

NOTICE OF MEETING

Cabinet

SUPPLEMENTARY AGENDA

12. LOCAL DEVELOPMENT FRAMEWORK : PRE-SUBMISSION DRAFT (PAGES 1 - 436)

(Report of the Director of Urban Environment – To be introduced by the Leader): To seek approval to the suite of Development Management Documents (Core Strategy, Development Management, Site Allocations) that make-up the folder of Haringey's Local Development Framework for the pre-submission consultation between 19 April and 31 May in accordance with Government regulation set out in the Planning Policy Statement 12 for preparing the Local Spatial Planning Documents.

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15 March 2010

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Haringey Council

Agenda item:

[No.]**CABINET****On 23rd March 2010**

Report Title. Local Development Framework (Core Strategy, Development Management, Site Allocations) - Pre-Submission Draft for Consultation

Report of Niall Bolger Director of Urban Environment

Signed :

N Bolger 8th March 2010

Contact Officer : Ismail Mohammed Ext 2686

Wards(s) affected: ALL

Report for: Key Decision

1. Purpose of the report (That is, the decision required)

- 1.1. To seek Members approval for the suite of Development Management Documents (Core Strategy, Development Management, Site Allocations) that make-up the folder of Haringey's Local Development Framework for the pre-submission consultation between 19th April and 31st May in accordance with Government regulation set out in the Planning Policy Statement 12 for preparing the Local Spatial Planning Documents.

2. Introduction by Cabinet Member (if necessary)

- 2.1 The suite of Development Management Documents (Core Strategy, Development Management, Site Allocations) that make-up the folder of Haringey's Local Development Framework have been prepared to set out the spatial planning policy for the future development of the borough for the period 2011 – 2026, the detailed policies for determining developments and the allocation of land to meet future housing, employment, community, health, education and leisure needs. There are many challenges facing Haringey with population growth, demand for housing (particularly affordable housing), employment and training and other community facilities (health, education and leisure).

There are also many environmental challenges to ensure future development creates sustainable environments; developments that are zero carbon and energy efficient to ensure that we reverse the adverse impact on the environment to deal with climate change.

2.2 The suite of Development Plan Documents aim to address these challenges through a clear spatial and land use vision for the borough up to 2026. The Core Strategy sets out the key policies that will help deliver the vision and related objectives of the Haringey Sustainable Community Strategy (SCS). There are 17 key strategic spatial planning policies in the Core Strategy that will deliver the SCS priorities and these are:

- People at the heart of change – managing growth and housing policies;
- An environmentally sustainable future – energy, water, waste and transport management policies;
- Economic vitality and prosperity shared by all – employment, training, business and town centres policies;
- Safer for all – design and conservation, open space and biodiversity policies;
- Healthier people with a better quality of life – health, culture and leisure policies; and
- People and customer focused – implementation and monitoring policies.

2.3 The Development Management Document includes 49 detailed land-use planning policies for determining future development proposals to meet the Core Strategy policy. It identifies key policies for determining all development proposals that the Council as Local Planning Authority is expected to determine. The DPD will include a proposals map showing designations and site specific proposals for area or individual sites where area based policies apply.

2.4 The Site Allocations Document provides details of future development options for land and buildings in the borough to meet future housing needs and retail and employment requirement and the provision of community, health and recreational facilities over the 15 year life span of the DPD.

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1. The Core Strategy needs to take into account other strategies and plans that influence the future development of the borough. The Core Strategy must be prepared in accordance with procedures set out in PPS12, Local Spatial Planning and it must be in alignment with the priorities identified in Haringey’s Sustainable Community Strategy (SCS).

3.2 The Core Strategy will seek to contribute to achieving the vision in the SCS which is:

“a place for diverse communities that people are proud to belong to”

3.3 The other strategies relevant to the Core Strategy include:

- Haringey’s Housing Strategy (July 2009)
- The Local Implementation Plan (LIP) (May 2007)
- Haringey’s Regeneration Strategy (January 2008)
- “Changing Lives” Haringey’s Children and Young people’s Plan 2006-09
- Haringey’s Greenest Borough Strategy (July 2008)
- Safer Communities Strategy 2008-22

- Well-being Strategic Framework (2007)

4. Recommendations

- 4.1. To approve the Core Strategy Pre-Submission Consultation Document and accompanying Sustainability Appraisal for a statutory six week consultation with statutory bodies, partners, local residents and the business community between April and May 2010 in accordance with Regulation 27 Publication of a Development Plan Document of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.
- 4.2. To approve the Development Management and Site Allocations Development Plan Documents in accordance with Regulation 25 Public participation in the preparation of a development plan document of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.

5. Reason for recommendation(s)

- 5.1. The approval of the Cabinet is required to carry out the Pre-submission consultation on the Core Strategy and regulation 25 consultation for the Development Management and Site Allocations Development Plan Documents to comply with the Council's Standing Orders and to accord with the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.
- 5.2. The main body of the Core Strategy sets out the Council's approach to key strategic spatial planning issues for the future development and regeneration of the borough. These have been developed taking into account the responses to the Issues and Options Consultation in 2008 and the Preferred Options Consultation in May/June 2009. The Pre-submission document will be the third and final stage of the consultation before the Core Strategy is submitted to the Secretary of State for an Examination in Public conducted by the Planning Inspectorate. Following this the Core Strategy will formally be adopted by the Council. The Development Management and Site Allocations Documents are at an earlier stage of community and stakeholder consultation and will be subject to further community consultation later in the year before it is progressed to submission stage.
- 5.3. When the Core Strategy is formally adopted by the Council after the Examination in Public and the Planning Inspector's report, it will replace the Unitary Development Plan and will be the Spatial Development Plan Document at the heart of Haringey's Local Development Framework. The Core Strategy will outline how the Council will deliver local and strategic development needs including housing, employment, leisure and retail provision from 2011 to 2026.

6. Other options considered

- 6.1. The three development plan documents are statutory spatial planning documents the Council is required to prepare under the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. Therefore, no other options have been considered.

7. Summary

- 7.1. The Core Strategy is the new spatial plan for Haringey, 2011-2026 and is the primary spatial planning policy document in Haringey's Local Development Framework. The Strategy sets out the Council's vision and key policies for the future development of the borough up to 2026. The second stage of consultation for the Core Strategy was completed in June 2009. This report seeks approval of the Pre-submission Core Strategy document for "Pre-submission Consultation" before the Core Strategy Document is finalised in the summer and formally submitted to the Secretary of State for approval. This report also provides a progress on the other development plan documents that support the Core Strategy and highlights the key resource issues associated with the preparation of the Plan.
- 7.2 The preparation of the Site Allocations DPD and the Development Management DPD have also been progressed through the initial stages. These DPDs will provide more detailed policy framework for land-use planning and the development management functions of the Council.
- 7.3 The Site Allocations DPD sets out the proposed land-use allocation for housing and the Council's proposals for land and buildings on specific significant sites which are likely to be subject to development proposals during the lifetime of the LDF (2011 – 2026). These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy and the London Plan.
- 7.4 Development Management Development Plan Document (DPD) will provide a framework of planning policies against which development proposals can be assessed. The DPD sets out the Council's policies and proposals that will guide the determination of planning applications in terms of details of development, particularly the impact on the area and the delivery of the quality of residential units, work and retail floorspace, public spaces, community and health facilities to meet future needs and for assessing developments on specific or significant sites which are likely to be subject to development proposals during the lifetime of the LDF (2011 – 2026).

Background

The Core Strategy

- 7.5 The Core Strategy Preferred Options document which the Council consulted on with the public and stakeholders during May-June 2009 set out 12 proposed policies detailing how to manage change over the next 15 years. 55 written representations totalling over 600 individual comments were registered with over 200 comments received from two planning for real exercises and focus groups events.
- 7.3 The public consultation did not raise any significant policy concerns. In progressing the Core Strategy to pre-submission stage there has been some assessment of policies previously put forward to provide more detail to ensure that they meet wider aspirations for creating sustainable communities, place shaping and climate change and environmental challenges. For instance, instead of one Environmental Quality policy, there will be separate policies for climate change targets, energy use, and climate change adaptation and flooding.

- 7.4 Officers have met with the Government Office for London (GoL) and the Greater London Authority (GLA) to discuss the representations received and to consider the further development of the Core Strategy paying particular attention to national, regional, sub-regional and local issues as well as sharing the experience of other London Boroughs.
- 7.5 There has been some delay in progressing the Core Strategy due to some unforeseen delay in the number of sub-regional or local level studies. This includes the Strategic Housing Market Assessment (SHMA) which is a joint project managed by Barnet, Camden, Enfield, Hackney, Haringey, Islington and Westminster. This study, when completed, will provide evidence base and up-to-date information about the local housing market and affordability. The delay in the completion of this study has also put back the completion of the Council's own Affordable Housing Viability Study that will assess the affordable housing deliverability and viability of the borough's housing sites.
- 7.6 The preparation work for the Core Strategy included a Sustainability Appraisal to assess its environmental, social and economic impacts. This has helped to make sure the Council's strategy and policies are sustainable by identifying any potential harmful impacts and suggesting ways to minimise them. It also helped to identify how to maximise beneficial impacts. The Council carried out a Sustainability Appraisal and consulted on it at each of the stages in the production of the Core Strategy - Issues & Options, Preferred Options and Submission. The Sustainability Appraisal will be published alongside this Core Strategy. In line with Planning Policy Statement 12, the Core Strategy policies will be accompanied by an assessment of social, community and physical infrastructure to support the future population growth.

In addition, the Council carried out an Equalities Impact Assessment. This assessed the likely impact of the Core Strategy and its policies on specific groups in terms of race, gender, disability, age, sexual orientation and religion/beliefs. The Council also carried out an assessment to assess whether the Core Strategy's emerging approach and policies were likely to have any significant effect on sites of European Importance for Habitats or Species, or an adverse impact on the integrity of those sites. The screening assessment found that no significant effects were likely and therefore it was not necessary to carry out Task 2 (Appropriate Assessment) and Task 3 (Mitigation and Alternative solutions) of the Habitats Regulations Appropriate Assessment process.

The **Community Infrastructure Plan and Schedule (CIP)** will set out the existing provision and identify future needs for health, social care, primary and secondary education, further education, leisure and emergency services. A summary schedule of the CIP will form a section in the Core Strategy and the complete CIP will provide the evidence base for the future community infrastructure needs of the borough.

LDF Members Advisory Group

- 7.7 The LDF Members Advisory Group is a cross-party Group set up to advise and steer the direction and progress of the Core Strategy and other planning policy documents and to ensure consistency with the Sustainable Community Strategy. The Group is Chaired by the Cabinet Member for Enforcement and Safer Communities with responsibility for Planning Policy. The Group has been meeting regularly to review and manage the progress of the Draft Core Strategy, Draft Site Allocation and the Draft Development Management documents presented with this report and have been agreed at their meetings during February.

The Policies for Consideration

- 7.8 Set out in this Section of the report are the summary of the Strategic Priorities and Objectives of the Council, how these are developed in the three DPDs with the evidence base to support the approach, and how these will be delivered by the Spatial Planning Policies and the development management process. The main Core Strategy document that also includes the Community Infrastructure Plan (CIP) Schedule is attached as Appendix A to the Report. The Site Allocations DPD and the Development Management DPD is attached as Appendices B and C respectively.
- 7.9 The report also sets out the policies from the Core Strategy to show how these will meet the strategic objectives of the Council. Members are reminded that the Core Strategy is a strategic spatial planning policy document to deliver the vision, objectives and aspiration of the Sustainable Community Strategy and does not deal with many of the local land-use issues that are equally important. The land-use planning policy relating to such local issues as allocation of land to meet future housing, employment, shopping, community, health, leisure needs is developed in the Site Allocations document. The Development Management document sets out the detailed policies for determining the development proposals submitted to the Council.

The Council will also be preparing a number of Area Action Plans for the borough where there is potential for major development, opportunities for promoting and changing land-uses to meet future development and regeneration, as well as the need to improve access and connectivity for place shaping and community inclusion and/or economic prosperity. Supplementary Planning Documents (SPDs) provide detailed guidance for development for specific areas and category of land issues. Similarly, there are other strategies and plans (Transport, Regeneration, Housing, Culture and Leisure, Art, Greenest Borough and others) that also support the delivery of the Council's objectives and together these will help to deliver local aspirations, needs and improvements in environmental quality.

Vision and Objectives

- 7.10 The Core Strategy aims to address the challenges of population growth, managing climate change and improve quality of life, social and health well-being and economic prosperity. It aims to do this through a clear spatial and land use Vision of the borough up to 2026 and a set of 17 key policies. The key Core policies are set out under 6 Chapter headings taken from the SCS:

- People at the heart of change – managing growth and housing
- An environmentally sustainable future – energy, water, waste and transport management
- Economic vitality and prosperity shared by all – employment, training, business and town centres
- Safer for all – good design and conservation, open space and biodiversity
- Healthier people with a better quality of life – health, culture and leisure
- People and customer focused – implementation and monitoring.

These Chapters set the context for the Core Strategy, its Vision and a key Diagram that show major developments and change over 2011-26. They also show how the Core Strategy will be delivered and monitored and a schedule of the Community Infrastructure that will help support population and household growth. The Core Strategy has taken into

account:

- Haringey's Sustainable Community Strategy and other Council plans and strategies;
- The responses to consultation on Issues and Options Consultation February-March 2008;
- The responses to consultation on the Preferred Options May - June 2009;
- Evidence we have collected and commissioned; and
- Other relevant plans and strategies.

Core Strategy Vision

7.11 Haringey's Strategic Partnership developed Haringey's Sustainable Community Strategy 2007-2016 which identifies priorities and a ten year vision for the borough. The aim of the Sustainable Community Strategy is that Haringey will be:

“A place for diverse communities that people are proud to belong to”

7.12 The Sustainable Community Strategy has identified six outcomes for achieving its vision:

Sustainable Community Strategy Outcomes

People at the Heart of Change by delivering new homes and new jobs, with supporting services and transport and utility infrastructure at the right place and the right time.

An Environmentally Sustainable Future by responding to climate change and managing our environmental resources more effectively to make Haringey one of London's greenest boroughs.

Economic Vitality and Prosperity Shared by All by meeting business needs and providing local employment opportunities and promoting a vibrant economy and independent living.

Safer for All by reducing both crime and fear of crime, through good design and improvements to the public realm and by creating safer, cleaner streets.

Healthier People with a Better Quality of Life by providing better housing, meeting health and community needs and encouraging lifetime well-being at home, work, play and learning.

People and customer focused by providing high quality, accessible services that give value for money, respond to people's need and meet their aspirations. Put greater emphasis on community engagement and tackle social exclusion.

Haringey's Core Strategy – Spatial Vision for 2026

7.13 The Core Strategy Vision has been influenced by the consultation with the stakeholders and the general public on the Core Strategy Issues and Options Report (December 2007) and the Preferred Options Report (May and June 2009) and the vision from the Sustainable Community Strategy. The vision set out below has been developed specifically for the Core Strategy. It is this vision that the spatial strategy and strategic policies will deliver.

Overall vision for 2026

Haringey will be a richly diverse and vibrant part of north London where people are proud to live and work. Private, public and third sector agencies will work together to maximise opportunities for investment, for the development of local skills, the improvement of the environment and for the delivery of social cohesion and inclusion.

Haringey's growth

Haringey Heartlands, Tottenham Hale, Tottenham Corridor and Seven Sisters will be successful new mixed communities with high quality social and community infrastructure. Wood Green Metropolitan Town Centre will continue to thrive with its mix of retail, leisure and cultural uses – and Alexandra Palace will be improving as place for culture, heritage and public open space and regeneration.

Across the borough, neighbourhoods will have benefited from preserving and or establishing redefined distinctive characters through good development and area management. This will have included the start of a strong “estate renewal” programme.

Environmental sustainability

By 2026 growth will be environmentally sustainable. New homes and buildings will be increasingly carbon neutral and climate change adaptation and mitigation will a way of life including energy management and waste reduction, reuse. Sustainable travel modes and patterns will be strongly support and will focus on walking , cycling and public transport.

Economic growth

Haringey will be a socially inclusive borough that tackles poverty and disadvantage. Haringey's economy will be more sustainable in terms of economic growth, and will have grown employment opportunities. More people will be engaged locally in employment, training and education. Haringey will have exploited its strategic location and will have increased inward investment to link people to areas of employment. The food and drink, clothing, information, communication and technology and the creative and cultural industries all form key parts of Haringey's ‘unique selling point’. This will have included the promotion of modern manufacturing, business innovation and green industries – particularly in the Upper Lee Valley In general the Borough's town centres and transport hubs will have also been used as places for growth and development for mixed uses.

Haringey's character

Haringey will have maintained and improved its diverse landscape and "builtscapes". This will embrace the Edwardian sweep of Muswell Hill, the colourful spectacle of Haringay Green Lanes, the panoramic hill top views from Alexandra Palace and the wide vistas of Tottenham Marshes and the River Lee. The uniqueness and distinctiveness of its town centres and neighbourhoods will be maintained.

A Safer and Better Designed Haringey

Haringey will be a safer borough where people feel secure and confident. The borough's parks will be well used and accessible for all residents. The Borough's heritage and historic spaces, structures and buildings will be appropriately protected and maintained for existing and future generations to be proud of – and new buildings and public realm will provide strong urban design contexts for better town centre and neighbourhood "place shaping"

Health and well-being

Haringey will have a healthier population. All residents will have access to health and education facilities, social and community services, and will enjoy a healthier lifestyle.

Civic Engagement

Community involvement and volunteering will be more generally used to develop and improve local and strategic services – this will help deliver the Borough's aim of better social cohesion and inclusion.

Structure of the Core Strategy

7.14 The Strategy has been grouped into six sections to reflect the priorities of the Sustainable Community Strategy and to cover thematic spatial planning policy that should be covered to meet the national guidelines set out in Planning Policy Statement 12. The Core Strategy has been grouped into following key Chapters:

1 and 2 – Haringey in London and North London: sets out the spatial and land use context of the Borough, the opportunities for the 7 assembly areas within Haringey, the Borough overall vision and Core objectives and a key diagram of the major development changes proposed to take place up to 2026.

3 - People at the Heart of Change in Haringey: sets the Council's overall approach to the distribution of future growth in the borough and its management, it also includes the approach to housing and the type of housing needed to support Haringey's growing population.

4 - An Environmentally Sustainable Future: contains the Council's approach to sustainable development and how it intends to make Haringey the greenest borough.

5 - Economic Vitality and Prosperity Shared by All: looks at ways in which Haringey will provide jobs and services and improve its town centres

6 - A Safer, Attractive and Valued Urban Environment: explains how the Council intends to improve its built environment and make sure the quality of life in Haringey is maintained and enhanced

7 - Healthier People with a Better Quality of Life: explains how the Council intends to improve its built environment, provide accessible community services and ensure that people can live healthier lives and the improved quality of life in Haringey is maintained and enhanced

8 and 9 – Delivering, Monitoring and the Community Infrastructure Plan: sets out how the Core Strategy will be implemented through planning decisions; managing resources and services and working with partners to provide the necessary infrastructure to support growth and improvements.

The Spatial Policy Approach

7.15 The Core Strategy identifies the **Key Areas** for managing growth and change in the plan period through the promotion of well designed and increasingly “green” homes, jobs and support facilities. These areas are all brownfield sites where old land uses are now not needed and they are also near transportation hubs. Outside these key areas growth and change will occur, but in a more limited way and will need greater management. So our proposed “Spatial Policy Approach” is to:

- Focus growth on places that can support higher density of development, reducing pressure for residential development in predominantly residential areas (although some development will take place throughout the borough);
- Allow us to better shape places by promoting high quality design of buildings and places, securing necessary infrastructure, providing an appropriate mix of uses, including community facilities and securing regeneration benefits; and
- Through promoting larger schemes, increase our ability to provide more sustainable places, for example by maximising opportunities for local power and heating.

7.16 The Core Strategy is expected to provide approximately 11,229 homes between 2011 and 2026. Two major policy issues from the Core Strategy relating to Managing Growth and Housing are set out below paragraphs 7.17 – 7.25.

Managing Growth

7.17 People at the Heart of Change is the key objective of the Sustainable Community Strategy. Haringey is one of the most diverse areas in the country and this represents many challenges in terms of its location, high levels of deprivation and hugely successful local business entrepreneurship.

7.18 In common with the rest of London, Haringey is expected to experience rapid growth in its population, with a projected 15% population increase to 260,305 by 2026. This growth will bring with it pressure for new housing and associated infrastructure. Policy SP1 sets out the Council's overarching approach to the location of future growth and development in the borough.

7.19 This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS priorities:

- Promote community cohesion;
- Meet population growth and change;
- Meet housing demand; and
- Improve supporting facilities, services and infrastructure.

SP1 - Managing Growth

The Council will focus Haringey's growth in the most suitable locations, and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The Council will maximise the supply of additional housing to meet or exceed Haringey's target of 6,800 homes from 2011 – 2026 (680 units per annum).

The Council will promote development in the following Growth Areas:

- Haringey Heartlands; and
- Tottenham Hale.

The Council will expect development in the Growth Areas to:

- Provide 5,165 new homes and the majority of new business floorspace up to 2026;
- Maximise site opportunities;
- Provide appropriate links to, and benefits for, surrounding areas and communities;
- Provide the necessary infrastructure; and
- Be in accordance with the full range of the Council's planning policies and objectives.

The Council will promote development in the following areas of change/renewal:

- Wood Green Metropolitan Town Centre;
- Northumberland Park (which includes the redevelopment of Tottenham Hotspur Football Stadium);
- Tottenham High Road Corridor; and
- Seven Sisters Corridor.

Parts of the borough outside of the growth areas and areas of change will experience some development and change. The Council will ensure that development here will respect the character of its surroundings and provide

environmental improvements and services.

7.20 Indicators to monitor delivery of SP1 will be

- Housing completions against trajectory - 680 per year;
- Delivery of key infrastructure programmes to support new communities; and
- Increase in retail and commercial floor space

Housing

7.21 High quality housing, which is decent and affordable, is one of the key priorities of Haringey's Sustainable Community Strategy. In managing growth, new housing investment will be targeted at fostering the development of balanced neighbourhoods where people choose to live, which meet the housing aspirations of Haringey's residents and offer quality and affordability, and are sustainable for current and future generations. This section of the Core Strategy looks at:

- The overall numbers of additional homes to be built in the borough;
- The proportion of affordable housing that the Council will seek;
- The mix of sizes and types of homes that are needed for particular groups of people;
- The design of high quality homes; and
- Gypsy and Travellers.

7.22 The Council will seek to ensure that everyone has the opportunity to live in a decent home at a price they can afford in a community where they want to live. The Council will therefore seek to establish the right supply, type and quality of homes to meet the needs of our resident and projected population. Haringey has similar private amenity space, wheel chair access, "life time homes", and general design and density standards to the Replacement London Plan. Haringey will review its child play space and housing space standards in the light of the London Plan and adopt improved space standards.

7.23 This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy:

SCS Priorities

- Meet housing demand;
- Meet population growth and change;
- Create more decent and energy efficient homes, focusing on the most vulnerable.

SP2 - Housing

Density and design standards to deliver quality homes

Quality new residential development in Haringey will be provided by ensuring that new development:

1. Meets the density levels set out in the London Plan (Table 3A.2 Density Matrix);
2. Complies with the housing standards and range of unit sizes set out in the

Council's Housing Supplementary Planning Document (SPD) 2008 (and adopt the GLA Housing Space and Child Play Space Standards 2009 as Haringey's own standards;

3. Aims to maximise **housing for special needs (need to check policy wording)**
4. Is built to 100% Lifetime Homes Standards with at least 10% wheelchair accessible housing with an aspiration for 20%.

Affordable housing shall be achieved by:

5. Requiring sites capable of delivering 5 or more units to provide 50% Affordable Housing on site; **(the results from the Strategic Housing Market Assessment will confirm the threshold);**
6. Delivering an affordable housing tenure split of 70% Social Rented Housing and 30% Intermediate Housing;
7. Ensuring no net loss of existing affordable housing floorspace in development; and
8. Ensuring affordable housing units are designed to a high quality and are fully integrated within schemes.

7.24 Indicators to monitor the delivery of SP2

- Annual average housing provision over the plan period in accordance with the London Plan targets up to 2016;
- 50% affordable housing provision on sites;
- Levels of densities for residential development in line with PPS3 and the Density Matrix of the London Plan;
- All new housing built to Lifetime Homes Standards and 10% wheelchair accessible housing; and
- All new housing built to high quality design and meet CABE Building for Life criteria.

Gypsy and Travellers

SP3 - Gypsy and Travellers

The Council will protect existing lawful sites, plots and pitches for Gypsies and Travellers. The redevelopment of such sites will not be permitted unless they are replaced by equivalent or improved sites, plots and/or pitches in suitable locations within Haringey.

Any new site or substantial alteration to an existing site shall:

- Provide satisfactory layout and facilities in terms of pitches, hardstanding, parking, turning space, amenity blocks, open space and play areas;
- Be capable of connection to energy, water and sewage infrastructure;
- Be accessible to public transport, services and facilities, and be capable of support by local social infrastructure;
- Provide safe access to and from the main road network;
- Not cause harm to the residential amenity or the operational efficiency of

- nearby properties; and
- Not cause harm to/or the loss of designated Metropolitan Open Land, Sites of Nature Conservation Importance, woodland and watercourses.

7.25 Indicators to monitor delivery of SP3

- Deliver the minimum number of pitches required by the Gypsy and Traveller Accommodation Needs Assessment.

Timetable for the progress of the Core Strategy

7.26 The table below shows the programme for the next stages of the Core Strategy preparation and the aspiration is to deliver this:

Core Strategy Pre-submission stage to Adoption	
Milestone	Target
Cabinet	March 2010
Pre-Submission Consultation	April – May 2010
Consider representations	June - July 2010
Report back to Cabinet and Full Council	July – Sept 2010
Submit to Secretary of State	Sept 2010
Examination in Public	Oct/Nov 2010
Adoption	Jan/Feb 2011

Site Allocations DPD

7.27 The Sites Allocations DPD set out the Council's proposals for land and buildings on specific significant sites which are likely to be subject to development proposals during the lifetime of the LDF (2011 – 2026). These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy and the London Plan.

7.28 The document is at the first stage of preparation and when adopted will be the land-use allocation of the borough to support the delivery of the Core Strategy. The document will:

- Set out the policy context and where this document sits in relation to other LDF documents;
- Explain the process for producing this DPD and how to get involved;
- Highlight the Core Strategy context which underpins the broad approach;
- Identify a number of significant sites;
- Seek views on sites we have identified; and
- Ask other questions about how this DPD can help to deliver the Council's spatial strategy.

7.29 The document reflects national planning policy guidance and aims to implement the spatial and transport policies of the London Plan, incorporating its housing requirement. It sets out the broad locations for delivering housing and other strategic development needs such as

employment, retail, leisure, community, essential public services and transport infrastructure. It also addresses the links between planning and climate change.

7.30 The Sites Allocation DPD provides a monitoring framework setting out the sites within the borough with potential for redevelopment for different uses.

7.31 The document consists of sites from three main sources

- undeveloped allocated sites from the 2006 Unitary Development Plan (UDP);
- Sites that have been identified in the Strategic Housing Land Availability Assessment (SHLAA);
- The results from an informal survey “call for sites” carried out between 4th November 2009 and 4th December 2009.

7.32 The document includes the following information:-

- Site Address
- Source of suggestion
- Site Area (where known)
- Current Use(s) (where known)
- Options for future use(s)

7.33 The summary below provides an initial indication of the sites that are included.

Haringey Unitary Development Plan

7.34 When the UDP was adopted in 2006, it contained 30 sites around the borough of varying sizes that presented an opportunity for redevelopment. To date, of those 30, 21 have either been redeveloped or have planning permissions that are active, leaving 19 sites to be included in the DPD.

Strategic Housing Land Availability Assessment (SHLAA)

7.35 The assessment was carried out by the GLA on behalf of London boroughs, which identified sites with a potential to provide residential development. These sites have been used to inform the Councils housing trajectory, a list of sites that will be used to meet the Councils housing target over the life of the Core Strategy. The number of sites on the list are of various sizes, some of which are already in the UDP and housing trajectory. To accord with the requirement of PPS12, these have an indicative programme for when they are likely to be developed to meet the five, ten and fifteen years land supply for housing growth in the borough.

Call for Sites

7.36 Between 4th November 2009 and 11th December 2009, an informal survey/consultation referred to as “Call for Sites” was carried out, inviting the general public, public agencies and developers to suggest sites for inclusion in the document. The survey was advertised in Haringey People (November 2009 issue), local newspapers for one week during the consultation period and on the Councils website. A total of 11 responses were received. The responses include buildings as well as land, of various sizes. Some of the responses are already in the UDP and the housing trajectory.

Development Management DPD

7.37 The Development Management DPD sets out the Council's policies and proposals that will guide the determination of planning applications in terms of the detail of development, particularly the impact on the area and in delivering the quality of residential units, work and retail floorspace, public spaces, community and health facilities to meet future needs and for assessing developments on specific or significant sites which are likely to be subject to development proposals during the lifetime of the LDF (2011 – 2026).

7.38 This document should be considered in the context of the Core Strategy and will provide more detail to the 17 strategic spatial policies in the Core Strategy and will follow a similar thematic approach and lay out.

7.39 It is important to point out that the DM document contains the majority of policies from the 2006 UDP (as the UDP is so recent the majority of policies still apply to Haringey) along with 9 new policies to reflect local issues. In addition, those policies which repeat national and regional guidance, for example Green Belt, have been deleted.

The nine new policies are listed below:

- DMP1 Preventing the loss of affordable housing
- DMP5 Housing conversions
- DMP 6 Homeless people, vulnerable people and hostels
- DMP 7 Sheltered housing and care homes for older people
- DMP 9 Basements and lightwells
- DMP 13 Private off-street parking – crossovers
- DMP 43 Front gardens
- DMP27 Local views
- DMP 49 Pre-school and educational needs generated by new housing.

The DPD will include a proposals map showing designations and site specific proposals for areas or individual sites where area based policies apply. The document is at the first stage of preparation and will:

- Set out the policy context and where this document sits in relation to other LDF documents;
- Explain the process for producing this DPD and how to get involved;
- Highlight the Core Strategy context which underpins the broad approach
- Identify key policies for determining all development proposals that the Council as local planning authority is expected to determine relating to housing (density, design, tenure/dwelling mix, conversion, size, amenity space), employment and economy (town centres, retail, offices, leisure), education, community and health /social, environment (energy efficiency, carbon emission, waste, air and water pollution), open space and parks, transport (car clubs, parking standards) and conservation (natural and built environment).

7.40 The document has been divided into sections that reflect those of Haringey's Sustainable Community Strategy and Core Strategy. These sections are:

- **People at the heart of change** – contains policies on managing growth and housing
- **An environmentally sustainable future** – contains policies on energy, water, waste and transport
- **Economic vitality and prosperity shared by all** – contains policies on employment, education and town centres
- **Safer for all** – contains policies on design, conservation, open space and biodiversity
- **Healthier people with a better quality of life** – contains policies on health, well being, culture and leisure.

7.41 Each section in the document sets out an introduction to the policy (including reference to any Core Strategy objectives), the policy and justification for the policy. The following paragraphs of the report show how the Housing objectives of the Core Strategy are set out in the DPD to assist Members in assessing the context of the document and the structure and detail of the policies. In the Core Strategy there is just a single strategic housing policy. The principles of the strategic policy are set out into nine detailed policies for Development Management purposes to ensure all aspects of housing in terms of quality, density, floor space, conversion etc can be considered in managing future housing development proposals. Only two notable policies related to Housing are detailed in this section of the Report to show the level of detail the policies set out.

Housing

- 7.42 This section of the development management document sets out in more detail how the Council will make individual planning decisions to meet the aims of Core Strategy Strategic Policy 2 Housing. Policies in this section relate to:
- New housing development and making full use of Haringey's capacity for additional housing and helping to create mixed and balanced communities;
 - Protecting and enhancing existing housing;
 - Hostel accommodation and Housing for Special Needs;
 - Houses in Multiple Occupation and Conversions;
 - Change of use to residential and
 - Dwelling mix and standards.

DMP1 New Housing Developments

New housing developments, including conversions, will be permitted provided that:

- a) They include a mix of house types, tenures and sizes (and where appropriate include affordable housing and special needs housing);
- b) They are built to the highest standard of design and meet Building for Life criteria;
- c) They meet the density levels as set out in the London Plan (Table 3A.2 Density Matrix);
- d) If converting a single dwelling house the existing internal floor area is more than 120m² and has at least 5 habitable rooms; and
- e) Where the additional housing creates a need for ancillary community facilities (i.e. education, health, transport, recreational or other facilities a contribution towards meeting this need is provided.

New housing development, including conversions and backland developments, should take account of the Council's standards (layout, minimum room size, amenity and privacy) as set out in the Housing Supplementary Planning Document.

New housing development, including conversions where possible, should be built to lifetime home standards to enable people to remain in their home throughout their life instead of having to move to specialist accommodation.

DMP2 Change of use to residential

A change of use to housing will be considered provided:

- a) the building does not fall within a Locally Significant Industrial Site and satisfies the criteria in policy DMP x; or
- b) it does not involve the loss of protected open space; or
- c) the building does not have an adverse affect on the vitality and viability of existing ground floor retail uses; or
- d) the building can provide satisfactory living conditions.

Changes of use to housing will allow the Council to work towards its housing target while ensuring that there is no detrimental impact on the borough in terms of loss of employment/retail/open space. The standards set out in the Housing SPD will help to ensure that suitable living conditions are provided.

8. Chief Financial Officer Comments

- 8.1. Within the Planning and Regeneration service, there is budget allocation for LDF work with a budget of £100K for the current financial year. There was also a carry forward from the previous year (2008/2009) a sum of around £50K that is still available. The current expenditure against the LDF budget is of around £40K.
- 8.2 There is no allocation specifically for LDF in the Planning and Regeneration Service budget for 2010/2011. It is expected that future expenditure for LDF work will be met from within the Service's allocated budget.

9. Head of Legal Services Comments

- 9.1. The Council is required under the Planning and Compulsory Purchase Act 2004 to prepare a Core Strategy as part of its Local Development Framework (LDF). The Core Strategy will replace the strategic policies and objectives of the (saved) Unitary Development Plan.
- 9.2 The Core Strategy will take forward the priorities of Haringey's Sustainable Community Strategy and other plans and strategies to identify a vision for Haringey as a place to live, work and visit.

10. Head of Procurement Comments – [Required for Procurement Committee]

10.1 N/A

11. Equalities & Community Cohesion Comments

11.1 As part of the development of the Core Strategy, an Equality Impact Assessment is being produced to assess the impact the Core Strategy may have on the ethnic minorities and age, gender and disability of the communities. This is considered in line with Haringey's approach to equal opportunities. The Equality Impact Assessment on the Core Strategy ensures information on the key issues is provided throughout the development of the planning policy document.

12. Consultation

12.1 The development of the Core Strategy involves a process of detailed internal and external consultation at various stages of preparing the document and the evidence base. The Core Strategy has already undergone two stages of public consultation (Issues and Options-2008) and (Preferred Option – May-June 2009). All stages of public consultation are extensively publicised with newspaper adverts, posters, summary leaflets, workshops and focus group discussions. The responses received from these consultations frame the next stage of the core strategy document.

12.2 The Council intends to consult on the Pre-Submission Core Strategy document from 1st march till 12 April 2010. The outcome of the public consultation will influence the final document for submission to the secretary of State.

13. Service Financial Comments

13.1 The revenue budget for Local Development Framework for 2009/10 will be fully utilised in taking forward the Core Strategy to the submission and Examination in Public (EIP). There is approximately £120K in the budget with a commitment of £94K for a number of viability studies and sustainability appraisal. There will be further expenditure of £26K for the printing of the consultation document, Summary leaflets for consultation and cost of public meetings during consultation. There is unlikely to be much available to be carried forward into the 2010/2011 financial year to meet future expenditure.

13.2 There is no allocation within the 2010/2011 Planning and Regeneration Service budget for the continuing work on the LDF and Core Strategy, however the likely expenditure that will be incurred for the EIP will be met from within the existing Service resources. The expected cost for the EIP will be in range of £50-65K, and the Planning Inspectorate (PINS) expenses are due to change next year. This expenditure relates to the appointment of a Planning Inspector to undertake the Examination in Public of the Core Strategy. In addition, a programme officer to manage the EIP process and to be the interface between the Council and the Inspector is needed. The appointment of the programme officer will be met from the existing internal staff resources, however, it is a cost that needs to be attributed to producing the suite of planning policy documents that form the Haringey's Local Development Framework. There are separate costs for the consultation and consultation material and design and print of the final Core Strategy that will also be met from the existing Services resources.

13.3 There will be further expenditure during 2010/11 associated with other planning

documents. The list includes the North London Joint Waste Plan with estimated cost of £27K for 2010/11 that was expected to be met from within the 2009/2010 budget commitment, but given that there will be a very little carry over, this will need to be met Service budget. Other documents being prepared and progressed include the Site Allocations DPD, Development Management DPD, Sustainable Design and Construction SPD and there will be associated costs for preparing these documents and as a minimum will include printing and public consultation. It may also be necessary to undertake further evidence based studies to support the EIP and these will be met from the existing Service budget resources for Consultant/Studies.

14. Use of appendices /Tables and photographs

14.1. There are number of documents attached as appendices to this report.

- A. The Draft Core Strategy
- B The Site Allocations DPD
- C Development Management DPD
- D Sustainability Appraisal

15. Local Government (Access to Information) Act 1985

- 15.1. The London Plan
- 15.2. The Unitary Development Plan

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1.1 What is the Haringey Core Strategy

The Core Strategy will set out a vision and key policies for the future development of the borough up to 2026. It takes forward the priorities of Haringey's Sustainable Community Strategy and other plans and strategies to identify a vision for Haringey as a place to live, work and visit and will contain key policies and an implementation framework to deliver the vision.

The Core Strategy will outline how the Council will address local and strategic development needs including housing, employment, leisure and retail provision. It will go beyond traditional land use planning and consider other plans and strategies that influence the use of land and the way that places around us look and work. The Core Strategy will cover the physical aspects of location and land use but also address other factors that make places attractive, sustainable and successful, such as social and economic matters. Preparation of policies will be subject to a sustainability appraisal. This promotes sustainable strategies and policies through an assessment of their social, environmental and economic impacts.

Haringey's Core Strategy will give spatial interpretation to the Council's Sustainable Community Strategy's key outcomes:

- People at the heart of change;
- An environmentally sustainable future;
- Economic vitality and prosperity shared by all;
- Safer for all;
- Healthier people with a better quality of life; and
- People and customer focused.

The Core Strategy will also:

- Have regard to new and emerging government policy;
- Respond to the London Plan;
- Respond to local issues and priorities facing the borough; and
- Respond to future challenges such as climate change.

Other Local Development Framework Documents

The Core Strategy is the primary and strategic Development Plan Document (DPD) and is at the heart of Haringey's Local Development Framework (LDF). The framework is a folder of planning policy documents, known as Local Development Documents (LDD). These documents are divided into three types:

- Development Plan Documents (DPD)
- Supplementary Planning Documents (SPD)
- Others such as the Statement of Community Involvement (SCI) and the Annual Monitoring Report (AMR)

The Core Strategy guides the content of the other Local Development Documents (including Area Action Plans and Supplementary Planning Documents). Alongside the Core Strategy, the Council is also producing other Development Plan Documents: a North London Waste Plan, an Area Action Plan for Wood Green, Tottenham High Road Corridor, Seven Sisters, Northumberland Park and Tottenham Hale. The work programme of the LDF is set out in a Local Development Scheme 2007

(LDS) which includes a description and timetable for the production of each document. The LDF will eventually replace Haringey's Unitary Development Plan (UDP) 2006 which sets out our current planning policies.

Haringey's Core Strategy is the key Development Plan Document. Together with the London Plan and Haringey's emerging Development Management Plan, these three documents make up the statutory 'development plan' for Haringey.

Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise (Planning and Compulsory Purchase Act 2004, Section 28 (6)).

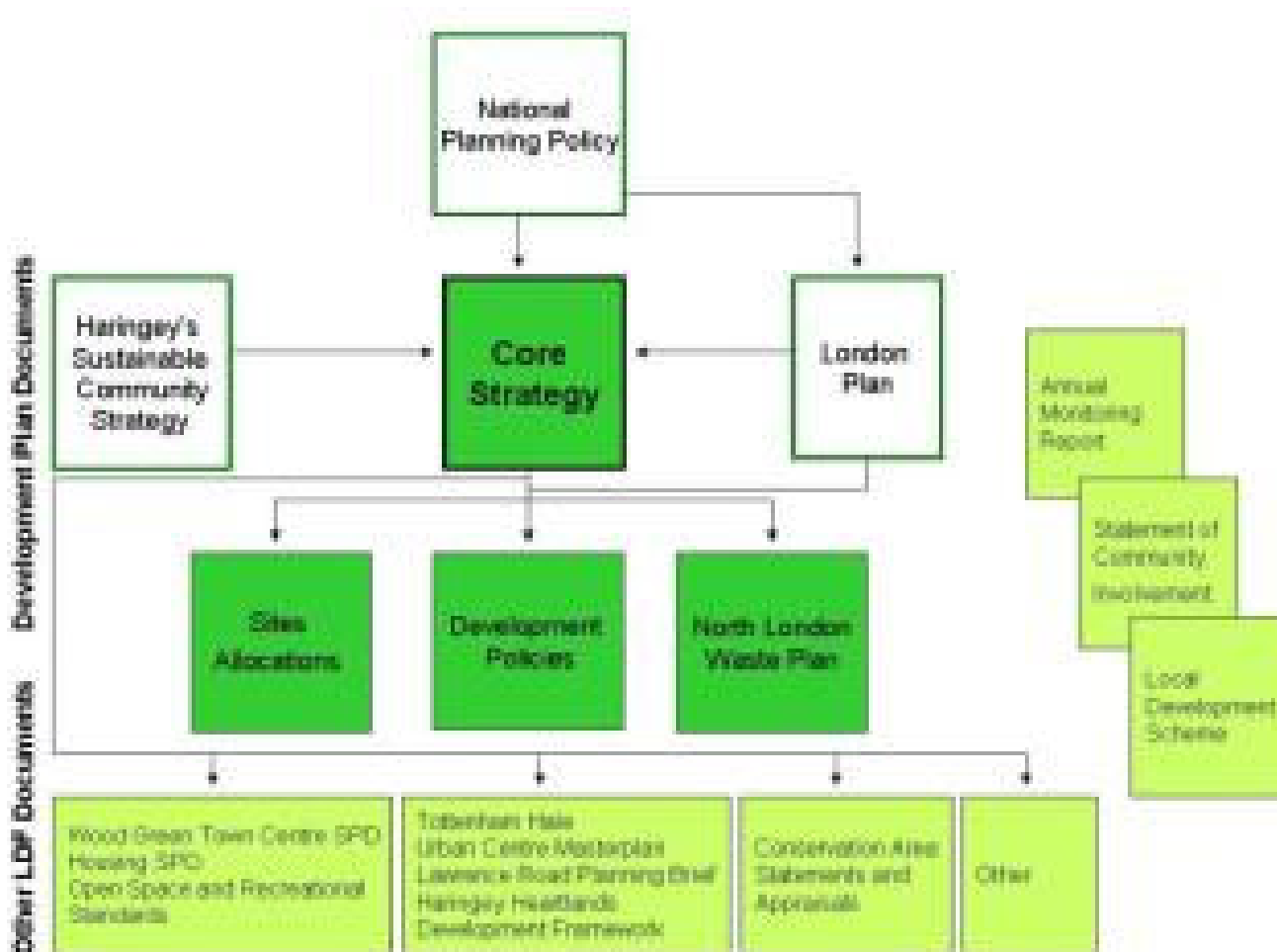


Figure x: Haringey's Local Development Framework

How we have prepared the Core Strategy

The process for preparing the Council's Core Strategy is set out below:

- Gathering evidence and consulting on key 'issues and options' (February - March 2008);
- Developing the Council's preferred approach and consulting on it alongside the sustainability appraisal (May – June 2009);
- Preparing the Core Strategy for 'pre-submission' consultation (Feb – May 2010).

The remaining stages are:

- Submitting the Core Strategy to the government ('submission') for a public examination where the document is assessed by a Planning Inspector (September 2010, normally takes up to six months);
- Publication of the Inspector's Report; and
- Adoption of the Core Strategy by the Council (Jan/Feb 2011).

Public consultation

The preparation of Haringey's Core Strategy involved two main stages of public involvement and consultation. Firstly, the Council gathered views on the key issues facing the borough and the options for tackling them. The Issues and Options document was agreed in December 2007 and consultation took place between February and March 2008. The results of this consultation helped to inform the development of the Core Strategy Preferred Options.

Consultation on the Preferred Options took place between May and June 2009 and included a comprehensive consultation programme. The Council met with community groups, stakeholders and ran a number of public workshops and events. Articles in Haringey People, distributed to all households, use of the press, mailings and Haringey's website were used to engage as many communities as possible. Involvement of key stakeholders, for example infrastructure providers and neighbouring boroughs, took place throughout the preparation of the Core Strategy. The comments and input received from the consultations and involvement were taken into consideration in the drafting of this version of the Core Strategy. For each stage of preparation there is a consultation report that gives detail of the consultation carried out and summarises the comments received.

Supporting evidence

The Core Strategy is a key strategic document for Haringey and will have a major effect on the future development of the borough. Therefore, it needs to be based on a thorough understanding of the issues and challenges the Council faces and its policies need to be supported by robust evidence. The Council has commissioned and collected a wide range of studies and information to inform the preparation of the Core Strategy (also known as 'evidence base'). This includes, but is not limited to, the following:

- A Sustainability Appraisal;
- Haringey Annual Monitoring Report;
- Haringey Retail Capacity Study, 2008;
- Haringey Employment Study, 2008;
- Haringey Housing Needs Assessment, 2007;
- Haringey Open Space and Sports Assessment 2004 (updated 2008 as Haringey Open Space and Recreational Standards Supplementary Document);
- Climate change and capacity assessment for sustainable energy demand and supply in new buildings in Haringey (2009);
- North London Strategic Flood Risk Assessment, 2008;
- Census information;
- Haringey Borough Profile;
- Haringey Biodiversity Action Plan, 2009
- Haringey Community Infrastructure Plan, 2009.

Haringey's Sustainable Community Strategy and other strategies

The Core Strategy needs to take into account other plans and strategies that influence the borough. In accordance with PPS12 'Local Spatial Planning' the Core Strategy should be in alignment with the priorities identified in the Sustainable Community Strategy.

The Core Strategy will seek to contribute to achieving the vision in Haringey's Sustainable Community Strategy which is **'a place for diverse communities that people are proud to belong to'**. This will be achieved by translating the Sustainable Community Strategy vision into a set of priorities and policies to shape the type of place the Council wants Haringey to be in 2026 and create a framework for delivery. Please see section on Vision and Objectives for more information.

Other strategies relevant to the Local Development Framework include:

- Haringey's Housing Strategy (March 2009);
- The Local Implementation Plan (LIP) (May 2007);
- Haringey's Regeneration Strategy (January 2008);
- Haringey's Children and Young People's Plan 2009 - 2020;
- Child Poverty Strategy 2008-11;
- Haringey's Greenest Borough Strategy (July 2008);
- Safer for all Strategy 2008 – 2011;
- Experience Still Counts: Haringey's strategy for improving the quality of older people 2009-12; and
- Well-being Strategic Framework (2007).

National Planning Policy and The London Plan

The Council's Local Development Framework documents must be consistent with national policy prepared by the government in Planning Policy Statements/Guidance (PPS/PPG), unless there is strong evidence that an alternative approach is more appropriate in Haringey. The Council's planning documents must also be in general conformity with the Mayor of London's London Plan (2008). The London Plan sets a social, economic and environmental framework for the future development of the capital, providing the London-wide context for borough planning policies. The London Plan is expected to be significantly revised over the Core Strategy plan period, with the recent Replacement London Plan consultation taking place (October 2009 - January 2010). Therefore, the Core Strategy has been drafted to provide a robust, locally distinctive policy for Haringey that does not repeat regional guidance, but also minimises risk to delivery from changes to the London Plan.

Sustainability Appraisal and other assessments

The preparation work for the Core Strategy included a Sustainability Appraisal to assess its environmental, social and economic impacts. This has helped to make sure the Council's strategy and policies are sustainable by identifying any potential harmful impacts and suggesting ways to minimise them. It also helped to identify how to maximise beneficial impacts.

The Council carried out a Sustainability Appraisal and consulted on it at each of the stages in the production of the Core Strategy - Issues & Options, Preferred Options and Submission. The Sustainability Appraisal will be published alongside this Core Strategy.

In addition, the Council carried out an Equalities Impact Assessment. This assessed the likely impact of the Core Strategy and its policies on specific groups in terms of race, gender, disability, age, sexual orientation and religion/beliefs. The Council also carried out an assessment to assess

whether the Core Strategy's emerging approach and policies were likely to have any significant effect on sites of European Importance for Habitats or Species, or an adverse impact on the integrity of those sites. The screening assessment found that no significant effects were likely and therefore it was not necessary to carry out Task 2 (Appropriate Assessment) and Task 3 (Mitigation and Alternative solutions) of the Habitats Regulations Appropriate Assessment process.

1.2 Haringey in London and north London

Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area (see figure X). With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hour commuting time of Haringey. These include the new job opportunities being created at Stratford City and the Olympic 2012, accessible by rail in 15 minutes from Tottenham Hale.

Haringey's strategic "hub" position is shown below. North London lies between the growth areas of:

Central London, which is the focus of London's expanding world city role. It will continue to offer employment for many workers living in North London, to be a major source of demand for goods and services from North London and also to be a source of growth in the form of activities that need to be close to Central London, but are unwilling or unable to pay the associated costs of being located there.

The London-Stansted-Cambridge-Peterborough (LSCP) growth area, of which the eastern section of North London forms part. The Stansted/M11 corridor alone is planned to have 40,000 new jobs and will be a potential source of new employment for North London workers. The East of England Regional Spatial Strategy (2008) envisages substantial growth in the corridor beyond the London boundary, especially around Harlow, driven by the expansion of Stansted airport.

