

Lawrence Road

Sustainability Appraisal Report Supplementary Planning Document

October 2007

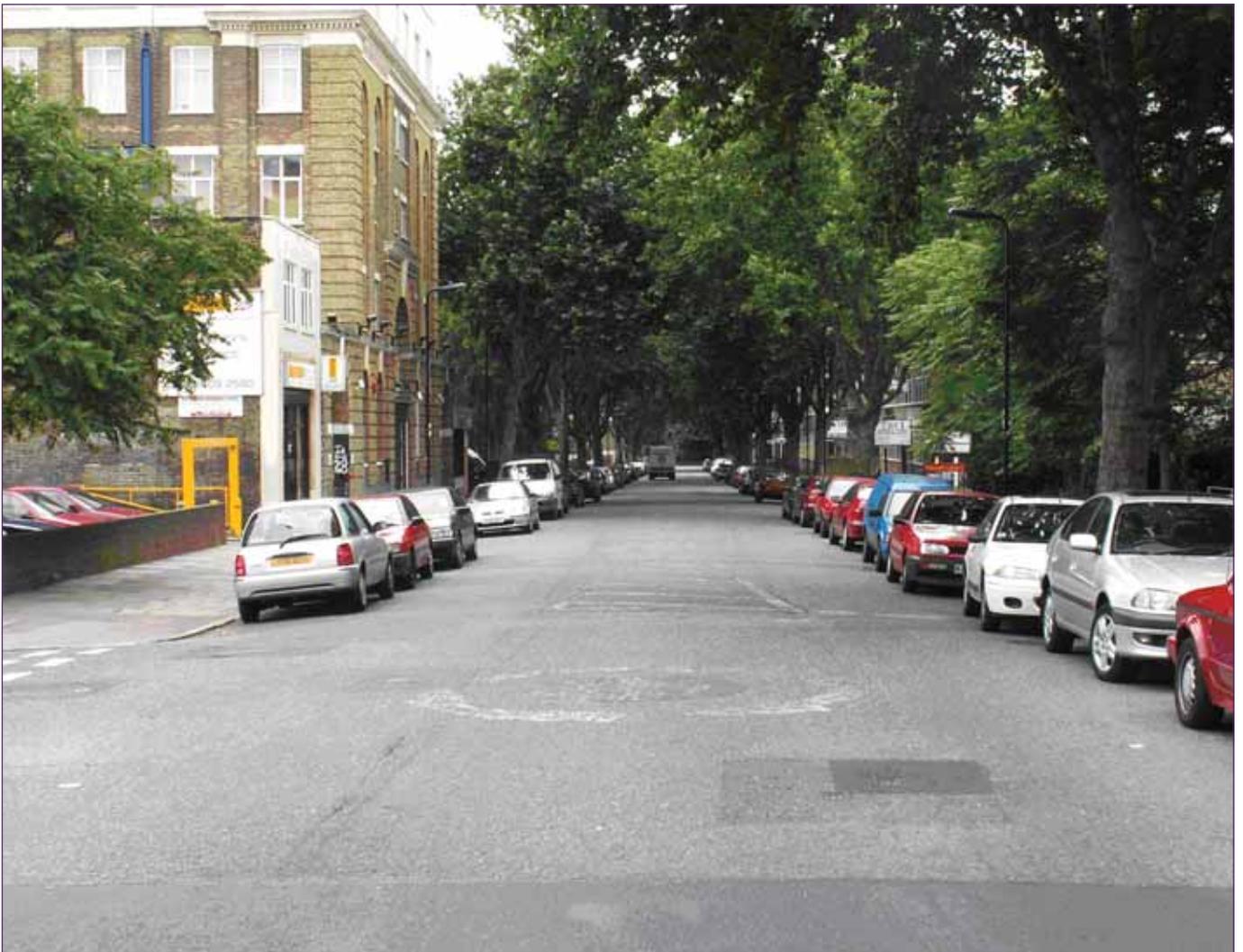


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1 Summary

This is the final sustainability appraisal report for the sustainability appraisal of the Lawrence Road, Haringey Supplementary Planning Document (referred to as the Lawrence Road SPD).

What is Sustainability?

- 1.1 In terms of a definition of sustainable development, Securing the Future¹, the government's new sustainable development strategy for the UK
- “aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations”.*
- 1.2 The UK sustainable development strategy is based on five principles – the first three are particularly relevant at the local level in the UK. These five principles help to define and understand the sustainability agenda:
1. Living Within Environmental Limits
 2. Ensuring a Strong, Healthy and Just Society
 3. Achieving a Sustainable Economy
 4. Promoting Good Governance
 5. Using Sound Science Responsibly

What is a Sustainability Appraisal?

- 1.3 A Sustainability Appraisal is a method of assessing a plan to find out whether it is likely to promote a sustainable pattern of development, and whether it is likely to have significant social, environmental or economic effects.
- 1.4 Under the Planning and Compulsory Purchase Act 2004, Haringey Borough Council is required to carry out a Sustainability Appraisal during the preparation of each land use plan.
- 1.5 The Sustainability Appraisal of the Lawrence Road SPD is intended to meet both the requirement for a Sustainability Appraisal and the requirements of the SEA Directive.

Strategic Environmental Assessment (SEA)

- 1.6 Many land use plans also require a Strategic Environmental Assessment (SEA). The requirement for this comes from a separate piece of legislation: the Environmental Assessment of Plans and Programmes Regulations 2004 (known as the SEA Regulations).

¹ Securing the Future – delivering UK sustainable development strategy. The Stationery Office Cm 6467. March 2005 www.sustainable-development.gov.uk

- 1.7 In the case of this plan Haringey Borough Council has proceeded with the Sustainability Appraisal on the basis that it will meet the requirements of the SEA Regulations.

Who is carrying out the Sustainability Appraisal

- 1.8 Faber Maunsell's Sustainable Development Group has been appointed to undertake a Sustainability Appraisal of the Lawrence Road SPD being prepared by Haringey Borough Council.

Contents of the Sustainability Appraisal Report

- 1.9 The contents of the SA Report are as follows:
- A non-technical summary of the Sustainability Appraisal to support public consultation (see section 1);
 - Details of when the appraisal was carried out, by whom, and who was consulted (see sections 3 and 4);
 - The plan objectives (including any revisions of the plan objectives as a result of the initial SA process) (see section 6);
 - The other plans, programmes and objectives relevant to the plan, with information on synergies or inconsistencies (see section 7);
 - Baseline information, either already collected or still needed, with notes on sources and any problems encountered (see section 8);
 - Social, environmental, and economic issues identified as a result of the work undertaken (see section 8.7);
 - The SA Framework, including the suggested SA objectives and indicators (and targets where these are relevant), and how they were chosen (see section 9);
 - The alternative options considered and how they were identified; reasons for eliminating any options (see section 10);
 - Comparison of the social, environmental and economic effects of the options and an explanation of the appraisal methodology (see section 10.8 and Annex D);
 - An assessment of the overall plan, based on the draft SPD (see section 10.18 and Annex E); and
 - Initial proposal for monitoring the sustainability effects of the Plan (see section 11).

Introduction to the Lawrence Road Site

- 1.10 Lawrence Road is situated between West Green Road and Clyde Road, to the north of the West Green Road shopping centre. It is currently made up of buildings used for employment, with some vacant units.
- 1.11 Lawrence Road has been identified in the Haringey Unitary Development Plan as an area suitable for mixed use – employment and residential.

The aim of the Lawrence Road SPD

1.12 The vision of the Lawrence Road SPD is:

‘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.’

Lawrence Road SPD Objectives

1.13 The following key objectives for the area support this aim:

ID	Lawrence Road SPD Objectives
LR 1	Development that is designed to a high architectural, urban and environmental standards
LR 2	To retain employment generating uses on the road.
LR 3	The need to provide decent and safe homes, a significant proportion 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.
LR 4	The need to enhance and improve the local environment for the benefit of the local and wider community.
LR 5	To reduce crime and the fear of crime, and anti-social behaviour.
LR 6	To encourage a mix of uses which help promote economic development.
LR 7	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.
LR 8	To ensure that any development takes into account any adverse impact on the amenities of neighbouring and future residential and business occupiers.
LR 9	To ensure that schemes have sufficient value, so as to meet the above objectives.

1.14 The sustainability objectives set out as part of the sustainability appraisal framework later in this report are distinct from these SPD objectives. The compatibility of the SPD objectives and the sustainability appraisal objectives is considered in section 9.11.

Approach to developing the Sustainability Appraisal Framework

1.15 The process of drawing up the sustainability appraisal framework and the sustainability objectives in particular involved research looking at:

- Objectives, targets and indicators contained in plans and policies at various levels;
- Issues emerging from a review of baseline data;
- Issues raised by those with local knowledge and any feedback from consultation.

The Sustainability Appraisal Framework

- 1.16 Based on the evidence gathered, the previous SA scoping report set out a framework for appraising the Lawrence Road SPD against a set of sustainability objectives. The sustainability objectives were reviewed in the light of consultation responses on the scoping report, and the final agreed set is shown in the following table:

ASO ID	Topic	Short form of Sustainability Objective
LRO1	Access	Improve inclusive access to services and opportunity.
LRO2	Housing	Provide decent and affordable housing and address homelessness.
LRO3	Crime	Reduce crime and fear of crime.
LRO4	Community	Increase the involvement of local people in community activities.
LRO5	Conservation	Protect, enhance and value natural, historic and built environment assets.
LRO6	Education	Raise achievement in education and create opportunities for lifelong success.
LRO7	Health	Improve health and reduce health inequalities.
LRO8	Mixed Use	Bring forward high quality mixed use development schemes.
LRO9	Pollution	Reduce air, water, soil and noise pollution levels and reduce pollution risk from contaminated sites.
LRO10	Biodiversity	Protect, enhance and value biodiversity.
LRO11	Climate Change	Reduce contributions to the causes of climate change & manage its risks.
LRO12	Open Space	Protect, maintain, restore and enhance the quality of open spaces.
LRO13	Resources	Conserve natural resources such as minerals, water and energy.
LRO14	Sustainable Construction	Build and maintain to recognised sustainability standards.
LRO15	Waste	Reduce waste and support recycling.
LRO16	Sustainable Transport	Reduce car dependence and promote sustainable modes of transport.
LRO17	Employment	Create high quality employment opportunities.
LRO18	Investment	Increase business investment.

Identification of Plan Options

- 1.17 As part of the process of preparing the SPD a number of different options were considered. These were assessed against the sustainability appraisal framework and the results fed back into the plan preparation process.
- 1.18 Two broad plan options were identified and assessed:
 Option 1: A plan for predominantly housing uses on the site.
 Option 2: A plan for mixed use development with housing, commercial uses (offices, retail, and community uses such as healthcare premises, etc.).

Preferred Option

- 1.19 The preferred option as set out in the draft Lawrence Road SPD is for mixed use development with housing and commercial uses (offices, retail, and

community uses such as healthcare premises, etc.). This corresponds most closely with Option 2 considered in the options appraisal above.

Appraisal of the SPD

1.20

The table below shows the predicted effects of the Plan against each Sustainability objective. The SPD proposals have been assessed against the “do nothing/business as usual” scenario, to provide a baseline.

Ref	Topic	Overall Plan Assessment	
LRO1	Access	<p>The Haringey Neighbourhood Renewal Strategy 2002-2012, states that two thirds (67%) of new Haringey Social Services users think that the help that they receive is good or excellent but less than half (45%) feel that they are given all the help or services they think they need.</p> <p>Accessibility is reflected in a number of parts of the SPD. Section 6.3 states 'any potential re-use and development of the road will have to consider the needs of pedestrians, cyclists and people with disabilities...' This is further stressed in sections 6.5 and 6.6, which require improvements to provide a safe and attractive pedestrian environment and compliance with the National Disabilities Standards. Furthermore the SPD proposes that the site should be used for mixed use developments and specifically mentions in section 9.3 (Planning Obligations) uses to contribute towards the provision of local health and educational needs.</p> <p>This is likely to have a positive effect but depends on implementation.</p>	Y
LRO2	Housing	<p>The Housing Needs Survey, updated in 2005, estimated that there is currently a shortfall of affordable housing in the Borough of around 4,387 units per annum. The backlog of existing need suggests a requirement for 264 units per year and the newly arising need a requirement for 5,140 units per annum. These two figures together total 5,404 units per annum. The total estimated supply to meet this need is 1,017 units per year. This therefore leaves a shortfall of 4,387 units per year if the Council were able to meet all of the current and projected need over the next five years.</p> <p>The SPD addresses the need for affordable housing, particularly through objective LR3. Also section 5.5 specifically mentions a target of 50% affordable housing as well as key worker and 'intermediate' housing to be provided in line with the Council's UDP. A proportion of affordable housing would be included in any proposal as this is required by planning policy. However, the SPD will assist in the process of changing the use of the site from employment uses to residential uses. This is likely to have a positive effect.</p>	YY
LRO3	Crime	High crime rates characterise the whole of the area around Lawrence Road, including West Green Road and	YY

Ref	Topic	Overall Plan Assessment	
		<p>the nearby tube station of Seven Sisters.</p> <p>The SPD addresses the need for increased safety specifically in section 7.6 by encouraging designs that will take into consideration the 'Secure by Design' principles.</p> <p>This is likely to have a positive effect.</p>	
LRO4	Community	<p>Haringey has a relatively young population; the borough's average age of 34 ranks it as the 5th youngest local authority in Britain and 4th in London.</p> <p>The SPD proposes that the site should be used for mixed use developments but does not specifically mention uses that would address this objective.</p> <p>The effect is uncertain and will depend on implementation but is likely to be neutral.</p>	-
LRO5	Conservation	<p>A recent character appraisal of Lawrence Road showed that none of the existing buildings is of architectural or historic interest. The site is however surrounded by the Clyde Circus Conservation Area.</p> <p>The proposed SPD does not make specific reference to the protection of the surrounding area. However it does mention that developments should be in keeping with the general character of the area.</p> <p>This is likely to have a positive effect but depends on implementation.</p>	Y
LRO6	Education	<p>In the academic year 2003/04, 39% of pupils in Haringey achieved 5 or more GCSEs graded A* to C, compared to an average for England of 53.7% and London average of 50.02%. This is still an increase of 28% from 2001.</p> <p>The SPD proposes that the site should be used for mixed use development and section 9.3 (Planning Obligations) refers to a requirement for contributions to be made towards educational needs. The Plan will result in increased load on educational uses and as such its effect is uncertain and will depend on implementation.</p>	-
LRO7	Health	<p>In Tottenham Green 17.4% of residents reported a long-term illness and 10.5% reported their health to be 'not good'.</p> <p>The SPD proposes that the site should be used for mixed use developments and specifically mentions in section 9.3 uses to contribute towards the provision of local health care facilities. The SPD will inevitably increase the population density of the area and hence increase the pressure on the existing facilities. The SPD also promotes the use of sustainable modes of transport by improving pedestrian and cycling routes.</p> <p>On the other hand the increase in housing is likely to put additional pressure on existing public services and the</p>	-

Ref	Topic	Overall Plan Assessment	
		inclusion of health services depends on implementation. The SPD is predicted to have a neutral effect.	
LRO8	Mixed Use	<p>The majority of the floor space in Haringey is factory and warehouse units, although there is also a sizeable amount of retail floor space (though less than most inner London boroughs). Comparatively, the borough has a limited supply of office space - half the amount of the London average (excluding the City). In addition Haringey had 139 homeless households per 10,000 households in 2003, making it the borough with the 9th worst percentage of homeless per 10,000 households out of 353 Local Authorities in England. Lawrence Road specifically is predominantly used for employment uses with only one live/work unit.</p> <p>The proposed SPD's objectives include references 'To encourage a mix of uses for the site', as well as 'to provide decent and safe homes, a significant proportion of which should be in the form of affordable housing...'. The plan will have a positive effect in relation to this objective as it will create additional residential accommodation, while retaining employment generating uses on the road.</p>	YY
LRO9	Pollution	<p>The SPD proposals will generate more construction activity and therefore have a greater short to medium-term impact on air, water, soil and noise pollution. The proposals to improve accessibility to public transport and reduce reliance on the private car may help to reduce traffic congestion. This would, in turn, help to reduce air pollution from transport. The SPD also promotes the use of SUDS and green/brown roofs and general sustainable construction principles under section 7.8, which might help to reduce pollution. Sections 8.1 and 8.2 address contamination and noise. Section 9.3 requires that all contaminated land be cleared.</p> <p>The construction activity is likely to have significant negative effects in the short to medium-term relative to the slight positive effects due to any reductions in traffic congestion and sustainable construction practices.</p>	NN
LRO10	Biodiversity	<p>The proposed SPD states in section 7.5 that trees should be retained and new trees planted where appropriate. It also states that the nearby Elizabeth Place Park currently has small amenity value because of its small size and proposes the extension of the park. It also promotes the use of green/brown roofs, which could enhance the biodiversity of the site.</p> <p>The SPD proposals do not include any reference to ecological value and the enhancement of existing habitats. This is predicted to have a neutral effect on ecological value.</p>	-

Ref	Topic	Overall Plan Assessment	
LRO11	Climate Change	<p>The SPD is proposing new development which is likely to increase construction activity beyond business as usual. This will result in an increase in greenhouse gas emissions in the short term. New development presents the opportunity for buildings to be constructed or refurbished to modern standards of energy efficiency and for public transport improvement. Such improvements can reduce energy use and associated greenhouse gas emissions in the medium to long term. The SPD specifically mentions that new development should consider incorporation of SUDS and green/brown roofs, which would reduce flood risk, the promotion of sustainable modes of transport, as well as the inclusion of renewable sources of energy.</p> <p>The impact of the proposals for new buildings is difficult to assess, as it is dependant on implementation. It is judged that the plan will have a slightly positive effect in the long term.</p>	Y
LRO12	Open Space	<p>The Open Space Survey of the borough conducted in 2003 confirms that Haringey's open space falls below the National Playing Field Association's 2.43 hectares per 1000 of the population standing at only 1.7 hectares.</p> <p>The SPD states that the nearby Elizabeth Place Park currently has small amenity value because of its small size and proposes the extension of the park, as well as improvements to access routes to the park. The SPD also mentions in section 5.11 that 'developments may be required to provide public open space onsite or, and contribute to improving existing public open space'.</p> <p>It is thought that this will have a positive effect as it will improve the condition of current open spaces.</p>	YY
LRO13	Resources	<p>The SPD proposes new developments, some of which will have to comply with the GLA renewables target. The SPD also states that the Council will require major development schemes to incorporate renewable energy technologies for provision of 10% of their energy use. The extent to which this will be achieved depends strongly on implementation.</p> <p>The SPD proposals include more intense development which is likely to increase water use. However, re-development presents an opportunity to install equipment and measures that reduce water use and the SPD specifically mentions that all developments should demonstrate a commitment to water efficiency.</p> <p>The plan proposals are judged as likely to have a neutral impact. The extent to which this objective is achieved depends strongly on implementation.</p>	-
LRO14	Sustainable Construction	<p>The SPD includes a Sustainability Checklist that lists a number of issues and provisions new developments will</p>	YY

Ref	Topic	Overall Plan Assessment	
		<p>need to address.</p> <p>The SPD proposes new development, which presents the opportunity for buildings to be constructed or refurbished to modern standards incorporating a number of sustainable principles.</p> <p>This is thought to have a positive effect.</p>	
LRO15	Waste	<p>In the short term, there will be construction and demolition activities which will generate large quantities of waste, the impacts of which will depend on the management practices implemented. In the medium term, the quantities of household waste arising is an uncertain issue. Waste reduction and increased recycling rates can be encouraged through the provision of facilities for household and business waste management, but the impact of this depends heavily on implementation.</p> <p>The SPD is proposing composting and recycling facilities for new developments. The extent to which this objective is achieved depends strongly on implementation and the effects of the plan are judged to be neutral.</p>	-
LRO16	Sustainable Transport	<p>The SPD proposes new development, which will inevitably generate additional traffic. The SPD proposes a 'Car Club' membership for residents, reduced car parking compared to UDP requirements, while it is stated that as the area is of medium public transport accessibility there is an opportunity to minimise car use by promoting sustainable modes of transport. The SPD specifically states: 'achieve a sustainable transport strategy by creating a policy that encourages trips by public transport rather than private car'.</p> <p>It is assumed that the SPD will have a slight positive effect, depending on implementation.</p>	Y
LRO17	Employment	<p>The SPD is proposing new mixed-use developments to increase residential uses on-site, as well as retaining and providing new employment uses. A large number of buildings are currently vacant. Regeneration of the area could provide new local jobs in construction, in the short term, and in increased business activity in the medium to long term.</p> <p>The SPD specifically mentions in section 9.3 that developments will be expected to contribute towards s106 to secure local labour and training programmes.</p> <p>This is judged to have a positive effect, depending on implementation.</p>	Y
LRO18	Investment	<p>The SPD is proposing new mixed-use developments to increase residential uses on-site, as well as retaining and providing new employment uses. Development will provide new local jobs and opportunities for further investment and financial growth. Needed new housing,</p>	Y

Ref	Topic	Overall Plan Assessment
		<p>including affordable housing, will also contribute to the sustainability of local employment opportunities.</p> <p>This is thought to have a positive effect, depending on implementation.</p>

Potential significant sustainability effects and Mitigation measures proposed

1.21

Significant negative effects of the plan policies have been predicted in relation only to objective LRO9 – Pollution. Proposed mitigation measures are shown in the table below.

Ref	Topic	Mitigation Measures	
LRO9	Pollution	Noise	<p>The impacts of increased noise can be limited (by controlling when noise and vibration occur, for how long and at what levels) but not entirely eliminated. Unnecessary noise and vibration can be prevented by strict enforcement.</p> <p><u>Proposals:</u></p> <ul style="list-style-type: none"> • Current noise levels should be surveyed to establish the current situation. Noise levels should be monitored adjacent to sensitive sites (e.g. dwellings and offices) during development works. • Developers should be asked at the planning stage to draw up a plan for mitigating noise impacts on sensitive sites including, for example: routing construction traffic away from sensitive sites; agreeing neighbourly site working schedules; noise monitoring during works; careful choice of plant to minimise noise on site; choice of lower noise construction techniques (e.g. for piling); plans for liaising with local stakeholders and responding to complaints. • The timing of different works, including works outside the plan area should be considered when assessing potential noise and disruption and planning mitigation.
		Air Pollution	<p><u>Proposals:</u></p> <ul style="list-style-type: none"> • Monitoring of air quality should remain a priority. • Measures should be taken to reduce road traffic and particularly car use.

Proposed monitoring of plan implementation

1.22

A monitoring plan for the Lawrence Road has been proposed and set out in the table below.

LRO ID	Indicators	Measure	Approach to monitoring
LRO 1	Percentage of respondents (survey) satisfied with health care provision in the area	%	
	Proximity to health services, (hospital, GP, health centre)	Km	
	Proximity to education centre (College, Library)	Km	
	The percentage of the authority's buildings which are suitable for and accessible to disabled people	%	BVPI
	Percentage of buildings and public transport that allow for public access by wheelchair and buggy	%	
	Percentage of pedestrian crossings with facilities for disabled people	%	BVPI
LRO 2	The proportion of homes which fail the Decent Homes Standard	%	BVPI
	Number of households who considered themselves as homeless	Number	BVPI
	Proportion of households accepted as statutorily homeless by the Local Authority within the last two years	%	BVPI
	Property Prices (£)	£	
	Proportion of rented accommodation (number of renting households)	Number	Census
	Number of households in temporary accommodation	Number	Census
	Affordability – lowest quartile house prices to lowest quartile and mean earnings	£	
LRO3	Violent offences by a stranger per 1,000 population	Number per 1,000	BVPI
	Violent offences committed in connection with licensed premises per 1,000 population	Number per 1,000	BVPI
	Violent offences committed under the influence of an intoxicating substance per 1,000 population	Number per 1,000	BVPI
	Robberies per 1,000 population	Number per 1,000	BVPI
	Violent offences in a public place per 1,000 population	Number per 1,000	BVPI
	Violent crime per 1,000 population	Number per 1,000	BVPI
	Percentage of people who fear crime against the person and property	%	
LRO4	Social participation, (survey?) Membership clubs societies	Number	
LRO5	Total number of conservation areas	Number	BVPI
	Percentage of conservation areas with up-to-date character appraisal	%	BVPI
	Percentage of conservation areas with published management proposals	%	BVPI

LRO ID	Indicators	Measure	Approach to monitoring
	Levels of investment in retaining and maintaining listed buildings	Figure	
	Condition of listed building in the local area		
LRO6	Proximity to education centre (College, Library)	m	
	Percentage of pupils achieving 5 or more GCSEs at grades A* - C or equivalent	%	BVPI
	Percentage of population with higher qualifications attained level 4/5	%	Census
	Adult literacy rates	%	Census
LRO 7	Percentage of people classifying their health as 'not good'	%	Census
	Percentage of people with limiting long-term illness	%	Census
	Average life expectancy	Years	LHO
	Number of health care facilities in the area	Number	
LRO 8	Number of mixed use developments	Number	
LRO 9	Number of days per year when air pollution levels are moderate or higher	Number	London Air Quality Network
	Number of 'sites of potential concern' with respect to land contamination	Number	BVPI
	Percentage of pollution control improvements to existing installations completed on time	%	BVPI
	Air Quality – Annual average nitrogen and sulphur dioxides concentration	Figure	London Air Quality Network
	Percentage of open water of good quality	%	
LRO 10	Changes in population of selected characteristic species	Figure	BAP
	Achievement of Biodiversity Action Plan Targets		BAP
	Percentage of wildlife sites managed	%	BAP
	Total area of identified wildlife habitat	Area (km ² , ha)	BAP
LRO 11	Carbon dioxide savings in tonnes per annum from installation of on-site renewables	Total/year	
	Reduction in carbon dioxide emissions tonnes/annum	Figure	
	Number of people and properties affected by fluvial flood incidents	Number	
	Number of planning applications approved that include a provision of 10% from renewable energy sources.	Number	UDP
LRO 12	Number of recreational facilities (youth clubs, swimming pools) available in the area	Number	
	Area of accessible open space per 1,000 population	ha	
	Percentage of respondents (local survey) that use local parks and open spaces 'at least once a week'	%	
	Percentage of people expressing satisfaction with civic amenity sites	%	BVPI

LRO ID	Indicators	Measure	Approach to monitoring
LRO 13	Production of liquid biofuels per year	kg	
	Carbon dioxide savings in tonnes per annum by sector	tonnes / sector	
	Percentage of electricity and heat produced by renewable sources	%	
	Electricity and heat produced by CHP applications	MW	
	Average SAP rating of local authority owned dwellings	Figure	BVPI
	Percentage of households with energy efficient light bulbs	Number	
	Number of rainwater and greywater harvesting installations	Number	
LRO 14	Number of buildings certified under BREEAM/EcoHomes as 'Very Good'	Number	
LRO 15	Kilogrammes of household waste collected per head	kg / per head	BVPI
	Percentage of household waste sent for recycling	%	BVPI
	Percentage of waste sent for composting	%	BVPI
	Percentage of household waste landfilled	%	BVPI
	Percentage of population resident in the authority's area served by a kerbside collection of recyclables	%	BVPI
LRO 16	Distances travelled per person per year by mode of transport	km / mode	
	Traffic volumes, (key areas)	vehicles / hour	
	Number of cycle routes	Number	UDP
	Percentage of people satisfied with condition of pathways	%	
	Number and quality of public cycle parking spaces	Number	
	Number of companies with Travel Plans	Number	
LRO 17	Percentage of unemployed council residents	%	BVPI
	Percentage of population of working age who claim unemployment benefit	%	BVPI
	Number of years unemployed by age	Years	BVPI
LRO 18	Number of business formation per year	Number	
	Percentage of businesses satisfied with location	%	OMIS

Next steps in the Appraisal

1.23

Following the publication of this final Sustainability Appraisal Report, the next steps in the Sustainability Appraisal process are as follows:

- Consultation on the Sustainability Appraisal Report (coinciding with consultation on the Lawrence Road SPD);
- Monitoring and Review.

2 Background to Sustainability Appraisal & Strategic Environmental Assessment

This section explains how the Government defines sustainable development and sets out the background to Sustainability Appraisal and Strategic Environmental Assessment (SEA).

What is Sustainability?

- 2.1 In terms of a definition of sustainable development, Securing the Future², the government's new sustainable development strategy for the UK
- “aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations”.*
- 2.2 The UK sustainable development strategy is based on five principles – the first three are particularly relevant at the local level in the UK. These five principles help to define and understand the sustainability agenda:
1. Living Within Environmental Limits
 2. Ensuring a Strong, Healthy and Just Society
 3. Achieving a Sustainable Economy
 4. Promoting Good Governance
 5. Using Sound Science Responsibly

What is a Sustainability Appraisal?

- 2.3 A Sustainability Appraisal is a method of assessing a plan to find out whether it is likely to promote a sustainable pattern of development, and whether it is likely to have significant social, environmental or economic effects. The Department for Communities and Local Government (DCLG) summarises the aim of Sustainability Appraisals as follows:
- “The purpose of sustainability appraisal is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of...new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).³”*
- 2.4 Under the Planning and Compulsory Purchase Act 2004, Haringey Borough Council is required to carry out a Sustainability Appraisal during the preparation of each land use plan, and to publish a report such as this one at each key consultation stage. By doing this, significant environmental, social and economic effects can be identified early on, enabling changes to be made if necessary.

² Securing the Future – delivering UK sustainable development strategy. The Stationery Office Cm 6467. March 2005 www.sustainable-development.gov.uk

³ Sustainability Appraisal of Regional Spatial Strategies and Local Development. ODPM. November 2005 <http://www.odpm.gov.uk/index.asp?id=1161341>

2.5 This Sustainability Appraisal is being undertaken with reference to guidance on Sustainability Appraisal published by the DCLG⁴. This guidance “is intended to ensure that Sustainability Appraisals meet the requirements of the SEA Directive, and...widens the Directive’s approach to include social and economic as well as environmental issues.”

2.6 The Sustainability Appraisal of the Lawrence Road SPD is intended to meet both the requirement for a Sustainability Appraisal and the requirements of the SEA Directive.

Strategic Environmental Assessment (SEA)

2.7 Many land use plans also require a Strategic Environmental Assessment (SEA). The requirement for this comes from a separate piece of legislation: the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

2.8 While a Sustainability Appraisal considers the effects of the plan on a range of social, environmental and economic interests, a SEA considers significant environmental effects only. However, there is a considerable amount of overlap, because some environmental issues covered by SEA affect issues such as health, which are often considered to be social issues. In line with ODPM guidance, this Sustainability Appraisal is intended to cover the requirements of the SEA Regulations. Figure 1, shows the direct parallels between the stages of the SA and SEA processes, as set out in the ODPM guidance.

SA Stages	SEA Stages
Stage A: Setting the context, establishing the baseline and deciding on scope	Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
Stage B: Developing and refining options and assessing effects	Stage B: Developing and refining alternatives and assessing effects
Stage C: Preparing the SA Report	Stage C: Preparing the Environmental Report
Stage D: Consulting on the draft SPD and SA Report	Stage D: Consulting on the draft plan or programme and the Environmental Report
Stage E: Monitoring the significant effects of implementing the SPD	Stage E: Monitoring the significant effects of implementing the plan on the environment

Figure 1: Relevant stages of the SA process with relation to SPDs and the SEA process.

2.9 This report is intended to include the information that would be expected in an SEA Report.

⁴ DCLG was formerly the Office of the Deputy Prime Minister (ODPM). Many planning and related guidance documents relevant to SA were published by ODPM. Any remaining references to ODPM should be read as DCLG.

3 SA Methodology and the Purpose and Contents of the SA Report

This section explains the process and methodology of the Sustainability Appraisal.

The Sustainability Appraisal Process

- 3.1 Figure 2 gives an overview of the SA process for a Supplementary Planning Document, showing how the SA is undertaken in parallel with and contributing to the preparation of the SPD.

