

Sites at Lymington Avenue, N22

Planning Brief

Adopted September 2003

Objectives of the brief	3
About this brief.....	3
Consultation.....	4
Site and local area information.....	5
Site and location plans.....	5
The sites and surroundings.....	5
Land ownership	5
The surrounding buildings.....	6
The surrounding area.....	6
Transport and access	6
Planning Policy Background.....	8
Future uses of the site	10
Retail and commercial development	10
Residential development	10
Community uses.....	10
Design and layout.....	11
Quality of design.....	11
Scale of development	11
Open Space.....	11
Other criteria.....	11
Access.....	13
Car and Cycle Parking	13
Pedestrians and Cyclists	13
People with Disabilities.....	13
Implementation.....	14
The Council's Role	14
Planning Submissions	14
Status of the Development brief	14
Appendix A - Maps	A1
Use of buildings.....	A1
Land and buildings within Noel Park Conservation Area; Listed Buildings.....	A1
Land and buildings within Wood Green Metropolitan Centre.....	A2
Transport Links.....	A2
Building Heights	A3
Layout and design guidelines	A3

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London Borough of Haringey LA086401 2004

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The brief is now adopted Supplementary Planning Guidance, and will be used by the Council to help determine future planning applications for the sites.

Consultation

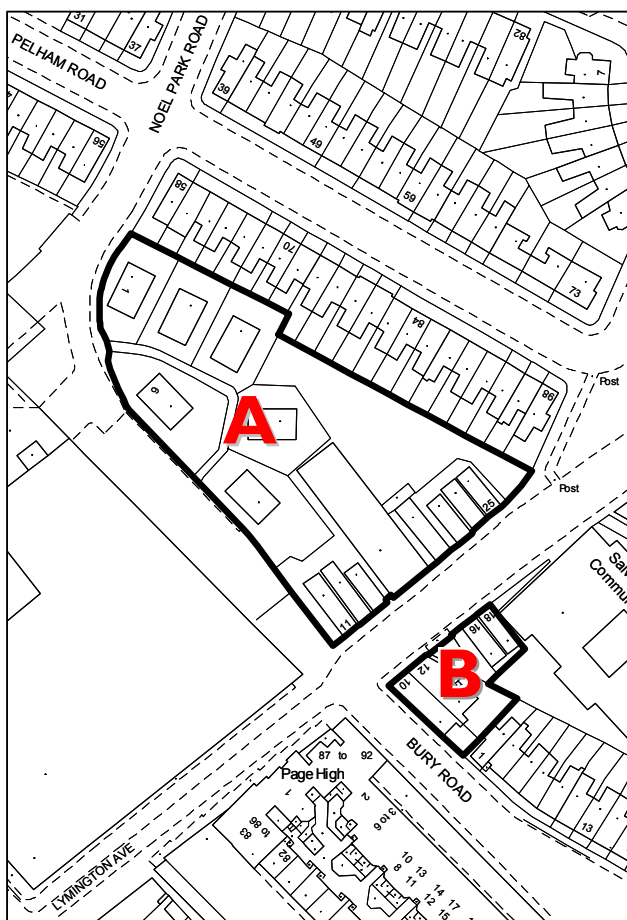
Consultation for the project was undertaken jointly by the Planning Service and officers from the Neighbourhood Management Service.

Noel Park, the estate in which Lymington Avenue sits, currently has a Neighbourhood Manager overseeing the delivery of services in the area. He works in partnership with the local Noel Park Initiative group to promote the local area. The Neighbourhood Manager and his team oversaw the consultation process, which focused on a display/consultation meeting of local residents and businesses in the direct vicinity of the Lymington Avenue sites. Councillors for Noel Park ward were included in this consultation. In addition, the proposals were taken directly to the Noel Park Initiative Group for consideration. This group represents the full range of local interests in the area. This consultation took place in June and July 2003.

