

haringey heartlands

development framework

April 2005

Contents

Executive Summary	1
Introduction and Background	3
1. Introduction	3
2. The Status of this Framework	3
Context and Strategy	5
3. The Heartlands Area	5
4. Site Analysis	6
5. Planning Policy Context	10
6. The Regeneration Context	11
Vision and Objectives	14
7. The Heartlands Vision	14
8. Framework Aims and Objectives	14
Development Principles	18
9. Land Use Framework	18
10. Public Transport, Parking & Access	23
11. Urban Design Principles	25
12. Character Areas and Objectives	28
Delivery	33
13. The requirement for Comprehensive Development	33
14. Phasing	33
15. Contaminated Land	35
16. Requirements for Planning Applications and Planning Obligations	35
APPENDIX	38
Consultation Summary	38
Introduction	38
The Public Consultation Process	38

This Development Framework has been prepared by:

The London Borough of Haringey

Strategic Sites and Projects

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Development Principles

9. Land Use Framework

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

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

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

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

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

Key

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

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

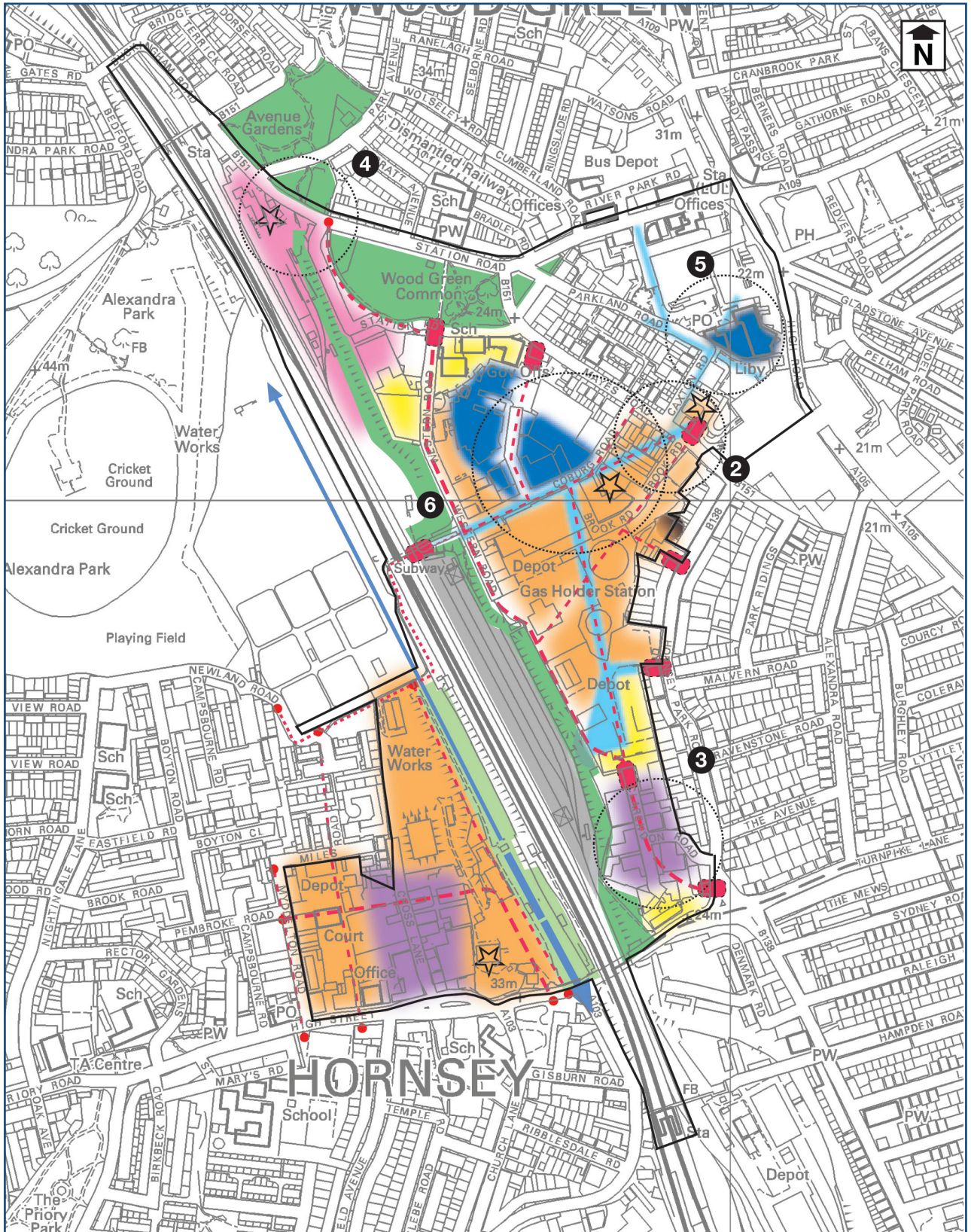


FIGURE 12: Illustrative Development Concept

Not to scale

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. Public Transport, Parking & Access