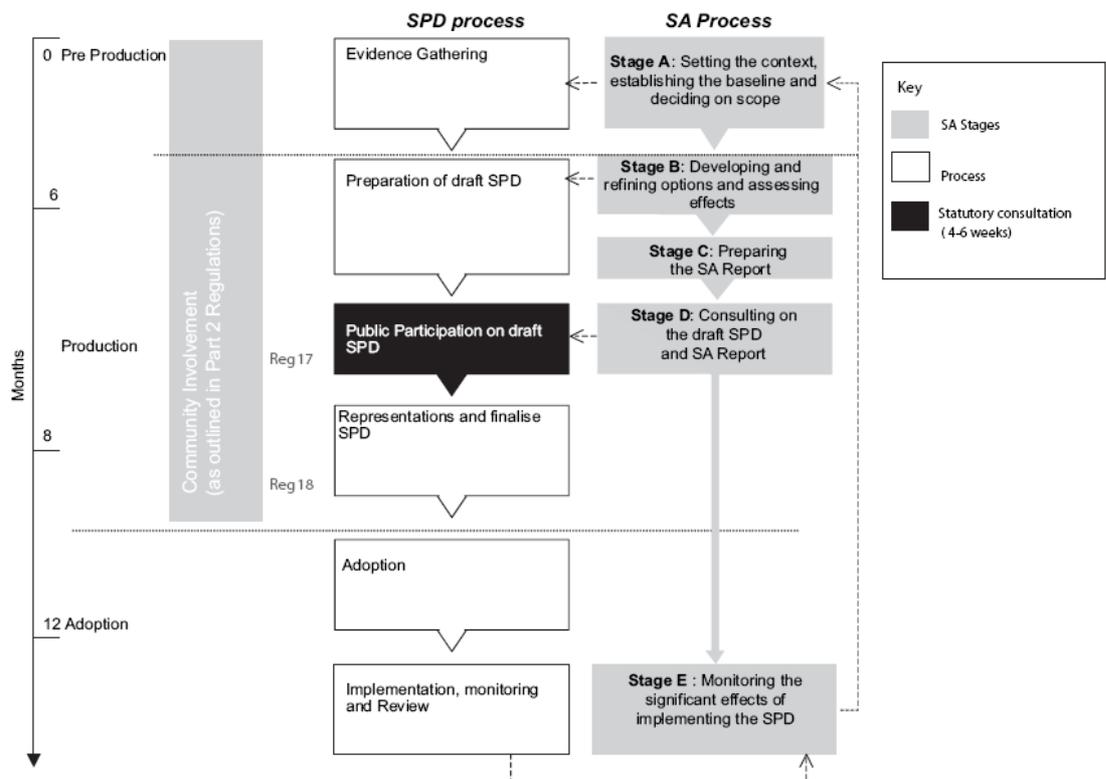


Figure 2. The SA Process

- 3.2 This SA Report is being published at the end of Stage C.

Who is carrying out the Sustainability Appraisal

- 3.3 Faber Maunsell's Sustainable Development Group was appointed to undertake a Sustainability Appraisal of the Lawrence Road SPD being prepared by Haringey Borough Council, up to the publication of the SPD for consultation. Work on the Sustainability Appraisal began in November 2005.

Previous SA stages

- 3.4 Previous to the publication of this Sustainability Appraisal Report, the following stages of the Sustainability Appraisal process were undertaken:

- 3.5 Gathering of evidence in the period November 2006 to March 2006, including:
- Review of other plans, programmes and objectives
 - Accessing local knowledge and reviewing the results of previous consultation
 - Gathering baseline data

- 3.6 A Sustainability Appraisal Scoping Report was prepared and published in April 2006. It summarised the outcomes of the tasks undertaken during the first stage of the development of the Lawrence Road Planning Brief, before the draft Lawrence Road SPD was produced. The Scoping Report focused mainly on:
1. Identifying the key local and wider environmental, social and economic issues relevant to the plan;
 2. Showing how the issues identified would be used as the basis for a sustainability appraisal framework to compare plan options and support monitoring of the implementation of the plan.

Approach to developing the Sustainability Appraisal Framework

- 3.7 The process of drawing up the sustainability appraisal framework and the sustainability objectives in particular involved looking at:
- Objectives, targets and indicators contained in plans and policies at various levels;
 - Issues emerging from a review of baseline data;
 - Issues raised by those with local knowledge and any feedback from consultation.

This process is shown in Figure 3.

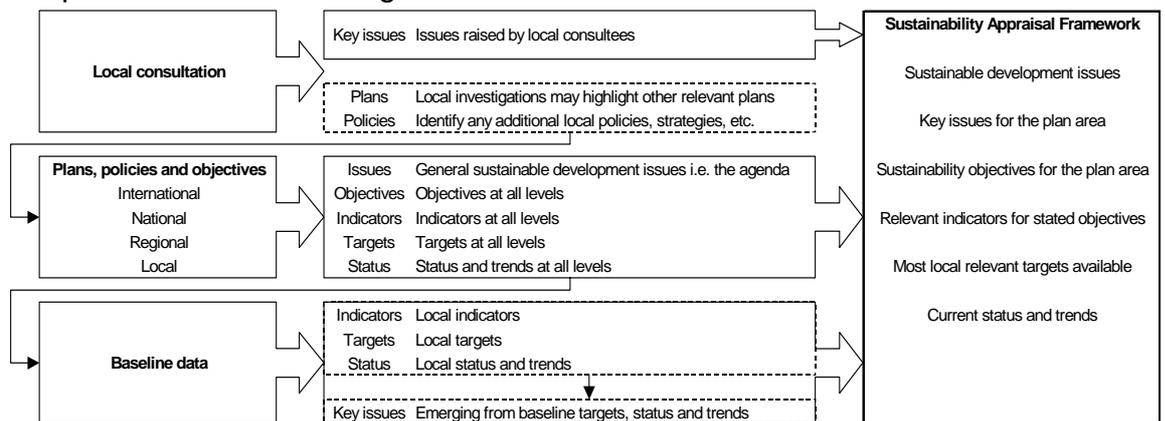


Figure 3. Approach to developing Sustainability Appraisal Framework and objectives.

Contents of the Scoping Report

- 3.8 The scoping report included the following:
1. The Lawrence Road SPD objectives;
 2. The other plans, programmes and objectives relevant to the plan, with information on synergies or inconsistencies;
 3. Baseline information, either already collected or still needed, with notes on sources and difficulties encountered;

4. Social, environmental, and economic issues identified;
5. The proposed Sustainability Appraisal Framework, including the sustainability appraisal objectives and indicators (and targets where these are relevant), and an explanation of how they were chosen;
6. Proposals for the structure and level of detail of the Sustainability Appraisal Report.

Activities since the Scoping Report was published

3.9 The following activities have taken place since the publication of the Scoping Report:

Activity	Implications for	
	SA	SPD preparation
SA Scoping Report consultation	Responses received and considered. Modifications made to SA framework. Relevant comments passed on to plan makers	Relevant comments considered during plan preparation.
Interim SA feedback	Interim note prepared based on the first draft of the SPD.	SA feedback considered during ongoing development of the SPD.
Preparation of draft SPD	The Draft SPD is the basis of this SA Report.	Draft SPD prepared by the plan makers, taking account of input from SA including Interim feedback.

Table 1. Activities undertaken since the Scoping Report.

3.10 Information on the consultation undertaken and its implications for the plan preparation and the SA are covered in section 4.

Contents of this Sustainability Appraisal Report

3.11 The Sustainability Appraisal Report sets out the results of tasks B and C (see Figure 1) that take place in parallel with the preparation of the draft Supplementary Planning Document.

3.12 In terms of the preparation of the plan, the Sustainability Appraisal process aims to ensure that the plan addresses the key sustainability issues identified in the previous evidence gathering stage and presented in the Scoping Report.

3.13 The draft plan that has been prepared has been influenced by the key sustainability issues identified in the Scoping Report and the ongoing Sustainability Appraisal process. This Sustainability Appraisal Report shows how options were assessed during the preparation of the plan and evaluates the predicted effects of the Plan in terms of the sustainability objectives.

3.14 The contents of the SA Report are as follows:

- A non-technical summary of the Sustainability Appraisal to support public consultation (see section 1);
- Details of when the appraisal was carried out, by whom, and who was consulted (see sections 3 and 4);
- The plan objectives (including any revisions of the plan objectives as a result of the initial SA process) (see section 6);

- The other plans, programmes and objectives relevant to the plan, with information on synergies or inconsistencies (see section 7);
- Baseline information, either already collected or still needed, with notes on sources and any problems encountered (see section 8);
- Social, environmental, and economic issues identified as a result of the work undertaken (see section 8.7);
- The SA Framework, including the suggested SA objectives and indicators (and targets where these are relevant), and how they were chosen (see section 9);
- The alternative options considered and how they were identified; reasons for eliminating any options (see section 10);
- Comparison of the social, environmental and economic effects of the options and an explanation of the appraisal methodology (see section 10.8 and Annex D);
- An assessment of the overall plan, based on the draft SPD (see section 10 and Annex E); and
- Initial proposal for monitoring the sustainability effects of the Plan (see section 11).

Next steps in the appraisal process

3.15 Following the publication of this Sustainability Appraisal Report, the Sustainability Appraisal will continue as follows:

- Consultation on the Sustainability Appraisal Report (coinciding with consultation on the draft Supplementary Planning Document);
- Monitoring and Review.

Consultation

3.16 Consultation on this sustainability appraisal report will help to ensure that the likely sustainability effects of the plan have been adequately predicted and evaluated and that an appropriate methodology to monitor the effects of the plan has been drawn up.

3.17 The Sustainability Appraisal report, together with the draft Lawrence Road SPD, will be publicly consulted upon. Copies of this Sustainability Appraisal Report will be sent to the four statutory consultation bodies and other organisations: some of which are listed in Annex A. The report will also be made available on the Haringey Borough Council website. Details of the public consultation strategy/exercise are set out in a consultation statement, which is included as an Annex in the draft Lawrence Road SPD.

4 Consultation

Consultation requirements

- 4.1 When preparing a SPD the local planning authority should consult in accordance with its statement of community involvement where applicable or the minimum requirements as set out in Regulations.
- 4.2 Planning Policy Statement 1 sets out the principles that the Government believes should underpin community involvement in the planning process. It is clear that Sustainability Appraisals should also involve the public and time should be built into the process for consultation at each stage.
- 4.3 The SEA Directive gives rise to specific requirements for consultation with the public and stakeholders. It requires authorities to consult “the public affected or likely to be affected by, or having an interest in” a plan. It also gives rise to the requirement that authorities which, because of their social, environmental and economic responsibilities, are likely to be concerned by the effects of implementing the plan must be consulted on the scope and level of detail to be included in the SA Report.
- 4.4 In the SEA Regulations the Government has designated four statutory “consultation bodies”:
- the Countryside Agency,
 - English Heritage,
 - English Nature, and
 - the Environment Agency,
- as “authorities with environmental responsibility” in relation to the SEA Directive. Additional bodies may be designated as “specific consultation bodies” in the Regional Planning and Local Development Regulations.
- 4.5 The public and the statutory authorities specified above must be consulted on the plan issues and options – and the sustainability appraisal of these issues and options – at the appropriate time. The Regulations require a minimum and maximum public consultation period of 4 and 6 weeks respectively.

Consultation undertaken

- 4.6 The Lawrence Road site is designated as Site Specific Proposal 27 in the adopted UDP as being appropriate for mixed use. This proposal was subject to consultation as part of the overall consultation process for the draft revised UDP, and a number of responses were received at that time, which have been taken into account in the preparation of the SPD.
- 4.7 Consultation was carried with the local business community in the preparation of a baseline business survey of Lawrence Road. Also, Haringey Council will carry out further public consultation with key stakeholders, including the local

community, as part of the process of preparing the SPD. This consultation will also be in respect of the key sustainability issues for the site and its surrounding area

- 4.8 Copies of the Sustainability Appraisal scoping report were sent to each of the four statutory consultation bodies and other organisations listed in Annex A in April 2006. The report was also advertised on the Council's website. This consultation was intended to ensure that the key local and wider environmental, social and economic issues relevant to the plan had been identified.
- 4.9 Four written responses were received. The responses were reviewed and taken into account where possible. Following consultation there have been some changes to the sustainability objectives and the Sustainability Appraisal Framework as described in paragraphs 4.10 to 4.15.

Responses to the SA Scoping Report consultation

- 4.10 The substantive contents of the four consultation responses and any corresponding actions taken or planned as a result are shown in Table 2.

Consultation Body	Response	Include in SA	Comments
Environment Agency	No comment	N/A	
London Borough of Barnet	No comment	N/A	
Thames Water	Objective: New development to be coordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure.	N*	Infrastructure is a general planning issue not specifically a sustainability one. Does not warrant a separate SA objective. * Address incremental demand vs. infrastructure issue under cumulative effects of the plan.
	PPS12	Y	Already included
	Para 9.15 make stronger reference to water efficiency, water quality, sewer flooding and adequate provision of utilities infrastructure to service development.	Y	Add indicators for water efficiency, sewer flooding and adequate provision of utilities infrastructure to service any development
	Objective & Indicators for Water Efficiency in line with Policy 4A.11 London Plan	Y	See Above
	Indicators for Water Quality and Wastewater Treatment	Y	See Above
Countryside Agency	Sewer Flooding in line with PPS25 – Sub text to seek to minimise the risk to people from sewer flooding	Y	See Above
	Planning for Tomorrow's Countryside (2000)	Y	Reviewed
	Environmental Quality in Spatial Planning (2005)	Y	Reviewed
	www.countryside.gov.uk/positiveplanning	N	Reviewed – no additional info
	Target – Open Space: National Playing Fields Association / English Nature: 2.4 or 1.6 ha of accessible open space per 1,000 head of population	Y	Target for Open Space Objective ASO12
Consider target for the amount of rights of way accessible to the public, either in % or length.	N	Small site. A target should be considered and set at the appropriate level of spatial planning	

Table 2. Consultation responses and actions taken or planned.

- 4.11 The consultation responses raise issues in three areas:
1. Open space standards;
 2. Water & sewerage, especially water demand and related infrastructure;
- 4.12 Interim feedback to the plan makers drew their attention to each of the issues raised by the consultation and listed in paragraph 4.11, above.
- 4.13 In response to item 1 in paragraph 4.11 above, the open space standard has been added to the list of relevant targets in the SA framework.
- 4.14 In response to item 2 in paragraph 4.11 above, the London Plan policy referenced in the Thames Water response reads as follows:

Policy 4A.11 Water supplies

The Mayor will work in partnership with appropriate agencies within London and neighbouring regions to protect and conserve water supplies in order to secure London's long term needs by:

- ensuring that adequate sustainable water resources are available for major new development
- minimising the use of treated water
- maximising rainwater harvesting opportunities
- using grey water recycling systems
- reaching cost-effective minimum leakage levels
- keeping under review the need for additional sources of water supply.

In determining planning applications, the Mayor will and boroughs should have proper regard to the impact of those proposals on water demand and existing capacity.

As a result of the consultation response, the issues raised (water efficiency, water infrastructure, and risk of sewer flooding) are specifically referred to in the full texts of the relevant SA objectives:

- LRO11 Climate Change: "Reduce contributions to the causes of climate change while managing climate change related risks, particularly flood risk **including the risk of sewer flooding.**"
- LRO13 Resources: "Conserve natural resources, soil, mineral aggregates and in particular energy by increasing energy efficiency and the use of renewable energy technologies, **and water by increasing water efficiency.**"

Additional appropriate indicators have been included in the SA framework. Haringey Council has taken the Thames Water response under consideration and have included the following in the Lawrence Road SPD, section 8.3.2:

"Preliminary investigations by Thames Water, indicate that the existing sewers on Lawrence Road are not of sufficient capacity to accommodate increased levels of growth. Developers will be required to contribute to the upgrade of infrastructure by way of a requisition."

- 4.15 The potential cumulative effects of planned development in relation to water demand and infrastructure were also recognised.

5 The Lawrence Road Site

This section introduces the Lawrence Road site, for which an SPD is being prepared and summarises the planning context.

Location

- 5.1 Lawrence Road is situated between West Green Road and Clyde Road, to the north of the West Green Road shopping centre.
- 5.2 Lawrence Road is located in the Tottenham Green ward of the borough, which is at the south of Haringey and neighbouring to Tottenham Hale and Seven Sisters. The site has an overall rating of medium accessibility to public transport, according to the Haringey Unitary Development Plan.



Figure 4. Lawrence Road location and SPD area.

Local Planning Context

- 5.3 The Haringey Unitary Development Plan was adopted in July 2006.
- 5.4 Lawrence Road was allocated as a Defined Employment Area (DEA) in the 1998 adopted Haringey Unitary Development Plan (UDP), as well as in the UDP review 1st deposit (September 2003). The adopted UDP (2006), took the area out of the DEA designation, and put it forward as Site Specific Proposal 27 (SSP), for a mixed residential and employment use and specified that a planning brief be prepared.

- 5.5 While there are residential units to the east, west and north of the site, Lawrence Road predominately comprises of buildings used for employment or are vacant. The Council owns a number of the premises towards the north-west corner of the Road, while a major proportion of buildings is owned and leased by one person.
- 5.6 The Clyde Circus Conservation Area surrounds the site on all sides; Lawrence Road itself however, is reported as not possessing any buildings of architectural or historic interest. The site is near to Elizabeth Place Park, an area of public open space, which was recently opened.
- 5.7 Lawrence Road has been identified in the Haringey Unitary Development Plan as suitable for mixed use – employment and residential.
- 5.8 The Planning Document sets out a series of design and conservation considerations as well as land use considerations for the future use of the site.

6 Aims and Objectives of the Lawrence Road SPD

The aim of the Lawrence Road SPD

- 6.1 The vision of the Lawrence Road SPD is:
- 6.2 *'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'.*

Lawrence Road SPD Objectives

- 6.3 The following key objectives for the area support this aim:

ID	Lawrence Road SPD Objectives
LR 1	Development that is designed to a high architectural, urban and environmental standards.
LR 2	To retain employment generating uses on the road.
LR 3	The need to provide decent and safe homes, a significant proportion 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.
LR 4	The need to enhance and improve the local environment for the benefit of the local and wider community.
LR 5	To reduce crime and the fear of crime, and anti-social behaviour.
LR 6	To encourage a mix of uses which helps promote economic development.
LR 7	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.
LR 8	To ensure that any development takes into account any adverse impact on the amenities of neighbouring and future residential and business occupiers.
LR 9	To ensure that schemes have sufficient value, so as to meet the above objectives.

Table 3. Lawrence Road Site SPD Objectives

- 6.4 The sustainability objectives set out as part of the sustainability appraisal framework later in this report are distinct from these SPD objectives. The compatibility of the SPD objectives and the sustainability appraisal objectives is considered in section 9.11.

7 Relevant Plans, Programmes and Objectives

This section summarises plans and programmes and related sustainability objectives established in international, national and regional policy and at other levels of the planning system that may be relevant to the sustainability appraisal of the Lawrence Road SPD.

SA Requirements for review of other plans, programmes and objectives

- 7.1 Sustainability Appraisals of Local Development Documents should take account of sustainability policies and objectives set at other levels of the planning system, e.g. in relation to Regional Spatial Strategies and National Planning Policy Statements (or Regional Planning Guidance and Planning Policy Guidance, which they replace respectively). National and international policy and objectives should also be considered where they are relevant.

Documents reviewed and their influence on the SA Framework

- 7.2 The Lawrence Road SPD is not being prepared in isolation. Relevant plans, policies and programmes have been taken into account in the preparation of the plan. In accordance with the requirements for a SEA Environmental Report, we have listed the documents considered in the paragraphs below.
- 7.3 International documents reviewed:
- European Community Biodiversity Strategy 1998
 - EU Water Framework Directive
 - EC Directive on the Conservation of Natural Habitats and Wild Flora and Fauna (The Habitats Directive, 92/43/EEC)
- 7.4 National documents reviewed:
- Sustainable Communities Plan (2004)
 - Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development
 - Planning Policy Statement 3 (PPS3) – Housing
 - Planning Policy Statement 9 (PPS9) – Biodiversity and Geological Conservation
 - Planning Policy Statement 12 (PPS12) – Local Development Frameworks
 - Planning Policy Guidance 13 (PPG13) – Transport
 - Planning Policy Guidance 15 (PPG15) – Planning and the Historic Environment
 - Planning Policy Statement 22 (PPS22) – Renewable Energy
 - Planning Policy Statement 23 (PPS23) – Planning & Pollution Control
 - Planning Policy Statement 25 (PPS25) – Development and Flood Risk
 - Circular 5/94 Planning Out Crime

- Education and Skills – Delivering Results: A Strategy to 2006 (Revised 2002)
- Sustainable Development Action Plan for Education and Skills (2003)
- Planning Employment Land Reviews. Guidance Note ODPM 2004

7.5 Regional documents reviewed:

- The London Plan
- Mayor of London's Municipal Waste Management Strategy
- Mayor of London 'Green Light To Clean Power' Energy Strategy
- Cleaning London's Air – Mayors Air Quality Strategy
- The Mayor's Ambient Noise Strategy
- The Mayor's Transport Strategy (2001)
- The London Road Safety Plan (2001)
- NHS and Urban Planning In London – Final Report (2003)

7.6 Local documents reviewed:

- Haringey Local Development Scheme (March 2005)
- London Borough of Haringey – Local Implementation Plan (2005-2009)
- Safer Communities Strategy (2002-2005)
- Haringey Neighbourhood Renewal Strategy (2002-2012) – Narrowing the Gap
- Draft Crime and Drugs Strategy (2005-2008)
- Haringey's Community Strategy (2003-2007)
- Haringey Anti-Social Behaviour Strategy
- Haringey Employment and Training Strategy (April 2004)
- The Education Development Plan (2002 – 2007)
- School Organisation Plan 2003 – 2008
- Haringey's Biodiversity Action Plan (September 2004)
- Air Quality Management Area: Action Plan
- Sustainable Haringey Local Agenda 21 Action Plan (2001)
- Housing Strategy Statement (2008-2006)
- Haringey Homelessness Strategy (2003 – 2008)
- Cycling Action Plan
- The Draft North London Joint Waste Strategy 2004-2020
- The Haringey City Growth Strategy
- Diversity and Cohesion: A Cultural Strategy for Haringey 2003 – 2007
- Haringey Best Value Performance Plan – Year 6 (2005-2006)
- Haringey Local Delivery Plan 2005-08 NHS Teaching Primary Care Trust
- Haringey Retail Capacity Assessment 2003
- Lawrence Road Baseline Business Survey, April 2005

- Haringey Housing Needs Survey, 2005
- SPG 8a Waste and Recycling
- SPG 8c Environmental Performance
- SPG 8d Biodiversity, Landscaping and Trees
- SPG 8i Air Quality
- SPG 8f Land Contamination
- SPG 10a Affordable Housing
- SPG 10c Open Space
- SPG 10d Improvements to Public Transport Infrastructure and Services
- SPG 11d Town Centre Retail Thresholds

7.7 A more detailed table including a summary of objectives, indicators and targets of potential relevance to Lawrence Road and an indication of how the SPD relates to key plans and programmes in this list can be found in Section 9. A detailed table of all the policies, plans and documents reviewed for the purpose of this Scoping Report can be found in Annex B.

Impact of the review on the Sustainability Appraisal Framework

7.8 Sustainability objectives in the Sustainability Appraisal Framework for the Lawrence Road SPD were based on these documents and tailored as a result of the baseline data. Relevant indicators and targets identified were also included in the framework. The Framework should, as a result, address relevant policies and objectives established at various levels.

8 The Information Base

This section sets out relevant baseline sustainability information that has been identified and which informed the selection of objectives, and is relevant to the setting of quantitative targets and later monitoring of plan implementation. Baseline information identified is summarised in Annex C.

What is baseline information?

- 8.1 Baseline information can be any collection of data that documents the current status in relation to an issue and/or the historic situation. This information may be sufficient to establish whether the status of the issue can be described as good or bad and whether the trend is that the situation is getting better or worse.
- 8.2 Both quantitative and qualitative baseline information can be of value. For example, it is useful to know both the proportion of people in an area within 500m of a bus stop, and the route of the bus and location of stops relative to desirable destinations. The latter information could be shown on a route map, for example.

Purpose of Baseline Information

- 8.3 Baseline information helps to identify sustainability issues and alternative ways of dealing with them. It can also help in predicting effects and planning monitoring by establishing what data is already available and likely to be available in future. For each sustainability issue there should ideally be enough information to answer the following questions:
- How good or bad is the current situation? Do trends show that it is getting better or worse?
 - How far is the current situation from any established thresholds or targets?
 - Are particularly sensitive or important elements of the receiving environment affected (e.g. people, resources, species, habitats)?
 - Are the problems reversible or irreversible, permanent or temporary?
 - How difficult would it be to offset or remedy any damage?
 - Have there been significant cumulative, synergistic or indirect effects over time? Are there expected to be such effects in the future?

Focus of information gathering

- 8.4 Baseline data was sought for the ward of Tottenham Green where available, then for Haringey, then at regional (London) and national level for each issue as appropriate.

Sources of Baseline Information

- 8.5 The following sources of baseline information were reviewed at the scoping stage:
- Haringey Council publications and information, e.g.:
 - BVPI Best Value Performance Plan for 2004-5, which contains data including trends covering housing, crime, waste and “streetscene”;
 - IMD Index of Multiple Deprivation 2004
 - Greater London Authority Regional publications and information
 - UK data:
 - ONS Office of National Statistics Census5
 - GIS MAGIC, English Nature, Sustrans mapping
- 8.6 Baseline information covering a number of sustainability issues was identified from the sources listed above and is presented in full in Annex C along with references to source documents.

Assessment of Baseline Information Available

Summary of Baseline Information Identified

- 8.7 Baseline information emerged under the headings shown in Table 4 below. Key issues are identified with a “Y” in the right hand column, based on the status and trends identified in the baseline data.

General Indicator	Baseline Summary	Key?
SOCIAL		
Deprivation (Overall)	Nearly 40% of Haringey’s population live in wards that are amongst the 10% most deprived in the UK, including Woodside, Tottenham Green, Noel Park and Seven Sisters.	N
Crime	High crime rates characterise the whole of the area around Lawrence Road, including West Green Road and the nearby tube station of Seven Sisters.	Y
Fear of Crime	Fear of crime figures are high compared with national and regional averages.	Y
Health (life expectancy)	Tottenham Green has the 3 rd lowest life expectancy in the borough of Haringey for men and 6 th highest for women, out of the 19 wards in the borough.	N
Health (Self Assessment)	The proportion of people reporting any long-term illness, health problem or disability in Tottenham Green is higher than local and regional levels.	Y
Health (Access to services)	The Haringey Neighbourhood Renewal Strategy 2002-2012, states that two thirds (67%) of new Haringey Social Services users think that the help that they receive is good or excellent.	Y
Decent Homes	The proportion of local authority homes which are non-decent is high compared to the national average for England and regional for London.	Y
Affordable Housing	There is currently a shortfall of affordable housing in the Borough of around 4,387 units per annum.	Y

⁵ And similar national statistical information

General Indicator	Baseline Summary	Key?
Homelessness	Haringey had 139 homeless households per 10,000 households (2003), making it the borough with the 9 th worst percentage of homeless per 10,000 households out of 353 Local Authorities in England.	Y
Education (Qualifications)	Haringey as a borough has a lower proportion of people without qualifications than the national average but a high proportion of people with qualifications to levels 4 or 5 compared to England and Wales.	Y
Education	The percentage of pupils in Haringey achieving 5 or more GCSEs graded A* to C, is low compared to the average for England and London.	Y
Road Safety	Based on BVPI results (2003-2004 figures), Haringey ranks 5 th out of the 33 London authorities with most pedestrians killed or seriously injured per 100,000 road accidents (34.21 casualties per 100,000).	Y
Transport Accessibility	Haringey ranks 15 th of the 408 British local authorities on connectivity and 9 th in London and the 3 rd highest proportion of residents who travel to work by public transport in Britain	N
Population Density	Haringey has the 11 th highest density of all London Boroughs.	Y
Empty Homes	With over 2,459 empty properties (as at March 2004) Haringey has the 13 th highest proportion in London.	N
Household Size	Haringey's average household size of 2.3 people is only slightly below the national, regional and sub-regional figure.	N
Population Age	Haringey has a relatively young population, the borough's average age of 34 ranks it as the 5 th youngest local authority in Britain and 4 th in London.	Y
People with Disabilities	In 2003, Haringey was the borough with the 9 th greatest percentage of people living on a disability allowance in London.	Y
Cultural diversity	Haringey is the 14 th most ethnically diverse borough out of 408 local authorities, as measured by the proportion of the population classified as non-white. In Tottenham Green total non-white population amounts to half of the resident population.	Y
Heritage	The Clyde Circus Conservation Area surrounds the Lawrence Road site on all sides. Lawrence Road however, reportedly does not possess any buildings of architectural or historic interest.	Y
ENVIRONMENTAL		
Resident Satisfaction with Local Environment	4% more people believe that Haringey is a 'better place to live' than the average percentage across other London boroughs.	N
Household Waste Produced	According to BVPI figures, Haringey comes 14 th of 33 London boroughs in terms of most kg of household waste collected per head.	Y
Household waste landfilled	Only 48% of household waste is landfilled in North London, compared with a regional average of 72% in Greater London.	N
Household waste composted.	In 2003/04, only 0.16% of total household waste collected in Haringey was composted, compared to an average 2.2% for London.	Y
Household waste recycled.	Haringey has the 24 th lowest percentage of recycled household waste among the 33 London Boroughs.	Y
Open Space	The Open Space Survey of the borough (2003) confirms that Haringey's open space falls below the National Playing Field Association's standard. Elizabeth Place Park was recently opened and is placed at the Clyde Road end of Lawrence Road.	Y
Biodiversity	No sites of nature conservation are located close to the brief site.	Y
Air Quality General Emission Levels	It has been estimated that up to 24,000 people die prematurely each year, and similar numbers are admitted to hospital due to exposure to high levels of air pollution.	Y

General Indicator	Baseline Summary	Key?
Transport (modes split)	Haringey is the 3 rd borough with the lowest percentage of people walking to work out of the 33 London Boroughs, but it is the 4 th best for people using Underground metro, light rail or tram and 7 th best for people using the bus services.	Y
Sustainable Transport	In Tottenham Green more than half the households have no access to a car or van.	Y
Transport (Congestion)	Haringey's Local Implementation Plan states that much of the Borough's road network is congested for much of the day. The high volumes of traffic do not encourage more walking and cycling.	Y
Climate Change Renewable Energy	The Government is committed to a 60% reduction in carbon dioxide emissions by 2050.	Y
Energy Efficiency of Housing Stock	Average national and regional SAP rating is 59%, slightly higher than the Haringey average figure (57%).	Y
Development on Previously Developed Land	In Haringey 100% of new homes is built on previously developed land.	N
Contaminated Land	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.	Y
Noise Pollution	Haringey ranks 3 rd for lowest night noise levels and 6 th for lowest daytime noise levels, out of the 33 London Boroughs.	Y
Street Cleanliness	In the Haringey Resident Survey in 2003, 63% of the residents reported satisfied with the Council's refuse collection services.	Y
Water Use	Londoners consume considerably more water than the average UK citizen (165 litres a day compared to 150 litres a day).	Y
Flood Risk	Lawrence Road is not in the floodplain of any watercourses. Still proposals for redevelopment should take account of existing flood defences and the ability to improve them, with particular regard to sustainable drainage systems.	Y
ECONOMIC		
Employment Opportunities	Tottenham Green had the 5 th highest claimant rate out of the 19 wards in Haringey (2004).	Y
Local Jobs	The buildings at Lawrence Road are predominantly industrialised pre-cast multi-storey slab blocks. They were intensely used by the clothing industry. Which has began to move to Eastern Europe and China due to cheap labour. The local market has been on the decline ever since.	Y
Economic Activity	The borough's population that is economically active is lower than both the regional and national average.	N
Business Premises	34% of the buildings on Lawrence Road are vacant (2005). Vacancy rates are set to double next year when many of the occupier's leases expire.	Y

Table 4. Issues emerging from baseline data.

Impact of the Baseline Data on the Sustainability Appraisal Framework

- 8.8 As a result of the analysis of baseline data, consideration was given to the following modifications to the objectives emerging from the policy review, on which the Lawrence Road sustainability objectives are based:

General Indicator*	Modification
Population Age	Adds youth/children's facilities
People with Disabilities	Adds accessibility issues
Contaminated Land	Adds industrial use at Nos. 70 and 72 Lawrence Road
Business Premises	Adds vacant industrial premises

Article 8 General Indicator refers to indicators used in the baseline data, see Annex C.

- 8.9 Sustainability objectives in the Sustainability Appraisal Framework for the Lawrence Road SPD were tailored as a result of the analysis of baseline data. Relevant indicators and targets identified were also included in the framework. The Framework should, as a result, address key current or emerging local sustainability issues.

9 Sustainability Appraisal Framework

This section sets out the sustainability appraisal framework that will be used for the Lawrence Road SPD.

Purpose of the Sustainability Appraisal Framework

- 9.1 The SA Framework is a vital tool that aids the process of:
- Predicting and describing the effects of a development plan;
 - Comparing different plan options;
 - Identifying possible significant impacts of a plan; and
 - Planning monitoring of a plan's effects.

The SA Framework is central to the SA process.

Summary of the Appraisal Framework

- 9.2 Overall the proposed sustainability appraisal framework is organised in terms of 18 sustainability objectives. One or more indicators are suggested for each objective. Ideally each indicator has an associated quantitative target.

Understanding Sustainability Objectives

- 9.3 The proposed framework is based on a set of sustainability objectives expressed in terms of the desired outcomes. For example, Lawrence Road Objective (LRO) 16 is:

LRO16 Reduce car dependence by promoting developments that will provide more local jobs and services people can walk to, improving public transport, creating safer walking routes to school and better cycling routes.

Where necessary for brevity this is shortened to “Reduce car dependence and promote sustainable modes of transport”; which is sufficient to convey the nature of the desired outcome. Similar short forms have been produced for each objective. The proposed sustainability objectives are presented in section 9.14 “Proposed Sustainability Objectives”.

