

Haringey Council

LAWRENCE ROAD

Planning Brief
Supplementary Planning Document



Appendix One
Post-Consultation Changes: August 2007

~~Public Consultation Draft~~
~~May 2007~~

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This planning brief has been prepared by:
London Borough of Haringey
Strategic Sites and Projects Group
Urban Environment Directorate
639 High Road
LONDON
N17 8BD

The contact officers are:

Jimmy Jemal & Geoff Merry

telephone: 020 8489 5527/5226

fax: 020 8489 5552

e-mail: Jimmy.Jemal@haringey.gov.uk; Geoff.Merry@haringey.gov.uk

EXECUTIVE SUMMARY

This document is the planning brief for Lawrence Road. The road is situated between West Green Road and Clyde Road, to the north of the West Green Road shopping centre. Lawrence Road is comprised of buildings used predominantly for employment, of which a relatively high proportion is vacant. The area has the potential to become a thriving community providing a mix of uses, with employment, residential and other uses co-existing.

Lawrence Road has been identified in Haringey's Unitary Development Plan as an area ~~suitable that can be used~~ for mixed use; employment and residential. This is a major change from past plans where the area was identified for employment use only.

Following public consultation and revision, the brief ~~has been~~will be adopted by the Council to provide guidance for development control purposes. It will help ensure that planning applications meet the objectives that have been set out for ~~the~~an area.

The objective is to achieve the highest standards of sustainable urban design and development, through an overall revitalisation of the road.

The brief addresses the economic and employment changes affecting the area; the lack of investment, the rise in crime on the road, the environmental problems and the need to change the restraints on the use of land. The Council aims to strengthen the road's competitiveness, attract investment, create safer communities, provide sustainable transport and housing, and improve the overall environment. The brief is, therefore, part of a holistic approach to transforming Lawrence Road.

In order to maximise potential and make more efficient use of previously developed land, mixed-uses are appropriate. It is envisaged that there will be residential and live/work developments together with more intensive employment uses. Residential and the appropriate form of employment can co-exist. Other uses will be acceptable providing they do not adversely impact on neighbouring residential amenities or the economic viability of neighbouring town centres.

Where appropriate, planning agreements will be negotiated for the provision of affordable housing, education, environmental improvements and public open space.

The re-development of Lawrence Road presents an exciting opportunity to rejuvenate the area whilst working towards Haringey's and London's strategic goals. The undertaking of a sustainability appraisal ~~has~~will ensured that the guidance in this brief and any new development meets the objectives of sustainable development in environmental, economic and social terms.

I. INTRODUCTION

I.1 PURPOSE OF THE BRIEF

- I.1.1 The Council has prepared this Planning Brief to guide the future re-use and development of Lawrence Road. The road is in urgent need of regeneration due to the increasing level of vacant and redundant buildings. Competing business centres have benefited from significant investment in modern buildings and facilities, whereas Lawrence Road has not kept pace.
- I.1.2 The purpose of the Brief is to provide clear planning guidance for the sustainable regeneration and redevelopment of Lawrence Road. The Brief will facilitate a co-ordinated approach to development that will provide new jobs and homes. It sets out the principles and parameters for development to achieve the vision. This includes planning policy advice for future planning applications, the nature of acceptable development, potential re-uses, urban design requirements and potential S106 Planning Obligations. It will help ensure that planning applications meet the objectives that have been set for the area.

I.2 THE VISION

- I.2.1 Lawrence Road is comprised of buildings predominantly in employment use. There is a relatively high proportion of vacant floorspace, with increasing pressure for changes of use, particularly to residential. The road also suffers from a poor environment, the fear of crime, anti-social behaviour and traffic problems.
- I.2.2 Therefore, the Council's vision for Lawrence Road is as follows:

"To make Lawrence Road a place where people want to live, work and visit by promoting mixed-use development, improving the quality of the environment and ensuring that any development is sustainable."

I.3 OBJECTIVES

- I.3.1 This vision is based on the following objectives:
- Development that is designed to a high architectural, urban and environmental standards; and meets the requirements for sustainable design and construction.
 - To retain employment generating uses on the road.
 - The need to provide decent and safe homes, ~~a significant proportion~~ 50% of which should be in the form of affordable housing, including shared ownership/key worker accommodation in accordance with Council policy and having regard to the need to create a mixed community.
 - The need to enhance and improve the local environment for the benefit of the local and wider community.

- To reduce crime and the fear of crime, and anti-social behaviour.
- To encourage a mix of uses which helps promote economic development.
- To ensure a comprehensive approach to development where each and every part of the road is dealt with in a co-ordinated, coherent and integrated manner.
- To ensure that any development takes into account any adverse impact on the amenities of neighbouring and future residential and business occupiers.
- To ensure that schemes have sufficient value, so as to meet the above objectives.

2. ABOUT THE PLANNING BRIEF

2.1. PUBLIC CONSULTATION

- 2.1.1 Haringey Council's Planning Applications Sub-Committee (PASC) considered a draft version of this Planning Brief for public consultation on 17th April. Statutory public consultation on the draft brief commenced on 7th May and ended on 18th June 2007.
- 2.1.2 Following the consultation period, the Council ~~will~~ considered all responses, and ~~amended the draft document~~ the draft document amended as appropriate. The results of the public consultation exercise and the amended planning brief ~~were~~ will be reported back to Planning Committee before being presented to the Council's ~~Cabinet~~ Executive for adoption as a 'Supplementary Planning Document' (SPD). ~~An indicative timetable for adoption is provided below~~ The timetable for adoption is set-out below: -

Adoption Process	Date
PASC for public consultation approval	17 th April 2007
Public Consultation (6 weeks)	7 th May to 18 th June 2007
PASC for approval of amended brief	August <u>3rd September 2007</u>
Council's Cabinet for adoption as SPD	September <u>16th October 2007</u>

- 2.1.3 A separate report ~~has been~~ or appendix to this brief, will be produced which ~~outlining the public consultation strategy.~~ This will include a summary of any representations received, the issues raised, the Council's response and any resulting changes to the planning brief.
- 2.1.4 The Consultation Statement which summarises the consultation strategy and findings at the pre-production stage of the Lawrence Road planning brief, as well as the formal consultation strategy, is appended.
- 2.1.5 If a planning application is submitted, further public consultation will take place as part of the development control process before any decision is made, and the public will be able to make representations regarding the specifics of any proposal.

2.2. STATUS OF THE PLANNING BRIEF

- 2.2.1 This ~~draft~~ planning brief has been prepared within the context of Government guidance, the Mayor's London Plan, the London Borough of Haringey adopted Unitary Development Plan (UDP) and other relevant supplementary planning guidance notes. Following the statutory consultation period, the draft brief ~~will be amended as appropriate, after which it will~~ has been adopted by the Council as a Supplementary Planning Document (SPD). The planning brief will be a strong material planning consideration and afforded significant weight when used to determine planning applications at Lawrence Road.

2.3 SUSTAINABILITY APPRAISAL

- 2.3.1 This brief has been prepared with a view of contributing to the achievement of sustainable development. In essence, this involves ensuring a better quality of life for everyone; now and for future generations.
- 2.3.2 The Planning and Compulsory Purchase Act 2004 requires local planning authorities to carry out sustainability appraisals for Supplementary Planning Documents such as the Lawrence Road Planning Brief. European Directive 2001/42/EC also requires that Strategic Environmental Assessments be carried out for certain types of plans, which set out a framework for future development consents and that are likely to have significant environmental effects.
- 2.3.3 A sustainability appraisal report has been carried out in conjunction with the preparation of this planning brief, which meets the above regulatory requirements through a single appraisal process. Its main purpose is to appraise the social, environmental and economic effects of the brief, from the outset of the preparation process, so that decisions can be made that achieve sustainable development. ~~This appraisal will be presented in a separate report, which will also be the subject of public consultation in conjunction with this brief.~~
- 2.3.4 The Council has also produced a sustainability checklist which ~~sets out~~ highlights the issues that should be addressed as part of any planning application and development. The checklist is set out in paragraph 7.8 of this document.

3. SITE AND LOCAL AREA INFORMATION

3.1. THE BRIEF SITE

3.1.1 The planning brief area relates to the land and buildings on that part of Lawrence Road which is situated between Clyde Road and West Green Road. It has an area of 3.76 hectares and includes the following buildings:

- 45 to 113 (odd) Lawrence Road.
- 28 to 80 (even) Lawrence Road.
- 1 to 3 (inc.) Lawrence Yard.

3.1.2 A plan detailing the site boundary and location of the relevant buildings is provided below in **Figure 1**.



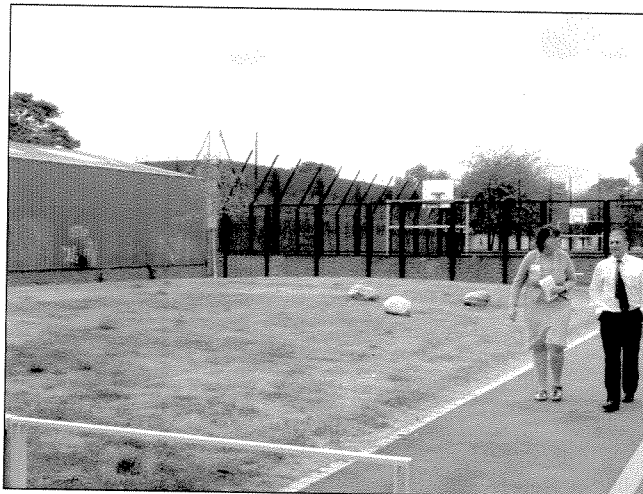
Figure 1: Lawrence Road Planning Brief Area

3.2 HISTORICAL CONTEXT

- 3.2.1 The buildings at Lawrence Road were developed mainly between the years 1968 to 1970 and constructed of industrialised, pre-cast multi-storey slab blocks. They were used intensely by the clothing industry throughout the 1970s and early 1980s. By the mid-1980s, the UK clothing industry had begun to move to Eastern Europe and China to take advantage of cheap labour costs. Ultimately, the local market could not compete and has been in decline ever since. In 2005, 34% of the buildings were vacant, with vacancy rates continuing to rise as leases expire.

3.3 THE SURROUNDING AREA

- 3.3.1 The Clyde Circus Conservation Area surrounds the site on all sides. This area comprises a mix of mid-Victorian villas and later Victorian and Edwardian terraces, with commercial streets to its northern and southern edges. The conservation area is relatively well defined by main roads and the railway. The northern and southern edges of the conservation area are formed by Philip Lane and West Green Road respectively. The eastern edge is defined by the boundary formed by the railway cutting. To the western edge, the boundary is partly defined by the distinction between Victorian housing and the mid-late 20th Century housing on Mansfield Road.
- 3.3.2 The area was radically redeveloped in mid 20th Century, and does not possess any buildings of architectural or historic interest that warrant protection by listing. However, it can be argued that the most significant building, in architectural and design terms, is No. 28 Lawrence Road, which was formerly used as a floor cloth factory.
- 3.3.3 There are residential units to the east, west and north of the brief site. To the north at Philip Lane, lie Philip Lane West and Philip Lane East Local Shopping Centres. The southern boundary is characterised by a mix of residential and retail, including West Green Town Centre. This is one of the six main town centres in Haringey and the brief site is situated adjacent to it. Local shopping and town centres provide important services for the local community, and are of borough wide and local importance.