The Thames Gateway is the largest regeneration area in the UK and is planned to create around 200,000 jobs up to 2016. The western end of the Gateway abuts the eastern end of North London. It includes Stratford, just beyond the sub-regional boundary, which will have an international station on the Channel Tunnel rail link and will generate 30,000 jobs up to 2016.

The Western Wedge stretching from Paddington to the Thames Valley and abutting the west of North London at Brent Cross. Although this is not a formal growth area, it has been one of the most dynamic development areas in the UK, buttressed by the expansion of Heathrow. The impetus of this growth will continue to a significant extent, even though the strategic priority area is now East London.

The M1 and A1 corridors are also not formal growth areas, but they underpin North London's strategic role as the corridor between London and many parts of the UK. They link North London to Luton Airport, the growth area around Milton Keynes/South Midlands and expanding towns like Watford and Stevenage.

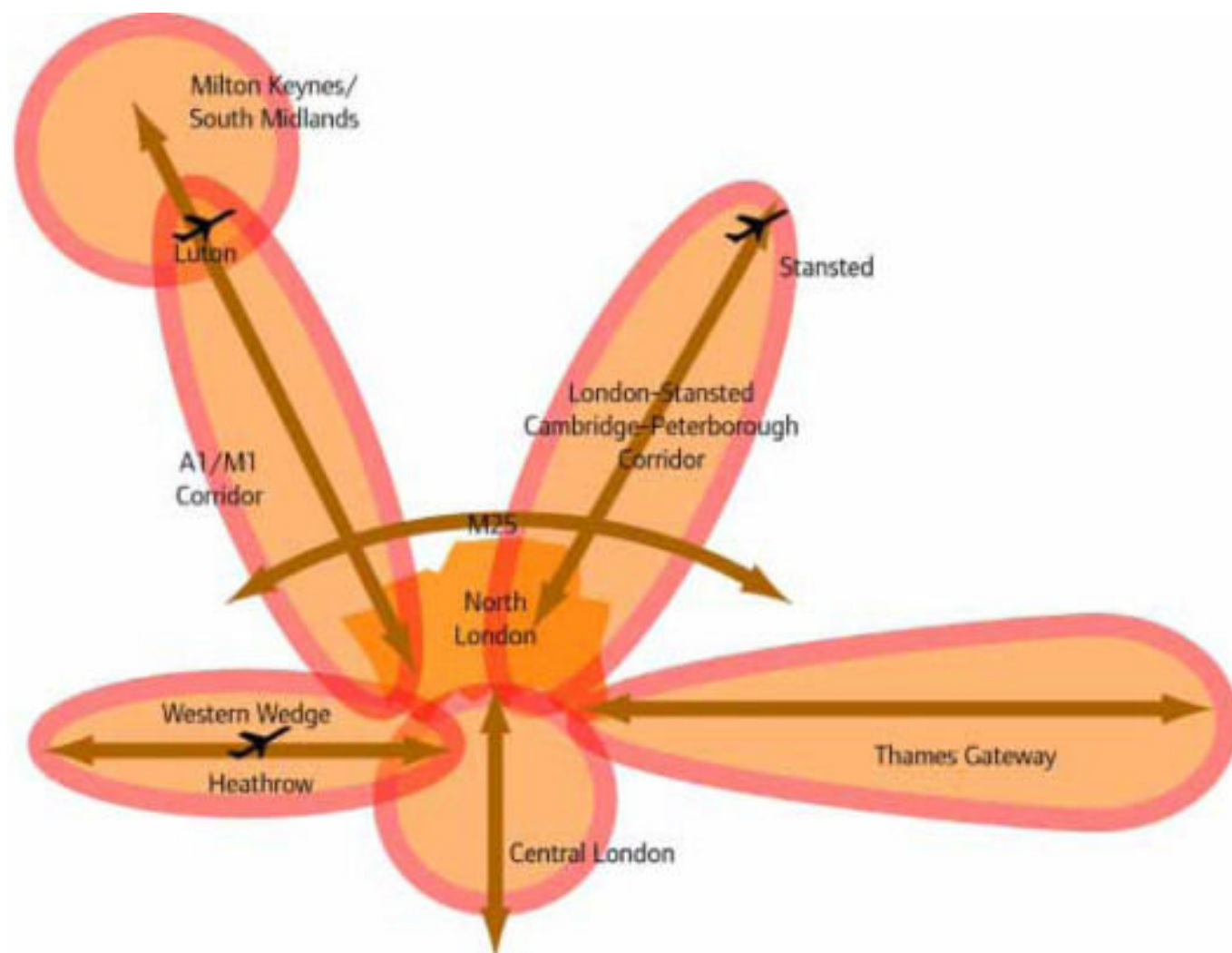


Figure x: North London Growth Corridor

Haringey is part of North London. The Council, along with the boroughs of Barnet, Enfield, Waltham Forest and public, private and voluntary organisations work together as part of the North London Strategic Alliance (NLSA). The NLSA seeks to raise the profile of North London and increase public and private sector investment into the sub-region to address the following issues:

- Coordinating housing growth with social and transport infrastructure;
- Supporting the outer London economy, including promoting the role of town centres;
- Increasing access to employment through skills development and training; and
- Promoting a vision for the Upper Lee Valley.

The Upper Lee Valley has experienced a long period of decline due to structural decline of manufacturing in London. Several programmes have attempted to halt this trend, including substantial investment from the European Union. In addition, new opportunities such as the 2012 Olympics and the pressure for increased housing supply mean a new vision for the area is needed to ensure comprehensive redevelopment and regeneration and avoid the area being developed on a piecemeal, site by site basis.

Through the NLSA, the boroughs of Haringey, Enfield and Waltham Forest together with the London Development Agency and the Greater London Authority have worked to develop a new vision that can guide the future of the area over a 20-30 year period. The vision seeks to:

- Make better use of and access to the unique assets of the Upper Lee Valley improving biodiversity and promoting it as North London's Waterside;
- Reverse economic decline and create a strong platform for economic growth using its strategic locations as part of a world city;
- Improve transport connections to the City, Central London and Stratford and enhance internal connectivity;
- Promote social inclusion, environmental and economic sustainability and an improved quality of life;
- Make better use of urban land enabling more housing and business;
- Create an improved and sustainable housing environment and to support community facilities;
- Promote good urban design; and
- Promote mixed use approach in the Central Leaside area making it the centre point and focus of the wider place.

There are other action areas of the borough which require partnership working with neighbouring boroughs:

- The Upper Lee Valley
- South Tottenham and Stamford Hill
- Bounds Green and the North Circular Road corridor
- Highgate
- Finsbury Park and Manor House - with major regeneration projects at Finsbury Park station (in Islington) and at Woodberry Down (in Hackney)

There are also major redevelopment proposals in adjoining boroughs which will have an effect on the borough, for example Cricklewood/Brent Cross area and London 2012/Stratford City.

Other sub-regional partnerships have been established to address housing and waste issues. A North London grouping of Barnet, Enfield, Haringey, Islington, Camden and Westminster are preparing a Strategic Housing Market Assessment and the six boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest are working to prepare a North London Waste Plan Development Plan Document.

In October 2009 the Mayor of London published his draft new London Plan for consultation. This follows on from a "A New Plan for London" published in April 2009 and his direction of travel statement "Planning for a Better London" published in 2008. The Mayor's commitments which are of particular relevance to the development of Haringey's LDF include:

- A shorter, more strategic and user friendly revised London Plan;
- An intention to remove the existing 50% affordable housing target, to enable a higher proportion of shared ownership and other intermediate housing, and to support more family sized affordable homes;
- A greater focus on the role of outer London's town centres for economic regeneration;
- A new North London sub region comprising the London Boroughs of Enfield, Barnet and Haringey ;
- Continued support and recognition for the Upper Lee Valley Opportunity Area and Area of Intensification and Opportunity Areas in the centre and east of the borough;
- Continued support for the protection of the green belt, metropolitan open land and other green and open spaces;

- A move towards fewer, larger waste sites and a commitment to working with boroughs to identify strategic sites; and
- A priority to promote high standards of energy efficiency, inclusive accessible design, inspiring architecture and high quality urban design.

Haringey in the London context

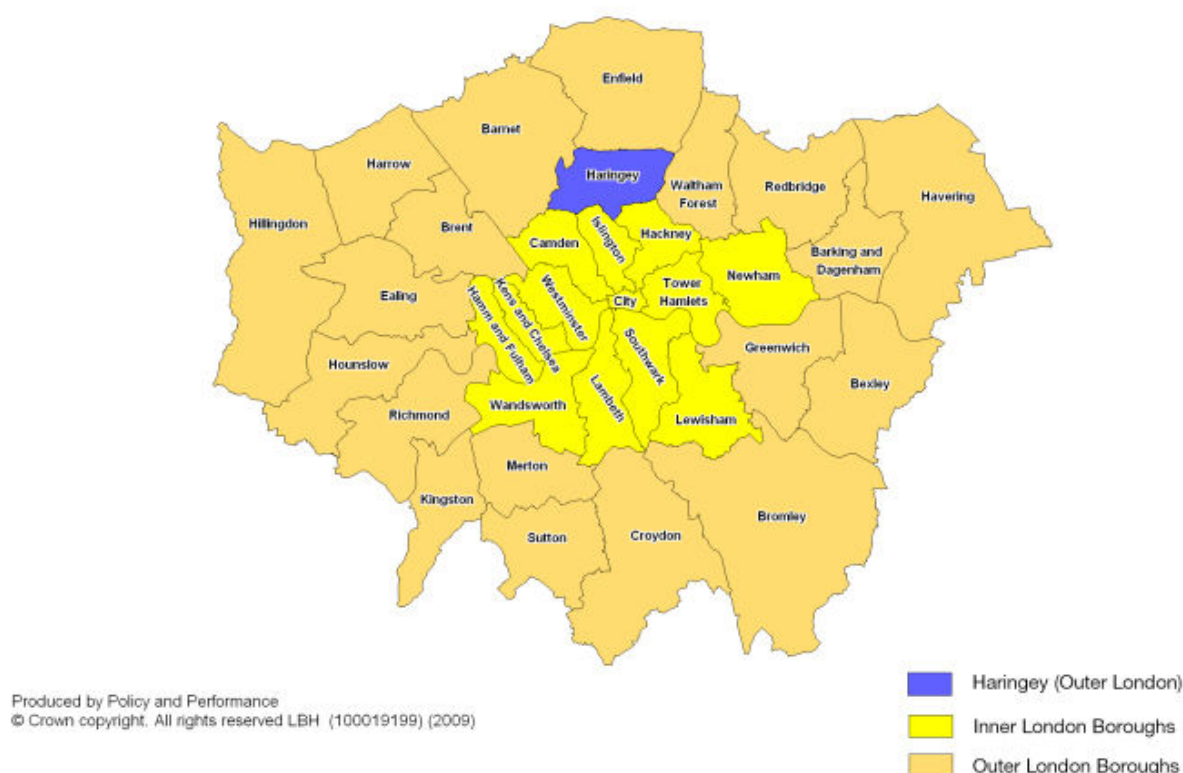


Figure x: Haringey in the London context

The Mayor has also established an Outer London Commission (OLC) to make recommendations to inform the London Plan and other Mayoral strategies and plans. Interim conclusions to inform the GLA's review of the London Plan were made available in July 2009. Those of particular relevance to the development of Haringey's LDF are:

- The basic structure to support rejuvenation of the outer London economy should be based on a constellation of town centres and other business locations rather than a few large growth hubs. Town centres are important not just in accommodating economic activity but as the places people identify with and which serve as the focus for community for life - indirectly, this in turn helps strengthen Outer London's economic base; and
- Improvements to connectivity and movement within outer London are crucial. There is a strong feeling that improvement to orbital movement is especially important, coupled with realism over the scope for future large scale investment. The focus for investment should be based on a "spoke and hub" concept rather than a contiguous high speed link around the city and there is considerable potential in smaller scale improvements.

1.3 Making Haringey Distinctive

It is important that our Core Strategy for the future development of the borough is based on an understanding of the characteristics that make Haringey what it is and knowledge of how it is likely to change. This section describes some of the features that give the borough its unique character.

Haringey's people

- Haringey is home to almost 230,000 people living in an area of 30 square kilometres;
- Nearly half of the population comes from ethnic minority backgrounds;
- This diversity is reflected in the fact that almost half of all pupils in Haringey schools speak English as an additional language;
- Haringey has a relatively transient population. At the time of the 2001 Census, there were 36,000 migrants in the borough, the 9th highest proportion in London

Haringey's places

- Haringey covers approximately 30 square kilometres in the centre of north London;
- Haringey boasts national landmarks like Alexandra Palace and is the home of Tottenham Hotspur Football Club;
- Haringey has many residential areas and neighbourhoods, each with its own distinctive identity and characteristics;
- The borough has numerous natural and historical assets. It includes part of the Lee Valley Regional Park, which is Green Belt, areas of Metropolitan Open Land, including Alexandra Park and Ecologically Valuable Sites of Metropolitan Importance;
- Haringey has a range of centres providing shopping and services and local employment. These include Wood Green Metropolitan Town Centre, Tottenham High Road Historic Corridor and specialist town centres like Crouch End and Muswell Hill.

Haringey's economy

- The borough retains concentrations of employment in industry, offices and warehousing;
- The borough contains 133 hectares of employment land, over 1,000 buildings, 722 business establishments and nearly 736,000m² of employment floorspace;
- The borough also contains other smaller employment locations which total a further 16.6 hectares of employment land;
- Haringey's economy is dominated by small businesses. 90% of the businesses employ 10 or less people;
- The major sectors of employment in Haringey are public administration, education and health (28%) and distribution, hotels and restaurants (including retail) (26%). Manufacturing and construction account for 12% of all employment.

Haringey's homes

- 30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England;
- There is a high demand for housing across all tenures;

- The need for affordable housing outstrips supply, with a shortfall in provision of 4,865 units per annum, or 52 per 1,000 head of population - outstripping the average Inner London shortfall of 32 units per 1000 head of population;
- Housing need disproportionately affects BME households, and 40% of Black African and Asian households are living in unsuitable accommodation.

Haringey's environment

- A network of parks, open space, wildlife sites and Green Belt is one of Haringey's strengths, making an important contribution to the quality of life. Despite this, parts of Haringey are deficient in different types of open space provision. ;
- There are strong water links i.e the River Lee Navigation both with its strong heritage and cultural associations and connections to both the Thames and the Docklands
- Around 73,000 homes in Haringey currently receive a green box recycling service

Haringey's transport

- Haringey has relatively good transport;
- Some parts of the borough have good tube and rail links to central London and to Heathrow and Stansted Airports;
- There is a good network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and special fully signed quiet routes;
- The borough has the third highest percentage (54%) of residents who travel to work by public transport.

Haringey at a glance

Haringey contains 19 wards which are grouped into seven Area Assemblies. These Area Assemblies provide local residents with the opportunity to contribute to the enhancement and improvement of their neighbourhoods. Each Area Assembly has an Area Priority Plan which sets out the area's achievements and objectives. These are currently being updated and will be community-led in setting out the neighbourhoods' priorities. The Area Priority Plans are based on the priorities of the Sustainable Community Strategy, and the overall vision of the Plans and Neighbourhood Management is to create a borough where the gap between the east and west of the borough is removed, with local involvement in the planning, reshaping and delivery of local services.

The Core Strategy aims to respond to local need by linking the strategic policies with all Council's Plans and strategies. A snapshot of each Area Assembly is provided below highlighting key information as well as potential opportunities for the area over the plan period.

Tottenham and Seven Sisters Area Assembly

This neighbourhood includes the wards of Tottenham Green, Seven Sisters and Tottenham Hale. The area has a large young population and it is characterised by a majority of local authority properties and low proportion of owner occupation. There is a large Jewish community in this area, predominantly living in South Tottenham and Stamford Hill. Also, there are more Asian residents in this area than in other parts of the borough.

The area has a number of small shopping parades, and residents also use neighbouring Hackney services. Tottenham Hale Retail Park is becoming an important shopping hub for Haringey, as well as neighbouring borough residents. This will be an important centre for the new residential developments at Tottenham Hale, and the improvements to the Tottenham gyratory will allow better access to the area.

In recent years there has been a great deal of regeneration work in this area, mainly along the High Road. The area is home to the main campus for College of North East London (CONEL), the historic Tottenham Town Hall, and the Bernie Grant Arts Centre. In addition, the area benefits from Tottenham Green Leisure Centre and the Marcus Garvey Library.

The area is well connected by underground, rail and buses for good access to Central London, North London and Stansted Airport.

Tottenham High Road is an important historic corridor and a number of improvements have been made to the Edwardian buildings in recent years.

The Area Priority Plan for Tottenham and Seven Sisters focuses on;

- Improving services for Children and Young People;
- Supporting residents' groups and 'Friends of' groups in their active engagement in the area;
- More tree planting in the area, and promoting the use of community and school gardens;
- Actively promoting healthy lifestyles for older people;
- Promoting and increasing local take up of Community Leadership programme

These local priorities are addressed in the strategic policies of the Core Strategy, specifically; Open Space and Biodiversity; Community Facilities, and Health and Wellbeing; Retail and Town Centres; Housing; Transport; and Employment.

People

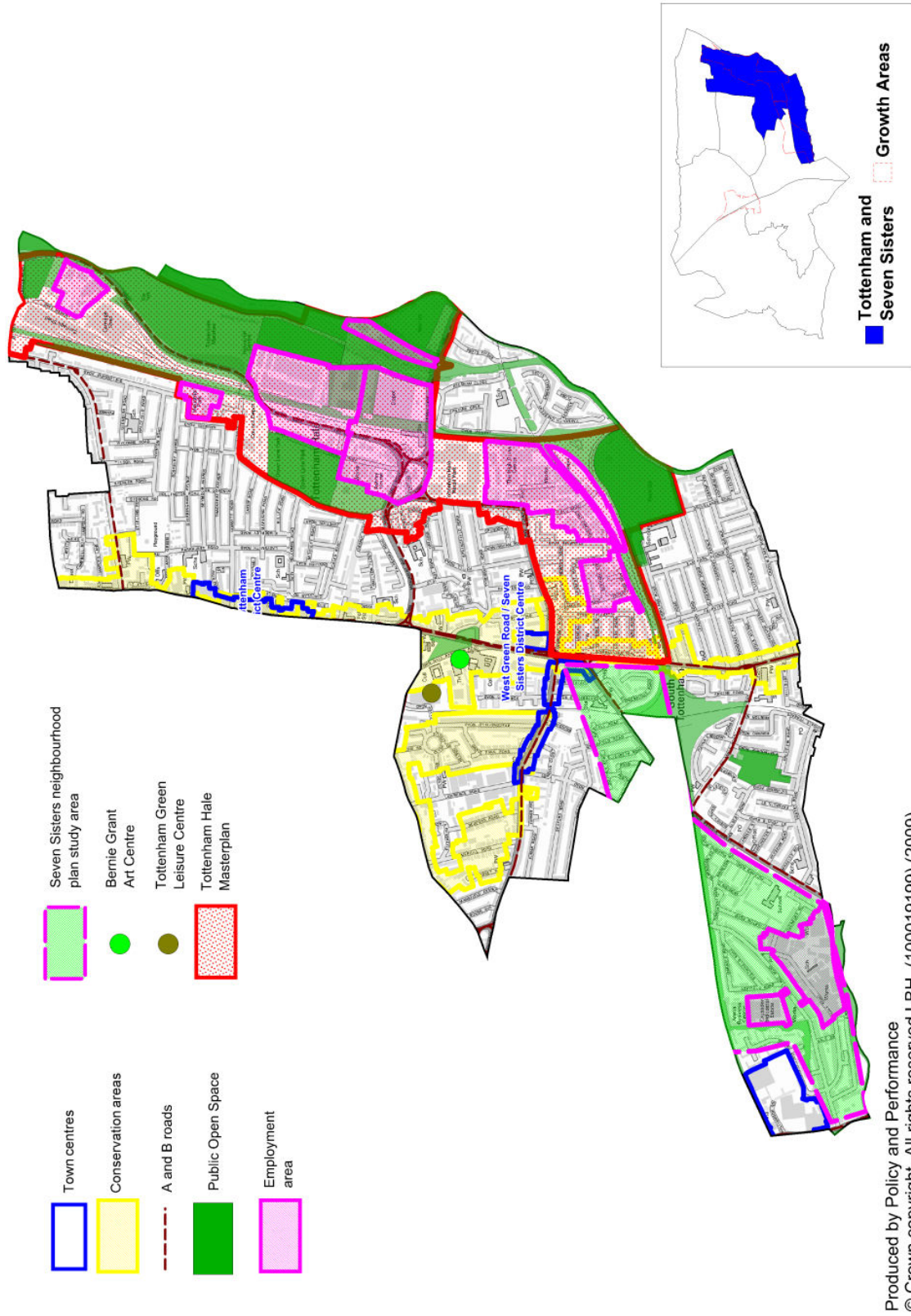
- The area has a population of 39,248
- The population is extremely diverse, 68% of people are from a BME community.
- Nearly 44% of residents live in areas which fall into the 10% most deprived in the country.

Places

- Just over half of the residential properties in the area are flats.
- Six Conservation Areas are located in this area. The Tottenham High Road Historic Corridor includes Tottenham Green, Seven Sisters, South Tottenham, Scotland Green and Bruce Grove conservation areas and Clyde Circus.
- The average household income for the area is £29,358.

Opportunities

- Tottenham Hale, an Area of Opportunity identified in the London Plan is located here. This area will provide more than 2,500 new homes and a substantial number of jobs, as well as a mix of commercial, retail and leisure uses
- A new Combined Heat and Power plant to serve new development in Hale Village and beyond.
- A new high quality station square and public transport interchange at Tottenham Hale station.
- Other major transport improvements are planned through improvements to the Tottenham gyratory system.
- Improved pedestrian and cycle networks



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Figure x: Tottenham and Seven Sisters Area Assembly

Crouch End Area Assembly

The Crouch End Area Assembly includes Hornsey and Stroud Green wards and is situated in the 'middle' of the borough. These wards have both affluent and deprived areas.

Crouch End ward is characterised by Victorian/Edwardian architecture and has a vibrant town centre with many up-market cafes, restaurants and boutiques. Hornsey Town Hall in the centre of Crouch End is an important 1930s Grade II listed building. Until recently the building was used as Council offices and is planned for redevelopment to benefit the local community.

Although the area is not connected by an underground service, the area is well served by buses and the London overground railway line, allowing many residents to commute to Central London.

Key objectives for the area have been identified through consultation between residents and the neighbourhood team; these include;

- Improved local community facilities
- Support for local business and enterprise
- Development of a successful learning neighbourhood
- Improved waste management systems for local residents
- Improvements to the built environment
- Improve public and open spaces

These local issues are addressed in the strategic policies of the Core Strategy specifically; Community Facilities; Design; Retail and Town Centres; Employment; Waste; Open Space and Biodiversity; and Housing.

People

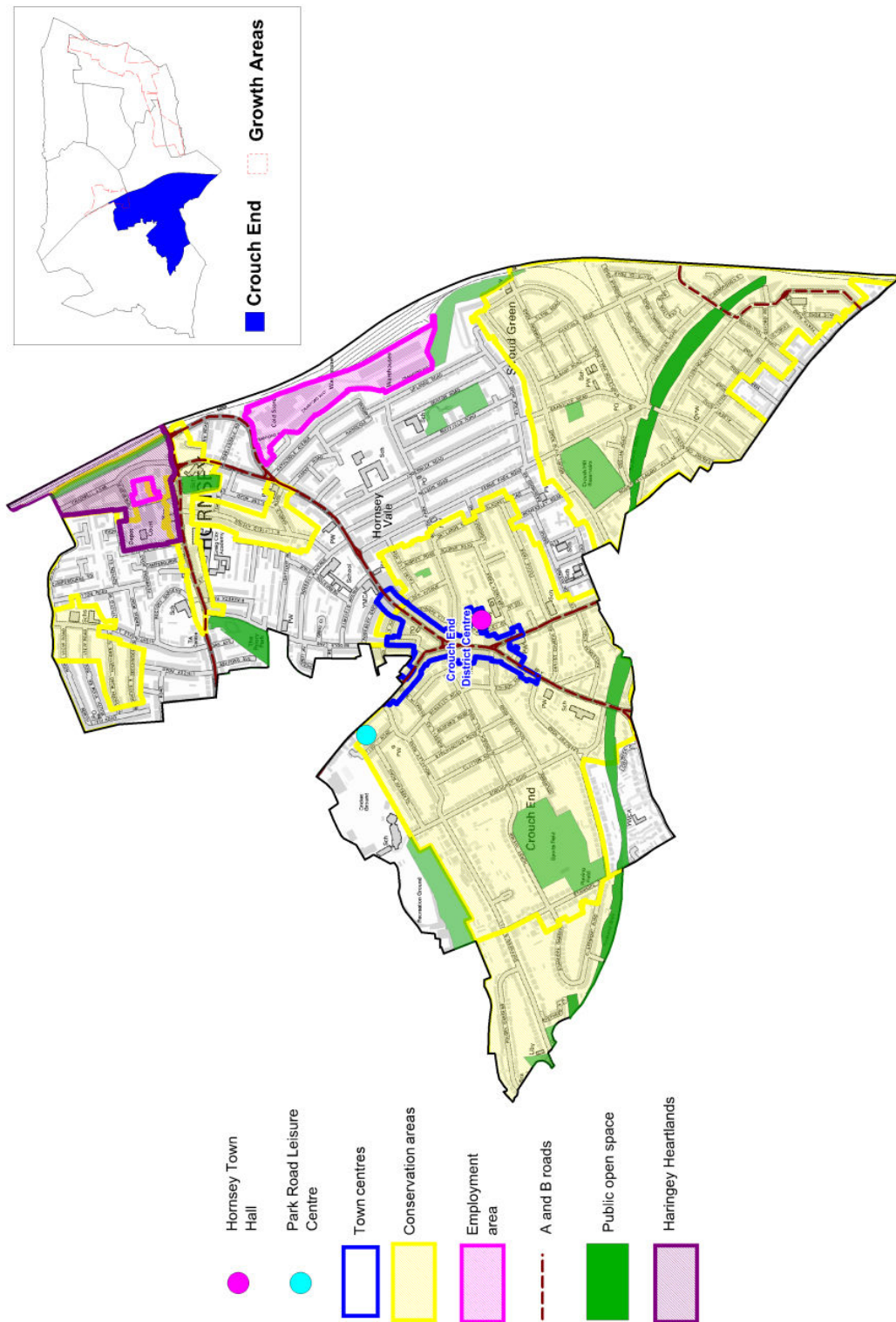
- The population of the area is 30,419.
- Half of all households are owner occupied.

Places

- Generally there are relatively low levels of deprivation however, Hornsey is one of the 10% most deprived areas in the country.
- The Campsbourne Estate in Hornsey is amongst the 5% most deprived areas in England.
- This area features Haringey's largest nature reserve, the Parkland Walk as well as Stationers Park which has Green Flag status.

Opportunities

- Part of the Haringey Heartlands growth area is located in this neighbourhood and major development will bring benefits of housing, employment, community and education facilities to the local community.
- There is potential for mixed use development around the Hornsey Depot site and Hornsey Town Hall.
- Preservation and enhancement of conservation areas and green spaces are important issues for the area.
- Several opportunities to ensure that the retail activity of Crouch End District Town Centre is preserved.



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Figure x: Crouch End Area Assembly

West Green and Bruce Grove Area Assembly

This is an historic area which has experienced significant deprivation in recent years. Most of the residential development took place in the Victorian/Edwardian Era. The neighbourhood dates back further to Roman times with Ermine Street (High Road) and to medieval times with the Swan Public House. Bruce Grove Road is rich with Georgian architecture and decorative Almshouses.

Broadwater Farm Estate was built in 1967, with a number of tower blocks consisting of 1063 units. The estate suffered many problems from its early days due to design faults, a lack of amenities, vacant units and civil disruption. Regeneration started in the 1980s and since then a number of community facilities and services have been developed.

Key objectives for the area have been identified through consultation between residents and the neighbourhood team; these include;

- Reduced levels of anti-social behaviour and improved community safety
- Improved facilities for children, young people and older people
- Development of a successful learning neighbourhood
- Improved waste management systems for local residents
- Improvements to the built environment

These local priorities are addressed in the strategic policies of the Core Strategy specifically; Design; Community Infrastructure; Waste; Housing; Transport; and Retail and Town Centres.

People

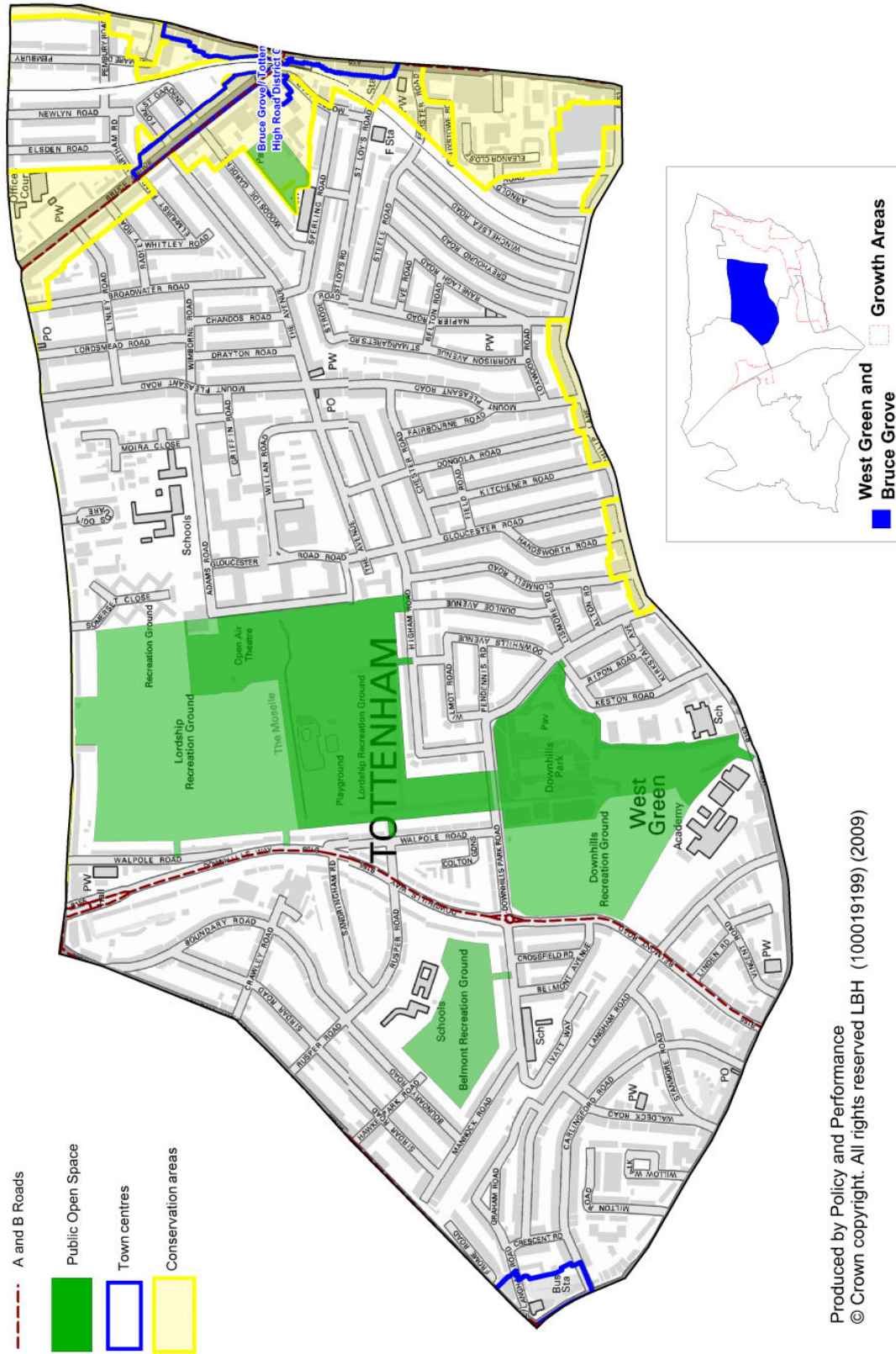
- The area has a population of 24,829.
- About 25% of the population live in the 10% most deprived areas in the country.
- The Broadwater Farm Estate in West Green is home to almost 4,000 people.

Places

- Bruce Grove ward is a Restricted Conversion Area.
- This area is part of the following conservation areas; Bruce Castle, Scotland Green, Bruce Grove, Tottenham Green and North Tottenham.
- Downhills Park in West Green is one of Haringey's eleven Green Flag parks.

Opportunities

- Improvements are planned to the Bruce Grove District Centre which will encourage residents to shop locally.
- Training and employment opportunities for local residents.
- Improvements to Tottenham High Road Historic Corridor.
- Major improvements are planned to Lordship Recreation Ground, including an eco-education play centre, a Model Traffic Area for children and opening up of the River Moselle.
- Benefits from the improvements to Tottenham gyratory.



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Figure x: West Green and Bruce Grove Area Assembly

White Hart Lane and Northumberland Park Area Assembly

This is a diverse neighbourhood with a number of conservation areas, a significant amount of deprivation, and home to Tottenham Hotspur Football Club.

Tower Gardens is an important conservation area in the neighbourhood and was one of the first Garden Cities in England. The estate was built in the early 20th Century with wide avenues, public and shopping spaces, and allotment gardens.

There is a high rate of deprivation in both wards, and it suffers from a high incidence of anti-social behaviour, however there are strong resident-led initiatives to reduce the impacts of deprivation and increase community confidence.

The Area Priority plan for Northumberland Park and White Hart Lane focuses on;

- Improving White Hart Lane Station with local involvement
- Promoting Tower Gardens Estate and local conservation areas as part of London Open House
- Achieving maximum local benefit from new developments, specifically the redevelopment of Tottenham Hotspur Football Stadium
- Delivering employment advice and training opportunities
- Developing community capacity
- Retaining the Green Flag on Tottenham Marshes

These local priorities are addressed through the strategic policies in the Core Strategy, specifically; Housing; Transport; Conservation; Managing Growth; Employment; Open Space and Biodiversity; and Retail and Town Centres.

People

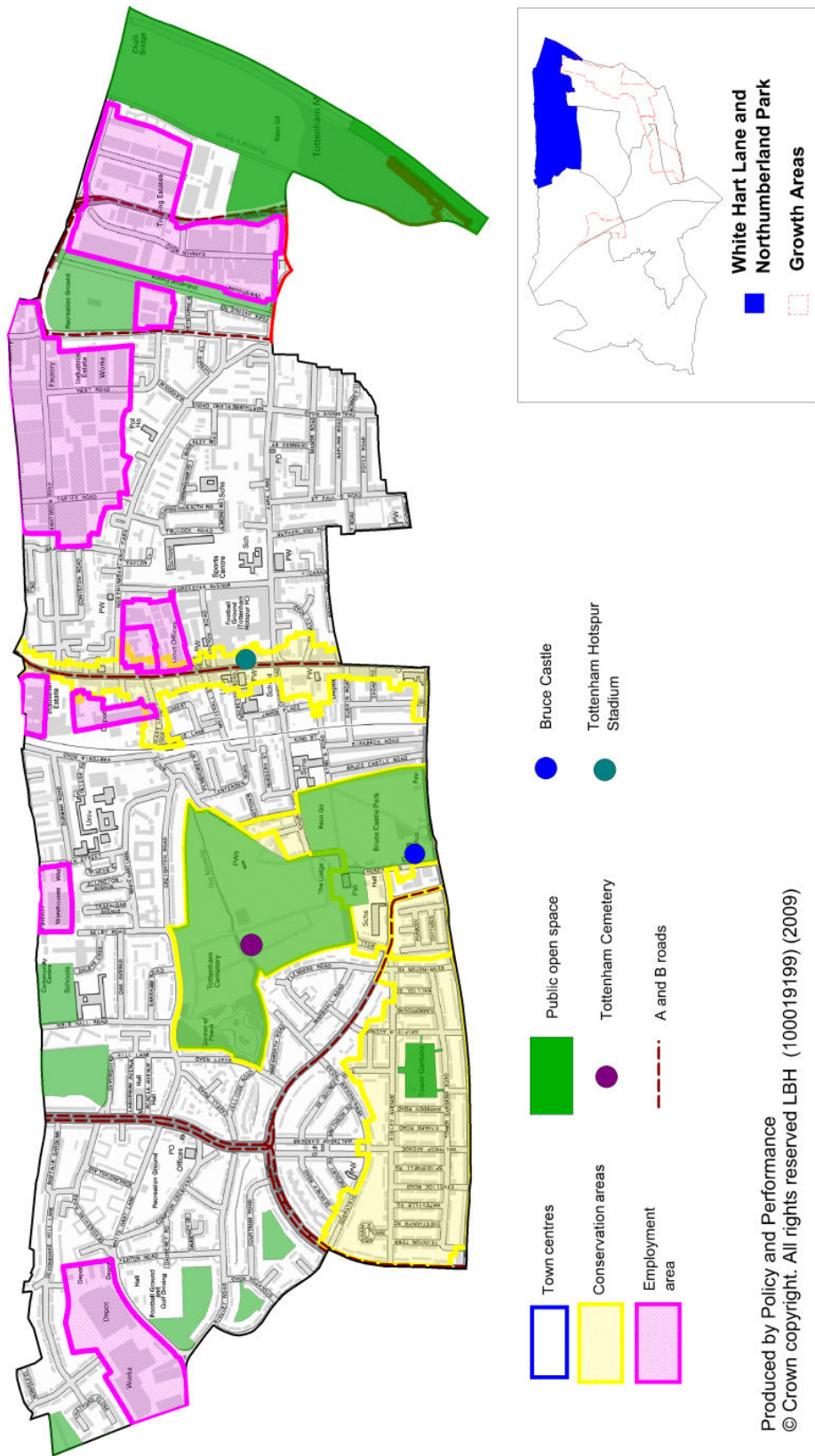
- It has a population of 25,702.
- The area is characterised by high levels of social and economic deprivation, and a high proportion of social housing.
- Approximately 87% of residents live in areas which fall within the 10% most deprived areas in the country.

Places

- There are four conservation areas in White Hart Lane – Tower Gardens, Tottenham Cemetery, Bruce Castle and Peabody Cottages.
- The Lee Valley Regional Park, located in Northumberland Park is part of London's largest Metropolitan Open Space.

Opportunities

- Major redevelopment and expansion of Tottenham Hotspur Football Club. Proposals include a new stadium, hotel, club shop, museum, supermarket and new homes.
- The ward contains the Strategic Industrial Land and is adjacent to Central Leaside which is identified as a growth area in Enfield with up to 5,000 homes proposed.
- Training and employment opportunities for residents from both Tottenham Hotspur scheme.



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Figure x: White Hart Lane and Northumberland Park Area Assembly

Wood Green Area Assembly

The Wood Green Area Assembly includes Bounds Green, Woodside and Noel Park wards. It is a culturally diverse area with a busy Metropolitan Town Centre at Wood Green. Wood Green Town Centre has a wide range of shops though is divided by a busy road which can cause access problems. The Chocolate Factory, a former Barratt's sweet factory, is now a complex of 80 artists' studios and small business units. This forms part of the Wood Green Cultural Quarter and is North London's largest creative enterprise centre.

The area is well served by public transport with Wood Green and Turnpike Lane tube stations and many buses to central and north London.

The Noel Park housing estate has a population of about 5,760 residents, and was developed between 1881 and 1929 as model housing for local labour. It fell into disrepair by the 1960s, and has suffered from considerable deprivation, high unemployment and child poverty. A community-based Noel Park Neighbourhood Initiative was set up in 1999 to drive forward regeneration of the area.

Consultation and feedback between residents and the neighbourhood team has identified key objectives for the area:

- Improve the built environment
- Improve community safety
- Improve facilities for children, young people and older people
- Improve green and open spaces
- Ensuring waste management meets local needs

These local issues are addressed in the strategic policies of the Core Strategy specifically; Design; Conservation; Waste; Community Facilities; Open Space and Biodiversity; Housing; Retail and Town Centres; and Employment.

People

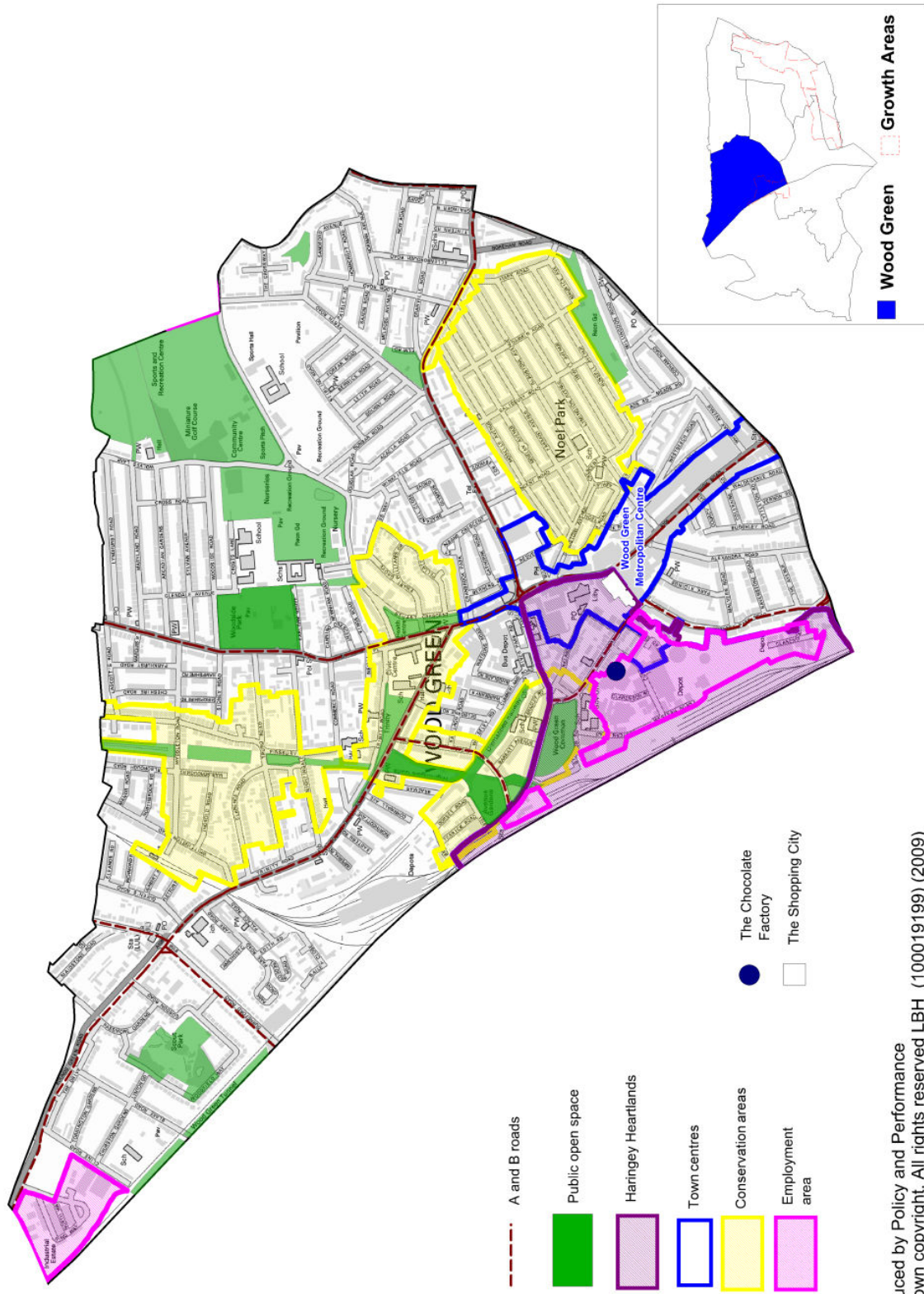
- It has a population of approximately 33,428 people.
- Approximately 26% of the residents live in areas which fall within the 10% most deprived areas in the country.

Places

- Bowes Park, Trinity Gardens, Wood Green Common and Noel Park Conservation Areas are located here.
- Open spaces include; Woodside Park, White Hart Lane Recreation Ground, Chapmans Green, Wood Green Common and Noel Park Recreation Ground. Chapmans Green has Green Flag status.
- Wood Green Shopping Centre is the highest ranking shopping centre in the borough, and is designated as a metropolitan town centre.
- Haringey Heartlands, an Area of Intensification identified in the London Plan is located here.

Opportunities

- London Plan designates Haringey Heartlands/Wood Green as an Area of Intensification with proposals for the creation of approximately 1500 new jobs and 1700 new homes as part of a mixed use redevelopment.
- Potential to expand Wood Green Cultural Area to Alexandra Palace as Haringey Heartlands develops.
- Promote Wood Green Metropolitan Town Centre as a successful shopping and leisure destination for North London.
- Increase capacity, variety of uses and pedestrian linkages at Wood Green, Haringey Heartlands and Cultural Quarter.



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Figure x: Wood Green Area Assembly

St Ann's and Harringay Area Assembly

St Ann's and Harringay Area Assembly is a vibrant area of the borough with its heart at Green Lanes. The area is well known for its diverse range of shops, restaurants and cafes. Harringay and St. Ann's is well served with green spaces including Finsbury Park, Duckett's Common and Chestnuts Park, and smaller green community spaces including Railway Fields and Fairfax/Falkland Open Space and the Gardens Community Garden.

The Harringay area developed in the late 19th Century with the 'ladder' dating from 1881 and the Gardens dating from the 1890s. The area is rich in Victorian and Edwardian architecture and was a prominent hub of entertainment until the late 1950s.

The Area Priority Plan for St Ann's and Harringay focuses on;

- Supporting new and existing business to become sustainable and compliant
- Improving traffic and transport with local involvement
- Developing a HMO pilot strategy for Harringay and St Ann's
- Developing a Charter and five year strategy for Green Lanes
- Improving Ducketts Common and Fairfax/Falkland Open Space

These local priorities are addressed in the Core Strategy, specifically; Housing; Transport; Retail and Town Centres; Employment; and Open Spaces and Biodiversity.

People

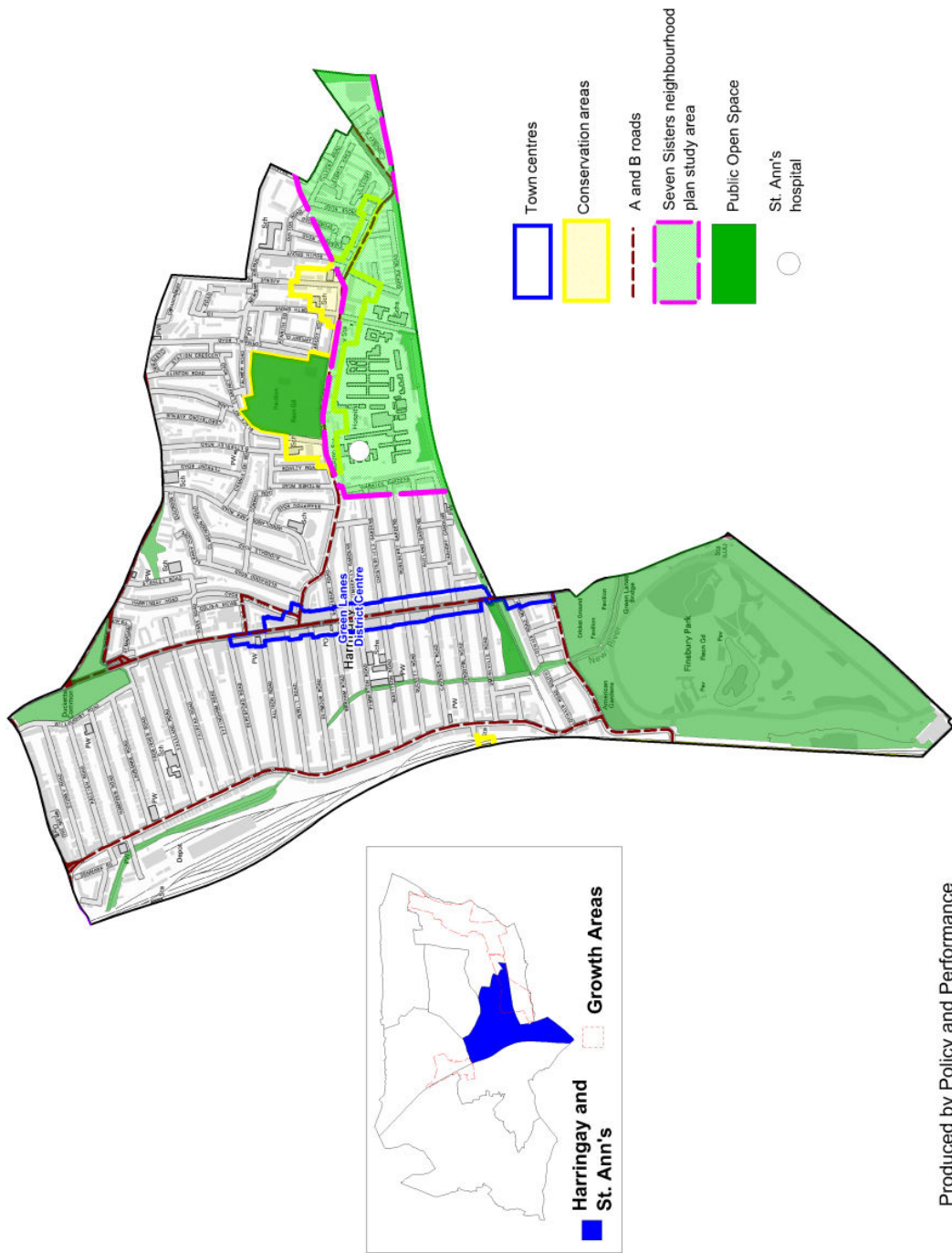
- The population is 25,167 for the area.
- 18% of the community live in areas which fall into the 10% most deprived in the country.
- The area features a high population turnover and a high proportion of Houses in Multiple Occupation.

