legibility and design that leads to an increased sense of safety;
- improve walking and cycling connections to the park, Highbury Fields/Highbury Corner and the Emirates (Arsenal) Stadium;
- respect and enhance the historic character of the area; and
- improve and provide new open space; Finsbury Park ward and neighbouring areas are identified as some of the highest priority areas for increasing the provision of public open space.

4.2. Planning considerations for future development

4.2.1. Following the site description and analysis in Section 3, the headings below identify some of the key planning considerations for Finsbury Park Town Centre to which any future development should respond.

Town Centre uses and retail

4.2.2. The three local authorities require that development will contribute towards strengthening and enhancing the area's town centre status. Proposals should ensure that the vitality and vibrancy of Finsbury Park Town Centre is maintained. Proposals for development on Seven Sisters Road, Fonthill Road, Stroud Green Road and Blackstock Road should positively contribute to the intensification of retail uses in these areas. However, regard should be had to the local context and development proposals should not compromise or undermine the success of the nearby

Nag's Head Town Centre, which is identified in Islington's Core Strategy as a major town centre (Policy CS 3 Nag's Head and Upper Holloway Road), the Manor House Local Shopping Centre located (which is covered by an Area Action Plan), or Stamford Hill Local Shopping Centre, both of which are located in Hackney.

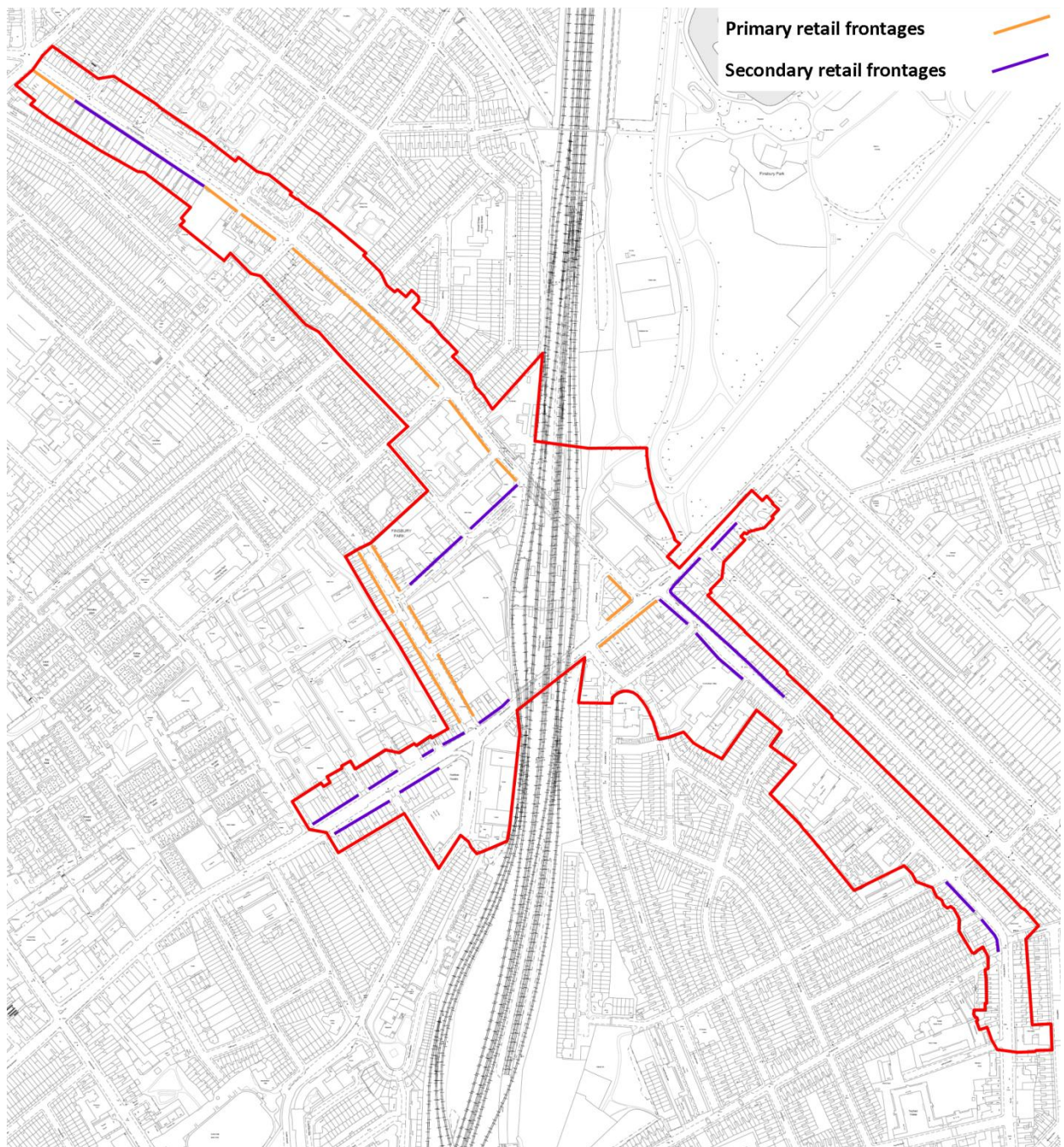
- 4.2.3. The London Plan (table A2.1) identifies Finsbury Park as a District Town Centre³. In accordance with London Plan Policy 2.15 (Town Centres) Part C, development proposals must sustain and enhance the vitality and viability of Finsbury Park Town Centre. The policy also requires that proposals conform to London Plan Policy 4.7 (Retail and Town Centre development), which requires that proposals for retail uses fully consider existing need, and are appropriate to the existing scale, role and function of Finsbury Park Town Centre.
- 4.2.4. In line with Islington Core Strategy Policy CS 14 (Retail and Services), new retail development must consider Finsbury Park Town Centre's status as a district town centre and contribute to providing a diverse retail provision and a good range of goods and services for the people who live, work and study in the borough. Further detail to this policy is provided within Islington's Development Management Policies DPD; development proposals should consider Policy DM4.1, (maintaining and promoting small and independent shops), Policy DM4.4 (promoting Islington's Town Centres), Policy DM4.5 (primary and secondary frontages), Policy DM4.6 (local shopping areas), Policy DM4.8 (shop fronts) and Policy DM4.10 (Public Houses). Proposals should also pay regard to Islington Policy DM4.3 Section B (location and concentration of uses), which seeks to ensure a broad mix of appropriate uses in Town Centres, and protect the character, function and amenity of an area. Policy DM4.3 also seeks to restrict the cumulative negative impacts of certain uses that would unacceptably affect the amenity, character and function of the area. Islington Council is planning to prepare, consult on and adopt an SPD that will use Policy DM 4.3 to manage the location and concentration of certain uses.
- 4.2.5. The majority of the high street frontages within the SPD area have been identified as primary or secondary retail frontages (see Figure 4.1). Policy DM4.5 of Islington's Development Management Policies DPD requires that retail uses will not fall below 60% within the primary frontages, or 50% within secondary frontages. Policy SP10 (Town Centres) of Haringey's Local Plan Strategic Policies document sets out requirements for primary and secondary frontages to have no more than two adjoining non-retail uses. Hackney's emerging Policy DM9 states that proposals to change the use of ground floor Class A1 retail units will not be permitted where the proportion of A1 units in the Secondary Shopping Frontages would fall below 50%⁴.
- 4.2.6. Haringey's Local Plan Strategic Policies document identifies two Local Shopping Centres: Stroud Green Road North (numbers 178 to 202) and Stroud Green Road South (numbers 74 to 104). These provide for the day to day needs of people living and working nearby. Haringey wishes to see small specialist shops operating within the Local Shopping Centres to avoid harm to the character, function, vitality and viability of the centre and general area. These local centres will be closely monitored and, where appropriate, reclassified to reflect any changes that take place as part of the area's on-going regeneration.

