

PART TWO

1 AREAS OF CHANGE

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Northumberland Park NRC

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Areas of Change

Improving our most deprived neighbourhoods and maximising opportunities

Introduction

- 1.1 Haringey is often described as an outer London borough with inner city problems. Almost 40% of Haringey's population live in wards that are amongst the most deprived 10% in England.
- 1.2 The borough is economically and socially polarised, a consequence of an extensive area of deprivation in the centre and the eastern part of the borough, with the more affluent areas in the west. Tottenham is generally the poorest area of Haringey. Another characteristic of Haringey is the transience of a significant proportion of the population, again largely concentrated in the areas of deprivation to the east. Also, a large proportion of minority ethnic communities are concentrated in those parts of the borough where the greatest concentrations of disadvantage are found. Therefore regeneration initiatives will be targeted at the centre and the east to narrow the gap between the east and the west of the borough.
- 1.3 Haringey will maximise the development opportunities presented by major brownfield sites and also those smaller sites, which can help regenerate local areas.
- 1.4 **Guiding Principles**
 - To make Haringey a place where people want to live, work and visit by actively promoting sustainable regeneration, including economic, social and environmental improvements.
 - Target regeneration initiatives in the most deprived communities and in particular the eastern part of the Borough.
- 1.5 **Key Objectives**
 - Strengthen economic prosperity, create a new range of jobs and improve skills.
 - Identify and develop key brownfield development sites that will act as a catalyst for new investment.
 - To ensure that regeneration proposals improve the borough as a whole as well as improving access to opportunities.

CORE POLICIES

Areas of Regeneration

- 1.6 The Mayor's London Plan designates the Haringey Heartlands and parts of Tottenham Hale as 'Areas of Regeneration'. It also defines Tottenham Hale as an 'Opportunity Area' that is potentially capable of accommodating 5000 new jobs and a minimum of 200 new homes with potential for significant increases in density, mixed uses and substantial planning obligations. Haringey Heartlands and Wood Green is designated as an 'Area for Intensification', which would potentially accommodate 1,500 new jobs and a minimum of 1000 new homes, and higher densities. The London Plan seeks to exceed these minimum guidelines for housing and have regard to the indicative estimates for employment. These areas are identified on Map 1.1.
- 1.7 Planning frameworks, in the form of supplementary planning guidance, are being produced for these key regeneration areas, which will guide and bring about comprehensive change including the redevelopment of some of the key brownfield sites and inform the submission of planning applications.

AC1: THE HEARTLANDS/WOOD GREEN

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

- a) supports the London Plan designation as an intensification area, suitable for a business park, potentially achieving 1,500 new jobs and a minimum 1,000 new homes, which will include a proportion of affordable housing to meet the overall borough target of 50%, and other uses.**
- b) achieves significant new employment spaces for small businesses and the creative industries, especially in the cultural quarter;**
- c) creates better links with the surrounding area including Wood Green High Road.**
- d) extends and complements Wood Green Town Centre, reinforcing its role as a metropolitan centre and meeting the identified need for new retail development.**
- e) contributes to regenerating Hornsey High Street as a shopping destination, which could include a medium size food store**
- f) creates significant new public spaces and improves existing ones.**
- g) meets identified demands for enhanced and additional community facilities.**
- h) has a design and layout that encourages walking and cycling.**

- i) helps bring forward and maximise opportunities for improved public transport services;
- j) ensures that the waste transfer site and travellers site will be appropriately relocated to achieve land for development; and
- k) ensures that any continuing rail-related operations on the site are not prejudiced;

1.8 The London Plan includes an indicative estimate of 1,000 additional homes and 1,500 additional jobs in Haringey Heartlands/Wood Green by 2016. These estimates will be reviewed. Any development should create a vibrant and attractive new urban quarter, which acts as the cultural heart of Haringey, integrating with and benefiting wider communities. Proposals for the Heartlands will not only provide guidance for the core site itself, but will also help support the Wood Green Town Centre and consolidate the cultural quarter. Linkages between the core site and the town centre need to be improved. This site provides a unique regeneration opportunity in North London to create a new heart for the borough that links its western and eastern parts and creates a thriving, vibrant quarter in an economically deprived area. In order to meet these objectives within the Comprehensive Regeneration Area as shown on map 1.1, piecemeal development will be resisted.