Figures 2: Elizabeth Place Park

- 3.3.4 Elizabeth Place Park was recently opened and is located at the Clyde Road end of Lawrence Road, at the northern boundary of the brief site. This public open space provides an important local amenity.

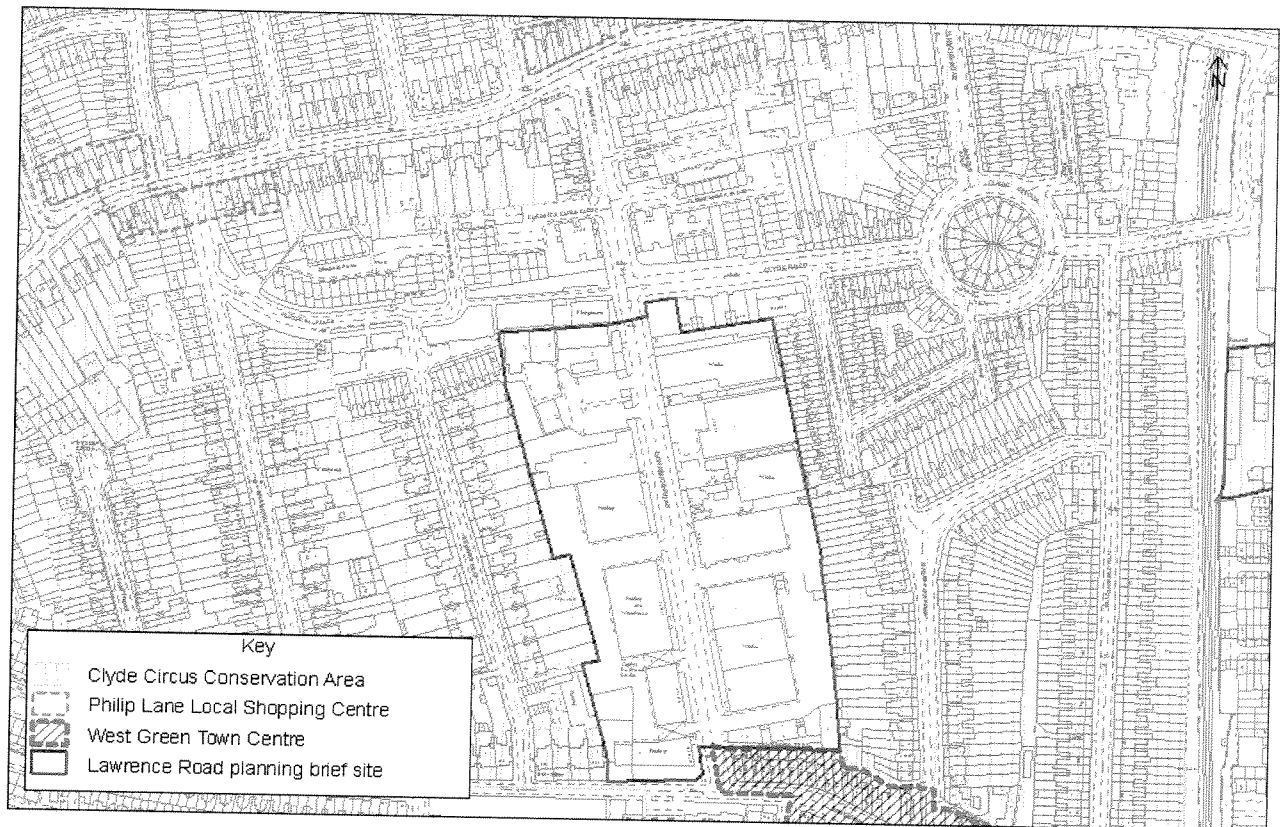


Figure 3: Boundaries of the Conservation Area, Shopping Centres and planning brief site

3.4. TRANSPORT AND ACCESS

- 3.4.1 The area is well connected to the established commercial areas at either end of Lawrence Road. Access appears to be adequate to service the multi storey factory blocks on either side of the road. Many of the buildings have substantial areas of off-street parking at the front and at the rear.
- 3.4.2 Public transport accessibility (PTAL) is ranked into six levels according to the Unitary Development Plan. Six is the highest level of public transport accessibility and one is the lowest. The northern end of Lawrence Road is ranked four and the southern end three, which gives an overall rating of medium accessibility to public transport.
- 3.4.3 There are bus stops on West Green Road for the No. 41 bus, travelling between Archway Station and Tottenham Hale Station. There is also a bus stop on Philip

Lane, situated to the north. Bus route No. 231 travels between Wood Green Station and Upper Walthamstow, and No. 341 travels between Waterloo and Northumberland Park.

- 3.4.4 Seven Sisters Underground Station gives access to the Victoria Line and is situated to the south-east. It is approximately 10 minutes walking distance from the site, along West Green Road. To the west, 20 minutes walking distance along West Green Road is Turnpike Lane Station giving access to the Piccadilly Line.
- 3.4.5 Access to public transport is a particularly important factor in determining the level of off-street car parking required and housing density, for re-use and/or redevelopment proposals.

3.5 CHARACTERISTICS

- 3.5.1 The street has become quieter during the day with the decline of the clothing industry over the past ten years and increasing levels of vacancy. The predominant employment uses mean that at the close of business each day, there is little evening activity or residential population, and consequently little natural surveillance at night. There have been complaints of burglary, vandalism, street robbery, other anti-social behaviour (particularly at night), and a third of the buildings have graffiti and are boarded up. Thus, there has been an increase in crime and fear of crime on the road, due to a lack of evening use, and security and safety measures.
- 3.5.2 The road suffers from poor environmental quality and public realm, including fly tipping and graffiti. There are also parking problems caused by heavy delivery vehicles blocking business accesses and double parking. There is a need for environmental and road safety improvements.
- 3.5.3 Lawrence Road has suffered from under investment, particularly over the past 10 years, and is no longer considered economically viable for solely employment use.

4. PLANNING POLICY CONTEXT

The planning policy framework in which the re-use / development of the Lawrence Road brief area will be considered is provided by relevant Government Planning Guidance, the London Plan, Haringey's Unitary Development Plan and Supplementary Planning Guidance.

4.1. GOVERNMENT PLANNING POLICY GUIDANCE

- PPS1: Delivering Sustainable Development (2005)
- PPS3: Housing (2006)
- PPG4: Industrial, Commercial Development and Small Firms (1994)
- PPS6: Planning for Town Centres (2005)
- PPS12: Local Development Frameworks (2004)
- PPG13: Transport (2001)
- PPG17: Planning for Open Space, Sport and Recreation (2002)
- PPS22: Renewable Energy (2004)
- PPS23: Planning and Pollution Control (2004)
- PPG24: Planning and noise (1994)

4.1.1. **PPS1: Delivering Sustainable Development (2005)** sets out the Government's national policies on different aspects of land use planning. It outlines the overarching planning policies on the delivery of sustainable development, and other aspects of planning including high quality and inclusive design. It states that community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. It promotes economic development to secure higher living standards while protecting and enhancing the environment, and a more efficient use of land through higher density, mixed use development and the use of previously developed land and buildings. A draft Planning Policy Statement 'Planning and Climate Change' has been drawn up to supplement PPS1. The Draft PPS sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable

4.1.2. **PPS3: Housing (2006)** this replacement for PPG3 puts much greater emphasis on brownfield development, more flexibility for local authorities, affordable family housing, good design and tougher environmental standards. The key policy directions are:

- A continued focus on brownfield land, with local authorities prioritising brownfield development
- Greater flexibility for local authorities to determine how and where new homes should be built in their area, with greater responsibility to ensure homes are built
- A new emphasis on family housing, with consideration given to the needs of children; which includes gardens, play areas and green spaces
- Housing and neighbourhoods must be well-designed. Local authorities should refuse planning applications for poor quality schemes.
- Consideration must be given to the environment, sustainability and the need to cut carbon dioxide emissions, together with wider environmental and sustainability considerations

- Affordable housing is a priority

4.1.3 **PPG4: Industrial, Commercial Development and small Firms (2001)**

encourages continued economic development in a way which is compatible with environmental objectives. It emphasises careful attention to environmental issues makes good economic sense for business and industry. It states that it is preferable for buildings to be used appropriately than to stand wholly or partially empty. In older buildings, particularly those containing retail uses at ground level, the demand for the former mix of uses may have declined as a result of changing circumstances. A flexible attitude with respect to use may therefore be required to enable suitable re-use or new uses to be instituted in under-used space where this might contribute to the preservation of the building or enhancement of the townscape.

4.1.4. **PPS12: Local Development Frameworks (2004)** this policy statement sets out Government's policy on the preparation of local development documents, which includes the preparation of supplementary planning documents. It gives advice on the carrying out of sustainability appraisals.

4.1.5. **PPG13: Transport (2001)** provides advice on the integration of transport and land use planning to encourage alternative means of travel and reduce reliance on the private car. Reducing the level of car parking in new development is essential in promoting sustainable travel choices, avoiding the wasted costs to business of providing too much parking, and tackling congestion which might otherwise detract from the convenience of car use and other road based transport. It emphasises the importance of taking a flexible approach to car parking standards to achieve the objectives of sustainability, and sets out maximum car parking standards as opposed to minimum.

4.1.6. **PPG 17: Planning for Open Space, Sport and Recreation (2002)** describes the role of the planning system in assessing opportunities and needs for sport and recreation provision and safeguarding open space which has recreational value. The guidance observes that it is part of the function of the planning system to ensure that through the preparation of development plans adequate land and water resources are allocated for organised sport and informal recreation. It says that local planning authorities should take account of the community's need for recreational space, having regard to current levels of provision and deficiencies and resisting pressures for development which conflict with the wider public interest.

4.1.7. **PPS22: Renewable Energy (2004)** sets out the Government's policy in respect of the development of renewable energy resources. Positive planning which facilitates renewable energy developments can contribute to all four elements of the Government's sustainable development strategy:

- Social progress which recognises the needs of everyone.
- Effective protections of the environment.
- Prudent use of natural resources.
- Maintenance of high and stable levels of economic growth and development.

4.1.8 It states that the wider environmental and economic benefits of all proposals for renewable energy projects, whatever their scale, are material considerations that should be given significant weight in determining whether proposals should be granted planning permission.

4.1.9 **PPS 23: Planning and Pollution Control (2004)** is intended to complement the new pollution control framework under the Pollution and Prevention Act 1993 and PPC Regulations 2000.

4.1.10 **PPG24: Planning and Noise (1994)** advises on handling new developments which may have a noise impact on existing uses. In order to minimise the possible impact, local planning authorities are advised to:

- Wherever possible, site noisy development away from noise-sensitive land uses.
- Use conditions or planning obligations to control or reduce noise levels where a separation of land uses cannot be achieved.
- Through development plans, developers and local communities should be given a degree of certainty about the areas certain types of development would be acceptable.

4.1.11 The Secretary of State considers that housing, hospitals and schools should generally be considered as noise sensitive development, but other developments and uses can be included within this definition and, if so, these should be explained in the development plan.

4.1.12 This guidance introduces the concept of Noise Exposure Categories (NEC), ranging from A to D. Category A represents circumstances where noise is unlikely to be a determining factor, whereas category D relates to a situation where planning permission should normally be refused.

4.2. THE MAYOR'S LONDON PLAN (2004)

4.2.1 The London Plan was adopted in February 2004, and has undergone subsequent alterations. It provides the strategic planning framework for Greater London within which the site's future potential should be considered. The Plan seeks to develop London-based policies on interwoven themes of strong, diverse long-term economic growth, social inclusiveness and environmental improvements.