All responses in respect of the public consultation were assessed and where appropriate the draft Brief was amended. The results of the public consultation exercise and the amended Plan were reported to PASC and then to the Council Executive in September 2003 for formal adoption as supplementary planning guidance.

Site and local area information

Site plan



The sites and surroundings

There are two sites for redevelopment on Lymington Avenue.

The larger site (site A – 3,556m²) is occupied by a number of single-storey prefabricated retail buildings, with six bungalows to the rear of the site erected on a temporary basis in the 1990s. As part of the redevelopment, it is expected that all of these buildings will be replaced. Part of this site (approximately one quarter) is overgrown.

The smaller site (site B – 456m²) is on the south-east side of Lymington Avenue, and is occupied by 10-18 Lymington Avenue. Block 10-12 is a prominent three-storey corner building; with retail uses on the ground floor. Numbers 14-18 are single-storey, temporary retail units, similar to those on the other side of Lymington Avenue.

Land ownership

The Council is the freeholder of all of the land within the thick border lines. This freehold ownership is subject to a number of short commercial leases on the temporary shop units (11-25 odd and 14-18 even Lymington Avenue). There are also commercial leases on 10 and 12

Lymington Avenue as well as a housing tenant in the flat above No.12. Housing Services lets the demountable homes.

Most of the land is held under the authority of the Planning committee, with the exception of 10 & 12 Lymington Avenue, which are held under Housing powers.

The shops are managed by Property Services (Commercial Team), whilst the residential elements are managed by the Wood Green Area Housing Office.

The surrounding buildings

The sites are adjacent to the Salvation Army Community Centre on Lymington Avenue. To the north and north-east of the sites are residential properties in Pelham Road, within the Noel Park Conservation Area; there are more houses to the south-east on Bury Road. To the west lie commercial properties on Wood Green High Road. The largest of these is the former Toys 'R' Us building which has now been divided into six units, all in A1 use. These shops are part of the Wood Green Metropolitan Centre and are mainly in A1 use, although there are a small number of A2 and A3 units. There is also a block of flats, known as Page High, above the shops to the south-of the sites.

Building uses for the sites and the immediate surrounding area are shown in Appendix A Figure 1.

The surrounding area

The sites lie adjacent to the Noel Park Conservation Area, as shown in Appendix A Figure 2. Noel Park was built between 1883 and 1929 by a Victorian philanthropist group called "The Artisans, Labourers and General Dwellings Company". The Estate was a showpiece of modern housing with five different house types, with varying standards of accommodation and facilities and architectural detail. Craftsmanship and quality of material were considered to be of a very high standard with attractive front facades with decorative slate roofs, fine brick details, wooden sash windows, wood panelled front doors and neat front gardens bounded by low brick walls and copings and capitals.

Most of the Conservation Area is subject to an Article 4 Direction under the Town and Country Planning (General Permitted Development) Order 1995, which restricts permitted development rights – see Table 7 of the Haringey Unitary Development Plan (March 1998).

The sites lie within the Wood Green Metropolitan Centre. The sites fall within the secondary frontage of the Centre, as defined in Schedule 3 of the Haringey Unitary Development Plan (1998) – the boundaries are shown in Appendix A Figure 3.

Transport and access

The sites are within the Wood Green Controlled Parking Zone, which currently operates from 0800 to 2200, seven days a week.

The sites are well served by public transport. Wood Green and Turnpike Lane Underground stations, served by the Piccadilly line, are both about 450 metres from the site. There are 18 bus routes operating along the High Road or servicing the Underground stations – both Turnpike Lane and Wood Green are important interchanges. The nearest bus stops are on the High Road approximately 150m from the sites, although not all the routes serving Wood

Green and Turnpike Lane run this way. Public transport accessibility is Level 6 (High) – see Chapter 5 of the UDP for more information on this.

A new link road connecting Noel Park Road and Bury Road was completed in August 1999. This has improved access from the north to the service yards and Bury Road car park to the rear of Wood Green High Road, although alterations made to the highway network at the same time made access from the south considerably more difficult. Through traffic is not allowed to pass along Lymington Road to the High Road after its junction with Bury Road – this section of the street is used for servicing and access only.