1.9 A Haringey Heartlands Development Framework was adopted as supplementary planning guidance in April 2005. The framework aims to bring about comprehensive development that regenerates the area. It also aims to improve transport infrastructure and access to, around and through the area. Therefore, a north-south access route is proposed which links Station Road via Western Road to Hornsey Park Road via Clarendon Road. The Council has received Government funding for the route. The precise alignment of the route is subject to a Master Plan Supplementary Planning Document and a planning application. Land is safeguarded for the proposed route, as shown on the Proposals Map.

AC2: TOTTENHAM INTERNATIONAL

The Lea Valley and the areas linked to Stansted Airport and Central London will be improved as a key regeneration, open space and recreational corridor in North London.

There should be the creation of a new urban focus centred around Tottenham Hale Station. Development should have regard to the development framework for the area which:

- a) creates a comprehensive mixed use development including appropriate retailing, such as a small food store and development of a cinema and hotel;
- b) supports the London Plan designation as a Major Development Opportunity and Strategic Employment location suitable for a business park, potentially achieving

5,000 new jobs and a minimum of 200 new homes which will include a proportion of affordable housing to meet the overall borough target of 50%;

- c) lessens dominance of the private car through conversion of the Tottenham Green/Hale gyratory to two way flow;**
- d) creates an integrated transport interchange at Tottenham Hale;**
- e) achieves better rail links along the Lea Valley and through to Stratford;**
- f) achieves better links to surrounding communities and to Tottenham Hale Station and the Lea Valley;**
- g) maximises opportunities of riverside development and enhancement of the Lea Valley Regional Park, its openness and nature conservation value and takes advantage of the area's industrial heritage;**
- h) achieves improvement of Pymmes Brook, including naturalisation in sections;**
- i) provides more sustainable forms of development, built to high density and high quality design; and**
- j) provides a choice of good quality housing that meets the needs of all in the community and promotes a sustainable and socially mixed community.**

Development within the major developed area within the green belt to the north of Markfield Park (as identified on the proposals map) should comply with annex C of PPG2. Where possible, environmental improvements should be made to the Tottenham International Green Belt and MOL.

- 1.10 The Tottenham Hale Masterplan will elaborate on the Tottenham International Development Framework. The masterplan will be an essential tool to guide development in the area over the next five to ten years, so that it takes place in a co-ordinated way and to the highest standards possible. It will set out the vision for the transformation of the area, with the creation of a new high density, urban centre focused around an enhanced public transport interchange and a high quality public realm. The Masterplan will also seek to improve access to the Lee Valley Regional Park with its waterways, wildlife and wide range of leisure activities.
- 1.11 Tottenham Hale is identified as an Opportunity Area in the Mayor's London Plan and is located within the London-Stansted-Cambridge-Peterborough Growth Corridor. It provides a major opportunity to create a thriving, sustainable urban centre with a significant number of new homes, together with an integrated mix of employment, retail and leisure uses, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport.

Other Key areas of change

AC3: TOTTENHAM HIGH ROAD REGENERATION CORRIDOR

In order to promote regeneration, proposals for development along Tottenham High Road, as identified on Map 1.1, will be permitted where the following can be demonstrated:

- a) that it is sustainable and will positively contribute to the regeneration of the High Road.
- b) that it will involve no significant adverse impact on neighbouring residential amenity, and provides a safe and secure environment that combats crime and the fear of crime.
- c) it will not result in any loss of public open space.
- d) it will not significantly increase the vehicular traffic flow on the High Road.
- e) it will not detract from the vitality and viability of the town centres, which should be the focal point for new travel intensive uses,
- f) that new housing should promote a more balanced, mixed, sustainable and less transient community, and the proportion of affordable housing should not exceed 50 per cent, the majority of which should be for intermediate forms of housing (shared ownership, key worker and sub market schemes); and
- g) change of use to residential will be encouraged outside the defined retail centres, subject to other policies in this plan.

1.12 The Tottenham High Road Regeneration Strategy (2002) encompasses the entire length of the High Road. It links the borough boundary with Enfield to the north and Hackney to the south, and incorporates Northumberland Park, Bruce Grove and Seven Sisters. The Strategy area is shown on Map 1.1. Tottenham High Road and the buildings, shopping centres and open spaces along it will be improved as an historic North/South corridor.