³ Mayor of London, The London Plan, Greater London Authority, July 2011

⁴ Hackney's Retail Health Check 2010 identified that of the 35 units located with the Secondary Shopping Frontage 21 (or 60%) remain in the A1 use class. Hackney Council is to update its Health Check during Summer 2014.

4.2.7. In line with Hackney's Core Strategy (adopted November 2010) Policy CS 13 (Town Centres), development proposals for Finsbury Park Town Centre should create a mix of uses, including retail, office, community, leisure, entertainment facilities, recreation uses, arts, culture and tourism activities. Hackney Council's policy for retail development is included within the emerging Development Management Local Plan in policies DM7 (New retail development in Town Centres), DM8 (small and independent shops) and DM9 (Changing the use of shops in town centres). Similar to Islington's Development Management Policies, Hackney's draft policy DM9 (within its own Development Management Local Plan) requires that retail uses will not fall below 50% within secondary frontages, which covers the bulk of the SPD area located within Hackney.

Figure 4.1 – Retail: primary and secondary retail frontages



Other land uses

- 4.2.8. Alongside retail and traditional town centre uses, the three local authorities wish to see other land uses come forward within Finsbury Park Town Centre. Housing, employment uses including offices, light industrial, storage and distribution, hotel, arts, community and leisure uses are considered appropriate and conducive to creating a vibrant, mixed town centre.
- 4.2.9. Development proposals for housing should come forward in accordance with London Plan Policy 3.3 (Increasing housing supply), Policy 3.4 (Optimising housing potential) and Policy 3.5 (Quality and design of housing developments). These policies provide that new housing contributes to increasing overall housing figures, considering local context and character to optimise housing outputs, and secure the best possible quality housing product for Finsbury Park.
- 4.2.10. Development proposals for office uses should align with London Plan Policy 4.2 (Offices) and Policy 4.3 (Mixed use development and offices), which provide that the provision of office development should consist of a mix of offers and specifications to suit varied requirements.
- 4.2.11. In line with Islington Core Strategy Policy CS 2 (a spatial policy for Finsbury Park) the redevelopment of low-density employment areas within the Finsbury Park Town Centre is supported to provide mixed-use developments of housing, employment, retail and leisure uses.
- 4.2.12. Islington Council's Site Allocations DPD builds upon Core Strategy CS 2 and sets out how particular sites should be developed. Six of the sites identified within the Site Allocations DPD fall within the SPD area: sites FP1, FP2, FP3, FP4, FP5 and FP6 (see Figure 3.14). Details of each of these sites and the proposed land uses are provided in Appendix 1. In general these envisage a mix of uses, with a balance of commercial, residential, community and leisure uses.
- 4.2.13. In line with Islington Core Strategy Policy CS 12 Part G, any development proposal for housing would be required to include the maximum reasonable amount of affordable homes. In line with Islington Core Strategy Policy CS 12 (Meeting the Housing Challenge) any residential development proposals in the area should provide a range of housing unit sizes, in accordance with Part E of the policy.
- 4.2.14. Any development proposals for new employment space must come forward in line with Islington Core Strategy Policy CS 13 (Employment Spaces) Part A. Proposals that would see a loss of employment floorspace should pay regard to Part B of this policy. Part C of Core Strategy Policy CS 13 sets out requirements for new development to provide jobs and training opportunities.
- 4.2.15. A number of Islington's Development Management Policies DPD policies build upon Policy CS 13; Policy DM5.1 (New business floorspace), Policy DM5.2 (Loss of existing business floorspace) and Policy DM5.4 (Size and affordability of workspace) should all be considered when bringing forward development proposals.
- 4.2.16. Haringey Council's consultation draft Site Allocations DPD includes two sites in the SPD area, the Rowan's site and a site to the west of the railway lines on the eastern side of Stroud Green Road: sites S5 and S6 (see figure 3.14 and Appendix 1). In general these envisage a mix of uses, with a balance of commercial, residential, retail and leisure uses. The Council's aspirations for the Rowan's site include the provision of a direct route into the park, creating a clear visual and

physical link between Station Place and the park to improve connections and increase legibility, potentially replacing the existing entrance from Stroud Green Road beside the railway embankment. The design criteria for the Rowan's site should consider the designations that are in place for the park and surrounding areas, which include Green Chain and Ecological Corridor, Metropolitan Open Land, Registered Historic Park and Site of Borough Grade II Importance for Nature Conservation.

- 4.2.17. Haringey's requirements for new homes, family housing, affordable housing and housing standards is set out in Policy SP2 of the Local Plan Strategic Policies document.
- 4.2.18. Both Hackney's adopted Core Strategy and emerging Development Management Local Plan (DMLP) designate the majority of the SPD area located in Hackney as a District Town Centre. The DMLP also designates the eastern side of Blackstock Rd and most of Seven Sisters Road located with Hackney as Secondary Shopping Frontage. The relevant policies for these designations are outlined in 4.2.7 above.
- 4.2.19. Development proposals for new residential development in Hackney will be considered against its adopted planning policies, which are CS19-23 of the Core Strategy and Chapter 5 policies of the emerging Development Management Local Plan. Policies DM 1 and DM2 provide further detail on design standards.

Design and conservation

- 4.2.20. The three local authorities expect all development proposals to comprise high quality contextual design that respects and responds to local character and distinctiveness. Finsbury Park Town Centre has an attractive although degraded Victorian building stock and a number of listed buildings, offering great opportunity to capitalise on local distinctiveness and historic context.
- 4.2.21. Development proposals should come forward in line with London Plan Policy 7.4 (Local character) and carefully regard the area's existing form, function and structure. Consideration should also be given to existing building scale and massing, and new development should build on positive existing elements to enhance character.
- 4.2.22. In line with the London Plan Policy 7.3 (Designing out crime), any new development within Finsbury Park Town Centre should seek to create safe, secure and appropriately accessible environments where crime and anti-social behaviour and the fear of crime do not undermine quality of life of community cohesion. In accordance with London Plan Policy 7.8 (Heritage assets and archaeology), new development must carefully consider Finsbury Park Town Centre's heritage assets (detailed at Section 3.3), and where appropriate should identify, value, conserve, restore, re-use and incorporate heritage assets. The policy advises that development affecting heritage assets and their settings should conserve their significance and be sympathetic to existing form, scale, materials and architectural detail
- 4.2.23. Development proposals should be developed in line with Islington Core Strategy Policy CS 9 (Protecting and Enhancing Islington's built and historic environment). Part A of this policy requires that new development should be sympathetic in scale and appearance, and be complementary to the local identity. In accordance with Islington Core Strategy CS 9 Part B, future development

must consider the historic significance of Finsbury Park's unique heritage assets (designated and non-designated). Islington's Development Management Policies DPD provides further detail to these policies. Policy DM2.3 (Heritage) provides that new development that makes a positive contribution to Finsbury Park's historic environment will be encouraged, and development that harms the significance of the area's heritage assets will not be supported. Section B of Policy DM2.3 sets out requirements for development within conservation areas, which applies to a number of conservation areas that interface with the Finsbury Park Town Centre SPD area (as set out in Section 3.3 and Figure 3.2). Opportunities to improve existing heritage assets outside conservation areas should also be explored in line with Islington's Core Strategy Policy CS 2 Part F, as outlined in Section 3.6.5.