Places

- The area is made up of St Ann's and Harringay wards.
- St Ann's has been referred to as the most diverse ward in the UK.
- The Harringay ward is mainly made up of the 'ladder roads'.
- The two wards share Green Lanes District Town Centre.
- The area has three Green Flag parks – Finsbury Park, Chestnuts Recreation Ground and Railway Fields. Railway Fields is also one of three nature reserves in Haringey.

Opportunities

- The area lies within the Bridge New Deal for Communities Neighbourhood Plan.
- Improvements to the housing stock is a priority.
- The consolidation of health services and potential for mixed use development at St. Ann's hospital.
- Improve access to the employment market; raising skills and educational attainment.
- Cross-borough working with Hackney and Islington to ensure local benefits from the Woodberry Down Estate Regeneration.



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Figure x: Harringay and St Ann's Area Assembly

Muswell Hill Area Assembly

The Muswell Hill neighbourhood comprises of the wards of Muswell Hill, Highgate, Alexandra and Fortis Green. This area is well served with parks and open spaces including Alexandra Park, Albert Road Recreation Ground, Muswell Hill Golf Club and Crouch End playing fields.

The western part of the borough is considered the more affluent part of the borough and therefore does not have the same problems of deprivation that occur in the east of the borough.

Alexandra Palace is an important historic building in Haringey and is among the most iconic buildings in London. It was opened as the 'People's Palace' in 1873 as a recreation centre and an Act of Parliament in 1900 required that the park be made "available for the free use and recreation of the public forever". Alexandra Palace remains a significant leisure and recreation area for Haringey residents and visitors.

The Area Priority Plan for Muswell Hill Area Assembly focuses on:

- Facilitating resident-led street audits to guide further street environment improvements
- Initiate community development programmes in isolated housing estates in Highgate
- Improve Muswell Hill playing fields with local involvement
- Improvement local community facilities, including public toilets

These local priorities are addressed in the strategic policies of the Core Strategy, specifically; Design; Retail and Town Centres; Open Space and Biodiversity; Community Facilities; and Housing.

People

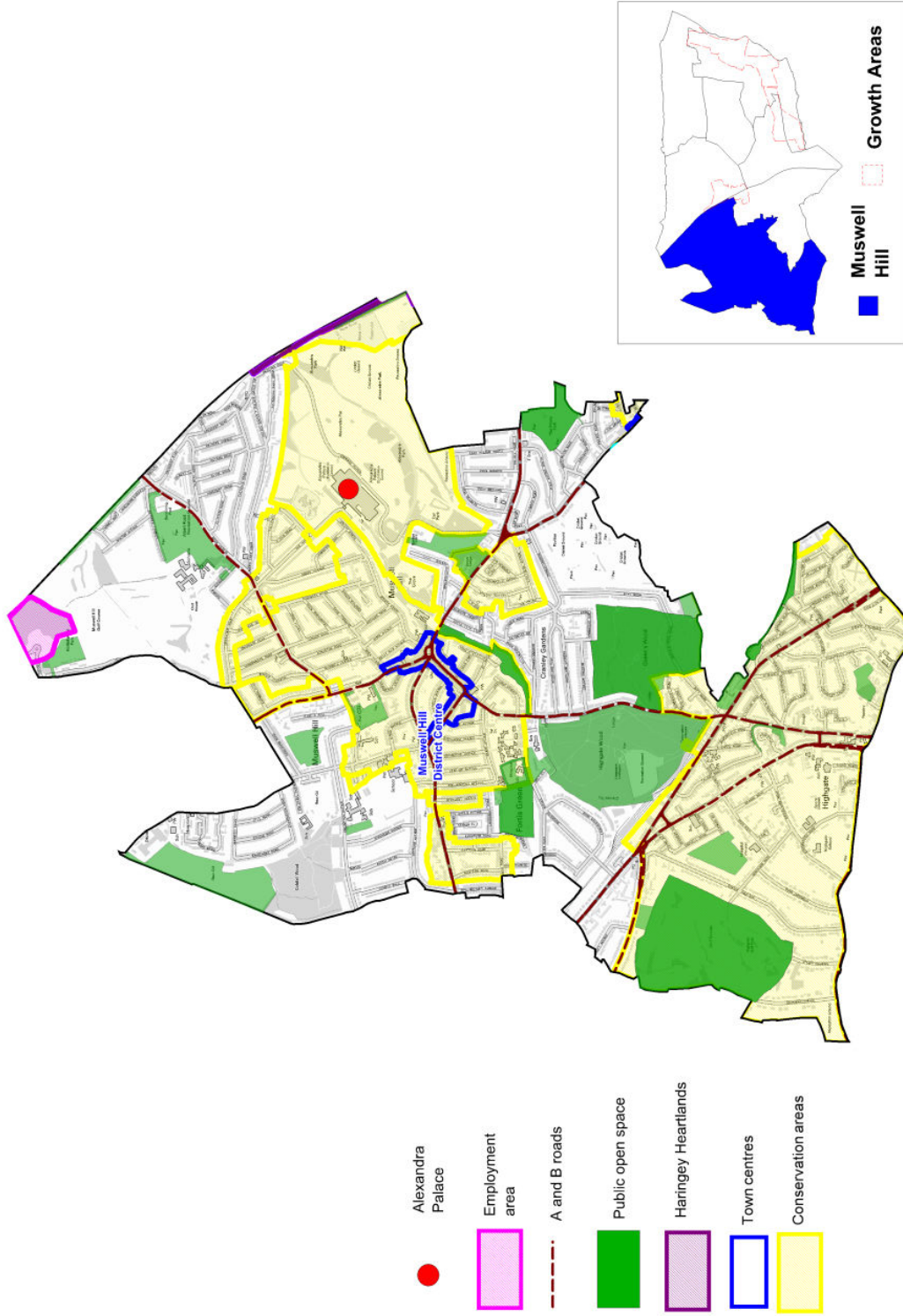
- Population 42,429.
- Over half of households are owner occupied.
- Unemployment is well below the borough average.
- Alexandra has the highest male life expectancy in the borough at 78.2 years.

Places

- Five conservation areas – Alexandra Park & Palace, Fortis Green, Highgate, Muswell Hill and Rookfield.
- A large proportion of the area is made up of open green spaces; Albert Road Recreation Ground, Muswell Hill golf course, Highgate golf course, Alexandra Park, Priory Park and The Grove. Queen's Wood, Highgate Wood and Coldfall Wood are deemed as ancient woodlands.
- The area has two green flag parks – Albert Road Recreation Ground and Priory Park.

Opportunities

- No major development proposed for the area however preservation and enhancement of conservation areas and green spaces are important issues Improvements to Muswell Hill and Highgate District Town Centres.



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Figure x: Muswell Hill Area Assembly

1.4 Challenges facing Haringey

In developing a strategy to guide change and development up to 2026, there are a number of social, environmental and economic challenges that the Council needs to respond to. These challenges are cross cutting issues which shape Haringey's Core Strategy. The key challenges are as follows:

- Population change
- Housing
- Worklessness
- Health inequalities
- Climate change
- High quality design
- Equality and inclusion
- Transport
- Crime and safety

Population change

The number of people in Haringey is increasing and the make up of the population is changing (for example, households are getting smaller and people are living longer). The current population is estimated to be around 228,837 . This makes Haringey the 17th most populated borough in London. By 2026, it is anticipated that the population will have increased to over 260,000, an increase of over 15% . This increase, and the levels of transience it represents, presents challenges, as well as enormous opportunities for Haringey.

Haringey is in the top bracket for population turnover at an average of 261,400 from 2001 - 2007. Of this number, 49,900 moved within the borough. This level of turnover puts Haringey on a par with Camden, Islington, City of London, Westminster, Kensington and Chelsea, Hammersmith and Fulham, Wandsworth, and Lambeth, all of which are inner city boroughs.

Haringey is an exceptionally diverse and a fast changing borough. 50% of the population overall and three-quarters of young people, are from ethnic minority backgrounds and over 190 languages are spoken in the borough.

The ethnic profile is constantly changing and becoming more and more diverse. By 2023 the 'white' population is estimated to make up 63.9% of the population compared to 64.7% in 2008. 'White' includes the established Greek and Turkish populations, but also includes a growing Eastern European population, as indicated by a significant increase in the number of National Insurance registrations. In 2008/09 the total number of new National Insurance registrations was 13,270, this was the fourth highest in London. St Ann's ward had the highest National Insurance registrations between 2006 and 2008 by residents whose previous address was overseas (between 2,300 and 2,960), while all wards in the west of the borough and White Hart Lane ward are in the lowest category (between 320 and 979).

Haringey has a young population with a high birth rate. Since mid-2007 there have been 3,100 more births than deaths. The population is set to increase over the coming years, with increases across all age groups with the exception of the 65-74 group which is set to decrease very slightly as a proportion of the total population.

The ethnic profile of the older age groups is likely to change most significantly with a higher proportion of Black Caribbean population (14.4%) in the over 75 group by 2023 than in 2008 (11.6%). The proportion of Black Africans in this age group is also expected to increase from 2.1% to 4.8% and it is likely that the numbers from European nations will also increase.

Housing

It is the dynamics of the borough's population that lie behind the change and growth in housing demand in the borough. Currently just under half of Haringey's households are owner-occupiers, with around 30% living in the social rented sector (18% Council stock, 11% Housing Association) and 22% in private rented accommodation. Owner occupation is greater in the west of the borough, with concentrations of social rented housing in the east of the borough, reflecting a wider social and economic polarisation. 30% of Haringey's population live in central and eastern areas of the borough which are among the 10% most deprived in England, and it is in these areas that regeneration efforts are currently concentrated.

There is a high demand for housing across all tenures. In the private sector this can be seen in house prices, which rose by 94.9% over 2002-7, with the average home in Haringey costing approximately £353,800 in summer 2008, although this average masks significant variation across the borough. While prices are falling at the time of writing, the long-term trend in house prices is for prices to increase.

The need for affordable housing outstrips supply, with a shortfall in provision of 4,865 units per annum, or 52 per 1,000 head of population - outstripping the average Inner London shortfall of 32 units per 1000 head of population. Housing need disproportionately affects BME households, and 40% of Black African and Asian households are living in unsuitable accommodation.

Responding to this shortfall is a priority for the borough: 26% of residents consider affordable decent homes to be the most important thing in making somewhere a good place to live, and 17% think that it is the thing that most needs improving in the local area. Housing need is reflected in high demand for social housing. In 2007/8 1488 households joined the Housing Register, while only 868 households secured a permanent social rented home. At November 2008 about 4,800 households Haringey were living in temporary accommodation, and the borough faces a huge challenge in meeting government targets to reduce these numbers.

Worklessness/Promoting a successful economy

A net growth of 912,000 jobs is forecast for London from 2006 to 2026 (London Plan, 2008). The most significant growth is expected in the business and finance sectors and people orientated services. The North London Sub-Regional Development Framework suggests a growth in jobs of 26,000 across the North London Sub-Region up to 2016.

Haringey has a relatively large amount of industrial land. In the past, this land provided many jobs for manufacturing. But manufacturing has declined and we need to plan for new jobs to replace those being lost and to provide jobs for the increasing population. Travel to work patterns have become increasingly complex. It is accepted that many working residents in Haringey travel to work outside of the borough.

Promoting a successful and inclusive economy is particularly challenging given the current economic situation. The Council will take into account these circumstances and take measures to support our residents and businesses during difficult economic times.

Health inequalities

The promotion of health and well-being cuts across many issues. There is an important link between how places are planned and the health of the people who live in them. Health should be considered as a key issue in the planning of development, where the health impacts of the development are assessed and actions taken to create a healthy environment. Mixed and sustainable communities should improve access to health facilities as well as encouraging healthy lifestyles, for example by providing access to open spaces and recreational facilities, reducing noise and air pollution and designing walking routes and cycle lanes.

Overall there is wide variation across the borough with the east of the borough having higher death rates and lower life expectancy than the west. White Hart Lane and Northumberland Park have the lowest life expectancy for women and Tottenham Green, Northumberland Park and Bruce Grove for men. Recent data suggests that the death rates in the east have decreased more than those in the west, perhaps showing a start in the reduction of inequalities.

Haringey has a broad ethnic mix and the proportion of people from minority ethnic communities is set to increase, with more people from Black and Minority Ethnic (BME) communities in the older age groups. This will have implications for long term health conditions, although the overall proportion of people aged 65-74 is set to decrease, a greater proportion of older people will be from communities who are more at risk of conditions such as cardiovascular disease, diabetes, hypertension and renal failure. The proportion of people aged over 75 in the west of the borough is also forecast to increase. In addition there are high numbers of refugees and asylum seekers who are particularly vulnerable.

The rate and pattern of development and wider population and demographic change will impact on future health needs and on the demand for health services.

Fuel poverty remains a challenge for the borough. In Haringey, as might be expected, there are variations between the wards in the number of households in fuel poverty. The wards with the highest incidence are mainly in the east of the borough and include Seven Sisters, Northumberland Park and Noel Park. In the west there is less incidence with lowest being Fortis Green, Muswell Hill and Crouch End. This is not to say however, that within these wards there are variations between individual households.

Climate change

It is recognised that climate change will affect all our lives and those of future generations, with global changes having local impacts. We need to respond to this by greatly reducing Haringey's impact on the environment by planning measures to deal with the effects of climate change in the borough. Our response to these issues must be sensitive to the high quality environment in much of the borough.

Haringey Council signed the Nottingham Declaration in December 2006, and adopted a Greenest Borough Strategy in July 2008, committing itself to significantly reducing greenhouse gas emissions. Baseline carbon emissions data (in 2003) reveals that CO₂ emissions for Haringey are 49% from dwellings; 33% from non-domestic buildings and 18% from transport.

The need to protect and enhance the environment and the prudent use of natural resources is increasingly recognised. Future developments in the borough will be driven by the need to make better use of key resources such as land, buildings and construction materials, water, energy and waste, whilst reducing emissions that contribute towards climate change. The landfill of waste is no longer an option and we must seek to ensure that waste is reused and recycled locally.

Land is a finite resource and in responding to housing and population growth we must seek to reuse brownfield land and promote the more efficient use of land as an alternative to developing on green spaces.

Parts of the borough are in flood risk zones and adaptation measures to mitigate against future climatic changes and increased rainfall are important issues for Haringey.

Haringey's Local Area Agreement (2008-2011) includes targets for reduction in per capita CO2 emissions based on DEFRA 2005 baseline in the Local Authority area under National Indicator 186, these are:

- 3.6% reduction in per capita CO2 emissions by 2008/2009;
- 7.4% reduction in per capita CO2 emissions by 2009/2010;
- 11% reduction in per capital CO2 emissions by 2010/2011.

High quality design

High quality design is a key element in achieving sustainable development. High quality design can create safe environments, make best use of a site responding to its setting and context, minimise the use of resources through sustainable design and construction and make developments accessible to everyone.

Equality and inclusion

In accordance with government legislation and policy, Haringey's Local Development Framework will incorporate policies that will promote fairness, inclusion and respect for people from all sections of society, regardless of their age, gender, disability, sexual orientation, race, culture or religion. Everyone should have an equal opportunity to access the services and opportunities available within Haringey. The Core Strategy, will, therefore, promote socially inclusive communities through new development by:

- Ensuring that the impact of development on the social fabric of communities is considered and taken into account;
- Seeking to reduce social inequalities;
- Addressing accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities;
- Encouraging a variety of services and facilities and their accessibility e.g. Recycling facilities;
- Schools, hospitals, open space, public transport and training facilities, as well as employment and residential accommodation opportunities; and
- Taking into account the needs of all the community.

The Council and its partners seek to improve and ensure equitable access to services and facilities. It aims to address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities.

NHS Haringey is implementing its Primary Care strategy which responds to inequalities in access to primary care and seeks to improve the level and quality of access to services.

Tackling wider health inequalities in Haringey is linked to deprivation and lifestyles choices. NHS Haringey is pursuing targeted interventions needed to improve health and reduce health inequalities in certain groups and areas of the borough.

Transport

Haringey has relatively good public transport, providing its residents access to employment opportunities in the City and the West End, which are within easy travelling distance of rail and tube connections.

Level of car ownership and car use continues to rise. This places increasing pressure on the borough's roads and on parking. Travel patterns are becoming more complex, particularly at peak times with commuting and the school run. The borough is relatively well served by north-south routes, but movement east-west, particularly by public transport is often difficult. Increasing car use and road congestion can harm local air quality, and in turn affect the health of residents.

The Council wants to promote travel in Haringey so that it is safe, easy, and healthy and does not harm our local environment or contribute to climate change. In response, a package of measures is required to restrict car use, promote sustainable transport options and change travel behaviour.

Crime and safety

Crime has been steadily declining in Haringey. But some neighbourhoods and some groups remain much more likely to fall victim to crime than others – and, concern about crime, anti-social behaviour and fear of crime are the top concerns for people in the borough. Through Haringey's Safer for All Strategy 2008-11 the challenge is two-fold: to tackle persistent problems, including crime 'hotspots', anti-social behaviour, drugs and domestic violence; and to address public concerns about crime, through better and more targeted communications and initiatives.

The Council needs to ensure that Haringey becomes a safer place while retaining the vibrancy that makes it such an interesting and popular place to live and visit. There are solutions to 'designing out crime' from our buildings and places.

1.5 Vision and Objectives

The main body of this document sets out Haringey's way forward on the key issues for the future, responding to the challenges the Council faces. These have been developed taking into account the following sources:

- Haringey's Sustainable Community Strategy and other Council plans and strategies;
- The responses to consultation on Issues and Options Consultation February-March 2008;
- The responses to consultation on the Preferred Options May - June 2009;
- Evidence we have collected and commissioned; and
- Other relevant plans and strategies.

Core Strategy Vision

Haringey Strategic Partnership developed Haringey's Sustainable Community Strategy 2007-2016 which identifies priorities and a ten year vision for the Borough. The overall vision of the Community Strategy is that Haringey will be:

A place for diverse communities that people are proud to belong to

Six outcomes were identified in the Community Strategy to achieve its vision:

Strategic Outcomes

People at the Heart of Change by delivering new homes and new jobs, with supporting services and transport and utility infrastructure at the right place and the right time.

An Environmentally Sustainable Future by responding to climate change and managing our environmental resources more effectively to make Haringey one of London's greenest boroughs.

Economic Vitality and Prosperity Shared by All by meeting business needs and providing local employment opportunities and promoting a vibrant economy and independent living.

Safer for All by reducing both crime and fear of crime, through good design and improvements to the public realm and by creating safer, cleaner streets.

Healthier People with a Better Quality of Life by providing better housing, meeting health and community needs and encouraging lifetime well-being at home, work, play and learning.

People and customer focused by providing high quality, accessible services that give value for money, respond to people's need and meet their aspirations. Put greater emphasis on community engagement and tackle social exclusion.

Following consultation with stakeholders and the general public on the Core Strategy Issues and Options Report (December 2007) and the Preferred Options (May and June 2009) and the vision from the Sustainable Community Strategy the following vision has been developed specifically for the Core Strategy. It is this vision that the spatial strategy and strategic policies will deliver.

Vision Statement for Haringey in 2026

Haringey's growth

The different aspects of growth have varied across different locations in the borough. Haringey Heartlands and Tottenham Hale are successful new mixed communities with high quality social and community infrastructure. Wood Green Metropolitan Town Centre has continued to thrive with its mix of retail, leisure and cultural uses and has become an attractive place to live. Across the borough, neighbourhoods have benefited from preserving their existing character and improving areas where required, such as estate regeneration.

Haringey has a diverse growing population and a diverse landscape, embracing the Edwardian sweep of Muswell Hill, the colourful spectacle of Harringay Green Lanes, the panoramic hill top views from Alexandra Palace and the wide vistas of Tottenham Marshes and the River Lee. The uniqueness and distinctiveness of our varied neighbourhoods captures the essence of Haringey as a place to live, work and visit.

Environmental sustainability

By 2026 growth in Haringey will be managed to support sustainable communities. Growth is environmentally sustainable in its minimisation of the borough's contribution to climate change through location and design in the built environment, the promotion of reducing, reusing and recycling as a way of life, encouraging energy efficiency and using renewable energy, and by using and promoting sustainable travel modes and patterns. Haringey has a network of cycle lanes and secure bike parks, encouraging greater levels of cycling and walking, while also promoting the use of public and greener transport.

Economic growth

Haringey is a socially inclusive borough that tackles poverty and disadvantage. Haringey's economy is sustainable in terms of economic growth, and makes the most of employment opportunities. More people are engaged locally in employment, training and education. Haringey has exploited its strategic location and has increased inward investment to link people to areas of employment. The food and drink, clothing, information, communication and technology and the creative and cultural industries all form key parts of Haringey's 'unique selling point' with Haringey's diverse and entrepreneurial population creating robust markets for their goods and services.

A safer and healthier Haringey

Haringey is a safe borough where people feel secure and confident and can enjoy all the wonderful spaces and places the borough has to offer. Crime and the fear of crime has reduced. Haringey has high quality buildings and public realm guided by international and national best practice. The borough's open spaces are of high quality, accessible for all residents which are safe and secure, and provide appropriate facilities. The heritage and historic spaces, structures and buildings of Haringey are protected and maintained for existing and future generations to be proud of.

Haringey has a healthy population. All residents have access to health and education facilities and social and community services, and enjoy a healthy lifestyle and improved quality of life and well-being that is measurable across the borough.

Civic Engagement

Haringey has more opportunities for civic engagement and volunteering, drawing in local people to work together to tackle social isolation and exclusion.

Key principles

This spatial vision is underpinned by a number of key principles which guide and steer the LDF and its long term implementation:

- Making the best use of Haringey's land - creating sustainable communities particularly at Tottenham Hale and Haringey Heartlands;
- Reinforce a sense of place - building stronger communities and improving community safety by actively promoting community cohesion and working with local residents to help shape the places in which they live;
- Integrate transport and land use - creating a comprehensive public transport network that is accessible and safe for all and encourages residents to choose more sustainable modes of transport including public transport, walking and cycling;
- Work in partnership;
- Conserve and reuse resources - lessening our impact on the environment and preparing for climate change, developing the Council's sustainable design and construction policies, planning with other north London boroughs to provide sufficient land in the sub region to deal with waste;
- Diversify and grow the economy - supporting business and job growth, addressing the borough's worklessness by increasing the skills and employability of local people, encouraging enterprise and inward investment, protecting employment land, strengthening Haringey's town centres and planning for retail growth;
- Good design from the outset - protecting and enhancing the borough's distinctive characteristics, historic environment and established unique neighbourhoods and improving the quality and appearance of Haringey's public spaces and street scene.
- Access to open space - protecting, enhancing and improving access to Haringey's green and open areas, particularly in areas deficient in open space in the east of the borough;
- Support health and community well being - reducing inequalities in health and wellbeing, particularly in the north east of the borough; and
- Support community cohesion and civic engagement - providing high quality, accessible services that give value for money, respond to people's need and meet their aspirations.

Strategic Objectives

The Council has developed a series of spatial objectives which take forward the Sustainable Community Strategy's strategic outcomes identified above and set out the basis for the Core Strategy and its key policies. These objectives give direction for the spatial strategy set out in paragraph 2.1 and are developed further in the core policies which follow in section 3 of this document.

People at the heart of change	
Objectives	Core Strategy Strategic Policy (SP)

People at the heart of change	
To manage growth at Haringey Heartlands and Tottenham Hale so that it meets our needs for homes, jobs and services, is supported by necessary infrastructure and maximises the benefits for the local area and community and the borough as a whole	SP 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17.
To provide homes to meet Haringey's housing needs and to deliver the housing target of 680 units per annum, in terms of affordability, quality and diversity and to help create mixed communities.	SP 1, 2, 3, 11.
To promote the efficient and effective use of land whilst minimising environmental impacts.	SP 1, 2, 4, 5, 6, 7.
To strengthen the role of Wood Green Metropolitan Town Centre and the borough's district centres as accessible locations for retail, office, leisure and community uses and new homes.	SP 1, 2, 7, 8, 9, 10, 11, 15, 16.

An environmentally sustainable future	
Objectives	Core Strategy Strategic Policy (SP)
To limit climate change in Haringey by reducing CO2 emissions.	SP4, 7
To adapt to climate change by improving the sustainability of buildings against flood risk, water stress and overheating.	SP4, 5, 6
To manage air quality within the borough by travel planning, promotion of walking, cycling and public transport. To promote the use of more sustainable modes of transport.	SP7
To protect and enhance the quality of water features and resources, Pymmes Brook, Moselle and River Lee.	SP5
To reduce and manage flood risk in areas across the borough.	SP5
To increase energy efficiency and increase the use of renewable energy sources through establishing decentralised energy networks at Tottenham Hale and Haringey Heartlands.	SP4

An environmentally sustainable future	
To ensure the sustainable use of natural resources – by reducing, reusing and recycling waste and supporting the use of sustainable materials and construction methods.	SP4, 6
To manage air and noise pollution and land contamination.	SP7

Economic vitality and prosperity shared by all	
Objectives	Core Strategy Strategic Policy (SP)
To strengthen Haringey's economy by reducing worklessness by increasing skills, raising educational attainment and improving childcare and nursery provision.	SP8, 9, 15, 16
To enhance the environmental quality and attractiveness of the borough's town centres in response to changing economic and retail demands.	SP9, 10
To link deprived areas with the employment benefits arising from the development of major sites and key locations in the borough and to improve access to new employment opportunities outside of the borough.	SP1, 7, 8, 9
To meet the needs of different sectors of the economy, including SMEs and those organisations within the voluntary sector through the provision of a range of premises of different types, sizes and costs	SP8, 9
To support the development of Haringey's most successful growth sectors.	SP1, 8, 9, 10

Safer for all	
Objectives	Core Strategy Strategic Policy (SP)
To promote high quality buildings and public realm to improve townscape character	SP11, 12, 13
To promote safe and secure buildings and spaces.	SP11, 12, 13
To promote a network of quality, accessible open spaces as areas for recreation, visual interest and biodiversity including improving access to Lee Valley Regional Park	SP11, 12, 13
To protect and enhance Haringey's wealth of historic buildings and areas of architectural and historic interest.	SP11, 12

Healthier people with a better quality of life	
Objectives	Core Strategy Strategic Policy (SP)
To improve the health and wellbeing of Haringey's residents by reducing inequalities in access to health services and promoting healthy lifestyles	SP14
To improve the provision of, and access to, education and training facilities.	SP9, 15, 16
To improve access to local services and facilities for all groups.	SP7, 8, 9, 10, 14, 15, 16
To ensure that community, cultural and leisure facilities are provided to meet local needs.	SP15, 16, 17

1.6 Structure of the Core Strategy

The main body of the Core Strategy sets out the Council's Spatial Strategy and policies for the future development of Haringey up to 2026 to meet the vision and objectives set out above and respond to the challenges we face. The Council has grouped the issues covered into six sections reflecting the priorities of its Sustainable Community Strategy:

Section 1 People at the Heart of Change in Haringey

Section 2 An Environmentally Sustainable Future

Section 3 Economic Vitality and Prosperity Shared by All

Section 4 A Safer, Attractive and Valued Urban Environment

Section 5 Healthier People with a Better Quality of Life

Section 6 Delivering and Monitoring

Section 1 sets the Council's overall approach to the distribution of future growth in the borough and its management. It also includes our approach to housing and the type of housing needed to support Haringey's growing population. Section 2 contains the Council's approach to sustainable development and how it intends to make Haringey the greenest borough. Section 3 looks at ways in which Haringey will provide jobs and services and improve its town centres. Sections 4 and 5 explain how the Council intends to improve its built environment and make sure the quality of life in Haringey is maintained and enhanced. Finally section 6 sets out how the Core Strategy will be implemented through providing necessary infrastructure and working with partners and stakeholders. It also outlines how the Council will monitor the effectiveness of the Core Strategy in delivering its objectives.

All Core Strategy policies are interrelated and should not be viewed in isolation. To enable greater ease of use, there is cross referencing to other directly related policies. However, these policies should not be used as the sole means for comprehensively assessing which policies apply to a development proposal. Development proposals will be assessed on how well they meet all relevant policies within the Core Strategy together with other relevant policies in the development plan for Haringey.

Core Strategy policies do not repeat national or London Plan policies, but do refer to specific national and regional targets. The Core Strategy should be read alongside the London Plan.

2.1 Haringey's Spatial Strategy

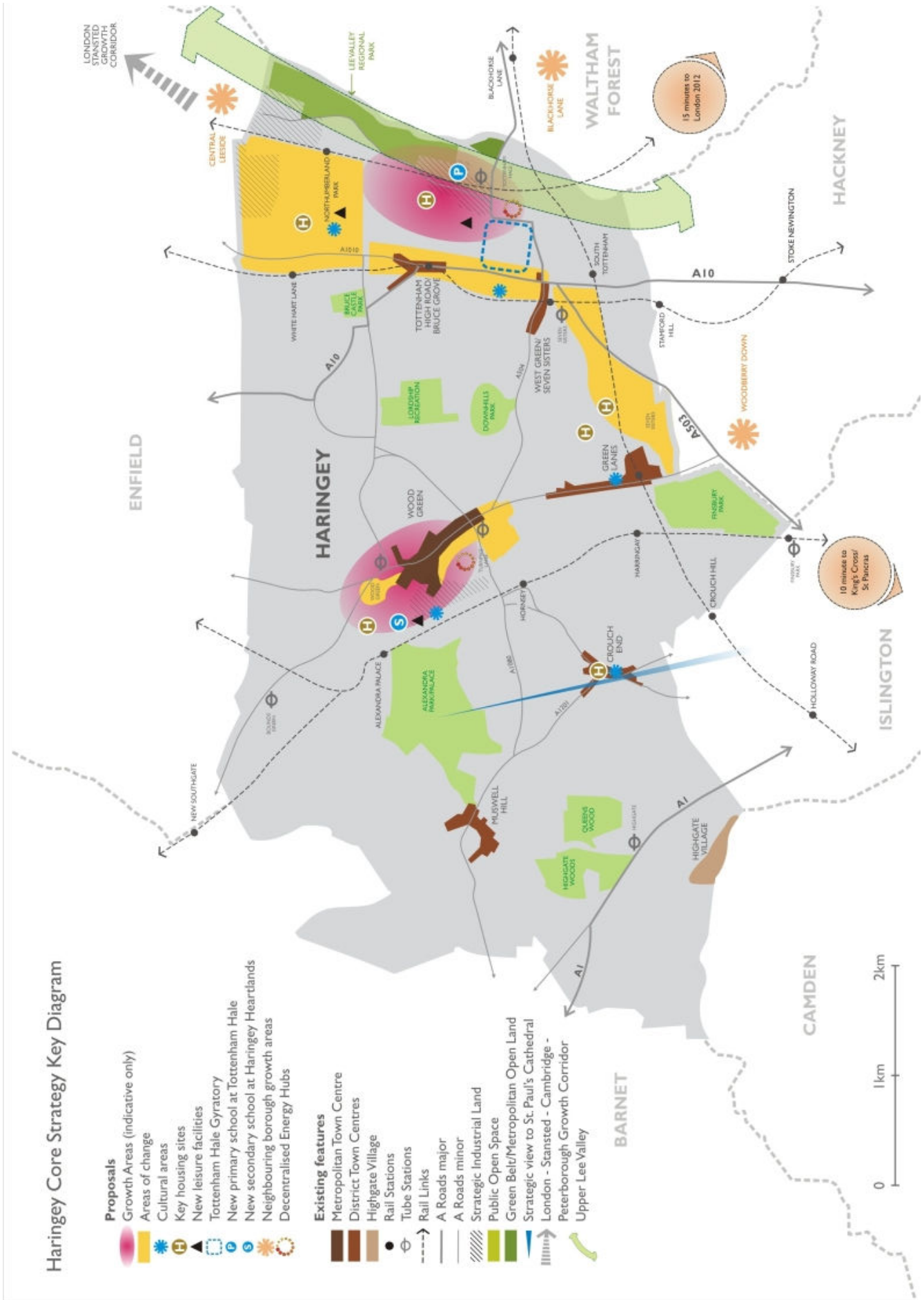
Haringey's Spatial Strategy

This section sets out the spatial Strategy for Haringey up to 2026. The Key Diagram identifies the Key Areas for the borough for which there are specific spatial policies for managing growth and change in the plan period. The Council's overall strategy for managing future growth in Haringey is to promote the provision of homes, jobs and other facilities in the areas with significant redevelopment opportunities at, or near, transportation hubs, and support appropriate development at other accessible locations, with limited change elsewhere. This approach will:

- Focus growth on places that can support higher density development, reducing pressure for residential development in predominantly residential areas (although some development will take place throughout the borough);
- Allow us to better shape places by promoting high quality design of buildings and places, securing necessary infrastructure, providing an appropriate mix of uses, including community facilities and securing regeneration benefits; and
- Through promoting larger schemes, increase our ability to provide more sustainable places, for example by maximising opportunities for local power and heating.

The borough is expected to provide approximately 11,195 homes between 2011 and 2026.

The parts of Haringey not covered by the Key Areas on the Key Diagram will also have development over the next 15 years. However, the Council envisages such development is likely to be of an incremental nature as smaller housing sites come forward for redevelopment in accordance with this Core Strategy and other planning policies. Figure x shows the housing sites expected to come forward over the plan period.



Haringey's Growth Areas

Haringey Heartlands and **Tottenham Hale** will be the key locations for the largest amount of Haringey's future growth. Their significance lies in their location within the London-Stansted-Cambridge-Peterborough Growth Corridor and are they also identified in the London Plan as an Area for Intensification and an Area of Regeneration respectively. These areas are suitable for large scale redevelopment or significant increases in jobs and homes.

Large scale redevelopment at Tottenham Hale and Haringey Heartlands/Wood Green will be the focus of most growth in Haringey up to 2026. Regeneration of the wider **Northumberland Park** area (which includes the redevelopment of Tottenham Hotspur Football Club) and **Seven Sisters Corridor** will also provide a substantial number of jobs and new homes, as well as other community uses and facilities and estate regeneration. The Council's overall approach to growth in these areas is set out in Strategic Policy 1 Managing Growth.

Beyond the growth areas there are a number of other parts of the borough which are considered suitable locations for significant development as they are highly accessible by a range of means of transport.

Making the best use of Haringey's land

In order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of Haringey's land and buildings whilst seeking to improve the quality of our environment, protect the amenity of occupiers and neighbours and meet other planning objectives.

Density

One way of making the most efficient use of our land and buildings is to encourage higher densities. The Council will encourage high densities in the most accessible parts of the borough (generally Tottenham Hale and Haringey Heartlands, Wood Green Metropolitan Town Centre) and other appropriate locations. New schemes should be of high quality design and sensitively consider the character and built form of their surroundings, particularly in Conservation Areas. Good design can increase density while protecting and enhancing the character of an area (please see SP 11 Design for more detail on our approach to design). The Council will expect the density of housing development to comply with the Density Matrix in the London Plan (Table 3A.2). Density will vary across the borough due to its different character settings, however, densities below the relevant range in the density matrix will not be permitted. Please see SP3 Housing for more details on the Council's approach to housing.

Mixed use developments

The provision of an appropriate mix of uses, both within areas and in individual buildings, can also contribute to successfully managing future growth in Haringey and making efficient use of land. A mix of uses can also:

- Reduce commuting and the need for some other journeys, helping to cut congestion in the borough and improve air quality;
- Increase the provision of much needed housing; and
- Promote successful places that have a range of activities, increasing safety and security.

The Council will require the provision of a mix of uses in suitable locations and expect development proposals of an appropriate size in Haringey Heartlands, Tottenham Hale, Northumberland Park (Tottenham Hotspur Stadium Development) and Wood Green Metropolitan Town Centre to contribute towards the supply of housing, the provision of jobs and community facilities.

3.1 SP1 Managing Growth

People at the Heart of Change is the key objective of the Sustainable Community Strategy. Haringey is one of the most diverse areas in the country and this presents many challenges in terms of its location, levels of deprivation and local business entrepreneurship.

In common with the rest of London, Haringey is expected to experience rapid growth in its population, with a projected 15% population increase to **260,305** by 2026. This growth will bring with it pressure for new housing and associated infrastructure. Policy SP1 sets out the overarching approach to the location of future growth and development in the borough.

This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS priorities:

- Promote community cohesion;
- Meet population growth and change;
- Meet housing demand; and
- Improve supporting facilities, services and infrastructure.

SP1 - Managing Growth

The Council will focus Haringey's growth in the most suitable locations, and manage it to make sure that the Council delivers the opportunities and benefits and achieve strong, healthy and sustainable communities for the whole of the borough. The Council will maximise the supply of additional housing to meet or exceed Haringey's target of 6,800 homes from 2011 - 2026 (680 units per annum).

The Council will promote development in the following Growth Areas:

- Haringey Heartlands; and
- Tottenham Hale.

The Council will expect development in the Growth Areas to:

- Provide 5,175 new homes and the majority of new business floorspace up to 2026;
- Maximise site opportunities;
- Provide appropriate links to, and benefits for, surrounding areas and communities;
- Provide the necessary infrastructure; and
- Be in accordance with the full range of the Council's planning policies and objectives.

The Council will promote development in the following areas of change/renewal:

- Wood Green Metropolitan Town Centre;
- Northumberland Park (which includes the redevelopment of Tottenham Hotspur Football Stadium);
- Tottenham High Road Corridor; and
- Seven Sisters Corridor.

Parts of the borough outside of the growth areas and areas of change will experience some development and change. The Council will ensure that development here will respect the character of its surroundings and provide environmental improvements and services.

Accommodating Haringey's Growth

The Core Strategy will direct development to the most appropriate locations, so that housing growth is supported by sufficient jobs and key infrastructure including community facilities such as health, education and sports facilities. As the objectives in Section 1 set out, the Council wishes to manage growth over the life of the Core Strategy so that it meets the needs for homes, jobs and services, is supported by necessary infrastructure and maximises the benefits for the local area and community and the borough as a whole. This policy is also supported by the sustainability appraisal.

In common with the rest of London, Haringey is expected to experience rapid growth in population, with a projected increase to **260,305** by 2026. This growth will bring with it pressure for new housing and associated infrastructure. Each of Haringey's growth areas has been identified in the London Plan as having potential for significant increases in jobs and homes.

The Council will expect development in the Growth Areas to maximise site opportunities and the opportunities and benefits for the borough and the local area within the context of the full range of Haringey's planning policies and objectives, including those relating to amenity, sustainability,

heritage/built environment, open space, community safety and sustainable transport. It is important to note that the growth areas also include, existing residential communities and heritage assets such as Conservation Areas and areas of Industrial Heritage. New development must be sensitive and take account of its context.

The following section sets out the Council's expectations on the scale of development in the areas mentioned above.

Haringey Heartlands

The London Plan designates Haringey Heartlands/ Wood Green as an Area of Intensification (see figure X) with proposals for the creation of approximately 1500 new jobs and 1700 new homes as part of an intensive mixed use redevelopment.

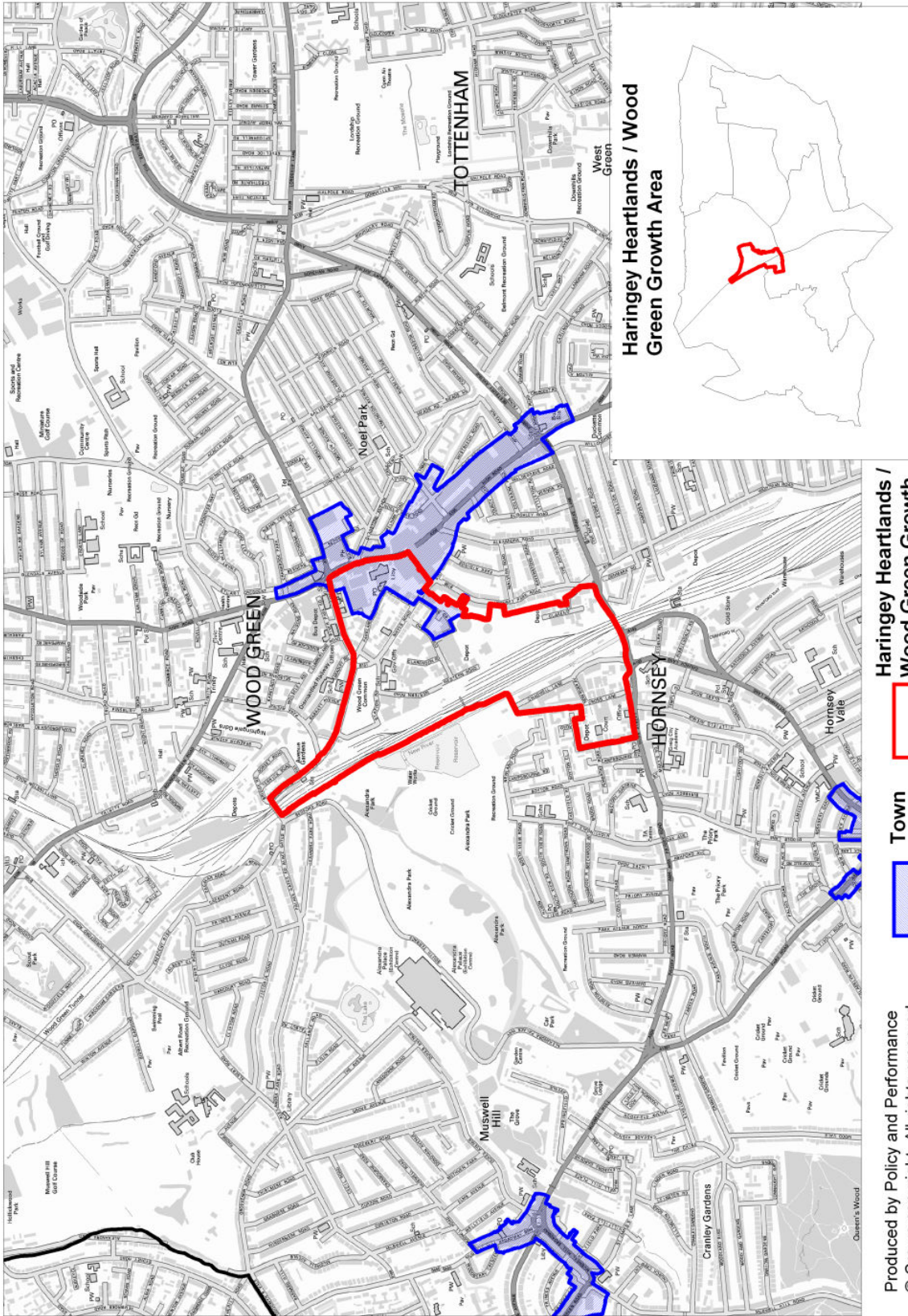
Haringey Heartlands provides a range of development opportunities on the railway and industrial lands to the south-west of Wood Green Metropolitan Town Centre. These sites include Clarendon Road gas works (with the central area occupied by two gasholders, which are still operational), the adjacent Coburg Road Industrial Area and the former Hornsey Central Depot. There is significant scope for the enhancement of these areas, building on the areas' industrial heritage and the provision of better links to Wood Green Metropolitan Town Centre in order to secure its position as an urban centre for the 21st Century.

The Council's aspiration for Haringey Heartlands includes:

- To increase capacity and variety of uses at Wood Green Metropolitan Town Centre given its proximity to Haringey Heartlands and the thriving cultural quarter;
- To bring back into use underused brownfield land and maximise capacity for housing and employment growth;
- Integration of the Heartlands with the wider area to benefit local communities and ensure sustainable development that will meet local and strategic goals;
- De-commissioning of the gas holders and decontamination of the land in order to bring forward development;
- Preparation of business relocation strategy to provide impetus for land assembly;
- Improvement of pedestrian linkages to Wood Green and Haringey Heartlands; and
- Provision of green infrastructure projects to address a range of environmental issues.

For the Eastern Utility Lands, the Council will require the following:

- A mix of uses including substantial new housing, restaurant/cafe/drinking establishment uses and community/leisure uses;
- A mix of office use, retail/financial and professional services;
- An excellent public realm with a network of safe and attractive places both public and private;
- An energy centre and utility compounds;
- Car parking spaces, cycle parking; and
- Access and other associated infrastructure works.



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Haringey Heartlands / Wood Green Growth Area

Town Centres Area

Figure x: Haringey Heartlands/Wood Green Growth Area

Tottenham Hale

Tottenham Hale is situated on the eastern side of the borough and sits within the Upper Lee Valley (see figure X). It is predominantly industrial in nature, comprising retail warehouses, industrial estates, a major gyratory road system and public transport interchange, which add to its image as an unwelcoming and traffic dominated environment. Relatively few people live within this area, which has suffered from the continued decline in manufacturing and remains characterised by deprivation, a poor physical environment, underused and vacant sites, and divisive transport corridors. Currently, the area fails to capitalise on its many advantages and exciting new vision for its transformation as a bustling new urban centre. This includes its exceptional natural environmental assets, such as its close proximity to Lee Valley Regional Park and its waterside location next to the River Lee offering significant environmental and recreational benefits.

The Council's aspirations for the area include:

- Integration of new and existing communities. Clear and explicit links must be made between new opportunities in Tottenham and the existing community, to ensure regeneration benefits include local people.
- Returning the gyratory to two-way traffic, currently the gyratory is part of the local one-way system, distributing traffic from Tottenham High Road towards the Tottenham Hale. It carries a heavy volume of fast-flowing traffic which creates a dangerous environment for pedestrians and cyclists. Its future will be a crucial factor in the transformation of the area.
- Introducing measures to reduce flood risk such as the de-culverting of the Moselle Brook, application of sustainable urban drainage systems, and support for the introduction of measures to reduce water consumption to improve water efficiency
- The creation of a new facility for Front Line Services including recycling at Marsh Lane which will promote green industries in the area.
- A new high quality station square and a state of the art new public transport interchange at Tottenham Hale.

A Tottenham Hale Urban Centre Masterplan Supplementary Planning Document (SPD) was adopted in October 2006 to guide the redevelopment of key sites within the Tottenham Hale Urban Centre. Four key areas make up the Urban Centre area. Taken together they represent a major opportunity to create a thriving, sustainable urban centre, providing more than 2,500 new homes and a substantial number of jobs, which maximise the area's exceptional locational advantages. Development will take place in the following areas:

Greater Ashley Road

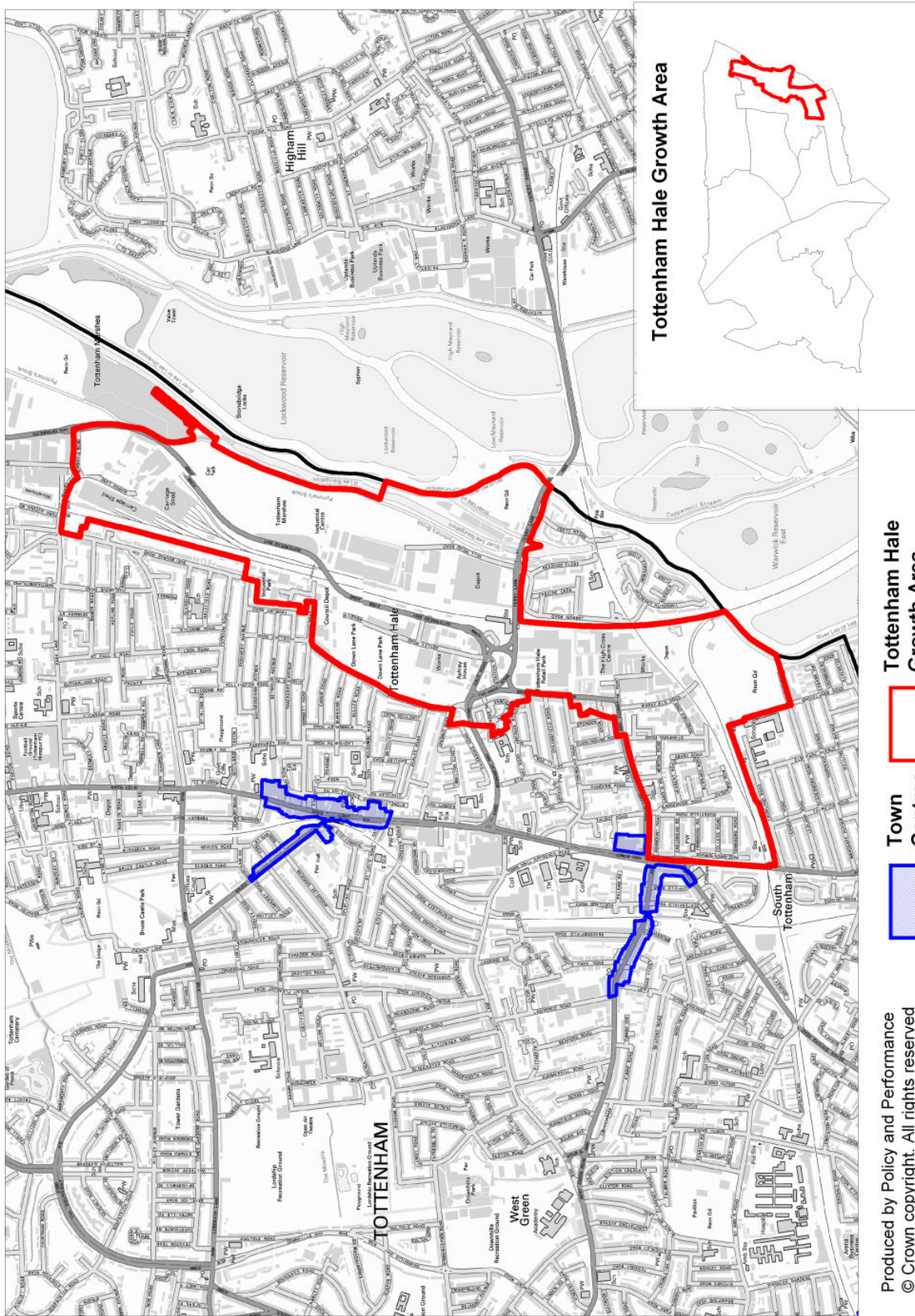
The next phase in the regeneration of Tottenham Hale will focus on the area around Ashley Road and Tottenham Hale Station. The Council aims to create a high-quality, unique place with up to 1,600 new homes, office, commercial and retail space, as well as new or replacement community facilities, improved open space, improved public transport facilities and improved pedestrian and cycle links.