1.13 The area has severe environmental, economic and social problems and is in need of regeneration. The core town centres along the road are at Seven Sisters, Bruce Grove and Northumberland Park where new intensive development should be focused. Major sites for potential redevelopment will act as catalysts for prime regeneration of the High Road and include:

- Tottenham Hotspur Football Club – to support the expansion and redevelopment of the football club;
- Seven Sisters Underground Station (Wards Corner) – to redevelop as a landmark mixed use development;
- the former Tottenham Baths and Clyde Road Depot – to redevelop for a mixed use development; and
- Scotland Green – to retain and repair the building for retail and residential uses.

Planning briefs have been drawn up for Seven Sisters (Wards Corner) and the former Baths and Depot sites which specify the mix, quantity and quality of uses.

AC4: THE BRIDGE - NEW DEAL FOR COMMUNITIES

In order to promote regeneration, tackle poverty and social exclusion and achieve more sustainable communities, proposals for development in The Bridge will be permitted where the following can be demonstrated:

- a) it is sustainable and positively contributes to the regeneration of Seven Sisters;**
- b) provides a safe and secure environment, and combats crime and the fear of crime;**
- c) improves access to and the quality of open space;**
- d) provides a choice of good quality housing that meets the needs of all in the community and the proportion of affordable housing should not exceed 50 per cent, the majority of which should be for intermediate forms of housing;**
- e) promotes an environment and conditions where opportunities for enterprise are open to all; and**
- f) protects the integrity of the Vale Road/Tewkesbury Road Designated Employment Area.**

1.14 The Bridge New Deal for Communities aims to improve the quality of life for residents. It seeks to change the area so that it becomes a better place to live, has more sustainable communities, tackles social exclusion and reduces the long-term impact of poverty. It seeks to integrate and reshape local service delivery through effective partnership, community involvement and multi-agency working, all contributing to strong and proactive neighbourhood management. The boundaries of the NDC area are shown on Map 1.1

1.15 Important development sites in the area are:

- 341-379 Seven Sisters road - a planning brief will be prepared for the site.
- Seven Sisters underground station (Wards Corner) – a planning brief has been prepared which advocates mixed use.

AC5: FINSBURY PARK

The Council will seek to implement the aims of the 'Finsbury Park Improvement Plan' and proposals to help regenerate the area.

All development proposals at Finsbury Park should meet the objectives as set out in the Finsbury Park Master Plan and preserve its integrity as Metropolitan Open Land.

- 1.16 The Finsbury Park SRB area is administered by three Boroughs, Haringey, Islington and Hackney and is shown on Map 1.1. The Finsbury Park Improvement Plan, which was jointly prepared by the three Boroughs, was produced to help solve the environmental, economic and social problems of the area. The aims of the Plan are still relevant and there is a need to continue regenerating the area. Initiatives to regenerate the area including the Park are essentially funded from the SRB 5 and from the lottery.
- 1.17 Finsbury Park itself is situated within Haringey. The council introduced the 'Finsbury Park Master Plan (October 2002)', in order to direct policy over the next 5 years for the Park itself. It identifies six site specific objectives:
- i. To facilitate the repair and renovation of an important heritage site.
 - ii. To conserve natural and heritage assets within the Park.
 - iii. To maximise access opportunities to all users.
 - iv. To offer improved recreational opportunities to all users.
 - v. To achieve excellence in the quality of horticultural maintenance.
 - vi. To assume a co-ordinated approach to development planning.

Neighbourhood Plans

- 1.18 Whilst some areas do not fall within the 'priority areas' for regeneration and are not the focus for renewal, they are of concern and measures are needed to ensure that they do not fall within the 10% most deprived areas in England. To address these concerns neighbourhood plans have been produced and adopted by the Council for Archway Road and Myddleton Road: one is proposed for Green Lanes. The boundaries of the Archway Road and Myddleton Road Neighbourhood Plans are identified on Map 1.1 and on the Proposals Map.
- 1.19 Neighbourhood Plans are in effect action area plans that identify local needs and set out how the Council, the local community and other key agencies can work in partnership to solve problems in areas that are not necessarily eligible for special government funding. These plans contain policies and proposals to guide future development as well as specific actions. They allow a joined-up and holistic approach to addressing and tackling local problems.

MAP 1.1: AREAS OF REGENERATION