Understanding Indicators

- 9.4 The sustainability objectives must be amenable to measurement if they are to be useful in comparing options, predicting and assessing impacts, and – in some cases – in eventual monitoring during the implementation of the plan. In other words it should be possible to determine whether an objective has been achieved or not achieved. For this reason one or more measurable indicators have been identified for each objective. It should be possible to judge whether there is predicted (or actual at the plan monitoring stage) progress towards or movement away from achieving objectives based on these indicators alone.

Understanding targets

- 9.5 The qualitative objectives have associated targets, preferably quantitative, where targets have been identified from the research.
- 9.6 It is rare for targets to apply directly to the plan area. Usually identifiable targets apply at the wider local, regional or national level.
- 9.7 The targets included are those set in relation to other local, regional or national policies and are not targets for the Lawrence Road SPD. They are included to help understand the context for that objective. Achieving objectives in future development at Lawrence Road can contribute to meeting wider sustainability targets.

Proposed Sustainability Objectives

- 9.8 The sustainability objectives proposed as the basis for sustainability appraisal of the Lawrence Road SPD are presented in Table 5.
- 9.9 These sustainability objectives are distinct from the plan objectives of the Lawrence Road SPD, though they overlap with them. For example both sets of objectives refer to preserving the local built and natural environment and to providing affordable housing.

Compatibility of Sustainability Objectives

- 9.10 Ideally the objectives of the SPD would be entirely consistent with the Sustainability Appraisal objectives. In practice there may be situations where achieving one objective necessarily or potentially reduces the chance of achieving another. It is also possible that SPD objectives miss the opportunity to better support sustainability objectives.
- 9.11 The compatibility of the SPD and sustainability objectives has been tested to highlight areas of potential conflict and to identify areas where SPD objectives could better support sustainability objectives. This compatibility assessment is shown in Table 6, below.
- 9.12 It can be seen from Table 6 that the main potential for conflict arises from SPD objective 3 relating to the change of use of buildings. As this implies significant development activity, potentially including demolition and new construction, it is likely to result in use of virgin natural resources, give rise to new transport generators or increase pollution levels, such as noise. This does not mean that achieving this objective will necessarily result in negative environmental impacts and the failure to meet sustainability objectives that are in “potential conflict”.
- 9.13 No modifications were made to the SPD objectives as a result of the compatibility assessment. It was judged that potential conflicts identified were inherent in the nature of the plan and would not be eliminated or reduced by any changes to the SPD objectives that could be made.

Sustainability Objectives

9.14 The table shows the proposed sustainability objectives on which the Sustainability Appraisal Framework will be based.

ASO ID	Topic	Objective	Short form of Sustainability Objective
LRO1	Access	Improve services through providing modern, better quality, more accessible services for everyone who needs them, particularly health and social care services and ensure that access is inclusive particularly to the disabled and those without a car.	Improve inclusive access to services and opportunity.
LRO2	Housing	Provide decent and affordable housing, of the right quantity, type, tenure and affordability for local needs for all groups in the community and address homelessness	Provide decent and affordable housing and address homelessness.
LRO3	Crime	Reduce crime and the fear of crime.	Reduce crime and fear of crime.
LRO4	Community	Increase the involvement of local people in community activities, particularly young people.	Increase the involvement of local people in community activities
LRO5	Conservation	Protect, enhance and value natural, historic & built environment assets: local landscape, townscape & heritage.	Protect, enhance and value natural, historic and built environment assets
LRO6	Education	Raise achievement in education and create opportunities for lifelong success.	Raise achievement in education and create opportunities for lifelong success
LRO7	Health	Improve health, reduce health inequalities and promote healthy living.	Improve health and reduce health inequalities
LRO8	Mixed Use	Bring forward high quality mixed use development schemes.	Bring forward high quality mixed use development schemes.
LRO9	Pollution	Reduce air, water, noise pollution levels and in particular soil contamination at Nos. 70 and 72 Lawrence Road.	Reduce air, water, soil and noise pollution levels and reduce pollution risk from contaminated sites.
LRO10	Biodiversity	Protect and enhance existing biodiversity and natural habitats and create new wildlife habitats.	Protect, enhance and value biodiversity
LRO11	Climate Change	Reduce contributions to the causes of climate change while managing climate change related risks, particularly flood risk	Reduce contributions to the causes of climate change & manage its risks
LRO12	Open Space	Protect, maintain, restore and enhance the quality of open spaces, to create new open space as appropriate, and to maintain and enhance access to open space and in particular to Elizabeth Place Park.	Protect, maintain, restore and enhance the quality of open spaces.
LRO13	Resources	Conserve natural resources, soil, mineral aggregates, water and in particular energy by increasing energy efficiency and the use of renewable energy technologies.	Conserve natural resources such as minerals, water and energy.
LRO14	Sustainable Construction	Build and maintain to recognised sustainability standards by promoting high quality of urban design in conjunction with sustainable construction principles and techniques.	Build and maintain to recognised sustainability standards
LRO15	Waste	Reduce the amount of waste requiring final disposal through waste minimisation and increase in order of priority, the proportion of waste reused, recycled and composted, and recovered.	Reduce waste and support recycling
LRO16	Sustainable Transport	Reduce car dependence by promoting developments that will provide more local jobs and services people can walk to, improving public transport, creating safer walking	Reduce car dependence and promote sustainable modes of transport.

ASO ID	Topic	Objective	Short form of Sustainability Objective
		routes to school and better cycling routes.	
LRO17	Employment	Provide access to opportunities for employment and occupation.	Create high quality employment opportunities
LRO18	Investment	Create a climate for investment, with a modern employment structure based on a combination of indigenous growth and inward investment.	Increase business investment.

Table 5. Proposed Sustainability Objectives for Sustainability Appraisal of the Lawrence Road SPD.

Compatibility of Sustainability Objectives

9.15

The tables below show the compatibility of the sustainability objectives with the SPD objectives.

LRO ID	Short form of Sustainability Objective	LR1	LR2	LR3	LR4
LRO1	Improve inclusive access to services and opportunity.	Care required	Neutral	Neutral	Positive compatible
LRO2	Provide decent and affordable housing and address homelessness.	Neutral	Neutral	Positive compatible	Neutral
LRO3	Reduce crime and fear of crime.	Neutral	Neutral	Positive compatible	Neutral
LRO4	Increase the involvement of local people in community activities	Neutral	Neutral	Neutral	Neutral
LRO5	Protect, enhance and value natural, historic and built environment assets	Positive compatible	Neutral	Neutral	Positive compatible
LRO6	Raise achievement in education and create opportunities for lifelong success	Neutral	Positive compatible	Neutral	Neutral
LRO7	Improve health and reduce health inequalities	Neutral	Neutral	Neutral	Neutral
LRO8	Bring forward high quality mixed use development schemes.	Care required	Positive compatible	Positive compatible	Neutral
LRO9	Reduce air, water, soil and noise pollution levels.	Neutral	Neutral	Potential conflict	Neutral
LRO10	Protect, enhance and value biodiversity	Positive compatible	Neutral	Neutral	Positive compatible
LRO11	Reduce contributions to the causes of climate change & manage its risks	Neutral	Neutral	Neutral	Neutral
LRO12	Protect, maintain, restore and enhance the quality of open spaces.	Care required	Neutral	Neutral	Positive compatible
LRO13	Conserve natural resources such as minerals, water and energy.	Positive compatible	Neutral	Potential conflict	Neutral
LRO14	Build and maintain to recognised sustainability standards	Positive compatible	Neutral	Neutral	Neutral
LRO15	Reduce waste and support recycling	Care required	Neutral	Neutral	Neutral
LRO16	Reduce car dependence and promote sustainable modes of transport.	Neutral	Care required	Neutral	Neutral
LRO17	Create high quality employment opportunities	Neutral	Positive compatible	Neutral	Neutral
LRO18	Increase business investment.	Neutral	Positive compatible	Neutral	Neutral

Table 6a. Compatibility of the SPD objectives with the Sustainability Appraisal objectives.

		To reduce crime and the fear of crime, and anti-social behaviour.	To encourage a mix of uses which help 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.
LRO ID	Short form of Sustainability Objective	LR5	LR6	LR7	LR8	LR9
LRO1	Improve inclusive access to services and opportunity.	Neutral	Neutral	Neutral	Neutral	Neutral
LRO2	Provide decent and affordable housing and address homelessness.	Neutral	Neutral	Neutral	Neutral	Neutral
LRO3	Reduce crime and fear of crime.	Positive compatible	Neutral	Neutral	Neutral	Neutral
LRO4	Increase the involvement of local people in community activities	Neutral	Neutral	Neutral	Neutral	Neutral
LRO5	Protect, enhance and value natural, historic and built environment assets	Neutral	Neutral	Neutral	Positive compatible	Neutral
LRO6	Raise achievement in education and create opportunities for lifelong success	Neutral	Neutral	Neutral	Neutral	Neutral
LRO7	Improve health and reduce health inequalities	Neutral	Neutral	Neutral	Neutral	Neutral
LRO8	Bring forward high quality mixed use development schemes.	Neutral	Positive compatible	Neutral	Neutral	Neutral
LRO9	Reduce air, water, soil and noise pollution levels.	Neutral	Neutral	Neutral	Neutral	Neutral
LRO10	Protect, enhance and value biodiversity	Neutral	Neutral	Neutral	Positive compatible	Neutral
LRO11	Reduce contributions to the causes of climate change & manage its risks	Neutral	Neutral	Neutral	Neutral	Neutral
LRO12	Protect, maintain, restore and enhance the quality of open spaces.	Neutral	Neutral	Neutral	Neutral	Neutral
LRO13	Conserve natural resources such as minerals, water and energy.	Neutral	Neutral	Neutral	Neutral	Neutral
LRO14	Build and maintain to recognised sustainability standards	Neutral	Neutral	Neutral	Neutral	Neutral
LRO15	Reduce waste and support recycling	Neutral	Neutral	Neutral	Neutral	Neutral
LRO16	Reduce car dependence and promote sustainable modes of transport.	Neutral	Neutral	Neutral	Neutral	Neutral
LRO17	Create high quality employment opportunities	Neutral	Positive compatible	Neutral	Neutral	Neutral
LRO18	Increase business investment.	Neutral	Positive compatible	Neutral	Neutral	Neutral

Table 6b. Compatibility of the SPD objectives with the Sustainability Appraisal objectives.

Sustainability Framework

9.16 The table shows the proposed Sustainability Appraisal Framework.

LRO ID	SA/SEA Topic	Short form of Sustainability Objective	Indicators	Measure	Source	Relevant Targets
LRO 1	Access	Improve inclusive access to services and opportunity	Percentage of respondents (survey) satisfied with health care provision in the area	%		Local Targets: 10% of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users
			Proximity to health services, (hospital, GP, health centre)	Km		
			Proximity to education centre (College, Library)	Km		
			The percentage of the authority's buildings which are suitable for and accessible to disabled people	%	BVPI	
			Percentage of buildings and public transport that allow for public access by wheelchair and buggy	%		
			Percentage of pedestrian crossings with facilities for disabled people	%	BVPI	
LRO 2	Housing	Provide decent and affordable housing and address homelessness	The proportion of homes which fail the Decent Homes Standard	%	BVPI	Local Targets: <ul style="list-style-type: none"> The proportion of private sector dwellings that have been vacant for more than 6 months at 1.4.01 that are returned into occupation or demolished as a result of direct action by the local authority Meet government target of having no families with children in B&B for longer than 6 weeks by 2004. Convert 50 B&B annexes in 2002-03 with a view to converting the bulk by 2005 To ensure that all social housing is of a decent standard by 2010
			Number of households who considered themselves as homeless	Number	BVPI	
			Proportion of households accepted as statutorily homeless by the Local Authority within the last two years	%	BVPI	
			Property Prices (£)	£		
			Proportion of rented accommodation (number of renting households)	Number	Census	
			Number of households in temporary accommodation	Number		
			Affordability – lowest quartile house prices to lowest quartile and mean earnings	£		
LRO3	Crime	Reduce crime and fear of crime	Violent offences by a stranger per 1,000 population	Number per 1,000	BVPI	Local Targets: <ul style="list-style-type: none"> To reduce the level of burglary to

LRO ID	SA/SEA Topic	Short form of Sustainability Objective	Indicators	Measure	Source	Relevant Targets
			Violent offences committed in connection with licensed premises per 1,000 population	Number per 1,000	BVPI	no more than three times the national average by 2005 ▪ To contribute to the national target of reducing street crime by 14% between 1999 and 2005
			Violent offences committed under the influence of an intoxicating substance per 1,000 population	Number per 1,000	BVPI	
			Robberies per 1,000 population	Number per 1,000	BVPI	
			Violent offences in a public place per 1,000 population	Number per 1,000	BVPI	
			Violent crime per 1,000 population	Number per 1,000	BVPI	
			Percentage of people who fear crime against the person and property	%		
LRO4	Community	Increase the involvement of local people in community activities	Social participation, (survey?) Membership clubs societies	Number		
LRO5	Conservation	Protect, enhance and value natural, historic and built environment assets	Total number of conservation areas	Number	BVPI	
			Percentage of conservation areas with up-to-date character appraisal	%	BVPI	
			Percentage of conservation areas with published management proposals	%	BVPI	
			Levels of investment in retaining and maintaining listed buildings	Figure		
			Condition of listed building in the local area			
LRO6	Education	Raise achievement in education and create opportunities for lifelong success	Proximity to education centre (College, Library)	m		
			Percentage of pupils achieving 5 or more GCSEs at grades A* - C or equivalent	%	BVPI	
			Percentage of population with higher qualifications attained level 4/5	%		
			Adult literacy rates	%		

LRO ID	SA/SEA Topic	Short form of Sustainability Objective	Indicators	Measure	Source	Relevant Targets
LRO 7	Health	Improve health and reduce health inequalities	Percentage of people classifying their health as 'not good'	%	Census	Local targets: <ul style="list-style-type: none"> Increase % of patients offered an appointment to see a GP within 2 working days Upgrade eight practices including 4 under LIFT (2005) Increase number of households receiving intensive home care per 1,000 population aged 65 or over Reduce by at least 10% the gap between areas with the lowest life expectancy and the population as a whole
			Percentage of people with limiting long-term illness	%	Census	
			Average life expectancy	Years		
			Number of health care facilities in the area	Number		
LRO 8	Mixed Use	Bring forward high quality mixed use development schemes	Number of mixed use developments	Number		
LRO 9	Pollution	Reduce air, water, soil and noise pollution levels and reduce pollution risk from contaminated sites	Number of days per year when air pollution levels are moderate or higher	Number		
			Number of 'sites of potential concern' with respect to land contamination	Number	BVPI	
			Percentage of pollution control improvements to existing installations completed on time	%	BVPI	
			Air Quality – Annual average nitrogen and sulphur dioxides concentration	Figure		
			Percentage of open water of good quality	%		
LRO 10	Biodiversity	Protect, enhance and value biodiversity	Changes in population of selected characteristic species	Figure		
			Achievement of Biodiversity Action Plan Targets			
			Percentage of wildlife sites managed	%		
			Total area of identified wildlife habitat	Area (km ² , ha)		

LRO ID	SA/SEA Topic	Short form of Sustainability Objective	Indicators	Measure	Source	Relevant Targets
LRO 11	Climate Change	Reduce contributions to the causes of climate change & manage its risks	Carbon dioxide savings in tonnes per annum from installation of on-site renewables	Total/year		Local targets: Major development schemes to provide an energy assessment with their planning application, showing an on-site provision of 10%, where feasible, of their projected energy requirement from renewable sources.
			Reduction in carbon dioxide emissions tonnes/annum	Figure		
			Number of people and properties affected by fluvial flood incidents	Number		
			Number of planning applications approved that include a provision of 10% from renewable energy sources.	Number	UDP	
LRO 12	Open Space	Protect, maintain, restore and enhance the quality of open spaces.	Number of recreational facilities (youth clubs, swimming pools) available in the area	Number		
			Area of accessible open space per 1000 population	ha		
			Percentage of respondents (local survey) that use local parks and open spaces 'at least once a week'	%		
			Percentage of people expressing satisfaction with civic amenity sites	%	BVPI	
LRO 13	Resources	Conserve natural resources such as minerals, water and energy.	Production of liquid biofuels per year	kg		Government target to generate 10% of U.K electricity from renewable energy sources by 2010 and 20% by 2020
			Carbon dioxide savings in tonnes per annum by sector	tonnes / sector		
			Percentage of electricity and heat produced by renewable sources	%		
			Electricity and heat produced by CHP applications	MW		
			Average SAP rating of local authority owned dwellings	Figure	BVPI	
			Percentage of households with energy efficient light bulbs	Number		
			Number of rainwater and greywater harvesting installations	Number		

LRO ID	SA/SEA Topic	Short form of Sustainability Objective	Indicators	Measure	Source	Relevant Targets
LRO 14	Sustainable Construction	Build and maintain to recognised sustainability standards	Number of buildings certified under BREEAM/EcoHomes as 'Very Good'	Number		
LRO 15	Waste	Reduce waste and support recycling	Kilogrammes of household waste collected per head	kg / per head	BVPI	Local Targets: <ul style="list-style-type: none"> Recycling and composting targets are 35% by 2010 and 45% by 2015
			Percentage of household waste sent for recycling	%	BVPI	
			Percentage of waste sent for composting	%	BVPI	
			Percentage of household waste landfilled	%	BVPI	
			Percentage of population resident in the authority's area served by a kerbside collection of recyclables	%	BVPI	
LRO 16	Sustainable Transport	Reduce car dependence and promote sustainable modes of transport.	Distances travelled per person per year by mode of transport	km / mode		Local Targets: <ul style="list-style-type: none"> An increase in the number of walk trips by 5% by 2012. An increase in the modal share of walking trips under 2 miles by 5% by 2011 To contribute to Achieving an 80% increase in cycling levels by 2010 and a 200% increase by 2020 (London-wide)
			Traffic volumes, (key areas)	vehicles / hour		
			Number of cycle routes	Number		
			Percentage of people satisfied with condition of pathways	%		
			Number and quality of public cycle parking spaces	Number		
			Number of companies with Travel Plans	Number		
LRO 17	Employment	Create high quality employment opportunities	Percentage of unemployed council residents	%	BVPI	Local Targets: <ul style="list-style-type: none"> Reduce the ILO unemployment rate to Greater London averages, by targeting and focussing activity
			Percentage of population of working age who claim unemployment benefit	%	BVPI	

LRO ID	SA/SEA Topic	Short form of Sustainability Objective	Indicators	Measure	Source	Relevant Targets
			Number of years unemployed by age	Years	BVPI	<p>towards the priority neighbourhoods with higher than average unemployment rates (2006)</p> <ul style="list-style-type: none"> Reduce the proportion of Income Support claimants by 3% across Haringey, targeting support towards the priority neighbourhoods (2006) Increase the qualification scores in the neighbourhood wards in the east of the borough by March 2006
LRO 18	Investment	Increase business investment	Number of business formation per year	Number	OMIS	<p>Local Targets:</p> <ul style="list-style-type: none"> 20% of development sites and premises to be brought into use At least 5 new companies to relocate into the area Inward investment and business support services would improve and increase by 30% Increase supply of office accommodation by 20% At least 50% new start up businesses to have access to affordable and quality premises Increase the number of ethnic businesses by 10% Increase access to business support services by 20% Increase start ups and survival of businesses by 10%
			Percentage of businesses satisfied with location	%		

Table 7. Proposed Sustainability Appraisal Framework.

Use of the Sustainability Appraisal Framework

- 9.17 The sustainability appraisal framework has been used to predict and assess the relative performance of options and policies at the plan-making stage.
- 9.18 The sustainability appraisal framework may also serve as the basis for monitoring eventual implementation of the SPD. In some cases it has been possible to identify specific quantitative targets to which the implementation of the Lawrence Road SPD should contribute.

10 Appraisal of Plan Options

This section sets out how plan options were identified and how the appraisal of plan options was carried out.

Identification of Plan Options

- 10.1 As part of the process of preparing the SPD a number of different options were considered. These were assessed against the sustainability appraisal framework and the results fed back into the plan preparation process.
- 10.2 Two broad plan options were identified and assessed:
Option 1: A plan for predominantly housing uses on the site.
Option 2: A plan for mixed use development with housing, commercial uses (offices, retail, and community uses such as healthcare premises, etc.).
- 10.3 The site is designated as Site Specific Proposal 27 in Schedule 1 of the UDP as being appropriate for mixed residential and employment use; it was specified that a planning brief be prepared. The options identified for comparison reflect this context.

Assessment of the Plan options against Sustainability Objectives

- 10.4 The Sustainability Appraisal assessed the contribution that these options might make to the sustainability objectives relative to the “do nothing” scenario without the plan. These effects are presented as being positive, negative, neutral or uncertain.

Assessing and predicting effects

- 10.5 The overall assessment represented by these symbols is ultimately determined by the judgement of the persons undertaking the appraisal taking into account the available quantitative and qualitative information that has a bearing. The judgement was arrived at by following a repeatable process that was documented as part of the appraisal process. The process involves:
- Predicting the effects of the SPD in relation to each of the sustainability objectives by describing the changes that will arise as a result of implementing the plan.
 - Evaluating and determining the significance of the impacts arising from these changes.

Predicting effects

10.6

This generally involves:

- Predicting effects of options in relation to “business as usual” and in relation to each other.
- Describing changes in terms of their:
 - magnitude;
 - geographical scale;
 - time period over which they will occur;
 - permanent or temporary;
 - positive or negative;
 - probable or improbable;
 - frequent or rare;
 - cumulative and/or synergistic effects.

Evaluating effects

10.7

This involves:

- Determining the significance of an effect, for e.g.:
 - scale and permanence;
 - nature and sensitivity of the receptor;
 - positive, negative, neutral or uncertain effects;
 - timescale and significance of the effect;
 - short-term or long-term effects;
 - major or minor;
 - cumulative effects.

Consideration of plan options

10.8

The comparison of the different plan options is shown in

Ref	Topic	“Do Nothing” Scenario Assessment	Residential Option 1 100% Residential Use	Mixed Use Option 2 50% Residential & 50% Commercial use
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10.10 Figure 5. Annex D shows how this comparison was arrived at.

Ref	Topic	Scenario Assessment	Residential Option 1 100% Residential Use	Mixed Use Option 2 50% Residential & 50% Commercial use
LRO1	Access	N	Light Green	Dark Green
LRO2	Housing	NN	Dark Green	Dark Green
LRO3	Crime	NN	Dark Green	Dark Green
LRO4	Community	N	Dark Green	Dark Green
LRO5	Conservation	-	Light Green	Light Green
LRO6	Education	-	White	White
LRO7	Health	-	Light Green	Light Green
LRO8	Mixed Use	-	White	Dark Green
LRO9	Pollution	N	Yellow	Yellow
LRO10	Biodiversity	-	Light Green	Light Green
LRO11	Climate Change	N	Dark Green	Dark Green
LRO12	Open Space	-	Light Green	Light Green
LRO13	Resources	-	Dark Green	Dark Green
LRO14	Sustainable Construction	N	Dark Green	Dark Green

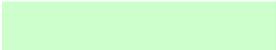
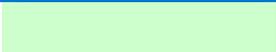
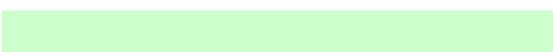
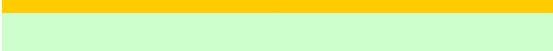
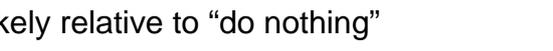
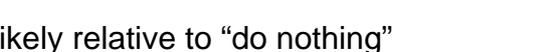
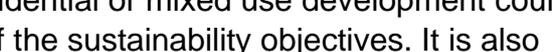
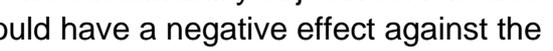
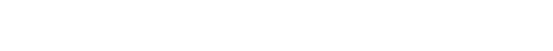
LRO15	Waste	N	
LRO16	Sustainable Transport	N	
LRO17	Employment	N	 
LRO18	Investment	N	 

Figure 5. Assessment of SPD options.

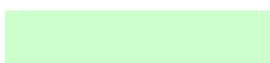
10.11

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Ref	Topic	“Do Nothing” Scenario Assessment	Residential Option 1 100% Residential Use	Mixed Use Option 2 50% Residential & 50% Commercial use
LRO1	Access	N		
LRO2	Housing	NN		
LRO3	Crime	NN		
LRO4	Community	N		
LRO5	Conservation	-		
LRO6	Education	-		
LRO7	Health	-		
LRO8	Mixed Use	-		
LRO9	Pollution	N		
LRO10	Biodiversity	-		
LRO11	Climate Change	N		
LRO12	Open Space	-		
LRO13	Resources	-		
LRO14	Sustainable Construction	N		
LRO15	Waste	N		
LRO16	Sustainable Transport	N		
LRO17	Employment	N		
LRO18	Investment	N		

10.12

Figure 5 reflects the predicted effects of the option relative to the “do nothing” scenario:

	positive effects likely relative to “do nothing”
	significant positive effects likely relative to “do nothing”
	negative effects likely relative to “do nothing”

10.13

The table shows that any form of residential or mixed use development could have positive effects against many of the sustainability objectives. It is also judged that any new development would have a negative effect against the pollution objective.

- 10.14 Where an option has more positive effects against some objectives (e.g. housing) these are likely to be balanced by less positive effects against other objectives (e.g. employment). The effects of each option against each sustainability objective are described in Annex D.
- 10.15 The comparison suggests that the overall differences in effects of the options considered are relatively small. No unexpected sustainability issues were raised as a result of the comparison of plan options.

Preferred Option

- 10.16 The preferred option as set out in the draft Lawrence Road SPD is for mixed use development with housing and commercial uses (offices, retail, and community uses such as healthcare premises, etc.). This corresponds most closely with option 2 considered in the options appraisal above.

Assessment of the Overall Plan

- 10.17 The Sustainability Appraisal assessed the contribution that the overall plan, as set out in the draft Lawrence Road SPD, might make to the sustainability objectives relative to the “do nothing” scenario. These effects are presented as being positive, negative, neutral or uncertain. The significance of these effects is assessed using the following symbols:

- YY = Significant positive contribution
- Y = Positive contribution
- 0 = Neutral contribution
- N = Negative contribution
- NN = Significant negative contribution
- ? = Unknown contribution

- 10.18 The table below shows the predicted effects of the Plan against each Sustainability objective. The SPD proposals have been assessed against the “do nothing/business as usual” scenario, to provide a baseline. The predicted effects and assessment of the “do nothing/business as usual” scenario are set out in Annex E. Where significant negative effects are predicted, proposed mitigation measures are discussed in the next section 10.19. Predicted significant impacts, both positive and negative, should be priorities for monitoring, which is discussed in section 11.

Ref	Topic	Overall Plan Assessment	
LRO1	Access	<p>The Haringey Neighbourhood Renewal Strategy 2002-2012, states that two thirds (67%) of new Haringey Social Services users think that the help that they receive is good or excellent but less than half (45%) feel that they are given all the help or services they think they need.</p> <p>Accessibility is reflected in a number of parts of the SPD. Section 6.3 states ‘any potential re-use and development of the road will have to consider the needs of pedestrians, cyclists and people with disabilities...’ This is further stressed in sections 6.5 and 6.6, which require</p>	Y

Ref	Topic	Overall Plan Assessment	
		<p>improvements to provide a safe and attractive pedestrian environment and compliance with the National Disabilities Standards. Furthermore the SPD proposes that the site should be used for mixed use developments and specifically mentions in section 9.3 uses to contribute towards the provision of local health and educational needs.</p> <p>This is likely to have a positive effect but depends on implementation.</p>	
LRO2	Housing	<p>The Housing Needs Survey, updated in 2005, estimated that there is currently a shortfall of affordable housing in the Borough of around 4,387 units per annum. The backlog of existing need suggests a requirement for 264 units per year and the newly arising need a requirement for 5,140 units per annum. These two figures together total 5,404 units per annum. The total estimated supply to meet this need is 1,017 units per year. This therefore leaves a shortfall of 4,387 units per year if the Council were able to meet all of the current and projected need over the next five years.</p> <p>The SPD addresses the need for affordable housing, particularly through objective LR3. Also section 5.5 specifically mentions a target of 50% affordable housing as well as key worker and 'intermediate' housing to be provided in line with the Council's UDP. A proportion of affordable housing would be included in any proposal as this is required by planning policy. However, the SPD will assist in the process of changing the use of the site from employment uses to residential uses.</p> <p>This is likely to have a positive effect.</p>	YY
LRO3	Crime	<p>High crime rates characterise the whole of the area around Lawrence Road, including West Green Road and the nearby tube station of Seven Sisters.</p> <p>The SDP addresses the need for increased safety specifically in section 7.6 by encouraging designs that will take into consideration the 'Secure by Design' principles.</p> <p>This is likely to have a positive effect.</p>	YY
LRO4	Community	<p>Haringey has a relatively young population; the borough's average age of 34 ranks it as the 5th youngest local authority in Britain and 4th in London.</p> <p>The SPD proposes that the site should be used for mixed use developments but does not specifically mention uses that would address this objective.</p> <p>The effect is uncertain and will depend on implementation but is likely to be neutral.</p>	-
LRO5	Conservation	<p>A recent character appraisal of Lawrence Road showed that none of the existing buildings is of architectural or</p>	Y

Ref	Topic	Overall Plan Assessment	
		<p>historic interest. The site is however surrounded by the Clyde Circus Conservation Area.</p> <p>The proposed SPD does not make specific reference to the protection of the surrounding area. However it does mention that developments should be in keeping with the general character of the area.</p> <p>This is likely to have a positive effect but depends on implementation.</p>	
LRO6	Education	<p>In the academic year 2003/04, 39% of pupils in Haringey achieved 5 or more GCSEs graded A* to C, compared to an average for England of 53.7% and London average of 50.02%. This is still an increase of 28% from 2001.</p> <p>The SPD proposes that the site should be used for mixed use development and section 9.3 refers to a requirement for contributions to be made towards educational needs. The Plan will result in increased load on educational uses and as such its effect is uncertain and will depend on implementation.</p>	-
LRO7	Health	<p>In Tottenham Green 17.4% of residents reported a long-term illness and 10.5% reported their health to be 'not good'.</p> <p>The SPD proposes that the site should be used for mixed use developments and specifically mentions in section 9.3 uses to contribute towards the provision of local health care facilities. The SPD will inevitably increase the population density of the area and hence increase the pressure on the existing facilities. The SPD also promotes the use of sustainable modes of transport by improving pedestrian and cycling routes.</p> <p>On the other hand the increase in housing is likely to put additional pressure on existing public services and the inclusion of health services depends on implementation. The SPD is predicted to have a neutral effect.</p>	-
LRO8	Mixed Use	<p>The majority of the floor space in Haringey is factory and warehouse units, although there is also a sizeable amount of retail floor space (though less than most inner London boroughs). Comparatively, the borough has a limited supply of office space – half the amount of the London average (excluding the City). In addition Haringey had 139 homeless households per 10,000 households in 2003, making it the borough with the 9th worst percentage of homeless per 10,000 households out of 353 Local Authorities in England. Lawrence Road specifically is predominantly used for employment uses with only one live/work unit.</p> <p>The proposed SPD's objectives include references 'To encourage a mix of uses for the site', as well as 'to provide decent and safe homes, a significant proportion of which should be in the form of affordable housing'.</p>	YY

Ref	Topic	Overall Plan Assessment	
		<p>The plan will have a positive effect in relation to this objective as it will create additional residential accommodation, while retaining employment generating uses on the road.</p>	
LRO9	Pollution	<p>The SPD proposals will generate more construction activity and therefore have a greater short to medium-term impact on air, water, soil and noise pollution. The proposals to improve accessibility to public transport and reduce reliance on the private car may help to reduce traffic congestion. This would, in turn, help to reduce air pollution from transport. The SPD also promotes the use of SUDS and green/brown roofs and general sustainable construction principles under section 7.8 which might help to reduce pollution. Sections 8.1 and 8.2 address contamination and noise. Section 9.3 requires that all contaminated land be cleared.</p> <p>The construction activity is likely to have significant negative effects in the short to medium-term relative to the slight positive effects due to any reductions in traffic congestion and sustainable construction practices.</p>	NN
LRO10	Biodiversity	<p>The proposed SPD states in section 7.5 that trees should be retained and new trees planted where appropriate. It also states that the nearby Elizabeth Place Park currently has small amenity value because of its small size and proposes the extension of the park. It also promotes the use of green/brown roofs, which could enhance the biodiversity of the site.</p> <p>The SPD proposals do not include any reference to ecological value and the enhancement of existing habitats. This is predicted to have a neutral effect on ecological value.</p>	-
LRO11	Climate Change	<p>The SPD is proposing new development which is likely to increase construction activity beyond business as usual. This will result in an increase in greenhouse gas emissions in the short term. New development presents the opportunity for buildings to be constructed or refurbished to modern standards of energy efficiency and for public transport improvement. Such improvements can reduce energy use and associated greenhouse gas emissions in the medium to long term. The SPD specifically mentions that new development should consider incorporation of SUDS and green/brown roofs, which would reduce flood risk, the promotion of sustainable modes of transport, as well as the inclusion of renewable sources of energy.</p> <p>The impact of the proposals for new buildings is difficult to assess, as it is dependant on implementation. It is judged that the plan will have a slightly positive effect in the long term.</p>	Y
LRO12	Open Space	<p>The Open Space Survey of the borough conducted in</p>	YY

Ref	Topic	Overall Plan Assessment	
		<p>2003 confirms that Haringey's open space falls below the National Playing Field Association's 2.43 hectares per 1000 of the population standing at only 1.7 hectares.</p> <p>The SPD states that the nearby Elizabeth Place Park currently has small amenity value because of its small size and proposes the extension of the park, as well as improvements to access routes to the park. The SPD also mentions in section 5.11 that 'developments may be required to provide public open space onsite or, and contribute to improving existing public open space'.</p> <p>It is thought that this will have a positive effect as it will improve the condition of current open spaces.</p>	
LRO13	Resources	<p>The SPD proposes new developments, some of which will have to comply with the GLA renewables target. The SPD also states that the Council will require major development schemes to incorporate renewable energy technologies for provision of 10% of their energy use. The extent to which this will be achieved depends strongly on implementation.</p> <p>The SPD proposals include more intense development which is likely to increase water use. However, re-development presents an opportunity to install equipment and measures that reduce water use and the SPD specifically mentions that all developments should demonstrate a commitment to water efficiency.</p> <p>The plan proposals are judged as likely to have a neutral impact. The extent to which this objective is achieved depends strongly on implementation.</p>	-
LRO14	Sustainable Construction	<p>The SPD includes a Sustainability Checklist that lists a number of issues and provisions new developments will need to address.</p> <p>The SPD proposes new development, which presents the opportunity for buildings to be constructed or refurbished to modern standards incorporating a number of sustainable principles.</p> <p>This is thought to have a positive effect.</p>	YY
LRO15	Waste	<p>In the short term, there will be construction and demolition activities which will generate large quantities of waste, the impacts of which will depend on the management practices implemented. In the medium term, the quantities of household waste arising is an uncertain issue. Waste reduction and increased recycling rates can be encouraged through the provision of facilities for household and business waste management, but the impact of this depends heavily on implementation.</p> <p>The SPD is proposing composting and recycling facilities for new developments. The extent to which this objective is achieved depends strongly on implementation and the</p>	-

Ref	Topic	Overall Plan Assessment	
		effects of the plan are judged to be neutral.	
LRO16	Sustainable Transport	<p>The SPD proposes new development, which will inevitably generate additional traffic. The SPD proposes a 'Car Club' membership for residents, reduced car parking compared to UDP requirements, while it is stated that as the area is of medium public transport accessibility there is an opportunity to minimise car use by promoting sustainable modes of transport. The SPD specifically states: 'achieve a sustainable transport strategy by creating a policy that encourages trips by public transport rather than private car'.</p> <p>It is assumed that the SPD will have a slight positive effect, depending on implementation.</p>	Y
LRO17	Employment	<p>The SPD is proposing new mixed-use developments to increase residential uses on-site, as well as retaining and providing new employment uses. A large number of buildings are currently vacant. Regeneration of the area could provide new local jobs in construction, in the short term, and in increased business activity in the medium to long term.</p> <p>This is judged to have a positive effect, depending on implementation.</p>	Y
LRO18	Investment	<p>The SPD is proposing new mixed-use developments to increase residential uses on-site, as well as retaining and providing new employment uses. Development will provide new local jobs and opportunities for further investment and financial growth. Needed new housing, including affordable housing, will also contribute to the sustainability of local employment opportunities.</p> <p>This is thought to have a positive effect, depending on implementation.</p>	Y

Table 8: Overall Plan Assessment

Mitigation of Negative Effects

10.19

Significant negative effects of the plan policies have been predicted in relation only to objective LRO9 – Pollution. Proposed mitigation measures are shown in the table below.