Hale Waterside (Hale Wharf)

A mini-masterplan is being devised to underpin a comprehensive, residential-led development for the entire Hale Waterside site, which could provide a significant number of new homes as well as commercial uses. A proposed pedestrian footbridge across the River Lee will form an integral part of the scheme, and one element of the east-west, pedestrian 'green link'.

Tottenham Gyratory Road System, Bus Station and Public Square

Transport for London is working with Haringey Council to return the one-way system to two-way working, and create a new public square and bus station in front of Tottenham Hale Station. The existing one-way system carries a high volume of traffic, with few pedestrian crossings. This will create a substantial barrier to movement for those living within the one-way system. The Tottenham Hale transport improvement scheme aims to reduce the impact of traffic on the local area, and increase capacity to cope with future demand. This will enable the regeneration of the area as set-out in the Tottenham Hale Urban Centre SPD, and directly facilitate a significant residential-led development on the existing island site. Subject to approval, work is scheduled to commence in autumn 2012 and take approximately 18 months to complete at a cost of £37 million.



Tottenham Hale Growth Area
 Town Centres

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Figure x: Tottenham Hale Growth Area

Wood Green Metropolitan Town Centre

Wood Green is a vibrant and busy town centre, which has an important role to play within the London and North London Sub-regional town centre hierarchy. It is designated as a Metropolitan Centre in the London Plan (2008), one of only 11 identified in London, which reflects its role as a key retail and commercial destination in North London (see figure X).

The town centre is predominantly linear stretching along the High Road from the junction with Turnpike Lane in the south to the junction with Bounds Green Road in the north. It includes The Mall Wood Green, (formerly known as Shopping City), which straddles the High Road and provides a focus for the major multiple retailers located in the centre. The main supermarkets within Wood Green are evenly spread throughout the centre, with the large Morrisons and Sainsbury's supermarkets both located centrally. In addition, Marks and Spencer's Food Hall is located in the southern part of the centre and an Iceland is located on Brook Road.

Shopping is the dominant activity in the town centre. There are relatively few restaurants, cafés, pubs and bars in comparison and, limited office space provision, with the exception of the Council's own offices. However, there is considerable residential development with flats located above The Mall and Bury Road Car Parks. In terms of other town centre attractions Wood Green boasts two large multi-screen cinemas, a library and a health club. The centre is predominantly bounded by residential areas, two conservation areas located nearby (Trinity Gardens and Noel Park) and immediately to the west, Haringey Heartlands Growth Area.

The town centre boundary has been tightly drawn as defined by the existing UDP. However, in planning for the future intensification of the town centre, opportunity sites will be considered that lie beyond the UDP town centre boundary. They will be considered on the basis of their relationship with, and impact on, the town centre in terms of land uses, pedestrian and public transport linkages, regeneration benefits arising from redevelopment at either the Heartlands growth area or through windfall opportunities. Further detail will be included in a Wood Green Area Action Plan.

The Council's aspirations for Wood Green Metropolitan Town Centre include:

- To improve linkages with Haringey Heartlands to the west of the town centre and to enhance accessibility into and around the town centre for all members of the community;
- To encourage the retention and enhancement of the distinctive character of areas within the town centre;
- To promote a sustainable future for Wood Green town centre;
- To improve the public realm throughout the town centre and to create a more pleasant pedestrian environment;
- To reduce congestion in the town centre by promoting car free development and the use of sustainable means of transportation;
- To conserve and restore high quality buildings within the town centre, and encourage appropriate development which respects the local environment and is of the highest standards of sustainable design;
- To develop the range and quality of the retail offer within the town centre;
- To improve the quantity, value and usage of town centre open spaces;
- To increase safety within the town centre, improving the confidence of visitors and users, and facilitating the development of a more positive overall perception of Wood Green as a destination;
- To encourage the development of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities; and
- To increase the range and quantity of employment opportunities within the town centre.

Northumberland Park

Northumberland Park is characterised as being one of the most severely deprived areas not only in Haringey but the whole country. Results from the Indices of Deprivation 2004 found that 85 % of residents in the Northumberland Park ward live in areas that are amongst the 10% most deprived in Haringey. Much of this deprivation stems from labour market disadvantage i.e. worklessness, low skills base.

Approximately 13,183 people live in Northumberland Park. According to the 2001 census 71.1% of the population of Northumberland Park is from a BME background compared with 54.7% in Haringey as a whole.

The urban form of the area is very fragmented with an incoherent street pattern. Smaller scaled terrace houses are next to 20 storey 1960s apartment blocks. Streets and pavements are of poor quality and do not make for a good streetscene.

Two railway lines cut through the east and western thirds of the ward. The rail line to the east is a considerable obstruction for pedestrian and vehicular traffic. It is a level crossing and the barriers can be down for as much as ten minutes at a time. There tends to be more permeability with the raised line in the west.

There is virtually no green space in the ward and although adjacent to the Lee Valley Regional Park, access to this amenity is severed by Watermead Way. Bruce Castle Park and the cemetery in the west provides some open space, however connections to the park from the residential areas is very poor. The area also has a number of potentially dangerous walkways that are narrowly enclosed with no overlooking.

In general, the residential areas both east and west of the High Road are well maintained and there is little graffiti or fly-tipping. There are few abandoned or derelict buildings.

Future of Northumberland Park

As a result of the proposed redevelopment of the existing Tottenham Hotspur Football Stadium, investment in the Northumberland Park area has started. Northumberland Park is an area with the potential for significant change and investment over the next 15 years. The redevelopment of the stadium provides opportunities for the ward to maximise the regeneration benefits to the local community.

Tottenham Hotspur Football Club has been based at White Hart Lane for over a century. The Stadium is an established part of the landscape, giving an identity to Tottenham. The Club is one of Haringey's largest businesses and most significant visitor attraction.

The area in which the Club is set has, however, seen a long period of relative decline moving from being a reasonably prosperous working suburb to an area of high unemployment and deprivation and a poor local environment.

The Council's aspirations for the redevelopment of Tottenham Hotspur stadium include:

- Provision of a mix of land uses including the redevelopment of the football stadium;
- Provision of appropriate residential use;
- Provision of appropriate retail and leisure uses;
- Appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- High quality, sustainable design that respects its surroundings and preserves and enhances the area's historic environment;
- Improving community safety, including reducing opportunities for crime and anti-social behaviour

Tottenham forms the eastern part of the London Borough of Haringey with the High Road as a central spine, containing shops, leisure activities, public buildings and community facilities. The area on either side of the High Road is predominantly residential with a mixture of terraced housing and large purpose built post-war Council estates, alongside a number of industrial estates.

To the east the area is bound by the Lee Valley and River Lee, an area which has traditionally combined open space with industrial land. Parts of the Lee Valley are being re-developed for new uses with the 2012 Olympics taking place a few miles to the south and new development at Tottenham Hale.

To the west lies Wood Green Metropolitan Town Centre, Haringey's main shopping, entertainment and Civic Centre as well as some of the more prosperous parts of the borough with Hornsey in the south and Muswell Hill to the north.

Crime levels in the area are currently high with recorded crimes per head of population of all types being higher for Northumberland Park, and for the wider Tottenham area than for Haringey and London as a whole.

The high level of educational deprivation can be largely attributed to the qualifications of the existing adult population. At a school level results have been improving and at the three schools in close proximity to the football ground (St. Francis de Sales, St Paul's and St Hallows Infant and Junior Schools, and Northumberland Park Community School) performance is at or above the national average, reflecting significant improvements in recent years at Northumberland Park.

Attainment rates in the borough as a whole are improving though they are still below the England average and, over 10% of 16 to 18 year olds are not in employment, education or training (NEETs) - a key Government target group.

Current housing tenure in Northumberland Park is skewed heavily towards Council and other social rented property, including large estates such as Northumberland Park to the east of the stadium and Love Lane to the west. Only 30% of homes in the area are owner occupied, with over 50% social rented and 18% private rented. Data from the GLA shows that workless households account for half of households in social rented homes, compared to only 7% in owner occupied housing. The current tenure mix therefore reinforces the high levels of worklessness and low levels of household income described above.

Further details on how the Council envisions Northumberland Park developing will be set out in an Area Action Plan.

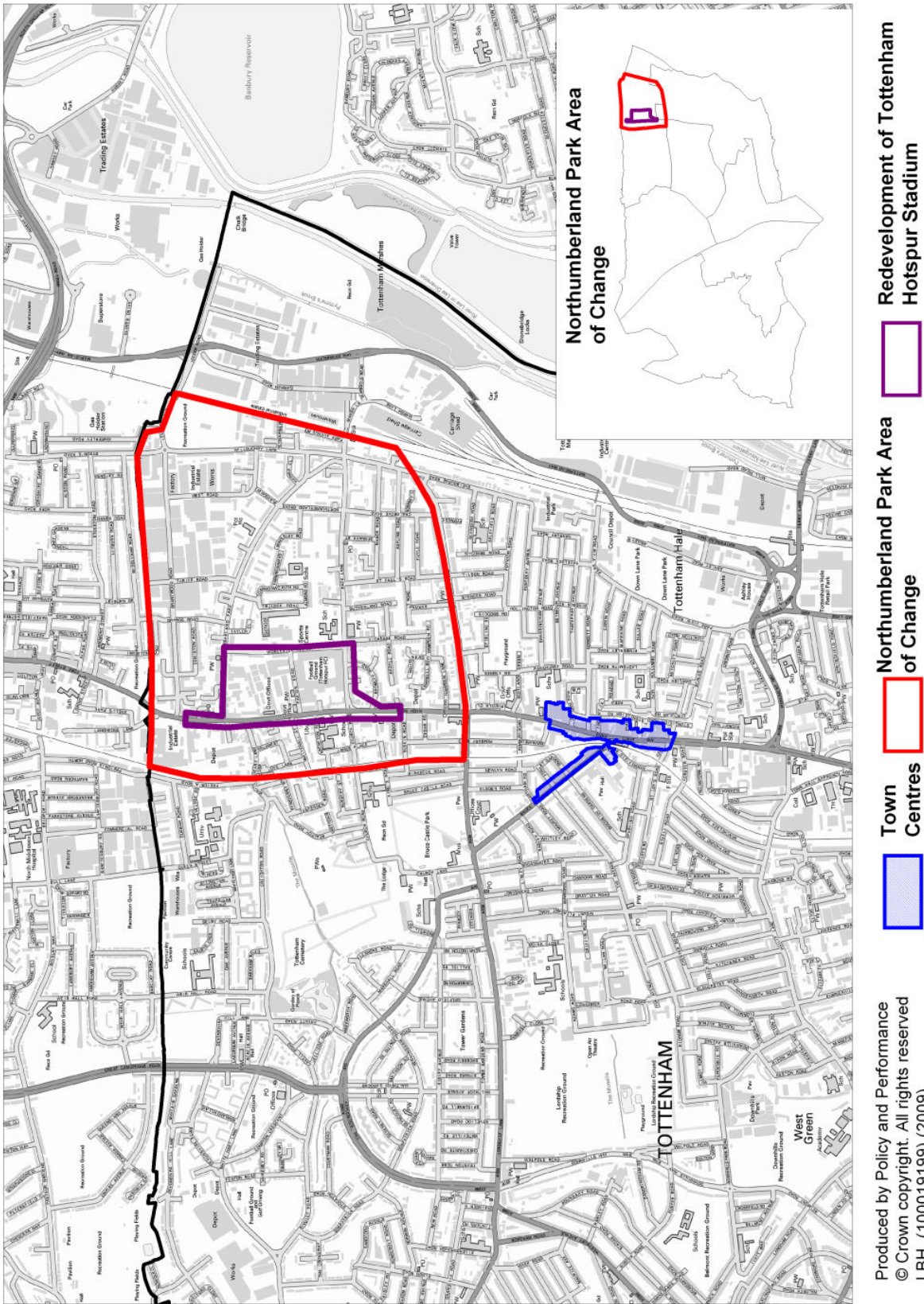


Figure x: Northumberland Park Area of Change

Seven Sisters Corridor

Seven Sisters (see figure x) is a priority area for change and has a strategic role to play in the future growth of Haringey due to the area's excellent road and public transport links, with a range of bus connections and London Underground stations at Seven Sisters, Finsbury Park and Manor House that provide access to North and central London.

The area is, however characterised by high levels of multiple deprivation including unemployment, low educational achievements, poor/ lack of affordable housing, a poor environment and high crime levels. It is therefore no coincidence that this area is also recognised as being within the 10% most deprived in England.

The Seven Sisters Road corridor extends into the adjoining boroughs of Hackney and Islington and runs between the Nags Head District Shopping Centre in Islington and the A10 at Seven Sisters Underground Station. The corridor has the potential to provide a focus for greater diversity, connectivity and opportunity across all three boroughs. This potential is recognised by its location within a nationally designated Growth Area and the presence of several major regeneration initiatives including the former Bridge New Deal for Communities area in Haringey, The Woodberry Down Masterplan and Manor House Area Action Plan in Hackney, and significant large scale development at Finsbury Park in Islington.

The area's ability to play a role in the future growth of the borough is highlighted by the opportunities presented by these initiatives and the potential to build upon the areas existing assets such as the Fiorentia clothing village and the potential future development of the St Anns Hospital. Which to date, the area as a whole has failed to maximise in order to realise its full potential.

The North London Strategic Alliance (NLSA) has commissioned a study to develop a greater understanding of the area's growth potential and to bring together stakeholders in a collaborative forum in order to promote a more co-ordinated approach to growth.

Further detail on how the Council sees Seven Sisters developing will be set out in an Area Action Plan.

The Council's aspirations for the area include:

- Cross borough working with Hackney and Islington to identify strategic priorities for the Seven Sisters Corridor and as such develop joint solutions;
- Potential for new housing, social infrastructure and community facilities;
- Opportunity for new landmarks/gateways to aid legibility;
- Scope for comprehensive mixed use at St. Ann's Hospital;
- Wards Corner Regeneration delivering new, high quality housing, new shops and public realm improvements;
- Potential for future estate regeneration;
- NDC Legacy Spatial Framework and Neighbourhood Plan; and
- Redeveloping Apex House as a strong district landmark building and gateway to Seven Sisters.

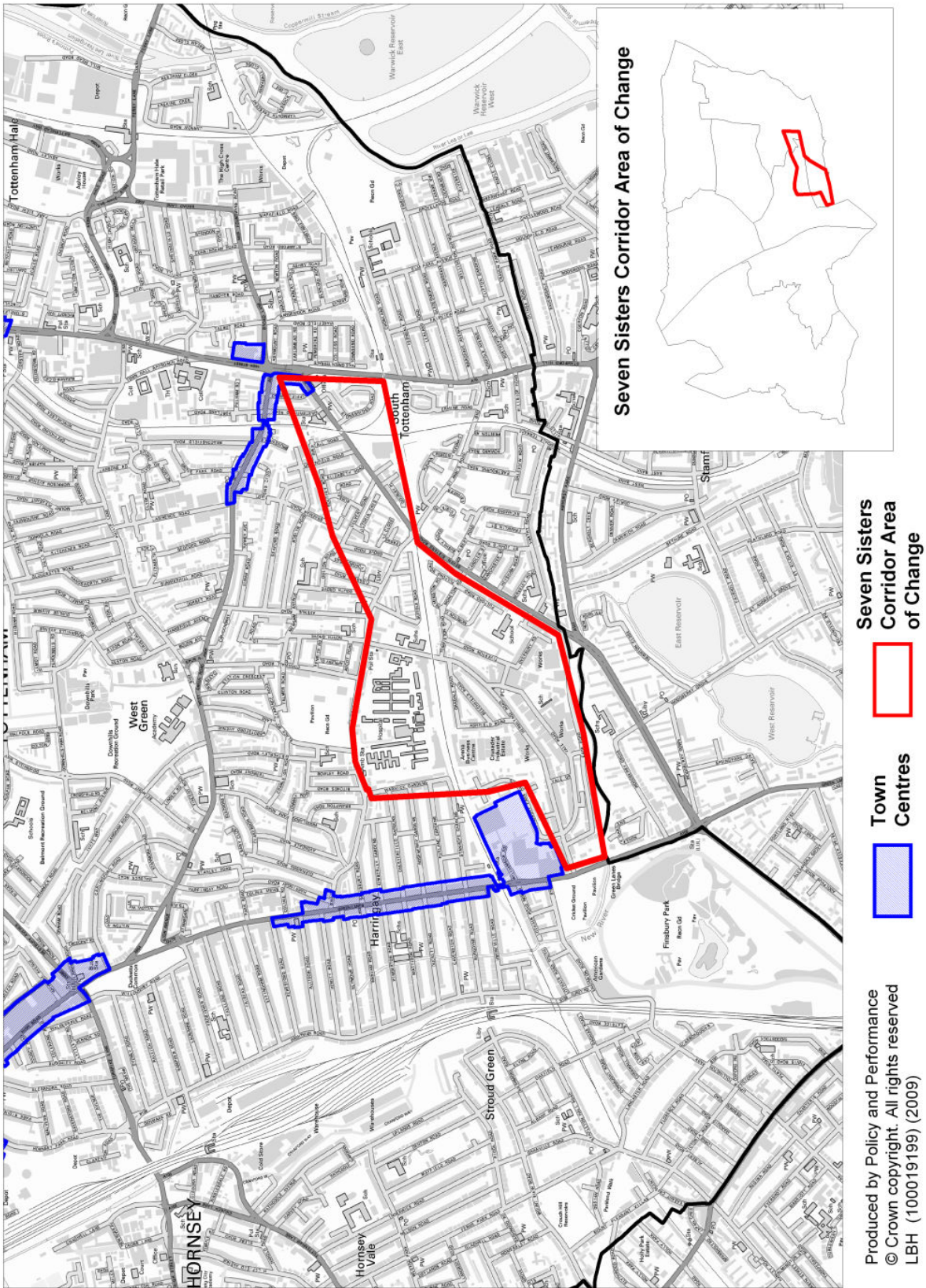


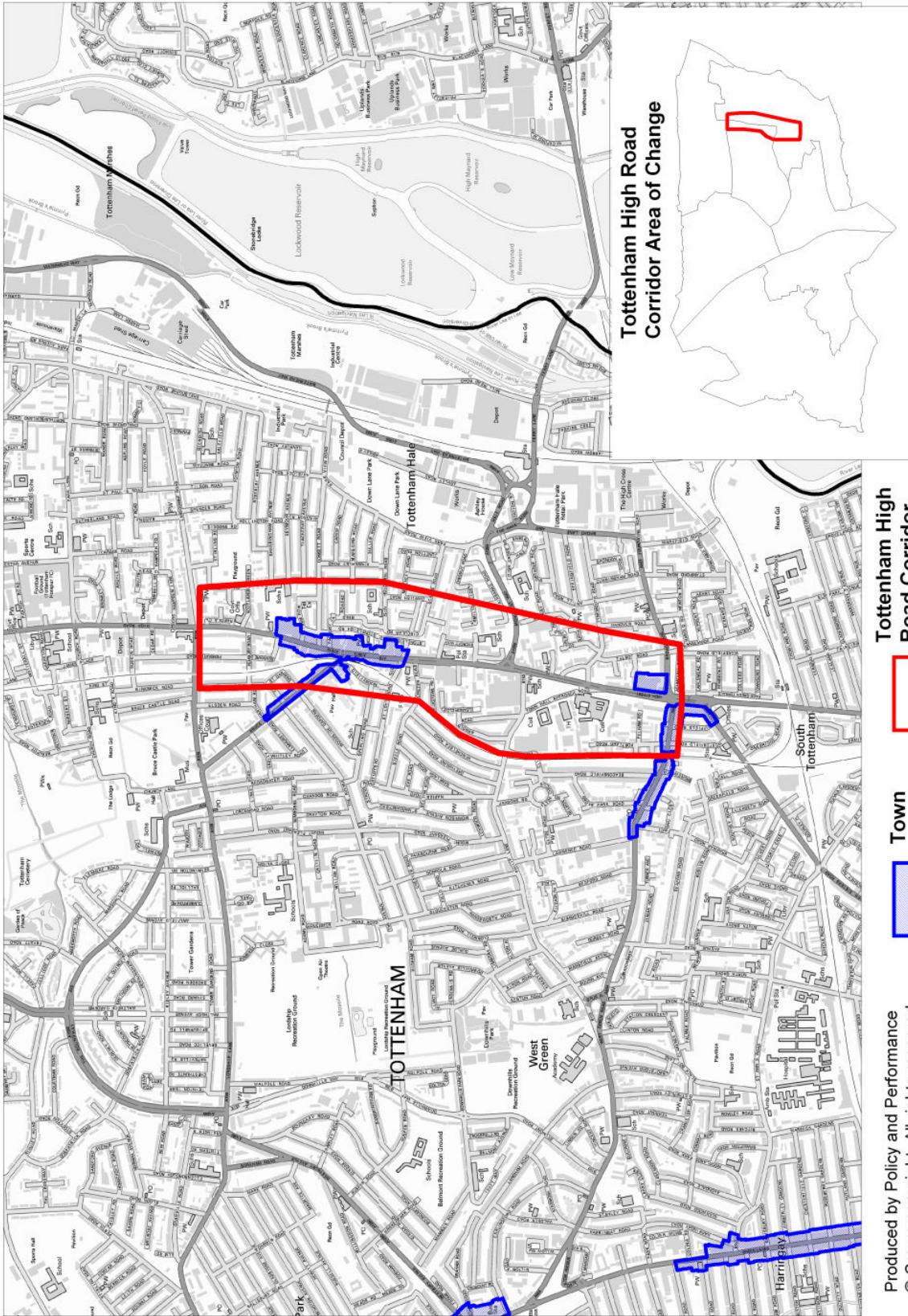
Figure x: Seven Sisters Area of Change

Tottenham High Road Corridor (A10/A1010)

Tottenham High Road is comprised of six contiguous conservation areas between Enfield to the north and Stamford Hill in Hackney to the south which include Tottenham Green and Bruce Grove. The High Road has a mixture of fine Georgian, Victorian and Edwardian buildings some of which are listed by English Heritage as having special architectural and historical interest of national importance.

The High Road has been in decline over the years and continues to suffer from physical and environmental neglect. This has been due to the physical and economic deterioration of the area which suffers from a poor image and covers some of the most deprived wards in the UK. The poor visual quality of properties reflects the area's low economic vitality, and the lack of suitable maintenance and repairs. It is an historic corridor with many important buildings and has been of keen interest to English Heritage and Heritage Lottery Fund.

There are a number of large sites and open spaces along the High Road that have the potential for redevelopment and/or currently detract from the quality of the area and where redevelopment would be encouraged by Haringey and the London Development Agency. Further detail on how the Council sees this area developing will be set out in the Tottenham High Road Corridor Area Action Plan.



Tottenham High Road Corridor Area of Change

Town Centres

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 LBH (100019199) (2009)

Figure x: Tottenham High Road Corridor Area of Change

Areas of limited change

Many parts of Haringey, particularly in the west of the borough, are predominantly residential in character. Significant areas of these are designated as conservation areas, for example parts of Crouch End, Highgate and Muswell Hill, and will have development over the next 15 years. However, the Council envisages this development to be of an incremental nature and it should not change the character of these areas. Please see policy SP13 and SP14 for more detail on the Council's approach to promoting high quality places and conserving our heritage.

The Council will ensure that development in the areas of limited change respects the character of its surroundings, conserves heritage and other important features and provides environmental improvements and other local benefits where appropriate.

Major development taking place adjacent or near to areas of more limited change should bring benefits to these areas of an appropriate nature and scale. In particular, the Council will seek

1. contributions towards regeneration and training in deprived areas, and
2. the provision of open space and other community facilities where there are local deficiencies.

Indicators to monitor delivery of SP1

- Housing completions against trajectory - 680 per year;
- Delivery of key infrastructure programmes to support new communities; and
- Increase in retail and commercial floor space

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Climate change and capacity assessment for sustainable energy demand and supply in new buildings in Haringey, Aecom 2009
- Haringey Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey's Regeneration Strategy, London Borough of Haringey 2008
- Haringey Heartlands Development Framework, London Borough of Haringey 2005
- Lawrence Road Planning Brief Supplementary Planning Document, London Borough of Haringey 2007
- North London Strategic Flood Risk Assessment, 2008
- Transforming Tottenham Hale Urban Centre Masterplan Supplementary Planning Document, London Borough of Haringey 2006
- Wood Green Supplementary Planning Document, London Borough of Haringey 2008
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008
- Planning Policy Statement 1: Delivery Sustainable Development, Department of Communities and Local Government, 2005

3.2 SP2 Housing

High quality housing, which is decent and affordable, is one of the key priorities of Haringey's Sustainable Community Strategy. In managing growth, new housing investment will be targeted at fostering the development of balanced neighbourhoods where people choose to live, which meet the housing aspirations of Haringey's residents and offer quality and affordability, and are sustainable for current and future generations. This section of the Core Strategy looks at:

- The overall numbers of additional homes to be built in the borough;
- The proportion of affordable housing that the Council will seek;
- The mix of sizes and types of homes that are needed for particular groups of people;
- The design of high quality homes; and
- Gypsy and Travellers.

The Council will seek to ensure that everyone has the opportunity to live in a decent home at a price they can afford in a community where they want to live. The Council will therefore seek to establish a plentiful supply and a broad range of homes to meet the needs of particular groups of people over the life of the Core Strategy. As the objective in Section 1 sets out, the Council wishes to provide homes to meet Haringey's housing needs and to deliver the housing target of 680 units per annum, in terms of affordability, quality and diversity and to help create mixed communities. This policy also performs well against the housing sustainability appraisal objectives.

This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy:

SCS Priorities

- **Meet housing demand;**
- **Meet population growth and change;**
- **Create more decent and energy efficient homes, focusing on the most vulnerable.**

SP2 - Housing

The Council will aim to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet or exceed the target of 6,800 homes from 2011 - 2026 (680 units per annum).

Density and design standards to deliver quality homes

Excellence in design quality and sustainability will be required for all new homes. High quality new residential development in Haringey will be provided by ensuring that new development:

1. Meets the density levels set out in the London Plan (Table 3A.2 Density Matrix);
2. Complies with the housing standards and range of unit sizes set out in the Council's Housing Supplementary Planning Document (SPD) 2008 and adopt the GLA Housing Space and Child Play Space Standards 2009 as Haringey's own standards;
3. Aims to maximise housing for people whose circumstances makes them vulnerable and/or people with specific needs
4. Is built to 100% Lifetime Homes Standards with at least 10% wheelchair accessible housing or easily adaptable for wheelchair users with an aspiration for 20%. Units should range in size to allow families to stay together, and to accommodate live-in carers.

Secure high quality affordable housing

Affordable housing shall be achieved by:

5. Requiring sites capable of delivering 5 or more units to provide 50% Affordable Housing on site; **(the results from the Strategic Housing Market Assessment will confirm the threshold)**
6. Delivering an affordable housing tenure split of 70% Social Rented Housing and 30% Intermediate Housing;
7. Ensuring no net loss of existing affordable housing floorspace in development; and
8. Ensuring affordable housing units are designed to a high quality and are fully integrated within schemes.

Maximising Housing Supply in Haringey

The London Plan gives a London-wide target of 305,000 additional homes from 2007-2017, and a Haringey target of 6,800 additional dwellings (a target of 680 additional homes per annum).

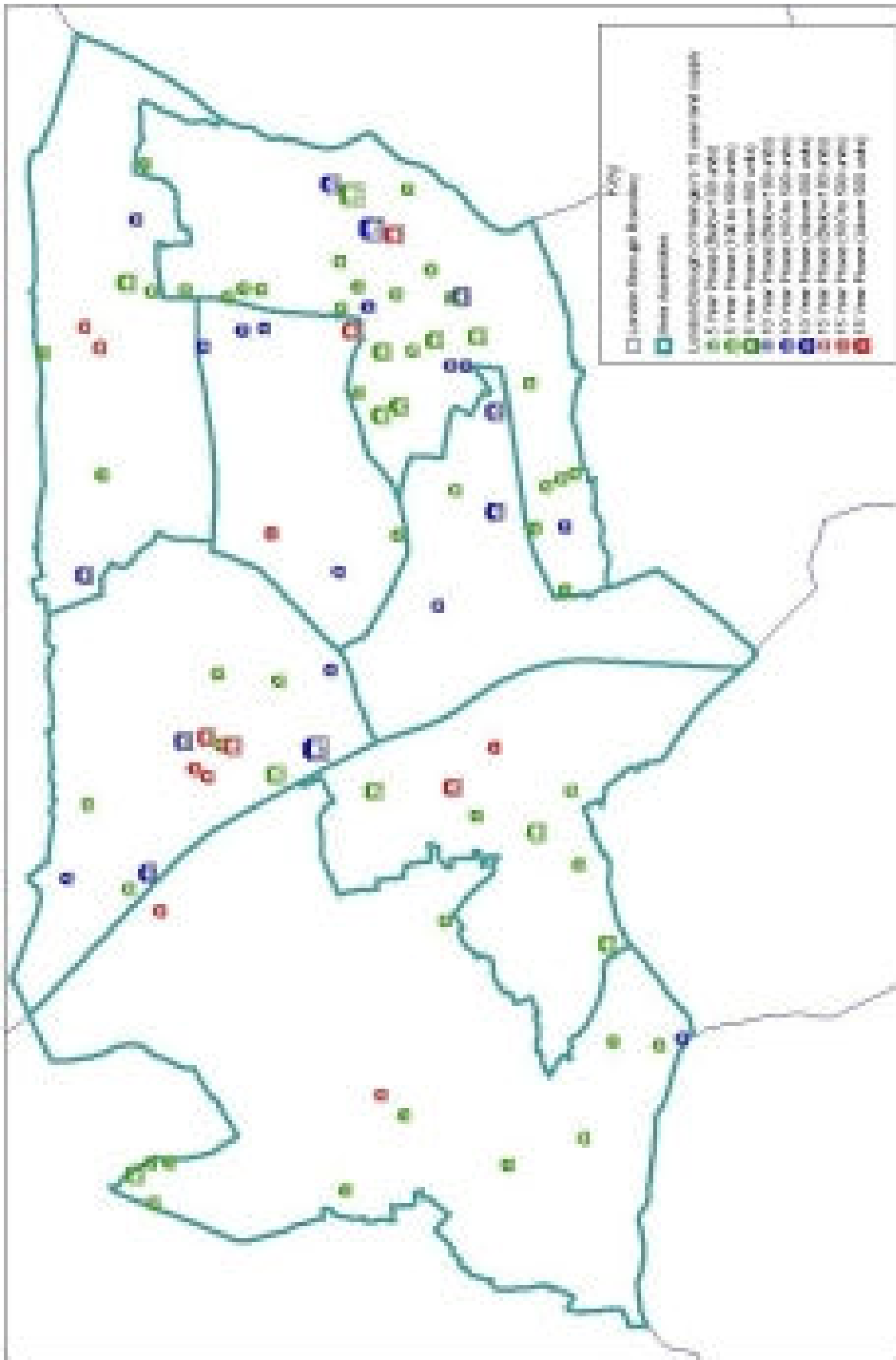
In accordance with advice from the Government Office for London, the Council has contributed to the GLA's Strategic Housing Land Availability Assessment (SHLAA) (2009) to identify the future capacity of the borough to accommodate new housing, rather than undertaking a separate borough-wide study. The London Plan shows a housing capacity of the borough of a minimum of 6,800 from 2007/8 - 2016/17 based on evidence from the London Housing Capacity Study undertaken in 2004. Indicative capacity from the SHLAA(2009) suggests that the borough has the capacity for 8,200 new units over the period 2011 - 2021, capable of being met mainly through the use of brownfield land.

The Government Office for London and the GLA produced a guidance statement in March 2008 which proposes that boroughs should roll forward the housing target for 2007-2017 as an indicative figure prior to the completion of the SHLAA. The SHLAA was published in October 2009 as part of the London Plan Review. However, until the new targets have been agreed Haringey will continue to use 680 additional homes per year.

The Council's housing target is provided through:

- Development and redevelopment, conversions from residential and non-residential properties (known as conventional supply) - **595** conventional units.
- non self contained homes. These are homes that share common facilities or services, such as hostels, residential care homes and student accommodation - **9 units**; and
- vacant properties brought back into use - **77 units**. These are homes that have been unused for at least 6 months or more.

Haringey produces a housing trajectory as part of its Annual Monitoring Report (AMR) and in line with PPS3 Housing. The housing trajectory shows which sites are expected to come forward over the next 15 years and measures Haringey's performance in meeting its strategic housing target. For the period 2011/12 - 2026, the housing trajectory shows that the supply of additional homes is expected to total 11,195. The borough's housing trajectory demonstrates the Council is likely to exceed the 680 annual target (see Appendix 2). Over the plan period there will be sites that come forward for housing other than those already identified. These sites are known as "windfall sites" and will contribute towards meeting the housing need in Haringey. Such sites will be assessed to ensure that they meet the needs of the community and do not harm the environment.



Haringey's 10 year housing supply

Figure x: Haringey's Housing Land Supply

High quality homes

The Council will expect all new developments to be built to the highest quality standards.

In 2007 the government set a target that by 2010 all Social Housing stock will have reached Decent Home Standards. A survey of the Council's stock concluded that at March 2008, 42% of Council stock did not meet these standards. An investment programme is underway to address this, with similar improvements being carried out by other social landlords in the borough. Some areas in the borough have wider environmental issues, for example, poor design of estates, where the Council is looking beyond the upgrading of individual homes and focusing on wider estate renewal and reduction of CO2 emissions. As domestic properties contribute 50% of all CO2 emissions in Haringey, improvements to the thermal efficiency of homes in the borough will be key to reducing fuel poverty and will contribute to the Mayor's target of 60% reduction in carbon emissions in London by 2025.

Haringey contains both areas of relative affluence and concentrations of deprivation. The borough has high levels of housing need, and many homes do not meet the required standards of decency or are situated in run-down areas. At the same time the borough contains highly successful neighbourhoods. As such the Council's Housing Strategy (2009) seeks to address these issues and narrow the gap and encourage a greater housing mix across the borough. The Council will work with its partners to find innovative ways of making home ownership more affordable for those on low and medium income.

Haringey is committed to putting the welfare of children and young people first. There is evidence that inadequate space standards can lead to pressures on families and particularly children (GLA 2006). Good quality housing design can improve social wellbeing and quality of life by reducing crime, improving public health, easing transport problems and increasing property values. Building for Life promotes design excellence and celebrates best practice in the house building industry. Haringey will ensure that CABE's Building for Life criteria are used to evaluate the quality of new housing developments across the borough.

The Council's policy goals are set out in the Haringey's Housing Strategy 2009 - 2019:

- Improving housing services to residents across all tenures;
- Maximising the supply of affordable homes;
- In regenerating our neighbourhoods, we will achieving decent homes for all and contribute to improving the environment.

There are areas in the borough where over the years many properties have been converted from single dwellings into a large number of flats. Where many conversions happen in one area it can result in problems such as a significant increase in on street parking, a loss of family housing and a deterioration in the residential environment. The Council will resist conversions if they are of poor quality design, result in an increase in on street parking and are of poor environmental conditions.

Lifetime homes and wheelchair accessible housing for people with specific needs

In recognition of the need for disabled people to have the same options as other people the Council will require a proportion of all new residential development to be 10% fully wheelchair accessible. However, a more aspirational target of 20%, after 2016, may be applied to future developments recognising that Haringey has an ageing population.

The Council also recognises the importance of the transforming social care and personalisation agenda and the aim of putting people with specific needs and disabilities in control of the resources they need to help them live in the way they want. Increasing and diversifying the range of housing options, including the development of innovative supported housing that enables people with specific needs to become full and active members of their communities will be critical in helping the Council achieve this aim.

Family Housing

The Council is mindful that particular communities have special housing requirements and will take these into account. Housing need particularly affects BME households, with 40% of Black African and Asian households living in unsuitable accommodation. Responding to this shortfall is a priority for the Council.

Affordable housing

Given the level of housing need in the borough, the Council wishes to deliver as many affordable homes as possible. Haringey's most recent Housing Needs Assessment (2007) identified a shortfall of 4,865 affordable dwellings a year for the next five years. This has led to overcrowding and a proliferation of Houses in Multiple Occupation (HMOs). This is compared with the London average of 21% and is three times above the national average at 9%. Housing demands identify acute need for family homes (3+ bedrooms) and housing for larger families who have specific cultural and social requirements. This represents challenges for the borough in that many of those in priority need and in temporary accommodation require larger units. Such units are not widely available in the existing housing stock.

26% of residents consider affordable decent homes to be the most important thing in making somewhere a good place to live, and 17% think that it is the thing that most needs improving in the local area. Housing need is reflected in high demand for social housing. ***(updated figures to be included)***

In 2007/8, 1488 households joined the Housing Register, while only 868 households secured a permanent social rented home. In November 2008, about 4,800 households in Haringey were living in temporary accommodation. The borough faces a huge challenge in meeting government targets to reduce these numbers. The findings of the Housing Needs Assessment (2007) justify the Council requiring 50% affordable housing in sites of 5 or more units.

In light of local circumstances, the Council will apply the 50% strategic London target for new affordable housing and the 5 dwelling threshold. Within that the Council will apply the London wide objective that 70% of affordable provision should be social housing and 30% intermediate housing. Haringey's Affordable Housing Viability Study (currently in progress) will demonstrate that such a target is achievable if applied sensitively. Parallel to this, the Council has commissioned a joint Sub-Region Strategic Housing Market Assessment (SHMA) with the other north London Boroughs. The findings of this assessment will inform the housing mix, household size, the need for, and level of, specialist housing to be provided to meet housing needs in the borough. *(the SHMA will provide the evidence base for the affordable housing policy).*

The Council will seek to achieve the maximum reasonable proportion of affordable housing through negotiating section 106 agreements on all suitable development sites. Affordable housing should be provided on site so that it contributes to achieving the objective of creating more mixed communities and avoids creating concentrations of deprivation.

There may be physical or other circumstances where an off site provision would be preferable or cases where the off site provision would be of superior quality than that which could be provided on site. Off-site provision misses the opportunity for creating mixed and balanced communities and will **only be** acceptable where the Council is satisfied that the preferred unit mix and tenure of affordable housing could not be provided on site.

Where it is considered appropriate to provide the affordable housing off site a higher proportion of affordable housing will be sought in order to reflect the fact that the development achieved 100% private market housing on the initial site. The two sites should be considered together for the purpose of calculating the affordable housing to be provided to ensure that the percentage of affordable housing delivered is 50% of the total number of habitable rooms developed across both sites. The ratio of affordable housing to private market housing when provided on site would be 1:1. Therefore 100% of the habitable rooms provided on an alternative site should be affordable.

To achieve inclusive and mixed communities the Council will give priority to the provision of affordable housing and homes for older and vulnerable people. The Council will seek to enhance the support available for people to remain in their homes or to live as independently as possible. The Council recognises the need to change the character of housing provision for older members of the community. New provision will seek to combine independent living and care on the same sites where possible.

According to CABI's Building for Life successful development fully integrates the tenure mix avoiding differentiation between individual dwellings and parts of the scheme based on their area. Therefore, the Council will seek to avoid large single tenure developments or the predominance of a single tenure type in any one area.

The Draft Borough Investment Plan (BIP) highlights the diverse needs of Haringey's communities focusing on Haringey as a place with planned regeneration, housing and associated infrastructure projects fitting together as part of Local Area Plans. This represents a shift away from the reactive programme based approach towards the place shaping approach to meet local community needs.

A significant proportion of the new homes delivered over the next ten years will be supplied at Tottenham Hale and Haringey Heartlands which are designated as an Area of Opportunity and Area for Intensification respectively. The BIP details these and other significant regeneration opportunities in Haringey, particularly the wider Tottenham area including the Seven Sisters Corridor linking through from the major regeneration of Woodberry Down in Hackney to Tottenham Hale (including Lawrence Road) and extending to the Spurs Stadium development and other strategic projects such as Hornsey Town Hall and Hornsey Depot sites. These projects will produce housing supply in a range of tenures and sizes recognising supported housing requirements for vulnerable persons with training and employment opportunities to create mixed and sustainable communities.

Indicators to monitor the delivery of SP2

- Annual average housing provision over the plan period in accordance with the London Plan targets up to 2016;
- 50% affordable housing provision on sites;
- Levels of densities for residential development in line with PPS3 and the Density Matrix of the London Plan;
- All new housing built to Lifetime Homes Standards and 10% wheelchair accessible housing; and
- All new housing built to high quality design and meet CABE Building for Life criteria.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey's Housing Needs Assessment, Fordhams 2007
- Haringey's Housing Supplementary Planning Document, London Borough of Haringey 2008
- Haringey's Housing Strategy 2009-19, London Borough of Haringey 2009
- Haringey's Affordable Housing Viability Assessment, Tribal Consulting 2010
- Design and Quality Standards, Homes and Communities Agency 2007
- North London Sub-regional Strategic Housing Market Assessment, ORS 2010
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008
- Planning Policy Statement 3: Housing, Department of Communities and Local Government 2006

3.3 SP3 Gypsy and Travellers

SP3 - Gypsy and Travellers

The Council will protect existing lawful sites, plots and pitches for Gypsies and Travellers. The redevelopment of such sites will not be permitted unless they are replaced by equivalent or improved sites, plots and/or pitches in suitable locations within Haringey.

Any new site or substantial alteration to an existing site shall:

- Provide satisfactory layout and facilities in terms of pitches, hardstanding, parking, turning space, amenity blocks, open space and play areas;
- Be capable of connection to energy, water and sewage infrastructure;
- Be accessible to public transport, services and facilities, and be capable of support by local social infrastructure;
- Provide safe access to and from the main road network;
- Not cause harm to the residential amenity or the operational efficiency of nearby properties; and
- Not cause harm to/or the loss of designated Metropolitan Open Land, green belt, Sites of Nature Conservation Importance, woodland and watercourses.

Land for Gypsy and Travellers

Haringey will identify land for gypsy and traveller site development in response to Circular 01/2006 "Planning for Gypsies and Traveller Caravan Sites". In order to meet the need identified in The London Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2008, the Council will require four additional pitches up to 2017. Additional need beyond this period will be looked at.

There are two existing permanent gypsy and traveller sites in Haringey providing 10 pitches. The Council will continue to safeguard these sites and refurbish where needed. Any potential new sites will be identified in the Sites Allocation DPD.

Indicators to monitor delivery of SP3

- Deliver the minimum number of pitches required by the Gypsy and Traveller Accommodation Needs Assessment.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Circular 01/2006 Planning for Gypsies and Traveller Caravan Sites, Department of Communities and Local Government 2006
- The London Gypsy and Traveller Accommodation Needs Assessment, Department of Communities and Local Government 2007
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008

4.1 SP4 Working towards a Low Carbon Haringey

The implications of our actions on the environment are increasingly clear and action is needed at global, national and local levels. The Core Strategy has an important role in reducing Haringey's environmental impact and achieving sustainable development – meeting our social, environmental and economic needs in ways that protect the environment and do not harm our ability to meet our needs in the future. An Environmentally Sustainable Future is one of the priorities of Haringey's Sustainable Community Strategy.

As the objectives in Section 1 set out, the Council wishes to limit climate change by reducing CO2 emissions and to increase energy efficiency and increase the use of renewable energy sources through establishing decentralised energy networks at Tottenham Hale and Haringey Heartlands.

The policies in this chapter contribute to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS Priorities:

- Tackle climate change;
- Manage our environmental resources more effectively;
- Increase recycling and reduce waste;
- Promote sustainable transport; and
- Encourage our future citizens to be our first green generation.

SP4 - Working towards a Low Carbon Haringey

Over the life time of the Core Strategy, reducing energy use in buildings and working towards a low carbon borough will be one of the key challenges facing Haringey. The Council will promote the following measures to reduce carbon emissions from new and existing buildings:

1. The Council will promote and require all new developments to take measures to reduce energy use and carbon emissions during design, construction and occupation, by incorporating the following measures:
 - a. From 2011 onwards, all new residential development will achieve a minimum 44% reduction in total (regulated and unregulated) CO2 emission in line with Code for Sustainable Homes Level 4 energy standards, and should aim at achieving Level 6. All new residential development shall be zero carbon from 2016 onwards.
 - b. From 2011 onwards all new non-residential development shall be built to at least BREEAM “very good” standard and should aim at achieving BREEAM “excellent” or the current nationally agreed standard. All new non-residential development shall be zero carbon from 2019.
2. The Council will promote low- and zero-carbon energy generation through the following measures:
 - a. Requiring all developments to assess, identify and implement, where viable, site-wide and area-wide decentralised energy facilities including the potential to link into a wider network.
 - b. Establishing local networks of decentralised heat and energy facilities by requiring developers to prioritise connection to existing or planned networks where feasible.
 - c. Working with neighbouring boroughs and other partners to explore ways of implementing sub-regional decentralised energy networks including the potential in the Upper Lee Valley Opportunity Area.
 - d. All new major developments will be required, where viable, to achieve a reduction in predicted carbon dioxide emissions of 20% from on site renewable energy regeneration which can include connections to local sources of decentralised renewable energy.

Climate Change in Haringey

Regional studies indicate that London will expect climatic changes of hotter summer and wetter winters with incidences of heatwaves and flash flooding becoming more frequent.

The Council aims to reduce the carbon footprint of development in Haringey. This includes the efficient use of land and buildings in order to reduce car dependency, the implementation of an energy hierarchy in building design and construction, the use of energy from more efficient sources such as decentralised energy networks (or making connections to such networks feasible in the future) and by requiring the generation of energy on-site by use of renewable energy.

The Council's overall strategy for managing future growth in Haringey is to steer new development with high transport demand to areas with significant redevelopment opportunities at, or near, transport hubs, to support sustainable modes of travel by minimising car parking provision in new

development, increasing cycle parking provision and encouraging modal shift through travel planning a design of public realm to support non-car use (please refer to SP1 Managing Growth and SP7 Transport).

The Council has commissioned a report on carbon reduction scenarios (2006) for Haringey which found that use of fossil fuel based energy in domestic buildings is responsible for almost 50% of CO2 emissions in the borough. This relates to space heating and cooling, lighting, cooking and other energy use in our homes. The study assessed the necessary measures to meet the adopted target of reducing CO2 emissions by 60% by 2050 on a 1990 baseline. These include:

- Renewable energy systems, both building integrated and stand alone;
- Energy efficiency improvements to the existing building stock;
- Transport demand reduction and shift to sustainable transport modes;
- Community heating network served by combined heat and power (CHP);
- CHP for large buildings such as hospitals and schools.

Haringey signed up to the Nottingham Declaration in 2006. The Council launched its Greenest Borough Strategy in 2008 which sets out how the Council will take forward actions to tackle climate change and embed environmental sustainability into everything we do.

In October 2009 Haringey Council adopted an aspirational target to reduce borough wide CO2 emissions by 40% by 2020 on a 2005 baseline and committed to developing an action plan to meet this target, fulfilling a commitment to establish a long term CO2 reduction target which was made in the Greenest Borough Strategy.

The carbon reduction action plan is being developed as part of the Department for Communities and Local Government, Local Carbon Frameworks pilot programme. This will be developed with Haringey Strategic Partnership, the voluntary sector and businesses. Over the next two years the Council is also working with the Carbon Trust, Carbon Management Programme to implement a carbon reduction strategy to deliver a 40% reduction in CO2 emissions from our corporate estate and operations by 2015.

Carbon reduction standards for low to zero carbon buildings will get stricter between 2011-2016 and 2019. The Council will set out the intermediate standards to be achieved in the Sustainable Design and Construction SPD.

Low and Zero Carbon Buildings

Haringey will require new homes to reach as a minimum, the energy standards of the Code for Sustainable Homes Level 4 from 2010 and Zero Carbon by 2016. The Council has commissioned research into opportunities for the incorporation of low and zero carbon technologies and decentralised energy networks within new developments in the borough. The "Climate Change, Site Development and Infrastructure Study " 2009 involved testing policy targets on selected sites in Haringey. The sites were selected on the basis of their representative nature as well as the range of different scales, uses, opportunities and constraints that they presented. The study indicates that investigated sites can achieve energy reduction targets of the Code Level 4 and in most instances higher than CSH Level 4. The equivalent of CO2 reduction targets in Code Level 4 for Sustainable Homes is 44 % reduction in total regulated and unregulated CO2 emissions in comparison with total emissions from a building which complies with 2006 Building Regulations.

In December 2008, the Government published Definition of Zero Carbon for Homes and Non-Domestic Buildings: Consultation document consulting on the definition of zero carbon homes and in particular an approach based on:

- high levels of energy efficiency in the fabric of the home;
- a minimum level of carbon reduction to be achieved onsite or through directly connected heat; and
- a list of (mainly offsite) allowable solutions for dealing with the remaining emissions (including from appliances).

For non-domestic buildings, the standard will be zero carbon by 2019. The Council will consider the feasibility of reaching zero carbon for residential developments before 2016 in line with the priorities of the Haringey Greenest Borough Strategy.

Decentralised energy

The Mayor's 2007 Climate Change Action Plan sets targets for 25% of London's heat and power to be met through decentralised generation by 2025. Therefore, it is important that in order to meet these ambitions, all possibilities for site-wide or neighbourhood wide decentralised energy options and renewable energy options are considered.

Decentralised energy means combined heat and power (CHP) used in combination with district heating systems where appropriate. CHP systems can be gas fired or waste fed and are a more efficient way of meeting local electricity and heating demands compared with the traditional approach of inputting electricity from centralised power stations and the use of local gas-fired boilers.

Over time these systems can be supported by or replaced by alternative fuels such as biomass, biogas, and other low to zero carbon energy sources as they become more technically and commercially viable.

Major developments proposals should assess connection to existing heating and cooling networks, provision of site wide Combined Heat and Power network, and communal heating and cooling systems.