The impact of any proposed development on the highway network and traffic flows will be assessed; it may be necessary to make alterations to traffic circulation arrangements around the sites.

Planning Policy Background

Section 54A of the 1990 Town and Country Planning Act states that in determining planning applications, the applications shall be determined in accordance with the development plan unless material considerations indicate otherwise.

The Council adopted the Haringey Unitary Development Plan in March 1998.

The Plan identifies part of Wood Green at Schedule 2 as a Metropolitan Centre, and at Schedule 3 it identifies the peripheries of the High Road as a Town Centre Secondary Frontage. **Policy STC 1.1** refers to the Hierarchy of Shopping and defines Wood Green as the Borough's Metropolitan centre, serving a wide area of North London. **Policy STC 1.3** of the Plan refers to Town Centre Primary Frontages, and **Policy STC 1.5** of the Plan refers to Town Centre Secondary Frontages. The sites which are the subject of this planning brief fall within the Town Centre Secondary Frontage as defined by the UDP.

Policy STC 1.1 of the Plan is concerned with the hierarchy of shopping and seeks to retain the existing hierarchy of shopping, and also to promote the vitality and viability of the Metropolitan Centre by designating primary and secondary frontages within them.

Policy STC 1.5 of the Plan is concerned with Town Centre Secondary Frontages. It states that proposals to change the use of existing secondary frontage shopping from class A1 to class A2 and A3 will only be permitted where:

The resulting proportion of non-A1 uses in the secondary shopping frontage will not harm the vitality or viability or predominantly retail function of the centre;
The proposal would not cause an unacceptable increase in disturbance from noise, smell, fumes or other environmental harm;
The proposal would not result in an unacceptable increase in traffic or parking problems;
The proposal would not lead to the creation of a blank façade.

The UDP also states that secondary frontages will also be considered suitable for community uses such as health facilities for doctors and dentists, providing that proposals meet the four criteria above.

Policy HSG 1.1 of the Plan is concerned with the Strategic Housing Target and states that the Council will “seek to increase the number of dwellings in Haringey by 6,700 units between 1992 and 2006”.

Policy HGS 1.2 of the Plan is concerned with sites for new housing and states that: “the Council will continue to identify sites in both public and private ownership which are considered suitable for housing development, and will seek to ensure that such developments contribute to achieving the Council's housing objectives”.

Policy HSG 2.23 of the Plan is concerned with Affordable Housing and states that: “All major housing development will be expected to make a contribution towards meeting the Borough's need for affordable housing. The Council will make every effort to secure a proportion of all dwellings provided during the Plan period as affordable housing. The proportion would be determined from regular assessments of housing need”.

Policy TSP 1.1 of the Plan states that all development proposals will be assessed for their contribution to traffic generation and their impact on congestion, and against the present and potential availability of public transport and its capacity to meet increased demand.

There are other policies in the Plan concerned with protection of amenity, and the Council will expect any application to comply with these policies in full. These policies can be found in the Housing Chapter and the Design and Conservation Chapter of the Plan. Standards relating to new build development are also outlined in **Supplementary Planning Guidance 2.3**.

In addition to the complying with the policies of the UDP, development proposals should comply with national and regional planning policy and guidance.

Once adopted by Haringey Council, this brief will form specific supplementary planning guidance for these sites, and will be a material consideration in determining planning applications in the area.

Future uses of the site

Redevelopment of this site should create a high quality mix of retail uses and residential units, although community type uses will also be acceptable. Any proposal will be expected to comply with the requirements of the Unitary Development Plan, and other guidance including that set out earlier.

Retail and commercial development

To ensure that the development is compatible with the Council's aim to enhance the vitality and viability of Wood Green Shopping Centre the retail element should be located to the front of the sites (i.e. on Lymington Avenue) at ground floor level.