4.2.2 The efficient re-use of land and resources in a sustainable manner is an important component of the Plan's guidance. In it the Mayor seeks the maximum provision of additional housing and promotes policies that meet, or exceed, the targets set by him for the whole of London. The Mayor expects London to provide 30,500 additional homes each year until 2016; to which Haringey will have to contribute. The Mayor also London Plan Policy 3A.7 requires that 50% of those homes provided should be affordable.

4.2.3 The principles of inclusive design underpin the London Plan and are fundamental in achieving the aim of social inclusion. Policy 4B.5 states that all future development should meet the highest standards of accessibility and inclusion. Policy 4B.6 seeks to ensure future developments meet the highest standards of sustainable design and construction. It is a key objective that the development at Lawrence Road is sustainable. Policy 2A.1 promotes the concept of sustainable development which underpins all of the proposals contained within this planning brief.

4.2.4 GLA Sustainable Design and Construction SPG (2006) provides guidance on the way that Policy 4B.6 can be implemented to meet the London Plan objectives. Haringey Council will expect proposals to employ environmental best practice to meet the Mayor's preferred standards as set-out in the SPG.

4.3. LOCAL PLANNING BACKGROUND

4.3.1 HARINGEY UNITARY DEVELOPMENT PLAN

4.3.2 The Unitary Development Plan (UDP) was adopted in July 2006. It sets out the Council's borough wide statutory 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.

4.3.3 HARINGEY SUPPLEMENTARY PLANNING GUIDANCE NOTES

4.3.4 The Council has prepared a number of supplementary planning guidance notes (SPGs) that provide additional advice on a particular topic or policy areas, which stem from and expand upon UDP policies. The Council has also produced Code of Practice Notes 1 and 2. SPGs are material considerations and will be taken into account when assessing planning applications.

4.3.5 SITE SPECIFIC PROPOSAL

4.3.6 **Schedule 1: Site Specific Proposals**, of the UDP identifies large sites in the borough where there is potential for development and where development is likely to occur within the plan period (up to 2016). The UDP designates Lawrence Road as Site Specific Proposal 27 (SSP) on the UDP Proposals Map, for mixed residential and employment use with a commitment to prepare a planning brief.

4.3.7 HOUSING

4.3.8 **Policy HSG1: New Housing Development**, of the UDP seeks to provide a range of housing tenures, sizes and types within residential developments and introduces the application of the Sequential Test for selecting locations for new housing development in accordance with PPG3. The policy also explains that where additional housing creates a need for ancillary community facilities, such as education or health facilities, a contribution towards meeting that need is provided. These issues are explained in more detail by **SPG 10c: Educational Needs Generated by New Housing Development and Planning Obligation Code of Practice No. 2: Health**.

4.3.9 **Policy HSG2: Change of Use to Residential**, of the UDP allows the change of use to residential provided, the building is not in a defined employment area, open space is not lost, it is not within a primary or secondary shopping frontage, and the building can provide satisfactory living conditions.

4.3.10 Changes of use to housing allow the Council to work towards its housing target whilst ensuring that there is no detrimental impact on the borough in terms of loss

of employment, retail and open space.

- 4.3.11 **Policy HSG9: Density Standards**, of the UDP encourages residential densities in the range of 200 – 700 hrh. However, in areas with good public transport accessibility (PTAL levels of 4 – 6, refer to paragraph 6.2.1); for developments comprising predominately flats; or within mixed used schemes the Council may allow up to 1100 hrh.
- 4.3.12 The Council's **SPG 3a: Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes**, contains the methodology used for calculating density. In the order to achieve the objectives of this document it is important that the form and mix of development is balanced and consistent throughout the planning brief site. Therefore when calculating density for individual development sites, the residential site area shall be taken to be the net area of the actual site plus half the width of Lawrence Road, up to a maximum of 6 metres.
- 4.3.13 **Policy HSG10: Dwelling Mix** requires an appropriate mix of dwelling types and sizes in order to meet the housing needs of the local community.
- 4.3.14 The requirements for dwelling mix are covered in more detail in **SPG 3a**.
- 4.3.15 **Policy HSG 4: Affordable Housing**, of the UDP states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet the overall borough target of 50%.
- 4.3.16 Haringey is polarised both socially and economically, with high levels of deprivation in eastern parts of the borough and relative affluence in the west. Social rented accommodation is concentrated in the east of the borough and there is an opportunity to redress the imbalance to promote other types of affordable housing, in particular key worker schemes, which can help to develop mixed and balanced communities. Therefore, the Council will negotiate different proportions of social rented and intermediate housing having regard to the existing proportion of social rented provision in an area, the overall amount of affordable housing proposed, the suitability of the site and location for family housing, individual site costs, the availability of public subsidy and other planning requirements.
- 4.3.17 The provision of new affordable housing to meet housing need is a key priority for the UDP and the Council's Housing Strategy. To achieve this objective it is proposed that a borough wide target of 50% social rented and 50% intermediate be adopted as a guide to inform negotiations on planning applications. Further guidance on targets for different parts of the borough may be provided as part of the proposed new SPD on housing.
- 4.3.18 The Council recognises that in some cases it may not be financially viable to provide the full amount of affordable housing as required. In these cases the Council will request that the developer provides a financial appraisal e.g. the GLA Three Dragons Toolkit, of the scheme so that a fair contribution can be agreed. More detail on affordable housing can be found in **SPG 10b: Affordable Housing**.
- 4.3.19 **EMPLOYMENT AND ECONOMIC ACTIVITIES**
- 4.3.20 **Policies EMP 2 and 3** of the UDP seek to protect and enhance, existing land and buildings in commercial uses (use classes B1, B2, B8) to other uses.

- 4.3.21 **Policy EMP4** of the UDP states that planning permission will be granted to redevelop or change the use of land and buildings in employment generating uses under defined circumstances. That is where the land or building is no longer suitable for employment use on environmental, amenity and transport grounds and there is evidence of an unsuccessful marketing/advertisement campaign over a period of 18 months, or the redevelopment or re-use of employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and result in wider regeneration benefits.
- 4.3.22 **COMMUNITY, LEISURE AND HEALTH FACILITIES**
- 4.3.23 The Council's objective is to increase the overall stock of good quality community facilities in the Borough. It will seek to achieve this through the protection of existing leisure facilities (**Policy CLT2**) and the provision of new facilities where there is a local need (**Policy CLT1**).
- 4.3.24 The Council wants to ensure that sufficient health facilities are provided throughout the Borough and that they are in close proximity to where people actually live. **Policy CW1** of the UDP sets out a criteria based approach in respect of the appropriate locations for the provision of health facilities. **Policy CW1** deals with the provision of new community/health facilities, and **Policy CW2** seeks to protect existing community facilities. Detailed guidance is provided in **SPG 1b: Buildings Suitable for Community Use**.
- 4.3.25 **TRANSPORT AND CAR PARKING**
- 4.3.26 The Strategic Transport Policies of the UDP (**Policies M 1-8**) seek to integrate land use and transport policies. Within this, the Council will prioritise the needs of pedestrian and cyclists, and will promote existing public transport services and facilities. These objectives are set against the aim of reducing the relative attractiveness of the private car.
- 4.3.27 **Policy M10** of the UDP sets out the Council's Parking Standards for a variety of land uses, the specific requirements. Appendix 1 of the UDP details the car parking standards for new development. **SPG 7a Vehicle and Pedestrian Movement**, sets out detailed guidance on the design of new carriageways, footways, parking spaces, lighting, refuse and emergency access etc.
- 4.3.28 **Policy UDI** of the UDP sets out the requirements for Transport Assessments (TA) and Travel Plans, and table 2.1 explains this in more detail. Detailed guidance on the content of a TAs and Travel Plans are set out in **SPG 7c: Travel Assessments and SPG 7b: Travel Plans** respectively.
- 4.3.29 **DESIGN QUALITY**
- 4.3.30 **Policies UD 1- 7** of the UDP promotes inclusive and high quality design for future development, and seeks to improve the quality of the built environment. The key objectives are to support sustainable development and promote high quality design, which is sustainable in terms of form, function and input that meets the principles of inclusive design.
- 4.3.31 **SPG 1a: Design Guidance**, provides detailed design guidance on a wide range of elements including context, building lines, form, rhythm and massing, height and scale, fenestration and architectural style detailing and materials.

4.3.32 **MIXED USE DEVELOPMENTS**

4.3.33 **Policy UD6** of the UDP is relevant. It states that where appropriate, developments should include a mix of uses in order to ensure sustainable development, particularly where such developments are located in town centres, areas of high public transport access (PTAL 4-6) and within major new developments.

4.3.34 **TREE PROTECTION, TREE MASSES AND SPINES**

4.3.35 **Policy OPI7** of the UDP seeks to protect and improve the contribution of trees, tree masses and spines to local landscape character by;

- Making tree preservation orders as appropriate.
- Encouraging tree planting wherever possible and appropriate.
- Ensuring that, when trees are affected by development, a programme of tree replanting and replacement is approved by the Council.
- Ensuring that tree planting does not damage utilities infrastructure.

4.3.36 **OPEN SPACE DEFICIENCY AND NEW DEVELOPMENTS**

4.3.37 **Policy OSI5** sets out the Council's policy in respect of new developments in areas of open space deficiency. Proposals for major new development will be expected to provide an appropriate area of open space, or improve the access to or the quality of nearby open space. Lawrence Road falls within an area identified as being deficient in public open space.

4.3.38 **LIVE/WORK UNITS**

4.3.39 **Policy EMP7** sets out the requirements for live/work units in the Borough and provides that they will only be permitted where;

- They are outside the Industrial Location DEAs.
- The residential element complies with the Council's standards on dwelling and room sizes and other residential amenity standards.
- At least a minimum of 25% of the floor area is allocated for workspace, and
- Where appropriate the proposal complies with policy EMP5.

4.3.40 **NOISE POLLUTION**

4.3.41 **Policy ENV6** states that new noise sensitive development should be located away from existing, or planned sources of noise pollution. Potentially noisy developments should be located in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact.

4.3.42 Further, where new noise-sensitive development is proposed in areas already exposed to high ambient noise levels, the Council may require an acoustic report to comply with PPG24: Planning & Noise. Mitigation measures will be secured by planning conditions or planning obligations.

4.3.43 **MITIGATING CLIMATE CHANGE**

4.3.44 **Policy ENV9 (Energy Efficiency)** encourages energy efficiency and a reduction in carbon dioxide emissions. This might be achieved through a range of measures, which include: careful layout, design and landscaping, avoiding mechanical/electrical ventilation systems, providing community heating and CHP where feasible, mixed-use developments and reducing car-use.

4.3.45 **Policy ENV10 (Renewable Energy)** the UDP requires all major development schemes to provide an energy assessment with their planning application showing an on-site provision of 10% of their projected energy requirement from renewable sources, where feasible. In addition, all major schemes must demonstrate in their energy assessment that the proposed heating and cooling systems have been selected in the order of preference as set-out in the UDP.

4.3.46 CONTAMINATED LAND

4.3.47 **Policy ENVI1** of the UDP deals with contaminated land. All land previously used for industrial, utility or commercial uses in the borough will be regarded as potentially contaminated. For this reason development proposals on potentially contaminated land must be accompanied by risk based assessments of the risk to future site users and other local receptors. **SPG 8f Land Contamination** provides additional guidance on how the Council expects applicants to deal with potentially contaminated land in the borough.