The Council is in the process of identifying locations for potential decentralised energy network hubs. Based on the various studies outlined above an indicative map (see below) has been developed for potential decentralised energy network clusters. These include Haringey Heartlands and Tottenham Hale growth areas, a southeast hub focusing on St Ann's Hospital, Lawrence Road and Broadwater Farm complex, and a north hub around Northumberland Park. There is also the potential for a decentralised energy hub in the Crouch End area. These indicative hubs and other opportunities will be explored in more detail in Area Action Plans for Seven Sisters, Northumberland Park and Tottenham Hale and Wood Green /Haringey Heartlands and in the Council's forthcoming SPD on Sustainable Design and Construction.

The Council is working with the London Development Agency (LDA) to develop a decentralised energy feasibility study for selected sites to identify financial and operational matters to assist with future implementation of such networks. The London Heat map is a map-based data tool to assist developers and local authorities in identifying and implementing decentralised energy. Over time, Haringey and its partners will populate the London Heat Map with Haringey specific information on heat load and demand, and identify opportunities for new developments or major retrofitting projects to connect to or future proof buildings and sites to connect to future decentralised networks.

Therefore, in areas where future network opportunities are identified, development proposals should be designed to connect to these networks or assessed whether there are opportunities to extend their DE system beyond the site boundary to adjacent sites.

The "draft North London Waste Plan" has considered the potential for linking heat from waste to new development and where opportunities arise, Haringey will support the use of community heating associated with waste management sites. The Council, the GLA and neighbouring boroughs are also working on an Opportunity Area Framework for the Upper Lee Valley which includes an energy network study.

In line with the London Plan energy hierarchy, the Council will expect developments to achieve a reduction in predicted carbon dioxide emissions of minimum 20% through the use of on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. The majority of the sites investigated in the "Climate Change, Site Development and Infrastructure Study 2009" are found to support the utilisation of renewable energy technologies to achieve a 20% reduction in predicted CO₂ emissions.

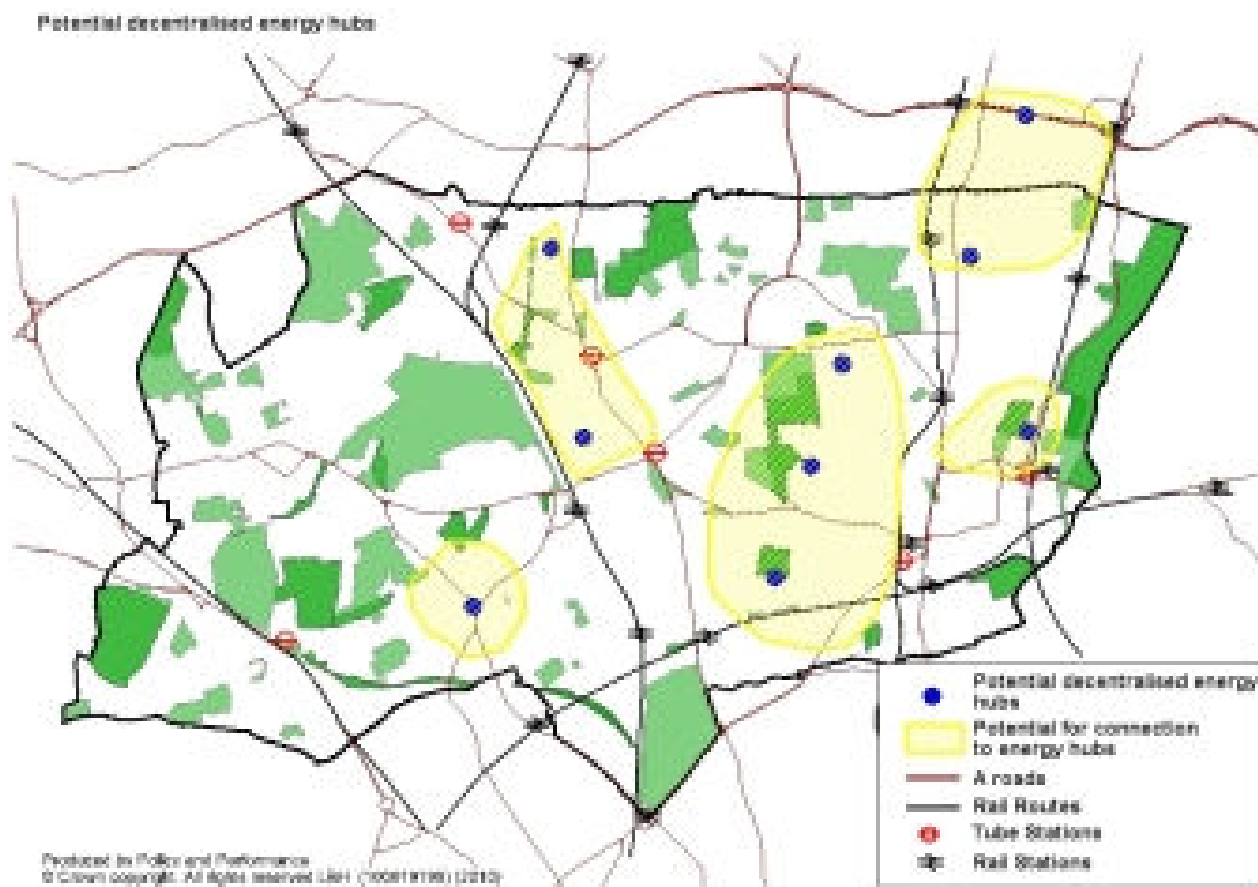


Figure x: Potential Decentralised Energy Hubs

Existing housing stock

The existing housing stock represents a large proportion of emissions in Haringey. Haringey's interactive heat loss map indicates that many existing houses are very inefficient. Much of the housing standing today will still be in use in 2026. It is necessary to improve the energy efficiency of the existing stock to achieve local, regional and national aspirations for carbon emission

reductions. The Council envisage that by 2026 nearly all feasible carbon emissions reduction measures will have been carried out on existing housing stock. This work has already started. Muswell Hill has been designated a Low Carbon Zone (one of ten in London). The Council will use this to demonstrate how ambitious cuts in carbon emission reductions can be achieved by retrofitting buildings for better insulation and energy efficiency measures, the use of renewable energy technologies and promoting behavioural change.

The Council will work with its partners to identify further areas, streets and neighbourhoods for concerted improvements to existing housing stock including solid wall properties. The Council has already published a guide to assist local people interested in house renovations on how to green their homes.

4.2 SP5 Water Management and Flooding

SP5 - Water Management and Flooding

The Council will require all development in Haringey to use less water during construction and operation, and to reduce the potential for general and flash flooding. All development shall:

- improve the water environment, water quality and drainage systems;
- Minimise water use and illustrate how development would affect general and flash flooding;
- assess flood risk, in particular sites identified as having higher fluvial flood risk in Flood Zones 2 and 3 and areas susceptible to surface water flooding. All development in these areas will apply the PPS25 Sequential Test and Exception Test;
- implement measures to prevent (or mitigate as last resort) local surface water and downstream flooding;
- Implement Sustainable Drainage Systems from strategic to individual site level to improve water attenuation, quality and amenity;
- restore and enhance the Blue Ribbon Network including Pymmes Brook, Moselle Brook, the River Lee and its tributaries, deculverting wherever feasible, to improve water quality and amenity of these waterways and to help reduce flood risk (in line with London River Action Plan);
- require higher resilience and levels of flood protection for critical infrastructure to ensure the protection of essential services such as water and power.

In order to facilitate this the Council:

- Has carried out a joint SFRA (Strategic Flood Risk Assessment) Stage 1 and a site specific Stage 2 assessment;
- Will carry out a local Surface Water Management Plan (SWMP) to identify issues with drainage networks and the effects of new development to feed into a subregional SWMP associated with the River Lee and its tributaries.

Water Environment

The water environment is a valuable recreational, educational and leisure resource for the residents of Haringey. From the large reservoirs of the Lee Valley to small ponds in parks and gardens it is a resource that needs to be protected. An increase in residential and commercial developments

in the growth areas of Heartlands and Tottenham Hale will increase demand for water and abstraction from rivers. Too much water taken from rivers can cause problems for wildlife and increase the risk of pollution, as there is less water available to dilute pollutants.

River Lea

River Lea downstream of Tottenham Lock has poor chemical and biological water quality. This is partly due to the confluence of the River Lee and Pymmes Brook at Tottenham Lock. Pymmes Brook has historically poor chemical water quality and Haringey is working closely with other boroughs to improve this. The River Lea, its use of water storage bodies and its associated open space is a key location in aiding flood risk management. The River Lea and the large reservoirs of the Lea Valley is a resource to be protected and enhanced and Haringey are working closely with the Lee Valley Regional Park Authority to continue to improve the area in terms of flooding and sustainable development. Haringey is also working closely with neighbouring boroughs and strategic authorities regarding the Water Framework Directive targets for the Thames River Basement Management Plan, in particular the physical modification of water bodies, abstraction and diffuse pollution from urban sources.

Water Demand

The combination of climate change. Predicted growth in population and increased water usage will exacerbate demand for water. Therefore, along with the increase in the intensity of rainfall, and more and more hard surfaces in our environment, there is a greater pressure on the drainage systems. Haringey requires that new developments should aim to decrease the demand for water as much as possible.

Flood risk

Implications of anticipated change in climate in the UK, increased frequency in extreme weather conditions and the possibility of flash floods are being considered carefully. The borough contains areas of flood risk in proximity to Pymmes Brook on Pinkham Way, the Moselle Brook and the River Lee. In Haringey risk areas include parts of the Lea Valley and South Tottenham (as identified in the Strategic Flood Risk Assessment) and areas identified by the Environment Agency mapped data showing areas susceptible to flooding. According to the Environment Agency approximately 9% of land in Haringey has 1 in 100 year probability of flooding from rivers. About 8,000 properties are at risk of flooding although the defences such as the River Lee flood relief channel reduce the risk of this happening.

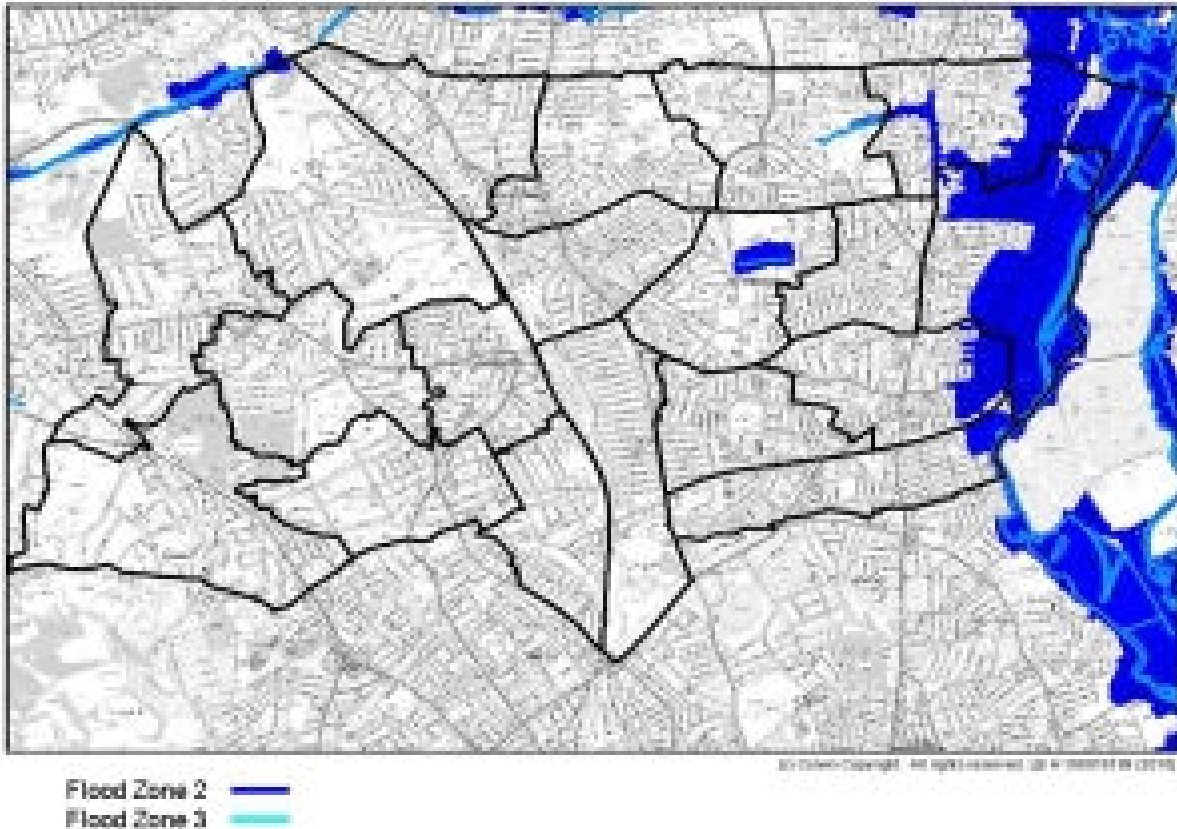


Figure x: Haringey's Flood Risk Zones

In developing this document the Council has worked on a Strategic Flood Risk Assessment for the borough and consulted with Environment Agency on measures which are necessary to reduce flood risk in the area and suitable mitigation where risk is identified. The best form of flood mitigation is to encourage development in areas of lower flood risk. Where this is not feasible, Flood Risk Assessment is required for new development.

Increased flood risk due to anticipated changes in the climate also requires us to consider measures for adapting to climate change and focus on minimising the flood risk in the area. Hard and soft landscaping associated with new development must take account of sustainable land management practices and managing the risk of flooding by applying Sustainable Urban Drainage Systems (SUDS) in order to improve water attenuation, quality and amenity. The provision of green features including green roofs provides opportunities to reduce runoff rates and enhance biodiversity and are fully encouraged in both new development and retrofitting into older buildings.

4.3 SP6 Waste and Recycling

SP6 - Waste and Recycling

The Council supports the objectives of sustainable waste management set out by the Government in PPS10 Planning for Sustainable Waste Management and the Mayor's London Plan. To achieve these, the Council shall:

- Safeguard existing waste sites unless compensatory provision is made;
- Maximise self-sufficiency in waste management capacity (in line with 2008 London Plan target of 85% self-sufficiency by 2020);
- Seek to minimise waste creation, increase household recycling rates, address waste as a resource and look to disposal as the last option, in line with the waste hierarchy;
- Require integrated, well-designed recycling facilities to be incorporated into all new developments;
- Monitor changes in the stock of waste management facilities, waste arisings, and the amount of waste recycled, recovered and going for disposal.
- Continue working with its partners in the North London Waste Authority to prepare a Joint Waste Plan, which will identify locations suitable for waste management facilities to meet the London Plan apportionment of 2,384,334 tonnes (equivalent to 28.4Ha).

Haringey will require Site Waste Management Plans for all major applications to identify volume and types of demolition and construction waste and to demonstrate how waste will be minimised and managed during construction and occupation.

New waste management facilities will be required to take into account and minimise pollution and nuisance issues. This will be addressed in more detail within the Development Management DPD.

Haringey is committed to the sustainable management of waste through prioritising waste reduction, reuse and recycling, as reflected in the Sustainable Community Strategy and the Greenest Borough Strategy. Over the previous three years around a quarter of the borough's household waste has been recycled, reducing the amount that is sent for disposal. All households and schools in the borough now have access to convenient and comprehensive recycling facilities, with facilities at a number of community centres and on-street recycling points on high streets and around transport hubs. There are two Reuse & Recycling Centres in the borough for residents to bring unwanted items to, and these accept an increasing range of materials and items for reuse or recycling.

North London is expected to manage over 1.5 million tonnes of waste in 2010, rising to over 2.3 million tonnes by 2020. Whilst the Council will continue to develop its waste reduction and recycling policies to minimise the environmental impact of municipal waste under its control, it will be necessary for North London to develop new solutions and facilities for managing waste sustainably, and as far as possible, within the boundaries of the sub-region.

In this context, the seven North London boroughs that constitute the North London Waste Authority are developing the North London Waste Plan Development Plan Document (DPD), a planning framework with the aim of identifying suitable and viable sites to meet the sub-region's future waste management needs and satisfy the apportionment targets of the London Plan. The plan is part of each borough's Local Development Framework.

The DPD has to identify sufficient sites to cover 85% of the waste produced in the north London area and to meet the London Plan apportionment of 2,384,334 tonnes (equivalent to 28.4 hectares).

The Council's policy approach is to continue to safeguard existing waste management sites, and adhere to the following principles and requirements:

- Wherever feasible the intensification and re-orientation of existing waste management sites is required before new sites are developed. Developers will be required to apply sequential tests to confirm this.
- Only high quality waste development proposals will be considered suitable - in terms of design, minimisation of nuisance, transport and other potentially negative impacts.
- Decentralised energy options shall be fully considered.
- Developments within the North London Waste Plan area will require on-site provision for the management of construction, demolition and excavation of waste.

Indicators to monitor delivery of policies 4, 5 & 6

- All major development rated against Code for Sustainable Homes (residential) or BREEAM (non-residential) and contribute to national target of zero carbon homes by 2016;
- Number of district heating schemes;
- Number of developments accompanied by a flood risk assessment;
- Number of permissions approved contrary to Environment Agency advice; and
- % of domestic waste reused, recycled and composted.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Climate change and capacity assessment for sustainable energy demand and supply in new buildings in Haringey, Aecom 2009
- North London Strategic Flood Risk Assessment, Mouchel 2008
- Strategic Flood Risk Assessment, London Borough of Haringey 2008
- Haringey Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Draft North London Waste Plan, Mouchel 2009
- Recycling Strategy for Haringey 2006-2020, London Borough of Haringey 2007
- Haringey's Affordable Housing Viability Assessment, Tribal 2010
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008
- Planning Policy Statement 25: Development and Flood Risk, Department of Communities and Local Government 2006

4.4 SP7 Transport

Haringey's Sustainable Community Strategy priority An Environmentally Sustainable Future commits the Council and all its partners to respond to climate change and to manage our environmental resources more effectively to make Haringey one of London's greenest boroughs. The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aim.

The protection of health and the environment from pollution is also a key concern. Air quality, noise, soil, water and light pollution can all be prevented by good development and good development practice. As the objectives in Section 1 set out, the Council wishes to manage air quality within the borough by travel planning, promotion of walking, cycling and public transport and to manage air and noise pollution and land contamination.

Strategic Policy 7 focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport as well as ensuring travel planning addresses climate change.

This chapter contributes to the spatial aspects of the following priorities in Haringey's SCS.

SCS Priorities

- Promote sustainable transport; and
- Tackle climate change.

SP7 - Transport

Delivering Regeneration and Access

The Council will promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services:

- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Haringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyrotory; and
- Improvements to east - west bus routes as well as promoting new east - west routes.

Delivering Action on Climate Change and Quality and Healthy Places

The Council will promote the following travel demand management schemes to tackle climate change, improve local place shaping and environmental and transport quality and safety by:

- Minimising congestion and addressing the environmental impacts of travel;
- promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establish car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

Promoting sustainable travel options

Haringey's Local Implementation Plan (LIP) sets out how the Council intends to deliver more sustainable transport, and is a key mechanism for the implementation of the transport objectives set out in this Core Strategy.

Public transport

Haringey has relatively good public transport, providing its residents access to employment opportunities in the City and West End, which are within easy travelling distance of rail and tube connections. In addition, local residents have access to the job opportunities within the London-Stansted-Cambridge-Peterborough Corridor. Around two thirds of Haringey residents

commute to work outside the borough. Figure X below shows the Public Transport Accessibility Levels (PTALs) in the borough. There are high levels of accessibility to the network at locations such as Finsbury Park, Wood Green and Tottenham Hale.

National Rail services run mostly North to South. Local services on the East Coast main line serving Alexandra Palace, Haringay and Hornsey have a peak 10 minute frequency while the Enfield Chase and Southbury Loop services provide a combined frequency of four trains per hour to stations in the borough. However the frequency of local services on the West Anglia line serving Tottenham Hale and Northumberland Park are constrained by lack of capacity on the route. An improvement to these services is a major aspiration for the borough. With the exception of the Gospel Oak to Barking rail line which serves Haringay Green Lanes and South Tottenham, there are no orbital East-West rail links. Moreover the Gospel Oak to Barking rail line operates at relatively low frequency (2 trains per hour) although there are proposals for an increase to four trains per hour from December 2010.

The Piccadilly Line serves Turnpike Lane, Wood Green and Bounds Green. The Northern Line serves Highgate while Tottenham Hale and Seven Sisters are on the Victoria Line. Statistics from London Underground show that substantial overcrowding occurs on Underground lines in the borough during the morning peak. This occurs particularly at Seven Sisters on the Victoria Line and Turnpike Lane on the Piccadilly Line.

Forty bus routes serve the borough, of which all but seven are high frequency routes. The routes are mainly radial in nature. The main issue for these radial routes is provision of capacity to meet growing demand. A number of routes form a high frequency orbital network. However, further development of the orbital bus routes is needed to provide an effective and sustainable alternative to the car for journeys to the east and west of Haringey. In addition the development of the orbital bus network is constrained by the nature of the road network and low rail bridges.

In common with many London boroughs, Haringey suffers the effects of large amounts of through road traffic arising from radial commuter flows. This has implications for air quality which is being addressed through the measures outlined in the Council's Air Quality Action Plan. Haringey is already taking action to reduce existing pollution and to prevent new pollution. For example, monitoring has identified hotspots of poor air quality in the borough. Haringey will support development that improves the integration of land use and transport. Further detail on the Council's approach to environmental protection is set out in the Development Management DPD and the Sustainable Design and Construction SPD.

Provision of black cabs is low, which restricts the usefulness of Taxicard but the availability of minicabs is relatively high. The borough benefits from Capital Call which provides better access to taxi-type services for the mobility handicapped. Apart from North London Dial-a-Ride there are no accessible door to door Plusbus type services for elderly and disabled people.

Walking

Walking is a 'zero carbon' form of travel that relieves pressure on infrastructure, both in terms of public transport infrastructure and Haringey's roads. As such, the promotion of walking is an essential element of our approach to managing growth. It also provides wider social benefits in terms of promoting more active, healthy lifestyles (see SP16 Health and Well-Being), and helping to create more active vibrant streets and public spaces (see SP12 Design).

In Haringey, 34% of all trips are on foot. This compares with the London-wide figure of 30%. Haringey residents make more than 184,000 walking trips per day which is considerably more than car driver trips (at 118,000). Through the LIP, the council is seeking TfL funding to implement a variety of schemes to improve for residents and local people the accessibility of walking routes to key amenity and commuter destinations in their local communities and in the borough. This includes a series of walking audits to identify deficiencies along popular walking routes to town centres, the public transport network, schools and local amenities.

The Council has developed a Public Rights of Way Improvement Plan that provides a focus for investment and enhancements to encourage walking in the medium to long term.

Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling. Four routes are proposed - Finsbury Park to the Lea Valley, Finsbury Park to Highgate via Parkland Walk nature reserve, Muswell Hill to Alexandra Palace Station and Highgate to Alexandra Palace Park (**see figure X**).

Cycling

As with walking, cycling is a sustainable means of travel that provides the opportunity to relieve congestion as well as promoting healthy, active lifestyles.

Haringey has a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and special fully signed quiet routes. The borough delivered a programme of cycling route improvements as part of the London Cycle Network and other cycle routes across the borough.

In addition, the Council is installing on street cycle parking facilities at key locations including stations, transport interchanges, shopping centres, local amenities and recreational facilities, as well as providing cycle training for school pupils and individuals.

Haringey is a designated Biking Borough and the Council will seek to encourage more cycling particularly by people who are currently less likely to cycle. In addition the Council will be working with the Mayor on delivering two Cycle Superhighways.

Making private transport more sustainable

For journeys where more sustainable travel options are not practical, car clubs and car sharing offer an alternative to privately owned cars. Car clubs are hire schemes that allow households to avoid the costs of car ownership, deter them from using cars for a trip which is convenient without one, and reduce the amount of car parking space needed. Haringey is working with a selected contractor to provide car club bays throughout the borough. By 2011 it is expected that a car club bay will be within five minutes walk of all households in the borough.

The Council is also encouraging low emission vehicles by providing electric charging points across the borough. Although still contributing to congestion, electric vehicles do not have the air quality impacts of ordinary cars.

Indicators to monitor delivery of SP7

- Housing completions meet all lifetime homes standards and wheelchair accessible;
- Number of off-street and on street cycle parking spaces;
- Number of school pupils undertaking cycle training;
- Number of car clubs and bays in the borough;
- Number of on and off street electric vehicle charging points;
- Mode of travel by residents for all journey purposes; and
- Number of transport assessments and travel plans submitted with planning applications.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey's Local Implementation Plan, London Borough of Haringey 2007
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Mayor's Transport Strategy (draft), Mayor of London 2010
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008

5.1 SP8 Employment

A key priority of Haringey's Sustainable Community Strategy is to ensure economic vitality and prosperity is shared by all. This will be achieved by promoting a vibrant economy, meeting business needs, increasing skills, raising employment and reducing worklessness so that all residents can contribute to and benefit from a prosperous economy.

As the objectives in Section 1 set out, the Council wishes to strengthen Haringey's economy by reducing worklessness by increasing skills, raising educational attainment and improving childcare and nursery provision. The Council would also like to meet the needs of different sectors of the economy, including SMEs and those organisations within the voluntary sector through the provision of a range of premises of different types, sizes and costs.

Strategic Policies 8 and 9 are important in achieving the vision and objectives of the Sustainable Community Strategy, the Regeneration Strategy and this Core Strategy by protecting employment land, providing more jobs and training opportunities needed to support Haringey's growing population and by securing premises for the borough's businesses.

This chapter contributes to the spatial aspects of the following outcomes in Haringey's Sustainable Community Strategy.

SCS Priorities

- **Reduce worklessness;**
- **Increase skills and educational achievement;**
- **Increase sustainable economic activity;**
- **Maximise income; and**
- **Address child poverty.**

SP8 - Employment

The Council will secure a strong economy in Haringey and protect the borough's hierarchy of employment land. The Council will:

- Promote B use classes including light industry, logistics, warehousing and storage facilities to meet the forecast demand of 137,000m² up to 2026;
- Support local employment and regeneration aims;
- Support environmental policies to minimise travel to work;
- Support small and medium sized businesses that need employment land and space and;
- Contribute to the need for a diverse north London and London economy including the need to promote Industry in general in the Upper Lee Valley and in particular promote modern manufacturing, business innovation, green/waste industries, transport, distribution and logistics.

Strategic Industrial Locations

The Council will safeguard the following sites as Strategic Industrial Locations (SIL) as identified in the London Plan:

- Tottenham Hale; and
- Part of Central Leaside

Locally Significant Industrial Sites

The Council will safeguard the following sites as Locally Significant Industrial Sites (LSIS) for a range of industrial uses (B1 (b), (c), B2 and B8) where they continue to meet demand and the needs of modern industry and business:

- Crusader Industrial Estate, N15;
- Cranford Way, N8;
- High Road West, N17;
- Lindens/Rosebery Works, N17;
- Queen Street, N17;
- South Tottenham, N17;
- Vale Road/Tewkesbury Road, N15; and
- White Hart Lane, N17.

Local Employment Areas

The Council has identified other employment generating sites in the borough which would benefit from either a concentration of employment generating uses or mixed use including residential, employment and community facilities. The redevelopment of these areas will ensure that there is no overall loss of employment generating floorspace.

Taking a more flexible approach, where local employment areas are no longer suitable for industrial or other employment generating uses a progressive release of the industrial land will be carried out, in order to facilitate urban regeneration. This released land will be allocated on a sequential needs basis.

Hierarchy of Employment Land

The Council has identified a hierarchy of employment land where certain types of employment uses should be concentrated. These employment areas vary in age, quality and size of buildings, access and the nature of the businesses within them.

Strategic Industrial Land (SIL)

In terms of Strategic Industrial Locations (SILs), north London contains 20% of London's industrial land with seven SILs, two of which are located in Haringey (part of Central Leaside and Tottenham Hale). These sites form a London wide framework of sites for industry, business and warehousing. The London Plan states that in managing the stock of industrial land, account should be taken of the need to make provision for transport land and land for waste management facilities in line with the self-sufficiency requirements of the London Plan and taking into account some of the Central Activity Zone's needs.

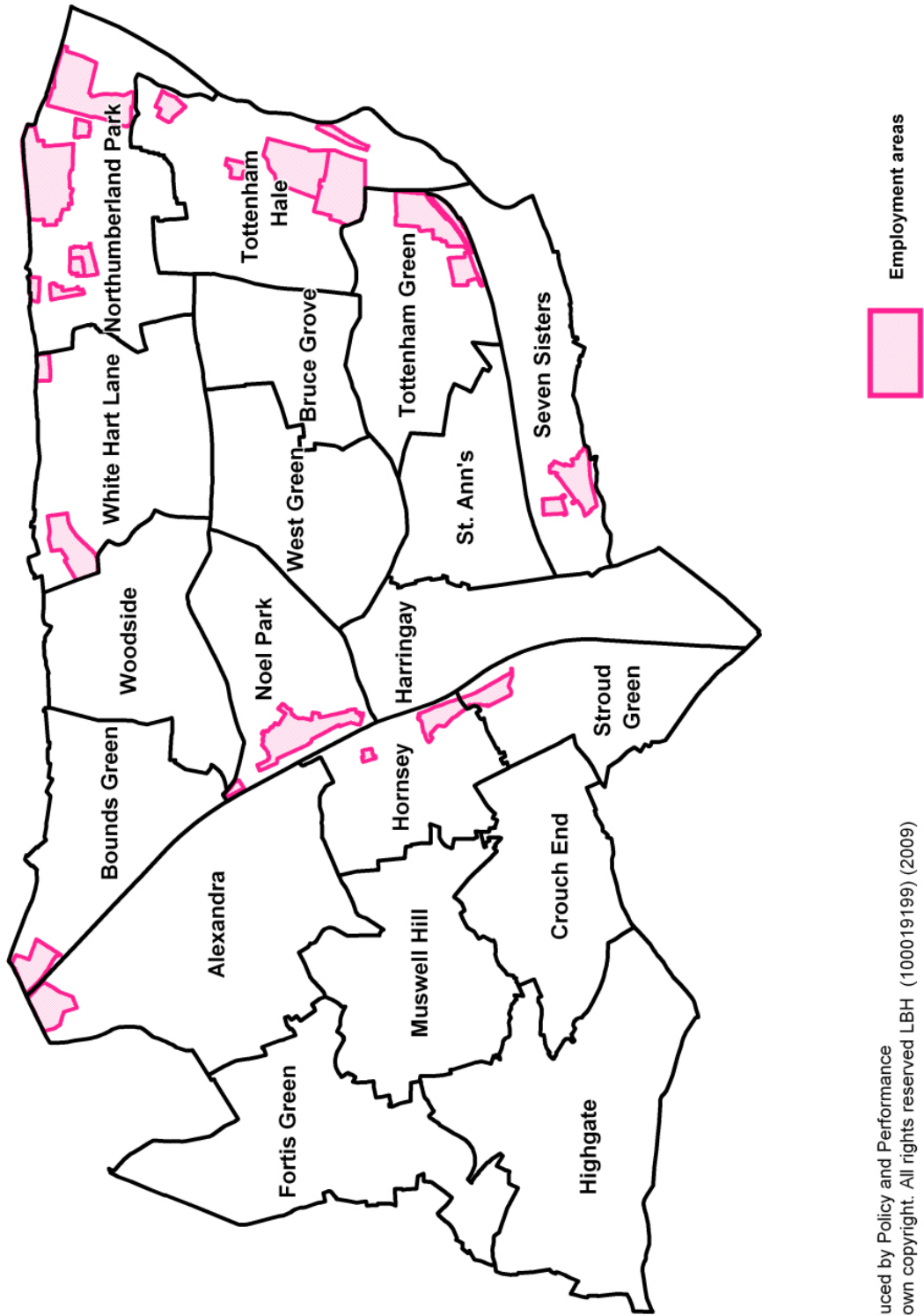
The London Plan identifies two broad categories of SIL, Preferred Industrial Locations (PILs) and Industrial Business Parks (IBPs). Within Haringey, Central Leaside (which includes Brantwood Road, North East Tottenham, Willoughby and Marsh Lane) and Tottenham Hale are classed as SIL - the latter is an IBP which accommodates businesses requiring a higher quality environment.

The SILs within the Central Leaside boundary will be protected against redevelopment and retained in employment use. This is particularly important, given the proposal for around 5,000 new homes in Enfield, on the border of these employment sites. These employment areas could provide jobs and training for some of these residents and contribute towards creating a mixed and sustainable community. It is for this reason that changes of use outside the "B" use class, that are not consistent with or complementary to traditional B uses, will not be allowed.

The Mayor's Industrial Capacity SPG expands on Policies 2A.7 and 3B.5 of the London Plan to manage, promote and, where appropriate, protect Strategic Industrial Locations, London's strategic reservoir of industrial development capacity. The SPG identifies the 'plan, monitor and manage' approach to surplus industrial land, with the aim of reconciling the relationship between supply and demand during 2006-2026. Furthermore, when the net reduction in industrial land demand, and management of vacancy rates are considered, there is scope for the release of around 814 hectares of industrial land in the north sub-region (48ha per annum over the period 2006-16 and 33ha per annum for 2016-26). Haringey is classified as a "limited transfer" of industrial sites, which means safeguarding the best quality sites and managing the rest to reduce vacancy rates where possible. This means that in developing policies for the retention and release of land, Haringey should take account of this classification.

Locally Significant Industrial Sites (LSIS)

These are well established industrial areas and the aim is to retain them solely for uses that fall within B1, B2, B8 uses or uses that share strong similarities to this use class. Retail development does not fall within the scope of this policy. In line with the 2008 Employment Study, the Council will protect these areas to provide choice and flexibility in employment land. The Council will also look at opportunities to improve and enhance the general environment of these areas and buildings but will not permit any change of use from those listed above.



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Figure x: Haringey's Employment Area

Local Employment Areas

These areas will be treated more flexibly and uses that generate employment other than the B use class will be considered. Some of these activities fall outside the confines of the B class uses that are characteristic of those in the Locally Significant Industrial Sites but nevertheless provide a source of employment and contribute to the local economy.

In principle, mixed use development including residential, employment and community facilities may be appropriate in some Local Employment Areas. These areas provide the opportunity to provide essential community infrastructure for the local community at large. In accordance with the findings of the Haringey Employment Study 2008, a more proactive and positive approach to planning for economic development is required. It will be important for Local Employment Areas to take a flexible approach to economic development by not placing significant restrictions on the type of employment use that is permitted on allocated sites.

The Council's detailed approach to protecting employment land and premises is set out in policy DMP19 in Haringey's Development Management Document.

Protection & Enhancement of Existing Employment Sites

In 2006 approximately 61,000 jobs existed in Haringey (excluding self-employment). This represents an increase of 3.5% since 1998. This is comparable to overall growth in the UK, but slightly lower than the overall growth rate for London. Haringey's economy is dominated by employment in three broad sectors which together account for over 80% of employment, namely:

- Education;
- Retail; and
- Wholesale and manufacturing.

Haringey's relatively strong representation in the manufacturing sector compared to other areas reflects the presence of significant strategic and local industrial areas in the borough. However, over the life of the LDF the Council should consider means of balancing the needs of competitive industrial and manufacturing activities with service and warehousing sectors with significant growth potential.

The London Plan 2008 provides employment growth projections for the north London sub-region of 300,000 additional jobs over the period 2006 – 2026 (14,300 per annum). Haringey has a key role in contributing to this target.

The Upper Lee Valley area is predominantly a small firms economy and public sector employment represents the largest single sector for jobs in the north London region. Economic performance has declined over the years and large tracts of land previously in employment use are obsolete.

A review of the borough's existing employment land and buildings was undertaken in 2008. The Employment Study 2008 provided an assessment of the employment land and demand in the borough. The study recommended that all existing employment sites (designated or otherwise) be retained. Therefore, in the first instance, support will be given for the other designated sites and the smaller sites to remain in employment use. However, flexibility will be shown for alternative uses that complement the employment uses, contribute to social infrastructure or provide training.

Manufacturing employment in Haringey continues to decline. Indeed, this decline is more pronounced in Haringey than in London or Great Britain. Haringey's Employment Land Study 2008 reflects this change in employment base by predicting a need for total floorspace requirement of approximately 137,000m² for the period 2006 - 2026. This includes a net reduction in demand for industrial floorspace as well as a modest net increase in logistics, warehousing and storage facilities. The majority of demand is predicted to be for B1 floorspace including light industrial. Much of this could be provided in Wood Green Metropolitan Town Centre and the District Town Centres. This is supported in a working paper (39) produced by GLA which states that employment in all sectors is either flat or has shown moderate growth.

The Mayor's Industrial Capacity SPG urges boroughs to make employment land available for transport functions, such as rail freight facilities, bus garages and waste management facilities. The identification of sites for future waste management facilities will be addressed by an emerging North London Waste Plan. The identification of rail freight sites in London is part of ongoing work by Transport for London on a Rail Freight Strategy.

The need for an increase in the provision of good quality, flexible office space, particularly for small businesses is supported by the views of commercial property agents active in Haringey- as identified in a survey carried out as part of the Employment Land Study 2008. SMEs are also an important part of Haringey's economy, and the London Plan highlights the need for local authorities to ensure adequate provision is made for SMEs, given the anticipated role of these businesses in accommodating future growth of employment outside central London.

The North London Employment Land Study (2006) indicated that Haringey has the oldest industrial/warehousing stock in the sub-region. There is little opportunity for speculative construction due to few opportunities for redevelopment on reasonably sized plots. The market was described as being restricted due to the lack of single large occupiers and the highly fragmented ownership of many sites. In the study, most of the borough's stock was identified as either good or reasonable with a smaller proportion of buildings identified as poor or very poor compared to North London as a whole. Haringey's net employment land demand was forecast to be reduced over the period to 2016. Haringey was not perceived to be a key office location mainly due to its proximity to the centre of London, with most demand originating from companies historically located in the area. These findings were supported by the London Office Policy review in 2007.

In June 2009, the North London Strategic Alliance commissioned a report, which looked at the economic position of the Upper Lee Valley and how it could contribute to opportunities to provide more workspace and leisure as well as improving its existing business base. Its proximity to the major road network gives it a strong position from which to entice businesses and other appropriate uses as well as exploit opportunities to create and improve recreation and leisure pursuits. The report has four themes which will be used as a basis for implementing the strategies:

- Green/sustainable industries and resource management;
- Employment and skills - apprenticeships;
- Developing the further and higher education offer; and
- 2012 and the visitor economy.

The Outer London Commission has recently carried out an economic profile. The Commission's interim findings concluded, among other things, that growth should focus on successful areas and not start from scratch; that there is a need to release land for development, that outer London needs to improve skills through higher or further education to reinforce its offer; and that there is a need to re-invent, re-brand and actively market parts of outer London and its distinct offers.

Higher Density Uses on Existing Sites

The policy focuses on facilitating the restructuring of the borough's employment land portfolio to allow an increase in B1 floorspace whilst enabling the modernisation of old stock and managed transfer of obsolete industrial sites to alternative uses. Balanced restructuring and diversification is more likely to assist in stimulating sustainable economic growth compared to an approach which focused on a significant net increase or decrease in the total supply of employment land in the borough.

Green Industries and Small and Medium Enterprises

The London Plan describes the North London sub-region as stretching from the Central Activities Zone (CAZ) to the northern fringe of London with an exceptionally varied set of strongly defined communities. Economic performance is described as being varied with some strong employment growth in the CAZ and its fringe, but with other areas continuing to experience deprivation and slow growth/ declining employment, including parts of the Upper Lee Valley and industrial areas around the North Circular Road. The release of surplus industrial land to other uses will need to be rigorously managed, particularly in areas that can accommodate this release. This includes Opportunity Areas to the east (including Tottenham Hale) and to the west (Haringey Heartlands, including Wood Green Metropolitan Town Centre). Small and medium sized enterprises (SMEs) are important elements in the sub-regional economy and they need to be fully supported.

Indicators to monitor the delivery of policy SP8

- Increase in B1 floorspace;
- % of development contributions secured for training purposes and to support initiatives to reduce worklessness;
- Number of new jobs created;
- Number of new businesses registered in Haringey; and
- The determination and monitoring of planning applications and appeals.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey Employment Land Study, London Borough of Haringey 2004
- Haringey Employment Land Study, London Borough of Haringey 2009
- Haringey Unitary Development Plan, London Borough of Haringey 2006
- Haringey's Regeneration Strategy, London Borough of Haringey 2008
- Haringey's Well being Strategic Framework, Haringey Strategic Partnership 2007
- North London Employment Land Study, London Development Agency 2006
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008
- Economic Profile of Key Locations in Outer London, Outer London Commission 2009
- An Economic Vision for the Upper Lee Valley, North London Strategic Alliance 2009
- Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms, Department of Communities and Local Government 1992

5.2 SP9 Improving skills and training to support access to jobs and community cohesion and inclusion

SP9 - Improving skills and training to support access to jobs and community cohesion and inclusion

The Council will seek to address unemployment by facilitating training opportunities for the local population, increasing the employment offer in the borough and allocating land for employment purposes.

The Council will encourage the provision and growth of education and training facilities within the borough in areas such as Haringey Heartlands and Tottenham Hale and areas of high unemployment.

The Council will promote the diversification of the borough's economy and support new and expanding employment sectors such as green industries, small and medium sized enterprises;

The Council will secure financial contributions from development that results in a net loss of employment floorspace to invest in training and other initiatives that seek to promote employment and adult education in the borough.

Supporting Local Employment Training Schemes and Enterprise Development

In Haringey, there is a polarisation between low and high level skills amongst the working age population. Some 25% of the borough's working age population has a level 1 or below qualification while 41% have a level 4 or above qualification. GLA Economics estimates that by 2020 the demand for highly skilled workers will increase to the extent that 50% of employees in London will need to have a level 4 qualification. The aim is to promote a higher skilled workforce within the borough and encourage more jobs to match that skills base into the borough.

The employment rate in Haringey is 62% compared to 73% nationally. The Government has an aspirational target for an 80% national employment rate. If this was to be replicated in Haringey this would mean an additional 27,820 residents finding employment - a huge challenge especially in light of the current economic climate.

The Council is committed to providing new jobs and training wherever possible through the reuse of vacant sites and more intensive use of sites already in employment use. The links that already exist between the council and education institutions will continue, as training has a pivotal role in reducing unemployment and providing greater flexibility in the local economy. The training of local people provides positive feedback into the local economy by allowing businesses to have access to an appropriately skilled workforce.

In line with Haringey's Regeneration Strategy (2008), the Council is involved in a range of initiatives that support local recruitment by employers and help meet employers' recruitment, staff training and development needs.

The Council is committed to using the Haringey Guarantee as a means of supporting more Haringey residents into sustainable employment. The Haringey Guarantee works with employers, schools and colleges, skills training providers, employment services and local communities to deliver:

- Jobs for unemployed local people who already have skills to a level required by employers;
- Jobs for local people with relevant skills following completion of training courses and/or work placements;
- Routes into structured, relevant, training and education for local young people; and
- Support for local businesses by providing a local committed and skilled workforce.

The Council will use the Haringey Guarantee to support and deliver the objectives set out in SP9.

The Council is committed to providing new jobs and training wherever possible through the reuse of vacant sites and more intensive uses of sites already in employment use. The links that already exist between the council and education institutions will continue, as training has a pivotal role in reducing unemployment and providing greater flexibility in the local economy. The training of local people benefits the local economy by allowing businesses to have easier access to an appropriately skilled workforce.

Supporting Self Employment

Haringey has a high representation of small businesses with 98% of the businesses in the borough employing less than 50 people. This is supported by a strong spirit of entrepreneurship with the borough's self employment rate of 13.3% higher than the national average of 9.3%.

Despite under-representation in comparison to London, there has been an increase in the number of large companies with 200 or more employees in the borough. There are 53 known organisations within this sector in the borough, with the majority based in Tottenham. The Council is committed to encouraging small start-up units in new developments and supporting small and medium sized units on existing sites or in existing buildings. The Council will work with local business groups and partnerships, and recognise their role in supporting Haringey's growth.

The Chocolate Factory I and II are prime examples of locations that are providing high quality small and medium units for up and coming businesses in the creative industries. Known as the Cultural Area, these locations in Haringey Heartlands provide a thriving hub of good accessible units very close to the Town Centre. More units like these will be supported in the Heartlands to expand the Cultural Area further and develop the existing physical links with this area and Wood Green Metropolitan Town Centre.

Indicators to monitor the delivery of policy SP9

- Level of unemployment
- Level of new qualifications achieved by Haringey residents
- Number of long term unemployed entering back into sustained work

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey Employment Study, London Borough of Haringey 2008
- Haringey Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey's Regeneration Strategy, London Borough of Haringey 2008

- Haringey's Children and Young People's Plan 2009-2020, London Borough of Haringey 2009
- Haringey Worklessness Statement, London Borough of Haringey 2007
- Child Poverty Strategy 2008-2011, London Borough of Haringey 2008
- Well being Strategic Framework, London Borough of Haringey 2007

5.3 SP10 Town Centres

Haringey's town centres are more than just targeted areas to shop - they provide an "experience" including leisure for shoppers (cinema and leisure centres), community facilities as well as employment in the form of offices and places to live. They provide a focus of activity and community life and provide character and identity to the local area and borough as a whole.

One of the strategic priorities for north London is to enhance the attractiveness of town centres to consumers and manage the restructuring of town centres in need of change, especially in the outer parts of the sub-region. Wood Green is one of eleven Metropolitan Town Centres in London and has the potential to provide sustainable access to higher quality goods and services.

As the objectives in Section 1 set out, the Council wishes to strengthen the role of Wood Green Metropolitan Town Centre and the borough's District Centres as accessible locations for retail, office, leisure and community uses and new homes and to enhance the environmental quality and attractiveness of the borough's town centres.

This Core Strategy policy will seek to support and promote Wood Green Metropolitan Town Centre and the five District Centres as existing successful and vibrant town centres and places that will attract new businesses, jobs and homes during the life of the Core Strategy, thus becoming even more vibrant and exciting hubs of community life. It will also support, promote and protect the borough's 38 local centres as places that offer unique and often specialist goods and services to their immediate communities.

This chapter contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy:

SCS Priorities

- **Provide even better shopping and cultural and leisure opportunities;**
- **Improve supporting facilities, services and infrastructure; and**
- **Increase sustainable economic activity.**

SP10 - Town Centres

Distribution of retail across Haringey

The Council will promote the distribution of retail growth to meet the required 13,800m² gross comparison goods floorspace and an additional 10,194m² net convenience goods floorspace by 2016. The majority of this additional retail growth will be met in Wood Green Metropolitan Centre and the five District Town Centres.

Protecting and enhancing Haringey's Town Centres

The Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and culture activities within its town centres according to the borough's town centre hierarchy to meet

Wood Green Metropolitan Town Centre will be the principle focus of growth accommodating an extensive range of the types of development set out above, which should help to shape Wood Green into a thriving and vibrant centre for north London.

Development proposals which foster a diverse evening and night time economy in Wood Green will be supported providing that measures are in place to address issues such as community safety, policing, litter and the potential impact of noise and disturbance to local people.

The District Town Centres of Bruce Grove/Tottenham High Road, Crouch End, Haringay Green Lanes, Muswell Hill and West Green Road/Seven Sisters will continue to be supported and strengthened as important shopping and service centres to meet people's day-to-day needs. The Council will take a proactive partnership approach to reinvigorating these town centres, widening their role and offer, developing their identities, improving the public realm and accessibility to them.

Haringey's Local Shopping Centres will continue to be supported in providing core local shopping facilities and services (such as convenience store, post office, and newsagent) for their respective local communities, largely catering for a catchment area within walking distance.

It is possible to identify potential future changes to the borough's town centres over the life of the Core Strategy including potential new centres. Given the existing scale, role and function and mixed use development which is currently taking place at Tottenham Hale there may be potential to designate Tottenham Hale Urban Centre as a new District Centre.

Town Centre Hierarchy

SP10 establishes the hierarchy of town centres within the borough. The role and function of Haringey's centres vary, reflecting the varied nature of the borough itself:

- **Wood Green Metropolitan Town Centre** and the five **District Town Centres of Muswell Hill, Crouch End, Tottenham High Road/Bruce Grove, Green Lanes and Seven Sisters/West Green Road** are influenced by major shopping destinations in north and central

London and compete with a number of centres in neighbouring boroughs including Brent Cross, Walthamstow and Edmonton Green in Enfield;

- Haringey's 38 Local Shopping Centres which provide for the day-to-day needs of people living, working and staying nearby; and
- A number of smaller shopping parades and individual shops also meet the day-to-day needs for shopping, services and facilities.

The spatial arrangements of retail centres provides a basis for shaping Haringey, for locating community infrastructure and building attractive and distinctive focal points for neighbourhoods for sustainable growth and regeneration of the borough.

Distribution of Retail Growth

Haringey will focus new shopping (and related uses) in the borough's designated growth areas and existing centres, having regard to the level of capacity available in these locations. The borough's growth areas and town centres are shown on Haringey's Key Diagram.

The borough's Retail Study 2008 predicts that Haringey will require 13,800m² gross comparison goods floorspace and an additional 10,194m² net convenience goods floorspace by 2016. It is anticipated much of this will be met in Wood Green Metropolitan Centre and the five District Centres and the potential for a new retail centre as part of the Tottenham Hale Area Action Plan. The growth area of Haringey Heartlands and the redevelopment of Tottenham Hotspur Football Club will also provide the major focus for retail provision in Haringey.

In line with Planning Policy Statement (PPS) 4 Planning for Sustainable Economic Development, the Council will ensure that its town centres are first for location of new retail development, having regard to the distribution of future retail growth set out in SP10 and the hierarchy of Haringey's town centres.

Protecting and Promoting the Town Centres

The development of new shops or other town centre uses, particularly if they are large in scale, can have an impact on other centres. The Council will ensure that development in its centres is appropriate to the character, size and role of the centre in which it is located, and does not cause harm to neighbours, the local area or other centres. Shops and service uses (A1 and A2) are considered suitable for all town centres.