Any other commercial elements of the proposal should also be on the ground floor. There can be commercial frontages to both Lymington Avenue and Bury Road, but if there is to be only one commercial aspect this should be to Lymington Avenue, as this is currently a retail frontage.

The size and number of retail / commercial units will not be prescribed, but units should not be located above ground floor level, and should be of an appropriate type for a secondary shopping frontage. Examples of suitable uses are outlined in Policy STC 1.5 (Town Centre Secondary Shopping Frontages) of the Unitary Development Plan. The street's secondary retail location may make it suitable for restaurant uses, provided this does not have an adverse impact on other surrounding uses.

Residential development

The remainder of the sites shall be developed primarily for housing, including affordable / key worker housing. The sites' location within the Wood Green Metropolitan Centre makes high-density development appropriate, in view of both the excellent transport links and the range of domestic shopping facilities within walking distance of the sites together with banks, post office, churches, library, cinemas, bars and restaurants, school, and Council services.

The Draft London Plan proposes an affordable housing level of 50% within Haringey. The Council will require the provision of affordable housing on these sites in accordance with agreed Council policy as well as regional and national planning guidance, but will have regard to the need to create balanced, mixed and sustainable communities.

Community uses

Community uses may be appropriate on part of the site; redevelopment of these sites may, for example, be an opportunity to build on services offered at the existing Salvation Army centre - healthcare / surgery facilities would be suitable, for example.

Design and layout

Quality of design

The sites lie on the edge of a conservation area (which is also an Article 4 Direction Area) and the design of new buildings for the sites should address this. The development should be designed in such a way that it fits into the surrounding built environs, and does not dominate this part of Lymington Avenue.

It is expected that proposals to redevelop the site will show high standards of design. The sites are surrounded by a variety of uses, mainly retail but with residential and community uses too; development proposals must address the existing land uses and be designed in such a way as to minimise any detrimental impact and maximise the potential benefits of the proposed uses to the surrounding area.

New street furniture and signage may be required as part of the redevelopment of these sites. Again, this should be of a high standard of design and manufacture.

Scale of development

Careful attention must be paid to the height of the surrounding buildings, and care taken to ensure that new buildings on the sites are not incongruous in their bulk or massing. The height of surrounding buildings is shown in Appendix A Figure 5. The privacy and amenity of neighbouring residential properties should be protected; in particular developments should have regard to the overlooking requirements outlined in Supplementary Planning Guidance 1.3 *Privacy and Overlooking*.

Although a high-density development is considered appropriate for these sites, proposals which represent over-development will not be acceptable.

Development on the Lymington Avenue frontage should not protrude beyond the existing front building line. This is important to ensure that the new building does not dominate this part of Lymington Avenue and further restrict what is already a very narrow thoroughfare.

Open Space

If any open space is to be provided within the site(s) then it should be designed in order to maximise the amenity value for the occupiers of the site and also relate to the character of the surrounding area.

If open space is not provided within the development sites, the Council may seek commuted sums for the enhancement of nearby open spaces.

Other criteria

Development proposals should also:

- Avoid conflict between uses (both within and around the development sites)
- Ensure access to and within the development for people with disabilities and accessibility disabilities
- Take full account of the need for security and apply the principles of *Designing Out Crime* (Circular 5/84)

- Meet the specification for new build residential development as set out in the Haringey Unitary Development Plan and Supplementary Planning Guidance Note SPG 2.3 *Standards Required in New Residential Development*.
- Incorporate buildings which utilise the latest energy saving conservation techniques.

Access

There is currently no vehicle access onto the sites. For any new access, its design should conform to the following general principles:

- Safety standards in Noel Park Road and Lymington Avenue must not be adversely affected;
- A high standard of visibility along both the carriageway and footway must be provided;
- The needs of pedestrians, cyclists and people with disabilities must be catered for.