4.3.48 PLANNING OBLIGATIONS

4.3.49 **Policy UD8** sets out the Council's policy in respect of planning agreements under section 106 of the Town and Country Planning Act. Refer to section 9.3 of this document.

4.3.50 HARINGEY'S CLIMATE CHANGE ACTION PLAN

4.3.51 Haringey Council has signed-up to the Nottingham Declaration and is in the process of developing an action plan that will help the borough play its part in mitigating climate change; as well as helping to adapt to the impacts of climate change both now and in the future. Major development at Lawrence Road presents the Council with an opportunity to make an impact on future carbon emissions in the borough through its planning controls and expects developers to work pro-actively on assisting the borough make significant achievements in this area.

4.3.52 HARINGEY'S COMMUNITY STRATEGY (2003 – 2007)

4.3.53 The purpose of the Community Strategy is to make changes that will improve the quality of life for people living, working, learning, visiting and investing in the borough. The priorities are to:

- Improve services
- Narrow the gap between the east and west of the borough through: neighbourhood development in the most deprived areas, better access to jobs and training, supporting businesses and attracting investment, better housing for all and developing key sites such as Lawrence Road
- Create safer communities and places
- Improve the environment by: developing civic pride, creating a cleaner

environment, improving transport, and promoting opportunities for relaxation and enjoyment, and

- Raise achievement in education and create opportunities for life-long success.

4.4. RELEVANT PLANNING HISTORY

4.4.1 Lawrence Road has a long history of planning applications dating back to 1949. Recently there have been a number of applications for changes of use that were refused permission because they involved the loss of employment uses and were contrary to the adopted UDP policies. The following are recent planning applications that relate to changes of use:

- No. 28 Lawrence Road: 07.02.01 – Permission was refused for the change of use, conversion and alteration of 2nd, 3rd & 4th floors to create 26 Live/Work units. This decision allowed at appeal. (Planning References HYG/1999/1093 – appeal details APP/Y5420/A/00/1040019). This consent has been implemented.
- No. 28 Lawrence Road: 19.01.05 – Full Planning Permission was granted for partial change of use of property at ground level to Café/Restaurant. Installation of new shop front and provision of extract flue. (Planning Reference HYG/2004/2470). This consent has been implemented.
- No. 45 Lawrence Road: 04.07.00 – Full planning permission was granted for change of use and conversion of property into a community/worship centre. Creation of new access from Lawrence Road. (Planning Reference HYG/2000/0186).
- No.63 Lawrence Road: 19.09.95 – Full Planning Permission was granted for a change of use from first floor B1 (offices) to A3 (restaurant and takeaways). (Planning Reference HYG/1995/0749).

Copies of the plans relevant to these permissions are available for viewing at the Council's offices at 639 High Road, Tottenham, N17 8BD.

5. LAND USE CONSIDERATIONS

The Council has identified Lawrence Road as needing regeneration due to its general economic decline that has resulted in relatively high vacancy rates, underutilised brown field sites and the resulting poor environmental conditions. The Council recognises that in order to reverse this decline and create a positive environment, a flexible approach needs to be taken in respect of the uses at Lawrence Road. It is a predominantly industrial road (as that was all that was permitted under UDP classification of DEA – Defined Employment Area), but the Council intends on changing the use to include a mix of uses, including residential and employment. However, any development proposals are required to comply with the requirements of the Unitary Development Plan, the London Plan, Supplementary Planning Guidance, and guidance contained in this planning brief.

5.1. CURRENT LAND USES

- 5.1.1 The majority (68.5%) of businesses within the brief site, are in the clothing production business or associated activities e.g. storage, distribution of clothing, cleaning, and garment fittings zips (use class B2). Other sectors include the storage and distribution of mail, CDs and Vinyl, which accounts for 10.5% (use class B8). Education and Training, which account for 15.7%, and Design and Printing accounts for 5.3%. There are at least two small cafés on the road and also a live /work development at no. 28 Lawrence Road.

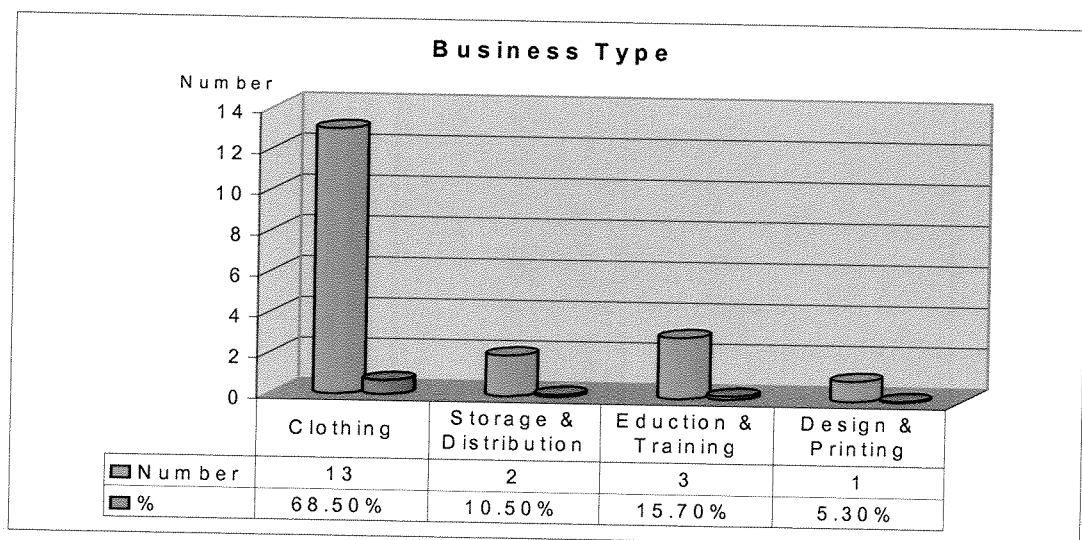


Figure 4: Graph showing Business types on Lawrence Road



Figure 5: Lawrence Road Business Types

5.2 FUTURE USES

- 5.2.1 There is demand to redevelop existing industrial buildings in Lawrence Road for workspaces, live/work units, and residential uses. An example of where this has already taken place is at No. 28 Lawrence Road, where new live / work units occupy a former garment factory. There is also development pressure for a variety of housing types, including mixed-use business /residential schemes.



Figure 6: Live / Work at No.28 Lawrence Road

- 5.2.2 The Council is, therefore, seeking mixed-use schemes for the area; employment and residential that are viable, sustainable, respectful of the surrounding environment, and which comply with planning policies. It is envisaged that proposals for development will be housing-led.
- 5.2.3 The main aim is to ensure that all buildings are occupied with active uses at day and night, so as to reduce crime and the fear of crime on the road through greater footfall and visual surveillance. This could include not only employment uses on the ground floor and above, but also residential and other uses.
- 5.2.4 The table below provides an indication of the potential uses for Lawrence Road. The suggested uses are indicative only and do not constitute a planning approval:

Use Class	Acceptable Use
A1*	Small-Scale Retail
A2*	Professional or Financial Services
A3*	Restaurants and Cafes
A4*	Drinking Establishments
A5*	Hot Food Takeaways
B1	Office Accommodation (including workshops)
C1	Hotels
C2	Residential Institutions
C3	Residential accommodation (including 50% affordable)
D1	Non-Residential Institutions: education/training/health/community
D2	Assembly & Leisure: Arts/Sport
Sui Generis	Live/work
* 'A' class uses may only be acceptable on the West Green Road frontage	

Figure 7: Appropriate land-uses

5.3 MIX AND BALANCE OF USES

- 5.3.1 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 employment and housing, reducing the risk of crime, reducing the need to travel and ensuring that environments are not monotonous mono-functional places in which to live. Due to the scale and content of regeneration required to bring about a sustainable vibrant urban road, it is paramount that an equitable distribution of residential and employment generating uses is achieved throughout the brief area, and at each individual application site.
- 5.3.2 The general principle is to ensure that the re-use of the site is compatible with the Council's aim to improve the quality of the environment and that any development is sustainable. Developers will have to take into account the fact that residential, employment and other uses will be co-existing. The uses need to be compatible with each other so that there is no adverse impact on amenity. The aim is that optimal use of land is made whilst still maintaining a decent environment for all in the present and the future. Therefore any adverse impact on residential amenities by reason of noise, activity or disturbance need to be designed out and mitigated against. Intensive uses that are likely to be detrimental to residential amenity will be situated more appropriately in other areas, such as town centres and industrial employment locations.
- 5.3.3 The Council will encourage a mix of uses that bring vitality to the road; particularly at ground floor level. It is also important that the balance of uses within the site complement each other and the surrounding area, and that people are attracted to live, work and enjoy their leisure at Lawrence Road. Hence, vertical integration is encouraged.

5.4 DENSITY

- 5.4.1 The UDP encourages residential densities in the range of 200 to 700 habitable rooms per hectare (hrh), and higher density up to 1100hrh in areas with good public transport accessibility (PTAL levels of 4 – 6), for developments predominately comprising flats, or within mixed-use schemes. Density ranges will be applied flexibly in light of local circumstances. High-density developments have the advantage of allowing for extra development without taking-up more land. Higher density is also more appropriate to mixed-use development schemes. However, it is important that the quality of design and mix of housing is not compromised.
- 5.4.2 The Council will adopt a 'design-led' approach to density and will take into consideration factors such as the existing character of Lawrence Road, quality of design, range and mix of housing types, and car parking provision. It is considered that Lawrence Road can manage residential development of up to 700 hrh. A case will have to be made for higher densities. The Council will not permit a density of less than 200 hrh in order to ensure the efficient use of previously developed land. Given the existing character of the road, there will be a focus on flats rather than houses to achieve maximum use of the site/s. Lawrence Road is industrial in character and suitable for high density development.

5.5 AFFORDABLE HOUSING

- 5.5.1 In accordance with the London Plan and UDP, affordable housing should be provided to meet an overall borough target of 50%. The London Plan states that within that target, 70% should be social rented and 30% intermediate, of which 50% should be social rented and 50% intermediate. However, different proportions of social rented and intermediate housing will be negotiated according to a number of factors, which include:
- Existing proportion of social rented provision in an area
 - Overall amount of affordable housing provided
 - Suitability of the site and location for family housing
 - Individual site costs
 - Availability of public subsidy and other planning requirements.
- ~~The proportion negotiated will depend upon the location, scheme details or site characteristics.~~
- 5.5.2 Developers should refer to the GLA Three Dragons Affordable Housing Toolkit, which allows the user to test the economic implications of different types and amounts of planning obligation; including the volume and mix of affordable housing sought and amount of public subsidy. It should be noted that affordable housing provision will be based upon habitable rooms and not units.
- 5.5.3 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.