Ref	Topic	Mitigation Measures	
LRO9	Pollution	Noise	<p>The impacts of increased noise can be limited (by controlling when noise and vibration occur, for how long and at what levels) but not entirely eliminated. Unnecessary noise and vibration can be prevented by strict enforcement.</p> <p><u>Proposals:</u></p> <ul style="list-style-type: none"> • Current noise levels should be surveyed to establish the current situation. Noise levels should be monitored adjacent to sensitive sites (e.g. dwellings and offices) during development works. • Developers should be asked at the planning stage to draw up a plan for mitigating noise impacts on sensitive sites including, for example: routing construction traffic away from sensitive sites; agreeing neighbourly site working schedules; noise monitoring during works; careful choice of plant to minimise noise on site; choice of lower noise construction techniques (e.g. for piling); plans for liaising with local stakeholders and responding to complaints. • The timing of different works, including works outside the plan area should be considered when assessing potential noise and disruption and planning mitigation.
		Air Pollution	<p><u>Proposals:</u></p> <ul style="list-style-type: none"> • Monitoring of air quality should remain a priority. • Measures should be taken to reduce road traffic and particularly car use.

Table 9: Proposed mitigation measures for the significant negative effects of the Plan.

11 Implementation

This section considers issues that will be important during the implementation of the SPD and makes some proposals for the approach to monitoring the plan's impacts.

Relationship with other plans and programmes

- 11.1 The ongoing sustainability appraisal at the Lawrence Road should both feed into and inform other relevant or related plans and draw on relevant information and resources available in relation to those other plans. In particular baseline information should be pooled and the approach to monitoring coordinated where possible.
- 11.2 At this early stage in the preparation of Haringey Borough Council's Local Development Framework (LDF), there are few local plans and programmes that have been developed and subject to sustainability appraisal. The timetable for preparing the LDF Core Strategy is set out in the Local Development Scheme and the baseline and monitoring proposals for Lawrence Road will draw on the associated Sustainability Appraisal in due course.
- 11.3 Developments in areas near the Lawrence Road may have effects cumulative with those at the Lawrence Road and it would be sensible to coordinate monitoring approaches on common significant impacts.

Proposals for monitoring

- 11.4 The ODPM Guidance requires that 'the significant sustainability effects of implementing the plan should be monitored to identify unforeseen adverse effects and to enable remedial action to be taken.'
- 11.5 The Sustainability Appraisal monitoring is used to answer questions such as:
- Were the assessment's predictions of sustainability effects accurate?
 - Is the plan contribution to the achievement of desired SA objectives and targets?
 - Are mitigation measures performing as well as expected?
 - Are there any adverse effects? Are these within acceptable limits, or is remedial action desirable?
- 11.6 Monitoring allows the actual effects of the SPD to be tested against those predicted in the Sustainability Appraisal. It helps to ensure that problems which arise during implementation, whether or not they were foreseen, can be identified and future predictions made more accurate.
- 11.7 The ODPM guidance states that the monitoring may cover several plans and programmes as long as sufficient information about environmental effects is provided for the individual plans and proposals. The appropriate level at which to monitor depends on the type and scale of the plan and programme to be monitored.

Monitoring Approach

- 11.8 The significant effects of the SPD will be monitored as part of a wider monitoring strategy for the region. The significant effects are those that may give rise to irreversible damage or where monitoring would enable preventative or mitigation measures to be taken.
- 11.9 Many of these indicators relate to the region or the county rather than the action area as there is very little specific information available for the Lawrence Road. However, the plan area does not exist in isolation and the effects of the plan will influence the overall indicators for the county. Some of the indicators will be used to monitor the effects of the plan on the Lawrence Road and information will be collected using specific survey data.
- 11.10 To ensure there is no duplication of effort, the Sustainability Appraisal monitoring will be linked into existing and proposed performance monitoring for plans as far as possible. In particular, the future monitoring of the Core Strategy that will be prepared by Haringey County Council could use many of the same indicators that are proposed in this Sustainability Appraisal.
- 11.11 The sources of monitored data and the responsibilities for the monitoring are summarised in Table 10.

Monitoring activity to be undertaken	Responsibility for monitoring	Frequency of monitoring
Use of BVPI figures for a number of indicators	Haringey Borough Council	Annually
Use of Quality of Life Indicators for a number of indicators	Quality of Life Indicators	Annually
2001 Census, Office of National Statistics	Census information	Based on Census timetable
Local traffic surveys	Haringey Borough Council	Annually
Analysis of planning applications	Haringey Borough Council	Analysis of applications (on-going)
Air quality monitoring	Haringey Borough Council	Continuous

Table 10. Responsibility for sources of monitored data.

Monitoring Plan

- 11.12 A monitoring plan for the Lawrence Road has been proposed and set out in Table 11. Priority issues for monitoring relating to impacts that were identified as significant (positive and negative) in the assessment of the plan policies are highlighted. Monitoring should be targeted both to assess the effectiveness of mitigation of negative effects and to ensure that predicted significant positive effects are being delivered.
- 11.13 It has not yet been decided which of the remaining indicators will be collected and reported as part of the monitoring phase of the sustainability appraisal. This will depend to some extent on the requirements and priorities of other plans and programmes. Common monitoring requirements can be pooled to allow a wider range of indicators to be monitored and reported for the Lawrence Road.

11.14

The monitoring plan table also includes some indicators that would entail the collection and creation of data sets specifically for the Lawrence Road area e.g. by survey. These are shown in bold.

LRO ID	Indicators	Measure	Approach to monitoring
LRO 1	Percentage of respondents (survey) satisfied with health care provision in the area	%	
	Proximity to health services, (hospital, GP, health centre)	Km	
	Proximity to education centre (College, Library)	Km	
	The percentage of the authority's buildings which are suitable for and accessible to disabled people	%	BVPI
	Percentage of buildings and public transport that allow for public access by wheelchair and buggy	%	
	Percentage of pedestrian crossings with facilities for disabled people	%	BVPI
LRO 2	The proportion of homes which fail the Decent Homes Standard	%	BVPI
	Number of households who considered themselves as homeless	Number	BVPI
	Proportion of households accepted as statutorily homeless by the Local Authority within the last two years	%	BVPI
	Property Prices (£)	£	
	Proportion of rented accommodation (number of renting households)	Number	Census
	Number of households in temporary accommodation	Number	Census
	Affordability – lowest quartile house prices to lowest quartile and mean earnings	£	
LRO3	Violent offences by a stranger per 1,000 population	Number per 1,000	BVPI
	Violent offences committed in connection with licensed premises per 1,000 population	Number per 1,000	BVPI
	Violent offences committed under the influence of an intoxicating substance per 1,000 population	Number per 1,000	BVPI
	Robberies per 1,000 population	Number per 1,000	BVPI
	Violent offences in a public place per 1,000 population	Number per 1,000	BVPI
	Violent crime per 1,000 population	Number per 1,000	BVPI
	Percentage of people who fear crime against the person and property	%	
LRO4	Social participation, (survey?) Membership clubs societies	Number	
LRO5	Total number of conservation areas	Number	BVPI
	Percentage of conservation areas with up-to-date character appraisal	%	BVPI
	Percentage of conservation areas with published management proposals	%	BVPI

LRO ID	Indicators	Measure	Approach to monitoring
	Levels of investment in retaining and maintaining listed buildings	Figure	
	Condition of listed building in the local area		
LRO6	Proximity to education centre (College, Library)	m	
	Percentage of pupils achieving 5 or more GCSEs at grades A* - C or equivalent	%	BVPI
	Percentage of population with higher qualifications attained level 4/5	%	Census
	Adult literacy rates	%	Census
LRO 7	Percentage of people classifying their health as 'not good'	%	Census
	Percentage of people with limiting long-term illness	%	Census
	Average life expectancy	Years	LHO
	Number of health care facilities in the area	Number	
LRO 8	Number of mixed use developments	Number	
LRO 9	Number of days per year when air pollution levels are moderate or higher	Number	London Air Quality Network
	Number of 'sites of potential concern' with respect to land contamination	Number	BVPI
	Percentage of pollution control improvements to existing installations completed on time	%	BVPI
	Air Quality – Annual average nitrogen and sulphur dioxides concentration	Figure	London Air Quality Network
	Percentage of open water of good quality	%	
LRO 10	Changes in population of selected characteristic species	Figure	BAP
	Achievement of Biodiversity Action Plan Targets		BAP
	Percentage of wildlife sites managed	%	BAP
	Total area of identified wildlife habitat	Area (km ² , ha)	BAP
LRO 11	Carbon dioxide savings in tonnes per annum from installation of on-site renewables	Total/year	
	Reduction in carbon dioxide emissions tonnes/annum	Figure	
	Number of people and properties affected by fluvial flood incidents	Number	
	Number of planning applications approved that include a provision of 10% from renewable energy sources.	Number	UDP
LRO 12	Number of recreational facilities (youth clubs, swimming pools) available in the area	Number	
	Area of accessible open space per 1,000 population	ha	
	Percentage of respondents (local survey) that use local parks and open spaces 'at least once a week'	%	
	Percentage of people expressing satisfaction with civic amenity sites	%	BVPI

LRO ID	Indicators	Measure	Approach to monitoring
LRO 13	Production of liquid biofuels per year	kg	
	Carbon dioxide savings in tonnes per annum by sector	tonnes / sector	
	Percentage of electricity and heat produced by renewable sources	%	
	Electricity and heat produced by CHP applications	MW	
	Average SAP rating of local authority owned dwellings	Figure	BVPI
	Percentage of households with energy efficient light bulbs	Number	
	Number of rainwater and greywater harvesting installations	Number	
LRO 14	Number of buildings certified under BREEAM/EcoHomes as 'Very Good'	Number	
LRO 15	Kilogrammes of household waste collected per head	kg / per head	BVPI
	Percentage of household waste sent for recycling	%	BVPI
	Percentage of waste sent for composting	%	BVPI
	Percentage of household waste landfilled	%	BVPI
	Percentage of population resident in the authority's area served by a kerbside collection of recyclables	%	BVPI
LRO 16	Distances travelled per person per year by mode of transport	km / mode	
	Traffic volumes, (key areas)	vehicles / hour	
	Number of cycle routes	Number	UDP
	Percentage of people satisfied with condition of pathways	%	
	Number and quality of public cycle parking spaces	Number	
	Number of companies with Travel Plans	Number	
LRO 17	Percentage of unemployed council residents	%	BVPI
	Percentage of population of working age who claim unemployment benefit	%	BVPI
	Number of years unemployed by age	Years	BVPI
LRO 18	Number of business formation per year	Number	
	Percentage of businesses satisfied with location	%	OMIS

Table 11. Lawrence Road SPD sustainability impacts monitoring plan.

12 Next Steps & Consultation

What happens next in the SA process

- 12.1 Following the publication of this Sustainability Appraisal Report, the next steps in the Sustainability Appraisal process are as follows:
- Public consultation on the Sustainability Appraisal Report (coinciding with consultation on the Lawrence Road SPD);
 - Monitoring and Review.

Consultation

- 12.2 This Sustainability Appraisal Report has been circulated to the organisations listed in Annex A.
- 12.3 The consultation seeks opinions and input to ensure that for the ongoing Sustainability Appraisal:
- The key sustainability issues for the Lawrence Road have been identified.
 - The Sustainability Appraisal framework is comprehensive and robust.
 - The sustainability objectives are appropriate.
 - Relevant baseline data and data sources have been identified.

Consultees are welcome to comment on any aspect of this Report.

You have reached the end of the Lawrence Road, Haringey Supplementary Planning Document Sustainability Appraisal Report. You can read a summary of the report at the beginning of the document.

Additional background and methodological information can be reviewed in the annexes on the following pages.

Annex A Consultees

List of consultees

Statutory Consultation Bodies

- Environment Agency
- Countryside Agency
- English Heritage
- English Nature

Other Consultees

- Adjacent London Boroughs (Enfield, Waltham Forest, Hackney, Islington, Camden, Barnet)
- Arrive (London North)
- Eastern Electricity
- Government Office for London
- Greater London Authority
- Haringey Primary Care Trust
- Health & Safety Executive
- London Development Agency
- London Transport
- Thames Water Plc
- Transport for London

The SA report will be posted on the Haringey Council website and be consulted together with the SPD. For more details of the public consultation exercise refer to the consultation statement included in the SPD document.

Annex B Plans, Policies and Documents Review

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
INTERNATIONAL POLICY AND GUIDANCE		
<p>EUROPEAN COMMUNITY BIODIVERSITY STRATEGY 1998</p> <ul style="list-style-type: none"> •To seek conservation and sustainable use of biological diversity (ecosystems in their natural surroundings). •To share the benefits arising out the utilisation and distribution of genetic resources and information. •To increase research, identification, monitoring and exchange of information relating to biodiversity. •To increase education, training and awareness of biodiversity. 	<ul style="list-style-type: none"> • No Targets 	<ul style="list-style-type: none"> • Protection and enhancement of Biodiversity.
<p>EU WATER FRAMEWORK DIRECTIVE</p> <p>The Directive, which was adopted in October 2000:</p> <ul style="list-style-type: none"> •Protects all waters – rivers, lakes, coastal waters, and groundwaters. •Sets ambitious objectives to ensure that all waters meet “good status” by 2015. •Sets up a system of management within river basins that recognises that water systems do not stop at political borders. •Requires cross border co-operation between countries and all involved parties. •Ensures active participation of all stakeholders, including NGOs and local communities, in water management activities. •Ensures reduction and control of pollution from all sources like agriculture, industrial activity, and urban areas, etc. •Requires water pricing policies and ensures that the polluter pays. •Balances the interests of the environment with those who depend on it. 	<ul style="list-style-type: none"> •December 2003: National and regional laws to be adapted to the Water Framework Directive River Basin co-operation to be made operational •December 2004: An analysis of pressures and impacts on our waters to be completed including an economic analysis •December 2006: Monitoring programmes to be operational as a basis for water management •December 2008: River Basin Management plans to be presented to the public •December 2009: First River Basin Management Plans to be published •December 2015: Waters to meet “good status” 	<ul style="list-style-type: none"> • Protection and enhancement of rivers and riverbanks
<p>EC DIRECTIVE ON THE CONSERVATION OF NATURAL HABITATS AND WILD FLORA AND FAUNA (THE HABITATS DIRECTIVE, 92/43/EEC)</p> <p>Article 10 of the Directive states:</p> <p>“Member States shall endeavour, where they consider it necessary, in their land-use planning and development policies and, in particular, with a view to improving the ecological network, to encourage the management of features of the landscape which are of major importance for wild fauna and flora...Such features are those which, by virtue of their linear and continuous structure (such as rivers with their banks or the traditional systems for marking field boundaries) or their function as stepping stones (such as ponds or small woods), are essential for the migration, dispersal and genetic exchange of wild species...”</p>	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Protection of areas of wildlife habitat. • Recognise opportunities for enhancement of biodiversity • Protect natural habitats and wild fauna and flora
NATIONAL POLICY AND GUIDANCE		
<p>PLANNING POLICY STATEMENT 12 (PPS12)</p> <p>With respect to SPD, PPS 12 defines the following objectives:</p> <p>All the matters covered in supplementary planning documents must relate to policies in a development plan document or a saved policy in a development plan. They must therefore conform to the relevant development plan document (or saved policies), and thereby be consistent with national planning policy and generally conform with the regional spatial strategy or, in London, the spatial development strategy.</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •All the matters covered in supplementary planning documents must relate to policies in a development plan document or a saved policy in a development plan

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
<p>Where the detail to be provided in a supplementary planning document is fundamental to the early delivery of policies in a development plan document, it may usefully be prepared in parallel with that document.</p>		
<p>SUSTAINABLE COMMUNITIES PLAN (2004)</p> <ul style="list-style-type: none"> •Tackling the housing shortage, including measures to accelerate the provision of housing, particularly affordable and keyworker dwellings, and addressing homelessness; •Addressing low demand and abandonment; •Seeking to ensure that all properties comply with decent homes standards; and •Improve the local environment of communities in order to deliver the liveability agenda. <p>The plan also provides region-specific requirements for a sustainable community. In London, the plan aims to create communities that:</p> <ul style="list-style-type: none"> •Are prosperous; •Have decent homes for sale or rent at a price people can afford; •Safeguard green and open space; •Enjoy well-designed, accessible and pleasant living; •Provide a good working environment; and •Are effectively and fairly governed, with a strong sense of community. 	<ul style="list-style-type: none"> •Between 2003-04 and 2005-06, 400,000 fewer households in social homes below the decent homes standard, and 80,000 vulnerable households in the private sector helped to make their homes decent; •High quality local authority service delivery on local environment, public spaces and parks – every authority should have green spaces that achieve the Green Flag standard for care of parks; •Neighbourhood wardens in over 500 communities, improving the local environment and reducing crime and fear of crime; •By 2010, all social housing will have been made decent and a further 130,000 vulnerable households in the private sector will have had their homes made decent; •Improved design quality of public buildings and places integrated into all communities, especially new and revitalised communities in growth areas and market renewal pathfinder areas; <p>Delivery of a step change in the supply of new housing in London and the South East by 2016. London and the growth areas have the potential to accommodate an additional 200,000 homes above levels currently planned in regional planning guidance.</p>	<ul style="list-style-type: none"> •Emphasis on social inclusion, decent homes, high quality services, high quality environments and liveability.
<p>PLANNING POLICY STATEMENT 1: DELIVERING SUSTAINABLE DEVELOPMENT</p> <ul style="list-style-type: none"> •Planning policies should promote high quality inclusive design in the layout of new development in terms of function and impact over the lifetime of the development; •Design which fails to take opportunities to improve the character and quality of an area should not be accepted; •Development plans should contain clear comprehensive and inclusive access policies that consider people’s diverse needs and aim to breakdown unnecessary barriers and exclusions to benefit the entire community; •Design policies should avoid unnecessary prescription or detail and should concentrate on guiding overall scale, density, layout access etc; •Policies should not impose architectural styles of tastes and should not stifle original design through unsubstantiated requirements to conform to certain styles; and •It is proper to seek to promote or reinforce local distinctiveness when supported by clear plan policies or supplementary planning documents. 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •High quality inclusive design of layout; •Design should take opportunities to improve the character and quality of an area; •Policies for access for all; •Focus developments that attract a large number of people, especially retail, leisure and office development, in existing centres to promote their vitality and viability, social inclusion; and •Reduce need to travel, support accessible public transport at major interchanges.
<p>PLANNING POLICY STATEMENT 3 – HOUSING</p> <ul style="list-style-type: none"> •Plan to meet the housing requirements of the whole community, including those in need of affordable housing; •Provide wider housing opportunity and choice; a better mix in the size, type and location of housing, which includes more family homes, and seek to create mixed and balanced communities; •Provide sufficient housing land but give priority to re-using previously developed land; •Create more sustainable pattern of development by building in ways which 	<ul style="list-style-type: none"> •National target – 60% of additional housing should be provided on previously developed land or through conversions of existing buildings. 	<ul style="list-style-type: none"> •Provide sufficient housing to meet housing need; •Provide sufficient affordable housing to meet need; •Good quality design in new housing; •Larger housing development around transport nodes; •Housing as part of mixed use development; •Greater density in town centres and transport nodes; •Support car-free development where appropriate and cease use of minimum standards; •Need to reconcile, economic development,

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<p>exploit and deliver accessibility by public transport to the full range of infrastructure and services;</p> <ul style="list-style-type: none"> •Seek to reduce car dependency by facilitating more walking and cycling, through mixed uses, and by improving linkages by public transport to infrastructure and services; and •Promote good design in new housing in order to create attractive, high-quality living environments in which people choose to live. 		<p>employment land and housing;</p> <ul style="list-style-type: none"> •Promote mixed use development which includes housing;
<p>PLANNING POLICY GUIDANCE 13: TRANSPORT (2001)</p> <ul style="list-style-type: none"> •Promote more sustainable transport choices for people and for freight; •Ensure that jobs, shops, education, health, and leisure facilities are accessible by public transport, walking, and cycling; •Reduce the need to travel, especially by car; •Focus major generators of travel demand in town centres near to major public transport interchanges; •Use parking policies as well as other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys; •Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres and local neighbourhoods; and •Protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Promote sustainable transport options; •Transport/Housing relationship (public transport accessibility in town centres enables higher density); •Location of travel generators; •Influence of parking policies in town centres; •People before traffic; •Accessibility of public transport and key services to local communities; and •Reduce air pollution levels and improve health.
<p>PLANNING POLICY GUIDANCE 15 PLANNING AND THE HISTORIC ENVIRONMENT</p> <ul style="list-style-type: none"> •Policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment •Historic environment should not be sacrificed in favour of short term interests but also recognise that the historic environment cannot be preserved entirely unchanged •Therefore the special aspects of the historic environment together with its capacity for change should be identified and defined through the development plan system •Conservation and economic growth not in conflict •Economic prosperity can secure the continued vitality of the historic areas and buildings provided there is a realistic and imaginative approach to their alteration and change of use •Conservation a key part in economic prosperity by offering attractive conditions that encourage inward investment; •Positive management of development in conservation areas to ensure vitality and prosperity; •Design in historic area needs careful consideration in terms of scale, height, mass alignment and materials but not necessarily copies of old style buildings; •Integrate old buildings into the townscape; •Establish lists of locally important buildings; •Economically viable uses for Listed buildings; •Balance the economic viability of possible uses against the possibly destructive alterations; and •Need for flexibility where new uses have to be considered to secure a 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Take note of cultural and heritage factors in relation to sustainability retention of buildings new uses for them, re-use of building materials etc. economic and social contribution of high quality buildings and environment

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<p>building's survival.</p> <p>PLANNING POLICY GUIDANCE 23: PLANNING AND POLLUTION CONTROL</p> <ul style="list-style-type: none"> •Advises the quality of land, air or water and the potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration. •Development plans should make realistic provision for the types of land or facility which may be detrimental to amenity or conservation interests, or a potential source of pollution – and ensure incompatible uses are separated. 		<p>EA will object to any planning application on potentially contaminated land which is not accompanied by the appropriate level of assessment. EA can advise the Council in this respect. Numbers 70 - 72 Lawrence Road are stated as a medium risk of contamination, and will require a full desk-top study in line with PPS23 and CLR11.</p>
<p>PLANNING POLICY STATEMENT 25: DEVELOPMENT AND FLOOD RISK</p> <ul style="list-style-type: none"> •Guidance provided explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. •Local planning authorities should adopt a risk-based approach to proposals for development in or affecting flood-risk areas. •Government and Environment Agency resources are directed at protecting existing developments, where this can be achieved at reasonable economic and environmental cost in relation to the numbers of people at risk and the value of protected assets. Resources are not available to provide defences in anticipation of possible future development. •Planning guidance on housing (PPG 3) already advises local planning authorities to take account of physical and environmental constraints on the development of land for housing, including flood risk. •The restriction and reduction of surface water run-off from new developments can be encouraged by the provision of surface water storage areas, flow limiting devices in conjunction with surface or sub-surface storage or, where ground conditions permit, the use of infiltration areas or soakaways. •structure plans should set out strategic policies to avoid the threat from flooding, where possible, or otherwise to manage it to ensure that future development is appropriately protected. •Local plans should develop and apply the strategic guidance and policies in RPG and structure plans according to the local significance of flood risk. In doing so they should be aware of the likely impacts of changes on the future nature and frequency of flooding. •Initial research has suggested that, for the Thames and Severn catchments, increases in peak flow of up to 20% for a given return period could be experienced within 50 years. 		<p>PPS25 recommends a balanced and flexible approach, which addresses the risk of flooding while recognising the benefits derived from urban regeneration. Development proposals should therefore take account of advice obtained from the Environment Agency and planning guidance provided in connection with the design and arrangement of mixed use developments</p> <ul style="list-style-type: none"> •Flood risk assessment to be undertaken. •Climate change effects minimisation.
<p>CIRCULAR 5/94 PLANNING OUT CRIME</p> <ul style="list-style-type: none"> •Advice on planning considerations relating to crime prevention •Establish design principles for all new development which seek to reduce crime and the risk of crime and provide people with a safer and more secure environment. 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Consideration of cultural, factors what makes a place 'sustainable' etc •Safety and planning out crime in new developments
<p>EDUCATION AND SKILLS – DELIVERING RESULTS A STRATEGY TO 2006 (Revised 2002)</p> <ul style="list-style-type: none"> •Build a competitive economy and inclusive society by: 	<ul style="list-style-type: none"> •Improve educational attainment of children and young people (varying specific targets). •Increase sporting opportunities for children. •Increase opportunities for higher education or skilled employment for 	<ul style="list-style-type: none"> •Educated and inclusive society.

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<ul style="list-style-type: none"> ▪ Creating opportunities. ▪ Releasing potential. ▪ Achieving excellence. <p>•The objectives are:</p> <ol style="list-style-type: none"> 1. Give children an excellent start in education so that they have a better foundation for future learning. 2. Enable all young people to develop and to equip themselves with the skills, knowledge and personal qualities needed for life and work. 3. Encourage and enable adults to learn and improve their skills and enrich their lives. 	<p>young people. .</p> <ul style="list-style-type: none"> •Increase adult learning opportunities. 	
<p>SUSTAINABLE DEVELOPMENT ACTION PLAN FOR EDUCATION AND SKILLS (2003)</p> <ul style="list-style-type: none"> •Educate for sustainable development – “all learner will develop the skills, knowledge and value base to be active citizens in creating a more sustainable society”; •The environmental impact of the Department and its partner bodies – “pursue the highest standards of environmental management across all properties owned and managed by the Department and its associated bodies”; •The environmental impact of the education estate – “encourage and support all publicly-funded educational establishments to help them operate to the highest environmental standards”; and •Local and global partnership activity – “make effective links between education and sustainable development to build capacity within local communities”. •The plan sets direction and emphasises the critical importance of partnership and new thinking at the local level. 	<ul style="list-style-type: none"> •No targets 	<p>Integration of education and sustainable development objectives. Relevant sustainable development objectives include:</p> <ul style="list-style-type: none"> •Leadership in education and schools and in international development. •Improve content and engagement with schools and lifelong learning. •Environmental management systems. •Reduce water and energy consumption and increase use of renewable energy. •Recycling campaigns. •Sustainable travel plans across all staff. •Promotion of fair trade and local provision of food. •Assessments for sustainability (including Application of Building Establishment Environmental Assessment Method for the Building Schools for the Future programme). •Identify partners to develop mechanism for increasing participation by young people.
<p>PPS22: RENEWABLE ENERGY</p> <ul style="list-style-type: none"> •Renewable energy projects should be accommodated where the technology is viable, and the environmental, economic, and social impacts can be addressed satisfactorily. •Promote and encourage rather than restrict the development of renewable energy sources. •Foster community involvement in renewable energy projects to promote knowledge and acceptance. 	<ul style="list-style-type: none"> •Government target to generate 10% of U.K electricity from renewable energy sources by 2010 and 20% by 2020 	<ul style="list-style-type: none"> •Increase the proportion of energy generated from renewable energy sources.
<p>PPG 24 – PLANNING & NOISE</p> <ul style="list-style-type: none"> •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. 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Wherever possible, site noisy development away from noise-sensitive land uses; •Control or reduce noise levels where a separation of land uses cannot be achieved.
<p>DRAFT PPS 9 – BIODIVERSITY AND GEOLOGICAL CONSERVATION</p> <ul style="list-style-type: none"> •To promote sustainable development (by ensuring biodiversity is conserved) •To conserve, enhance and restore the diversity of England’s wildlife and 	<ul style="list-style-type: none"> •Local biodiversity and geological conservation •Designation of sites of biodiversity and geological value •Networks of habitats •Previously developed sites 	<ul style="list-style-type: none"> •Protection and enhancement of Biodiversity.