All servicing must take place within the curtilage of the sites and service vehicles must be able to enter forwards and turn within the site. Servicing areas should be located sensitively with regard to a residential development and to a commercial parking area. There should be no conflict between the area to be used for servicing for the non-residential elements and any area used by pedestrians and cyclists or set out for parking for the development. The development proposed should include appropriate facilities for the storage and collection of refuse without detriment to occupiers of either this site or surrounding properties. Restrictions may be placed on hours of servicing to protect local amenity.

It may be necessary, as part of any development proposal, to review traffic circulation around the sites in view of current access difficulties from the south and east.

Car and Cycle Parking

Car and cycle parking should be provided in accordance with the parking standards for employment generating uses set out in Appendix C of Chapter 5 of the Haringey Unitary Development Plan. For a residential development, the Council would support car-free housing as described in policy TSP 7.7 of the UDP. Cycle parking should be provided at an appropriate level for the residential development. Where relevant, the “high” public transport accessibility level should be used to define the appropriate parking standard.

Car parking for the commercial elements of any redevelopment should be for operational parking needs only.

Car parking areas related to the development should be attractive and safe. It may be appropriate to develop underground car parking.

Pedestrians and Cyclists

The development should be designed so that it is genuinely accessible by foot and by cycle. Pedestrian and cycle access should therefore be given priority in the design of the internal circulation space. The development should recognise the existence of a cycle route along Lymington Avenue. The links to the town centre and the surrounding areas should be reinforced.

People with Disabilities

The development must be designed so that it is fully accessible to people with disabilities and should therefore include adequate disabled parking bays.

It is expected that at least one of the units on the site shall be provided for occupation by a person who is wheelchair bound, and that all residential units shall be constructed to mobility standards.

Implementation

The Council's Role

Once the brief is adopted as Council policy, the Council will work in partnership with an appointed developer to achieve a comprehensive redevelopment of both sites.

In its role as Local planning Authority, it is likely to refuse planning permission where the comprehensive redevelopment of the identified developable land is not proposed. This is because piecemeal development could prejudice the wider regeneration benefits which would arise from a single unified redevelopment project.

The Council will seek, where necessary, to impose conditions and Planning Obligations [S106 agreements] to meet the objectives of this Brief and its planning policies.

These could include:

- Provision of affordable / key worker housing
- Improvements to the local environment, especially the public realm
- Contributions to education / health provision
- Use of local labour
- Training programmes to provide access to new jobs

Planning Submissions

Any application for planning permission should be detailed.

Depending on the scale of development proposals, an application may need to be supported by a Transport Assessment, the details of which should be agreed with the Council's Transportation Officer.

Status of the Development Brief

This development brief gives guidelines on how the site could be satisfactorily redeveloped and various design options are promoted. Once this brief is adopted, it will be a material consideration in determining any future planning application on the site and become Supplementary Planning Guidance as part of the review of the Haringey Unitary Development Plan.

The Unitary Development Plan is undergoing a review and a deposit plan available for consultation is expected in September 2003. The guidelines set out in this development brief will be adopted by the emerging plan and become policy for the site.

Appendix A - Maps

Figure 1: Use of buildings



Figure 2: Land and buildings within Noel Park Conservation Area; Listed Buildings