5.6 HOUSING MIX

- 5.6.1 The suggested housing mix for the new development at Lawrence Rd. is set out below. The suggested mix accords with the adopted UDP and SPG3a. A mix of social rented and intermediate affordable housing is required to meet housing needs in the borough. The precise housing mix is a matter for negotiation in each case and dependant upon site-specific factors. The Council will seek to maximise the provision of family-size units in order to meet the borough's housing needs. These are as follows:

<u>Dwelling Mix for Private Housing</u>	<u>Percentage</u>
1 Bed	37%
2 Bed	30%
3 Bed	22%
4+ Bed	11%

<u>Dwelling Mix for Affordable Housing</u>	
1 Bed	22%
2 Bed	20%
3 Bed	26%
4+ Bed	32%

5.7 ACCESSIBILITY AND LIFETIME HOMES

- 5.7.1 Compliance with the National Disabilities Standards will be required, in line with current Government guidance through the Disability Discrimination Act and both current and emerging Council Guidance. Current Council guidance on access and facilities for people with disabilities is detailed **SPG4: Access For All – Mobility Standards**.
- 5.7.2 In addition to meeting Part M of the current building regulations, all residential accommodation must be designed to Lifetime Homes Standards, as established by the Joseph Rowntree Foundation, with 10% of all housing types and tenures designed specifically to accept wheelchair users or be easily adapted for residents who are wheelchair users. This accords with the provisions set-out in the Mayor's London Plan and Haringey's UDP. Wheelchair accessible housing must meet the standards set out in the 'Wheelchair Housing Design Guide'. The Council's requirements for Lifetime Homes are set out in **SPG 3a: Density, Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes**

5.8 EMPLOYMENT

- 5.8.1 Historically, the importance of protecting employment uses at Lawrence Road was reflected in the Council's UDP (1998), which designated the road as an Employment Area. However, since then, the viability of employment uses has progressively declined, which is evidenced by the increasing rise in vacancy rates. The road is clearly in need of major regeneration. This has signalled the need for a different approach to planning policy. Consequently, the adopted UDP now states that and

mixed- use development; including employment and residential uses, will now be acceptable in policy terms/principle.

5.8.2 Notwithstanding the above, the retention and creation of employment generating uses is a high priority; and it is imperative that some of the existing employment base at Lawrence Road is protected in order to maximise job opportunities. Therefore, it is important that each individual planning application site contributes towards meeting the objectives of this brief, and provides employment generating uses. ~~and that employment uses are provided throughout the planning brief site.~~ Proposals for mixed- use developments ~~Changes of use~~ will be supported ~~for at~~ individual sites currently used solely for ~~100%~~ employment and for sites that are ~~100%~~ vacant. The council will preserve and enhance the existing number of employees within the planning brief site as a whole, and individual development sites will be required to provide ~~introduce~~ a proportion of employment generating floorspace ~~uses.~~ The proportion of employment ~~and non-employment uses~~ floorspace including residential will be determined on a site by site basis taking into account the application site area in relation to the total number of existing ~~number of employees across the entire planning brief site that will need to be preserved and enhanced.~~ ~~employment floor and land area.~~

5.8.3 ~~Where employment uses such as Class B1 are proposed as part of any development, the Council will require evidence that there is a commitment by end users to occupy the space for a minimum of 5 years.~~

5.9 LIVE/WORK

5.9.1 A live/work unit is a self- contained unit with separate living and working floor-space. Such development can reduce the need to travel, assist start up and small businesses, and can provide a more flexible and sustainable way of living. The principle of Live/Work units has already been established at No. 28 Lawrence Road and will be acceptable in principle. However, the residential element must comply with standards in respect of room sizes and other residential amenity standards. A minimum of 25% of the floor area must be allocated for the workspace.

5.9.2 To ensure that the work space is retained for its permitted use and not converted to either residential or employment, planning conditions and, or obligations will be applied. Also, the Council will require that a Registered Social Landlord or other management agency manages these units.

5.10 RETAIL

5.10.1 Lawrence Road is situated adjacent to the designated Town Centre at West Green Road and close to the Local Shopping Centre at Philip Lane; both of which play a key role ~~have a key role to play~~ in ensuring equal access to retail and other services. ~~brief encourages active frontages at ground floor level, including retail and a range of other uses. However,~~ It is important that any new development ~~does~~ should not adversely impact on the vitality and viability of these town centres; but complement them and serve the needs of the anticipated new residential and employment populations.

5.10.2 Therefore, the Council will ~~not permit any large scale retail developments~~ only

accept applications for retail uses; including food and drink, which focus on the West Green Road frontage of the brief site. Whilst this is outside of the town centre, appropriate retail uses in this location will have the potential to make a significant contribution to the environment and quality of the pedestrian experience. Any retail use should not adversely impact on the amenities of neighbouring and future occupiers by reason of noise, activity and /or disturbance. It is important that any retail expansion is focused in the existing shopping centres and that any new retail use at Lawrence Road does not adversely impact on them.

5.11 PUBLIC OPEN SPACE

- 5.11.1 Lawrence Road is situated in an area identified as being deficient in public open space. The importance of protecting and improving existing open space, and the need for new space has increased in importance because of the need to provide additional housing a higher densities. Therefore proposals involving the provision of residential dwellings will be required to provide public open space on site or, and contribute to improving existing public open space through planning obligations. Haringey Council's SPG 10d: Open Space, provides further details on planning obligations and open space. In addition, developers should refer to the GLA's Draft SPG: 'Providing for Children and Young People's Play and Informal Recreation'
- 5.11.2 There may be opportunities to increase the provision of public open space by extending the existing public open space at Elizabeth Place Park or, and create new open space elsewhere within or near the planning brief site. Where appropriate planning obligations will be used to help achieve this.
- 5.11.3 Any proposed development adjacent to Elizabeth Place Park will be encouraged to take advantage of the opportunity to 'design out crime' by increasing the amount of natural surveillance which is provided by the scheme.
- 5.11.4 The provision of balconies and roof gardens will be encouraged, provided they have no adverse impact on neighbouring and future residential occupiers in terms of loss of privacy, and are acceptable in design terms. Balconies can provide important amenity space, but it is important that any provided on the Lawrence Road frontage do not adversely impact upon the canopies of the existing street trees.

6. TRANSPORT

6.1 BACKGROUND

6.1.1 One of the fundamental aims of this planning brief is to encourage development that reduces the need to travel by car, and promotes more sustainable transport choices; which include walking and cycling. This is consistent with the policy provisions of the Mayor's London Plan and Haringey's UDP.

6.1.2 Vehicular traffic should not dominate the environment and traffic should be discouraged, as far as possible. ~~Sustainable modes of transport should be encouraged in order to reduce reliance on the car.~~ Improvements to the pedestrian environment, including highway safety, will be required to increase footfall in the area.

6.1.3 Lawrence Road is situated within a 20 mph restricted zone. This zoning serves to reduce vehicle speeds, and the severity of injury in the event of an accident. They also reduce people's perception of danger from motor vehicles and can encourage walking and cycling.

6.1.4 Recently, raised tables have been placed at both ends of the road (at the junction of West Green Road, and at Philip Lane). This will improve highway safety by slowing traffic and reducing speeds on Lawrence Road, which is particularly important given the use of heavy vehicles.

6.2 CAR AND CYCLE PARKING

6.2.1 The Council wants to promote more sustainable forms of transport and one of the ways in which this can be done is through the application of appropriate parking standards. Lawrence Road is situated in an area identified as having a PTAL value of 3 – 4. Here the aim is restraint through limiting parking levels, in order to minimise the local impact on the environment. The Council will seek to achieve a sustainable transport strategy by creating a policy that encourages trips to be made by public transport rather than private car. This is consistent with the Mayor of London's Transport Strategy, which states the reduction of traffic congestion as a key priority.

6.2.2 Up-to-date car parking standards are set out in Appendix I of the UDP. For B1 (Business), B2 (General industrial) and B8 (Storage and distribution) uses the UDP requires a maximum of 1 car parking space per 800 sq metres gross floor area (GFA). For residential development a maximum space of 0.33 is required per 1 bedroom flat and 1 space per 2 or more bedroom flat. For larger developments a Transport Assessment will be required.

6.2.3 Parking and enforcement have a significant role to play in reducing reliance on the private car. Illegally, or inconsiderately parked vehicles cause obstruction and foot way damage, causing severe hazards to safety and problems for the mobility impaired in particular. The lack of parking restrictions on Lawrence Road may be causing such problems as delivery service vehicles double park and block access to premises.

It also attracts overnight parking by large delivery trucks, which may be causing problems with rubbish tipping. These problems could all be minimised by having stricter traffic management and parking regulations.

6.2.4 Lawrence Road is situated outside, but adjacent to the existing CPZ which has parking restrictions from 08:00 until 18:30. Therefore, it is not currently considered to be an appropriate location for car free developments. If the CPZ is reviewed and extended in the future to include Lawrence Road, car free schemes may be acceptable.

6.2.5 Cycle parking should be provided as a minimum in accordance with the standards set-out in the UDP. For new housing developments 50 per cent of the total units must be provided with secure and sheltered cycle racks. Workplaces should provide facilities for cyclists; which include lockers and showers.

6.3 **PARKING PROVISION: TRANSPORT ASSESSMENTS AND TRAVEL PLANS AND PARKING**

6.3.1 The Council will require Transport Assessments (TA) to be submitted with planning applications for developments that are likely to have a significant transport impact. The TA will detail matters such as the likely traffic impact on the local network, parking arrangements and the availability of public transport. The cumulative impact of any new development at Lawrence Road will also have to be considered. The Council's **SPG 7c: Travel Assessments**, provides more detailed guidance on the need and scope of TAs. Where a TA is required, car parking requirements would be assessed as part of the assessment, otherwise parking provision will be assessed in light of the Council's parking standards as set out in the UDP.

6.3.2 In addition, the Council will require the submission of a Travel Plan to support planning applications above a certain threshold; or which are likely to have a significant transport impact, or where the proposed development is located within a sensitive area. Guidance on the content of a travel plan can be found in the Council's **SPG 7b: Travel Plans.**

6.4 **PEDESTRIANS**

6.4.1 The environment at Lawrence Road is poor and not attractive for walking, particularly at night. It is important to create an environment which encourages people to walk. The proposed changes of use, and the creation of more active frontages at street level will help achieve this by providing natural surveillance. However, there is a need to improve street lighting, ensure that the design of new development does not easily permit 'dumping' and graffiti. The Government's Social Exclusion Unit notes that one of the key contributory factors towards the fear of crime is badly-lit walking routes and waiting areas. Improvements will be required to provide a safe and attractive pedestrian route. (Refer to sections 7.3 and 7.4 of this document for more details).