- 4.2.24. In line with Islington's Core Strategy Policy CS 12 Part F, the design of new residential development should give consideration to, and avoid or mitigate, any potential noise and vibration issues for future occupants arising from some areas within the SPD area to railway lines and major roads. Policy DM2.1 (section A part x) of Islington's Development Management Policies DPD adds further detail to this policy, requiring that new development provides a good level of amenity and considers the impact of noise disturbance, and vibration.
- 4.2.25. Policy SP 12 (conservation) of Haringey's Local Plan Strategic Policies document identifies the protection of Finsbury Park, which is an English Heritage Statutory Registered Park of Special Historic Interest. Entrances and access into Finsbury Park should not unduly harm its value or the experience of its users. The policy also seeks to protect locally important views that contribute to the interest and character of Haringey, including views into and out of Finsbury Park. To enhance legibility within the Town Centre, new development in the Station East side area should seek to establish views between the station/Station Place and the Park.
- 4.2.26. Hackney's emerging Development Management Local Plan sets out design standards within Policy DM 1 (high quality design). Policy DM 28 (managing heritage assets) sets out the way that Hackney's historic assets should be treated in the context of new development.
- 4.2.27. In line with Hackney Core Strategy Policy CS 25 (Historic environment), development proposals should make a positive contribution to the character of Hackney's historic and built environment. This is particularly relevant in the context of the eastern side of Blackstock Road which lies within Hackney, and comprises mainly mid-late Victorian buildings.
- 4.2.28. In accordance with Hackney Core Strategy Policy CS 24 (Design), all development should seek to enrich and enhance Hackney's built environment, and create a sense of place and local distinctiveness that is attractive and accessible.

Height and scale

- 4.2.29. The three local authorities expect any new development in Finsbury Park Town Centre to consider the area's existing character in terms of density and scale, and bring forward appropriate high quality development proposals. New development should provide an appropriate setting to Finsbury Park itself.

- 4.2.30. Proposals for development in Finsbury Park Town Centre should come forward in line with London Plan Policy 7.7 (Location and design of tall and large buildings). Development proposals should not have an unacceptably harmful impact on their surroundings, but should positively relate to the form, proportion, scale and character of surrounding areas.
- 4.2.31. Policy CS 9 Part E of Islington's Core Strategy advises that new developments and buildings need to be based on a human scale and efficiently use the site area, which could mean some high density developments. However tall buildings are not considered appropriate outside of the south of the Islington. Adding detail to these strategic policies, Islington's Development Management Policies DPD Policy DM2.1(Design) C provides that 'the only locations in Islington where tall buildings may be suitable are set out in the Finsbury Local Plan', which is in the south of the borough and therefore does not include the Finsbury Park Town Centre SPD area.
- 4.2.32. Policy SP 11 (Design) of Haringey's Local Plan Strategic policies document sets out the Haringey's approach to tall buildings. The supporting information identifies two areas within Haringey that are suitable for tall buildings; Haringey Heartlands/Wood Green and Tottenham Hale. To inform the Council's emerging Development Management Policies and Site Allocations Documents, an Urban Characterisation Study will be carried out. This study will identify other areas (apart from the two mentioned in SP11) across the borough that may be suitable for the location of tall buildings. The findings of this study will further inform the design principles for this SPD area. Further guidance on Haringey's tall buildings policy is set out within Policy SP 11.
- 4.2.33. The part of the Seven Sisters Road corridor that falls within Hackney is identified as a Tall Building Opportunity Area, as set out in Map 8.1 of Hackney's Core Strategy. Paragraphs 8.8 and 8.9 describe the intent of the Tall Buildings Opportunity Areas namely: 'Broad areas where there may be opportunities for relatively tall buildings.' Taller buildings in these identified locations may be appropriate, subject to addressing the eleven codes for determining the acceptability of tall building proposals as set out in the Hackney Tall Buildings Strategy (2005), to the satisfaction of the Council. Here the importance of local views, such as those from Finsbury Park, is identified. The evidence that underpins the Core Strategy policies and the Tall Buildings Opportunity Areas is outlined in the Hackney Tall Buildings Strategy (2005).

Circulation, access, parking and transport

- 4.2.34. The three local authorities expect any new development in the area to contribute to improving the area's connectivity across pedestrian, cycle and road movement networks, and to promote considerate transport choices to lessen potential impacts on the local environment. The local authorities share an aspiration to prioritise pedestrians and cyclists and improve the quality of public space in Finsbury Park Town Centre, with the main opportunities for improvement being Wells Terrace and Station Place.
- 4.2.35. In line with London Plan Policy 6.1 (Strategic approach – transport), development in Finsbury Park Town Centre should reduce the need to travel by car, encourage walking and cycling and utilise existing local public transport linkages. In addition, any proposed transport improvements should acknowledge that the existing transport infrastructure has to be safeguarded in line with the London Plan SPG 'Land for Industry and Transport'.

- 4.2.36. In line with Islington Core Strategy Policy CS 2 (Finsbury Park) Part D, the permeability of the wider area and access to Finsbury Park will be improved. These improvements can come forward as part of site redevelopments or in the form of small scale interventions. Developments near to the station should facilitate an improved, less confusing transport interchange and high quality public realm with enhanced permeability. Options for new visual and physical links between Station Place and Finsbury Park should also be explored. This policy also seeks improved legibility and permeability across the SPD area, improved walking and cycling routes and protection and enhancement of the historic character of the area.
- 4.2.37. In line with Islington Core Strategy Policy CS 2 (Finsbury Park) Part E, local walking and cycling routes will be improved, including those through Finsbury Park Town Centre to Highbury Corner and between Highbury Fields and Caledonian Park. Supporting this strategic policy, Islington's Development Management Policies DPD Policy DM8.1 (Movement hierarchy) provides that the transport needs of pedestrians, public transport users and cyclists should be prioritised above those of motor vehicles in the design of new development (including buildings, site layouts, public space and transport infrastructure). Policy SP 7 (Transport) of Haringey's Local Plan Strategic Policies also promotes the use of public transport and, walking and cycling.
- 4.2.38. In accordance with Islington Core Strategy Policy CS 10 (Sustainable design) Part H no provision for vehicle parking or waiting will be allowed for new homes within the area, except for essential drop-off and wheelchair-accessible parking. However, existing Islington Resident Permit or Estate Permit holders, who have established permits of at least one year, would be granted a permit, consistent with Development Management Policy DM8.5 (Vehicle parking). Furthermore, Development Management Policy DM8.5 provides that vehicle parking will only be allowed for non-residential development on the site where it is essential for operational requirements and therefore integral to the nature of the business or service (e.g. Use Class B8 storage and distribution uses).
- 4.2.39. Wheelchair-accessible car parking should be provided in accordance with best practice standards, as set out in Islington's Planning Obligations (S106) SPD, Accessible Housing SPD and British Standard (BS) 8300:2009. Section 4 of Policy SP 2 (Housing) of Haringey's Local Plan Strategic Policies sets out standards for wheelchair accessible housing. Supporting text to Hackney's Core Strategy Policy 19 (Housing growth) sets out standards for wheelchair accessibility within new housing development.
- 4.2.40. Islington's Development Management Policy DM8.4 (Walking and cycling) sets out the amount of cycle parking expected to be provided by development. The policy also seeks the provision of end-of-trip facilities for cyclists in accordance with best practice. End-of-trip facilities should be provided at a level proportionate to the size of the development and the required level of cycle parking. Haringey's Local Plan Strategic Policies Policy SP7 sets out cycle parking requirements.
- 4.2.41. Policy CS 33 of Hackney's Core Strategy priorities sustainable transport, walking and cycling over private car use, and providing safe and convenient access to rail and bus travel. CS 33 goes further to say travel plans will be required in support of new development proposals and that local parking standards will be produced as part of a Sustainable Transport SPD which will begin production in 2013. Where appropriate car-free developments, car club bays and electric vehicle charging provision will be required. More detailed policies in support of Hackney's Core Strategy in relation to transport and parking is outlined in Chapter 8 of Hackney's emerging Development