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geology •To contribute to an urban renaissance (by enhancing biodiversity in green spaces and among developments in urban areas) •To contribute to rural renewal		
ENVIRONMENTAL QUALITY IN SPATIAL PLANNING 2005 Promotes development that is: •is more sustainable; both in built form and location; •respects the ability of the environment to accommodate change (including climate change); •avoids damage to and increases or enhances the environmental resource; •reduces risks to, and potentially arising from, the environment; •respects local distinctiveness and sense of place and is of high design quality, so that it is valued by communities; and •reflects local needs and provides local benefits.	•No targets	•To respect the ability of the environment to accommodate change (including climate change); •To avoid damage to and increase or enhance the environmental resource; •To reduce risks to, and potentially arising from, the environment; •To respect local distinctiveness and sense of place and to be of high design quality, so that it is valued by communities; and •To reflect local needs and provide local benefits.
THE COUNTRYSIDE AGENCY – PLANNING TOMORROW’S COUNTRYSIDE 2000 Two overarching principles: •all policies should aim for sustainable development; •sustainable development requires social, economic and environmental objectives to be met together (a point made by the Government’s own sustainable development White Paper).	•No targets	•make sure land use plans and Local Transport Plans complement each other •promote high quality landscape (including its wildlife, cultural •help agricultural businesses to diversify, or add more value •support sustainable tourism in delivering high quality facilities •help shape the countryside in and around towns •regenerate those areas despoiled by earlier industries and revive poor quality landscapes. •promote recreation in community forests and the countryside •safeguard green wedges and corridors in towns to enhance access to the countryside; •make sure local open space for people and wildlife is provided, protected and enhanced; •identify the countryside character and local distinctiveness of an area as a tool to help guide development •protect the special qualities of designated countryside.
PLANNING EMPLOYMENT LAND REVIEWS. GUIDANCE NOTE ODPM 2004 •Promotion of strong stable productive and competitive economy •Review all non-housing allocations and consider whether some should be used for housing or mixed use development •Methodology for Employment Land Reviews	•No targets	•Review of existing employment sites in terms of sustainability objectives •Balance to be drawn between meeting housing targets and maintaining economic and cultural vitality of the borough
REGIONAL POLICY AND GUIDANCE		
THE LONDON PLAN •Accommodate London’s growth within its boundaries without encroaching on open spaces; •Make London a better city for people to live in;	<u>HOUSING</u> •Chapter 4 provides detailed suggestions for health check monitoring components and indicators Provision of new homes in London 1997 – 2016 – 200 in Haringey	•Extent to which Tottenham Green can contribute to LP housing target; •Meeting affordable housing target with consideration of Tottenham Green as a whole and individual sites;

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<ul style="list-style-type: none"> •Make London a more prosperous city with strong and diverse economic growth; •Promote social inclusion and tackle deprivation and discrimination; •Improve London's accessibility; and •Make London a more attractive, well-designed and green city. 	<ul style="list-style-type: none"> •Strategic target of 50% affordable housing from all sources; •Affordable housing tenure split – 70% social housing, 30% intermediate; and •10% of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. 	<ul style="list-style-type: none"> •Tenure mix; •Prevent the loss of housing and affordable housing without its planned replacement at existing or higher densities. Consideration of site-by-site opportunities; •Review employment land for suitability as mixed use; •Bring unused housing back into use; •Provision of a range of housing choices (e.g. size, mix); •Provision of special needs and specialist housing; •New housing to be built to 'lifetime home' standards / wheelchair accessible housing; •Major housing development to be located in areas of high public transport accessibility; and •Protect traveller and gypsies sites and establish criteria for new sites.
	<p><u>RETAIL</u></p>	<ul style="list-style-type: none"> •As PPG 6 require appropriate health, education, public and community services to locate in the Borough; •Support TC management & BIDs where appropriate; •Have regard to hierarchy of centres; and •Policy 3D1 states boroughs should designate core & secondary shopping areas
	<p><u>URBAN DESIGN</u></p>	<ul style="list-style-type: none"> •Good design; •Sustainable design and construction; •Maximise intensity of use compatible with local context – local context studies (consider in tandem with contribution to housing targets and parallel); •Identification of locations for high buildings; •Good design of high buildings; •Identify areas of character that may be affected by high buildings; and •Flood risk.
	<p><u>WASTE</u></p>	<ul style="list-style-type: none"> •Seek to provide adequate storage facilities in new development.
	<p><u>AGGREGATES:</u></p> <ul style="list-style-type: none"> •80% reuse of construction and demolition waste; and •60% reuse of waste as aggregates in London by 2011. 	<ul style="list-style-type: none"> •Comply with Core Strategy in encourage aggregate management facilities (recycling, processing, storage) where suitable.
	<p><u>RENEWABLE ENERGY:</u></p> <ul style="list-style-type: none"> •See Energy strategy for targets. 	<ul style="list-style-type: none"> •Require major developments in Tottenham Green to demonstrate energy demand and how renewables can be incorporated.
	<p><u>EFFICIENT USE OF WATER:</u></p> <ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Ensuring adequate water resources and infrastructure is available in new developments.
	<p><u>CLIMATE CHANGE:</u></p> <ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Implications of climate change will be considered indirectly through local issues (e.g. flood risk).
	<p><u>CONTAMINATED LAND:</u></p> <ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Remediate contaminated sites to bring into beneficial use (potential to link this with review of employment land, see above).
	<p><u>HAZARDOUS SUBSTANCES:</u></p> <ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Review locations for storage of hazardous substances (comply with core strategy).

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	<p>TRANSPORT</p> <ul style="list-style-type: none"> •Increase capacity of public transport in London by up to 50% over the Plan period; and •From 2001-2011, zero growth across the rest of inner London. <p>HEALTH, EDUCATION, COMMUNITY FACILITIES</p> <ul style="list-style-type: none"> •No targets <p>BLUE RIBBON NETWORK</p> <p>The London Plan sets out policies for the Blue Ribbon Network which includes the River Thames, the canal network, other tributaries, rivers, streams and open water spaces such as docks, reservoirs and lakes.</p> <ul style="list-style-type: none"> •Development should protect the waterside environment whilst supporting the sustainable use of a waterside location. <p>SUB-REGIONAL APPROACH</p> <ul style="list-style-type: none"> •See targets above 	<ul style="list-style-type: none"> •Reduce the need to travel (particularly by car); •Location of high trip development generators; •Parking standards; •Reduction in parking standards; •Provision of adequate cycle facilities; •Support improvement projects and walking routes identified in the Plan; •Thameslink 2000; and •Criteria for new roading projects. <ul style="list-style-type: none"> •Availability of and accessibility to a range of quality community services, particularly education and health in LTC (see also development focus in place of high public transport accessibility and town centre status); •Social inclusion; and •Protection and enhancement of social infrastructure and community facilities. <ul style="list-style-type: none"> •Ensuring that adequate sewerage infrastructure capacity is available for major new development •Refusing, or directing refusal of proposals that are likely to lead to a reduction in water quality •Using sustainable urban drainage systems to reduce the amount and intensity of urban run-off and pollution <ul style="list-style-type: none"> •Haringey forms part of the North London sub-region, along with Barnet, Enfield and Waltham Forest.
<p>MAYOR OF LONDON'S MUNICIPAL WASTE MANAGEMENT STRATEGY</p> <ul style="list-style-type: none"> •Vision is that by 2020, municipal waste should no longer compromise London's future as a sustainable city based on a radical redirection of the way London Boroughs manage their municipal waste. •Implement the strategy for the management of London's waste by prioritising reduction, reuse, recycling and composting. •London will aim to exceed the recycling and composting targets for household waste set by the government. 	<p>Recycle or compost household waste by:</p> <ul style="list-style-type: none"> •25% by 2005, •30% by 2010, •33% by 2015 	<ul style="list-style-type: none"> •Waste management
<p>MAYOR OF LONDON 'GREEN LIGHT TO CLEAN POWER' ENERGY STRATEGY</p> <p>To minimise the effect of London's energy production by:</p> <ul style="list-style-type: none"> •Reducing London's contribution to climate change by minimising emissions of carbon dioxide through energy efficiency, combined heat and power, renewable energy and hydrogen. •Eradicate fuel poverty by giving Londoners, particularly the most vulnerable groups, access to affordable warmth. •Contribute to London's economy by increasing job opportunities, by innovation in delivering sustainable energy and by improving London's housing stock. 	<ul style="list-style-type: none"> •Reduce CO₂ emissions by •20% (1990 levels) by 2010, 60% (2000 levels) by 2050. •At least one R.E Scheme in every borough by 2010. 	<ul style="list-style-type: none"> •Increase the proportion of energy generated from renewable energy sources.
<p>CLEANING LONDON'S AIR – MAYORS AIR QUALITY STRATEGY</p>	<ul style="list-style-type: none"> •Individual targets by pollutant source category. 	<ul style="list-style-type: none"> •Promote landuses and activities with minimal impacts on air quality

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<ul style="list-style-type: none"> •Minimise the adverse effects of air pollution on human health and improve air quality to enjoyable levels. •Achievement of national air quality objectives need to be balanced. •Work in partnerships with London Boroughs to achieve national objectives and air quality levels. •Improve air quality by reducing impacts of: road transport, industrial sources, construction and fires, and energy and heating. 		
<p>THE MAYOR'S AMBIENT NOISE STRATEGY Key aim is to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practises and technology. Three key issues are:</p> <ul style="list-style-type: none"> •Securing good, noise reducing surfaces on roads •Securing a night aircraft ban across London •Reducing noise through better planning and design of new housing. • 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Mitigation or avoidance of impacts arising from noisy activities.
<p>THE MAYOR'S TRANSPORT STRATEGY (2001)</p> <ul style="list-style-type: none"> •Promoting London's economic and social development and improving the environment. •Increase the capacity, reliability, efficiency, quality and integration of London's transport to provide the world class system that the Capital needs. •Priorities and improvements for Lewisham listed in London Plan' (see Appendix 1). 	<ul style="list-style-type: none"> •Increase the capacity of the underground, rail and bus systems by up to 40% over the next 10 years. 	<ul style="list-style-type: none"> •Sustainable transport options
<p>THE LONDON ROAD SAFETY PLAN (2001)</p> <ul style="list-style-type: none"> •Reduce traffic congestion and increase safety by use of public transport, walking and cycling. •Each borough is asked to prepare a Road Safety Plan. Take the Local Road Safety Plan into consideration. 	<ul style="list-style-type: none"> •See 'Transport 2010' safety targets. 	<ul style="list-style-type: none"> •Road Safety
<p>NHS AND URBAN PLANNING IN LONDON – FINAL REPORT (2003)</p> <ul style="list-style-type: none"> •The purpose of the report is to describe how the NHS can engage more effectively in London's urban planning agenda. •Develop a clear understanding on the likely healthcare demands associated with the projected population and housing increases. •Contribute effectively to planning sustainable communities so that they enjoy good health. 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Healthy communities considerations in the Sustainability Appraisal Framework.
<p>LOCAL POLICY AND GUIDANCE</p>		
<p>HARINGEY LOCAL DEVELOPMENT SCHEME (March 2005)</p> <ul style="list-style-type: none"> •Sets out the programme for replacing the adopted UDP and associated Supplementary Planning Guidance and replacing them with a Local Development Framework •Give better effect to the Community Strategy and other Council strategies through planning policy, •Simplify planning policies and enhance their workability and transparency for all stakeholders, •Develop a more responsive development framework that can better meet emerging strategic priorities and community needs. 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •improve the quality of life for the people of Haringey •improve the environment. •Improve services •narrow the gap between the east and west of Haringey •create safer communities •raise achievement in education •create opportunities for life long success •Development Plan Documents : •Core Strategy •Site Allocation Policy

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		<ul style="list-style-type: none"> •Area Action Plans for Haringey Heartlands and Tottenham Hale International •Proposals Map •Other documents in the LDF include: •Statement of Community Involvement (SCI) •Supplementary Planning Documents (SPD) •Annual Monitoring Review (AMR) •Local Development Scheme (LDS)
<p>LONDON BOROUGH OF HARINGEY – LOCAL IMPLEMENTATION PLAN (2005-2009)</p> <p>The purpose of the report is to indicate the proposals of the London Borough of Haringey for the implementation of the Mayor's Transport Strategy. The key objectives are taken from the Revised UDP and are:</p> <ul style="list-style-type: none"> •To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists, enhance residential amenity and complement land development and regeneration strategies •Discourage the use of the car and promote other forms of travel •Improve freight movement whilst minimising the environmental impact •To balance the need for parking and the environmental impact of traffic movement and parked cars •To encourage developments which, through their design, reduce the need to travel, especially by car. 	<p>The following indicators with 2006 targets are mentioned:</p> <ul style="list-style-type: none"> •Pedestrians killed and seriously injured per 100,000 population: 34 •Pedestrians slightly injured per 100,000 population:111 •Pedal cyclists killed and seriously injured per 100,000 population: 3 •Pedal cyclists slightly injured per 100,000 population: 31 •Powered two wheeler users killed and seriously injured per 100,000 population: 11 •Powered two wheeler users slightly injured per 100,000 population: 71 •Car users killed and seriously injured per 100,000 population: 29 •Car users slightly injured per 100,000 population: 264 •Other users killed and seriously injured per 100,000 population: 4 •Other users slightly injured per 100,000 population: 43 <p>Road Safety Plan The Council is required to meet the following targets to be met by 2010 from an average for 1994-1998 base:</p> <p><u>National Targets</u></p> <ul style="list-style-type: none"> •A 40% reduction in the numbers of people killed or seriously injured •A 50% reduction in the numbers of children killed or seriously injured •A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres [the methodology for measuring the level of travel is not yet established] <p><u>London Targets</u></p> <ul style="list-style-type: none"> •40% reduction in pedestrian killed and seriously injured casualties •40% reduction in cyclist killed and seriously injured casualties •40% reduction in powered two wheeler casualties LPSA Target •Reduce KSI casualties to 145 by March 2006 <p>Bus Reliability Plan There are two Pis/Targets that must be achieved by TfL and the boroughs. These are:</p> <ul style="list-style-type: none"> •Bus Excess Wait Time [EWT]: TfL to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10 •Bus Journey Times: the bus journey times target will be set by summer 2005 <p>Relieving Traffic Congestion TfL define Haringey as an Inner London borough. The LIP guidance sets a target percentage growth in traffic of 0% for Haringey between 2001 and 2011, while the three adjoining boroughs to Haringey in the North London sub-region have a target of 6% growth. The Council considers its contribution to the overall London-wide target should be to limit its traffic growth to +4% by 2011.</p>	<ul style="list-style-type: none"> •encourage developments which, through their design, reduce the need to travel, especially by car. •locate new housing, office, shopping, commercial, educational and recreational facilities to locations well-served by public transport •consider the needs of public transport users, pedestrians and cyclists in the design of new developments •provision of rail infrastructure, new bus routes and bus network improvements, including the provision of new •Improved access to Haringey Heartlands •Improved orbital public transport •Improved orbital movement [both private and public transport] on the North Circular Road •Improvements to public transport •support needs based bus services for residents with mobility difficulties •improve access to, and security and safety around, rail stations and interchanges •promote or support road schemes which provide net benefits to local residents, businesses and the environment. •measures to reduce road danger at source, including physical works to slow motor vehicles •measures to discourage motor traffic •provision of facilities to encourage more walking and cycling •traffic management measures to reduce the impact of traffic in residential areas. •20mph and home zones •safer routes to school schemes where •Parking requirement provision •account of the need to provide for people with disabilities. Specific parking provision for disabled people should be made in accordance with the Council's parking standards. •safe and efficient operation of public transport services in the Borough •improve sustainable access by: <ul style="list-style-type: none"> - seeking the provision of cycle parking in new

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	<p>Pedestrians TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015. Haringey's Plan sets these targets in support of the Mayor's Walking Plan:</p> <ul style="list-style-type: none"> •An increase in the number of walk trips by 5% by 2011 •An increase in the modal share of walking trips under 2 miles by 5% by 2011 •An increase in the number of walk trips to school by 5% by 2011 •A reduction in the number of pedestrians killed and seriously injured casualties by 40% by 2010 <p>Cycling TfL and the Boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. Haringey has produced a Cycling Action Plan (see below). Main Targets of the Plan are:</p> <ul style="list-style-type: none"> •To contribute to Achieving an 80% increase in cycling levels by 2010 and a 200% increase by 2020 (London-wide) •To implement the Plan by contributing to reducing total number of KSI road casualties from 180 (2002) to 145 by 2006 <p>School Travel Plan Strategy Nationally the targets for developing STPs are as follows:</p> <ul style="list-style-type: none"> •25 % of schools by 2005 •40 % of schools by 2006 •100 % of schools by 2009. <p>The targets for developing STPs set in Haringey are as follows:</p> <ul style="list-style-type: none"> •20 Primary schools and 5 secondary/special schools by 2005 •40 Primary schools and 10 secondary/special schools by 2006 and •All schools by 2008/9. <p>Targets for developing STPs in deprived wards within the borough are:</p> <ul style="list-style-type: none"> •60 % of schools engaged in 2005 to be in east of borough •20 % of schools with STPs in 2005 to be in east of borough 	<p>developments</p> <ul style="list-style-type: none"> - providing secure cycle parking especially in areas of high demand - ensuring that parking management is supportive of sustainable travel initiatives such as travel plans, car clubs and car free developments <ul style="list-style-type: none"> •provide a pleasant, safe environment for pedestrians, paying particular regard to the needs of people with mobility difficulties •maintain existing footpaths and passageways in as safe and attractive form as possible paying particular attention to the needs of people with mobility difficulties •ensure design and layout encourages walking and cycling
<p>SAFER COMMUNITIES STRATEGY (2002-2005) Sets out the Council's approach in improving the quality of life for residents, business people and visitors to Haringey and to co-ordinate the community safety planning process, which involves over twenty different agencies and plans The priorities set out in the strategy are:</p> <ul style="list-style-type: none"> •Street crime (robbery) •Violent crime (including gun crime, domestic violence and hate crime) •Young people, crime and disorder •Drugs and alcohol related crime and nuisance activities 	<ul style="list-style-type: none"> •To reduce the level of burglary to no more than three times the national average by 2005 •To contribute to the national target of reducing street crime by 14% between 1999 and 2005. •25% reduction in the involvement of young people in domestic burglary by 2005 •14% reduction in the involvement of young people in robbery by 2005 	<ul style="list-style-type: none"> •Designing out crime and the fear of crime
<p>HARINGEY NEIGHBOURHOOD RENEWAL STRATEGY (2002-2012) – NARROWING THE GAP The Strategy sets the direction for improvement in the most deprived areas for the foreseeable future and provides a framework for reforming and reshaping public services which reflects community needs and is owned by local residents.</p>	<p>Environment:</p> <ul style="list-style-type: none"> •Reduce the % of residents with high levels of concern for environmental issues by 2006 compared to levels in 2001 •Increase Highways of Acceptable Standard (AC E1) to 90% •BVPI 98: Street lamps not working as planned •BVPI 88: Missed collections per 100,000 •Parking Recovery Rate/local performance 	<p>Environment:</p> <ul style="list-style-type: none"> •To develop community leadership and active citizenship and promote civic pride •To encourage a cleaner and greener environment by promoting recycling, improving energy efficiency, lowering vehicle emissions, and reducing litter and graffiti.

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	<p>Housing:</p> <ul style="list-style-type: none"> •BVPI: The proportion of private sector dwellings that have been vacant for more than 6 months at 1.4.01 that are returned into occupation or demolished as a result of direct action by the local authority. •Meet government target of having no families with children in B&B for longer than 6 weeks by 2004. •Convert 50 B&B annexes in 2002-03 with a view to converting the bulk by 2005. •To ensure that all social housing is of a decent standard by 2010 •Reduce average Council Housing void turn around time. •BVPI: Satisfaction of tenants of council housing with the overall service provided by their landlord. <p>Health:</p> <ul style="list-style-type: none"> •Increase % of patients offered an appointment to see a GP within 2 working days •Upgrade eight practices including 4 under LIFT (2005) •Increase number of households receiving intensive home care per 1,000 population aged 65 or over •Reduce by at least 10% the gap between areas with the lowest life expectancy and the population as a whole •Reduce adult smoking to 26% by 2005 and to 24% by 2010 <p>Education:</p> <ul style="list-style-type: none"> •Increase adult participation in learning. •Increase average point score in A Level and Advanced GNVQ •Increase Key Stage 1 averages for schools in/or serving priority neighbourhoods •Increase achievement of black and ethnic minority pupils <p>Employment</p> <ul style="list-style-type: none"> •Reduce the ILO unemployment rate to Greater London averages, by targeting and focussing activity towards the priority neighbourhoods with higher than average unemployment rates (2006) •Reduce the proportion of Income Support claimants by 3% across Haringey, targeting support towards the priority neighbourhoods (2006) •Improve scores to London averages by targeting support of sector strategies to priority neighbourhoods (2006) •Increase the qualification scores in the neighbourhood wards in the east of the borough by March 2006 <p>Business and Local Economy (Targets for 2006):</p> <ul style="list-style-type: none"> •20% of development sites and premises to be brought into use •At least 5 new companies to relocate into the area 	<ul style="list-style-type: none"> •To providing good quality leisure facilities and open spaces <p>Housing:</p> <ul style="list-style-type: none"> •To maximise affordable permanent supply •To procure good quality temporary accommodation •To achieve good quality homes in all tenures. •To providing good quality services across all tenures <p>Health:</p> <ul style="list-style-type: none"> •To improve access to health and social care services •To improve the quality of services •To promote healthy living •To support vulnerable children and their families •To improve joint working and integrate services <p>Education:</p> <ul style="list-style-type: none"> •Improve the quality of early years provision and by developing integrated education, childcare and health services in target wards. •Ensure children and young people accelerate their progress by targeting our resources at schools, cohorts and individuals who are underachieving •Help young people and adults progress into Further Education, Higher Education and work •To contribute to building sustainable communities through opportunities to learn together <p>Employment</p> <ul style="list-style-type: none"> •create accessible and structured openings to work by building up learning pathways and developing clear support frameworks, •address exclusion from the labour market by tackling the barriers that prevent people from getting jobs •develop sustainable employment links with local and wider labour market opportunities •support the potential of social enterprise •Improve dynamism and the ability of employers to attract investment and skilled labour. <p>Business and Local Economy</p> <ul style="list-style-type: none"> •Promote the area as a good business location to attract new businesses and investment.

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	<ul style="list-style-type: none"> • Inward investment and business support services would improve and increase by 30% • Increase supply of office accommodation by 20% • At least 50% new start up businesses to have access to affordable and quality premises • Increase the number of ethnic businesses by 10% • Increase access to business support services by 20% • Increase start ups and survival of businesses by 10% • Improved image of Haringey as a competitive location for business • Uncover and unlock economic advantages and business opportunities in Haringey and Priority Area wards in particular 	<ul style="list-style-type: none"> • Creating quality and affordable business premises in partnership with the private sector • Promoting and supporting initiatives to encourage greater use of local supply chains • Business support to be more effectively targeted at BME businesses • Removing barriers which inhibit the development and competitiveness of businesses in the area
<p>DRAFT CRIME AND DRUGS STRATEGY (2005-2008) Sets out the ways to achieve the Council's vision to measurably improve the quality of life for the people of Haringey by tackling criminal and anti-social behaviour and reducing the harm caused by drugs and alcohol. The emerging local priority areas:</p> <ul style="list-style-type: none"> • Anti social behaviour • Tackling acquisitive crime • Tackling domestic violence and other violent behaviour • Drug and alcohol related crime and disorder • Young People and Crime • Victim and Witness support 	<p>The floor targets for Haringey are to reduce crime and the fear of crime; improve overall performance including reduce the gap between the highest crime and reduction partnership areas and the best comparable areas and reduce:</p> <ul style="list-style-type: none"> • vehicle crime by 30% from 1998-99 to 2004; • domestic burglary by 25% from 1998-99 to 2005; • robbery in the ten Street Crime Initiative areas (MPS) by 14% from 1999-2000 to 2005 and maintain that level. 	<ul style="list-style-type: none"> • Strengthen the relationship between environmental enforcement, policing and housing services • Develop a range of Supporting People accommodation- based scheme and develop referral on to permanent accommodation
<p>HARINGEY'S COMMUNITY STRATEGY (2003-2007) The purpose of the Haringey Community Strategy is to make changes that will improve the quality of life for people living, working, learning, visiting and investing in Haringey. The priorities the strategy sets are to:</p> <ul style="list-style-type: none"> • Improve services • Narrow the gap between the east and the west of Haringey • Create safer communities • Improve the environment • Raise achievement in education and create opportunities for life long success. 	<ul style="list-style-type: none"> • No targets 	<ul style="list-style-type: none"> • Improve access to public services • Promote neighbourhood development in the most deprived areas. • Provide better access to jobs and training. • Promote developments that support businesses and attract investment. • Increase permanent, affordable housing supply. • Promote private sector housing improvement in neighbourhood renewal areas. • Provide good quality emergency and temporary accommodation. • Meet the Decent Homes Standard by 2010. • Assist homeless people and rough sleepers. • Develop civic pride by ensure that public and private property owners and property managers maintain their buildings and surrounds in good order • Promote developments that will provide more local jobs and services people can walk to, a reduction in car use, improvements to public transport, safer walking routes to school, better cycling routes. • Promote opportunities for relaxation and enjoyment.
<p>HARINGEY ANTI-SOCIAL BEHAVIOUR STRATEGY The Strategy addresses all types of antisocial behaviour, ranging from simple individual conflict to that of persistent harassment and group disorder. A high priority for the strategy is to tackle persistent types of anti-social behaviour (particularly by young people). The Strategy sets out the priorities and actions for all partner agencies in an</p>	<p>Best value performance indicators (BVPIs) related to anti-social behaviour: BVPI 189(a): % of residents surveyed who said, they felt 'fairly safe or 'very safe' after dark whilst outside in the local authority area. BVPI 189(b): % of residents who said they felt 'fairly safe' or 'very safe'</p>	<ul style="list-style-type: none"> • Safeguarding the environment, focusing on enforcement • Tackling anti-social behaviour across the range of tenures • Reducing the opportunity for anti-social behaviour, focusing on youth

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<p>effort to create in Haringey a community where residents, visitors and workers can have an improved quality of life without the fear of being subjected to anti-social behaviour.</p> <p>The ASB Partnership Steering Board has identified four strategic priorities for action in the Anti-Social Behaviour Strategy:</p> <ul style="list-style-type: none"> •Safeguarding the environment, focusing on enforcement •Tackling anti-social behaviour across the range of tenures •Reducing the opportunity for anti-social behaviour, focusing on youth •Supporting communities and local neighbourhoods. 	<p>during the day whilst outside in the local authority area.</p> <p>BVPI 126: Domestic burglaries per 1,000 households</p> <p>BVPI 126(e): Robberies per 1,000 population</p> <p>BVPI 127: Violent crimes per 1,000 population and per cent detected</p> <p>BVPI 127(a): Violent offences committed by a stranger per 1,000 population</p> <p>BVPI 127(b): Violent offences committed in a public place per 1,000 population</p> <p>BVPI 127(c): Violent offences committed in connection with licensed premises per 1,000 population</p> <p>BVPI 127(d): Violent offences committed under the influence per 1,000 population</p> <p>BVPI 127(e): Robberies per 1,000 population</p> <p>BVPI 128: Vehicles crimes per 1,000 detected</p> <p>BVPI 44: Number of pupils permanently excluded during the year from all schools maintained by the authority per 1000 at all maintained schools</p> <p>BVPI 45: % of 1/2 days missed due to unauthorised absence in secondary schools maintained by the local authority</p> <p>BVPI 46: % of half days missed due to absence in primary schools maintained by the local authority</p> <p>BVPI 175: % of racial incidents that resulted in further action</p> <p>BVPI 176: The number of domestic violence refuge places per 10,000 population which are provided or supported by the authority</p>	<ul style="list-style-type: none"> •Supporting communities and local neighbourhoods.
<p>HARINGEY EMPLOYMENT AND TRAINING STRATEGY (April 2004)</p> <p>To develop a skilled workforce receiving equality of opportunity and choice and narrow the gap between employment rates in the East and the West of the borough by taking advantage of opportunities in central London and the sub-regional economy.</p> <p>The over riding aim of this strategy is to reduce unemployment across the most deprived wards in the borough.</p> <p>The strategy sets these priorities: Collaborative working; Access to jobs; Removing barriers to work; Education; Employers; Regional partnerships and the wider labour market; Sustainable communities</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Ensure that good quality employment premises are protected and the creation of new ones is assisted. •Ensure that land and premises are capable of embracing modern work requirements. •Seek a range of premises of different types and costs to meet the needs of different sectors of the economy especially SME's.
<p>THE EDUCATION DEVELOPMENT PLAN (2002 – 2007)</p> <p>The EDP sets out strategies and actions aimed at improving achievement and ensuring inclusion at all three levels. It outlines the ways the LEA will ensure national strategies are implemented fully and effectively. It describes actions intended not just to raise the attainment of all children but also to close the gap between the attainment of groups such as minority ethnic children and children in public care and the Haringey and national averages.</p> <p>The priorities set in the plan are: lifelong learning; strategic; management; school; improvement; access & transport; pupil welfare</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Raising standards in literacy •Raising standards in numeracy •Supporting leadership and management, which included school self-evaluation •Supporting schools causing concern. •Tackling exclusion and poverty through sustainable change •Addressing the implications of diversity and equality
<p>SCHOOL ORGANISATION PLAN 2003 – 2008</p> <p>The SOP is part of this framework and sets out how the Authority and its partners will:</p>	<p>The Plan's main target is to:</p> <ul style="list-style-type: none"> •Reduce the percentage of schools identified as being of concern from 38% to only 10% by 2007. 	<ul style="list-style-type: none"> •Support successful and popular schools to expand and encourage new providers •Take swift and appropriate action where standards

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<ul style="list-style-type: none"> •Support successful and popular schools to expand and encourage new providers •Take swift and appropriate action where standards need to be improved •Focus on securing appropriate provision for all children on narrowing attainment gaps •Promote inclusive cultures and practices •Promote greater diversity in provision in line with pupils' needs and parental preferences •Provide access to specialist facilities for children with special educational needs including children with disabilities. •Secure the provision of a wider range of courses and qualifications and new learning pathways for 14-19 year olds in collaboration with other partners •Ensure a sufficient supply of free part time nursery places, linking to wider early years and childcare policies •Promote schools' contribution to community life and community cohesion. 		<p>need to be improved</p> <ul style="list-style-type: none"> •Focus on securing appropriate provision for all children on narrowing attainment gaps •Promote inclusive cultures and practices •Promote greater diversity in provision in line with pupils' needs and parental preferences •Provide access to specialist facilities for children with special educational needs including children with disabilities. •Secure the provision of a wider range of courses and qualifications and new learning pathways for 14-19 year olds in collaboration with other partners •Ensure a sufficient supply of free part time nursery places, linking to wider early years and childcare policies •Promote schools' contribution to community life and community cohesion
<p>HARINGEY'S BIODIVERSITY ACTION PLAN (September 2004)</p> <p>The aim of the plan is to conserve, enrich and celebrate the wildlife in Haringey, to inform local people about it, and involve more people in its enjoyment and conservation.</p> <p>In the plan, key habitats are considered to be:</p> <ul style="list-style-type: none"> •ancient woodland •private gardens •wastelands •railway linesides <p>The plan also identifies a number of key sites within Haringey, as well as numerous priority species.</p>	<ul style="list-style-type: none"> •Targets for each habitat and species action plan 	<ul style="list-style-type: none"> •To ensure developments protect the existing biodiversity in Haringey and, where possible, seek to enhance and diversify this biodiversity. •Preservation of existing trees and tree masses •Ensuring landscaping proposed is sustainable and can be maintained. •Provision of green roofs
<p>AIR QUALITY MANAGEMENT AREA: ACTION PLAN</p> <p>The Plan declares the whole borough as an Air Quality Management Area (AQMA).</p> <p>The actions set are split into</p> <ul style="list-style-type: none"> •Action to reduce emissions from vehicles •Action to reduce traffic volumes •Action to reduce emissions from non-road traffic sources •Awareness raising, education and public information 	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Action to reduce emissions from vehicles •Action to reduce traffic volumes •Action to reduce emissions from non-road traffic sources •Awareness raising, education and public information
<p>SUSTAINABLE HARINGEY LOCAL AGENDA 21 ACTION PLAN (2001)</p> <p>The Action Plan is divided into three themes of living, working and moving each with a set of initiatives for action.</p> <p>Living initiatives are concerned with:</p> <ul style="list-style-type: none"> •Homes, housing and neighbourhoods •Streetscene and cleanliness •Healthy living and lifestyles •Open space and nature <p>Working initiatives are concerned with:</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Provision for affordable housing •Provision for CHP and renewable energy applications •Provision for access to housing units •Grants for energy saving improvements •Measures to design out crime •Provision for storage and collection of waste and recyclable materials •Improve access to services •Protect the existing biodiversity in Haringey and, where possible, seek to enhance and diversify this