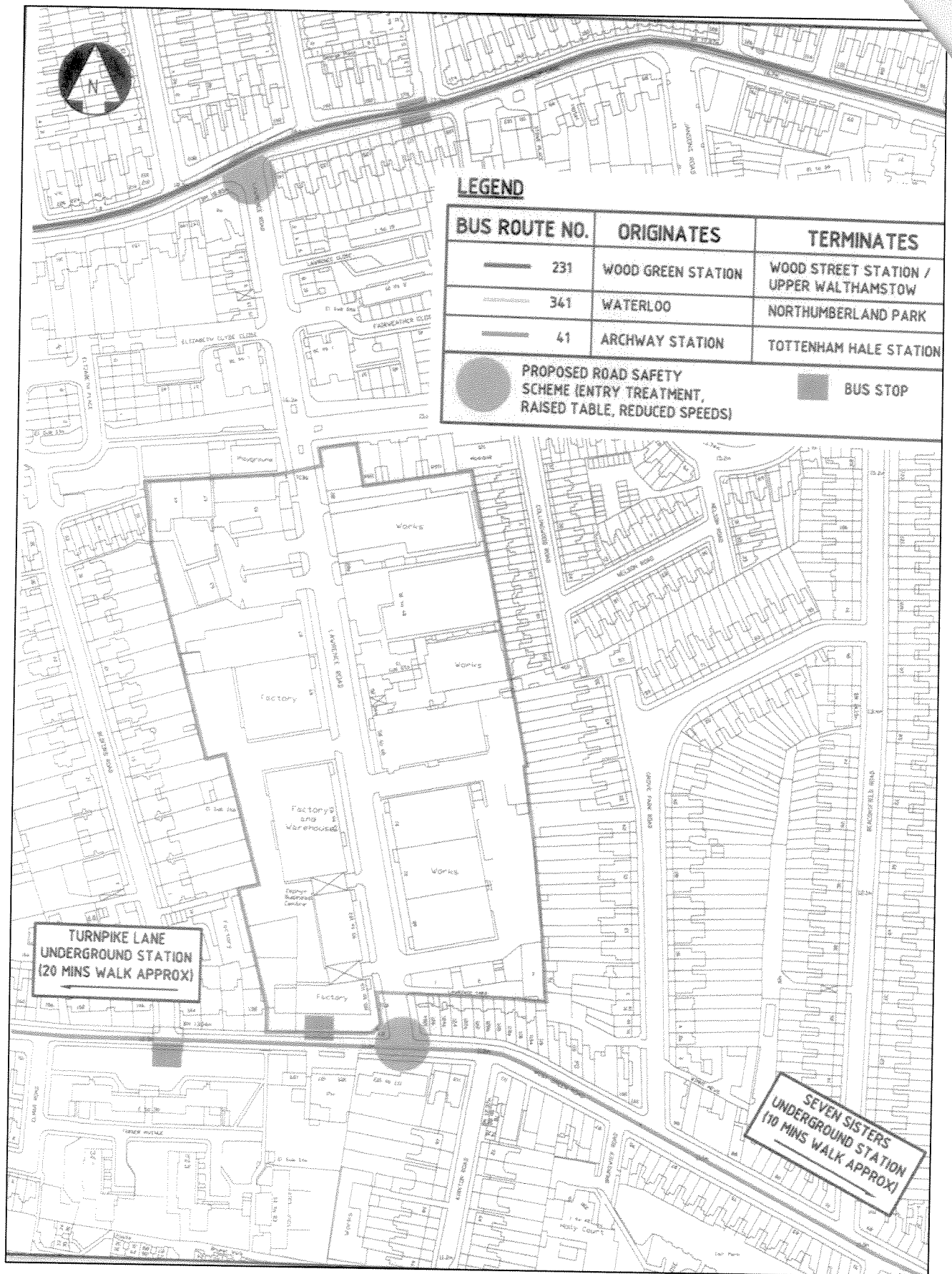


Figure 8: Map showing transport access around Lawrence Road

6.5 ACCESS

- 6.5.1 Lawrence Road has good accessibility from both the West Green Road and Clyde Road junctions, and has a wide spacious street. Any potential re-use and development of the road will have to consider the needs of pedestrians, cyclists and people with disabilities; and all servicing must take place within the curtilage of each premises.
- 6.5.2 The scheme proposed should also include appropriate facilities for the storage and collection of refuse without detriment to occupiers of the site or surrounding properties. **Draft SPG 7a: Vehicle and Pedestrian Movement** provides general guidance on refuse collection, and further information is contained within in the code of Practice for Refuse Storage that can be obtained from the Council's Contract and Construction Services.

6.6 DISABLED ACCESS

- 6.6.1 The development must be designed so that it is fully accessible to people with disabilities and should therefore include disabled parking bays on site in addition to other parking provision. Further guidance can be found in the Council's **SPG4: Access For All – Mobility Standards**.



Figure 9: Streetscape on the west side of Lawrence Road

7. DESIGN AND CONSERVATION CONSIDERATIONS

It is important that the re-use and re-development of the buildings and land within Lawrence Road provides a high quality, sustainable and enhancing environment. This can be achieved through the application of consistent urban design principles. Any development should be set within the context of the design and conservation parameters set out in this chapter, and comply with the policy provisions of the UDP and London Plan.

7.1 CONTEXT AND LOCATION

- 7.1.1 The Council will require a design statement to be submitted with any planning application. This statement should justify why a development looks the way it does, include a site analysis and set out the context. The statement should demonstrate how any new development relates to the character of Lawrence Road and the surrounding conservation area, including existing street patterns.
- 7.1.2 The Council will seek to establish a robust urban framework, which can support a variety of uses and adjust to a changing pattern of uses over time. Lawrence Road already possesses a distinct dense urban character with wide pavements, a wide road and an attractive avenue of trees on both sides of the road. The Council will seek to enhance the existing character of the street and establish the principles of this urban character in its planning brief. Small building widths are encouraged to promote diversity of built form, increase flexibility of use and provide active street frontages with many street entrances.
- 7.1.3 The size, scale and density of the urban blocks should relate to the existing street pattern and the connections with the wider area. The southern end presents a dense urban grain with four storey blocks set hard against the back edge of pavement. The northern end displays a different character with higher residential blocks set around a small park, which links through to housing at the rear. The east side of the street includes a degree of variation with some blocks hard against the pavement and some set back behind service yards and car parks. The predominant character is of a dense urban grain that is softened by the mature trees and a small park. Corners and connection routes through the area are also very important.

7.2 BUILDING HEIGHTS, BUILDING LINES & BOUNDARY TREATMENTS

- 7.2.1 Individual planning applications may be received for different parcels of land at the planning brief site and at different times, which will lead to an ad hoc form of development and approach to design. This will be detrimental to the appearance of the street scene and streetscape, and adversely impact on the character of the area. Therefore it is of paramount importance to ensure that a consistent approach is applied to proposed development in respect of building heights and building lines.
- 7.2.2 Lawrence Road is characterised by urban blocks varying between single storey and 6 storeys. The northern end of the road comprises 6 storey residential blocks and 4 storey commercial blocks at the southern end. However, it can be argued that the most significant building, in architectural and design terms, is No. 28 Lawrence Road, which is situated at the north eastern end of the brief site. This building will be used as the focal point to dictate the maximum height of any new development at the

road. The maximum height of any new building proposed in the planning brief site should not exceed the height of the building at no. 28 Lawrence Road. There may be scope for an additional floor, but this must be set back from the front façade of the building and will be subject to a detailed assessment of design and amenity considerations. Also, there are residential properties at the rear to both sides of the road and the impact of overlooking and loss of privacy will be particularly important.

- 7.2.3 The size, scale and density of the urban blocks should relate to the existing street pattern and the connections with the wider area. The brief site is adjacent to the Clyde Circus Conservation Area and any new development must be seen to co-exist harmoniously with the conservation area, in terms of materials, design, bulk etc. This is particularly important at the frontage of West Green Road where any new development at the brief site will have a significant impact on the character and appearance of the adjacent Conservation Area. However, it is recognised that the brief site has an area large enough to form and dictate its own unique character.
- 7.2.4 The setback of buildings from the street helps define character, determine the degree of privacy at ground floor level and accommodate front storage or servicing requirements and give opportunities for greening. The dominant front building lines are established by the existing commercial buildings situated at the east and west side of Lawrence Road, at nos. 95 – 67 and 52 to 80. The siting of any new buildings at Lawrence Road must not project beyond the frontage of these building lines. At the West Green Road frontage any new buildings must accord with the existing building line at no. 105 – 113.
- 7.2.5 The planning brief site is surrounded by residential properties and the rear building line of any new development must not adversely impact on these properties by reason of outlook, loss of privacy and daylight/sunlighting. The Council's **SPG 3b: Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight** should be referred to.
- 7.2.6 The boundary fencing /walls of any new development fronting Lawrence road and West Green Road should not exceed a height of more than 1.2m. Rear boundaries should not exceed a height of 2m.



Figure 10: Street Frontage at Lawrence Road

7.3 PUBLIC REALM

- 7.3.1 The design, treatment and management of the public realm, both within the planning brief site and its relationship with adjoining land, is of key significance to the successful re-use / re-development of Lawrence Road, especially in the ability to encourage mixed usage.
- 7.3.2 With new development, there is a prime opportunity to improve the public realm. Such improvements could include widening the pavement, (particularly at the corners and junctions with adjoining roads), tree planting, the removal of street planters that attract dumping, new high quality paving, installation of street furniture, lighting and other security measures.
- 7.3.3 Public art can enhance a building and its environs by promoting local character and identity, and help make a development more user-friendly. Careful integration of art within a development and linking it to the public realm has advantages for developers, users of the facility and passers-by. The appropriate use of public art will be supported on Lawrence Road.

7.4 JUNCTION OF LAWRENCE ROAD AND WEST GREEN ROAD

- 7.4.1 The corner junction of Lawrence Road and West Green Road has a poor appearance. The pavement on West Green Road is very narrow and the position of the bus stop, combined with the narrowness of the footway, makes it very difficult for pedestrians to walk with any ease. The Council will be seeking to improve pedestrian flow at this junction and there is scope for major improvements to the public realm on West Green Road.
- 7.4.2 Any planning approval given for either conversion or redevelopment of the site should include measures to widen and improve the footway and prevent pedestrians being pushed into the path of oncoming traffic. There is also an opportunity here to make improvements to the public realm. For example, widening the pavement and re-siting street furniture could allow trees to be planted as part of a programme of street improvements.
- 7.4.3 The elevation of any new building fronting West Green Road should present an active frontage to the road both in terms of use and detailed design. There is an opportunity here to articulate the corner junctions. Balconies here would increase the opportunities for passive surveillance.



Figure 11: Junction of Lawrence Road and West Green Road

7.5 LANDSCAPE

- 7.5.1 There is a fine avenue of very mature plane trees along almost the entire road. The trees provide a green canopy along the street and make a very positive contribution to the quality of the environment in Lawrence Road. These trees should be not be adversely affected by any new development and new trees planted in any gaps where appropriate. Careful consideration must to be given to the siting of balconies at the road frontage to ensure they do not conflict with the tree canopies.
- 7.5.2 There is a newly enhanced landscaped area at Elizabeth Place Park, situated at the northern end of Lawrence Road. At present, the Park has limited amenity value for residents because of its small size. However, there may be scope for an extension to the park, which would provide a break in the street in order to provide amenity space for any new residential development. The possibility of extending the park may form part of any planning obligation negotiated as part of any new development.
- 7.5.3 Where existing buildings are to be retained, developers should be encouraged to green them in order to soften their appearance and enhance the character of the street. Trees can contribute positively to landscape character, carbon dioxide fixing, nature conservation, urban open space and the provision of natural shading in sunny conditions. Therefore, important trees on any development site should be retained and new trees planted where possible. Opportunities for greening the frontages of any new development at ground floor level should be explored, wherever possible.

7.6 CRIME PREVENTION

- 7.6.1 The Council actively encourages development which accords with 'Secured by Design' principles. Natural surveillance of public spaces, avoidance of unsighted areas / blind corners and high quality lighting are of particular importance. All sides of a block facing the public realm should, in part at least, be animated with doorways and windows in order to contribute to informal security. The aim is to create a street pattern whereby the activity is on the streets, rather than gated communities. It is essential that the opportunity is taken to design out crime, and provide better security for new and existing residents. It is also essential to increase the level of surveillance along the street by including balconies, roof terraces and planting proposals on the Lawrence Road frontages. However, this may not acceptable at the rear due to the proximity of the adjacent residential properties and the problem of overlooking. Entrances and routes through the site should be well defined, well lit and overlooked. Active uses, such as a mixture of business and residential or overlooking premises are essential at ground floor level. Hence, a vertical integration of a mix of uses is important.
- 7.6.2 Any future development or proposals for re-use should follow the ~~Office of the Deputy Prime Minister's 7 principles of designing out crime~~ advice set-out in the Government's 'Safer Places' guidance, which includes the following seven principles: ~~They are the following:~~
1. **Access and movement:** places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.