Management Local Plan.

Inclusive design

- 4.2.42. The three local authorities expect an inclusive and best practice approach to development and would expect any development within Finsbury Park Town Centre to reflect those principles and processes. Inclusive Design is not a fixed set of design criteria but an evolving philosophy that aims to produce aesthetically pleasing, functional environments that can be enjoyed by everyone, taking into account age, gender and disability.
- 4.2.43. In line with London Plan Policy 3.8 (Housing choice) and Policy 7.2 (An inclusive environment), the three local authorities will require that any new development within the Finsbury Park Town Centre area:
- can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or financial circumstances;
 - is convenient and welcoming with no disabling barriers, so everyone can use it independently without undue effort, separation or special treatment;
 - is flexible and responsive taking account of what different people say they need and want, so people can use it in different ways; and
 - is realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.
- 4.2.44. Islington's Core Strategy Policy CS 12 (Meeting the housing challenge) Part H requires that residential development complies with 'flexible homes' standards, with at least ten per cent of housing being wheelchair accessible or easily adaptable for residents who are wheelchair users provided. Islington's Development Management Policies DPD Policy DM2.2 adds detail to this policy, requiring that all development proposals must demonstrate an inclusive and best practice approach to development. Further policy on flexible homes is set out within Islington's Development Management Policy DM3.4 (Housing standards) with 'Flexible homes' standards set out in detail in Islington's Accessible Housing Supplementary Planning Document (SPD). Additional guidance can also be found in Islington's Streetbook SPD and the Inclusive Landscape Design SPD.
- 4.2.45. Haringey's Local Plan Strategic Policies document requires all Design and Access Statements to demonstrate how proposals effectively adopt inclusive design principles. The emerging Development Management Policies will support this strategic objective.
- 4.2.46. Hackney's Core Strategy Policy CS 24 and Hackney's Development Management Local Plan DM1 provide that all future development adopts an inclusive design approach and carefully considers the needs of various users. Inclusive design is an over-arching principle within Chapter Five of Hackney's Core Strategy. Further guidance is provided within Hackney's adopted Public Realm SPD.

Landscaping and biodiversity

- 4.2.47. The three local authorities require that development proposals for Finsbury Park Town Centre carefully consider the local green infrastructure, respect the setting of the Grade II listed Finsbury Park and explore opportunities to improve the gateway to this major greenspace, in particular from Finsbury Park Station. Where appropriate, proposals should also seek to improve links to Gillespie Park.
- 4.2.48. In accordance with London Plan Policy 7.17 (Metropolitan Open Land), new development should respect the value of Finsbury Park as Metropolitan Open Land and explore opportunities for access to and the enjoyment of the space to be enhanced.
- 4.2.49. In line with Islington Core Strategy Policy CS 15 (Open Space and Green Infrastructure), development proposals must consider Islington's aspiration to create a greener borough, which includes the protection of trees. Further detail on this policy is provided within Islington's Development Management Policies DPD Policy DM6.2 (New and improved public open spaces) and Policy DM6.3 (Protecting open space) and DM6.5 (Landscaping, trees and biodiversity).
- 4.2.50. In line with the emerging Haringey Local Plans Spatial Policies Policy SP 13 (open space and biodiversity) development proposals should seek to protect the natural environment and ensure that existing parks and open spaces in the borough are of the highest quality. Development proposals should consider this policy to ensure that the amenity and quality of the park are not compromised. Further information relating to the status of Finsbury Park is set out at Section 3.2.3.
- 4.2.51. Hackney's emerging Development Management Local Plan and supporting revised Policies Map identifies a potential green link from Finsbury Park to Stoke Newington Reservoir and Clissold Park starting from Blackstock Road.

Sustainability

- 4.2.52. The three local authorities require that any new development within Finsbury Park Town Centre will seek to minimise carbon emissions and contribution to climate change.
- 4.2.53. In line with London Plan Policy 5.3 (Sustainable design and construction), the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments, and so adapt to the effects of climate change over their lifetime.
- 4.2.54. In accordance with Islington's Core Strategy Policy CS 10 (Sustainable design) Part B, any new development would be required to achieve the highest feasible level of a nationally recognised sustainable building standard. This will include achieving at least Code for Sustainable Homes Level 4 for any new residential units and BREEAM Excellent for any new non-residential development. Part B of this policy provides that new development must also achieve the highest feasible level of a nationally recognised sustainable building standard. Islington's Development Management Policies DM7.1 (Sustainable design and construction), DM7.3 (Decentralised energy networks) and DM7.4 (Sustainable design standards) add further detail to the expected standards. Related guidance is also set out in Islington's Environmental Design SPD.

- 4.2.55. Haringey's adopted Local Plan Strategic Policies sets out standards for new developments within Policies SP4 (Working towards a low carbon Haringey), SP5 (Water management and flooding), SP6 Waste and recycling) and SP7 (Transport). Haringey's emerging Development Management Policies and adopted Sustainable Design and Construction SPD provide more detail on the Council's requirements for sustainable design and construction.
- 4.2.56. Hackney's Core Strategy includes a series of policies to ensure that developments coming forward within the area do so against a robust series of sustainability standards. These include Policies 29 (Resource efficiency and reducing carbon dioxide emissions), 30 (Low carbon energy, renewable technologies and district heating), 31 (Flood risk), 32 (Waste) and 33 (Promoting sustainable transport). Chapter Seven of Hackney's emerging Development Management Local Plan includes detailed standards for sustainability credentials of new development in the borough.