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. Urban Design Principles

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

Development will be required to meet the following principles:

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

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

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

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

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

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

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

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

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

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

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

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

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

12. Character Areas and Objectives

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

WESTERN UTILITIES LANDS

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

HORNSEY HIGH STREET

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

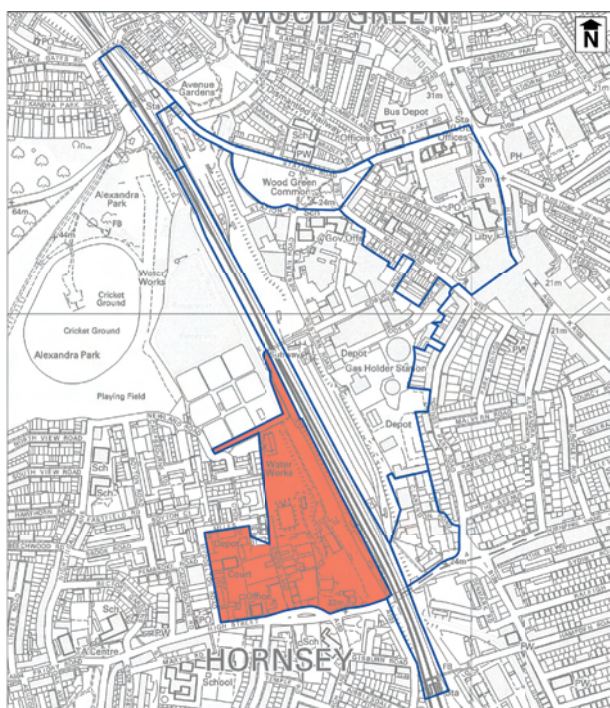


FIGURE 13: Western Utilities Lands and Hornsey High Street

EASTERN UTILITIES LANDS

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

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

ALEXANDRA PALACE STATION AREA

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

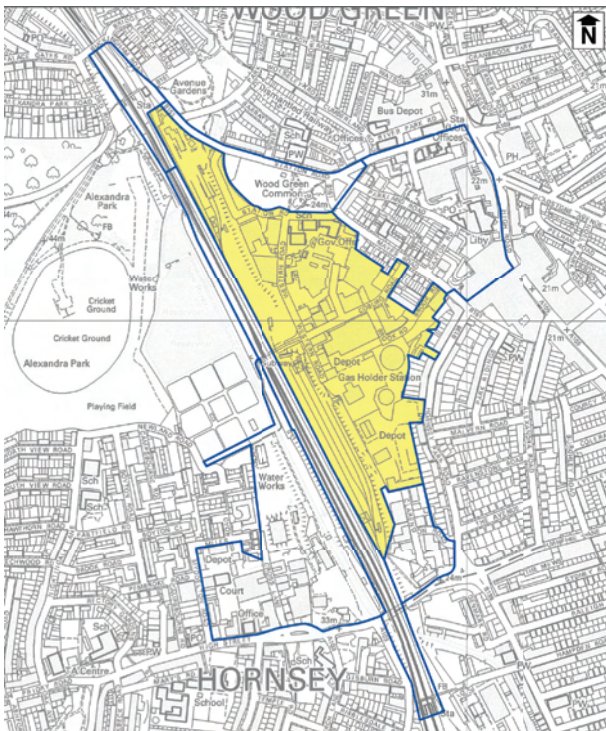


FIGURE 14: Eastern Utilities Lands

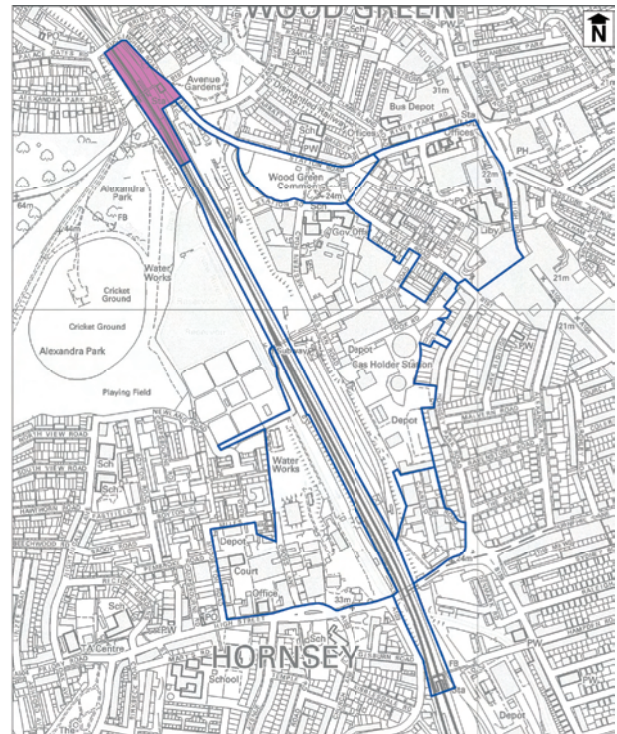


FIGURE 15 Alexandra Palace Station Area

WOOD GREEN HIGH ROAD

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

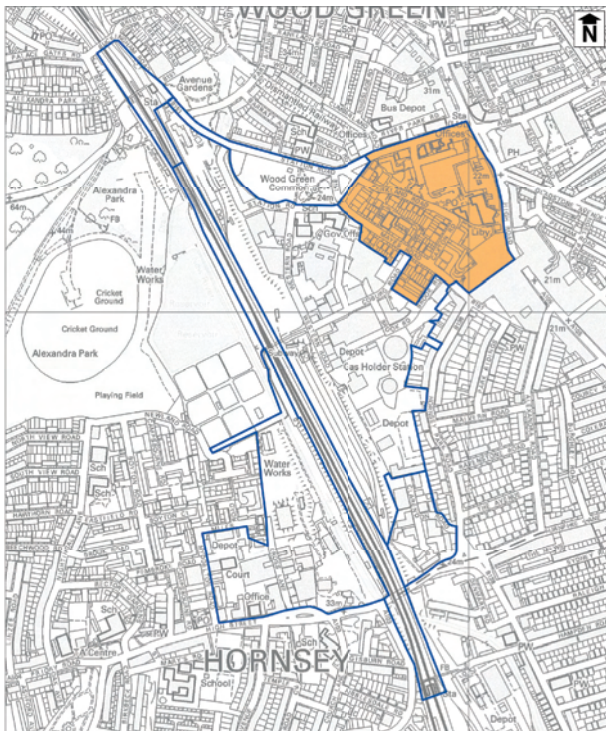


FIGURE 16: Wood Green High Road

CLARENDON ROAD INDUSTRIAL AREA

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

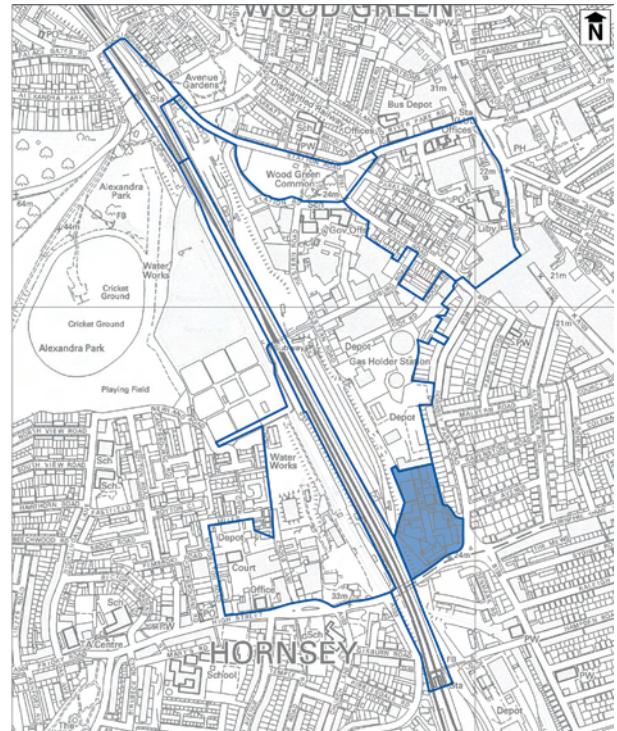


FIGURE 17: Clarendon Road Industrial Estate

WOOD GREEN COMMON

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

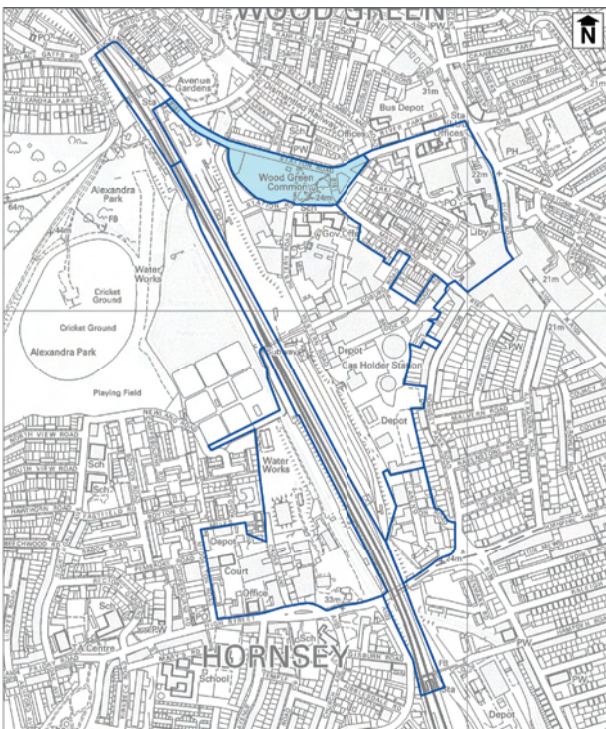


FIGURE 18: Wood Green Common