2. **Structure:** places that are structured so that different uses do not cause conflict.
3. **Surveillance:** places where all publicly accessible spaces are overlooked.
4. **Ownership:** places that promote a sense of ownership, respect, territorial responsibility and community.
5. **Physical protection:** places that include necessary, well designed security features.
6. **Activity:** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
7. **Management and maintenance:** places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

7.6.3 For more guidance developers should refer to **SPG 5: Safety By Design**. In addition, developers are encouraged to liaise with the Metropolitan Police Crime Prevention Team early in the design process.

7.7 MATERIALS AND TYPOLOGY

7.7.1 In response to the industrial character of development on Lawrence Road and the generous scale of the street the following attributes are encouraged in development proposals.

7.7.2 Form

- Generous floor to ceiling heights
- Generous window openings
- Large entrances with views into circulation spaces

7.7.3 Palette of Materials

Materials should be robust and of a high quality in view of Lawrence Road's location and function as a link between two conservation areas.

The materials palette should include:

- Stock brick
- Stone
- Concrete structural elements
- Glass

7.8 SUSTAINABILITY CHECKLIST

7.8.1 The redevelopment of Lawrence Road must be socially, economically and environmentally sustainable. London Plan Policy 4A.7 on energy efficiency and

renewable energy states that the Mayor and boroughs should support the Mayor's Energy Strategy and its objectives of reducing carbon dioxide emissions by 20%, improving energy efficiency and increasing the proportion of energy used from renewable sources.

- 7.8.2 In order to reduce the environmental impact of development and mitigate against climate change impacts, proposals for Lawrence Road should fully integrate the principles of sustainable design and construction. Proposals will be expected to achieve high standards of sustainability; and incorporate innovative design, technology and technology solutions to climate change challenges.
- 7.8.3 With regard to design and construction, London Plan Policy 4B.6 seeks high standards, which are implemented through the GLA SPG (2006), which includes the Mayor's preferred standards on new development.
- 7.8.4 At the local level, Haringey's UDP contains three policies of particular relevance for the new development at Lawrence Road, which are: Policy ENV9 – mitigating climate change: energy efficiency, ENV10- mitigating climate change: renewable energy and Policy UD2- Sustainable design and construction.
- 7.8.5 In line with the policies contained within the Mayor's London Plan, Haringey's UDP and relevant SPGs, the Council will seek to ensure that all new development at Lawrence Road ~~must~~ be as sustainable as possible, and reduce energy and utility costs. Where relevant, the Council will apply targets from the Mayor's SPG on Sustainable Design and Construction to development proposals. The following list of points, whilst not exhaustive, should be considered:
- **Energy conservation / efficiency** – the design and construction of buildings should aim to achieve maximum energy efficiency through the use of passive solar energy, better insulation, natural light and ventilation.
 - **Renewable energy** – the Council will require all major development schemes to provide an energy assessment with their planning application, showing on-site provision of 10% of their projected energy requirement from renewable energy sources, where possible.
 - **Water efficiency measures** – all development should demonstrate a commitment to water efficiency, including installation of low-usage appliances.
 - **Sustainable Urban Drainage (SUDS)** – all development should demonstrate a commitment to well-maintained SUDS.
 - **Construction materials** should be reused /reclaimed /recycled wherever possible. New materials should be from sustainable sources, with care taken not to further deplete threatened resources.
 - **Green roofs** - 'green' or 'brown' roofs will be encouraged, particularly where adjacent to taller building elements. This will have the added benefit of enhancing views from taller buildings over the development.
 - **EcoHomes** – 100% of all development on plots should seek to attain the 'EcoHomes' excellent standard. From April 2007, EcoHomes standards will be replaced by a national standard 'Code for Sustainable Homes', which uses a

rating system to communicate the overall sustainability performance of a home. All new housing built by RSLs is required to comply with Level 3 of the Code.

- Non-residential development should seek to attain the '**BREEAM**' excellent certificate rating.
- '**Car club**' - membership should be made available to all residents and businesses.
- **Car free residential** - may be appropriate at PTAL levels of 4 and above.
- **Reduced car parking** - generally below the maximum Revised UDP standards.
- **Controlled Parking Zones** should be employed where appropriate.
- **Travel plans** - for all major development, including residential as part of Section 106 agreements.
- **Waste and recycling facilities** - all developers should seek to engage with Haringey Council as early as possible to ensure that adequate storage facilities are provided and functional, including provision for bio-degradable waste. On-site composting facilities should be provided, where possible.
- **Accessibility** - all future development must meet the highest standards of accessibility and inclusion. Wheelchair accessible housing must meet the standards set out in the 'Wheelchair Housing Design Guide'. Design and Access statements are required showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.

- 7.8.6 The Council will require all major development schemes to provide an **energy assessment and renewable energy study** with their planning application. The assessment must report the predicted annual energy use and carbon emissions for the site. The renewable energy study must set out the proposals for integrating renewable energy technologies on the site, including information on the estimated % reduction in annual site carbon emissions that will be achieved. Renewable energy sources include solar, wind and ground heat source pumps, and combined heat and power plants that run on non-fossil fuels.
- 7.8.7 Planning applications should be accompanied by a Sustainability Statement that sets out how the proposed development will contribute to sustainable development. As a minimum, such a statement should address the issues set out in the Sustainability Checklist, above. Also, please refer to Refer to **SPG 9: Sustainability Statement – Including Checklist**.
- 7.8.8 A set of sustainability objectives was developed as part of the Sustainability Appraisal of this SPD. These objectives also provide a useful indication of the areas in which new development can contribute to sustainability.

8. INFRASTRUCTURE AND ENVIRONMENTAL CONSIDERATIONS

8.1 CONTAMINATION

- 8.1.1 No detailed ground condition surveys of the Road have been undertaken. However, preliminary investigations suggest that Nos. 70 and 72 Lawrence Road have a medium risk of contamination. This is because a saw milling operation (1896) once occupied these sites and hence it is regarded as being potentially contaminated. It will, therefore be subject to a risk-based assessment for any future development, to evaluate the risks to future site users and local receptors. A full desk-top study will be required, in line with the Environment Agency's CLR 11A survey will be required and, if appropriate, a remediation strategy agreed with the Councils Environmental Services.
- 8.1.2 Notwithstanding the above all land previously used for industrial, utility or commercial uses is potentially contaminated. Therefore development proposals on potentially contaminated land must be accompanied by a risk based assessment of the risks to future occupiers and other local receptors. **Policy ENV11** of the UDP deals with this issue and **SPG 8f: Land Contamination** gives more guidance.

8.2 NOISE

- 8.2.1 New development proposals must consider the impact of noise generating uses on neighbouring residential properties. In particular consideration should be given to the impact of noise generation from the commercial operators on residential properties. Development proposals must comply with the requirements set out in **PPG24: Planning and Noise** and **Policy ENV6** of the UDP.

8.3 UTILITIES AND DRAINAGE

- 8.3.1 Detailed information on existing utilities and drainage, and consideration of further infrastructure linked to future capacity issues should be addressed to the Councils Building Control service.
- 8.3.2 Preliminary investigations by Thames Water indicate that the existing sewers beneath Lawrence Road are not of sufficient capacity to accommodate increased levels of growth. Developers may be required to contribute to the upgrade of infrastructure by way of a requisition.
- 8.3.3 Thames Water should be consulted on any schemes for Sustainable Urban Drainage Systems (SUDS). The use of well maintained SUDS will be supported; however, poorly maintained systems may contribute towards flooding. Developers should refer to the 'Interim Code of Practice for SUDS'.
- 8.3.4 The impact upon the public water supply, and access to this infrastructure will need to be considered. Developers must demonstrate that adequate capacity exists to

serve any proposed development, and not lead to problems for existing users. To address this, Thames Water must be consulted at an early stage in the planning process.

9. IMPLEMENTATION

9.1. THE APPROACH TO DEVELOPMENT

- 9.1.2 Once the brief is adopted as a Supplementary Planning Document, the Council will use it as a basis for assessing planning applications in order to achieve high quality schemes for the re-use and development of the site. Given the number of landowners, owning various parcels of land in the brief area, it is unlikely that a single planning application to comprehensively re-develop the whole brief site will be submitted to the Council. However, a comprehensive approach is essential to deliver a sustainable community and ensure that the area is regenerated in a co-ordinated, coherent and integrated fashion. Therefore, ~~a phased~~ an incremental planning application approach to development will be adopted. This will allow the character of the brief site to be changed and individual parcels of land to be developed on an individual basis; but within a comprehensive planning framework, and will not delay the achievement of the regeneration outputs required.
- 9.1.3 Planning applications submitted incrementally will be considered on their planning merits, ~~but they will be~~ and required to comply with the requirements of this document; including detailed design guidance in respect of height, siting, density etc. The planning brief requires that the proportion of different uses, employment and non-employment uses, are the same for each site and that they are distributed evenly along the entire length of Lawrence Road. This will ensure that the area is developed in a consistent and coherent manner. The Council will resist development proposals that do not adopt a comprehensive approach to development and meet the vision and objectives of this brief. Planning proposals must deliver the required regeneration outputs, improve the environment and provide the required employment, housing and other community benefits.

9.2 REQUIREMENTS FOR PLANNING APPLICATIONS

- 9.2.1 Planning applications will require a range of documentation and supporting information to enable the Council to determine the proposals and comply with the relevant legislation and guidance. Planning applications should also demonstrate consideration of any future development approved and proposed on adjoining sites.
- 9.2.2 **Policy UDI: Planning Statements** of the UDP sets out the requirements for planning applications. Table 2.1 of the UDP provides an indicative list of the statements that are required for different types of development. Further clarification is provided in the relevant Haringey SPGs including **SPG1a Design Guidance, SPG2 Conservation and Archaeology, SPG4 Access for All - Mobility Standards, SPG7b Travel Plans, SPG7c Transport Assessment, SPG8a Waste and Recycling, SPG8g Ecological Impact Assessment, SPG8h Environmental Impact Assessment, SPG8i Air Quality, SPG9 Sustainability Statement - Including Checklist.**
- 9.2.3 The following indicative list identifies the statements that will may or may not be required for developments within the planning brief area:
- Design and Access Statement explaining the design principles and concepts that

have informed the development and how access issues have been dealt with.

- Transport Assessment for development likely to have a significant transport impact, the scope of which should be agreed at an early stage with the Council. Planning applications referred to the Mayor should include a Transport Assessment carried out in accordance with TfL's best practice guidance, and any traffic modelling in accordance with TfL's DTO modelling guidance.
- Green Travel plan and parking strategy (the study should also address construction traffic).
- Retail impact assessment, sequential and needs assessment, for retail developments over 2500 sq. m.
- Sustainability statement.
- Ecological impact assessment.
- Tree survey.
- Environmental Impact Assessment, where required by the Town and Country Planning Environmental Impact (Assessment) Regulations 1999.
- Environmental Statement.
- Surface water flood risk assessment for sites over 1 hectare.
- Energy statement.
- Air quality statement, for significant impact on air quality.
- A detailed sunlight/daylight assessment and microclimate report as required.
- Site history, and where appropriate a desk-top study for potentially contaminated sites.
- Remediation Strategy to address contamination and demolition within the existing site.
- Waste management plan.
- Section 106 planning obligation heads of terms.
- Health impact assessment.
- Phasing strategy.
- Code of construction practice.