Infrastructure

- 4.2.57. The three local authorities expect all development proposals to ensure that associated infrastructure needs will be provided and will be fully integrated in the development process.
- 4.2.58. In line with Islington Core Strategy Policy CS 18 (Delivery and Infrastructure), Islington Council will work with its partners to deliver the infrastructure required to support development, and will require contributions from new development. Further guidance is provided in Policy DM9.1 (Infrastructure) of Islington's Development Management DPD.
- 4.2.59. Haringey Local Plan Strategic Policy SP7 (Delivering regeneration and access) acknowledges the importance of partnership working to promote key infrastructure proposals to support regeneration activity.
- 4.2.60. Hackney's Core Strategy Policy 7 (Working with Infrastructure Partners) seeks coordination of service delivery with utility providers and other stakeholders to ensure that necessary infrastructure is delivered in an integrated manner. Policy DM1 (Design) of Hackney's Development Management Local Plan document requires that existing and future infrastructure needs are carefully considered to ensure that new development is adequately served with an appropriate level of local services.

5. Implementation Strategy and Monitoring Framework

- 5.1.1. To ensure that the opportunities for securing the regeneration of Finsbury Park Town Centre are realised, an implementation strategy for improvements is included, also to serve as a monitoring framework.
- 5.1.2. Actions that will contribute towards achieving the shared vision for the area align with the eleven 'Priorities of Collaboration' within the Finsbury Park Accord. The Finsbury Park Accord Document can be found here <http://www.islington.gov.uk/finsburypark>
- 5.1.3. Table 1 sets out the range of activities that should take place in the short to medium term.

Implementation Strategy and Monitoring Framework

Table 1

REF	Accord strategic objective	Activity	Actions	Who	When
1	Reducing crime and ASB	Installation of CCTV	To install physical measures to reduce the opportunities for crime (remove hidden corners, etc.).	Islington, Haringey and Hackney Councils.	2014/2015
2		Improving lighting	To upgrade lighting and install feature lighting.	Islington, Haringey and Hackney Councils and Transport for London.	2014/2016
3		Reducing crime and ASB	To work with the Safer Neighbourhood Teams and businesses to reduce crime and ASB in the town centre and looking at how this has been achieved in other areas.	Islington, Haringey and Hackney Councils.	On-going
4		Designing out opportunities for crime	To install physical measures to reduce the opportunities for crime (remove hidden corners, etc.).	Islington, Haringey and Hackney Councils.	On-going
5		Use regulatory powers to identify unauthorised uses	To conduct a licencing and planning enforcement check along the main streets in the town centre.	Islington, Haringey and Hackney Councils.	2014/2015
6	Deprivation	Identifying associated benefits from local developments	To explore how benefits can be derived from the forthcoming developments, identifying opportunities for environmental, economic and social benefits.	Islington, Haringey and Hackney Councils.	On-going
7		Securing new employment and training opportunities in the area	To implement recommendations of the Employment Commission to deliver new employment opportunities in Finsbury Park Town Centre.	Islington Council.	2014/2015
8	Town Centre economy	Improving the public realm	To enhance the public realm, in particular along Blackstock Road and Seven Sisters Road, and to explore the potential for a new public space between Osbourne Road and Upper Tollington Park.	Islington, Haringey and Hackney Councils and Transport for London.	2014/2015

Implementation Strategy and Monitoring Framework

9		Enhancing affordable workspace provision	To explore opportunities for redundant /vacant spaces to be used as affordable workspace for creative and independent industries.	Islington, Haringey and Hackney Councils.	On-going
10		Shop front improvements	To improve shop fronts, in particular on Seven Sisters Road, Stroud Green Road and Blackstock Road.	Islington Council.	2014/2015
11		Addressing vacant properties	To identify vacant residential and commercial premises and contact landowners and leaseholders, and explore potential for meanwhile uses to inactive frontages and introduce new business.	Islington, Haringey and Hackney Councils.	On-going
12		Addressing redundant 'To Let' and 'Managed By' signs and other planning enforcement issues	To identify redundant boards and make arrangements for their removal.	Islington, Haringey and Hackney Councils.	On-going
13		Business community engagement	To hold a series of meetings with traders associations, businesses and key stakeholders in the area.	Islington, Haringey and Hackney Councils.	On-going
14		Discouraging inappropriate changes to historic building stock	To explore the potential for Article 4 Directions to be used to control changes to historic buildings within and outside of Conservation Areas in Finsbury Park Town Centre.	Islington, Haringey and Hackney Councils.	On-going
15		Limiting number of fast food takeaways in the town centre	To use relevant planning policies to limit the number of fast food takeaways in the town centre.	Islington, Haringey and Hackney Councils.	On-going
16		Restricting the number of betting shops/pawn brokers / money lenders in the town centre	To use relevant planning policies to manage such uses in the town centre.	Islington, Haringey and Hackney Councils.	On-going

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17		Transport study	To carry out a transport study to explore opportunities for improvements to the local transport network and public realm, including: <ul style="list-style-type: none"> ◦ improvements to the local road network, working with Transport for London; ◦ improvements to the provision for cycling in the area; and ◦ a strategy for cycling parking in the town centre. 	Islington Council in consultation with Haringey and Hackney and Transport for London.	2014/2015
18		Street clutter removal	To explore opportunities for removing redundant street furniture and increasing usable pavement space.	Islington, Haringey and Hackney Councils.	2014
19		Updating wayfinding boards	To update wayfinding boards in the town centre.	Islington Council.	2014
20		Review of potential traffic calming measures and options for improving traffic flow in the town centre	To review of existing arrangements and potential enforcement options will be undertaken by the three Councils.	Islington, Haringey and Hackney Councils.	2014/2015
21		Day to day management of streets and public spaces	To continue to monitor and where necessary improve existing street cleansing regime, including street cleaning, waste collection, litter collection, dog fouling.	Islington, Haringey and Hackney Councils.	On-going
22	Finsbury Park Interchange and surrounding environment	Improving conditions beneath railway viaducts	To improve the appearance and condition of the areas under the railway viaducts across Seven Sisters Road and Stroud Green Road, including through maintenance, artwork, artistic lighting and general cleaning and drainage improvements.	Islington Council, Network Rail and Transport for London.	2014/2015
23		Integrated step-free access at Finsbury Park Station	To lobby Network Rail and Transport for London to work together to deliver an integrated step-free access scheme at Finsbury Park Station connecting Underground and mainland rail platforms by lift.	Islington Council and Transport for London.	2014/2016
24		New western ticket hall	To support the introduction of a new western ticket hall replacing the current Well's Terrace entrance to the station.	Islington Council and Transport for London.	2014/2016

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25		Exploring potential new routes through Finsbury Park Station's arches to improve pedestrian flows	To liaise with Network Rail to explore optimising the use of the arches under the railway lines around Finsbury Park Station.	Islington Council.	2014
26		Lobbying Transport for London for improvements to Finsbury Park Station	To include works to increase capacity, better internal signage, improving tunnels and routes and general access to the station.	Islington Council.	2014/2016
27		Enhancing Station Place	To liaise closely with Transport for London to explore options to improve the use of Station Place as a public space.	Islington Council and Transport for London.	2014/2015
28		Improving Wells Terrace bus station	To liaise closely with Transport for London to explore options for reconfiguring this space to function more effectively for pedestrians and bus users.	Islington Council and Transport for London.	2014/2015
29		Improving safety on Stroud Green Road	To improve Stroud Green Road by reducing accidents and improving the environment for vulnerable road users. Poor cycle path to be improved.	Islington Council and Haringey Council.	2014/2017
30		Live bus departure times	To lobby Transport for London for live bus departure information in all bus shelters.	Islington Council.	2014
31	Development	Former Sir George Robey pub (Seven Sisters Road)	To work with site owner to agree on short-term improvements and a long-term solution for the development of the site.	Islington Council.	2014
32		Securing redevelopment of Rowan's complex	To work with the site owners to co-ordinate plans for the site's redevelopment, including securing the new links to park.	Haringey Council.	On-going
33		New community facilities	To explore opportunities for new local facilities to be delivered through planning obligations.	Islington Council.	On-going
34		Land to the north-east of Stroud Green Road bridge	To contact the owner to discuss maintenance and future plans for the site.	Haringey Council.	2014/2016
35		Empty building next to Rowan's	To write to the owners of the building.	Haringey Council.	2014/2015