The way centres look is an important factor in their character and the way they are perceived. A number of our centres lie in conservation areas - Tottenham High Road, Crouch End, Muswell Hill - recognising their architectural and/or historical importance. The design of shopfronts can contribute greatly to the character of centres and their distinctiveness. Further information on town centres and the Council's approach to protecting them are set out in the Council's conservation area appraisals and Haringey's Development Management Policies.

Ensuring a Range of Shops and Other Appropriate Town Centre Uses

Shopping needs may vary considerably, often related to socio-economic characteristics. Residents without access to a car within areas poorly served by public transport or those on low incomes will have different needs to those who are mobile by car and enjoy higher incomes. Therefore, the availability of local shopping facilities near to residential areas or within a short journey by public transport maybe more important to these former groups.

Car ownership in the borough is 53.4% of households, which is slightly higher than the Inner London average of 49.4% and significantly lower than the England and Wales average of 73%. The lower car ownership in respect of England and Wales reflects, in part, the borough's good access to public transport.

One of the strategic priorities for North London is to enhance the attractiveness of town centres to consumers and manage the restructuring of town centres in need of change, especially in the outer parts of the sub-region (London Plan Policy 5B.1). The Retail Study identified 190 vacant units within town and local centres, a vacancy rate of 8.0%. This is compared to a GOAD national average vacancy rate of 11%. If half of the 95 units were re-occupied this would help to accommodate growth and based on the average size of a unit (100m²), these re-occupied units could accommodate about 9,500m² gross floorspace.

This Core Strategy policy seeks to promote new investment in the town centres to deliver good economic outcomes, consistent with the overall approach to growth as set out in Strategic Policy 1 and PPS4. Bringing shop vacancies back into use will help achieve the anticipated required growth in comparison floor space and this will promote greater diversity in the range of facilities being provided and act as a community hub. Development of new retail locations in town centres could encourage economic investment, delivering more jobs and possible diversification of businesses.

New retail development that will have a negative impact on existing town centres will be resisted and the existing hierarchy of centres and their respective primary and secondary frontages will be retained and protected. Wherever possible, the Council will encourage proposals that add to the vibrancy and choice of shops in the existing centres.

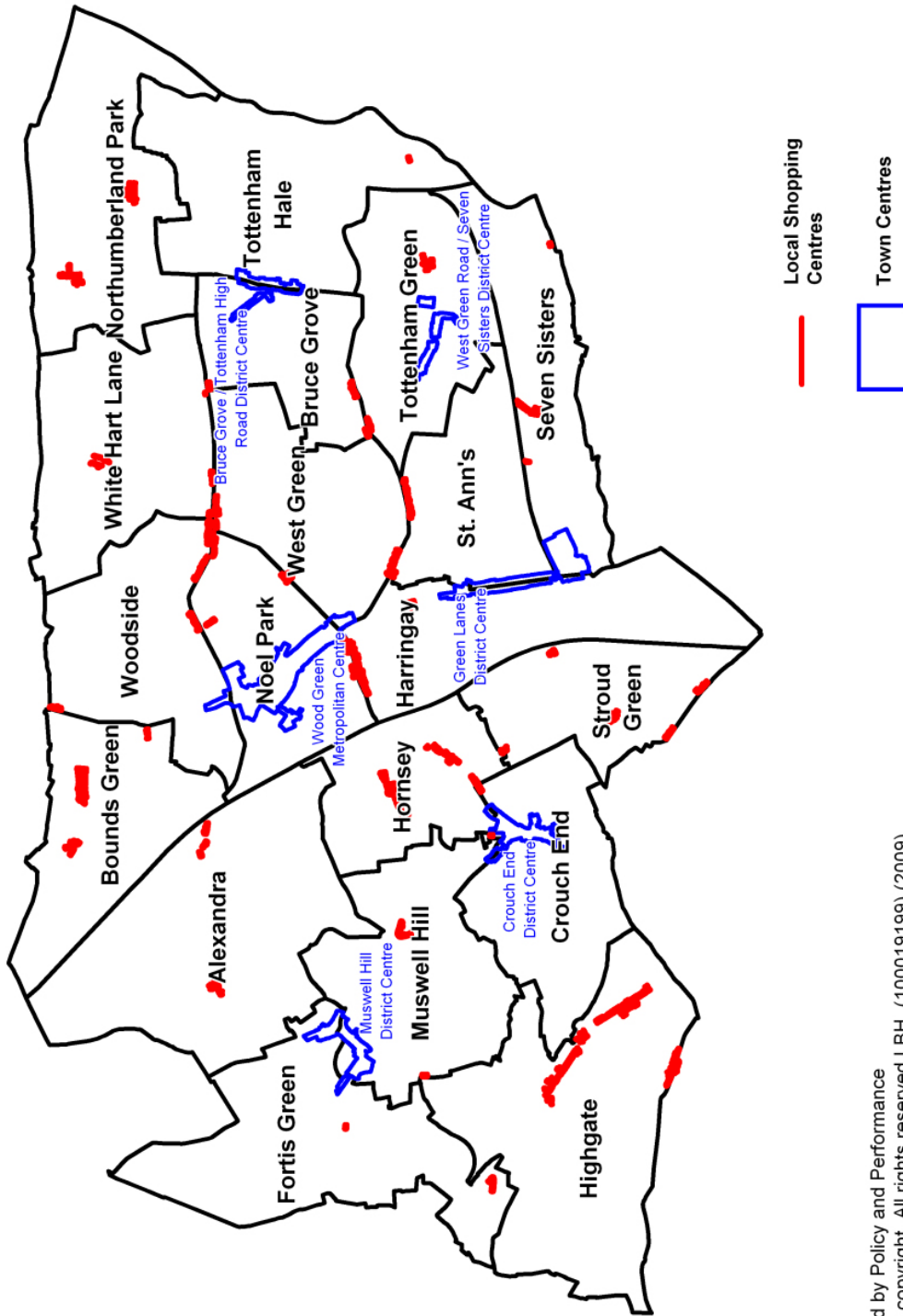
The Council will seek to retain all A1 use within the primary frontage as the presence of blank facades can contribute to inactivity at street level during certain times of the day. Within the secondary frontages there may be greater flexibility about the proportion of non A1 that will be permitted since it is recognised that town centres should perform a function beyond retail. Within the primary frontages, A1 retail is the principle and dominant land use. Usually it contains the most important shopping facilities, those which attract the greatest number of customers and which contribute most to the vitality of the centre. Secondary frontages contain a variety of service and other uses in addition to A1 retail. These frontages support the primary frontage of a centre.

To preserve the viability and vitality of the primary and secondary frontages, no more than 2 adjoining frontages should be in non A1 use.

A2, A3, A4 and A5 uses or community facilities are the preferred alternatives to A1 because they are appropriate uses within town centres and would largely retain a window display. Window displays can help maintain the attractiveness and continuity of the shopping frontage especially in the core shopping areas.

Encouraging Residential Development

The housing needs of the borough are discussed in more detail in SP2 Housing and SP1 Managing Growth (for distribution of growth) of this document. The inclusion of new housing development within Wood Green Town Centre as well as changes of use to residential on the upper floors will contribute to providing a vibrant environment. Intensifying residential development in town centres could have positive benefits by reducing pressure for more residential areas and create natural surveillance. Wherever possible, housing development will also be encouraged in the other town centres, providing it complements the essential retail element within the centre.



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Figure x: Haringey's Town Centres and Local Shopping Centres

Improving Our Town Centres

The borough's shopping centres are nuclei of leisure, relaxation and retail choice for the people who live, work in or visit the borough. They provide various forms of entertainment and relaxation and bring income into the borough. Their successful roles and functions are essential to the economic health and wealth of the borough. Part of the shopping experience is moving through the town centre. Negotiating traffic, rubbish and large numbers of people grouped together can make that experience unpleasant.

The Council will endeavour to improve the overall environment of the town centres, wherever possible, through design to improve safety and comfort for those using the centres. In line with PPS4, it is the Council's intention to review the town centres depending on their performance. Through health checks, the council will monitor the character and vitality of the centres and the impact of retail developments near them. It will use these checks to understand changing shopping trends and use them as a way of keeping abreast of the needs of shoppers, residents and workers.

The section below describes each of Haringey's town centres. The Council will expect development in our centres to reflect the character and role of the centres in which it is located.

Wood Green Metropolitan Town Centre

Wood Green consists of approximately 365 units (excluding non-retail Class a uses), comprising 86,864m² of floorspace. The centre offers a good, wide range and choice of goods, both everyday needs such as food and less frequently purchased goods. There is a high representation of multiple retailers and comparison retailers. In addition to shops, there are 2 multi-screen cinemas and a number of community facilities. The centre serves shoppers both from the borough and across north London, which is possible because of its very good public transport links with the rest of London.

The sub-regional development framework indicates there is capacity to accommodate some of North London's need for retail floorspace in Wood Green stating "Wood Green remains the largest town centre in the sub-region and its role as a metropolitan centre should be enhanced by exploiting development opportunities in the associated Heartlands area for intensification and through higher density mixed use schemes in the town centre."

Wood Green is identified as having 106,000m² total rental floorspace and needing between 7000m²-11,000m² additional comparison floorspace by 2016. The opportunity to complement the existing facilities in Wood Green exists with the proximity of the Heartlands.

The retail performance and importance of a shopping centre can be demonstrated by commercial yields and Zone A rental levels achieved for retail property. Retail yields in Wood Green are relatively low (strong) and have fallen from 7.75% in 2004 to 5.7% in 2008. They are slightly higher (worse) than Romford and Ilford (the Exchange) but slightly lower (better) than in Enfield, Finchley, Barnet and Ilford. Wood Green achieves a Zone A rent of £1,399 per m² and this has steadily increased in the centre since 1998. These rents are lower than in Enfield, Ilford, Romford and Brent Cross. In comparison retail rents are higher in Wood Green than in Walthamstow and Barnet. Muswell Hill achieves retail rents of £969 per m² (2007 data), which is higher than in Barnet but lower than Wood Green and Walthamstow. As a Metropolitan Centre, Wood Green should be trying to achieve higher Zone A retail rents.

The Retail Study indicated that Wood Green feels relatively safe during the day. Both police presence and CCTV coverage are viewed as good, as is the frequency of street lights. However, there is an element of antisocial behaviour that impacts on the users of the centre that needs to be addressed. On-street drinking is viewed as the primary nuisance within the centre which needs reviewing.

Pedestrian movement in and around the centre can also be a challenge because of its linear structure. The high volume of traffic also causes pedestrian/vehicular conflict, which is relieved somewhat through the good frequency of pedestrian crossings.

Food, drink and entertainment uses add to the diversity and vibrancy of Haringey's town centres and bring activity to them outside normal shop hours. Wood Green, as the largest town centre in the borough, has a host of pubs, restaurants, cinemas and night clubs, located mainly around Hollywood Green Cinema. Whilst these uses are an intrinsic and essential part of any town centre to bring life to the area outside normal shopping hours, it is also imperative that these uses do not have a negative impact on the lives and day to day activities of local people or negatively alter the character and role of the centre itself. It is, therefore, essential that changes of use to these types of businesses are monitored and reviewed to ensure their impact is minimal. These uses will be monitored through the development management process in terms of hours of opening and the potential impact on the town centre as a whole.

Wood Green is adjacent to two Conservation Areas, Trinity Gardens and Noel Park. In line with Strategic Policy 12 Conservation the design of any new development near the Conservation Areas must be sympathetic to and enhance them in order to protect their status and setting.

Bruce Grove/Tottenham High Road

The centre is located near Bruce Grove station. Tottenham High Road has its origins back to Roman times, although the Bruce Grove section was developed in the late Victorian period when the station was opened in 1872. The centre is characterised by Victorian and Edwardian buildings and some more modern infill. The centre is in a "Y" shape with the station in the centre and is bounded by predominantly residential on all sides.

The Retail Study indicates that the centre currently has a GOAD/CASA floorspace of 26,000m² and predicts a need of 1,000-2000m² between 2001 and 2016. There is also limited scope for additional residential in the centre.

The centre forms part of the Tottenham High Road Historic Corridor, which is a series of Conservation Areas running along Tottenham High Road. In particular, the centre is located within Bruce Grove Conservation Area and, as such, will also be subject to Strategic Policy 13 Conservation. As part of an improvement package for this corridor, shopfront improvements have been carried out which have significantly enhanced the appearance of the centre.

The convenience and comparison shops in this centre very much serve a local need, both in terms of size and variety. The centre also provides for a range of ethnic communities. The uses that contribute to a thriving evening economy are limited in this centre.

There was little evidence of antisocial behaviour during the day, according to the Retail Study. The street lighting is rated good and during the day, the centre has a reasonably good feeling of safety.

The High Road and Bruce Grove at times have high volumes of traffic which impacts on the ease of movement in and around the centre. The general environment could be improved to further accentuate the quality of the buildings. To its credit, the centre boasts a Banksy work of art which lifts the appearance of the centre somewhat.

West Green Road/Seven Sisters Road

This district centre is located around Seven Sisters underground station. Since its Roman and Victorian beginnings, the centre has become an important shopping destination during the post war period for the local community.

This centre has 173 retail and service units according to the Retail Study. This figure excludes non-retail A1 uses, but does include some units outside the council's designated centre, within the area defined by the Goad Plans.

The centre is located in two Conservation Areas - Clyde Circus and Seven Sisters/Paige Green. Strategic Policy 12 Conservation applies to those areas affected.

The centre provides for its local diverse community in the goods and services available. This trade mix reflects a primary daytime retail function than an active night time economy.

The Retail Study noted very little antisocial behaviour during the day. The street lighting and wider pavements all contribute to making the centre feel quite safe during the day.

Green Lanes

Green Lanes is a linear district centre with a row of late Victorian terraced mansions on one side. The centre includes Arena Shopping Park, which is a recent addition and includes a large number of national retailers. Green Lanes has 245 retail/service units, excluding non retail A1 uses.

The centre provides for a rich diverse community, with the bulk of the national multiple outlets located in Arena Shopping Park and the independent retailers located along Green Lanes. There is a thriving evening economy with a good range of restaurants.

According to the Retail Study, there is little evidence of antisocial behaviour during the day. The CCTV coverage and police presence are rated as good. However, movement in and around the centre is an issue because of the high level of vehicles along Green Lanes.

Muswell Hill

Muswell Hill was originally a medieval settlement developed near a spring. The centre is now characterised by predominantly Edwardian development. The roads were set out and developed mainly in the late 1890's and early 1900's. There are 199 units in the centre, excluding non-retail A1 uses (Retail Study 2008).

The centre is located within Muswell Hill Conservation Area. The Edwardian character of the area is maintained throughout and the status of the Conservation Area and the intention to preserve and protect it contributes to maintaining the centre's high quality environment.

From the Retail Study, there appeared to be little evidence of antisocial behaviour, such as begging or on-street drinking and there was visible police presence throughout the centre. Overall, there a feeling of being safe when shopping in Muswell Hill during the day.

The centre also provides an evening economy which is rated as "good", with a good range of bars and restaurants in the primary area of the centre. The centre also offers a good range of national and independent shops.

The Retail Study also noted that movement in and around the centre is reasonable, with several crossings. The general quality of the streetscape was rated as poor due to the lack of bins or benches. However, the attractiveness of the commercial properties throughout the centre was considered very good, as the buildings provide a high quality shopping environment that is functional and attractive.

Crouch End

Crouch End was a medieval settlement developed around the intersection of several roads. This district centre is characterised by largely Victorian developments. The centre has 267 retail and service units (excluding non retail A1 uses). The bulk of the centre is located in Crouch End Conservation Area and is also subject to Policy 13 on Conservation, which aims to protect the status and character of the borough's conservation areas.

The centre has a good mix of retail and service uses as well as a good range of uses associated with the evening economy. The Retail Study indicates that the centre has low antisocial behaviour and a very good feeling of safety during the day.

Crouch End suffers from high volumes of traffic, which converges onto the Broadway, making congestion highest in the primary retail area. There is also a high level of pedestrian/vehicular conflict, but that is somewhat mitigated by the good frequency of pedestrian crossings.

Local Shopping Centres

The borough has a network of 38 Local Shopping Centres which provide for the day-to-day needs of people living, working and staying nearby. Small specialist shops are essential to sustain the vibrancy and character of shopping areas but they are threatened by the continuing trend towards fewer, larger shops. Haringey's Retail Capacity Study 2008 has recommended that these local shopping centres are retained as the loss of shop units within these centres would harm the character, function, vitality and viability of the centre and general area.

Tottenham Hale Retail Park

Tottenham Hale Retail Park is located in the heart of the regeneration programme taking place in Tottenham and, as such, will have a major impact on shopping provision in that area. Currently it includes some major retail outlets as well as a large DIY store. As well as providing a large number of new housing, the proposed changes to the gyratory system will provide better access to land in very close proximity to the retail park.

As set out in the Tottenham Hale Urban Centre SPD, the site offers an opportunity to expand the retail offer in the area, particularly comparison shopping, and improve the frontage onto Ferry Lane. All of these future changes present an opportunity to review shopping provision and encourage uses that provide cohesion and connectivity to the two district centres, namely Tottenham/Bruce Grove and Seven Sisters/West Green Road, which are in the same locality. In order to fully exploit the potential created by these changes and development in Tottenham Hale, an Area Action Plan will be produced, which will encompass proposals in and around the retail park.

Indicators to monitor the delivery of SP10

- Net change of shops (A1), non-retail (A3), financial and professional services (A2) and leisure (D2) and Business (B1a) within our designated town centres;
- Proportion of ground floor retail units in Metropolitan, District and Local Shopping Centres;
- Number of vacant shops in designated town centres; and
- The determination and monitoring of planning applications and appeals.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey's Retail Capacity Study, London Borough of Haringey 2008
- Haringey's Heartlands Development Framework, London Borough of Haringey 2005
- Tottenham Hale Urban Centre Masterplan Supplementary Planning Document, London Borough of Haringey 2007
- Wood Green Town Centre Supplementary Planning Document, London Borough of Haringey 2008
- The London Plan (consolidated with alterations since 2004), Mayor of London 2008
- Planning Policy Statement 6: Planning For Town Centres, Department of Communities and Local Government 2005

6.1 SP11 Design

Haringey has many special and unique places with historic and modern buildings of the highest quality. As well as preserving our rich heritage, the Council should also be contributing to it by making sure that it only permits new buildings of high quality that will be appreciated by future generations. Urban design is about how the urban environment looks and functions and can have a significant impact on people's quality of life. This will also influence the image of a place, which in turn can affect the economy of an area.

The Council's overall approach is to manage growth in Haringey in a sustainable way so it meets Haringey's need for homes, jobs and services in a way that conserves and enhances the features that make the borough a special and attractive place to live, work and visit. Policies SP11 and 12 set out the Council's approach to ensuring that design in the borough is of the highest possible quality as well as being sustainable and that schemes include measures to minimise the effects of, and adapt to, climate change.

The policies below contribute to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS Priorities

- Reduce the incidence and fear of crime;
- Provide a better, cleaner public realm and built environment.

SP11 - Design

All new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. To achieve this all development shall:

- Be of the highest standard of design that respects its local context and character to contribute to the creation and enhancement of Haringey's sense of place and identity;
- Ensure impacts on health, climate change, natural resources and biodiversity are minimised by adopting sustainable design and construction techniques;
- Incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, and well-connected and high quality public realm that is easy and safe to use and by applying the principles set out in 'Secure by Design';
- Promote high quality landscaping on and off site, including improvements to existing streets and public spaces;
- Seek the highest standards of access in all buildings and places; and
- Ensure buildings are designed to be flexible and adaptable – and able to integrate services and functions.

Applications for tall buildings will be assessed against the following criteria:

- High quality design;
- Acceptable relationship to surroundings;
- Appropriate site size and setting;
- The context of an adopted masterplan framework; and
- CABE/English Heritage Guidance on Tall Buildings.

High quality design

Good urban design is not just about how places look, but also about how they work. Design has a crucial impact on people's quality of life and their perception of an area.

The Council will insist on high quality design throughout the borough. In accordance with government guidance PPS1 Delivering Sustainable Development the Council will not accept design that is considered inappropriate to its context or which fails to take opportunities to improve the character and quality of an area and the way it functions. The Council will also take account of the Building for Life criteria in the assessment of proposals for residential developments.

Development schemes should improve the quality of existing buildings, landscaping and the street environment and, through this, improve the experience of the borough for residents and visitors.

The Haringey Design Panel and Design Awards, which were set up in 2005, provide an opportunity to give recognition to and raise awareness of high quality development within Haringey. All planning applications that go before the full planning committee are automatically presented to the Design Panel.

Sustainable Design and Construction

Layout, and design and construction of buildings have significant effect on a building's environmental and energy performance. The construction and use of buildings currently accounts for around half of the carbon emissions in Haringey. The Council considers it is important that all new and redeveloped buildings are designed to have a beneficial impact on their environment.

Key areas of focus are reducing energy demand and carbon emissions by improvements to the building fabric, the use of passive solar energy and natural light and ventilation, choosing materials with low embedded energy, and the utilisation of low carbon technologies. These measures should be considered alongside policies on climate change (SP4)

With predicted change in climate in London, measures against heat island effect, use of cooling and shading techniques and the use of sustainable urban drainage measures are crucial for creating climate resilient communities. Measure to reduce construction waste and water usage, and design solutions which respect wildlife are also key components of sustainable design and construction.

Safer and Accessible Design

Good design is safe and accessible, and responds flexibly to the needs of its users. Good access benefits everyone but many people are disadvantaged by poor access to facilities. These disadvantaged and vulnerable groups, including disabled people, people with children in pushchairs and the elderly can be particularly affected by poor access, by difficulties in reaching facilities or by difficulties in using the facilities themselves.

The Council requires new buildings and spaces to be inclusive and accessible to all. Design and Access Statements will be required for developments to show how the principles of inclusive design and access for all have been integrated into the proposed development. See Strategic Policy 3 Housing on Lifetime Homes and Wheelchair Accessible Housing.

In addition, making roads and pavements and the spaces between buildings fully accessible is as important as making the buildings themselves accessible. The Council will ensure good quality access and circulation arrangements, including improvements to existing routes and footways.

Landscaping and public realm

High quality landscaping plays an important role in the attractiveness and character of our surroundings. It can improve the setting of buildings, bring trees and other greenery into built up areas to revive the hard landscaping and provide shade, as well as provide habitats for wildlife. The Council will expect development schemes to provide a high standard of hard and soft landscaping and of boundary features such as walls and fences.

The Council will encourage appropriate use of landscaping in the form of green roofs and brown roofs which have a number of environmental benefits, such as providing wildlife habitats, in helping to cool and insulate buildings and in retaining water and helping to reduce flooding, in addition to being visually attractive.

Tall Buildings

Haringey is characterised by predominantly low-rise (2-3 storey) residential suburban development across the borough and 3-4 storey development in its Town Centres. The exception is Wood Green Town Centre, where buildings within its core area range between 4-9 storeys. Given its overall outer borough suburban character, almost all of Haringey is particularly sensitive to the adverse impact of high buildings on its character and townscape qualities.

Excessive height can have intrusive effects on both the immediate and the wider area, by altering the established skyline, by adversely affecting attractive local views, buildings of townscape importance and important landmarks. The established scale and character of the townscape will provide a guide for new development, together with conformity to established street patterns, facades, activities, and uses. The scale, height and bulk of new development should relate positively to its surroundings.

The Council has adopted the definition of tall buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10 storeys and over. The Council considers that the two areas, Haringey Heartlands/Wood Green and Tottenham Hale, are suitable for some tall buildings, because they are close to major transport interchanges and have been designated in the London Plan as an Opportunity Area (Tottenham Hale) and an Area for Intensification (Haringey Heartlands/Wood Green). Apart from these two areas, the precise location of tall buildings will be determined within the context of an adopted master plan framework, and the design of the tall building should follow the CABE/English Heritage 'Guidance on Tall Buildings.

Indicators to monitor delivery of SP11

- All homes meet "Lifetime Homes" standard
- 10% homes wheelchair accessible
- All major development meets 'Secure by Design' standard

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

6.2 SP12 Conservation

SP12 - Conservation

All new development in Conservation Areas and affecting Historic Assets shall preserve and enhance Haringey's rich and diverse heritage.

All development shall:

- Protect, preserve and enhance statutory listed buildings of architectural or historic interest and their settings;
- Preserve and enhance the character and appearance of Conservation Areas and their settings;
- Promote the conservation of locally listed buildings of merit;
- Promote the conservation, protection and enhancement of the borough's Industrial and Archaeological Heritage and its interpretation and presentation for the public;
- Promote the conservation, protection and enhancement of historic parks and gardens; and
- Protecting the strategic view from Alexandra Palace to St Paul's Cathedral and key local views.

The Council will support developments outside Conservation Areas that do not have a negative impact on the setting of Conservation Areas, that are of high quality design and that respond positively to the historic, social and economic context of the area.

Haringey's heritage

Haringey has a rich and diverse Heritage. The Historic Environment Record consists of:

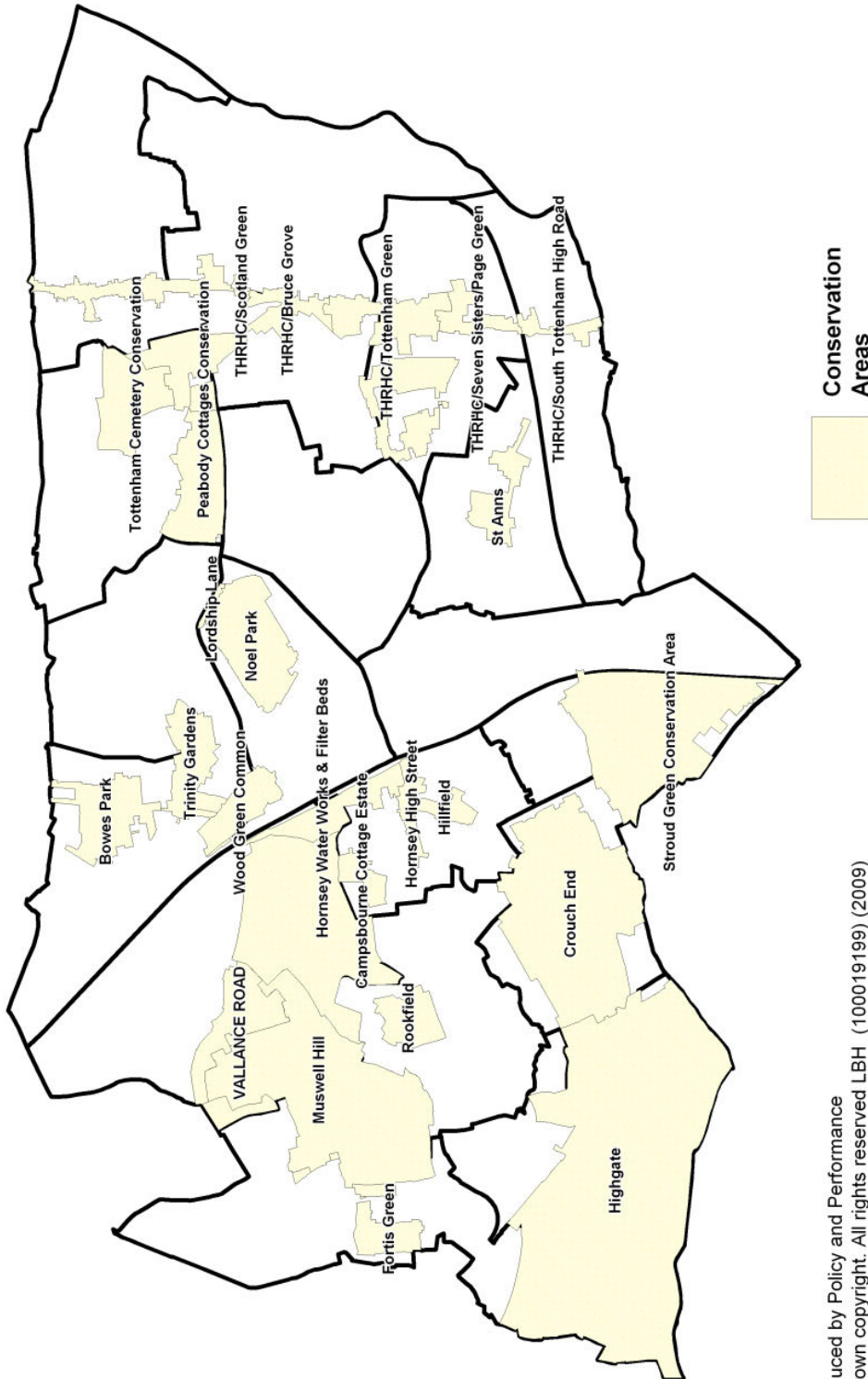
- 468 Statutory Listed Buildings of Special Architectural or Historic Interest;
- 1150 Locally Listed Buildings of Merit;
- 29 Conservation Areas, four of which have Article 4 Directions (Rookfield; Tower Gardens, Noel Park and Peabody Cottages);
- 2 English Heritage Statutory Registered Parks & Gardens of Special Historic Interest (Finsbury Park and Alexandra Palace Park);
- 34 Local Historic Green Spaces;
- 23 Designated Sites of Industrial Heritage Interest; and
- 22 Archaeological Priority Areas.

The borough's built heritage, which includes locally distinctive landmarks, creates a sense of place and stability. Its built form is made up of a series of residential communities centred around a commercial core, each with their own unique identity that developed around the distinctive characteristics of the borough's historic centres (Highgate, Muswell Hill, Crouch End and Hornsey, and Tottenham). The settlement pattern has followed the historic routes that radiate north from the City of London, around which small, rural villages developed during the medieval period. Throughout history, these settlements have been expanded, with earlier buildings being interwoven with, or replaced by later development. Haringey experienced rapid development during the 19th Century as a result of industrialisation, resulting in a provision of all forms of buildings; residential, industrial, commercial and civic.

The residential housing within the historic areas can be generally characterised by its period. Throughout the borough, but largely within Highgate and Tottenham, there are numerous Georgian buildings which are typically large detached or semi-detached houses and villas or grand terraces, with large gardens to the rear.

Most of the 19th Century development can be characterised as a mixture of detached, semi-detached and terraced housing, typically laid out in a traditional perimeter block form with frontages facing the street and with private rear gardens. They are designed with a variety of architectural detailing, but are mainly two or three storeys in height and usually of brick with slate or clay tiled roofs. As a result, they create a visually coherent uniform street scene of distinctive suburban character and appearance.

20th Century development has consisted mainly of public and private housing estates on what remained of the open farmland, such as TowerGardens, Rookfield, Broadwater Farm and White Hart Lane Estates. The borough also has some fine examples of 20th Century modernist apartment buildings, most notably Lubetkin's Highpoint I and II (Grade I listed) in Highgate. However, it is recognised that post-war development in the borough has not always been of the highest quality design, or sensitive to its setting. As such, the Council will seek to ensure that future development will be of the highest possible quality of design as well as meeting the Council's green agenda.



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Figure x: Haringey's Conservation Areas

Haringey's character

The Council recognised, with the statutory introduction of Conservation Areas that Highgate and Tottenham High Road were important areas in terms of their character. As a result, they were the first two conservation areas to be designated in Haringey. They are amongst the oldest areas of the borough but have developed in different ways.

The section below describes these two very different Conservation Areas.

Highgate

Highgate was designated a Conservation Area in 1967, and forms part of an area of great historical and architectural interest. The earliest records describe Highgate as a meeting place of many paths and roads, with fine commanding views and clean country air in close proximity to the City of London. The core of the village was established in the 15th Century, and during the 17th and 18th Centuries Highgate became a fashionable retreat for the nobility and merchants, and an important staging post on the Great North Road.

Many of the large villas and their grounds have been replaced by more compact housing, but Cromwell House (104 Highgate Hill) remains as a fine example of a 17th Century building, and as such has been statutory listed Grade I. Elsewhere the street scene owes much to the rich variety of Georgian and Victorian houses, with occasional modern developments such as High Point I and II, also Grade I listed.

Highgate today largely retains its original 17th and 18th century layout and design. The High Street and central village areas are built on a domestic scale, with the majority being two or three storey Georgian and early Victorian houses, several of which have later additions and alterations. Outside of the centre there are many buildings of historical and architectural interest, including churches, schools and residential properties.

The majority of Haringey's future growth will take place outside Highgate Village. However, it is important that this growth respects the character of its surroundings and conserves heritage and other important features. Please see SP2 for the Council's approach to areas of more limited change.

Tottenham High Road Historic Corridor

The Tottenham High Road Historic Corridor covers an extensive area, stretching approximately 2 ¼ miles (3.6km) between Enfield to the north, and Stamford Hill in the south. Accordingly, it is relatively diverse in character and appearance and is subdivided into six Conservation Areas, each with unifying characteristics such scale, massing, use, architectural style and detailing and period of development.

Tottenham High Road Historic Corridor is centred upon the High Road; a wide, busy road which is fronted almost continuously by terraces of three or four storeys, with commercial uses at ground floor. However, interspersed within the frontage are a number of larger civic, educational and religious buildings. There are also a number of open spaces along the length of the High Road, at Scotland Green, Tottenham Green and Seven Sisters/Pages Green. The roads flanking the High Road contrast the High Road; lined with residential properties, they are characterised by more finely grained properties of two and occasionally three storeys with a greater degree of uniformity in materials and architectural detailing.

The eastern part of the borough is where most of Haringey's future growth will take place. Most of this growth is adjacent to the Tottenham High Road Historic Corridor. Therefore, the Council will seek to ensure that future development takes into account its sensitive context and maximises opportunities and benefits for the local area as a whole.

Strategic and Local Views

In Haringey the view of St Paul's Cathedral and the City from AlexandraPalace is identified in the London Plan as a strategically important Landmark Viewing Corridor: London Panorama 1. Proposed developments within London Panoramas should fit within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole. Haringey has sought to take account of this strategic view and promotes its protection against the impact of development proposals which fall within the boundaries of the following zones:

- The viewing corridor (the direct view from AlexandraPalace to St: Paul Cathedral);
- The wider setting (the area immediately surrounding the viewing corridor affecting its setting);
- The mid-ground the high ridge area where any development higher may be visible from the viewpoint); and
- The foreground (the open landscape with sloping park).

In addition to the strategic view, there are also many local views within the borough. The Council will consider the impact of a scheme in terms of townscape, landscape and skyline and will seek to ensure that development is compatible with such views in terms of setting, scale and massing. The Council will resist proposals that we consider will cause harm to these views.

The Council will seek to protect locally important views that contribute to the interest and character of the borough. These may include:

- Views of and from large parks and open spaces, such as AlexandraPalace and FinsburyPark;
- Views into and from Conservation Areas; and
- Views of listed and landmark buildings and monuments.

The Local Views will be identified in a schedule within the forthcoming Conservation SPD.

Indicators to monitor delivery of policies 11 & 12

- Increase in the number of residential development that meet the Building for Life criteria with a score of 14 or above;
- Increase the number of schemes and buildings included within the Haringey Design Award schemes;
- Increase the number of Haringey development shortlisted for national design awards;
- Progress the Conservation Area appraisal programme;
- Increase the number of buildings put forward for statutory listing; and
- Reduction in the number of buildings, structures and Conservation Areas on the English Heritage 'Heritage at Risk Register'.

Key evidence and references

- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- Haringey's Housing Supplementary Planning Document, London Borough of Haringey 2008

- Design and Quality Standards, Homes and Communities Agency 2007
- Guidance on Tall Buildings, CABE/English Heritage 2007
- The London Plan (consolidated with alterations since 2004), Mayor of London 2008
- Planning Policy Statement 1: Delivering Sustainable Development, Department of Communities and Local Government 2005
- Planning Policy Statement 15: Planning and the Historic Environment (consultation draft), Department of Communities and Local Government 2009

6.3 SP13 Open Space and Biodiversity

Haringey has more than 600 acres of parks, recreation grounds and open spaces. The borough boasts many different types of open spaces that are important in terms of health, sport, recreation and play, the economy, culture, biodiversity, providing a pleasant outlook and breaks in built up areas.

Haringey's future growth will increase the use and hence the demand for good quality open spaces so it is important that the Council protects its existing parks and open spaces and increases access to those areas deficient in open space. As the objective in Section 1 sets out, the Council wishes to promote a network of quality, accessible open spaces as areas for recreation, visual interest and biodiversity improving access to the Lee Valley Regional Park. Strategic Policy 13 sets out the Council's approach to protecting the borough's existing parks and open spaces and improving access to those areas deficient in public open space.

This chapter contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS Priorities

- **Provide award winning parks and open spaces;**
- **Protect the natural environment;**
- **Give greater opportunities to live a healthier lifestyle; and**
- **Manage our environmental resources more effectively.**

SP13 - Open Space and Biodiversity

New development shall protect and improve Haringey's parks and public open spaces. All new development shall:

- Protect and enhance the existing boundaries of the borough's Green Belt, designated Metropolitan Open Land, designated Open Spaces, Green Chains, allotments and other open spaces from inappropriate development;
- Provide amenity space in accordance with the Council's Open Space and Recreational Standards Supplementary Planning Document;
- Manage the impact of such new developments in areas adjacent to designated open space;
- Secure improvements, enhancement and management in both quality and access to existing green spaces;
- Seek on site or financial contributions towards open space from new developments as set out in the Open Space and Recreational Standards Supplementary Planning Document;
- Seek to secure opportunities for additional publicly accessible open space especially in those identified areas of Open Space deficiency i.e. in the east of the borough where the quality and amount of provision is poorer as set out in the Council's Open Space and Recreational Standards Supplementary Planning Document.

All development shall protect and improve sites of biodiversity and nature conservation through its:

- Contribution to wildlife and ecological habitats and where possible include green and brown roofs, rainwater harvesting, green walls, bird and bat nesting/roosting opportunities;
- Protection, management and maintenance of existing trees and the planting of new trees where appropriate;
- Protection, enhancement and creation of Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs).

The Council will enhance and improve the borough's green infrastructure through:

- Implementation of the borough's green infrastructure projects (such as Lordship Recreation Ground Improvements);
- Working with adjoining boroughs and partners to safeguard the existing Green Infrastructure, to create new green infrastructures and link up sites.

New development shall provide opportunities for Children's Play Space by:

- Protecting and enhancing existing play spaces;
- Making provision for children's informal or formal play space in addition to amenity space provision as set out above;
- Ensuring easy access to a range of quality and safe play opportunities for all children and within a practical journey from their home without the need to use public or private transport;
- Provide play spaces that are attractive, welcoming and engaging for all children and young people, children of both gender, disabled children and children from minority groups in the community;

- Securing a financial contribution pursuant to a S106 Agreement towards the provision of Children's Play Space and ensuring its long term maintenance is addressed through planning obligations.

Developers will be encouraged to:

- Recognise that the potential for play spaces can exist for a range of outdoor activities and for users of all ages in other existing public spaces; and
- To work with the relevant agencies, community groups and developers to ensure the provision of safe, stimulating play facilities.

Protecting our open spaces

The Council will protect the borough's designated open spaces as well as other suitable land with the potential to be used as open space. Development will not be permitted on these open spaces unless it is for limited small scale development ancillary to an existing use on the land and for which there is a demonstrable need. The Council will only allow development on sites adjacent to an open space that respects the size, form and use of that open space and does not cause harm to its wholeness, appearance of setting, or harm public enjoyment.

Local open spaces form part of the wider network of open spaces which are integral and vital to the spatial character of the borough and to residents' quality of life (further details are set out in SP11 Design). Open spaces of local importance in the borough can include parks, allotments, woodlands, sports facilities, children's play areas (both formal and informal), back and front gardens, amenity spaces and squares

Haringey's Open Space Strategy A Space for Everyone (2006), considers the supply of open spaces in the borough and identified eight strategic objectives to improve the quality, range, usage and management of provision. The borough has achieved Green Flag Status for fourteen parks, which is the highest awarded to any London borough, which exemplifies areas of Open Space of outstanding quality.

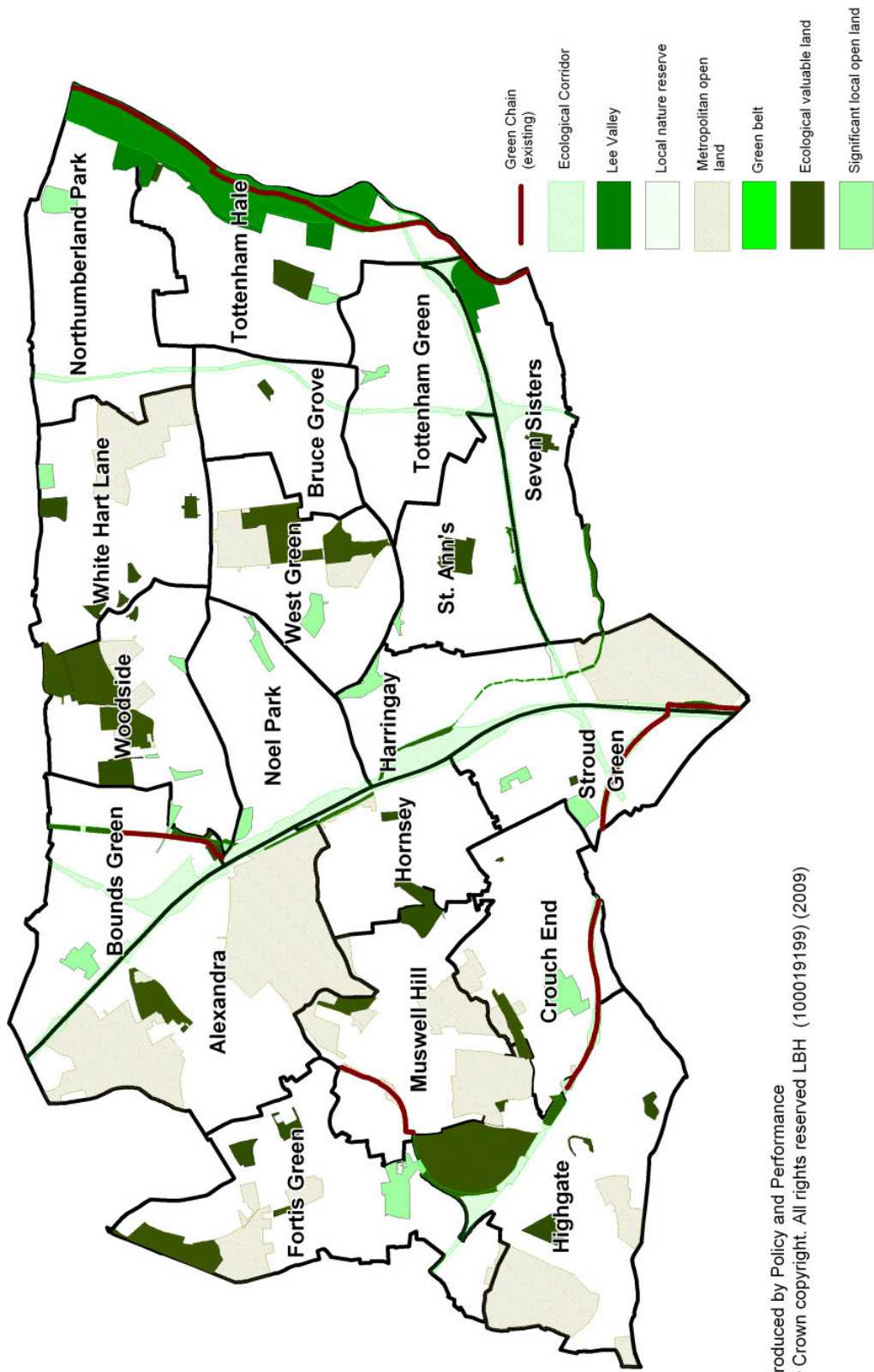
To date improvement works to Markfield Park include the construction of a new cafe and park toilets, improved sports pavilion, new playground, restored beam engine, heritage building works to the (Markfield) Museum and general landscape improvements throughout the park. Lordship Recreation Ground will also undergo considerable works, including installation of a new play ground, creation of a city farm and a new environment centre providing a park cafe and community rooms.

The Tottenham Hale Urban Centre Masterplan Supplementary Planning Document includes an extensive east-west green link proposal - Ashley Link. This is a green link that extends Cheshnut Road for pedestrians eastward towards the waterfront connecting to the proposed footbridge across to the river to Hale Wharf. The link will be a wide, pedestrian and cycle only link (see SP 1Managing Growth). Further information with regard to planned green infrastructure projects is reflected at Appendix 3 Key Infrastructure Programmes and Projects.

However it is not just green spaces that contribute to the borough's Open Space network, but also waterways, which are significant in that river corridors form a vital link between Open Spaces throughout London. In the borough, the two most important waterways are the River Lee (as it flows through the Lee Valley) and the Moselle Brooke, which runs through the Heartlands/Wood

Green growth area. The Haringey Biodiversity Action Plan (2009) includes as part of the future plans for rivers and streams, the restoration of Moselle Brook in Lordship Recreation Ground in Tottenham (See SP5 Water Management and Flooding).

The Lee Valley Regional Park Plan (2000) acknowledged that the environmental and recreational role of the River Lee had yet to be fully recognised. Proposals in the Park Plan (2000) include a broad spectrum of recreational, leisure and nature conservation for the area. The New River also forms another equally important green/river corridor (also flowing through the Lee Valley). The River Lee Navigation offers an important link between parts of the borough's green spaces and other green spaces in North London including the Olympic Park. These environmental assets are important in that they promote linkages to the East London Green Grid and London's Blue Ribbon Network. The Council will support the Lee Valley Regional Park Authority and other partners in their efforts to increase the range and access to Open Space for both borough residents and visitors.



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Figure x: Haringey's Open Space

Green Belt

Green Belt has a structural role to play and therefore is the strongest level of protection. It is of national and regional importance and its aim is to prevent urban sprawl by keeping land permanently open. Green Belt is protected in line with national planning policy PPG2 Green Belts and London Plan Policy 3D.9 Green Belt and Policy 7.16 in the consultation draft replacement London Plan. Within Haringey an area of the Lee Valley Regional Park is strategically designated as Green Belt. It provides a range of sporting, nature conservation and recreational activities for both residents of the borough and visitors alike. The Lee Valley Regional Park Plan (2000) sets out its vision for the park as a cohesive, sustainable and valued regional green lung, with emphasis on the biodiversity and water assets of the area. The Council will protect existing Green Belt land and strongly resist any inappropriate development there.

The Lee Valley Regional Park Authority is currently consulting to identify a new series of proposals for the future uses and management of the park - the Park Development Framework. Tottenham Marshes located in Lee Valley Park is an urban oasis (on the borders of Haringey and Waltham Forest) north of Tottenham Hale, an area for informal recreation set within a waterside park. Large areas of the marshes are managed for nature conservation with wildflower meadows, woodlands, scrub and a new pond.

Metropolitan Open Land (MOL)

MOL is defined as open land within the built-up area which has wider than borough significance. It receives the same presumption against development as Green Belt land. MOL is specific to London in that it contributes to the physical structure of London's landscape and helps shape the pattern of development so that it occurs in suitable locations. There are 17 areas designated as MOL in Haringey, for example Alexandra Park and Palace (see Development Management DPD Appendix X). Haringey's MOL will be protected in accordance with PPG2 Green Belts and London Plan Policy 3D.10 Guidance on Metropolitan Open Land. The consultation draft replacement London Plan (specifically Policies 7.16 and 7.17) strongly supports the current extent of the Green Belt and Metropolitan Open Land, its extension in appropriate circumstances and its protection from development having an adverse impact on the openness of MOL. The Council will protect existing MOL and resist any inappropriate development there.

Green Chains

The value of green chains includes nature conservation, public access, recreation, including linear footpath walks, breaks in the urban area, and delineation of separate communities. They have structural significance to the borough as a whole and may have significance to the whole or part of London. Green chains provide a valuable connection between open spaces, and their protection will enable breaks in the built up environment to be maintained securing a positive visual contribution and variety to the borough.

Allotments

The Council will seek to protect allotment space, promote and encourage sustainable food growing in the borough. Where allotments become surplus to demand, other open space uses will be considered first before allotment sites are developed, particularly where there is a deficiency in open space provision in the area.

There are 42 hectares of managed allotments in the borough providing a total of 1650 individual plots. This equates to 0.18 hectares of allotment space and 7.9 plots per 1,000 residents. The Council is in the process of bringing back to full use a further two currently disused sites. This will provide an additional 25 plots by Spring 2010. In line with the findings of the Council's Community Infrastructure Plan (2009), further thought must be given to increasing allotment provision in those wards where there is an identified shortage. These include Bounds Green, Bruce Grove, Crouch End, Fortis Green, Harringay, Hornsey, Northumberland Park, Seven Sisters, St. Ann's, Tottenham Green and Tottenham Hale.

Allotments provide valuable cultivation space for residents who have no access to a private back garden, or to residents who require space additional to their back garden space in which to cultivate fruit vegetables or flowers. Following a decline in the demand for allotments, their popularity has enjoyed a recent increase. They provide a valuable open space experience for local residents acting as a "lung" in a similar way to parkland. Both cultivated and untended plots contribute to maintaining biodiversity. They also provide an opportunity for exercise in the form of cultivating, and they play a very important role in sustainability terms by allowing residents to grow their own produce. Finally, allotments also have a historical and cultural role.

In addition, A Sustainable Food Strategy for Haringey is being developed with the objectives of:

- Improving health and reducing health inequalities;
- increasing resource efficiency;
- increasing individual and community food growing;
- supporting a vibrant food economy; and
- celebrating and promoting food culture and diversity.

Haringey's communities have developed a number of innovative community food growing schemes such as Back 2 Earth in Broadwater Farm, Living Under One Sun's community allotment in Tottenham, and Wolves Lane Nursery redevelopment. The map below shows the sustainable food infrastructure in the borough and current gaps in provision.

Insert sustainable food map

Haringey has recently committed to developing 60 new growing spaces in the borough by 2012, working in partnership with Capital Growth. In addition to our 25 allotments Haringey currently has:

- 12 community growing spaces ranging from large community allotments to smaller growing spaces;
- Nine network hubs: these social networks enable residents to share knowledge and skills related to urban food growing; and
- 12 school growing areas such as micro food farms, vegetable plots or roof gardens. An additional six schools have recently been awarded funding from to create growing spaces.

