

haringey heartlands

development framework

April 2005

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3. The Heartlands Area

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

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

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

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

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

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

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

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



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



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



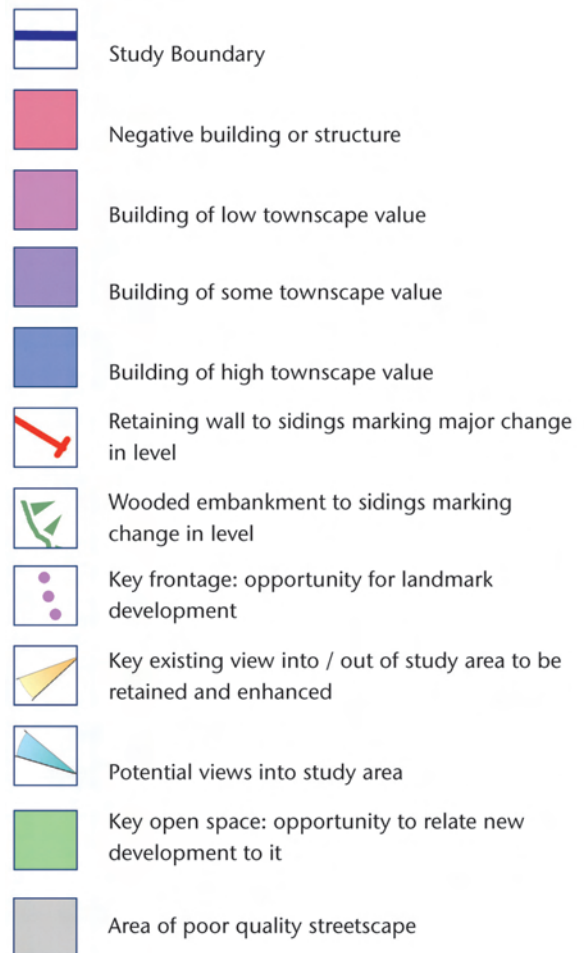
Figure 5: Buildings such as the Chocolate Factory have the potential to make a very positive contribution to the area's character and quality.

4. Site Analysis

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

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

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



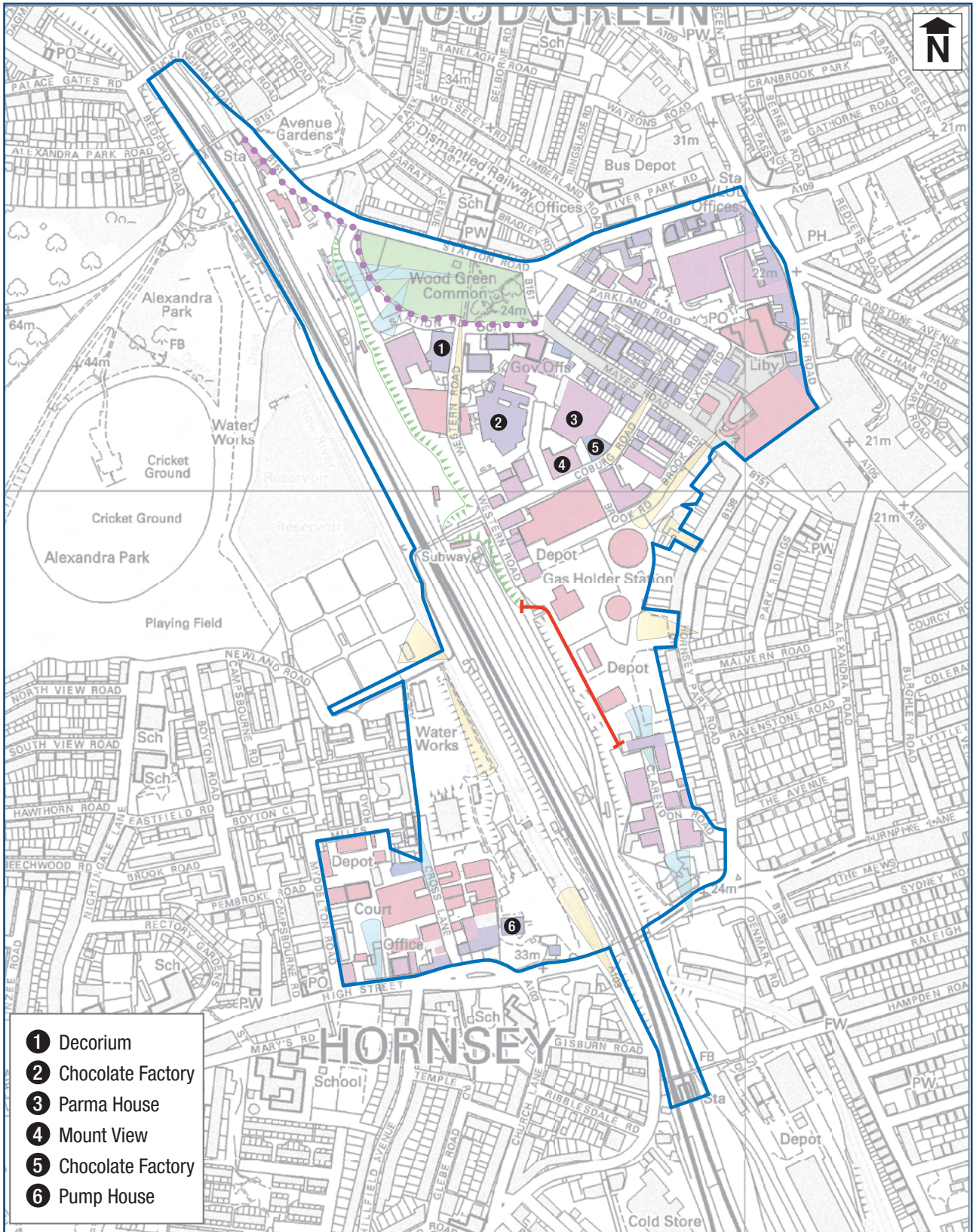


FIGURE 8: Site Analysis: townscape

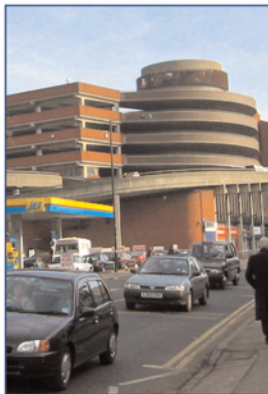
Not to scale



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



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



4.1 ROUTES AND LINKAGES

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



Railway line is major barrier to east-west movement



Other barriers to connectivity



Principal vehicular route



Key vehicular intersection



Key pedestrian/cycle linkage requiring improvement



Rail / tube station - major destinations for pedestrians



Existing vehicular route within core site area



Possible vehicular access to core site



Potential pedestrian / cycle access to core site

5. Planning Policy Context

THE LONDON CONTEXT

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

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

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

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

THE HARINGEY CONTEXT

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

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

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

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

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

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

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

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

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

6. The Regeneration Context

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



FIGURE 11: Strategic Linkages diagram