Implementation Strategy and Monitoring Framework

36	Arts	Creative Hub	To run a programme of temporary and permanent public art commissions in partnership with key developers in the area to enhance the sense of place.	Islington, Haringey and Hackney Councils.	On-going
37		John Jones gallery	To develop a new permanent publicly facing gallery space at the John Jones site, providing a local community arts education outreach programme, workshops, classes, training and apprenticeships.	Islington Council, John Jones.	2014/2015
38		Creative workspace	To explore how vacant and redundant premises can be used for creative workspace and overflow space for existing enterprises.	Islington, Haringey and Hackney Councils.	On-going
39		Temporary public art programme	To explore the potential for temporary works, including around Finsbury Park Station and on development site hoardings.	Islington Council.	2014
40	The park	Improving entrances to the Park	Islington, Haringey and Rowan's to work together to agree on an appropriate gateway to the park from Stroud Green Road.	Islington and Haringey Councils and Rowan's.	2014
41		Improving Seven Sisters Road entrance to Gillespie Park	To explore options to mark the entrance to Gillespie Park on Seven Sisters Road.	Islington Council.	2014
42		Promoting the Parkland Walk	To promote Parkland Walk, connecting Finsbury Park Town Centre with nearby areas to the north.	Haringey Council.	2014

Appendix 1 - Planning requirements

A1.1 Key planning policies

A1.1.1 The following sections identify most of the key policies relevant to any future development proposals for the Finsbury Park Town Centre area. However, this list is not exhaustive, and any applicants for development in the area should comply with all of the planning policies that are relevant to the area.

London Plan

A1.1.2 The London Plan is available to for download at the following web address:
<http://www.london.gov.uk/priorities/planning/londonplan>

A1.1.3 Key policies from the London Plan that are relevant to the Finsbury Park Town Centre area include (but are not limited to)

- Policy 2.15 Town Centres
- Policy 4.7 Retail and Town Centre development
- Policy 6.1 Strategic approach (transport)
- Policy 6.4 Enhancing London's transport connectivity
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character

Islington Council's Core Strategy

A1.1.4. Islington's Core Strategy (adopted February 2011) is an important document within the Local Development Framework. The Core Strategy sets out Islington's plan for the future, influences planning decisions and will shape the development of the borough to 2025 and beyond. Islington Council's Core Strategy is available for download at the following web address:

[http://www.islington.gov.uk/publicrecords/library/Environmental-protection/Quality-and-performance/Reporting/2011-2012/\(2012-03-03\)-Core-Strategy-February-2011.pdf](http://www.islington.gov.uk/publicrecords/library/Environmental-protection/Quality-and-performance/Reporting/2011-2012/(2012-03-03)-Core-Strategy-February-2011.pdf)

A1.1.5. The following objectives of Islington's Core Strategy should be considered when preparing development proposals within the Finsbury Park Town Centre area:

- **Objective 2** - securing a supply of housing which encourages mixed communities, where the main priority will be maximising provision of social rented housing. Mixed communities include, (but are not limited to), different tenures, household sizes, and ages (including families, older people and disabled people)

- **Objective 3** - meeting and seeking to exceed the minimum regional targets for housing supply, with new housing contributing to the increased quality of life for residents
- **Objective 4** - ensuring new development and the spaces around it provide a high quality environment that is accessible to all residents, employees and visitors
- **Objective 5** - maintaining and enhancing Islington's historic environment through conservation-led regeneration initiatives
- **Objective 6** - promoting neighbourhoods that support a sense of wellbeing, specifically; to reduce health inequalities in the borough by encouraging healthier choices including, (but not limited to), the use of open spaces, play opportunities and access to both high quality sports facilities and health care facilities
- **Objective 7** - maintaining the growth in employment by ensuring a broad range of opportunities exist for all types and sizes of businesses across all parts of Islington
- **Objective 9** - ensuring a range of provision of shopping, leisure and local services which serve the local community and support Islington's economy
- **Objective 11** - encouraging new hotels/visitor accommodation where it benefits Islington's economy and enhances the local area
- **Objective 12** - minimising the borough's contribution to climate change and ensuring we are able to cope with the effects of a changing climate
- **Objective 13** - reducing Islington's impact on the environment by using resources, including energy, water and other materials, as efficiently as possible
- **Objective 15** - delivering high quality, multi-functional green infrastructure alongside development throughout the borough
- **Objective 16** - protecting and enhancing biodiversity in the borough and increasing access to nature
- **Objective 17** - encouraging walking and cycling over public transport use and encouraging all of these over car use
- **Objective 18** - improving transport connections to ensure that public transport capacity is sufficient to meet the needs of those who live, work, and study in the borough and that capacity is also sufficient to allow access to work, study and leisure opportunities beyond the borough
- **Objective 19** - using significant transport improvements to lead regeneration.

A1.1.6. Key policies from Islington's Core Strategy that are relevant to the Finsbury Park Town Centre SPD area include (but are not limited to):

- Policy CS 2 Finsbury Park
- Policy CS 9 Protecting and enhancing Islington's built and historic character
- Policy CS 10 Sustainable design
- Policy CS 12 Meeting the housing challenge
- Policy CS 13 Employment spaces
- Policy CS 14 Retail and services
- Policy CS 15 Open space and green infrastructure
- Policy CS 18 Delivery and Infrastructure

A1.1.7. A number of key objectives specific to Finsbury Park Town Centre form part of an area-specific policy for the area. Core Strategy Policy CS 2 is the main policy that will guide the future development of the Finsbury Park Town Centre area. The policy is set out below:

- A. Finsbury Park is a district town centre with main retail frontages along Fonthill Road, Stroud Green Road, Blackstock Road and Seven Sisters Road. The Development Management Policies development plan document will define the town centre area and contain detailed policies for managing development within shopping areas.
- B. Redevelopment of low density employment sites around Finsbury Park station is supported to provide mixed-use developments of housing, employment (office, light industrial, storage and distribution), retail and leisure. Loss of some storage and distribution floorspace on these sites may be acceptable if re-provided by intensified use of surrounding sites. These sites will provide between 400-600 units of housing. Self-contained conventional housing and employment uses will take priority over other uses above ground floor in this area.
- C. New developments near the station will be planned to facilitate an improved, less confusing transport interchange location and high quality public realm together with enhanced permeability.
- D. Permeability and legibility of the wider area, including areas within housing estates, and access to Finsbury Park will be improved through a combination of site redevelopments and small scale interventions linked to a public realm strategy. Joint work with Transport for London will be undertaken to improve the pedestrian environment along Seven Sisters Road. These interventions will focus on creating an environment which increases people's sense of personal safety.
- E. There will be improved walking and cycling routes through Finsbury Park area to Highbury Corner, and from Highbury Fields to Caledonian Park, to encourage walking and cycling for local residents, London Metropolitan University students and visitors to the Emirates (Arsenal) Stadium.