Open space deficiency

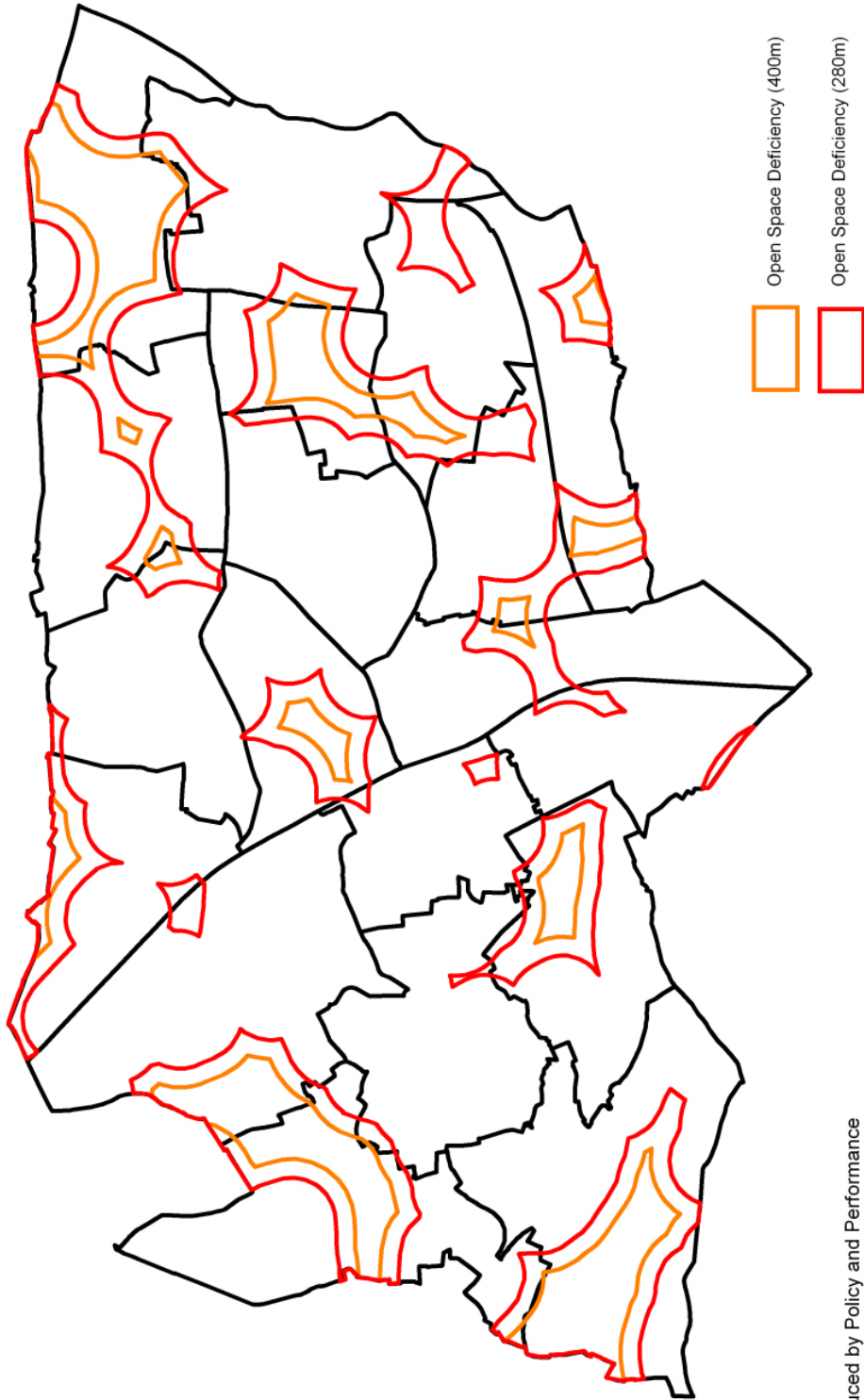
Parks and Open Spaces are of great importance to Haringey in terms of sport, recreation and play, biodiversity, culture, regeneration, the economy and in breaking up built up areas. The Haringey Open Space and Sports Assessment study, Atkins (as updated 2008) found that Haringey has overall provision for 1.7ha of open space per 1,000 population. The study details the open space hierarchy as well as the distribution of the amount and type of public open space in the

borough. It identified areas deficient in public open space as those which are 400m pedestrian catchment as well as a reduced 280m catchment which can take account of severance factors such as railway lines and roads. Those areas of the borough deficient in public open space include Northumberland Park, parts of White Hart Lane ward and parts of Bounds Green ward (**see figure X**). The Council's Open Space Strategy notes that the study excluded green amenity areas which form part of housing estates and allotments in its definition of open spaces. In conclusion the study sets out a series of recommendations with guidance to address both open space deficiencies and to improve the range and condition of facilities within existing open spaces.

According to the Council's Community Infrastructure Plan, for Haringey to maintain its current level of public open space provision, or to meet the goals set out in the SPD, an increase of between approximately 24 and 32 hectares of public open space would be required by 2016. However, there is a real difficulty in increasing the quantity of public open space in Haringey as it is an urban borough and the focus is therefore primarily on the function, quality, usage and accessibility of existing public open space. The Council will need to seek to create new open space where the opportunity to do so arises as well as seeking to improve the quality and usage and accessibility of existing public open space. An ongoing programme of improvements to existing parks have been identified in the CIP (see Appendix 3).

For growth areas, as a focus for new housing in the borough, Haringey Heartlands will create demand for open space in Noel Park ward and part of Hornsey Ward. Part of Noel Park ward is considered to be deficient in access to public open space. Options for increasing access to Alexandra Palace Park from Haringey Heartlands should be considered. In either instance, S106 money should be secured as part of the development to help towards the cost of increasing provision of or access to open space in the area.

Tottenham Hale covers the Tottenham Hale and Tottenham Green wards. Given the proximity of Tottenham Hale to Lee Valley Regional Park and other local parks, this growth area generally has good access to public open space. However, there is a pocket of Tottenham Green ward which suffers from poor access. As part of the development of Greater Ashley Road, there is commitment to improve accessibility to existing open space.



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Figure x: Open Space deficiencies in Haringey

Nature conservation

Haringey has a total of 60 areas designated as Sites of Importance for Nature Conservation (SINCs). Of these 5 are of Metropolitan Importance (important in a London-wide context), 9 of Borough Grade 1 Importance, 13 Borough Grade II and 33 of Local Importance. Haringey is home to three Local Nature Reserves (LNRs), these are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. LNR's are a statutory designation made under the National Parks and Access to Countryside Act 1949. The three sites are the Parkland Walk, Railway Fields and Queens Wood. SINCs within the borough include Bluebell Wood and Muswell Hill Golf Course, Tottenham Cemetery and Bruce Castle Park. The Council will not permit development on SINCs and LNRs unless the importance of the development outweighs the nature conservation value of the site and appropriate mitigation measures are provided. The Council and statutory undertakers, who own some of the designated sites, have a duty to have regard to conserving biodiversity. Although most SINCs in Haringey are not in the Council's control, the Council will seek to protect species, habitats and areas from inappropriate and harmful development.

Other sites of ecological value include green and ecological corridors (of which there are seven green corridors in Haringey), which mainly comprise operational railway land. The Council will continue to protect all sites in the borough formally identified as being of nature conservation value (see figure X).

The EC Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna) establishes the requirement for Habitats Regulation Assessment. The 'Habitats Directive' provides legal protection for habitats and species of European Importance and the Directive requires an assessment of plans to prevent significant adverse effects on European sites i.e. sites of international importance. The resulting screening report included the following:-

'No development will be permitted unless either it establishes that it is not likely to have a significant effect on any Ramsar site or Natura 2000 site (including Special Protection Areas, potential Special Protection Areas, Special Areas of Conservation, candidate or possible Special Areas of Conservation), or it is ascertained, following Appropriate Assessment, that it will not adversely affect the integrity of any Ramsar site or Natura 2000 site'.

The Haringey Biodiversity Action Plan 2009 aims to conserve, enrich and improve biodiversity value and celebrate the wildlife in Haringey through informing local people and involving more people in its enjoyment and conservation and, where possible increase the population of key species and habitats, such as ancient woodland.

The Council's Greenest Borough Strategy 2008-2018 Going Green, sets out the long term strategy and framework to secure a clean, safe and environmentally sustainable future for the borough. With regard to the biodiversity and nature conservation in the borough, any new development and regeneration in general will have some potential to contribute towards nature conservation.

Trees are an important feature of Open Spaces; they play a significant role in improving environmental conditions and people's quality of life. The Council is responsible for approximately 40,000 trees, located on streets and housing sites, in parks and open spaces, in woodlands and conservation sites, in schools and in the grounds of other public buildings. The Council's Tree Strategy 2008-2011 aims to ensure trees within the borough are managed in a pro-active and systematic manner.

Play facilities

Haringey Council's Children and Young People's Strategic Plan 2009 - 2020 Better Futures notes that the borough is home to approximately 55,000 children and young people. The approach to play is set out in the Council's Play Strategy 2006 - 2010. The Council currently provides a range of play facilities in parks, open spaces and on housing estates, including 107 playgrounds, and 25 ball courts in parks and on housing estates in the borough. These facilities are available free of charge throughout the year (29 playgrounds are located in parks).

Haringey's Open Space Strategy undertook an audit of the quality of existing play provision in the borough; it identified a need for considerable further investment in play facilities. As a result of funding secured in 2009 from the government investment in children's play, Playbuilder Project, the development of 22 new or existing play areas is planned to take place during the period 2009 - 2011.

Haringey's population is both growing and changing. The population in the borough is set to increase by 15% between 2011- 2026, an increase to over 260,000 people. The Council wants to ensure that the right tenures and sizes of housing will be available (see SP2 Housing for further details). The proposed mixture of housing tenure and type (i.e. family or flatted) will inform the precise nature and layout of each play space (and the proximity of existing play areas). The Council will ensure that adequate provision is made through the planning process. Details of developer contribution and provision requirement towards children's play space are fully outlined in the Open Space and Recreational Standards SPD (2008) and SP17 Delivering and Monitoring the Core Strategy.

Where additional demand for play space is created by new development, Haringey will expect the provision of play space on the site, broadly in accordance with the Mayor's SPG Providing for Children and Young People's Play and Informal Recreation, the London Plan Policy 3D.13 and the consultation draft London Plan Policy 3.6.

Indicators to monitor the delivery of SP13

- No net loss of designated Open Space;
- Planning obligations and contributions for the improvement of existing and new open spaces in terms of parks and children's play spaces;
- Increase the number of parks with Green Flag status; and
- No net loss of sites identified as SNIC.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey Open Space and Recreational Standards Supplementary Planning Document, London Borough of Haringey 2008
- Haringey's Greenest Borough Strategy, London Borough of Haringey 2008
- The London Plan (consolidated with Alterations since 2004), Mayor of London, 2008
- Haringey Tree Strategy 2008 - 2011, London Borough of Haringey 2008
- Providing for Children and Young People's Play and Informal Recreation Supplementary Planning Guidance, Mayor of London 2008
- Haringey Play Strategy 2006 - 2010, London Borough of Haringey 2006

- Haringey Open Space Strategy 2006 - 2016, London Borough of Haringey 2006
- Haringey Biodiversity Action Plan, London Borough of Haringey 2009
- Planning Policy Guidance 2: Green Belts, Department of Communities and Local Government 1995
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation, Department of Communities and Local Government 2004
- Planning Policy Statement 9: Biodiversity and Geologic Conservation, Department of Communities and Local Government 2005
- Connecting with London's nature: The Mayor's Biodiversity Strategy, Greater London Authority 2002

7.1 SP14 Health and Well-Being

Many factors influence our health, including the lifestyles we lead, the environment we live in and the opportunities we have to exercise and to access health facilities. A wider sense of well-being is influenced by a variety of factors such as opportunities for work and recreation, personal relations and feelings of safety and community.

One of the key priorities of Haringey's Sustainable Community Strategy is improving health and community well-being by providing better housing, meeting health and community needs, and encouraging lifetime well-being at home, work, play and learning.

Policy SP14 contributes towards the overall aim of the Core Strategy to manage the impact of Haringey's future growth by setting out the Council's approach to improving health and well-being in the borough as well as providing access to medical services and treatments. It should be read alongside SP17 Community infrastructure including health care facilities, and the Council's Community Infrastructure Plan which sets out the future need for health care in the borough.

This chapter contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS Priorities

- **Tackle health inequalities;**
- **Give greater opportunities to live a healthier lifestyle;**
- **Promote independence and provide high quality support and care for those in greatest need;**
- **Provide a better cleaner, public realm and built environment; and**
- **Improve supporting facilities, services and infrastructure.**

SP14 - Health and Well-being

The Council will seek to improve health and well-being in Haringey. The Council will:

- Work with NHS Haringey in its goal to reduce health inequalities in the areas with poorest health;
- Identify appropriate sites for new health infrastructure especially within Haringey's growth areas based on a health service delivery plan agreed by the Council, Haringey Strategic Partnership and health service providers;
- Support the provision of new or improved health facilities through land use planning area plans, development management decisions, improved service management plans and through planning contributions (see SP17);
- Prioritise interventions and resources to those areas of the borough where health inequalities are greatest; and
- Support the integration of community facilities and services, i.e. health, education, cultural and leisure in multi-purpose buildings.

Many measures set out in other parts of the Core Strategy also play a part in promoting good health and addressing health inequalities, for example:

- Integrating housing types and tenures in developments, ensuring new housing is of a good standard, well designed, flexible and adaptable to residents' changing and specific needs, with consideration of the ageing population and meeting the demands for specialised care and supported housing (see SP2);
- Encouraging physical activity and good mental health by providing, protecting and enhancing good quality open spaces, outdoor sports, recreation facilities and children's play space (see SP13);
- Encouraging physical activity by promoting walking and cycling (see SP7);
- Improving road safety by implementing area-based traffic calming schemes and safe walking and cycling routes (see SP7);
- Providing jobs and opportunities (see SP8 and 9); and
- Lessening environmental impacts including air and noise pollution (see SP6).

Health needs in Haringey

Type and levels of health issues vary considerably across Haringey and spatial planning has a role in meeting the health needs throughout the borough. The likely reasons for these variations are complex and are likely to include both disparities in health need and demand for health services. It is likely that these variations reflect the different capacity and capability in primary care services to prevent, identify and treat ill health.

Health inequalities in Haringey are apparent with the most deprived areas tending to experience the poorest health. All geographical locations, however, experience trends of specific health problems. In the east, there are high rates of hospital admissions for mental health needs, and the north east neighbourhood experiences the highest levels of chronic kidney disease, smoking, dementia and stroke. The central part of the borough has the highest levels of registered pulmonary heart disease, heart failure and chronic obstructive pulmonary disease; while the west experiences the highest levels of cancer.

Haringey Council, Haringey NHS and the Local Strategic Partnership work in partnership to identify the key priorities of the borough's residents through Haringey's Joint Strategic Needs Assessment (JSNA). The JSNA data highlights the health needs and current trends in the borough in order to further understand and address the existing inequalities. Overall, life expectancy rates in Haringey are increasing and are expected to improve further in 2010; although male expectancy rates still remain below the national average. Within the borough male life expectancy in the west is higher than the east by 6.5 years. The east/west divide for women's life expectancy is less evident and the borough average is equal to that of the UK.

The main health problems experienced in the borough are cancer and cardiovascular disease (CVD) which account for 60% of deaths in the under 75s population, and rates of stroke and diabetes are higher in Haringey than nationally. Further projections for health predicts that by 2025 approximately 75% of the over 65s population in Haringey will be living with a limiting long term illness.

Key priorities and areas of unmet need identified by NHS Haringey and the JSNA include alcohol, improved management and earlier detection of long term conditions including diabetes, heart disease and cancer.

Delivering health facilities and services

NHS Haringey and its partners recognise the challenges facing the borough in terms of addressing health inequalities and improving health outcomes. The NHS Haringey Strategic Plan 2009 - 2014 is the overarching plan for improving the quality of health care services and the health and well being of the residents. The plan recognises the challenges and sets out goals to address them. These goals emphasise the importance of providing local and accessible care through neighbourhood health centres; delivering good quality, cost effective services; safeguarding children and adults; and partnership working with greater emphasis on joint commissioning of services and improving health and well-being. This plan is monitored and reviewed every six months and revised annually to ensure it reflects the needs and trends of health issues in the borough.

The focus of future land and facility requirements will be on ensuring there is adequate primary care provision in the borough to meet the objectives of Haringey NHS World Class Commissioning Strategy. At the heart of the primary care strategy is the establishment of the four Commissioning Collaboratives, Central, North East, South East and West; and within these areas the development of Neighbourhood Health Centres (NHCs).

The Central Neighbourhood has 18 practices and good access to these health services with the majority of households able to access the practices within ten minutes walking time. The options for a NHC location have been identified and will offer easy access for over half of the local residents. Due to its geographical location, households in the south of the neighbourhood can access the NHC in the South East Neighbourhood.

The North East Neighbourhood has 14 practices for which over half of households can access within five minutes walking time and all households have access within 20 minutes walking time. Lordship Lane Health Centre situated in Tottenham is the NHC for this area and is accessible to over 50% of households within 20 minutes walking time. Further requirement for health services has been recognised for the north east of the borough as an area which experiences high levels of health inequalities.

The South East Neighbourhood has 15 existing practices and The Laurels NHC at St Ann's Road is accessible to almost a 100% of households within 20 minutes walking time. This centre works in tandem with Tynemouth Road Health Centre for which an extension is planned to more efficiently meet the needs of the residents.

The West Neighbourhood has 18 practices accessible to 94% of households within 15 minutes walking time and 100% of households in 20 minutes. Hornsey Central NHC is accessible to under half of households in less than 20 minutes walking time, though two thirds of households can access the centre in 20 minutes public bus journey, and 96.2% of households in 30 minutes bus journey. This low access can be attributed to the fact that this is geographically the largest area.

These centres respond to the specific health needs of each neighbourhood and deliver local health services by providing community-based services including health visitors, district nurses, and information and support for healthy lifestyles. Each NHC will be patient centred in their care, encouraging patients to participate in their health care and have a greater autonomy. The centres are led by local clinicians and will be supported by emerging neighbourhood commissioning teams. Individual neighbourhood plans reflect the specific local health issues for each area and the priorities of the borough and the entire sector. This follows central government directives for future provision and the approach adopted across London for future facilities.

With no general hospital within Haringey's boundaries, residents primarily use North Middlesex Hospital in Enfield to the north and the Whittington Hospital in Islington to the south. Other hospitals in the capital will also be used to provide specialist services for Haringey residents. Previous analysis has identified that over three quarters of Haringey's households are able to access either the North Middlesex or the Whittington hospitals within a 30 minute bus journey, while 100% of households are able to access one of the hospitals within a 45 minute bus journey.

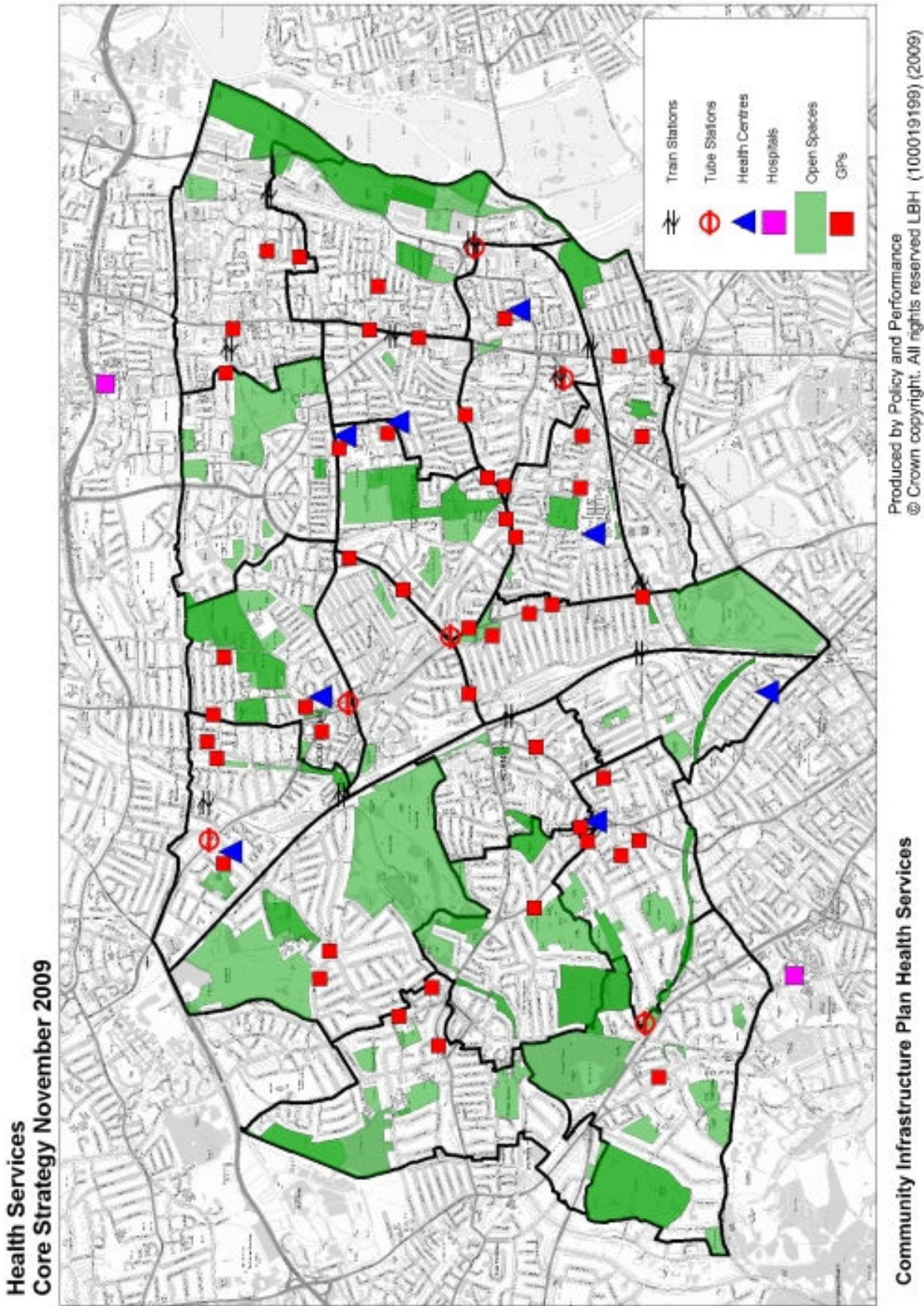


Figure x: Haringey's Health Services

Barnet, Enfield and Haringey Mental Health NHS Trust provides a range of mental health services principally to people living in the boroughs of Barnet, Enfield and Haringey. The Trust also provides a number of specialist services to a wider population across North London and beyond. In Haringey, the Trust owns the St. Ann's Hospital site and provides a range of mental health services on site. St. Ann's is a 29 acre site in the Seven Sisters area of the borough. The Trust occupies just half of the current buildings on the site, including the inpatient mental health unit for Haringey. The Trust also operates a set of smaller Mental Health centres located in the community, including Tynemouth Road centre in Tottenham and Canning Crescent centre in Wood Green.

The Council will support the provision of additional health facilities and will work with NHS Haringey and other service providers to ensure the borough has a necessary supply and distribution of premises to meet Haringey's health care needs. Further information on health infrastructure is set out in the Council's Community Infrastructure Plan (CIP) (Appendix 3).

The key findings from the Community Infrastructure Plan show that while there are adequate numbers of GPs in the borough to meet current needs, there is a deficit in the south east, and a greater capacity requirement of practices in the north east Tottenham area. The Plan has identified that additional services will be required in line with future growth, especially around Tottenham Hale and Haringey Heartlands. Overall, it is estimated that considering future population growth an additional 6-8 new GPs by 2016/17 will be required.

The NHS estate appears to be facing a radical overhaul to consolidate services into a hub and spoke model. The focus of the NHS restructuring also indicates a shift from hospital systems to a polyclinic type setting. This approach is still developing and the issues that arise from this shift, such as the need for more space to deal with the extra services, are currently being quantified by NHS Haringey. There is a new polysystem type Neighbourhood Health Centre (NHC) in the west of the borough (Hornsey Central) which is seen as a model for other such centres in Haringey. NHS Haringey is considering a similar polyclinic NHC in Tottenham. Dependent upon detailed monitoring of activity, a shift to a Tottenham NHC, both at Lordship Lane and the Laurels Neighbourhood Health Centres, could be re-graded to polyclinic spokes, providing support functions to a Tottenham polyclinic hub for residents in the east and south of the borough. It is expected that the new Neighbourhood Centres programme will be complete by 2013-14.

Impacts of the built and natural environment on physical and mental wellbeing

In addition to the provision of health services the built and natural environment plays a key role in improving physical and mental health, reducing segregation and isolation, and preventing long-term illness, such as obesity and associated diseases. Spatial planning can also reduce and mitigate adverse impacts on health, by managing noise and air pollution, and designing walking routes and cycle lanes.

As detailed in Strategic Policy 1 Managing Growth, a concentration of new homes will be built in Tottenham Hale and Haringey Heartlands and other sustainable locations throughout the borough. The rate and pattern of this development and population change will impact on the health and well-being of new and existing residents and on the demand for health services. Haringey NHS will work in partnership with the Council to explore how spatial planning interventions might influence the wider determinants of health and result in positive health outcomes.

Housing quality and the environmental quality of neighbourhoods are significantly and independently related to people's self-rated mental health. Poorly designed housing can have a considerable impact on physical and psychological health and wellbeing. Overcrowding (i.e. less rooms than is

needed in a household), for example, is a particular problem in some parts of the borough and affects the health of both children and adults. Haringey's Housing Needs Assessment 2007 identified that 8.9% (8,311 homes) of households in the borough are overcrowded. The wards which experience the highest occurrence of overcrowding include Seven Sisters and White Hart Lane, with nearly 20% of households. The wards least likely to experience overcrowding include Fortis Green and Muswell Hill. The highest proportion of overcrowding was more likely to occur in the social rented sector than in owner occupied households, with 15% of these social rented homes being overcrowded. Additionally, it was found that households with children were most likely to be overcrowded, particularly lone parent households (30.7%). Overcrowding contributes to the spread of infectious diseases and can adversely affect personal relationships and mental health. Damp housing exacerbates respiratory disease, while accidents are also more likely in poorly designed and poorly maintained homes. Homelessness and poor quality housing may lead to mental ill health and may increase the likelihood of substance misuse.

The needs of Haringey's ageing population will be a major consideration in planning for the borough in the next 15 years. Flexible and appropriate design of housing, community facilities and the public realm all of which are accessible will allow for older people to live healthier and independent lives.

An efficient transport network has positive effects on health by enabling access to recreational amenities, social networks, health services, education and employment. However, car use, in particular, can have a negative impact on health by contributing to air pollution, causing road traffic injuries, reducing physical activity levels, increasing noise pollution, contributing to community severance and increasing levels of stress and anxiety. A safe highway network which increases the attractiveness for more vulnerable highway users (e.g. pedestrians) has considerable benefits for air quality and physical and mental health.

Access to open space, the design of public realm, access to employment, health and community facilities, and measures addressing deprivation and supporting community cohesion all have a significant impact on both physical and mental health. Accessible open and green spaces allow opportunities for physical exercise which can reduce stress, obesity and other cardio-vascular diseases. Lack of, and barriers to employment opportunities can affect people's health and cause people to feel isolated. Employment programmes and mixed use development improves access and opportunities to employment.

Health Impact Assessments (HIA) consider the potential impacts of planning policies and decisions on health and health inequalities. They identify actions that can enhance the positive effects and mitigate or eliminate the negative effects of developments. Undertaken prospectively, HIAs provide an opportunity to assess proposed developments from a wide range of perspectives, including that of the community, and can follow up the impact of developments from planning to construction and completion.

Healthy Eating and Physical Activity

Participation in physical activity and sports promotes health and well-being. It is vital in developing children's play, exercise and social skills. Haringey's close proximity to the Olympic Games site provides opportunities for increased participation and access to high standard sports facilities, and improved regeneration benefits such as jobs and leisure facilities.

Obesity is a major risk factor for the future health of children as it can lead to complications such as heart disease, diabetes, joint problems and emotional problems.

Data from 2008 shows high levels of obesity in children across the borough. Of those measured, 17.3% were classified obese and a further 13.2% were classified as overweight. These trends are higher in boys than in girls and there is a large variation across the borough with the highest in the east.

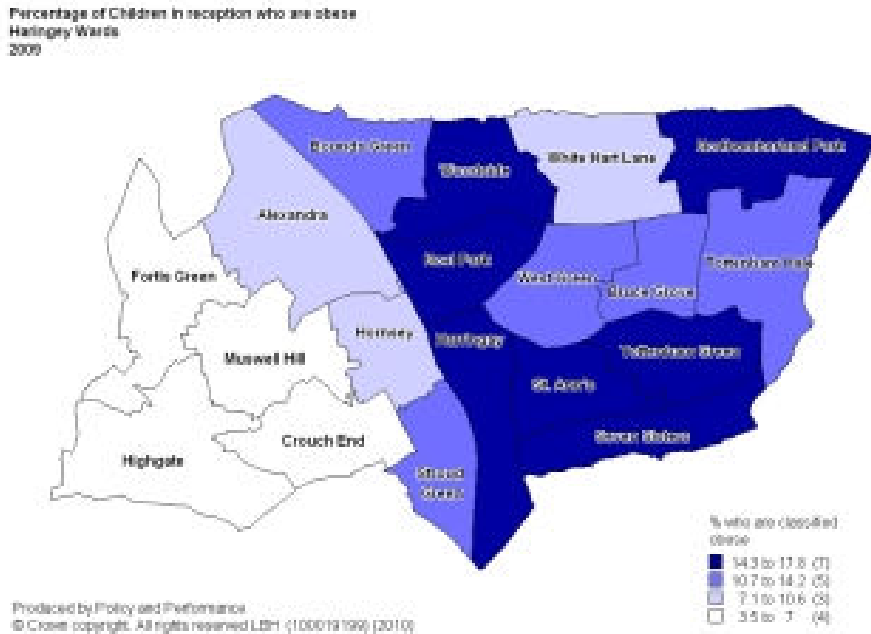


Figure x: Percentage of obese Reception class children by ward - June 2009

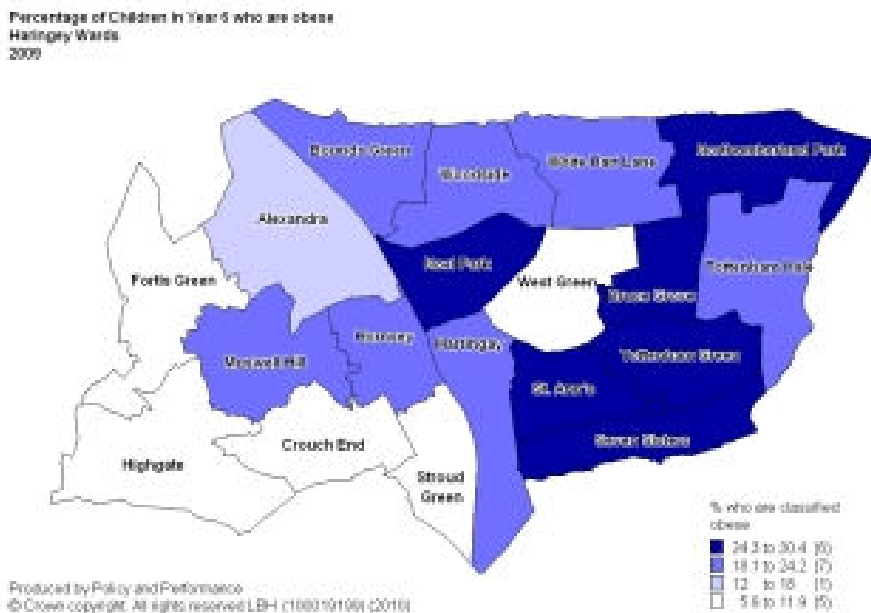


Figure x: Percentage of obese Year Six children by ward - June 2009

An assessment undertaken by Haringey NHS in conjunction with University College London Institute of Child Health identified wards with the highest prevalence of child obesity broadly corresponded to those with a higher density of fast food outlets and a lower density of open spaces.

Adult obesity is estimated at 17.9% in Haringey compared to 18.4% for London and 23.6% for England (although the confidence intervals are wide). The estimates vary considerably from less than 10% in Highgate to greater than 25% in Tottenham Hale, West Green, White Hart Lane, Bruce Grove and Northumberland Park. Haringey GP records suggest that adult obesity rates are highest in north (8.9%) and central Haringey (9.7%) and lowest in the west (5.5%) although these figures are much lower than the estimates.

Increased physical activity, including walking and cycling, is beneficial to health and protects against the risk of cardiovascular disease. Access to sport, recreation facilities and open space all help to encourage active lifestyles.

Sport England identifies a correlation between adult obesity and participation in sport and recreation and the health benefits of improvements to open space. The map below shows the deficiency in public open space and can identify targeted interventions. The 2006 Haringey Resident's Survey reported on the numbers of residents undertaking at least 30 minutes of moderate to intense physical activity on 3 or more days per week. It found that approximately 40% of the population did not achieve the required level of physical activity.

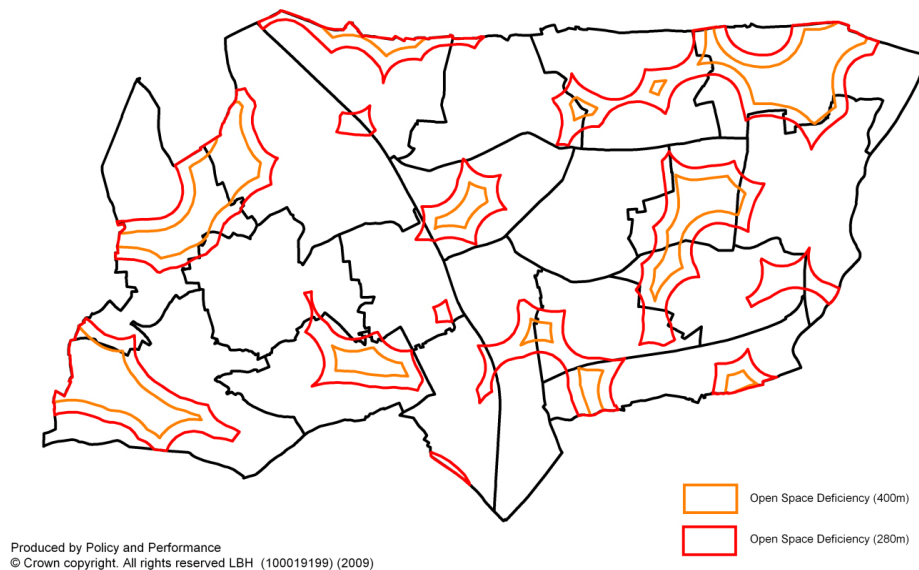


Figure x: Open Space Deficiency

Indicators to monitor delivery of SP14

- Number of residents per GP; and
- Reduction in health inequalities by area and vulnerable community groups.

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey Residents' Survey, London Borough of Haringey 2006, 2007, 2008, 2009
- Haringey Open Space and Recreational Standards Supplementary Planning Document, London Borough of Haringey 2008
- Haringey's Housing Needs Assessment, Haringey's Housing Needs Assessment, London Borough of Haringey 2007
- Haringey's Housing Strategy, London Borough of Haringey 2008
- Towards Joint Strategic Needs Assessment: the core dataset, Haringey Strategic Partnership 2008
- Working towards a Healthier Haringey Strategic Plan 2009-2014, NHS Haringey 2010
- Developing World Class Primary Care in Haringey (draft), NHS Haringey 2008
- Haringey's Local Area Agreement 2008 -2011, Haringey Strategic Partnership 2008
- Haringey's Children and Young People's Plan 2009-2020, London Borough of Haringey 2009
- Haringey's Well being Strategic Framework, Haringey Strategic Partnership 2007
- Choosing Health White Paper, Department of Health 2004

7.2 SP15 Culture and Leisure

Haringey's cultural wealth is as diverse as its people and owes much to them. It is home to 228,837 people, with significant African, African-Caribbean, Greek and Turkish Cypriot and Asian communities as well as people from a range of other minority and ethnic groups, including recent refugee and asylum seeker communities. Together they make Haringey one of the most diverse boroughs in London and the UK, with over 190 languages spoken locally.

As the objective in Section 1 sets out, the Council wishes to ensure that community, cultural and leisure facilities are provided to meet local needs. As such, SP15 sets out Haringey's continued approach to protecting and fostering inclusive communities by supporting the borough's cultural heritage.

This policy contributes to the spatial aspects of the following priorities in Haringey's Sustainable Community Strategy.

SCS Priorities

- Provide even better cultural, leisure and shopping opportunities;
- Promote community cohesion; and
- Improve supporting facilities, services and infrastructure.

SP15 - Culture and Leisure

The Council will safeguard and foster the borough's cultural heritage and promote cultural industries and activities through:

1. The development of the following cultural areas across the borough:
 - Wood Green/Haringey Heartlands/Alexandra Palace;
 - Tottenham Green;
 - Haringay Green Lanes;
 - Hornsey Town Hall; and
 - Tottenham Hotspur.
2. Supporting the provision of new work spaces and cultural venues that support cultural businesses particularly in cultural areas;
3. Protecting and enhancing, where feasible, of existing cultural facilities throughout the borough.

The Council will safeguard and foster the borough's existing recreational and sporting facilities through:

- The protection and enhancement of sporting facilities in areas of deficiencies; and
- The dual use of the borough's cultural assets, such as land and buildings to meet the needs of local communities, for example meeting space, arts and leisure activities, opportunities for recreation and sport.

Arts and cultural facilities

Haringey is building itself a reputation as a visitor and cultural destination within north London. The Council's Sustainable Community Strategy seeks to improve and create places of enjoyment, culture and interest. The borough boasts many cultural attractions such as Alexandra Palace, Bruce Castle Museum, Bernie Grant Arts Centre and Tottenham Hotspur Football Club at White Hart Lane. There are growing number of local events and festivals such as the Tottenham Carnival, the Haringey Green Fair, Green Lanes Food Festival, Finfest, the Wood Green International Short Film Festival and bigger music events such as the RESPECT Festival which have been attended and enjoyed by residents of the borough, London and further afield, giving Haringey a more national profile. These events are entirely managed by committees of local people in partnership with Neighbourhood Management Teams, College Arts, Bruce Castle Museum and Haringey Council. The predominance of retail in the borough ensures an attractive shopping and leisure experience for both residents and visitors alike. Haringey is home to a vibrant, attractive and accessible network of town centres and retail facilities (further reflected at SP10 Town Centres). These cater to meet people's day to day needs as well as functioning as places to spend leisure time, for example, Muswell Hill and Crouch End have a multitude of boutiques and gift shops while Green Lanes can offer a range of exotic food from all over the world.

The Lee Valley Park provides a range of cultural, leisure and recreational activities and opportunities for both residents and visitors, for example Tottenham Marshes serves as both a regional open space resource and a local open space for community events and festivals. The Waterside Centre at Stonebridge Lock on the River Lee provides opportunities for community recreation and water sports. Markfield Park and the Markfield Beam Engine and Museum are located in the Seven

Sisters ward of the borough. The park is an underused resource and the listed Victorian pumping station has the potential to be developed into a significant visitor destination, with links to the River Lee offering leisure amenity links. The Council will work in partnership with the Lee Valley Regional Park Authority in relation to the leisure and recreation opportunities on offer for both residents of the borough and visitors.

There are 9 libraries located throughout the borough, in addition to a mobile library and a Housebound service catering for the numerous and diverse requirements of residents. The libraries offer a wide range of activities including author and music events. Most of the libraries have dedicated space in order to facilitate the exhibition of works of local artists.

Haringey's first commercial art gallery - The Original Gallery - located in Hornsey Library is now open, showing work from a mixture of established and emerging artists. Jacksons Lane (Arts Centre and Theatre) Community Centre in Highgate is in a converted red brick church on the corner of Archway Road and Jacksons Lane. It offers an extensive range of stage based activities for all age groups, for example dance, drama and music performances, cafe /bar facilities and the opportunity to hire both theatre and studio space.

A key priority included in the Council's Regeneration Strategy People, Places & Prosperity (2008) is the redevelopment of Hornsey Town Hall as a cultural landmark in Crouch End. It is anticipated that redevelopment will include community/cultural/arts facilities in the main town hall with residential development at the rear of approximately 100 units.

Cultural Areas

In Shaping Places in London through Culture (GLA 2009), "culture" is defined as '... An engine for communities through recreation, celebration and stimulation, as well as the social glue which can bring people together, enhance people's quality of life and health, provide education and training, and bring economic benefits such as tourism, to an area'.

The Draft Replacement London Plan defines Cultural Quarters as areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments. They can contribute to urban regeneration. There is considerable scope for growth in the leisure, cultural and visitor economy sectors, with scope for encouragement of cultural quarters in Outer London – particularly in town centres, the promotion, diversification and tighter management of the night time economy and possible potential for very large-scale commercial leisure facilities.

Wood Green Cultural Area/Haringey Heartlands/Alexandra Palace

The cultural area at Wood Green is dominated by the Chocolate Factory, a former Barratt's sweet factory but now a complex of 80 artist studios and small business units, with more than 100 creative individuals and organisations. It is north London's largest creative enterprise centre. The Wood Green Cultural Area is expanding further with the potential for growth as Haringey Heartlands develops. Further detail will be provided on the development of this Cultural Area through the Wood Green Area Action Plan.

Over the life of the Core Strategy Haringey will promote the development of additional Cultural Areas to accommodate new arts, cultural and leisure activities, enabling them to contribute more effectively to regeneration at the following areas:

Tottenham Green Cultural Area

There are several important cultural destinations around Tottenham Green, including Bruce Castle Museum, the Bernie Grant Arts Centre and the Marcus Garvey Library, all providing strong links to both the culture and heritage of the borough. However, the connection between the public realm, the cultural buildings and their activities and service provision is not fully optimised, with little opportunity for the wider public to engage with the green space or adjoining buildings.

The Council intends to strengthen the identity of these assets, link up and enhance service provision and make significant improvements in public open space including its programming and management, streetscene and community safety. There is also the potential to establish a cultural area to provide a coordinated strategy for maintaining and enhancing the existing cultural and associated uses located in and around Tottenham Green.

The development of the cultural area will contribute to the aims and objectives of the Tottenham High Road Regeneration Corridor providing an important link between the other regeneration strategies in the area such as the Seven Sisters Corridor within the former New Deal for Communities area.

Harringay Green Lanes

Harringay Green Lanes District Centre provides for a rich diverse community with a thriving evening economy and good range of restaurants. Within the centre itself many of the shops are independently run by members of the Turkish and Kurdish communities. Over the life of the Core Strategy there is the potential to create a cultural area around Harringay Green Lanes strengthening the identity of the area and building on its diverse community.

Hornsey Town Hall

Hornsey Town Hall and its associated buildings are located in a prominent position with The Broadway (A103) adjacent to the prime retailing thoroughfare of the Crouch End District Centre. The site is also bounded by residential premises on Weston Park to the north, residential and garage accommodation to the east, Hornsey Library and Haringey Park to the south, residential premises in Hatherley Gardens to the south west and The Broadway's commercial and retail premises to the west.

The Town Hall and associated buildings fall within the Crouch End Conservation Area and the Town Hall is a Grade II* listed building. The Council and the local community place a high degree of significance upon the Town Hall and associated buildings. This is principally due to their architectural importance and the prominent position that they occupy within Crouch End District Centre.

The Council's vision for Hornsey Town Hall, its associated buildings and surrounding area is the creation of an interesting, lively focal point for Crouch End through the creation of an integrated complex of buildings, which promote a viable and vibrant mix of community, cultural, arts, leisure, business and residential uses through appropriate refurbishment and further enabling development. The creation of a Cultural Area at Hornsey Town Hall will contribute to the Council's overall vision for redevelopment.

Tottenham Hotspur Cultural Area

As part of the wider regeneration of Northumberland Park, there is the potential to create a cultural area around Tottenham Hotspur football stadium. Further details on how the Council sees this develop will be set out in the Northumberland Park Area Action Plan.

Sports and leisure facilities

Haringey has the 5th highest population of people under the age of 24 years old in London, with 40 per cent within this age range in Seven Sisters alone. Haringey's Strategic Partnership has placed a strong emphasis on youth, in particular on actions to divert young people from crime and creating opportunities for young people to contribute to economic and social life. Involvement in arts and sport can play a positive role in helping address these issues through providing a sense of self worth, belonging and personal empowerment.

Increasing participation in physical activity amongst school children has been identified as a specific priority in light of increasing levels of child obesity. In Haringey, 37% of year 6 children were considered to be overweight or obese compared to 31.3% nationally, with wards in the east of the borough showing higher proportions of overweight and obese children, e.g., 27.2% to 31.9% in Tottenham Green and White Hart Lane wards compared with 4.3% to 7.2% in Highgate, Muswell Hill, Fortis Green and Alexandra wards.

Celebrating and supporting Haringey's diversity is one of the key drivers for the Council's Sports and Physical Activity Strategy 2005. Moreover, participation in sports has been accepted as an outcome for making communities healthier as identified in the Health White Paper: Choosing Health. In 2012 London will be hosting the Olympic and Paralympic Games. The Council's Sports Scholarship Programme aims to produce Olympic stars of the future providing funding, coaching advice and pastoral support to the most talented young athletes in the borough. The programme aims to ensure that at least two of the scholars will compete in the 2012 London Olympics and Paralympics and at least half of them represent their country in their chosen sport.

The Council operates four sports and leisure facilities at Tottenham Leisure Centre, Park Road Pools, White Hart Lane Community Sports Centre and Finsbury Park Track and Gym. There are six public swimming pools on two sites at Tottenham Green and Park Road Pools, with one other at Northumberland Park Community School, which provide restricted access and four primary schools with swimming pools.

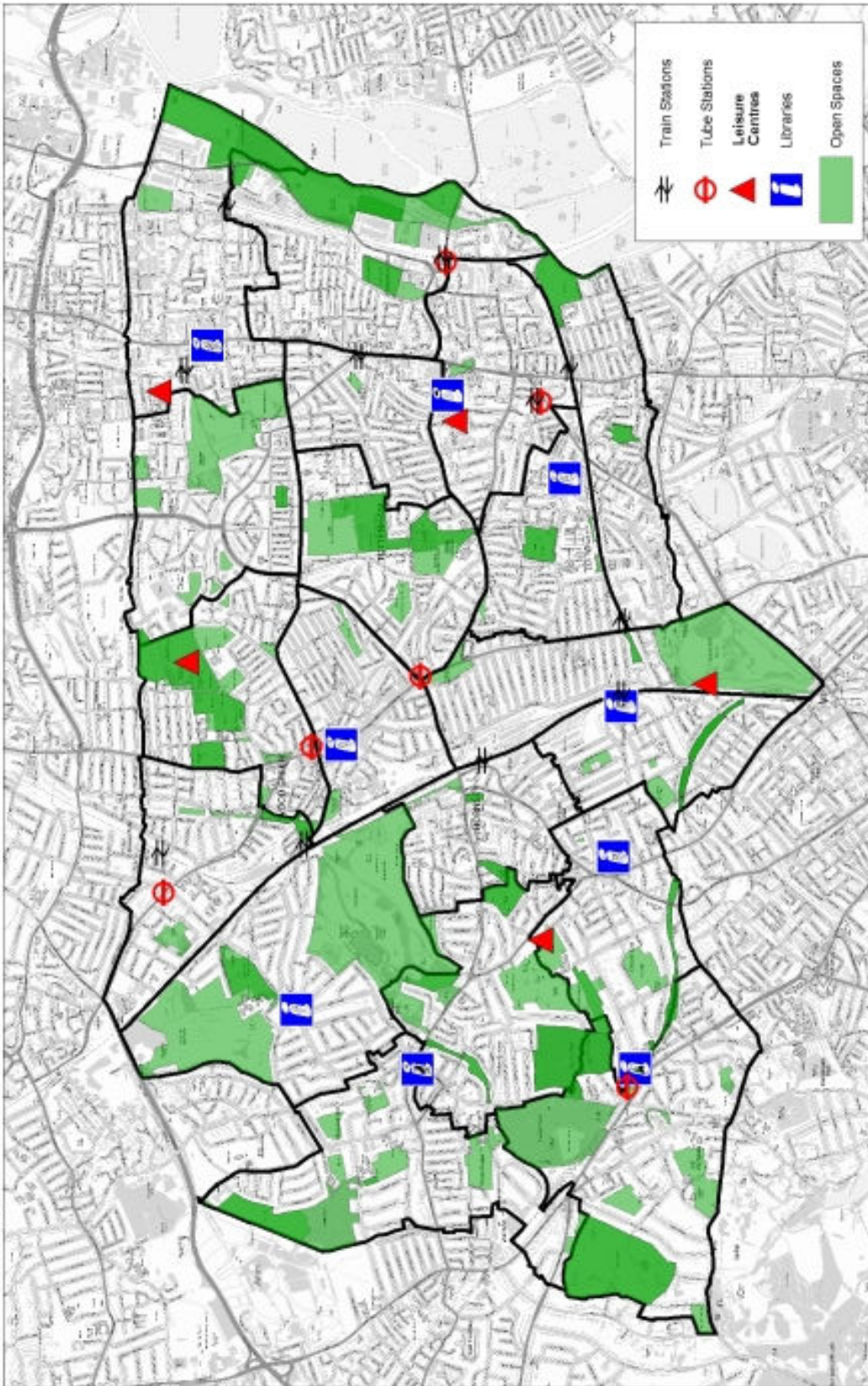
The Haringey Open Space and Sports Assessment, Atkins (as updated 2008) identified 15 facilities with large sports halls operated through main leisure providers and secondary schools, with additional provision of 79 community venues or smaller sports facilities across the borough. There are also seven sports halls located outside the borough, with Sobell Sports Centre in Islington and the Ashmole Centre in Barnet to meet community need.