9.2.4 The Council welcomes pre-application discussions concerning the scope of supporting reports regarding new build and major applications.

9.3 PLANNING OBLIGATIONS

- 9.3.1 Planning obligations will be sought from developments where the tests of Circular 05/2005 have been met. The Council will negotiate with the applicant as to the planning obligations associated with development in the brief area. The policy context for ~~this~~^{which} includes national policy, the London Plan, Haringey UDP and supplementary planning guidance, in particular **SPG 10a: The Negotiation, Management and Monitoring of Planning Obligations**, together with this planning brief.
- 9.3.2 The main types of planning obligations are set out below and will apply to the consideration of planning applications for Lawrence Road. The specific obligations will be negotiated in light of the documentation submitted with the planning applications.
- 9.3.3 Each site should support its own site-specific infrastructure costs, conform to the affordable housing requirement and contribute towards a general fund which will pool individual developers / landowners' contributions to help fund those elements of the physical / social infrastructure that cannot be attributed to individual sites or ownerships within the area.
- 9.3.4 The indicative list below is not exhaustive, as other items may come to light in the detailed assessment of a planning application, other assessments, and through public consultation. The planning obligations should cover all of the identified issues in a balanced way. It is anticipated that specific outputs will be triggered at particular stages of development, ensuring that an appropriate phasing of development is achieved.
- 9.3.5 The Council will assess the scale of contribution required under each these headings in the context of the overall package of benefits that any scheme will deliver, and their viability:
- **Environment** – funds for environmental improvements including improved lighting on the road, upgrading footpaths, designing out crime, street landscaping, environmental protection and improving the public realm.
 - **Education** – in accordance with the guidelines set out in SPG 12. It will be necessary for contributions to be made to satisfy educational needs generated by new housing development.
 - **Employment** – measures to secure local labour and training programmes (including construction web), employment development, funds to mitigate the loss of employment generating land. Where employment uses such as Class B1 are proposed as part of any development, the Council will seek evidence that there is a commitment by end users to occupy the space for a minimum of 5 years.
 - **Site Remediation** - mitigating measures to ensure rubbish tipping ceases on the road. If any contaminated sites are found then they are to be dealt with according to SPG 8f.
 - **Infrastructure** – improvements to ensure the core area is capable of

comprehensive redevelopment, for example the upgrade the sewage system.

- **Affordable housing** – to address the quantity, mix, tenure proportions, timing of delivery, and nomination rights in accordance with SPG 11 and the London Plan.
- **Health and Community facilities** – particularly the provision of primary and local health care facilities,, creche, after-school, and other community-type facilities.

~~7. Health—contribution towards the provision of local health facilities.~~

- **Public transport improvements** – including contributions to Seven Sisters tube station, bus service enhancements (provision and off site route enhancement), relocation of bus stop.
- **Off site highway improvements** – off site traffic calming, contribution to improvements to pedestrian and cycle access, and highway junctions.
- **Sustainability** – sustainability and energy strategy, including proposals for waste management.
- **Noise Mitigation** –businesses will be required to ensure that they provide measures to mitigate against noise, so that they don't impact on the residential developments in the area.
- **Public Open Space** – Contribution to the maintenance and improvement of Elizabeth Place Park, and the provision of new public open space.
- **Live/work** – control the use of live/work units.
- **Mixed Uses** – securing an acceptable balance of uses.

Haringey will charge a project management and administration fee as part of any planning obligation. All legal fees will be borne by the applicant.

10. GLOSSARY OF TERMS

Accessibility – Ability of people and/or goods and services to reach places and facilities

Active Frontage – Relationship between the uses of the ground floor of the buildings that frame a place or street and those people walking past.

Affordable Housing – Housing which is attainable to buy/rent for those people whose incomes are insufficient to allow them to afford to buy/rent locally on the open market. The affordable housing should achieve weekly outgoing levels appreciably below the minimum cost of market housing and be available in perpetuity for those in housing need.

Amenity – A positive element or elements which contribute to the overall character of an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.

Biodiversity – Biodiversity encompasses the whole variety of life on earth including all species of plants and animals and the variety of habitats within which they live.

BREEAM – Building Research Establishment Environmental Assessment Method, assesses the performance of new and existing buildings. It is a recognised measure of best practice in environmental design and management.

Brownfield Site – Land usually within an urban or suburban area which has been previously developed, often for industrial uses.

Building Line – The line formed by frontages of buildings along a street.

Built Form – The existing pattern of building site coverage in relation to property boundaries, public access ways, street frontages and other spaces built over.

Context – The character and setting of the immediate area within which a building is situated or will be sited. Context will take into account any local distinctiveness and special character.

Density – The amount of development on a given plot of land and the range of uses. Density influences the intensity of development, which in combination with the mix of uses can affect a place's vitality and viability. Density is usually expressed in number of habitable rooms per hectare (hrh)

Façade – The face (elevation) of a building, especially the principal face.

Habitable Room – The rooms in a dwelling excluding bathrooms, toilets and some other Spaces. Often used as a measure of density e.g. habitable rooms per hectare (hrh)

Lifetime Homes - Lifetime Homes are ordinary homes designed to provide accessible and convenient homes to a large section of the population from young children to the elderly, and those with temporary or permanent impairments. Lifetime Homes have design features that ensure the home will be flexible enough to meet the current and changing needs of most households.

Mixed-use – Provision of a mix of complementary uses, such as residential, community and leisure uses, on a single site, within the same building or within a particular area.

Planning Obligations – Under Section 106 of the Town and Country Planning Act a ‘Planning Obligation’ can be entered into regarding the use or development of land. Obligations can be used to ensure the environment is safeguarded and that the costs of infrastructure associated with a particular development are met by the developer and landowner, and not the taxpayer.

Planning Policy Guidance or Statement (PPG or PPS) – PPGs and their replacement PPSs are prepared by the Government after consultation, to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system.

Public Realm – The spaces around and between buildings that have unrestricted public access, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL) – A measure of the accessibility of any location to the public transport network. It provides important information for determining what types of development, densities and parking standards are appropriate in different locations. For simplicity, three levels of accessibility have been defined: Low (levels 1-2), Medium (levels 3-4) and High (levels 5-6).

Section 106 Agreement – See planning obligations

Streetscape (or townscape) – The visible impact of streets and urban scenes, spaces, facades, enclosures, views, vegetation, materials and finishes

Supplementary Planning Guidance – Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies e.g. guidance on the design of roof extensions in a specific locality.

Sustainable Development / Sustainability – Development which meets the needs the needs of the present without damaging the ability of future generations to meet their needs and does not reduce the global stock of environmental capital.

Travel Plan – Plan produced by any organisation in order to decrease the number of people traveling to work by car, using parking charges, car-sharing, car-pools and encouraging the use of public transport, walking and cycling.

Unitary Development Plan – The development plan providing the land use planning policy framework for the control of development across the entire Borough, taking into account where necessary any relevant economic, social and other considerations.

ANNEX : CONSULTATION STATEMENT

Introduction

Consultation is critical to the success and delivery of the Lawrence Road Planning Brief, such that significant local support can help accelerate the momentum of implementation and transformation of the area. This appendix outlines the consultation undertaken in respect of this draft planning brief, at both the pre-production and statutory stages of the process.

Summary of the pre-production consultation process

The content of this draft brief was informed by a detailed process of public consultation, which was carried out during the review of the borough's Unitary Development Plan; and through a study of local businesses.

Unitary Development Plan (UDP) Review

- First Deposit UDP (September 2003) – Lawrence Road was designated as Defined Employment Area 10 which sought to protect its employment base. Following the statutory period of consultation, representations were considered and the plan revised.
- Second Deposit UDP (September 2004) – Lawrence Road was re-designated as Site Specific Proposal 36, which recognised the decline in the area's industrial use and the potential for redevelopment. The UDP proposed that the area would be suitable for a mix of uses, which included residential and employment.
- Adopted UDP (July 2006) – Lawrence Road was listed as Site Specific Proposal 27 and stated that a planning brief would be prepared

Lawrence Road Baseline Business Survey (2005)

In addition to the UDP consultation, the Council commissioned a study of local businesses. The Lawrence Road Baseline Survey was completed in May 2005. The purpose was to gather factual information regarding the characteristics of the established business community, which would be used in production of a planning brief. The survey attracted a very high level of response, and concluded, amongst other things that:

- Given the high and increasing vacancy rates there was an urgent need for regeneration.
- There was a need to accommodate high-density, mixed-use residential and business units together with appropriate other uses.
- More continuous use and activity was needed, which could be achieved through the expansion of leisure uses such as bars, cafes, restaurants and community clubs, and;
- A planning brief was required in order to secure a comprehensive, high-quality development.

Outline of the statutory consultation strategy (May and June 2007)

In order to undertake a meaningful process of public consultation and stakeholder engagement, the following strategy ~~was undertaken; has been agreed:~~

- Draft Planning Brief and accompanying Sustainability Appraisal available for inspection at 639 High Road, Tottenham, N17 8BD and ~~three local~~ the borough's ~~main~~ libraries
- Public notice placed in a local newspaper with borough-wide circulation
- Article in Haringey People Magazine

- Approximately 2,300 publicity leaflets/questionnaires delivered to properties within a defined geographical area.
- Exhibition material on display at Marcus Garvey Library.
- Haringey website containing the draft documents with details of how to comment.
- Publicity leaflets with covering letter sent to neighbouring boroughs, statutory consultees, landowners, local community / amenity groups and Ward Councillors.
- Public meeting for local groups, businesses and individuals held at the West Green Church Baptist Hall – 24th May 2007.

Consultation Responses

Approximately 250 separate written comments – both objection and support – were received from 33 respondents; which included individuals, statutory consultees, local businesses, developers, local environmental and amenity groups. In addition, 95 completed questionnaires were returned. These were designed to gauge local opinion on seven key planning issues affecting the area. The responses to the questionnaire generally supported the views expressed in the written comments.

Main issues raised

- Lawrence Road has been run-down deliberately to force a change-of-use
- New development should be low-density, low rise which complements the adjoining conservation area.
- Buildings must be of high quality design, using traditional materials.
- New development must address issues of sustainability
- Trees must be retained with more provided.
- Good quality, well managed open space, including allotments should be provided.
- Elizabeth Place Park should be expanded.
- Community / social facilities should be provided on-site.
- Small, independent local shops should be encouraged.
- There should be more / less affordable housing.
- There should be more family-sized accommodation
- High specification, private housing should be constructed.
- Buy-to-let should be discouraged.
- Parking and traffic issues must be addressed.
- Live/work should be encouraged.
- An element of employment must be retained, with the amount required set-out.
- Designing-out-crime must be integral to redevelopment.
- Appropriate utilities and drainage must be provided.

Following the consultation period, the Council considered all responses, and amended the draft document as appropriate. The results of the public consultation exercise, along with the amended planning brief were reported back to Planning Committee before being presented to the Council's Cabinet for adoption as a Supplementary Planning Document (SPD).

A summary of all the representations received, the London Borough of Haringey's responses and changes to the draft planning brief are set-out in a separate document: 'Schedule of Comments Received, London Borough of Haringey Responses and Changes'.