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<ul style="list-style-type: none"> •Making a Living – jobs and businesses •Education and training •Sustaining the local economy <p>Moving initiatives are concerned with:</p> <ul style="list-style-type: none"> •Land use and transport integration •Retraining the use of private motor vehicles •Encouraging public transport use, walking and cycling •Reducing the environmental impact of motor vehicles 		<ul style="list-style-type: none"> •biodiversity •Preserve nature conservation •Layout, design, landscaping and materials that conserve energy and have scope for passive solar gain
<p>HOUSING STRATEGY STATEMENT (2008-2006)</p> <p>The Housing Strategy sets out the key issues Haringey faces in meeting housing need and in helping to make Haringey a better place to live and work in.</p> <p>The strategy sets four key objectives:</p> <ul style="list-style-type: none"> •To maximise affordable permanent supply •To procure sufficient, good quality emergency and temporary accommodation •To achieve good quality homes for all, regardless of tenure •To provide quality services across all tenures and promote community participation, health and well being 	<p><i>Action Plan setting out targets until 2006. Most targets for 2005-2006 not in this report.</i></p>	<ul style="list-style-type: none"> •To maximise affordable permanent supply •To procure sufficient, good quality emergency and temporary accommodation •To achieve good quality homes for all, regardless of tenure •To provide quality services across all tenures and promote community participation, health and well being
<p>HARINGEY HOMELESSNESS STRATEGY (2003 – 2008)</p> <p>The strategy's aim is to promote and provide effective sustainable solutions for the homeless and those facing homelessness.</p> <p>The strategy also works in line with Haringey's Community Strategy vision setting the same priorities.</p> <p>The main aims of the Strategy are:</p> <ul style="list-style-type: none"> •To deliver high quality services that meet the needs of those who are homeless or facing Homelessness •To ensure a comprehensive approach to homelessness prevention and support •To develop a comprehensive temporary accommodation strategy that meets the needs of homeless households and the community •To maximise affordable housing supply and develop alternative housing options •To ensure that there is an integrated response to homelessness in Haringey and that agencies work together to provide services to promote the well being of individuals in the community •To achieve a reliable and comprehensive knowledge and information system as a basis for delivering our homelessness strategy. 	<p>Objectives and targets set out for 2004 and 2005 for each aim.</p>	<ul style="list-style-type: none"> •To maximise affordable housing supply and develop alternative housing options •To procure sufficient, good quality emergency and temporary accommodation
<p>CYCLING ACTION PLAN</p> <p>The Council's aim is to maximise the role of cycling in Haringey within an overall framework of road danger and traffic reduction, and sustainable development.</p> <p>The main objectives the Plan sets out are:</p> <ul style="list-style-type: none"> •Develop infrastructure for cycling to a high standard of planning, design and implementation, in particular to assist cyclists to integrate with traffic through measures such as speed reduction and improved traffic management. •Seek a reduction in road danger for cyclists by identifying and controlling the principal sources of threat. •Pursue the objective of road danger reduction through investment in 	<p>The targets supporting the main objectives set out in the Plan are:</p> <ul style="list-style-type: none"> •Produce a draft Cycling Action Plan for Consultation (June 2004) •Finalise Cycling Action Plan (September 2005) •Contribute to Achieving an 80% increase in cycling levels by 2010 and a 200% increase by 2020 (London-wide) •Implementation of Plan to contribute to reducing total number of KSI road casualties from 180 (2002) to 145 (March 2006) 	<ul style="list-style-type: none"> •Ensure that new development is cycle friendly, and that where required, travel plans include cycling as a key alternative to the car and public transport

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<p>appropriate road-based cycle training to the National Standard, for children, adults and people with disabilities.</p> <ul style="list-style-type: none"> •Support Transport for London’s (TfL) role in promoting cycling, for example by distributing leaflets and maps. •Ensure that new development is cycle friendly, and that where required, travel plans include cycling as a key alternative to the car and public transport. 		
<p>THE DRAFT NORTH LONDON JOINT WASTE STRATEGY 2004-2020 Objectives</p> <ul style="list-style-type: none"> •To minimise the amount of municipal wastes arising •To maximise recycling and composting rates •To reduce greenhouse gases by disposing of less organic waste in landfill sites •To co-ordinate and continuously improve municipal wastes minimisation and management policies in North London •To manage municipal wastes in the most environmentally benign and economically •efficient ways possible through the provision and co-ordination of appropriate wastes management facilities and services •To ensure that services and information are fully accessible to all members of the community •To maximise all opportunities for local economic regeneration •To ensure an equitable distribution of costs, so that those who produce or manage the waste pay for it 	<p><i>A set of performance indicators are proposed, including:</i></p> <ul style="list-style-type: none"> •Extent of odour problems •Extent of litter and vermin problems •Collection transport distance •Potential for participation in recycling and composting (% households with kerbside collection of recyclables) •Percentage of material recovered •Percentage of material recycled or composted <p>Recycling and composting targets are: 35% by 2010 and 45% by 2015</p>	<ul style="list-style-type: none"> •Achieving the increased recycling and composting targets of 35% by 2010 and 45% by 2015 will require a significant enhancement to the recycling services •The “Bring” recycling network will need to be improved continuously, with new sites being introduced •A minimum of 95% of all properties of multiple occupancy will need to be provided with a “near entry” collection for recycling and composting and participation rates will need to enable a minimum of 65% of the targeted materials to be captured. •The existing re-use and recycling centres will have to be improved further and range of materials collected will also increase. •The high volumes of material collected for recycling and composting will almost certainly require more larger or additional collection boxes, sacks or wheeled bins to be provided to North London residents.
<p>THE HARINGEY CITY GROWTH STRATEGY City Growth Strategy (CGS) is a business led approach to economic redevelopment which focuses on the economic advantages and potential (rather than social disadvantages) of inner cities by creating a business environment and opportunities which help drive economic regeneration of these areas. The Haringey City Growth Strategy (HCGS) focuses on the eastern part of Haringey around Tottenham and Wood Green. The key objectives of HCGS are to:</p> <ul style="list-style-type: none"> •make Haringey a more competitive location for new and existing businesses •increase income, wealth and job opportunities for Haringey residents •change perceptions and attitudes regarding opportunities in Haringey especially Tottenham •uncover and unlock economic advantages and opportunities within the deprived inner city area 	<p>A number of indicators to measure performance and impacts are mentioned. Indicators are selected from certain theme groups:</p> <ul style="list-style-type: none"> •Overall Performance •Competitiveness - Businesses and Enterprise •Competitiveness. Workforce and Skills •Social Wellbeing •The Environment •Intermediate impacts – Provision. •Intermediate impacts – Firms and residents. 	<ul style="list-style-type: none"> •Maximise the growth potential of Haringey’s key business clusters, support skills and workforce development programmes •Increase the supply of good quality commercial premises and managed workspace or incubator units. •Bring forward high quality mixed use development schemes for Haringey Heartlands and Tottenham International.
<p>DIVERSITY AND COHESION: A CULTURAL STRATEGY FOR HARINGEY 2003 – 2007 The Cultural Strategy examines how different agencies and organisations are working together to develop the range and quality of culture and cultural activity in Haringey over the next five years. Significant funding has been awarded to areas such as Seven Sisters, Wood Green and Tottenham and major site proposals are at various stages of development.</p>		<ul style="list-style-type: none"> •Using cultural activity to celebrate diversity •Improving quality of life through culture •Increasing access to cultural education, training and employment opportunities •Supporting the growth of a sustainable cultural economy

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
<p>Priority 1: Using cultural activity to celebrate diversity</p> <ul style="list-style-type: none"> •Bernie Grant Centre development taken forward by the Bernie Grant Trust in partnership with Haringey Council, London Development Agency, Millennium Commission and the Arts Council. •Major celebratory festivals in Wood Green and Tottenham. •Work to improve publicity of activities and access to information about cultural and leisure opportunities. <p>Priority 2: Improving quality of life through culture</p> <ul style="list-style-type: none"> •Extend the Eazycard scheme, and increase access to sports activity. <p>Priority 3: Supporting the growth of a sustainable cultural economy</p> <ul style="list-style-type: none"> •Actively develop the Wood Green Cultural Quarter. •Promote the creation of a new cultural cluster in Tottenham by working with partners including Middlesex University, Tottenham Football Club, and the Bernie Grant Trust and by developing small units in Tottenham for creative businesses and artists. •Work with cultural businesses to drive a business support strategy for their sector as part of Haringey's City Growth Strategy programme and the LDA's clusters initiative. •Work with local people and groups to secure public access to and cultural uses for, Hornsey Town Hall. <p>Priority 4: Increasing access to cultural education, training and employment opportunities</p> <ul style="list-style-type: none"> •Further develop schools residencies programme and after-school clubs in regeneration areas. •Provide training programmes with the Bernie Grant Centre, Collage Arts (formerly Haringey Arts Council), Learning and Skills Council, College of North East London, Middlesex University and others. •Support the growth of jobs in Small and Medium Enterprises (SMEs) by creating business development initiatives. 		
<p>HARINGEY BEST VALUE PERFORMANCE PLAN – YEAR 6 (2005-2006)</p> <p>The Best Value Performance Plan sets the priorities for the Council, which are the same as the objectives set out in the Community Strategy:</p> <ul style="list-style-type: none"> •Improve services through providing modern, better quality, more accessible services for everyone who needs them, particularly health and social care services •Narrow the gap between the east and the west of Haringey by bringing standards of services up to an acceptable level across the borough •Create safer communities •Create a cleaner, greener environment with better transport and leisure opportunities •Raise achievement in education and create opportunities for lifelong success. 	<p>Local Public Service Agreement Targets (2006):</p> <ul style="list-style-type: none"> •To increase the average points scored by Black African and Black Caribbean pupils in Haringey at Key Stage 2 •To reduce absence in primary and secondary schools maintained by the local authority •Improve education standards at Key Stage 4 (GCSE) •To reduce the numbers of people killed and seriously injured on roads in Haringey •To reduce the reported incidences of dumped rubbish received through the Haringey Accord call centre •To increase the average SAP (energy efficiency) rating of Council homes •To provide local authority tenants with greater choice in the letting process •To help older people live independently in the community and reduce admission into long term institutional care •To improve the life chances for looked after children by improving their educational attainment •To reduce domestic burglary •To reduce the rate of re-offending of all young offenders •To improve the overall cost effectiveness of Council services 	<ul style="list-style-type: none"> •Improve services through providing modern, better quality, more accessible services for everyone who needs them, particularly health and social care services •Narrow the gap between the east and the west of Haringey by bringing standards of services up to an acceptable level across the borough •Create safer communities •Create a cleaner, greener environment with better transport and leisure opportunities •Raise achievement in education and create opportunities for lifelong success.

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<p>HARINGEY LOCAL DELIVERY PLAN 2005-08 NHS Teaching Primary Care Trust</p> <p>This Plan was developed in conjunction with the Haringey Strategic Partnership and the Health and Social Care Partnership Board. It outlines Haringey's TPCT plans for addressing the national Public Sector Agreement (PSA) targets, as well as its wider strategies for dealing with health issues, such as health inequalities, access to health care and others.</p>	<p>Public Sector Agreement (PSA) targets mentioned:</p> <ul style="list-style-type: none"> •PSA01a1/a3: Substantially reduce the mortality rate per 100,000 population from heart disease and stroke and related diseases (under age 75) •PSA01b: Number of GP practices with PCT •PSA01c1/c2: Number of patients with CHD whose last blood pressure reading is 150/90 or less / Total number of patients with CHD •PSA01d: Number of patients with CHD whose last measured cholesterol is 5mmol/l or less •PSA03a1/a3: Decrease the mortality rate per 100,000 population from cancer in people aged under 75 •PSA03b: Number of designated specialist MDTs •PSA06a: Reduce the number of smoking pregnant women, as a percentage of the number of maternities •PSA06b: Increase the number of women known to initiate breastfeeding, as a percentage of the number of maternities •PSA05: Reduce the age-standardised death rate per 100,000 population per year from suicide and undetermined injury by 20% by 2010 •PSA10: Number of people aged 15 to 75 years on GP register, recorded as having a BMI of 30 or greater in the last 15 months; with a BMI recorded in the last 15 months; total number on GP register •PSA11b: The percentage of patients attending GUM clinics who are offered an appointment within 48 hours increase and reach 100% by 2008 •PSA11c: Decrease rates of new diagnosis of gonorrhoea •PSA08a: Increase number of 4-week smoking quitters who attend NHS Smoking cessation services •PSA 14a: Increase numbers of people in treatment for substances misuse by 10% each year •PSA15a: Increase number of those retained in treatment over 12 weeks 	<ul style="list-style-type: none"> •Improving health and reducing health inequalities •Improve Local Access to health services •Narrow the gap between the east and west of the borough
<p>SPG 8a WASTE AND RECYCLING</p> <p>The purpose of this document is to provide guidance on how developments should address issues concerning storage and collection of waste and recyclable material in their planning applications, in both residential and commercial developments.</p>	<ul style="list-style-type: none"> •In accordance with targets set in the North London Joint Waste Strategy. 	<ul style="list-style-type: none"> •All new developments should provide for the storage and collection of waste and recyclable material. •Each application to the Council needs to include details on the anticipated volumes of recyclable and/or commercial waste.
<p>SPG 8c ENVIRONMENTAL PERFORMANCE</p> <p>The documents gives guidance on the various methods of assessing the environmental performance of development schemes which are carried out as a means for achieving environmentally friendly sustainable development, with lowered heating and maintenance costs.</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •The Council is generally seeking all development schemes to take on board sustainable development by requiring a sustainability statement to be submitted with applications for planning permission and listed building consent. •Developments can also incorporate an environmental performance assessment, such as BREEAM, EcoHomes, and NHER.
<p>SPG 8d BIODIVERSITY, LANDSCAPING AND TREES</p> <p>The document provides guidance on how planning applications should regard</p>	<ul style="list-style-type: none"> •No targets 	<p>All new developments will have to regard issues regarding:</p>

KEY OBJECTIVES RELEVANT TO THE PLAN & THE S.A	KEY TARGETS AND INDICATORS RELEVANT TO THE PLAN AND SA	IMPLICATIONS FOR THE SUSTAINABILITY APPRAISAL
the protected species and habitats as outlined in Haringey's Biodiversity Action Plan.		<ul style="list-style-type: none"> •Key species which are of a national or London-wide priority or of local significance and which Haringey want to take action to conserve; •The key habitats of Haringey; •Specific sites within the borough; •The main policies which are important to influence on order to protect and conserve our local wildlife; and •The different organisations and categories of people involved in biodiversity.
<p>SPG 8i AIR QUALITY</p> <p>The purpose of the document is to give guidance on how planning applications should address issues regarding the effect a development may have on the local air quality, in terms of the energy use of a building, polluting emissions from a development or the increase in traffic generated by a development.</p> <p>It also provides information on air quality impact assessments, the conditions under which, it must be undertaken and details on modelling methods.</p>	<ul style="list-style-type: none"> •The Supplementary Planning Guidance on Air Quality (SPG 8i) sets criteria as a guide to determining whether or not the contribution which a proposed development is predicted to make towards air pollution levels could be considered significant. The levels suggested are not regarded as thresholds above which development should be refused. 	<ul style="list-style-type: none"> •Action to reduce emissions from vehicles •Action to reduce traffic volumes •Action to reduce emissions from non-road traffic sources •Awareness raising, education and public information.
<p>SPG 8i LAND CONTAMINATION</p> <p>The purpose of this supplementary guidance id to provide guidelines for applicants seeking Council approval to develop land, which may be contaminated.</p>	<ul style="list-style-type: none"> •No targets 	<p>Follow a step-by-step procedure to ensure all contamination issues are properly addressed.</p> <ul style="list-style-type: none"> •Phase 1: Hazard identification and assessment. •Phase 2: Risk estimation and evaluation •Phase 3: Selection and implementation of remedial measures
<p>SPG 10a AFFORDABLE HOUSING</p> <p>The purpose of this document is to provide guidance to developers and Registered Social Landlords on the Council's policy on affordable housing. The SPG's objectives are to:</p> <ul style="list-style-type: none"> •ensure an adequate provision of affordable housing through the planning system •provide a choice of affordable housing types and a range of tenures •create a mixed and balanced community 	<ul style="list-style-type: none"> •The Council has set a borough wide target of 50% affordable housing on the gross number of units proposed on all housing sites, depending on location, scheme details and site characteristics. 	<p>Affordable housing in all housing developments capable of providing 10+ units, live/work units and commercial developments, in three ways:</p> <ul style="list-style-type: none"> •On site – as part of the proposed development •Off-site – provide land elsewhere in the borough for affordable housing •Financial contribution – money paid to the Council to go forwards developing affordable housing
<p>SPG 10c OPEN SPACE</p> <p>The document provides guidance foe developers on open space provision.</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Ensure that adequate open space is provided in large developments •Ensure improved access to existing open space is provided
<p>SPG 10d IMPROVEMENTS TO PUBLIC TRANSPORT INFRASTRUCTURE AND SERVICES</p> <p>The purpose of this document is to provide guidance to developers on issues that need to be considered in order to adverse impacts of the proposed development, to enhance the physical environment and contribute towards local transport related facilities.</p>	<ul style="list-style-type: none"> •No targets 	<ul style="list-style-type: none"> •Car free housing •Public highways improvements and restrictions •Public transport improvements, including new build facilities •Managements plans – travel plans •Cycle and pedestrian route access, provision and improvement •Disabled access •Parking measures such as the provision of parking in the development or elsewhere

POLICY ALLOCATION	POLICY SUMMARY
RELEVANT UDP (2006) POLICIES	
Policy UD2: Sustainable Development and Construction	<ul style="list-style-type: none"> The Council recognises the importance of the environmental/natural resource aspects of sustainable development and sets requirements for development in the borough to be designed 'in a way that maximises the potential of the site without causing any unnecessary neither local nor global environmental consequences'. The policy covers issues on waste management, water conservation, environmental materials, energy efficiency, land contamination and biodiversity. The UDP includes more detailed policies on each subject: ENV5 Pollution, ENV6 Energy Efficiency, ENV6a Renewable Energy, ENV7R Contaminated Land, ENV8R Waste Management and OS10 Biodiversity.
Policy UD6: Mixed Use Developments	<ul style="list-style-type: none"> The Policy states that developments that are located in town centres, areas of high public transport accessibility and within major new developments, should include a mix of uses in order to ensure sustainable development.
Policy M3: New Development Location and Accessibility	<ul style="list-style-type: none"> The location of new developments should promote the use of public transport and reduce the need for travel by car, while encouraging walking and cycling.
Policy HSG4: Affordable Housing	<ul style="list-style-type: none"> The Policy states: 'Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. The proportion negotiated will depend on the location, scheme details or site characteristics. The Council will use planning agreements and planning conditions to secure the provision of affordable housing.
Policy HSG9: Density Standards	<ul style="list-style-type: none"> While developments should in general be in the density range of 200 – 700 habitable rooms per hectare, higher density, up to 1100hrh, developments may be allowed in areas with high public transport accessibility or in mixed used schemes.
Policies EMP1/2/3/4: Defined Employment Areas (DEAs)	<ul style="list-style-type: none"> The Council will seek to encourage developments that will generate employment uses within Regeneration Areas, while protecting employment uses in Industrial and Employment Locations. Employment uses situated outside these defined areas may be allowed a change of use in certain circumstances.
Policy M1: Improvements	<ul style="list-style-type: none"> The Policy states that the Council will seek the improvement of the public transport system, through a number of projects.
Policy OS5: Development Adjacent to Open Spaces	<ul style="list-style-type: none"> Policy OS5 states that development adjacent to some types of open spaces will 'only be permitted if it protects or enhances the value and visual character of the open land'.
Policy CLT1: Provision Of New Facilities	<ul style="list-style-type: none"> The preferred location for new facilities is in the Borough's metropolitan and district town centres, the Cultural Quarter and Tottenham Green. Small-scale local facilities meeting a local need will be supported in local shopping centres. Where there are no suitable sites the Council may consider development proposals in edge of centre locations and only then out of centre locations.
Policy CSV1: Development in Conservation areas	<ul style="list-style-type: none"> The Council will require that proposals affecting Conservation Areas: preserve or enhance the historic character and qualities of the buildings and/or the Conservation Area, recognise and respect the character and appearance of Conservation Areas, protect the special interest of buildings of architectural or historic interest.

Annex C Baseline Information

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
SOCIAL				
Deprivation (Overall)	<p>Haringey scores 37.70 in the Office of the Deputy Prime Minister's (ODPM) Indices of Deprivation 2004, ranking as the 10th most deprived district in England.</p> <p>There is an extensive area of deprivation in the east and centre of the borough. Nearly 40% of Haringey's population live in wards that are amongst the 10% most deprived in the UK, including Woodside, Tottenham Green, Noel Park and Seven Sisters.</p> <p>Haringey is also the 17th most economically deprived council in England.</p>	<p>Nationally Haringey ranks in the top 50 most deprived districts, and in London Haringey ranks in the top 5 most deprived districts. It is the 10th most deprived district in England and the 5th most deprived in London.</p> <p>Tottenham Green is one of the most deprived wards in Haringey, along with Northumberland Park, Noel Park, Bruce Grove and White Heart Lane.</p>	<p>In the IMD indicators in 2000, Haringey was the 20th most deprived borough in England and the 6th most deprived in London. Again most of its areas were within the 10% most deprived in England.</p> <p>In 2000 Haringey was the 28th most economically deprived in England, a change of 11 places to 2004.</p>	<p>Haringey Council Draft Local Implementation Plan</p> <p>Haringey Council at: www.haringey.gov.uk</p> <p>ID 2004, ODPM 2004</p>
Crime	<p>Currently (2005) there have been 33,015 recorded Total Notifiable Offences (TNOs) in Haringey, 19% down (5,346 fewer offences) than for the same period last year. This performance represents an annual incident rate of 166.4 offences per 1,000 population which is 2.1% under the 2003/04 performance of 170.</p> <p>Crime is an important issue on Lawrence Road, due to lack of security and safety, especially during night time when businesses are closed.</p> <p>High crime rates characterise the whole of the area around Lawrence Road, including West Green Road and the nearby tube station of Seven Sisters.</p>	<p>In 2005 Haringey was the ranked 7th in London for recorded TNO's. Haringey has the highest number of residential burglaries in London (out of 32 boroughs) (2005), significantly higher than the London average of 1,804. Year on year however, Haringey has the 20th highest percentage reduction in residential burglaries, compared to rest of the London boroughs.</p> <p>Haringey has the 3rd lowest number of offences of its 7 neighbouring boroughs (Barnet, Enfield, Waltham Forest, Camden, Islington and Hackney).</p>	<p>Between April 2004 and December 2004:</p> <ul style="list-style-type: none"> - Overall crime in Haringey reduced by 2.1% - Robbery reduced by 37.6% - Domestic burglary reduced by 8.5% - Motor vehicle crime reduced by 12.7% - Violence against the person increased by 17.4% - Youth crime reduced by 10.5% - Domestic violence offences increased by 35% - Offences where knives are used or seen reduced by 1%. - Gun enabled offences reduced by 25% <p>Total recorded crime for 2004/05 has reduced by over 2% resulting in 809 fewer offences. There have been fewer robberies with a 29% reduction, and vehicle crime has reduced by 13%. On average, there are approximately 74 fewer offences every month in 2005.</p> <p>There has been an overall increase however, when figures are compared to previous years. The crime incidence rate for 2000/01 in Haringey was 137.6 offences per 1,000 of the residential population. That figure increased by 21% in 2005, when Haringey had an annual incident rate of 166.4 offences per 1,000 population.</p>	<p>Haringey Council at: www.haringey.gov.uk</p> <p>Safer Communities Strategy 2002-2005</p> <p>Haringey's Crime and Disorder Audit 1998-2001</p> <p>The State of the Borough, 2004</p> <p>Haringey Retail Capacity Assessment 2003, Chesterton</p> <p>Haringey Council Planning Brief for Lawrence Road – Public Consultation Draft 2005</p>
Fear of Crime	<p>In a crime survey conducted in Haringey in 2002, one in four respondents said they had been victims</p>	<p>In a crime survey conducted in Haringey in 2002 around nine in 10 (89%) respondents said they feel</p>	<p>Non-available.</p>	<p>City Growth Strategy</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	<p>of crime in the last year or two, while over half (52%) of respondents say they have witnessed a crime in the last year or two. The most commonly experienced crimes include muggings, robberies and car theft.</p> <p>Around nine in 10 (89%) respondents said they feel safe walking about the area during the day. In contrast, just 39% reported feeling safe after dark. Of the 48% who feel unsafe after dark, 22% said they feel very unsafe, while 12% of respondents said they avoid going out after dark at all.</p> <p>Asked about negative aspects of life in the area, seven in ten (70%) respondents mentioned a crime-related problem. Of these, 45% mentioned high crime rates, 24% mentioned drug dealing and 20% mention muggings and street robbery.</p> <p>In a recent survey of 500 firms in Haringey 48% cited crime as a factor that would encourage firms to leave the area and 17% said that crime was a constraint to growth or other business objectives.</p>	<p>safe walking about the area during the day. In contrast, just 39% reported feeling safe after dark. This latter figure compares with a national average of 66% in the British Crime Survey and 50% for London in the 2001 Greater London Authority London Survey.</p>		<p>The State of the Borough, 2004</p> <p>Safer Communities Strategy 2002-2005</p> <p>Haringey Crime Survey – MORI 2002</p>
Health (life expectancy)	<p>Average life expectancy in Haringey for the period 1999 – 2003 was 74.4 for men and 79.9 for women, which is comparable to inner London figures of 74.3 and 79.9 for men and women respectively.</p> <p>Life expectancy in Tottenham Green for the same period was 71.6 for men and 81.3 for women.</p>	<p>The average life expectancy in Haringey for the period 1999 – 2003 was 74.4 for men and 79.9 for women, which is comparable with the national average for England of 76 for men and 80.6 for women. The average life expectancy in London, between 1999-2003, was 75.7 years in men and 80.6 in women. London-wide, Haringey has the 10th lowest life expectancy for men and women.</p> <p>The infant mortality rate in Haringey is above the national, regional and sub-regional average, to rank as the 51st highest in England and Wales.</p> <p>Tottenham Green has the 3rd lowest life expectancy in the borough of Haringey for men and 6th highest for women, out of the 19 wards in the borough.</p>	<p>According to the LHO life expectancy, between 1998 – 2002, in Haringey was 74.1 for men and 79.9 for women Therefore there has only been a slight decrease in men life expectancy.</p>	<p>Haringey Primary Care Trust: Health Improvement & Modernisation Plan 2002-2005</p> <p>Haringey Health Report 2003</p> <p>London Health Observatory</p>
Health (Self – Assessment)	<p>In the Census 2001 data, 33,600 people in Haringey reported 'limiting long term illness' with a further 19,400 describing their general health as 'not good'.</p> <p>The proportion of people reporting any long-term illness, health problem or disability, which limits daily</p>	<p>The proportion of people reporting any long-term illness, health problem or disability, which limits daily activities or work, including problems due to old age in Haringey was the same as London (15.5%), nearly 3% lower than from England and Wales</p>	<p>Non-available.</p>	<p>Haringey Health Report 2003</p> <p>Census 2001</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	<p>activities or work, including problems due to old age in Haringey in the Census 2001 was 15.5%.The proportion of people in Haringey who reported their health as 'not good' was 9%.</p> <p>The corresponding percentages for Tottenham Green were higher, with 17.4% reporting a long-term illness and 10.5% reporting their health to be 'not good'.</p>	<p>(18.2%) [Census 2001].</p> <p>The proportion of people in Haringey who reported their health as 'not good' over the previous 12 months was 9%, higher than the London average (8.3%) but slightly below that of England and Wales (9.2%).</p>		
Health (Access to services)	<p>The Haringey Neighbourhood Renewal Strategy 2002-2012, states that two thirds (67%) of new Haringey Social Services users think that the help that they receive is good or excellent but less than half (45%) feel that they are given all the help or services they think they need.</p>	<p>Non-available.</p>		<p>Haringey Neighbourhood Renewal Strategy 2002-2012</p>
Decent Homes	<p>The proportion of local authority homes which were non-decent at 1st April 2004 in Haringey was 58%.The great majority of failures relate to the state of repair of key components. These include elements such as roofs, walls, windows, wiring, heating etc. There are also a significant number of failures in respect of items classified as non-key components which include kitchens and bathrooms.</p> <p>It is estimated that 31% of households in Haringey are living in unsuitable housing. The most common reasons for unsuitability are major disrepair and unfitness (17,144 households) and overcrowding (6,310 households).</p> <p>In the Census 2001 data, Tottenham Green had slightly higher proportions of houses with no central heating or sole use of bath, shower or WC (8.6 and 1.8 respectively), compared to national levels of 8.5 and 0.5 respectively.</p>	<p>The proportion of local authority homes which were non-decent at 1st April 2004 in Haringey was 58%. This is high compared to the national average for England at 37.7% and regional for London at 50.3%. London-wide Haringey has the 10th highest proportion of non-decent LA houses.</p>	<p>The proportion of local authority homes which were non-decent has increased from 31% in 2002 to 58% in 2004. Provisional performance levels for 2005 show a decrease to 53.5%.</p>	<p>Local Government Best Value Performance Indicators at: www.bvpi.gov.uk</p> <p>Haringey Council Best Value Performance Plan 2002-2006</p> <p>Census 2001</p>
Affordable Housing	<p>The entry-level prices in Haringey range from £105,000 for a one bedroom home to £205,000 for a four bedroom property.</p> <p>The Housing needs survey, conducted in 2005, stated that the backlog of existing need suggests a requirement for 264 units per year and the newly arising need a requirement for 5,140 units per annum. These two figures together total 5,404 units</p>	<p>Haringey had the 40th highest Index of Affordability out of 353 Boroughs in England in 2003 (6.0). The Index is calculated using approximate monthly mortgage payments (based on 100% mortgage) and monthly median household income. As the index figure increases homes become less affordable.</p> <p>The Housing Needs Survey states that overall average prices vary between £202,359 in Waltham</p>	<p>The affordability index has decreased by 0.5 from 2002.</p>	<p>Haringey Council: Housing Needs Study 2005</p> <p>Haringey Council: SPG10 – Affordable Housing</p> <p>ODPM 2004: Housing Statistics</p> <p>The London Plan: Sub-Regional Development</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	per annum. The total estimated supply to meet this need is 1,017 units per year. This therefore leaves a shortfall of 4,387 units per year if the Council were able to meet all of the current and projected need over the next five years. The figure of 4,387 represents 4.6% of the total number of households in the Borough (96,000).	Forest to £463,852 in Camden. Haringey comes out in the middle of this range at £275,358, this figure being not much different to the overall average for Greater London (of £276,698)		Framework, North London
Homelessness	<p>In 2002/03, 1,315 households were accepted as homeless by the Haringey council. This represents approximately 50% of the homeless applications that were received.</p> <p>At the end of 2002/2003 there were just over 4,000 households living in temporary accommodation. By December 2005 this had risen to almost 5,000.</p>	<p>The total number of households in Haringey at the end of 2003 was 94,613, of which 1,315 presented themselves as homeless.</p> <p>This means that Haringey had 139 homeless households per 10,000 households, making it the borough with the 9th worst percentage of homeless per 10,000 households out of 353 Local Authorities in England.</p>	<p>In 2002/03, 1,315 households were accepted as homeless by the Haringey council. This is a 34% increase from the 975 households accepted as homeless in 1998/99.</p> <p>At the end of 2002/2003 there were just over 4,000 households living in temporary accommodation, a 62% increase from the 2,466 households living in temporary accommodation in 1998/99.</p>	<p>Haringey Housing Investment Programme 2002 Statistics</p> <p>Haringey Council – Housing Strategy Statement 2002-2006</p> <p>ODPM 2004: Housing Statistics</p>
Education (Qualifications)	<p>In Haringey, in 2003, 23.4% of people aged 16-74 had no qualifications, while 37.9% had higher qualifications attained level 4/5.</p> <p>In 2001 the equivalent percentage for residents in the Tottenham Green area, was 34.6% with no qualifications – compared to a 28% average in the borough, while only 27.9% had higher qualifications attained level 4/5, compared to an average of 38% in the borough.</p>	Haringey as a borough has a lower proportion of people without qualifications (23.4%) than the national average (29.1%) but a high proportion of people with qualifications to levels 4 or 5 (37.9%) compared to 19.8% across England and Wales.	There has been a 19.6% reduction in the percentage of people aged 16-74 with no qualifications in the borough, from 28% in 2001 to 23.4% in 2003.	<p>Census 2001</p> <p>ODPM 2004: Statistics</p>
Education (Performance)	In the year 2003-2004 there were 34.21 casualties per 100,000 pedestrians seriously injured or killed in road accidents in Haringey's roads. A further 6.2 cyclists were seriously injured or killed, 12.4 motorcyclists, 24.4 car users and 2.7 other vehicle users.	<p>Based on BVPI results (2003-2004 figures), Haringey ranks 5th out of the 33 London authorities with most pedestrians killed or seriously injured per 100,000 road accidents (34.21 casualties per 100,000 pedestrians seriously injured or killed in road accidents).</p> <p>Compared with the adjoining boroughs (Camden, Hackney, Islington, Barnet and Enfield) Haringey has shown the lowest reduction in total killed and seriously injured casualties over a 4-years period (2000-2004).</p>	Overall there has been a decreasing trend in the number of casualties (pedestrians and cyclists) in Haringey roads, with a 28.8% reduction in total numbers in the period between 1994 and 2003.	<p>Best Value performance indicator 99</p> <p>Draft Local Implementation Plan: Road Safety Plan</p>
Road Safety	In the year 2003-2004 there were 34.21 casualties per 100,000 pedestrians seriously injured or killed in road accidents in Haringey's roads. A further 6.2	Based on BVPI results (2003-2004 figures), Haringey ranks 5 th out of the 33 London authorities with most pedestrians killed or seriously injured per	Overall there has been a decreasing trend in the number of casualties (pedestrians and cyclists) in Haringey roads, with a 28.8%	<p>Best Value performance indicator 99</p> <p>Draft Local Implementation</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	<p>cyclists were seriously injured or killed, 12.4 motorcyclists, 24.4 car users and 2.7 other vehicle users.</p> <p>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. 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.</p>	<p>100,000 road accidents (34.21 casualties per 100,000 pedestrians seriously injured or killed in road accidents).</p> <p>Compared with the adjoining boroughs (Camden, Hackney, Islington, Barnet and Enfield) Haringey has shown the lowest reduction in total killed and seriously injured casualties over a 4-years period (2000-2004).</p>	<p>reduction in total numbers in the period between 1994 and 2003.</p>	<p>Plan: Road Safety Plan</p>
<p>Transport – Accessibility</p>	<p>An area's 'connectivity' is assessed in terms of its distance from London, 'Local Hub Index' (the concentration of motorway junctions, airports, ports and mainline railway stations) and a 'contiguity index' (an additional score based on an area's proximity to other transport hubs in neighbouring local authority districts). Haringey ranks 15th of the 408 British local authorities on this measure and 9th in London.</p> <p>At 53% Haringey has the 3rd highest proportion of residents who travel to work by public transport in Britain, behind the London Boroughs of Lambeth and Wandsworth. This reflects the strong performance of the Borough for connectivity and the density of rail and underground stations in the borough.</p> <p>Public transport accessibility is ranked into six levels according to the Haringey Unitary Development Plan Revised Deposit Consultation Draft Sept 2004, where six is the highest level and one the lowest. The northern end of Lawrence Road is ranked four and the southern end three, which construes to an overall rating of medium accessibility to public transport.</p> <p>There are bus stops on West Green Road and on Philip Lane. The Seven Sisters Underground Station gives access to the Victoria line and is situated to the south-east, approximately 10 minutes walking distance.</p>	<p>Haringey ranks 15th of the 408 British local authorities on connectivity and 9th in London.</p> <p>At 53% Haringey has the 3rd highest proportion of residents who travel to work by public transport in Britain, behind the London Boroughs of Lambeth and Wandsworth. This reflects the strong performance of the Borough for connectivity and the density of rail and underground stations in the borough.</p> <p>In common with other London Boroughs, comparatively few residents travel to work by car; at 27%, Haringey ranks 396th in Britain and 22nd in London on this measure. The proportion of residents travelling to work by foot or bicycle is also low, ranking 378th in Britain and 22nd in London, but higher than the proportions in Barnet and Enfield.</p>		<p>The State of the Borough 2004</p> <p>Draft Local Implementation Plan</p> <p>Haringey's City Growth Strategy</p> <p>Haringey Council – Lawrence Road Draft Planning Brief</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
Population Density	Haringey has the 11 th highest density of all London Boroughs, with 7,609 people per square kilometre, which amount to 73.18 persons per hectare (2001 data).	Haringey is very densely populated by national standards, ranking as the 11 th most densely populated local authority in both Britain and London. With 73.18 people per hectare it is higher than average London density of 35.17 but lower than Inner London typical values of 86.63. Compared to its surrounding boroughs, Haringey has higher population density than Enfield and Barnet but significantly lower than Camden, Hackney and Islington.	In the twenty years between 1982 and 2002 the population of Haringey grew by 9.7%, compared with an increase of 8.7% for London as a whole. GLA reports that population in Haringey is expected to increase by 13.47% by 2016, compared to 2001 levels.	Census 2001 (National Statistics) Haringey NHS Local Delivery Plan 2005-08
Empty Homes	With over 2,459 empty properties (as at March 2004) Haringey has the 13 th highest proportion in London. Of these 226 are local council owned, 186 are owned by Housing Associations and 2,701 are owned by private landlords. 2,020 private homes have been empty for more than 6 months.	In Haringey 4% of total properties are empty compared to a London average of 3.13 (2004). Compared to the surrounding boroughs in North London (Camden, Islington Barnet and Hackney) Haringey has the 2 nd highest percentage of empty properties, only surpassed by Camden (4.06).	In 2001 there were 2,265 empty properties in Haringey. In 2002/03 740 empty properties were brought back into use – 599 of these became private sector leases (PSLs) or Housing Association leases (HALs) and used as good quality temporary accommodation for homeless households.	Haringey Council: Housing Scrutiny Panel – Scrutiny Review Empty Homes Agency – HIP Statistics 2004 Haringey Council Homelessness Review 2003
Household Size	Average household size in Haringey, based on 2001 figures, was 2.3. The equivalent number for Tottenham Green was 2.29.	Haringey's average household size of 2.3 people is only slightly below the national, regional and sub-regional figure, but ranks 303 rd in Britain and 20 th in London. 35% of all Haringey households are one person households, the 27 th highest proportion in Britain.	The GLA estimates average household size in London in 2016 to be 2.14.	The State of the Borough 2004 Census 2001 (National Statistics)
Population – Age	Haringey has a relatively young population, the borough's average age of 34 ranks it as the 5 th youngest local authority in Britain and 4 th in London. In Haringey 13% of residents are aged 16-24 and 38% aged 25-44, while the borough has relatively low proportions of older residents, with 18% of residents aged 45-65 and 9% of residents aged over 65. Tottenham green ward follows the borough's pattern with the majority of the population belonging to younger age groups and only 9% of the residents being 65 and over.	With 13% of residents aged 16-24 and 38% aged 25-44 Haringey ranks 39 th in Britain (7 th in London) and 10 th in Britain (10 th in London) for respective age groups. Correspondingly the borough has relatively low proportions of older residents; with 18% of residents aged 45-65 (to rank 399 th in Britain and 25 th in London) and 9% of residents aged over 65 (to rank 404 th of the 408 British local authorities and 29 th in London). Overall Haringey's average age of 34 ranks it as the 5 th youngest local authority in Britain and 4 th in London	The resident population of Haringey grew by 8% over the period 1991 – 2001, above the national, regional and sub-regional average. Haringey ranks 9 th in Britain for the proportion of residents moving out of the borough in 2001, but also 12 th for the proportion of residents moving into the borough from the rest of the UK and 16 th for those moving in from outside the UK.	The State of the Borough 2004 Population estimates unit, ONS 2004
People with Disabilities	The proportion of people reporting any long-term	The proportion of people reporting any long-term	The percentage of Haringey population living	The State of the Borough 2004