- F. The historic character of the area will be protected and enhanced with high quality design encouraged so that it respects the local context of Finsbury Park and its surroundings.

Islington Council's Site Allocations Development Plan Document

- A1.1.8 Another important document is Islington Council's Site Allocations Development Plan Document (DPD). This DPD sets out site specific use allocations policies for key development sites and areas where particular uses should be intensified. The document does not list every site, but focuses on strategic development sites that will deliver significant amounts of development such as housing or employment space, or other sites where there is a need for specific objectives, such as community facilities or open space. A number of sites within the Finsbury Park Town Centre SPD area are included within the Site Allocations DPD. Islington Council's Site Allocations DPD is available to download from the following web address:

[http://www.islington.gov.uk/publicrecords/library/Planning-and-building-control/Publicity/Public-consultation/2013-2014/\(2013-06-21\)-Site-Allocations-adoption-draft-\(June-2013\).pdf](http://www.islington.gov.uk/publicrecords/library/Planning-and-building-control/Publicity/Public-consultation/2013-2014/(2013-06-21)-Site-Allocations-adoption-draft-(June-2013).pdf)

- A1.1.9 Details of the site allocations that are relevant to the Finsbury Park Town Centre are set out below:

Site Allocation FP1, Finsbury Park Core Site

Site A – City North, Fonthill Road & 8-10 Goodwin Street, N4

Comprehensive redevelopment of the site to provide a large mixed use development incorporating residential, office, commercial and leisure floorspace. A significant element of public open space is required, and should facilitate future pedestrian access into Finsbury Park Station from Goodwin Street.

Site B – 2-10 (even) and 14 Morris Place and 9-15 The Parade, N4 3JG

Redevelopment of the site to provide improved light industrial floorspace for the existing business alongside student accommodation, residential uses and retail uses. The number of student accommodation units accommodated on the site must not exceed the 475 units consented in planning permission P100197.

Site C – Morris Place / Wells Terrace (including Clifton House) N4 2AL

Comprehensive employment-led mixed use redevelopment of the site to include commercial business, retail/leisure and residential floorspace, public open space and community and leisure space. Proposals should seek to maximise employment floorspace, including, where viable, the re-provision of the existing amount of business floorspace.

Site D – Finsbury Park Station and Island, Seven Sisters Road, N4 2DH

Improvements to the existing underground and railway station and related infrastructure and public open space. Provision of a high quality public space adjacent to the station is

required. Retention and potential expansion of ground floor retail within the station area (including above ground level). Retention of units in retail use on the island part of the site, with a mix of employment and residential uses provided at ground floor.

Site Allocation FP2, 129-131 and 133 Fonthill Road and 13 Goodwin Street

Retail-led mixed use development to complement the unique character of Fonthill Road (as a fashion corridor) and contribute to the vitality of Finsbury Park District Town Centre. Active retail frontages at the ground floor, particularly along Fonthill Road. Other suitable uses include hotel, employment (retail) and business, subject to evidence there is adequate provision for servicing. An element of residential may be acceptable.

Site Allocation FP3, 185-187 Isledon Road

The use of this site for a hotel is considered appropriate given its existing use, its employment generating benefits and support for tourism/visitors in the town centre / wider area. Other employment generating uses which would support the town centre and local economy would also be acceptable as set out in Core Strategy Policy CS 2. An element of residential accommodation may be acceptable as part of a mixed-use scheme subject to amenity considerations being addressed. Any alternative uses would need to respect the amenity of nearby residential properties.

Site Allocation FP4, 97-103 Fonthill Road

Mixed-use development with active retail employment uses on the lower floor(s). Fonthill Road is one of the key retail areas within Finsbury Park, any development should therefore give primacy to retail uses and contribute to the overall vitality of the town centre. Re-provision of business and educational uses currently on the site is strongly encouraged.

Site Allocation FP5, Highbury Vale Police Station, 211 Blackstock Road

Refurbishment of existing building and sensitive development on the remainder of site to provide employment-led mixed-use development. The site is at the edge of Finsbury Park Town Centre, therefore commercial and employment generating uses which contribute to the vitality of the town centre are important.

Site Allocation FP6, Cyma Service Station, 201A Seven Sisters Road

The development of this currently vacant site is supported for a mix of uses to contribute to the vitality of Finsbury Park Town Centre. Commercial uses (retail) should be provided at the ground floor to provide an active frontage along Seven Sisters Road. Employment use is encouraged on the rest of the site. An element of conventional residential accommodation may be acceptable subject to amenity issues such as noise being addressed.

Islington Council's Development Management Policies Development Plan Document

A1.1.10 The document that informs the appropriate use of development sites in the Finsbury Park Town Centre area is Islington's Development Management Policies Development Plan Document (DPD). The Development Management Policies adds detail to and complement the spatial and strategic policies of the Core Strategy, and its policies are used to determine applications for planning permission in the Finsbury Park Town Centre area, alongside other relevant planning policies. Islington Council's Development Management Policies document is available to download from the following web address:

[http://www.islington.gov.uk/publicrecords/library/Planning-and-building-control/Publicity/Public-consultation/2013-2014/\(2013-06-21\)-Development-Management-Policies-adoption-draft-\(June-2013\).pdf](http://www.islington.gov.uk/publicrecords/library/Planning-and-building-control/Publicity/Public-consultation/2013-2014/(2013-06-21)-Development-Management-Policies-adoption-draft-(June-2013).pdf)

A1.1.11 Key policies from the Development Management Policies DPD that are relevant to the Finsbury Park Town Centre area include (but are not limited to):

- Policy DM2.1 Design
- Policy DM2.2 Inclusive Design
- Policy DM2.3 Heritage
- Policy DM2.4 Protected views
- Policy DM3.1 Mix of housing sizes
- Policy DM3.4 Housing standards
- Policy DM4.1 Maintaining and promoting small and independent shops
- Policy DM4.2 Entertainment and the night-time economy
- Policy DM4.3 Location and concentration of uses
- Policy DM4.4 Promoting Islington's Town Centres
- Policy DM4.5 Primary and secondary frontages
- Policy DM4.6 Local shopping areas
- Policy DM4.8 Shopfronts
- Policy DM4.10 Public Houses
- Policy DM5.1 New business floorspace
- Policy DM5.2 Loss of existing business floorspace
- Policy DM5.4 Size and affordability of workspace
- Policy DM6.1 Healthy development
- Policy DM6.2 New and improved open space
- Policy DM6.3 Protecting open space
- Policy DM6.4 Sport and recreation
- Policy DM6.5 Landscaping, trees and biodiversity
- Policy DM6.6 Flood prevention
- Policy DM7.1 Sustainable design and construction
- Policy DM7.3 Decentralised Energy Networks
- Policy DM7.4 Sustainable design standards
- Policy DM7.5 Heating and cooling
- Policy DM8.1 Movement hierarchy

- Policy DM8.3 Public transport
- Policy DM8.4 Walking and cycling
- Policy DM8.5 Vehicle parking
- Policy DM8.6 Delivery and servicing for new developments
- Policy DM9.1 Infrastructure

Haringey Council's adopted Local Plan Strategic Policies

A1.1.12 Haringey's Local Plan Strategic Policies is the central document in the borough's Local Development Framework. The new plan sets out the future development of the borough up to 2026, and establishes how the council will deliver a better choice of high quality designed and affordable housing, better community facilities, more schools, training opportunities, improved public transport and more attractive and safer streets and parks. The document was adopted in March 2013. Haringey Council's Local Plan Strategic Policies is available to download from the following web address:

http://www.haringey.gov.uk/haringey_local_plan_strategic_policies_march_2013.pdf

A1.1.13 Haringey Council is now considering the Development Plan Documents that will be prepared to support the core policies of the Local Plan Strategic Policies document.