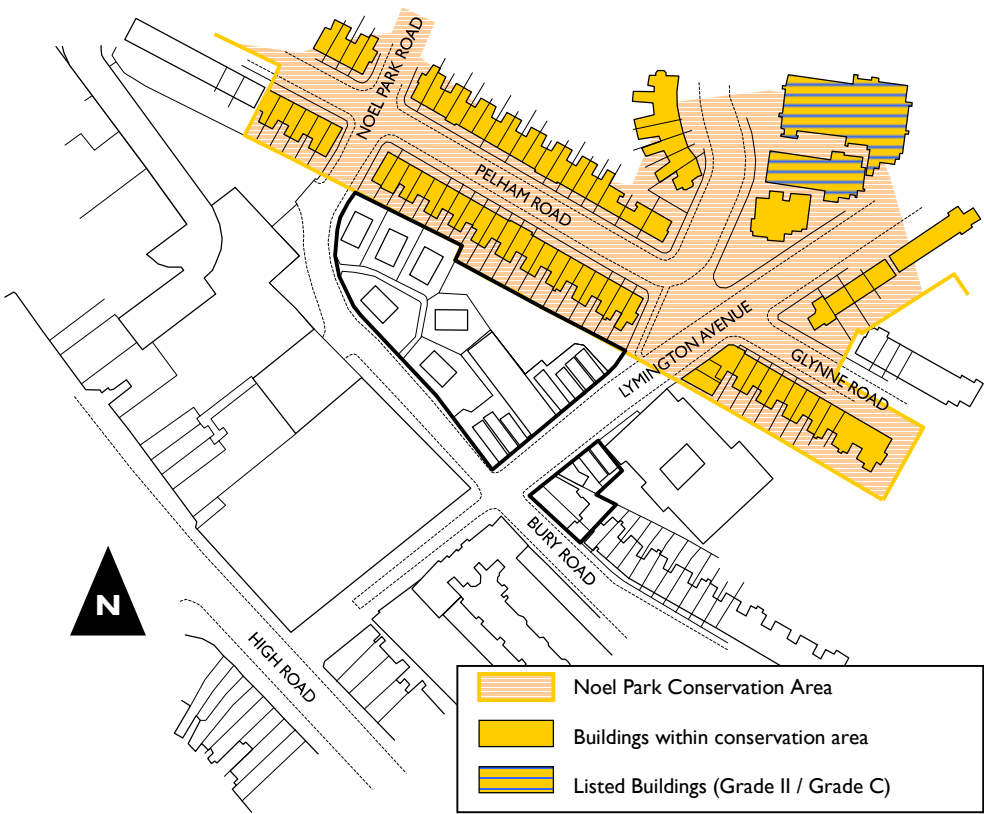


Figure 3: Land and buildings within Wood Green Metropolitan Centre

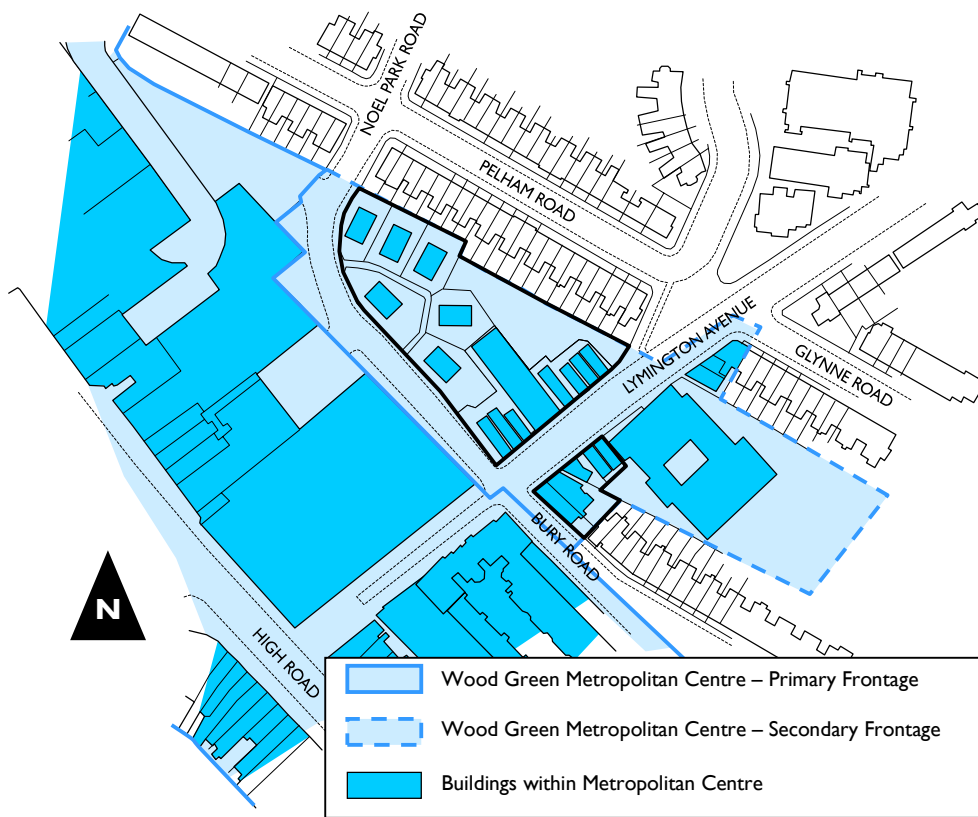