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	<p>illness, health problem or disability, which limits daily activities or work, including problems due to old age in Haringey was 15.5%, in 2001.</p> <p>In August 2003 the total number of people living on a disability allowance was 8, 430, which represents a rate of 3.89% of the population.</p> <p>In Tottenham Green 595 residents were living on a disability allowance in 2003, representing 4.68% of the population.</p>	<p>illness, health problem or disability, in Haringey in 2001 was the same as London (15.5%), nearly 3% lower than from England and Wales (18.2%).</p> <p>In 2003, Haringey was the borough with the 9th greatest percentage of people living on a disability allowance in London.</p> <p>In the borough Tottenham Green had the 3rd highest percentage of people living on a disability allowance in 2003.</p>	<p>on a disability allowance has increased by 0.45% between 2001 and 2003. That is lower than surrounding areas of Islington, Camden and Hackney.</p>	<p>Department for Work and Pensions, (Information and Analysis Directorate) – Data from Haringey online at:</p> <p>http://www.haringey.gov.uk/aboutharingey/statistics.htm</p>
Cultural diversity	<p>In the Census 2001 survey, 34.4% in Haringey classified themselves as non-white, while out of the 66% that classify themselves as white, only 45% are British-White. Black or British-Black make up 20% of the population, with 6.7% being Asian and Asian-British and 3.1% Chinese or other.</p> <p>There is a larger concentration of those who classified themselves as white in the west of Haringey, with both the black African and black Caribbean communities concentrated in the east of Haringey, while residents of Asian ethnic origin seem to be concentrated in the middle of the borough.</p> <p>In Tottenham Green total non-white population amounts to half (50.4%) of the resident population, with 65.4% of the population belonging to a minority ethnic community. The ward has particularly high concentrations of people with Caribbean and African origins.</p>	<p>Haringey is the 14th most ethnically diverse borough out of 408 local authorities, as measured by the proportion of the population classified as non-white.</p> <p>Haringey has the 2nd highest proportion of residents in London who classified themselves as being of mixed ethnic origin (4.6%). It also has the 5th highest proportion of residents of black African ethnic origin, as well as the 5th highest proportion of residents of black Caribbean ethnic origin (9.5%) in London in 2001.</p> <p>The proportion of Haringey residents in all the Asian or Asian British categories (Indian, Pakistani, Bangladeshi and other Asian) were below the London average in 2001. Less than half of Haringey's residents (45.3%) are of white British ethnic origin, the 6th in London.</p>	<p>The biggest change in an ethnic group identified by the Census was for residents of black African ethnic origin, which almost doubled from 5.5% (11,000) in 1991 to 9.2% (over 21,000) in 2001.</p> <p>The number of residents of black Caribbean ethnic origin rose by a quarter from almost 19,000 to nearly 24,000. Large proportional increases also occurred for Pakistani, other Asian and other non-white ethnic origins, but the numbers involved are much smaller.</p> <p>Residents of Indian ethnic origin fell by over 1,000 (15%) to just over 6,000. The white population overall fell by only 1,500 (1%) to 142,000 but as a proportion of the borough's population as a whole fell from 71% to less than 66%.</p>	<p>The State of the Borough 2004</p> <p>ONS: Census 2001</p> <p>Haringey Health Report 2003</p>
Heritage	<p>The Borough has 221 Listed Buildings, including Alexandra Palace and five Grade I buildings, including Bruce Castle, which are of outstanding national significance. There are 207 Grade II Listed buildings or structures, of which 15 are classified Grade II* and are of particular importance.</p> <p>Haringey has 28 designated conservation areas, located throughout the borough with particular concentrations around the Highgate, Muswell Hill and older Wood Green and Tottenham Road areas.</p> <p>Finsbury Park and Alexandra Park are identified by English Heritage in their Register of Parks and Gardens of Special Historic Interest in England. A</p>	<p>The Clyde Circus Conservation Area surrounds the Lawrence Road site on all sides. A draft character appraisal of the conservation area was undertaken in 2003. This appraisal stated that the area “ comprises a mix of mid Victorian villas and later Victorian and Edwardian terraces with commercial streets to its northern and southern edges</p> <p>The character appraisal also looked at Lawrence Road, and concluded that the area was radically redeveloped in mid 20th Century, and does not possess any buildings of architectural or historic interest</p>	<p>Buildings and sites that are currently protected under statutory designations are likely to remain so and there may be an increase in protected sites. The Council's UDP clearly states that any development proposals will have to address the potential impact on designated sites.</p>	<p>London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005</p> <p>Haringey Council: Lawrence Road Draft Planning Brief</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	further 34 of Haringey's public parks, gardens, squares, cemeteries and churchyards are of local historic interest and are registered in The London Parks and Garden Trust Inventory.			
ENVIRONMENTAL				
Resident Satisfaction with Local Environment	In 2003 58% of Haringey residents reported that they believe the borough was becoming a 'better place to live', while 46% reported that they thought the borough's state was 'better than a year ago'.	4% more people believe that Haringey is a 'better place to live' than the average percentage across other London boroughs, while 10% more Haringey residents believe that there has been a significant change in the state of the borough than in other London boroughs.	Overall the 2003 Haringey Resident Survey showed that there has been an improvement in the way the residents see the Borough they live in and the services provided by the Council. 12% more people than in 2002 believe that Haringey is 'a better place to live'.	Haringey Residents Survey – TNS 2003/4
Household Waste Produced	In 2003-04 443kg of household waste was collected in Haringey per head.	According to bvpi figures, Haringey comes 14 th of 33 London boroughs in terms of most kgr of household waste collected per head. At 443 kg per head in 2003/2004, Haringey is below the regional average for London at 454.2 kg per head, as well as below its surrounding boroughs of Islington, Camden, Barnet and Hackney.	The amount of waste collected per head in Haringey has slightly increased from 436 kg in 2002-2003. However, provisional performance for 2005 indicates that there is a significant decrease, from 446 kg in 2004 to 354 in 2005. In North London in general, the weight of rubbish collected has been increasing at a rate of just over 3% each year. This means that in the next 20 years, the amount of waste produced will increase by 66%.	Best Value performance indicator 84 North London Joint Waste Strategy 2004 Haringey Council's Best Value Performance Plan 2005-2006
Household waste landfilled (tonnes per year).	Haringey is not a waste disposal authority, however as all the North London Authorities, it is still mostly dependent upon landfill for almost half of the waste generated. In 2002-2003, 48% of municipal waste in North London was landfilled.	Only 48% of household waste is landfilled in North London, compared with a regional average of 72% in Greater London. Still this will not be sufficient to meet the demands of future legislation and diminishing landfill availability.		North London Joint Waste Strategy 2004
Household waste composted.	In 2003/04, 0.16% of total household waste collected in Haringey, was composted.	In 2003/04, only 0.16% of total household waste collected in Haringey was composted, compared to an average 2.2% for London. This ranks Haringey as the 4 th borough with less composted waste in London.	Provisional performance figures for 2005 show an increase to 1.47% of total household waste being composted. This is still below the London average, as well as the target set by the Council (2%) for 2005.	Haringey Council's Best Value Performance Plan 2005-2006
Household waste recycled.	8.6% of household waste collected in Haringey was recycled in 2003/04. More than 80,000 households in Haringey have access to a free weekly doorstep recycling service. Additional services include plastics and cardboard	Haringey has the 24 th lowest percentage of recycled household waste among the 33 London Boroughs, with 8.6% of household waste recycled. In North London Haringey surpasses only Islington and Barnet with percentages 7.62% and 5.84% respectively. London average for 2003/04 was	Recycling levels, in the North London region, have increased by over 50,000 tonnes in the period 1995-2003, equivalent to an increase of 350%. However, the overall increase in other rubbish means that recycling rates have only increased from 3% to 10% of all household	Best Value performance indicator 82a North London Joint Waste Strategy 2004 Haringey Council's Best Value

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	collections, green garden waste collections, and the refurbishment of the Reuse & Recycling Centre at Park View Road, as well as 170 mini recycling sites across the borough. Another Reuse & Recycling Centre is soon to be built at High Street, Hornsey.	11.46%.	waste during the period. Provisional performance figures for 2005 show an increase to 12.87% of total household waste being recycled. This is higher than the target for 2005 (12%) and higher than the London average (11.5%).	Performance Plan 2005-2006
Open Space	<p>The London Borough of Haringey covers a total area of 11.5 square miles. It is a very densely populated area by national standards, ranking as the 11th most densely populated local authority in both Britain and London. This means that Haringey has 1.7 hectares of open space per 1000 of the population.</p> <p>The Borough has 41 parks, covering an area of 167.28 ha.</p> <p>The Open Space Survey of the borough conducted in 2003 showed that overall there is a deficiency of open space within the borough.</p>	<p>The Open Space Survey of the borough conducted in 2003 confirms that Haringey's open space falls below the National Playing Field Association's 2.43 hectares per 1000 of the population standing at only 1.7 hectares.</p> <p>The Council has been successful in obtaining 'Green Flag' status for four of its parks, Bruce Castle, Priory, Stationers and Railway Fields and is committed to maintaining it. From the 31 London Boroughs, Haringey is second equal in the highest number of awards.</p>	Elizabeth Place Park was recently opened and is placed at the Clyde Road end of Lawrence Road, which is situated at the northern boundary of the brief site. This space provides an important local amenity, in this area deficient in public open space.	<p>Haringey Council: Open Spaces Infrastructure Improvement Programme 2005</p> <p>Haringey Council, Lawrence Road Planning Brief 2005</p>
Biodiversity (Nature Conservation)	<p>Three sites close to or within the Borough are designated as Sites of Special Scientific Interest (SSSIs).</p> <p>No sites of nature conservation are located close to the brief site.</p>	<p>Species for which action plans have been prepared include the Otter, the Hedgehog, the Stag Beetle, Bats and the Skylark for animal life and the Bee orchid, the Imperforate St. John's-wort and the Lady fern.</p> <p>Habitats for which action plans have been prepared include the ancient woodland (e.g. Highgate, Queens, Coldfall, Bluebell Woods) and recent woodland (e.g. Alexandra Park, Bruce Grove Wood, Parkland Walk), private gardens (including house sparrows, hedgehogs, stag beetles), wastelands, railway linesides, aquatic habitats, grasslands; and urban habitats such as churchyards and cemeteries, backlands, old walls, orchard fragments.</p>	Haringey's Biodiversity Action Plan (BAP) reflects the structures and priorities in the London Biodiversity Partnership's plan published in 2000-2002 and national targets and programmes. It is an Action Plan that aims to conserve, enrich and celebrate the wildlife in Haringey, to inform local people about it, and involve more people in its enjoyment and conservation.	<p>Haringey's Biodiversity Action Plan</p> <p>London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005</p>
Air Quality – General Emission Levels	<p>It has been estimated that up to 24,000 people die prematurely each year, and similar numbers are admitted to hospital due to exposure to high levels of air pollution.</p> <p>The Haringey Air Quality Management Area: Action Plan illustrates that whilst cars and HGVs dominate the NO₂ contribution (circa 50% to 80% of NO₂), the PM10 transport contribution is spread across cars,</p>	<p>Haringey has three automatic monitoring stations. One is located at the Town Hall, the other in Priory Park and the last one at Bounds Green, which is however not in use currently.</p> <p>Results for 2004, indicate that while the Town Hall and Priory Park stations both achieve the objective for annual mean (gravimetric) PM10 Particulate concentrations, the Town Hall measurement station</p>	<p>Car ownership continues to rise in the London Borough of Haringey. In 1996 there were 0.79 cars per household and this is expected to rise to 0.95 cars per household by 2011.</p> <p>The growing demands for car ownership and access within the Borough threaten air quality objectives and undermine the maintenance of a safe and efficient road network.</p>	<p>London Borough of Haringey Air Quality Management Area: Action Plan</p> <p>London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	<p>light goods vehicles and HGVs. The ability to reduce the impact of air pollution in and around the borough lies chiefly with the effective management of traffic on the borough's roads.</p> <p>The Council has modelled air pollution in the borough and identified locations with poor air quality. Two hotspots were identified: Tottenham Hale; and Muswell Hill roundabout.</p>	<p>exceeds the objective for annual mean nitrogen dioxide levels, while the Priory Park station exceeds the objective for both number of days with mean PM10 Particulate concentrations > 50ug/m3 and for both number of hours with mean Nitrogen Dioxide concentrations > 200ug/m3.</p> <p>Overall both stations fail to meet the sustainable objective. That is the case however, with most measurement stations in Inner London.</p>		<p>The London Air Quality Network at:</p> <p>www.londonair.org.uk/london/asp/PublicBulletin.asp</p>
Transport (modes split)	<p>Based on local Census 2001 data, in Haringey, 54% of residents use public transport to go to work, out of which 34.8% use the Underground, light rail or tram, 6.3% use the train and 12.9% use the bus. The remaining 25.4% drive in a car, 2.5% cycle and 5.9% walk to work.</p> <p>The Sustrans cycle routes map shows that there are signed on-road cycle routes passing by near the Lawrence Road site, on Beaconsfield road.</p>	<p>Based on local Census 2001 data, for Inner London, the following split in modes of transport for going to work apply: Underground metro light rail or tram 27.9%, train 10.4%, Bus mini bus or coach 14.3%, Driving a car or a van 19.9%, Bicycle 3.5%, Walking 11% and Other 4.4%.</p> <p>Compared to typical Inner London figures, the percentage of people walking to work is low in Haringey, while the number of people driving to work is high. There is however, a higher number of people using the underground in Haringey compared to average figures in Inner London.</p> <p>In particular, Haringey is the 3rd borough with the lowest percentage of people walking to work out of the 33 London Boroughs, but it is the 4th best for people using Underground metro light rail or tram and 7th best for people using the bus services.</p>	The Mayor's London Plan requires Haringey to provide about 19,000 additional households over the next 15 years or so. This will increase car ownership and usage in the Borough.	<p>Census 2001: Key Statistics</p> <p>Regional Development Framework, North London</p> <p>Haringey's Draft Local Implementation Plan</p>
Sustainable Transport	<p>The 2001 Census indicates that 46.5% of households within Haringey have no car or van, and that 12.3% have two or more cars or vans, with a total 62,949 cars in the Borough.</p> <p>The proportion is even higher for Tottenham Green where more than half the households (56.2%) have no access to a car or van and 7.6% have two or more cars.</p>	<p>Relative to other inner London boroughs, Haringey's car ownership levels are still low, ranking 3rd with lowest car ownership out of the Inner London Boroughs.</p> <p>Lawrence Road is situated in an area identified as having a medium level of public transport accessibility (PTA). The lack of parking restrictions on Lawrence Road may be causing such problems as delivery service vehicles double park and block access to premises.</p> <p>Pedestrian access to the street suffers from poor quality lighting, maintenance, and a lack of ambience.</p>	<p>The Census results for the last two decades indicate that the level of car ownership has increased in the Borough over time. In 1991 approximately 49.9% of Borough households did not own a car. By 2001 this figure had fallen to 47% An increase in multiple car ownership is also evident.</p> <p>Car ownership continues to rise in the London Borough of Haringey. In 1996 there were 0.79 cars per household and this is expected to rise to 0.95 cars per household by 2011.</p>	<p>Census 2001: Key Statistics</p> <p>Haringey's Draft Local Implementation Plan</p> <p>Haringey Council – Lawrence Road Planning Brief</p>

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
Transport (Congestion)	Haringey's Local Implementation Plan states that much of the Borough's road network is congested for much of the day, while local communities are suffering from the impact of additional traffic and rat running from through traffic. The high volumes of traffic do not encourage more walking and cycling.	In common with many London boroughs, Haringey suffers the effects of heavy flows of through road traffic arising from radial commuter movements.	Car ownership continues to rise in the London Borough of Haringey. In 1996 there were 0.79 cars per household and this is expected to rise to 0.95 cars per household by 2011.	Haringey's Draft Local Implementation Plan London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005
Climate Change – Renewable Energy			The Government is committed to a 60% reduction in carbon dioxide emissions by 2050. By reducing the dependency on unnecessary conventional private motor vehicle use, efforts can be made to reduce carbon dioxide emissions, which also contribute to global warming	London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005
Energy Efficiency of Housing Stock	In Haringey, the average SAP rating of the local authority dwellings in 2003/2004 was 57%. Provisional performance figures for 2005 show a slight increase to 58.37.	Average SAP national and regional SAP rating is 59%, slightly higher than the Haringey average figure (57%). In London in particular, Haringey ranks 13 th for highest SAP rating.	There has been a significant increase in the energy efficiency of the housing stock in Haringey over the past years. Between 2001-2002 and 2002-2003 the average SAP rating has improved by 28%, from 42 to 56. The increasing trend has been smaller with only a 1.8% increase from 2003 to 2004 (from 56 to 57). Provisional performance figures for 2005 show a slight increase to 58.37.	Best Value performance indicator 63 Haringey Council's Best Value Performance Plan 2005-2006
Development on Previously Developed Land (PDL) (%)	In 2003/04 all new homes in Haringey were built on previously developed land.	In Haringey 100% of new homes is built on previously developed land, compared to a regional average for London of 98%. In particular, Haringey is one of the 26 London boroughs that achieve 100% in this indicator.	BVPI data indicate that since 2001 all new houses in Haringey have been built on previously developed land.	Best Value performance indicator 106 Haringey Council's Best Value Performance Plan 2005-2006
Contaminated Land	So far (June 2004) 232 potentially contaminated sites have been identified in the borough and once the Geographical Information System (GIS) has complete data, it is expected this figure will rise to between 400 and 500 sites of varying size. The industrial history of the borough indicates potential areas of ground contamination in the river Lea valley, in particular on sites where either 19 th or early 20 th century industrial activity has taken place or where utility companies operated.	The Haringey Contaminated Land Strategy states that a number of 'opportunity sites' identified in the UDP, will be flagged as potentially contaminated. 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 been potentially contaminated.	There has been a continuing trend to remediate contaminated land in the Borough this allowing its use for non-industrial uses including residential, retail and business. This is expected to continue with the remediation and redevelopment of further sites.	London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005 Haringey Council – Lawrence Road Planning Brief 2005

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
Noise Pollution (Traffic Noise)	The London Road Traffic Noise Map was commissioned by Defra in 2004 and modelled the level of noise associated with motor vehicle traffic. The model calculated that during the daytime, 14% of Haringey is affected by noise levels greater than 60 dB(A). At night the area that is affected by noise levels greater than 60 dB(A) is reduced to 3% of the Borough.	14% of Haringey is affected by daytime noise levels greater than 60 dB(A), with 3% being affected at night. This compares favourably with average London figures of 16% and 5% respectively. Haringey ranks 3 rd for lowest night noise levels and 6 th for lowest daytime noise levels, out of the 33 London Boroughs.	It is generally anticipated that traffic levels will continue to rise, putting more pressure on the transport network and increasing noise levels. However, with future improvements in engine technology, and a potential shift towards more sustainable/environmentally friendly vehicles, we are likely to see an increase in quieter motor vehicles.	The London Road Traffic Noise Map 2004 London Borough of Haringey Strategic Environmental Assessment of Local Implementation Plan: Scoping Report 2005
Street Cleanliness	In the Haringey Resident Survey in 2003, 63% of the residents reported that the Council is doing an excellent job at refuse collection, with a further 39% reporting good street cleaning services. The Council has introduced the Street scene services to contribute to the overall improvement of Haringey Council, with services like extra frequency sweeping on 33 streets, 400 new litter bins, a new Graffiti Hotline to assist in the removal of graffiti, all taking place during 2003-2004.	In the Haringey Resident Survey in 2003, 63% of the residents reported that the Council is doing an excellent job at refuse collection, with a further 39% reporting good street cleaning services. Both services are lower than the London average.	The percentage of Haringey residents satisfied with both street cleanliness and refuse collection has increased in the last years, by 11% and 7% respectively.	On the road to excellence Streetscene achievements 2003-2004 Haringey Residents Survey TNS 2003/4
Water Use	Londoners consume considerably more water than the average UK citizen (165 litres a day compared to 150 litres a day), and the four water companies supplying London's needs purify over 2 billion litres of water a year for daily use.	London has similar water resources per person as some entire countries, creating an unsustainable balance between supply and demand	Non-available.	LH magazine: London's changing climate 26/09/2005
Flood Risk	The Lawrence Road site is not in the floodplain of any watercourses. Still proposals for redevelopment conforming to the regeneration objectives previously defined should take account of existing flood defences and the ability to improve them, with particular regard to sustainable drainage systems.	PPG25 recommends a balanced and flexible approach, which addresses the risk of flooding while recognising the benefits derived from urban regeneration. Development proposals should therefore take account of advice obtained from the Environment Agency and planning guidance provided in connection with the design and arrangement of mixed use developments.		Draft Climate Change Strategy, Adaptive Solutions to Climate Change.
ECONOMIC				
Employment Opportunities	In July 2004, 7.2% of Haringey residents were unemployed. This is compared with the London average of 4.5% and is more than double the Great Britain average of 3.0%.	In February 2005 there were 7,600 Haringey residents claiming Job Seekers Allowance, which at a rate of 7.1% is considerably higher than the rate for London (4.5%) and is over twice as high as the	Since 1999 there has been a dramatic fall in unemployment in both the East and West of the borough reflecting a national trend. Still levels are below national and regional levels and the separation between east and west	Haringey Employment and Training Strategy Haringey's Draft Local Implementation Plan

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	In July 2004, there were around 767 unemployed people in the Tottenham Green area, representing 14.8% of all the area residents.	rate for Great Britain (3.2%). The claimant rate for Tottenham Green in November 2004 was 9.6% compared to a Borough average of 7.6%. Tottenham Green had the 5 th highest claimant rate out of the 19 wards in Haringey.	levels is still apparent. Between September 1999 and September 2004 the number of young people aged 18 to 24 years who were claiming work related benefits reduced by 8.8% in Haringey, compared to a reduction of 30.7 per cent in Great Britain overall.	Haringey's City Growth Strategy. Nomis, Office of National Statistics
Local Jobs	Haringey is home to approximately 8,600 businesses, together employing some 60,300 people locally, while around two thirds of Haringey residents commute to work elsewhere.	The buildings at Lawrence Road were predominantly developed between 1968-1970 and are industrialised pre-cast multi-storey slab blocks. They were intensely used by the clothing industry throughout the 1970's and early 1980's. By the middle of the 1980's the UK clothing industry began to move to Eastern Europe and China due to cheap labour. Ultimately, the local market could not compete and has been on the decline ever since.		Haringey Heartlands Development Framework, September 2003 Haringey Council – Lawrence Road Planning Brief
Economic Activity	In Haringey 61.7% of the borough's population is economically active (2003-2004). Of those 47.1% are employees, 10.1% are self-employed and 7.2% are unemployed. The Census 2001 data reported that 64.3% of the Tottenham Green population was economically active. Of those 54.7% were employed and 14.8% unemployed.	In Haringey 61.7% of the borough's population is economically active (2003-2004). This is slower percentage than both the regional average for London (69.3%) and the national average (74.3%). The Census 2001 data reported that 61.7% of the Tottenham Green population was economically active, compared to a Borough average of 71% and a national average of 76%.	The percentage of economically active population in Haringey has decreased from 71% on 2001 to 61.7% in 2003. This follows the overall decrease in both regional and national levels. It is however, a much more significant decrease, 15.3% compared to 2.5% for London and 0.4% for GB.	NOMIS – Labour Market Statistics
Business Size – Small Businesses	There are 8,300 businesses in Haringey, of which about 95% are small businesses, employing less than 24 people, while almost 86% of firms employ less than 10 people. Small businesses account for 42.5% of employment. Medium sized business account for 48% of the total business population and they provide 39.6% of employment. There are eight businesses in Haringey employing 200 or more people.			Haringey's City Growth Strategy
Business Premises	In 2000, Haringey had over 1.5 million square meters of industrial and commercial floor space and over 6000 commercial and industrial properties. The majority of the floor space is factory and warehouse units, although there is also a sizeable amount of	The buildings at Lawrence Road were predominantly developed between 1968-1970 and are industrialised pre-cast multi-storey slab blocks. They were intensely used by the clothing industry throughout the 1970's and early 1980's. By the	Vacancy rates in the Lawrence Road premises are set to double next year when many of the occupier's leases expire.	Haringey Council – Lawrence Road Planning Brief Tottenham Hale International Integrated Interchange

GENERAL INDICATOR	QUANTIFIED DATA	COMPARATORS AND TARGETS	TREND	SOURCE DATA
	retail floor space.	middle of the 1980's the UK clothing industry began to move to Eastern Europe and China due to cheap labour. Ultimately, the local market could not compete and has been on the decline ever since. Consequently, 34% of the buildings are vacant.		Concept Study and Urban Centre Masterplan – Issues and Opportunities, 2005

Annex D Comparison of Plan Options

Ref	Topic	SA Objective	Prediction of Effects
LRO1	Access	Improve services through providing modern, better quality, more accessible services for everyone who needs them, particularly health and social care services and ensure that access is inclusive particularly to the disabled and those without a car.	<p>Lawrence Road currently comprises of buildings used for employment or are vacant. There are three separate factors to be balanced: 1. Design for accessibility (buildings and site layout); 2. Location of new buildings, especially homes, close to services; 3. Provision of needed services on site.</p> <p>The effects of the plan will tend to be positive if they result in the accessibility of these services being increased and negative if these services become less accessible. The outcome will depend on the net change of services provided on the site.</p> <p>The plan proposes new uses for the site which will be provided through new development. The contribution of new development to improved access to services will depend on the mix of uses delivered and the implementation of development. As the site is close to a wide range of services and amenities, the provision of housing for groups that typically have difficulty accessing services and amenities would also have a positive effect.</p>
LRO2	Housing	Provide decent and affordable housing, of the right quantity, type, tenure and affordability for local needs for all groups in the community and address homelessness	<p>There is currently no housing land use on the site, apart from a recent live/work unit at No.28 Lawrence Rd. As such any new housing provision will make some positive contribution against this objective. The plan will only tend to deliver a significant positive contribution if it specifically takes into account and addresses the specific housing needs identified in the Borough. E.g. there is a specific need for affordable housing of various tenures.</p>
LRO3	Crime	Reduce crime and the fear of crime.	<p>The factors to consider are: 1. the inherent risk of crime associated with particular building types; 2. the effect of design on crime risk; 3. the relation between the two previous factors and fear of crime. Rates of crime and particularly street crime are high in the Borough, and the site particularly has had increasing issues with crime. The introduction of housing and other uses may introduce new and different risks of crime on the site.</p> <p>Any risks of increased crime should be weighed against design and security measures taken to reduce crime and against possible positive effects of changed land use on crime levels (e.g. increased natural surveillance, better lighting, and evening activity in residential areas may deter some forms of crime).</p> <p>The plan will have positive, neutral or negative effects depending on the balance of increased and decreased risk factors. Good design may reduce fear of crime.</p>
LRO4	Community	Increase the involvement of local people in community activities, particularly young people.	<p>No community uses are currently housed on the site. As such, any plans that enable or encourage new community uses on the site will make a positive contribution against this objective. To make a significant positive community contribution, the site would need to particularly enable community involvement for target groups identified as being most in need in the Borough.</p>
LRO5	Conservation	Protect, enhance & value natural, historic & built environment assets: local landscape, townscape & heritage.	<p>A recent character appraisal on the site showed that there are no buildings on the site of architectural or historic interest. There are trees on the road that have amenity and possible ecological value, but no high value features, habitats or species have been identified.</p> <p>In terms of buildings, the effects of any plan will be positive if they enhance the setting of nearby historic buildings etc., negative if they damage the setting, or neutral if it remains unchanged. Plans could also be judged in terms of their effect on the local townscape, based on urban design principles.</p> <p>In terms of natural assets the effects of plans will tend to be positive if the amenity and ecological value of trees and green areas is enhanced.</p>