A1.1.14 The following objectives of Haringey's Local Plan Strategic Policies should be considered when preparing development proposals within the Finsbury Park Town Centre area.

- To enhance the environmental quality and attractiveness of the borough's town centres in response to changing economic and retail demands.
- To link deprived areas with the employment benefits arising from the development of major sites and key locations in the borough and to improve access to new employment opportunities outside of the borough.
- To meet the needs of different sectors of the economy, including SMEs and those organisations within the voluntary sector through the provision of a range of premises of different types, sizes and costs.
- To promote high quality buildings and public realm to improve townscape character.
- To promote safe and secure buildings and spaces.
- To promote a network of quality, accessible open spaces as areas for recreation, visual interest and biodiversity including improving access to Lee Valley Regional Park.
- To conserve the historic significance of Haringey's heritage assets and historic environment.
- To improve access to local services and facilities for all groups.

- To ensure that community, cultural and leisure facilities are provided to meet local needs.

A1.1.15 Key policies from the Haringey's Local Plan Strategic Policies that are relevant to the Finsbury Park Town Centre include (but are not limited to):

- Policy SP 2 Housing
- Policy SP7 Transport
- Policy SP11 Design
- Policy SP12 Conservation
- Policy SP13 Open space and biodiversity

Haringey Council's draft Site Allocations Development Plan Document

A1.1.16 Haringey Council's Site Allocations Development Plan Document (DPD) will allocate strategic sites that will make a significant contribution to meeting the growth aspirations set out in the Local Plan. Two sites in the Finsbury Park Town Centre SPD area are included in the consultation draft Site Allocations DPD, which is available to download from the following web address:

<http://www.haringey.gov.uk/site-allocations-dpd.htm>

A.1.1.17 Details of the draft site allocations that are relevant to the Finsbury Park Town Centre are set out below:

Site Allocation S5, Finsbury Park Bowling Alley

Mixed use development, including high rise residential, office and leisure uses.

Site Allocation S6, Finsbury Park and Stroud Green Road

Subject to the existing use being relocated, high density mixed use redevelopment, including active frontage on Stroud Green Road, and a mix of office and residential development above.

Hackney Council's Core Strategy

A1.1.18 Hackney's Core Strategy was adopted in November 2010, setting out the spatial and strategic vision for the borough until 2025. Hackney Council's Core Strategy is available for download at the following web address:

<http://hackney.gov.uk/Assets/Documents/Adopted-LDF-Core-Strategy-final-incchaptimagescov-Dec2010-low-res.pdf>

A1.1.19 The following objectives of Hackney's Core Strategy should be considered when preparing development proposals within the Finsbury Park Town Centre area:

- Work in partnership with partners to deliver quality infrastructure that provides residents, workers and visitors with the essential services and facilities to enjoy Hackney and improve their quality of life.
- Develop Hackney's main town centres into some of the most inclusive and vibrant places in London.
- Protect and enhance the quality of Hackney's historic environment through a sensitive approach to existing character.

A1.1.20 Key policies from Hackney's Core Strategy that are relevant to the Finsbury Park Town Centre include (but are not limited to):

- Policy CS 13 Town Centres
- Policy CS 19 Housing growth
- Policy CS20 Affordable housing
- Policy CS 21 Supported housing requirements
- Policy CS 22 Housing density
- Policy CS 23 Provision for gypsies and travellers
- Policy CS 24 Design
- Policy CS 25 Historic environment
- Policy CS 33 Promoting sustainable transport

A1.1.21 Supporting the policies is the Development Management Local Plan (DMLP) and Site Allocations Local Plan (SALP) which were both scheduled for an Examination in Public in December 2013 followed by full adoption expected in the summer 2014. No sites included in the draft SALP are located in the Finsbury Park SPD area. Key policies from the emerging Development Management Local Plan that are relevant to the Finsbury Park Town Centre area include (but are not limited to):

- Policy DM 1 High quality design
- Policy DM 7 New retail development in Town Centres
- Policy DM 8 Small and independent shops
- Policy DM 9 Changing the use of use of shops in Town Centres
- Policy DM 19 General approach to new housing development
- Policy DM 20 Loss of housing
- Policy DM 21 Affordable housing delivery
- Policy DM 22 Homes of different sizes
- Policy DM 23 Residential conversions
- Policy DM 28 Managing heritage assets

Other relevant documents and information

A1.1.22 In addition to the planning policy documents identified above, planning policy documents relevant to the redevelopment of Finsbury Park Town Centre include:

- Islington Urban Design Guide Supplementary Planning Document (adopted December 2006)

http://www.islington.gov.uk/services/planning/planningpol/local_dev_frame/pol_supplement/adopted_spd/Pages/urbandesignguide.aspx

- Islington Planning Obligations Supplementary Planning Document (adopted March 2009)

http://www.islington.gov.uk/services/planning/planningpol/local_dev_frame/pol_supplement/adopted_spd/Pages/planningobligations.aspx

- Islington Streetbook Supplementary Planning Document (adopted October 2012)

http://www.islington.gov.uk/services/planning/planningpol/local_dev_frame/pol_supplement/adopted_spd/Pages/Streetbook.aspx

- Hackney Shopfront Design Guide

<http://www.hackney.gov.uk/Assets/Documents/ep-shopfront-design-guide.pdf>

- Hackney Tall Buildings Guidance

<http://www.hackney.gov.uk/ep-tall-buildings.htm>

- Hackney Public Realm SPD

<http://www.hackney.gov.uk/public-realm-spd.htm>

- Land for Industry and Transport SPG

<http://www.london.gov.uk/priorities/planning/publications/land-for-industry-and-transport-spg>

A1.2 Planning applications

A1.2.1 The three local authorities of Islington, Haringey and Hackney strongly recommend that pre-planning application discussions be undertaken prior to submitting a planning application, so that the councils and potential developers can discuss proposals and determine the relevant documents and information that will be needed to process any planning application.

A1.2.2 Full details of each local authorities' pre-planning procedure, applicable fees and validation requirements can be obtained from the following websites;

Islington: http://www.islington.gov.uk/services/planning/planninginis/plan_before/pre_app_advice/Pages/default.aspx

Haringey: http://www.haringey.gov.uk/index/housing_and_planning/planning-mainpage/applications/how_to_make_a_planning_application.htm

Hackney: <http://www.hackney.gov.uk/ep-pre-application.htm>