Figure 4: Transport Links

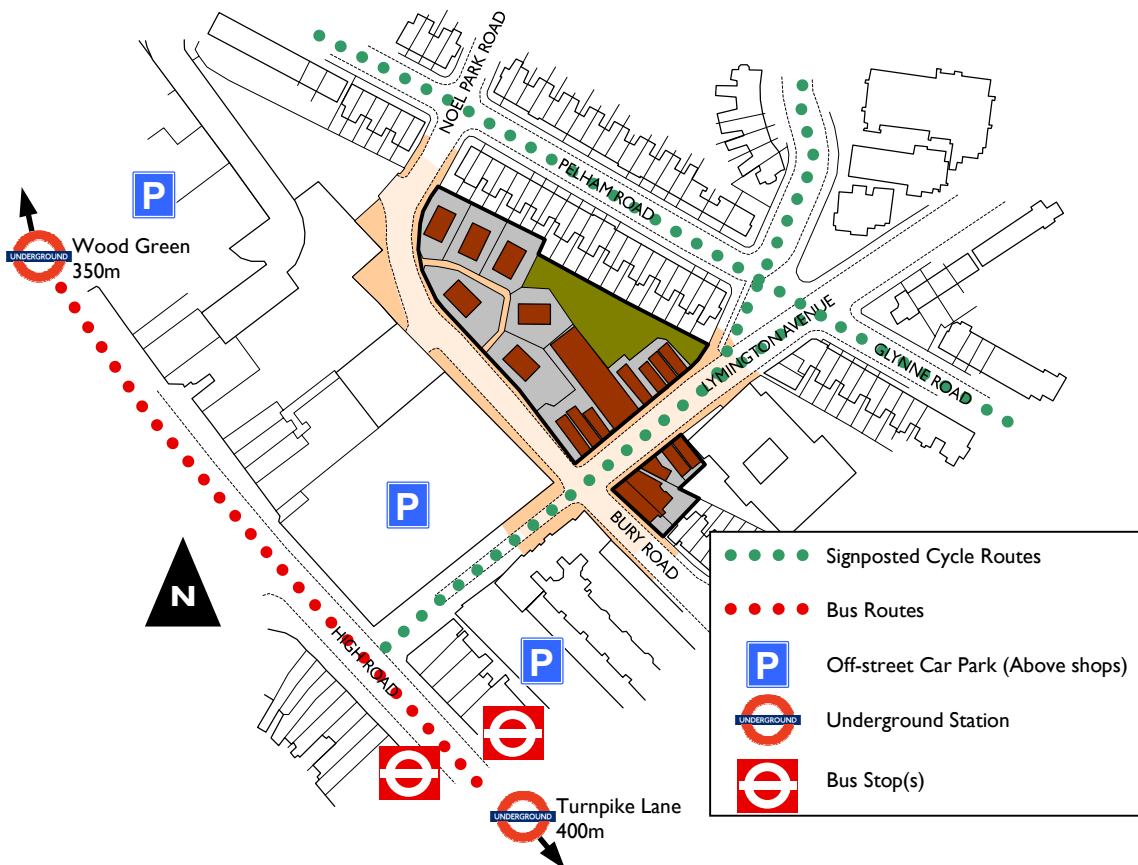


Figure 5: Building heights



Figure 6: Layout and design guidelines

