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From: François Ballay
Sent: 13 June 2012 16:20
To: LDF; Cllr Canver Nilgun; Cllr Brabazon Zena; Geoffrey Brown; Cllr Alexander Karen; Cllr Schmitz David
Cc: Germana Canzi; Andy Newman; Julia Bell; Lucy GRA; Chris Laver
Subject: Consultation: HARINGEY'S LOCAL PLAN - STRATEGIC POLICIES

Please see below the comments of the Gardens Residents Association for the consultation document in reference.

Regards
Francois Ballay
GRA chair

HOUSING

The SP does not recognise the speculative nature of many conversions of houses into HMOs or flats which has led to a scarcity of family houses in general and at affordable prices in particular. (SP2 - 3.2.10 and SP2- 3.2.18). This situation arose because landlords have been allowed to transform and split houses as they wished and it can only be reversed by a change of policy, including the introduction of Article 4 Direction, capping the number of conversions per street, and enforcing the return to single occupancy.

GREEN LANES TOWN CENTRE

Though SP10 5.3.41 recognises that ³Green Lanes is a linear district centre² It should also refer to the entirely residential nature of its hinterland, which imposes constraints on its development, in particular of its night time economy. It should also be reminded here that the role of a town centre is primarily ³to provide shopping and services for day-to-day needs² (SP10), for the residents of Harringay and St Ann's.

There should also be a cap on the number of double frontage conversions as they pave the way for A3 applications or large chains and exclude smaller independent retailers. (SP 10 5.3.17-18).

The rear of the shops should be protected to maintain storage for goods and refuse for the shops and ideally the flats above ³to maximise self-sufficiency in waste management capacity²(SP6). Therefore planning documents could be updated to recognise that the splitting of a unit into 2 is a loss of amenity and sustainability.

TRANSPORT / WALKING

Every day, thousands of people walk the stretch of Green Lanes between Harringay Green Lanes station and Manor House tube station. What should be a healthy, pleasurable walking exercise is in effect a twice a day ordeal for many residents; too many people circumnavigating each other on too narrow pavements rubbing shoulders with cars, lorries and buses.

If the Council is serious about linking pedestrian routes and encouraging people to walk (SP7 4.4.10-3 , SP14 7.1.35) then this particular route could be prioritised at the highest policy level so that it can eventually benefit from the green spaces of the eastern side of Finsbury Park.

The Picadilly Line between Turnpike Lane and Manor House is one of the longest uninterrupted journeys on the entire underground network. It is disappointing that there is no ambition to open/re-open a station at the junction between Green Lanes and St Ann's road. (SP7 - 4.4.6). This would alleviate road and bus traffic on and around Green Lanes, as well as benefit local businesses and residents. A statement of intention here would be helpful.

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