Ref	Topic	SA Objective	Prediction of Effects
LRO6	Education	Raise achievement in education and create opportunities for lifelong success.	There are currently no educational uses on site. As such any new educational uses would tend to have a positive effect against this objective. Specific plans for educational uses, particularly if they were aimed at addressing local educational needs, could have a significant positive impact.
LRO7	Health	Improve health, reduce health inequalities and promote healthy living.	<p>There are currently no health uses on site. As such any new health provision would tend to have a positive effect against this objective. Specific plans for health provision, particularly if they were aimed at addressing local health needs, could have a significant positive impact.</p> <p>Developments can also include sports and recreation facilities, and features that encourage healthy activities such as cycling and walking. These would tend to have a positive effect against this objective.</p>
LRO8	Mixed Use	Bring forward high quality mixed use development schemes.	<p>The current uses on Lawrence Road are all employment uses as the site has been a Defined Employment Area under the UDP. This would therefore not currently be considered a mixed use site.</p> <p>Any plan policies likely to result in a mixture of commercial and residential uses on the site would therefore be considered to have a positive effect against this objective. Any plan policies likely to result in just a single use for the site – all residential OR all commercial – would have a neutral effect.</p>
LRO9	Pollution	Reduce air, water, noise pollution levels and in particular soil contamination at Nos. 70 and 72 Lawrence Road.	<p>There are a number of things to consider when predicting the effects of a plan against this objective: 1. any short term impacts relating to development activities (i.e. demolition and construction); 2. any change to the ongoing rate of pollutants arising from the site now and after development. Only pollution arising on site, excluding greenhouse gases (GHGs), is considered against this objective. GHGs are considered under the climate change objective. Transport emissions are off-site and are considered under the sustainable transport objective.</p> <p>Development activities on the site would certainly give rise to real increases in actual air (dust) and noise pollution and short term, but manageable increased risk of water and soil pollution. There is also the potential opportunity to remove pollution sources and remediate contamination during development.</p> <p>The office use on site and its associated parking gives rise to a certain level and risk of air, water, soil and noise pollution. Any different mix of uses will give rise to its own level of similar pollutants. It may be possible to estimate the future level of pollutants arising from the site and compare these to current levels.</p> <p>The overall evaluation of whether the plan has positive or negative effects on pollution will depend on the balance of short and long term effects. This is complicated by the attempt to compare dissimilar effects over different time periods.</p>
LRO10	Biodiversity	Protect and enhance existing biodiversity and natural habitats, and create new wildlife habitats.	<p>The current site may provide habitats for plants and animals; their variety and importance could be established by an ecological survey. In the absence of a survey, obvious features with likely ecological value are the mature trees on site.</p> <p>The effects of the plan will be positive against this objective if it is likely to result in any existing ecological value being protected (or re-provided) and enhanced. It will be neutral if it tends to result in no overall change in ecological value. It will be negative if it tends to reduce the ecological value of the site.</p>
LRO11	Climate Change	Reduce contributions to the causes of climate change while managing climate change related risks, particularly flood risk	<p>This objective relates both to the causes (i.e. greenhouse gas (GHG) emissions) and effects of climate change (e.g. flood risk, overheating risk). Only emissions and risks on site are considered. Transport emissions are off-site and are considered under the sustainable transport objective.</p> <p>Any development as a result of the plan can be expected to change the quantity of carbon dioxide and other GHG emissions</p>

Ref	Topic	SA Objective	Prediction of Effects
			<p>from the buildings on site. All new buildings are likely to have lower emissions rates than the existing. It may be possible to estimate the current emissions from the site and compare these against future emissions depending on the type and quantity of buildings likely to result from the plan. An overall reduction in GHGs would have a positive effect, no change a neutral effect, and an increase would have a negative effect against the objective.</p> <p>Flood risk and overheating risk can both be mitigated during development, so both are amenable to improvement. Reducing flood and overheating risk would have a positive effect against this objective. However, current planning requirements and building regulations make it unlikely that development could result in increased site flood risk or overheating risk in new buildings. So at worst, no change in these risks would have a neutral effect. Dissimilar effects must be evaluated in order to decide the likely overall effects of the plan in relation to this objective. Given the cumulative and long term effect of increases in GHG emissions compared to the marginal effect of changes in flood and overheating risk, it seems reasonable to base an overall evaluation of the effects on the change in GHG emissions.</p>
LRO12	Open Space	Protect, maintain, restore and enhance the quality of open spaces, to create new open space as appropriate, and to maintain and enhance access to open space and in particular to Elizabeth Place Park.	<p>There is currently no public open space on the site and the area is identified as being deficient in public open space. As such, any new provision of public open space would make a positive contribution against this objective. There is currently poor access route through the site to neighbouring open spaces, specifically Elizabeth Place Park. Any provision of access routes through the site could therefore also improve accessibility to open space. Enhancement of the public realm would also have a positive effect against this objective.</p> <p>There is no obvious way in which a plan could produce negative effects against this objective. A plan that provided no new open space, produced no change in accessibility or quality of the public realm would have a neutral effect on the objective. (This might be seen as a missed opportunity.)</p>
LRO13	Resources	Conserve natural resources, soil, mineral aggregates, water and in particular energy by increasing energy efficiency and the use of renewable energy technologies.	<p>The current site will use resources at a particular rate, which could be estimated. An evaluation of the effects of the plan must consider both the short term use of resource for development activities and the ongoing use of resources over the lifetime of new buildings and land uses.</p> <p>New development activity will have a short term negative effect on the objective. The integration of efficient technologies, particularly for energy and water use, will tend to have a positive effect. However the net change in ongoing resource use will depend on the quantity and type of buildings relative to the current use. For new buildings, carbon emission rates for offices are around twice those for housing, and water use rates are the same order of magnitude.</p> <p>Overall, the plan will be positive if the lifetime environmental impacts from resource use are lower as a result of the plan than without the plan. In practice this will be difficult to determine.</p>
LRO14	Sustainable Construction	Build and maintain to recognised sustainability standards by promoting high quality of urban design in conjunction with sustainable construction principles and techniques.	<p>The status of the site and buildings in relation to sustainable building and urban design standards could be established by independent assessment. In the absence of such assessments or any other indications, it is not unreasonable to assume that the buildings are no better than typical in design and sustainability terms.</p> <p>Any plan that tended to ensure the application of good sustainable design and construction and urban design quality standards would have a positive effect against this objective. Otherwise, the plan would have a neutral or negative effect depending on its implementation.</p>
LRO15	Waste	Reduce the amount of waste requiring final disposal through waste minimisation and increase in order of	<p>The current site will generate general + separated recyclable = total municipal wastes at a particular rate, which could be estimated. An evaluation of the effects of the plan must consider both the short term generation of construction and demolition (C&D) wastes and ongoing waste generation over the lifetime of new buildings and land uses.</p>

Ref	Topic	SA Objective	Prediction of Effects
		priority, the proportion of waste reused, recycled and composted, and recovered.	<p>New development will have a short term negative effect due to the quantity of C&D wastes. The integration of facilities to encourage waste separation and recycling will tend to have a positive effect on the proportion of recyclable waste. However the net change in general and total waste quantities will depend on the quantity and type of buildings relative to the current office use.</p> <p>Overall, the plan will be positive if the lifetime waste quantities generated are lower as a result of the plan than without the plan. This evaluation could be based on a consideration of estimated general and/or total waste and/or the proportion of separated recyclable wastes generated. In practice this may be difficult to estimate.</p>
LRO16	Sustainable Transport	Reduce car dependence by promoting developments that will provide more local jobs and services people can walk to, improving public transport, creating safer walking routes to school and better cycling routes.	<p>The current site will generate a certain number of car movements per year and have a particular modal split for journeys to/from the site, which could be estimated, e.g. through a transport study and survey. In the absence of such study results, information on parking spaces, cycle spaces, public transport accessibility and walking & cycling routes through/to the site can be used as proxies that reflect the contribution of the site to sustainable transport.</p> <p>Reduced numbers of parking spaces, increased numbers of cycle spaces, improved public transport accessibility and enhanced walking & cycling routes as a result of the plan would each have a positive effect against this objective. Converse results would each have a negative effect, with no change being neutral.</p> <p>The results of the plan could be a combination of positive, negative and neutral effects. The net effect could be judged in terms of the predicted annual carbon emissions with and without the plan. Overall, the plan will be positive if the combination of its effects reduces predicted annual carbon emissions (as well as reducing other emissions and congestion, which are assumed to be correlated).</p>
LRO17	Employment	Provide access to opportunities for employment and occupation.	<p>The site currently has predominantly commercial uses with only one live/work unit. A number of the buildings on site (24%) are currently vacant and this number is expected to rise.</p> <p>The evaluation of plan effects in relation to this objective must take account of the needs for each land use type in the Borough and the specific context of the plan area. The plan will only have a positive effect if it provides new employment opportunities where they are needed; it will only have a significant positive effect if these jobs are sustainable. The plan will only have a negative effect if it prevents new employment opportunities; it will only have a significant negative effect if it destroys existing sustainable jobs.</p>
LRO18	Investment	Create a climate for investment, with a modern employment structure based on a combination of indigenous growth and inward investment.	<p>Any plan is a clear stimulus to investment. A plan that delivers opportunities for capital investment and sustainable returns will have a positive effect on this objective. Sustainable local employment will also depend on there being an available workforce, so short-term investment in new housing could also be said to contribute positively to this objective.</p>

Ref	Topic	“Do Nothing” Scenario Assessment		Residential Option 1 - 100% Residential use	Mixed Use Option 2 - 50% Residential & 50% Commercial use	Feedback to Plan Makers		
LRO1	Access	The site currently provides no services. Access to neighbouring service is currently poor with poor pedestrian environment. With no plan, access will remain poor.	N	A 100% residential site could be designed for good accessibility in terms of layout and dwelling design. New homes will have good access to services and transport. However, no services will be provided on site.	Y	The residential component could deliver positive effects described under Option 1. The inclusion of offices, retail and other uses would be likely to deliver some services on site, possibly including healthcare, community and council service	YY	The site's location in an already mixed use urban context with good public transport links and within walking distance of a wide range of services means it can contribute positively to "access" under each scenario. It could be argued that a plan that delivered homes, offices, retail, and a wide range of needed services would have the greatest net positive effect.
LRO2	Housing	Negligible prospect of new housing provision.	NN	High probability of new housing with appropriate level of affordable housing.	YY	High probability of new housing with appropriate level of affordable housing.	YY	Options 1 and 2 clearly provide the greatest likelihood of contributing positively to this objective. The plan should contain or refer to detailed descriptions of local housing needs.
LRO3	Crime	There has been an increase in crime on the road, due to a lack of security and safety, especially due to the predominant employment uses on the road, resulting in little evening activity. The site is expected to become even quieter with a number of the leases expiring later this year. There are assumed to be few if any opportunities to improve safety with the current situation.	NN	Development activity and change of use may introduce new and different crime risks. Any development incorporating Secured by Design principles could tend to contribute to lower crime levels on and around the site after development.	Y	A mix of uses on the site would increase activity throughout the day and create a sense of safety. Design principles, such as creating natural surveillance through balconies etc, will assist in improving safety in the area.	Y	The government's "Cleaner, Safer, Greener" web site (www.cleanersafergreener.gov.uk) offers high level advice including tips on neighbourhood planning and management to reduce crime and fear of crime. ACPO runs the secured by design scheme and SPD principles could be referred to in the SPD.
LRO4	Community	No community uses are currently housed on the site with no space designed to facilitate community involvement	N	Great scope to require developers to provide space for or contributions to needed community facilities through s.106 agreements.	YY	As for Option 1. (Scope may be slightly reduced as a result of less planning gain from fewer dwellings.)	YY	Options 1 and 2 provide the greatest potential scope for securing needed community facilities through planning gain. The plan should include indications of the facilities needed in the local area.
LRO5	Conservation	With no plan, the existing use is likely to continue with major redevelopment unlikely. As such the site would continue to	-	Redevelopment with sensitive and good urban design, that also retains natural features on site, could improve the urban	Y	As for Option 1.	Y	All options have the potential to improve the urban environment and enhance the setting of local historic

Ref	Topic	“Do Nothing” Scenario Assessment		Residential Option 1 - 100% Residential use	Mixed Use Option 2 - 50% Residential & 50% Commercial use	Feedback to Plan Makers
		pose no threat to the assets referred to in the objective. Nor would the use of the site be likely to make a positive contribution to any of them.		environment and enhance the setting of local historic assets, e.g. the Clyde Circus Conservation Area that surrounds the site on all sides and the nearby Elizabeth Place Park.		assets.
LRO6	Education	There are no education services or educational activities within the site currently. Without the plan it is assumed that no educational uses would be created.	-	Apart from multi-purpose community space made available as a result of development, there is no reason to expect any notable contribution to this objective under this option, unless specifically required in the plan.	- As for Option 1.	- None of the options would result in any notable contribution to education opportunities unless the plan includes specific requirements with this objective in mind.
LRO7	Health	No health facilities nor any notable contribution to health promotion at present or likely in future. No notable, inherent negative effects either.	-	Any development provides the scope to facilitate walking and cycling by providing direct routes along “desire lines” to popular destinations. Providing cyclist facilities in new homes can encourage cycling. Space for a clinic, GP/dentist surgeries could be required through s.106, if needed locally. However these contributions would be on too small a scale to contribute significantly to health improvements in terms of this objective.	Y As for Option 1. (Also provision of workplace cycling facilities can also encourage cycling.)	Y All of the options have some scope for delivering minor contributions against this objective.
LRO8	Mixed Use	No mixed use development likely without the plan. Effect considered neutral as the relatively small site is within a fairly mixed use urban context.	-	Minimal mixed use elements with largely residential development	- Likely to deliver mixed use development.	YY Option 2 is obviously likely to deliver significantly against this objective.
LRO9	Pollution	In absolute terms, the existing site will contribute to all forms of pollution: to air, water, soil and noise pollution. Ongoing pollution levels are likely to be typical of those for existing	N	Redevelopment will result in significant short term increases in pollution, especially noise and dust. Following development there will be ongoing pollution. If the plan is successful in	NN As Option 1, as appropriate to mixed use	NN

Ref	Topic	“Do Nothing” Scenario Assessment		Residential Option 1 - 100% Residential use	Mixed Use Option 2 - 50% Residential & 50% Commercial use		Feedback to Plan Makers
		office, industrial buildings.		delivering dwellings with relatively low pollution emissions, ongoing pollution will be at a good practice level. Otherwise it will be at a level that is typical for new residential developments. Re-development will be able to address the issue of land contamination and initiate remedial works where these are needed.			
LRO10	Biodiversity	Based on a simple checklist approach (used in BREEAM) the site is judged as unlikely to be a habitat to large numbers of species. It is likely that existing trees would be considered of ecological value. Without a plan, this situation would be unlikely to change.		- It is assumed that a plan would require an ecological survey before development and require existing valuable features to be protected. As such, development provides an opportunity to enhance the ecology and biodiversity of the site, with regard to local biodiversity objectives. While a significant positive effect might be possible, a modest positive effect is likely, subject to implementation.	Y As Option 1.	Y	
LRO11	Climate Change	The existing site will contribute to CO ₂ and other GHG emissions. Ongoing emissions are likely to be typical of those for existing buildings. Flood risk is low and unlikely to change.		N Redevelopment will result in modest short term increases in emissions due to the energy expended in demolition and new construction, including embodied energy of materials and transport related emissions. Following development there will be ongoing emissions. If the plan is successful in delivering relatively energy efficient dwellings, ongoing CO ₂ emissions will be at a good practice level. Otherwise they will be at a level that is typical for new residential developments. In any case, ongoing emissions rates from housing will be lower than for	Y Effects of redevelopment as Option 1. Ongoing emissions rates from energy efficient new offices or retail will be double those from housing. Smaller total areas of retail and office space are likely to have lower levels of building services installation including air conditioning. There would be less net positive effect than Option 1, but in the long term the effects may still be positive.	Y All development activities will generate additional CO ₂ emissions. The lower the site’s subsequent ongoing CO ₂ emissions, the faster these up front CO ₂ emissions will be “repaid”. For equal floor areas, this will happen fastest with housing and slowest with offices.	

Ref	Topic	“Do Nothing” Scenario Assessment		Residential Option 1 - 100% Residential use	Mixed Use Option 2 - 50% Residential & 50% Commercial use		Feedback to Plan Makers	
				new/existing offices or retail. In the long term the net effects may be slightly positive.				
LRO12	Open Space	No current or prospective positive contribution to the open space objective is likely.	-	There is potential to provide public open and green space and links to nearby open spaces and within the site as part of redevelopment.	Y	As Option 1.	Y	Consider the scope to apply open space standards and contribute to wider targets. This will mostly involve preserving existing open space on the site and increasing public accessibility, while accounting for the needs of any new residents for private space, if possible.
LRO13	Resources	The existing site is likely to use resources at its current rate as long as it remains in use. Ongoing levels of resource use are likely to be typical of those for existing buildings. The site comprises of an increasing number of vacant buildings, which will inevitably result in lower consumption of resources.	-	Redevelopment will result in significant short term increases in resource use for construction. Following development there will be ongoing resource use. It is difficult to predict the relative levels of resource use compared to the existing situation or other options. However, it is unlikely that any ongoing reduction in resource use will rapidly offset the additional resources used in construction.	N	As Option 1	N	The plan can contribute by encouraging resource efficiency in new development.
LRO14	Sustainable Construction	The existing buildings are unlikely to perform well in relation to recognised standards.	N	There is a strong prospect that new development would deliver good sustainable design and construction and urban design quality against recognised standards, if this is required by the plan.	YY	As Option 1.	YY	The plan could expect new developments to achieve a minimum/target BREEAM and/or EcoHomes rating (usually Very Good/Excellent) for sustainable design and to sign up to the Considerate Constructors Scheme. Other standards include Design Quality Indicators and Secured by Design.
LRO15	Waste	The existing site is likely to continue producing general + separated recyclable waste as at present, modified only by future management practices.	N	Redevelopment will result in significant short term increases in C&D wastes. Following development there will be ongoing waste generation. If the plan is successful in delivering dwellings with effective facilities	N	As for Option 1.	N	The plan can contribute by encouraging waste reduction during construction and the designing-in of waste management infrastructure within buildings (storage space for recyclables) and on site (waste storage areas sized and located to

Ref	Topic	“Do Nothing” Scenario Assessment		Residential Option 1 - 100% Residential use	Mixed Use Option 2 - 50% Residential & 50% Commercial use		Feedback to Plan Makers
				for separating waste to encourage recycling, ongoing generation of general waste will be at a good practice level. Otherwise it will be at a level that is typical for new residential developments. It is difficult to predict the relative levels of waste arising compared to the existing situation or other options. However, it is unlikely that any ongoing reduction in resource use will rapidly offset additional waste generated during construction.			allow easier storage and collection of recyclables).
LRO16	Sustainable Transport	The site has medium public transport accessibility. Due to the uses of the site it currently generates a large number of trips. Additionally there are parking problems caused by truck delivery drivers blocking business access and double parking. The situation will probably remain the same, modified only by future management practices.		N Residential use with parking provision will generate car trips. Given the location with good public transport links, low car development might be appropriate, in which case few car trips would be generated. In terms of overall trip generation by all transport modes, residential use will have fewer trips than e.g. office use because of the relatively small number of residents compared to office occupants in the same footprint. A transport study would be required to estimate actual trip numbers and related impacts (e.g. CO ₂ emissions).	Y As option 1 for the proportion developed for residential use. Commercial use will generate slightly higher trips. However these can be mitigated by promoting sustainable means of transport (cycling, walking).	Y Car free and/or establishment of a car club based on the site as part of residential development could deliver a greater positive effect against this objective. The plan could underline the need for applications involving change of use to be accompanied by a transport study and could require preparation of a travel plan as part of new development, if appropriate.	
LRO17	Employment	With the number of vacant building increasing it is assumed that the site does not meet standards for desirable office/business space. The space may therefore remain relatively underused while its existence reduces the incentive for new modern		N Change of use to residential might remove the disincentive for new modern office spaces to be provided if needed, tending to reduce the negative effects suggested for the “do nothing” case. Overall however it will not address the issue of providing good quality business premises	N Office, retail and other uses provided as part of a mixed use scheme would likely meet identified local needs for particular uses and types of commercial space, tending to increase opportunities for employment and occupation, while protecting the existing businesses.	YY Plans encouraging commercial uses on site (options 1 and 2) are likely to contribute positively to this objective.	

Ref	Topic	“Do Nothing” Scenario Assessment		Residential Option 1 - 100% Residential use	Mixed Use Option 2 - 50% Residential & 50% Commercial use		Feedback to Plan Makers	
		spaces to be provided.		or access to employment. It will also have a negative impact on the existing businesses which should be protected.				
LRO18	Investment	The absence of a plan cannot be a stimulus to investment, but does not absolutely preclude it.	N	Assuming there are no infrastructural disincentives, housing development provides relatively quick and certain returns that would encourage short term investment. The provision of needed affordable housing may contribute wider and longer term economic benefits.	-	As option 1. The inclusion of commercial uses adds a stronger incentive for longer term investment in new enterprises that occupy the site, with medium- and long-term returns. A component of community use will represent investment in social capital.	Y	The options represent differing positive contributions to the objective.

Annex E Appraisal of Overall Plan

Ref	Topic	Overall Plan Assessment	
LRO1	Access	<p>The Haringey Neighbourhood Renewal Strategy 2002-2012, states that two thirds (67%) of new Haringey Social Services users think that the help that they receive is good or excellent but less than half (45%) feel that they are given all the help or services they think they need.</p> <p>Accessibility is reflected in a number of parts of the SPD. Section 6.3 states 'any potential re-use and development of the road will have to consider the needs of pedestrians, cyclists and people with disabilities...'. This is further stressed in sections 6.5 and 6.6, which require improvements to provide a safe and attractive pedestrian environment and compliance with the National Disabilities Standards. Furthermore the SPD proposes that the site should be used for mixed use developments and specifically mentions in section 9.3 uses to contribute towards the provision of local health and educational needs.</p> <p>This is likely to have a positive effect but depends on implementation.</p>	Y
LRO2	Housing	<p>The Housing needs survey, updated in 2005, estimated that there is currently a shortfall of affordable housing in the Borough of around 4,387 units per annum. The backlog of existing need suggests a requirement for 264 units per year and the newly arising need a requirement for 5,140 units per annum. These two figures together total 5,404 units per annum. The total estimated supply to meet this need is 1,017 units per year. This therefore leaves a shortfall of 4,387 units per year if the Council were able to meet all of the current and projected need over the next five years.</p> <p>The SPD addresses the need for affordable housing, particularly through objective LR3. Also section 5.5 specifically mentions a target of 50% affordable housing as well as key worker and 'intermediate' housing to be provided in line with the Council's UDP. A proportion of affordable housing would be included in any proposal as this is required by planning policy. The Plan does not exceed what is already required by planning policy.</p> <p>This is likely to have a positive effect.</p>	YY
LRO3	Crime	<p>High crime rates characterise the whole of the area around Lawrence Road, including West Green Road and the nearby tube station of Seven Sisters. The SDP addresses the need for increased safety specifically in section 7.6 by encouraging designs that will take into consideration the 'Secure by Design' principles.</p> <p>This is likely to have a positive effect.</p>	YY
LRO4	Community	<p>Haringey has a relatively young population, the borough's average age of 34 ranks it as the 5th youngest local authority in Britain and 4th in London.</p> <p>The SPD proposes that the site should be used for mixed use developments but does not specifically mention uses that would address this objective apart from educational uses.</p> <p>This will depend on implementation.</p>	-
LRO5	Conservation	<p>A recent character appraisal of Lawrence Road showed that none of the existent buildings is of architectural or historic interest. The site is however surrounded by the Clyde Circus Conservation Area.</p> <p>The proposed SPD does not make specific reference to the protection of the surrounding area. However it does mention that developments should keep with the general character of the area.</p>	Y

Ref	Topic	Overall Plan Assessment	
		This is likely to have a positive effect but depends on implementation.	
LRO6	Education	<p>In the academic year 2003/04, 39% of pupils in Haringey achieved 5 or more GCSEs graded A* to C, compared to an average for England of 53.7% and London average of 50.02%. This is still an increase of 28% from 2001.</p> <p>The SPD proposes that the site should be used for mixed use development and section 9.3 refers to a requirement for contributions to be made towards educational needs. The Plan will result in increased load on educational uses and as such its effect is uncertain and will depend on implementation.</p>	-
LRO7	Health	<p>In Tottenham Green 17.4% of residents reported a long-term illness and 10.5% reported their health to be 'not good'.</p> <p>The SPD proposes that the site should be used for mixed use developments and specifically mentions in section 9.3 uses to contribute towards the provision of local health care facilities. The SPD overall proposes the use of the site for mixed use developments, which will inevitably increase the population density of the area. The SPD also promotes the use of sustainable modes of transport by improving pedestrian and cycling routes.</p> <p>The increase in housing is likely to put additional pressure on existing public services and the inclusion of health services depends on implementation. The SPD is predicted to have a neutral effect.</p>	-
LRO8	Mixed Use	<p>The majority of the floor space in Haringey is factory and warehouse units, although there is also a sizeable amount of retail floor space (though less than most inner London boroughs). Comparatively, the borough has a limited supply of office space – half the amount of the London average (excluding the City). In addition Haringey had 139 homeless households per 10,000 households in 2003, making it the borough with the 9th worst percentage of homeless per 10,000 households out of 353 Local Authorities in England. Lawrence Road specifically is predominantly used for employment uses with only one live/work unit.</p> <p>The proposed SPD's objectives include references 'To encourage a mix of uses for the site', as well as 'to provide decent and safe homes, a significant proportion of which should be in the form of affordable housing'.</p> <p>This will have a positive effect as it will create additional residential accommodation, while retaining the employment generating uses on the road.</p>	YY
LRO9	Pollution	<p>The SPD proposals will generate more construction activity and therefore have a greater short to medium-term impact on air, water, soil and noise pollution. The proposals to improve accessibility to public transport and reduce reliance on private car may help to reduce traffic congestion. This would, in turn, help to reduce air pollution from transport. The SPD also promotes the use of SUDS and green/brown roofs and general sustainable construction principles under section 7.8, which might help to reduce pollution. Section 8.1 and 8.2 address contamination and noise. Section 9.3 requires that all contaminated land be cleared.</p> <p>The construction activity is likely to have a negative effect in the short to medium-term and a slightly positive effect due to likely reductions in traffic congestion and sustainable construction practices.</p>	NN
LRO10	Biodiversity	<p>The proposed SPD states in section 7.5 that trees should be retained and new trees planted where appropriate. It also states that the nearby Elizabeth Place Park currently has small amenity value because of its small size and proposes the extension of the park. It also promotes the use of green/brown roofs, which could enhance the biodiversity of the site.</p>	-

Ref	Topic	Overall Plan Assessment	
		<p>The SPD proposals do not include any reference to ecological value and the enhancement of existing habitats.</p> <p>This is predicted to have a neutral effect on ecological value, depending on implementation.</p>	
LRO11	Climate Change	<p>The SPD is proposing new development which is likely to increase construction activity beyond business as usual. This will result in an increase in greenhouse gas emissions in the short term. New development presents the opportunity for buildings to be constructed or refurbished to modern standards of energy efficiency and for public transport improvement. Such improvements can reduce energy use and associated greenhouse gas emissions in the medium to long term. The SPD specifically mentions that new development should consider incorporation of SUDS and green/brown roofs, which would reduce flood risk, the promotion of sustainable modes of transport, as well as the inclusion of renewable sources of energy.</p> <p>The impact of the proposals for new buildings is difficult to assess, as it is dependant on implementation. It is assumed that the plan will have a slightly positive effect in the long term.</p>	Y
LRO12	Open Space	<p>The Open Space Survey of the borough conducted in 2003 confirms that Haringey's open space falls below the National Playing Field Association's 2.43 hectares per 1000 of the population standing at only 1.7 hectares.</p> <p>The SPD states that the nearby Elizabeth Place Park currently has small amenity value because of its small size and proposes the extension of the park, as well as improvements to access routes to the park. The SPD also mentions in section 5.11 that 'developments may be required to provide public open space onsite or, and contribute to improving existing public open space'.</p> <p>It is thought that this will have a positive effect as it will improve the condition of current open spaces.</p>	YY
LRO13	Resources	<p>The SPD proposes new developments, some of which will have to comply with the GLA renewables target. The SPD also states that the Council will require major development schemes to incorporate renewable energy technologies for provision of 10% of their energy use. The extent to which this will be achieved depends strongly on implementation.</p> <p>The SPD proposals include more intense development which is likely to increase water use. However, re-development presents an opportunity to install equipment and measures that reduce water use and the SPD specifically mentions that all developments should demonstrate a commitment to water efficiency.</p> <p>The plan proposals are likely to have a neutral impact. The extent to which this objective is achieved depends strongly on implementation.</p>	-
LRO14	Sustainable Construction	<p>The SPD includes a Sustainability Checklist that lists a number of issues and provisions new developments will need to address.</p> <p>The SPD proposes new development, which presents the opportunity for buildings to be constructed or refurbished to modern standards incorporating a number of sustainable principles.</p> <p>This is thought to have a positive effect.</p>	YY
LRO15	Waste	<p>In the short term, there will be construction and demolition activities which will generate waste; the impact of this depends on implementation. In the medium term, the reduction in household waste is an operation issue. This can be encouraged through the provision of facilities for household and business waste management, but the impact of this depends heavily on implementation.</p>	-

Ref	Topic	Overall Plan Assessment	
		The SPD is proposing composting and recycling facilities for new developments. The extent to which this objective is achieved depends strongly on implementation.	
LRO16	Sustainable Transport	<p>The SPD proposes new development, which will inevitable generate additional traffic.</p> <p>However, the SPD is proposing new mixed-use developments. Any of these would provide new local jobs. Also the SPD proposes a 'Car Club' membership for residents, reduced car parking compared to UDP requirements, while it is stated that as the area is of medium public transport accessibility there is an opportunity to minimise car use by promoting sustainable modes of transport. The SPD specifically states: 'achieve a sustainable transport strategy by creating a policy that encourages trips by public transport rather than private car'.</p> <p>It is assumed that the SPD will have a slight positive effect, depending on implementation.</p>	Y
LRO17	Employment	<p>The SPD is proposing new mixed-use developments to increase residential uses on-site, as well as retaining and providing new employment uses. A large number of buildings are currently vacant. New development will provide new local jobs</p> <p>This is thought to have a positive effect, depending on implementation.</p>	Y
LRO18	Investment	<p>The SPD is proposing new mixed-use developments to increase residential uses on-site, as well as retaining and providing new employment uses. Development will provide new local jobs and opportunities for further investment and financial growth. Needed new housing, including affordable housing, will also contribute to the sustainability of local employment opportunities.</p> <p>This is thought to have a positive effect, depending on implementation.</p>	Y

End of Appendices

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1	Issued Draft v1	22/09/06
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Shqip



Nëse doni një përkthyes që t'ju sqarojë në gjuhën tuaj Raportin e Vlerësimit të Vazhdueshmërisë së Përmbledhjes së Planifikimit Lawrence Road, ju lutem shënjoni ✓ kutinë dhe dërgojeni formularin në adresën e mëposhtme me Postim Falas.

Kurdî Kurmancî



Heke ku hun dixwazin tercûmanek, bi zimanê we, bi we re bipeyîve di dema hazirkirina Rapora Nirxandinê ya di derbarî Pîlankirinên li ser Lawrence Road de, Ji kerema xwe qutiyê îşaret bikin û vê formê bişînin edresa li jêr. Pûl hewce nake.

বাংলা



এই লরেস রোড পরিকল্পনা সারাংশ সম্ভাব্যতা যাচাই রিপোর্ট-এর একটা কপি আপনার নিজের ভাষায় পেতে চাইলে, দয়া করে এই বক্সে দাগ দিন আর এই ফর্মটা নিজের ফ্রীপোস্ট ঠিকানায় ফেরত পাঠান।

Soomaali



Haddii aad rabto inuu turjubaan luqaddaada kuugu akhriyo Warbixinta ammaanta sugnaanta ee qorshaha Lawrence Road oo la soo koobay, fadlan calaamadi sanduuqa oo ku soo dir cinwaanka boostiisu lacag la'aanta tahay ee hoos ku daabcan.

Français



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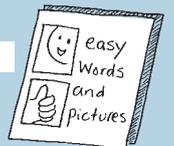
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