In terms of outdoor sports provision, there are a total of 119 clubs identified as operating within the borough. Of these football is the most popular sport. There are also three full Astro Turf Pitches, (ATP) currently in use, all of which are floodlit. These are located at Northumberland Park Sports Centre, White Hart Lane Community Sports Centre and Hornsey School for Girls. ATPs are also being developed at Fortismere, White Hart Lane and Highgate Wood. Some 21% of pitch sites are owned and managed by the voluntary sector within Haringey, in comparison with 6% for London as a whole.

However, Haringey Open Space and Sports Assessment, Atkins (as updated 2008) identified deficiencies and gaps in provision in relation to sports facilities across the borough and the quality of playing pitch provision is uneven within Haringey, for example a lack of accessible indoor football, poor quality, lack of pitches and ancillary facilities, and a shortage of indoor tennis facilities. Total provision in numerical terms is below the national and London averages per head of

population. Some 22% of pitches do not have access to changing facilities and 60% of pitches do not have social facilities. A particular concern is that participation rates in Haringey for outdoor sports are below the national average, which is significant. 28% of football clubs, 30% of cricket club, and 20% of hockey clubs draw more than half their members from outside of the borough.

Leisure Facilities
Core Strategy November 2009



Community Infrastructure Plan Leisure facilities

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Figure x: Haringey's Leisure Facilities

Provision of leisure and sports facilities

Haringey is relatively well served by a range of community infrastructure and facilities. Initial findings from the Council's Community Infrastructure Plan (2009) show a potential need for a new district level combination swimming pool and leisure centre to meet the predicted population growth. This is a neighbourhood or district scale model rather than a full service, town centre model, of which larger local authorities typically only provide one. A prime location for this pool would be the central part of the borough, possibly in Wood Green. Further details are set out in the Community Infrastructure Plan.

Indicators to monitor delivery of policy SP15

The creation of cultural areas at:

- Wood Green/Haringey Heartlands/Alexandra Palace;
- Tottenham Green;
- Harringay Green Lanes;
- Hornsey Town Hall; and
- Tottenham Hotspur.

For further details in national, core and local indicators please see the Council's Monitoring Framework supporting document.

Key evidence and references

- Haringey's Regeneration Strategy, London Borough of Haringey 2008
- Haringey Sport and Physical Activity Strategy, London Borough of Haringey 2005
- Planning Policy Guidance 17: Planning for open space, sport and recreation, Department of Communities and Local Government 2004
- The London Plan (consolidated with Alterations since 2004) Mayor of London, 2008
- London Cultural Strategy: Realising the Potential of a World Class City, Mayor of London 2004
- Cultural Metropolis - The Mayor's Priorities for Culture 2009-2012, Mayor of London 2008
- 2012: A Legacy for Haringey, London Borough of Haringey 2009

8.1 SP16 Community Infrastructure

Community facilities provide people with opportunities to meet, learn, socialise and develop skills and interests and, by doing this, help improve their quality of life. A key part of the Council's strategy for managing Haringey's growth is making sure that the services, facilities and infrastructure to support the local community and visitors to the borough are provided in suitable locations to meet increasing demand caused by our growing population. The provision of community facilities also plays a key role in meeting the Haringey Sustainable Community Strategy priority of improving health and community well-being.

Strategic Policy 16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. For the purpose of this policy, community facilities include education and childcare, health facilities (also covered in SP14), community halls, and places of worship. Libraries, culture and art, and sports facilities are covered in SP15 and parks and open spaces are covered in SP13.

This policy contributes to the spatial aspects of the following outcomes in Haringey's Sustainable Community Strategy.

SCS Priorities

- Promote community cohesion;
- Improve supporting facilities, services and infrastructure; and
- Create a positive future for our children and young people.

SP16 Community Facilities

The Council will work with its partners to ensure that appropriate improvement and enhancements of community facilities and services are provided for Haringey's communities.

This will be based on the programming, delivery, monitoring and updating of the Community Infrastructure Plan and Schedule which cover projects for:

- Health;
- Education;
- Social care;
- Libraries and Museums;
- Open Spaces and environmental improvements;
- Community and youth facilities;
- Leisure;
- Emergency Services;
- Transport;
- Waste;
- Water Supply and Sewerage; and
- Energy and Telecommunication Services.

The Council will:

- Expect development that increases the demand for community facilities and services to make appropriate contributions towards providing new facilities or improving existing facilities; and
- Promote the efficient use of community facilities and the provision of multi-purpose community facilities.

Community facilities and development

As Haringey continues to grow and diversify it is vital that we provide the right quantity and quality of infrastructure that is designed so that facilities can be easily accessed by all groups in the borough. Promoting cohesion will lie at the heart of our approach to supporting neighbourhoods and communities. To ensure that we continue to meet the demand for community facilities, developments will be expected to contribute to the provision for new, or improvements to existing facilities. This will help to meet the needs of new residents and mitigate impacts on the existing community.

Community facilities can provide a range of services in one location, e.g. A community hall can be used for meetings, exercise classes, performances, exhibitions and other uses. As such, grouping facilities together allows a greater number of services to be provided in a single place and encourages links between them. This way of providing community facilities is becoming more popular, however, the Council and other service providers need to work together to ensure facilities and services are at one accessible location. Grouping community facilities in a single location or in one building makes efficient use of land. Haringey will support multi-purpose community facilities that can provide a range of services and facilities to the community at one location. The Council

will also encourage the use of existing community facilities for more than one use, and support the use of other types of premises for community use i.e. those buildings which already have some public use.

Providing community facilities

Haringey has a good range of community facilities that are provided by the Council or the voluntary sector. The protection of existing community facilities in the borough and the delivery of new infrastructure will play a key role in improving the lives of residents of Haringey.

Education and training facilities

Haringey aims to provide a high standard of education and training for everyone through the borough's network of schools, youth centres and childcare providers. We will also work with our partners, such as the further education colleges, neighbouring boroughs and the community and voluntary sector, to ensure that suitable services and facilities for education and training are provided.

Primary Schools

Haringey has a mix of one and two tier primary schools. There are 6 infants and 6 junior schools operating with individual head teachers and governing bodies, 4 sets of infant and junior schools operating as hard federation (one head and one governing body), which is very similar to an all through primary school. There are also 43 primary schools that combine and cover the age ranges represented by infant and junior schools. For 2008, there were 20,927 school places (reception to year 6). The Council consulted last year on its Primary Strategy, setting out the borough's aspirations for primary aged children over the period of the National Children's Plan to 2020. In line with DCSF guidance, the Council's Children and Young People Service will seek to provide, where possible, new schools of no less than 2 forms of entry, and will actively support the federation of schools where applicable to help give each school the capacity to meet the borough's aspirations. Overall, the most urgent need has been in Alexandra, Muswell Hill and Fortis Green wards, although this is now being addressed by a decision to expand Rhodes Avenue Primary School by one form.

It is anticipated that by September 2014 additional school capacity will be required at Tottenham Hale to respond to new housing developments. The child yield assessment for Hale Village concluded that there will be an increase in demand for an additional 60 reception places and 210 primary school places, despite some current surplus capacity across the six local primary schools.

There will be a need to either expand an existing school, or create an additional primary school to meet the demand from predicted new housing growth in Haringey Heartlands. One possibility is the expansion of a nearby school and to expand this school, additional land of approximately 1500m² would be required.

While immediate demand can be addressed, scope for expansion in the north east of the borough is very limited within the schools in Northumberland Park. There is also a current application with the Council for the redevelopment of Tottenham Hotspur Football Club. In addition to a new 56,250 seat stadium, the proposal includes 434 housing units and provision of additional school places that will be required as a result of the development.

Work is ongoing within Children and Young People's Service to identify sites/schools that will be used to address the increased demand for school places in the Council's growth areas.

It is recommended that sites for future primary school expansion or development be identified at these locations to meet demand arising from delivery of housing targets. In the event that the proposed new housing growth figures in the London Plan are adopted, it is possible that that expansion and replacement thresholds will be reached earlier than anticipated.

Secondary schools

The majority of Haringey's twelve secondary schools range in size from 6 to 10 forms of entry, although John Loughborough (a Seventh Day Adventist school) operates at just 2 forms of entry.

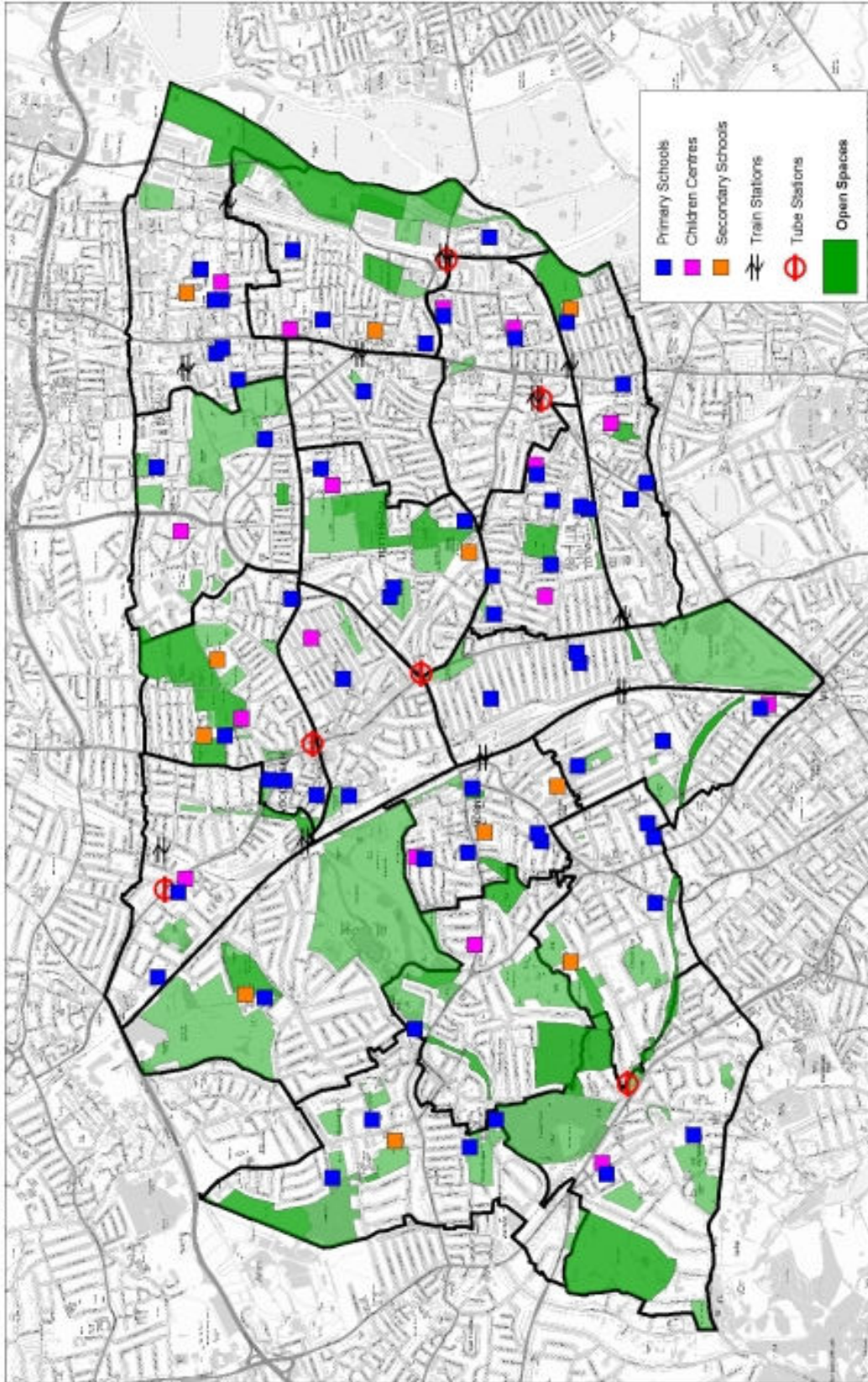
The expected rise in demand for secondary places has been addressed in part by the provision of a 6th new secondary school in the middle of the borough, Heartlands High, that will open in September 2010. In addition, Haringey's Building Schools for the Future (BSF) programme is seeing a roll out of more than £200 million on improving our secondary schools and ensuring that they are fit to meet the requirements of a 21st Century agenda. Haringey's Strategic Business Case (SBC) for BSF sets out how and where we will spend our money. The BSF programme is already well underway, with some of the work completed.

The key infrastructure programmes and projects in Appendix 3 provide more detail on planned education schemes.

Higher and further education

In 2009, the College of North East London located in Tottenham Green merged with Enfield College to become the College of Haringey, Enfield and North East London (CHENEL). This is the only College in Haringey. At Tottenham there are over 2,000 full time 16-19 year old students and 9,000 adult learners of which 2,800 are full time. The Enfield site is in the Ponders End area of eastern Enfield which is 6 miles north of the Tottenham site. The College also offers extensive training in the workplace for 4000 individuals, including apprenticeships, with 500 employers. The College employs over 700 (550 FTE) staff. The College Strategic Development Plan covering the period up to 2013 commits the College to the development of both its Tottenham and Enfield Centres. Haringey recognises the importance of higher and further education sector and will seek to support its requirements by continuing to work with its partners across the sub-region.

Education Facilities
Core Strategy November 2009



Community Infrastructure Plan Education facilities

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Figure x: Haringey's Education Facilities

Facilities for children and young people

Haringey will aim to make sure that children and young people receive the services and support they need by working with our partners, including schools, the voluntary and community sector, parents and carers, and the children and young people themselves.

Haringey's Childcare Sufficiency Assessment (2008, updated 2009) is a measure of the nature and extent of the need for and the supply of childcare within each local area. It helps the Council identify where there are gaps in the market and plan how to support the market to address those gaps. The supply of childcare varies across the borough, both in terms of the number of places available, and in the pattern and combination of types of care. The Council has 17 Children's Centres (see figure X) which bring together a range of services for children under five, including family support, health and education.

Child care provision is critical to supporting parents and carers to pursue work, training and education opportunities. While any local authority is not responsible for the provision of childcare, they will provide at least a proportion of child care in the form of 1) free nursery places for 3 and 4 year olds (up to 15 hours per week), and 2) longer periods of childcare through the provision of Children's Centres. They also have a duty to secure sufficient childcare to enable parents to work or take up education or training. Please see SP9 Employment for more information on how the Core Strategy supports schemes that encourage Haringey residents into training and jobs.

Facilities for older people

Older people in Haringey make up X% of the population (GLA 2006 Round of Demographic Projections (RLP High) GLA 2007). There are a number of strategies/policies that help guide and inform the provision of facilities for older people including Assessment of Older People's Needs in Haringey (phase 1 August 2009), The Older Persons Housing and Support Needs Analysis, Housing Investment Plan 2009 - Priorities for Older People and Commissioning Plan for Services for Older People. The Council will work with its partners to continue to provide more informal services and facilities such as lunch clubs, learning opportunities, exercise classes, networking groups and meeting places.

Places of worship

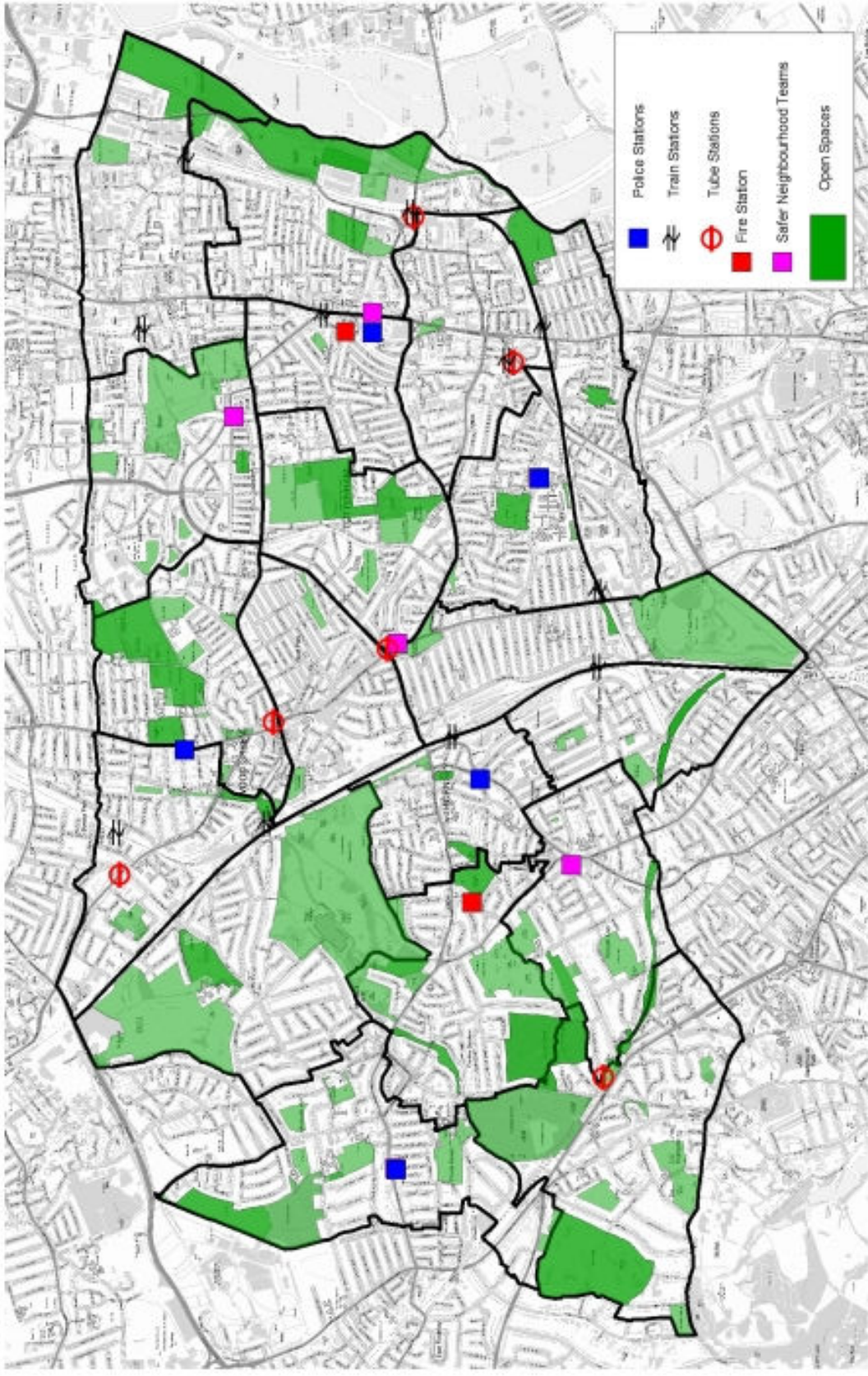
Haringey has many meeting places, churches, synagogues, community facilities and prayer centres that cater for a range of faiths and beliefs. The Council will seek to support community organisations and religious groups to help them to meet their need for specific community facilities. **Places of worship and employment land issue.**

Policing and emergency services

Policing services in Haringey are managed by the Metropolitan Police at a London-wide level and by the Safer Neighbourhoods Team at a local level. There are five police stations in Haringey, with 807 police officers and 147 police staff. Haringey Metropolitan Police Asset Management Plan (2007) sets out future trends and implications for asset management in Haringey. The new long term provision aims to separate functions which are currently delivered in multi function buildings as well as a review of back office facilities for command, management and support functions. A potential building near Wood Green has been acquired as suitable for these functions. This will accommodate staff currently located in Hornsey, Tottenham and Muswell Hill police stations. Haringey will work with the Police to help deliver their planned improvements once they have been agreed. The London Fire Brigade have no plans for restructuring existing facilities in

Haringey as a result of population growth. The LFB will continue to work with boroughs on the need to make adequate provision through the planning system for the provision of suitable facilities for the fire service. The key infrastructure programmes in Appendix 3 provide more details on the planned policing and emergency services schemes.

Emergency Services
Core Strategy November 2009



Community Infrastructure Plan Emergency Services

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Figure x: Haringey's Emergency Services

Indicators to monitor the delivery of SP16

- % of Haringey's children and young people attending schools in Haringey;
- % of residents in Haringey who believe people from different backgrounds get along well together in their local area (NI 1);
- % of residents in Haringey who are satisfied with local area (NI 5); and
- Number of multi purpose community facilities in Haringey

For further details on national, core and local indicators please see Haringey's Monitoring Framework supporting document.

Key evidence and references

- Haringey's Community Infrastructure Plan, London Borough of Haringey 2010
- Experience Still Counts: Haringey's strategy for improving the quality of life of older people 2009-12, London Borough of Haringey 2009
- Haringey's Sustainable Community Strategy 2007-2016, Haringey Strategic Partnership 2007
- Haringey's Childcare sufficiency Assessment, London Borough of Haringey 2008 (updated 2009)
- Older People's Needs Assessment, Haringey Strategic Partnership 2009
- Children and Young People's Plan 2009-2020, London Borough of Haringey 2009
- Planning Policy Statement 12: Local Spatial Planning, Department of Communities and Local Government 2008

8.2 SP17 Delivering and Monitoring the Core Strategy

The Council in partnership with the public, private and voluntary sector agencies will deliver the Core Strategy through the policy set out below and the following other mechanisms:

- Working with our partners;
- Community Infrastructure;
- Development management;
- Planning obligations;
- Cross boundary working; and
- Monitoring and review.

A key mechanism for delivering the Core Strategy will be the Council's decisions on planning applications. The policies in the Core Strategy and the Development Management Policies document, and for relevant locations, the designations in the Council's Site Allocations document will provide the framework for these decisions. The Council will also take account of supplementary planning documents, including planning briefs, frameworks and conservation area statements and appraisals, when determining planning applications.

SP17 Delivering and Monitoring

The Council will work with Haringey's Local Strategic Partnership and its sub regional and regional partners to deliver the vision, objectives and policies of this Core Strategy. In particular the Council will use the following means:

- Development management negotiations and decisions and planning enforcement;
- Planning area and improvement plans, planning briefs and guidance;
- Haringey Strategic Partnership programmes;
- North London Strategic Alliance programme and cross Borough working on joint projects;
- Community Infrastructure Plan and S106 policy including the development S106 tariffs and a possible community infrastructure levy;
- The Council's Capital programme and Service management Improvement Plans;
- Improvements through community involvement and working with the Third Sector via an agreed Compact. Support for neighbourhood and community engagement and empowerment and community behavioural change;
- National, London and European Legislation;
- London Plan programmes, National Area Growth Programmes, Utility Improvement programmes, European Structural Funds and Homes and Communities Agency Funds;
- Private Sector partnership working; and
- Monitor the implementation of the Core Strategy against the monitoring framework set out in Council's Monitoring Framework and the Annual Monitoring Report.

Working with our partners

The Council has secured the involvement and commitment of Haringey's Local Strategic Partnership and other key delivery partners to reflect their plans and spending programmes. The LSP recognises that it has an important role to play in relation to the delivery of this Core Strategy, in particular in bringing forward the key infrastructure programmes set out in Appendix 3. In addition, the Council has agreed its Local Area Agreement (LAA) which contains a range of targets and goals to improve our services across the Council. The Core Strategy will contribute to delivering a number of these outcomes. The indicators used to monitor the Core Strategy are in line with the LAA (see the Council's Monitoring Framework).

Involving local communities in developing the policies and services is essential to achieving the Core Strategy's vision, objectives and policies. Planning affects everyone - where you live, work, and how you spend your leisure time. As such, involving the community through engagement and consultation is an integral part of planning. As part of Haringey's LDF, the Council has published a Statement of Community Involvement (SCI) which sets out how the Council will involve all community and stakeholders on planning applications and development plan production. In addition, the Haringey Strategic Partnership (HSP), including the Council, has produced a Community Engagement Framework which will take a step further, through a common approach that will raise the profile, improve the quality and achieve better co-ordination of community engagement across the agencies that make up the HSP.

Community infrastructure

It is vital that the transport facilities and services and social infrastructure needed to make development work and support local communities is provided, particularly in the parts of the borough that will experience the most growth up to 2026. As such, the Council has been working closely with infrastructure providers, delivery partners and other relevant organisations to ensure that the necessary infrastructure is planned and will continue to do so to ensure that the infrastructure to support the planned growth is delivered.

In order to ensure the infrastructure is provided the Council has produced a Community Infrastructure Plan (CIP) to provide information on infrastructure needs and provision in the borough. This document aims to identify the new infrastructure that will be required to meet the anticipated growth in demand for services. In the first instance, the Council is focusing on infrastructure requirements to 2016 /2017 and has used 6,800 housing units by 2016/17 as a baseline for infrastructure needs. Two scenarios have been put forward showing how many additional people could be living in Haringey as a result of an additional 6,800 housing units. The study shows that there could be a population increase of between 4.5 and 6%.

This initial assessment will also provide a basis for estimating future requirements to 2026 given continuation of the initial rate of growth for the forward planning period. On the basis of a firmer foundation for requirements associated with 6,800 housing units to 2016/17 it will also be possible to roll requirements forward to 2026. Based on the existing London Plan target of 680 units per year, this will increase requirements associated with housing targets to 2016 by 100% by 2026.

Appendix 3 sets out the key infrastructure plans and programmes likely to be needed in Haringey especially in the first five years. In many cases the confirmation of funding for infrastructure is limited to the short term. However, details on medium to long term infrastructure priorities even where funding has not yet been confirmed are still necessary to include. To ensure that funding arrangements are fully identified and the proposed infrastructure to support growth are implemented in a timely fashion, the Council has identified a network of service providers to meet regularly to monitor the progress and keep under review the infrastructure needs and delivery of identified infrastructure projects.

The CIP findings will be crucial in this process by helping service providers and the Council to identify infrastructure investment bids, the possible need for financial contributions associated with individual planning applications, and provide a platform for the development of a charging schedule. It will also provide an infrastructure context for future planning consent negotiations; create a corporate community of stakeholders within the borough to ensure consideration of community infrastructure in future development, planning and policy. In addition, the CIP indicated that all key service providers are interested in opportunities for sharing buildings and facilities. This fits in well with the Council's own plans for reviewing existing assets and will be further explored through the CIP review and monitoring process.

The Council's Site Allocations Document will contain further information about the infrastructure requirements of specific sites and areas in the borough that are expected to experience significant development.

Development management

Together with the London Plan, the Local Development Framework will be the main basis for decision-making and managing development in the borough. The Core Strategy is the key document, to which all the other documents in the LDF relate. In order to manage development and make decisions on planning applications, it will be supported by a Development Management

Development Plan Document (DPD), Sites Allocation DPD, and A Sustainable Design and Construction Supplementary Planning Document. For the borough's strategic growth area at Tottenham Hale and Areas of Change at Northumberland Park, Seven Sisters Corridor, Tottenham High Road Corridor and Wood Green Metropolitan Town Centre, Area Action Plans will provide more detailed guidance on sites, in order to guide and manage new development. The Council's policies on Waste will be implemented through the North London Joint Waste Plan being produced by Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest Councils.

Planning obligations

The Council will use planning obligations (sometimes known as legal agreements or S106 agreements) in appropriate circumstances and in accordance with Circular 05/2005, to influence the nature of a development or mitigate for its potential effects. A planning obligation can be used in the following ways:

- To prescribe the nature of the development to achieve planning objectives;
- To mitigate the impact of a development;
- To compensate for loss or damage caused by a development.

The Council will assess each application individually and on its merits to determine if a planning obligation is needed and what matters it should address. This will include those relevant adverse impacts that might arise as a result of the development including those on the environment, transport, local economic conditions, social, recreational, health, educational, emergency services, and community facilities.

The Council will ensure that a section 106 agreement will only be entered into where planning conditions cannot be used to overcome problems associated with a development proposal.

For Planning Obligations the Council will prioritise its needs including the following:

- Affordable Housing;
- Transport ;
- Environmental and public realm improvements;
- Community facilities and services including education, health and open space; and
- Training, skills and regeneration.

Planning obligations can take different forms and can involve financial contributions or the provision of certain requirements 'in kind'. In considering planning obligations, the Council will take into account economic viability, the full range of benefits provided by a development and the extent to which it contribute towards delivering the objectives of this Core Strategy and other planning policies. **Pooled contributions will be used when the combined impact of a number of schemes creates the need for related infrastructure or works.**

In conjunction with the Government's announcement to embark on a national house-building programme, the Government has introduced a new charge- the Community Infrastructure Levy (CIL). The CIL will be a standard charge to be decided upon by charging authorities which will contribute to the costs of infrastructure arising from new development. The definition of what can be covered by CIL is expected to be as wide as possible, including residential developments. It is important to note CIL does not replace developer contributions, but should be seen as a

complementary mechanism for infrastructure delivery. Dependent on further guidance the Council will investigate the appropriateness of CIL and its application within Haringey. The CIL would build on the current borough approach of using standard formulae to calculate contributions.

Homes and Community Agency (HCA)

In addition to the above, the Homes and Communities Agency's (HCA) potential funding streams are available in the borough as part of the Borough Investment Plan (BIP). As part of the Single Conversation the HCA requires all local authorities to prepare a Borough Investment Plan (BIP). The aim of the BIP is to inform the HCA of the Council's envisaged resource requirements to deliver its long term spatial planning vision and Housing Strategy objectives. The Council is currently preparing a BIP which will draw out and pull together the key strands from the Housing Strategy and Sustainable Community Strategy. It will also set out the type and level of investment required to deliver the Council's housing and regeneration aims. To inform the Single Conversation and provide a comprehensive argument as to why investors should invest in Haringey, the HCA will use the BIP as a starting point for the allocation of resources over the next 15 years.

The BIP will set out Haringey's strategic position and to provide a delivery plan to attract future investments from the HCA. This should include resources from the National Affordable Housing Programme, Decent Homes money, Growth Area funds, and Supporting People funds. The BIP will include the borough's investment requirements for the next five years and will detail strategic regeneration priorities for the next 15 years focusing on town centre renewal, housing and regeneration targets, land supply and physical and social infrastructure requirements. As a result, the BIP will lead to community benefits by coordinating the delivery of the Council's priorities and strategies.

Cross boundary working

The Council is working with neighbouring boroughs, the wider north London sub-region to ensure that Haringey's Core Strategy takes accounts of their plans and programmes as well as the spending and delivery plans of regional bodies such as the LDA and TfL.

Haringey works closely with neighbouring boroughs to ensure a consistent approach is taken in relation to growth areas and town centres which straddle borough boundaries. As such, discussions have taken place with Hackney in relation to the redevelopment of Woodberry Down and Manor House and with Enfield and Waltham Forest in relation to Central Leaside. In addition, the Council are in the process of preparing, sub-regionally, a Strategic Housing Market Assessment (SHMA) and a joint Waste Plan with the six other boroughs in the north London Waste Authority (Barnet, Camden, Enfield, Hackney, Islington and Waltham Forest). Please refer to SP 6 on the Council's our approach to dealing with waste.

Haringey is also working with the GLA, LDA, TfL, NLSA and the London boroughs of Enfield and Waltham Forest to develop and implement solutions to cross boundary issues which affect the Upper Lee Valley growth corridor in the next 15 years.

Monitoring and Review

The Council will monitor the effectiveness of the Core Strategy in delivering the objectives and policies by assessing the performance against a series of indicators. This monitoring framework is set out in the Council's Monitoring Framework supporting document and includes core indicators set by government, local and contextual Haringey indicators. Each year the Council submits to the Secretary of State the Annual Monitoring Report which will:

- Assess the performance of the Core Strategy policies and other policy documents, as set out in the Council's Local Development Scheme;
- Set out the Council's housing trajectory;
- Identify the need to reassess or review any policies or approaches,
- Identify trends in the wider social, economic and environmental issues facing Haringey; and
- Make sure the context and evidence behind our core strategy is still relevant.

Key evidence and references

- Haringey's Community Infrastructure Plan, London Borough of Haringey 2010
- Haringey's Monitoring Framework, London Borough of Haringey 2010
- Government Circular 05/2005: Planning Obligations, Department of Communities and Local Government 2005
- The London Plan (consolidated with Alterations since 2004), Mayor of London 2008
- Planning Policy Statement 1: Delivering Sustainable Development, Department of Communities and Local Government 2005

9.1 Appendix 1 UDP Saved Policies

The table below shows which policies within the Submission draft Core Strategy replace those within Haringey's Unitary Development Plan (2006).

The UDP 'saved' policies will remain saved as part of the Development Plan until they are replaced by policies in the Development Management DPD. The term saved policies refers to the Secretary of State's (SoS) Order to extend UDP policies beyond three year transitional period (beyond July 2006).

UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
Strategic Policies			
G1	Environment	SP4 SP5 SP6 SP7	
G2	Development and Urban Design	SP1 SP11	
G3	Housing Supply	SP2	
G4	Employment	SP8	
G5	Town Centre Hierarchy	SP10	
G6	Strategic Transport Links	SP7	
G7	Green Belt, Metropolitan Open Land and Green Chains	SP13	
G8	Creative, Leisure and Tourism	SP15 SP10	
G9	Community Well being	SP14 SP16	
G10	Conservation	SP12	
G11	Implementation	SP17	
G12	Priority Areas	SP1	
Core Policies			
Areas of Change			

UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
AC1	The Heartlands/Wood Green	SP1	
AC2	Tottenham International	SP1	
AC3	Tottenham High road Regeneration Corridor	SP1	
AC4	The Bridge – New Deal for Communities	SP1	
AC5	Finsbury Park	SP13	
Development and Urban Design			
UD1	Planning Statements		
UD2	Sustainable Design and Construction	SP4 SP11	
UD3	General Principles		DMP27
UD4	Quality Design	SP11	
UD5	Strategic Views	SP10	DMP29
UD6	Mixed Use Developments	SP1 SP10 SP14	
UD7	Waste Storage		DMP30
UD8	Planning Obligations	SP17	DMP49
UD9	Locations for Tall Buildings	SP11	
UD10	Advertisements		DMP31
UD11	Telecommunications Equipment		DMP32
ENV1	Flood Protection: Protection of the Floodplain and Urban Wastelands	SP5	DMP15
ENV2	Surface Water Run-off		DMP15

UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
ENV3	Water Conservation	Policy deleted – replaced by SP5	DMP16
ENV4	Enhancing and Protecting the Water Environment	SP5	DMP16
ENV5	Works Affecting the Water Course		DMP16
ENV6	Noise Pollution	SP10 SP14	DMP17
ENV7	Air, Water and Light Pollution	SP7	DMP18
ENV8	Facilities for Alternative Refuelling Infrastructure	SP7	
ENV9	Mitigating Climate Change: Energy Efficiency	Policy deleted –replaced by SP4	
ENV10	Mitigating Climate Change: Renewable Energy	Policy deleted –replaced by SP4	
ENV11	Contaminated Land		DMP19
ENV12	Development at or near premises involving use or storage of hazardous substances		DMP20
ENV13	Sustainable Waste Management	SP6	
HSG1	New Housing Developments	SP 1 SP2	DMP1
HSG2	Change of Use to Residential		DMP2
HSG3	Protecting Existing Housing	SP2	DMP3
HSG4	Affordable Housing	SP2	DMP4
HSG5	Hostel Accommodation		DMP6

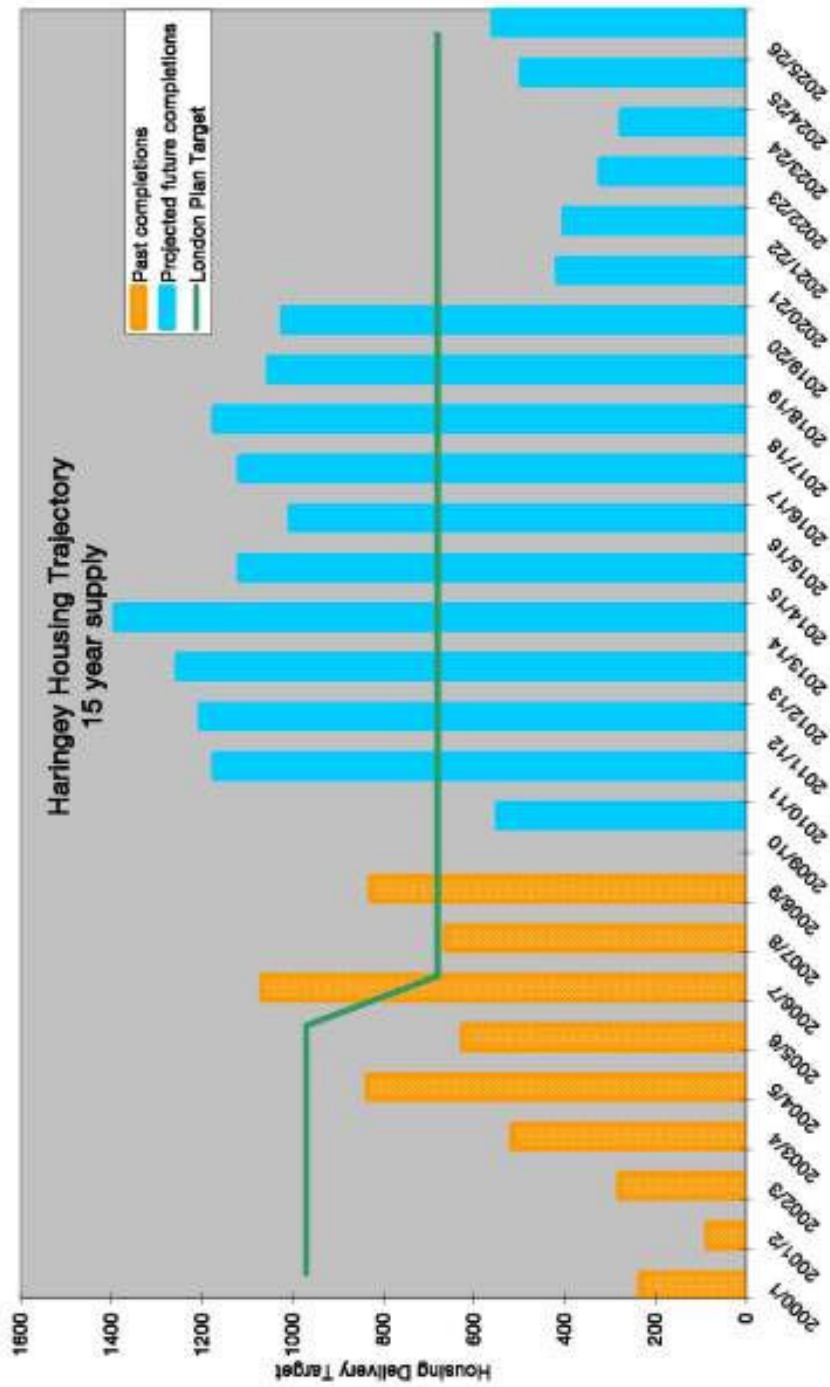
UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
HSG6	Houses in Multiple Occupation (HMO)		DMP5
HSG7	Housing for Special Needs		DMP6 DMP7
HSG8	Gypsies and Travellers	SP3	
HSG9	Density Standards	Policy not replaced	
HSG10	Dwelling Mix	SP2	DMP8
HSG11	Restricted Conversion Areas		DMP5
EMP1	Defined Employment Areas – Regeneration Areas	SP8	
EMP2	Defined Employment Areas – Industrial Areas	SP8	
EMP3	Defined Employment Areas – Employment Locations	SP8	
EMP4	Non Employment Generating Uses		DMP26
EMP5	Promoting Employment Uses		DMP26
EMP6	Car Repairs Workshops, Garages and Car Washes		DMP26
EMP7	Live/Work Units		DMP26
TCR1	Development in Town and Local Shopping Centres	SP10	DMP21
TCR2	Out of Town Centre Development		DMP22
TCR3	Protection of Shops in Town Centres		DMP23
TCR4	Protection of Local Shops		DMP24

UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
TCR5	A3 Restaurants and Cafes, A4 Drinking Establishments and A5 Hot Food Takeaways		DMP25
M1	Improvement	Policy not replaced	
M2	Public Transport Network	SP7	
M3	New Development Location and Accessibility		DMP10
M4	Pedestrians and Cyclists	Policy deleted –replaced by SP7	
M5	Protection, Improvement and Creation of Pedestrian and Cycle Routes	SP7	DMP10
M6	Road Hierarchy	SP7	LIP
M7	Road Schemes	SP7	LIP
M8	Access Roads		DMP11
M9	Car-Free Residential Developments		DMP12
M10	Parking for Development		DM12
M11	Rail and Waterborne Transport	SP7	
M12	Mini Cabs	SP10	DMP22
OS1	Green Belt	SP13	
OS2	Metropolitan Open Land (MOL)	SP13	
OS3	Significant Local Open Land (SLOL)		DMP38
OS4	Alexandra Park and Palace		DMP37
OS5	Development Adjacent to Open Space		DMP38
OS6	Ecologically Valuable Sites and their Corridors		DMP39

UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
OS7	Historic Parks, Gardens and Landscapes		DMP40
OS8	Heritage Land		DMP40
OS9	Lee Valley Regional Park		DMP41
OS10	Other Open Space	SP13	
OS11	Biodiversity	SP13	
OS12	Allotments		DMP42
OS13	Playing Fields		DMP43
OS14	Burial Space	SP13	
OS15	Open Space Deficiency and New Developments	SP1 SP13	
OS16	Green Chains	SP13	
OS17	Tree Protection, Tree Masses and Spines		DMP44
CLT1	Provision of New Facilities	SP16 SP17	
CLT2	Protecting Existing Facilities	SP16	
CLT3	Social Clubs		DMP46
CLT4	Hotels, Boarding Houses and Guests Houses	SP10	
CLT5	Retention of Existing Tourist Facilities, Improvement of Existing Tourist Facilities and the Encouragement of New Facilities	SP10 SP16	
CW1	New Community/Health Facilities	SP16	
CW2	Protecting Existing Community Facilities	SP16	

UDP Policy	Policy Name	Policies superseded by Core Strategy	Policies superseded by DM DPD
CSV1	Development in Conservation Areas	SP12	
CSV2	Listed Buildings	SP12	DMP33
CSV3	Locally Listed Buildings and Designated Sites of Industrial Heritage Interest		DMP33
CSV4	Alterations and Extensions to Listed Buildings		DMP33
CSV5	Alterations and Extensions in Conservation Areas		DMP34
CSV6	Demolition of Listed Buildings		DMP33
CSV7	Demolition in Conservation Areas		DMP35
CSV8	Archaeology		DMP36
IMR1	Enforcement	SP17	

9.2 Appendix 2 Housing Trajectory



9.3 Appendix 3 Key Infrastructure Programmes and Projects

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Health Infrastructure							
NHS Haringey New GP practices	Projected need for new GPs. This is a demand-led estimate by the planning authority to meet demand in Tottenham Hale , south Haringey and Haringey Heartlands	Identify sites/or provision in existing practices for 6 – 8 new GPs to meet growing demand especially in areas with GP deficit	£3 – 4m	NHS Haringey	By 2016-17	LIFT funding/ Sc 106 agreement/NHS revenue	Contingency plan based on identifying appropriate sites. Some of these will be met by new polysystem buildings (see below)
NHS Haringey Polysystem type Neighbourhood Health Centre Hornsey Central Park Road N8 serving West Haringey	Serving West Haringey. Phased opening of services during 2009. Service model to be developed in the context of implementing World Class Primary Care.	Operational in 2009 /2010 4,900sqm NHS considers Hornsey Central as a template other health centres	£400sqm for new polysystems. Total cost for over £9m	NHS Haringey	2009/2010	LIFT funding/NHS revenue as per Strategic Plan	None
NHS Haringey Polysystem type Neighbourhood Health Centre Serving east of the borough (Tottenham)	Improvement to primary care facilities with NHC provision in Tottenham	Based on Hornsey central model	£400/sqm for new polysystems	NHS Haringey	By 2013/14	LIFT funding/ S106 agreements/NHS revenue	Site options are being developed.

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
NHS Haringey Neighbourhood Health Centre Serving south Haringey	Improvement to primary care facilities to meet growing demand	Expanding existing Tynemouth Health Centre and Laurels if needed to meet growing demand	TBD	NHS Haringey	By 2013/14	LIFT funding / S106 agreements/NHS revenue	St Ann's hospital site is also a potential site for a new Health Centre in south Haringey
Secondary care facilities Haringey NHS/Neighbouring boroughs' NHS	This is a demand-led estimate by the Local planning authority.	Need for 28 – 40 additional hospital beds or equivalent appropriate alternative primary care facilities	£10 - £14.5m	Haringey NHS and or neighbouring boroughs' NHS	2015-16	TBD	<i>It is noted that the use of national standards to assess future needs may not fully reflect the current thinking in the local NHS, and shift in activity from secondary to primary care.</i>
Modernisation of Mental Health Facilities	Long term plans to provide care in most appropriate/least stigmatising environment with a focus on early intervention and community based care wherever possible.	Currently in discussion. Visioning exercise is held in 2009	Currently in discussion. Visioning exercise is held in 2009	Barnet Enfield Haringey MHT	Currently in discussion. Visioning exercise is held in 2009	Currently in discussion. Visioning exercise is held in 2009	This is linked with the redevelopment of facilities at St Ann's Hospital site
Primary and Secondary Education							
Primary School additional capacity	Expansion of Rhodes Avenue Primary School from 2fe to 3fe to respond to rising birth rates in the local area.	Capital investment	£8.5m	LB Haringey	2011	Capital grant from Department for Children, Schools and Families using existing funding streams	Options on new school site(s) and increasing the capacity
Primary School additional capacity Tottenham Hale	2fe primary in Tottenham Hale area to meet increased demand as a result of new housing	Sites and capital investment /S106 agreement	£11.5m	LB Haringey	2011-14	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed (including s106 money)	

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?	
							Indicative Funding Arrangement(s)	Contingency Planning Required?
Primary school additional capacity Haringey Heartlands	Provision of additional primary places in the Heartlands area of the borough to meet increased demand as a result of new housing and rising birth rates.	Sites and capital investment /s106 agreement	Up to £6.5m	LB Haringey	2011-16	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed (including s106 money)	of existing schools to be considered during the planning phase.	Increasing the capacity of existing school(s) to be considered during the planning phase.
Primary school additional capacity Northumberland Park	Provision of additional places in the Northumberland Park area to meet the demand created by any redevelopment of Tottenham Hotspur stadium	Sites and capital/s106 agreement	Up to £6.5m	LB Haringey	2011-16	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed (including s106 money)	Increasing the capacity of existing school(s) to be considered during the planning phase.	Increasing the capacity of existing school(s) to be considered during the planning phase.
Primary School additional capacity Across the borough	Provision of additional reception places across the borough to meet a rising birth rate and demand for primary places	Sites and capital investment	A cost of £13,800 per place at existing schools, or £25,000 per place for new provision on a new site.	LB Haringey	2010 and ongoing	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed. Safety valve funding from the DCSF	Increasing the capacity of existing schools to be considered during the planning phase.	Increasing the capacity of existing schools to be considered during the planning phase.

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?	
							Contingency Planning Required?	
Broad Water Farm Inclusive learning Campus – Major demolition and new build on existing site	This is part of a scheme to establish a primary and secondary learning campus (ILC) in the borough. The primary special school will be provided on the Broad Water Farm primary school campus.	Combining 3 schools including special needs school	£18.5m	LB Haringey	2013	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed.		
Provision of new Secondary School Haringey Heartlands	To respond to the increasing demand for secondary places in the borough	Capital investment	£40m	LB Haringey	2009 – 2012	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed.		
Secondary School expansion through BSF programme (borough-wide)	Expansion of and improvements to secondary school buildings across the borough	Capital investment	£27.6 m - the entire BSF programme was £214m with £27.6m of that for the Sixth Form Centre	LB Haringey	2008-2010	Capital grant from Department for Children, Schools and Families		
Secondary school additional capacity	Provision of additional school places to meet the demand as a result of rising birth rate and new housing	Sites and capital investment	Average cost of £20,700 per place if expanding existing sites.	LB Haringey	2014-2017	Capital grant from Department for Children, Schools and Families using existing funding streams and additional funds to be agreed		Increasing the capacity of existing schools only, to be considered during the planning phase.
Further Education College of Haringey, Enfield and North East London	Aspirations of the College to modernise facilities	Capital investment	Not identified at this stage. Aspirational scheme	CHENEL	2017-2020	Not identified at this stage.		None

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Social Care							
Bounds Green Day Care Centre	Modern day care facilities	2100sqm	£175K	LB Haringey	2010		On course to be completed in 2010
Libraries and Museums							
Tottenham Coombes Croft library	Improve library facilities	Extension and redevelopment	£794k	LB Haringey	2010	Lottery Fund -Community Libraries	
Upgrade to buildings for accessibility	Improve library facilities	Maintenance and access	£ dependent on type of improvement made	LB Haringey	2012	LB Haringey maintenance budget	
Bruce Castle Museum	Upgrade	Improvements to the building	External funding bid is estimated as over £4m	LB Haringey	2016	External funding is sought	None
Open Space							
Haringey Heartlands	Requirement to increase accessibility to existing open space from the Heartlands development	S106 agreement	£ dependent on type of improvement made	LB Haringey/ Developer	As the development rolls out	S106 agreement	Identify improvements to accessibility required and negotiate with the developer during the planning phase
Tottenham Hale – Greater Ashley Road	Requirement to improve existing open space (and extend where possible) to serve new housing development	S106 agreement Council land	£dependent on type of improvement made	LB Haringey, Developer	As the development rolls out	S106 agreement/ Mayor's 10,000 trees funding and GAF3, LB Haringey	Identify improvements to accessibility required and negotiate with the developer during the planning phase.
Allotment infrastructure provision in the borough	To address deficiencies in provision of allotments	£dependent on site(s) identified		LB Haringey /Developer	As the development rolls out and sites are found 2011-2026	LB Haringey, S106 agreement, external funding	Bringing back disused sites into public use to ease the demand for plots, and innovative solutions such as use of roof spaces. 60 new growing spaces in the borough

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Local Nature Reserves (LNR)	Regional and local standards indicate that Haringey is short of designated Local Nature Reserves	Identify at least 3 new LNRs	£ dependant on site(s) identified	LB Haringey	As development occurs 2011 - 2026	LB Haringey, S106 agreement	by 2012, working in partnership with Capital Growth.
Green chains	The Haringey Open Space and Sports Assessment highlights the need to provide further linkages between presently remote green chains and sites.	Provision of additional green chains and walks and public open spaces by rivers.	£ dependant on site(s) identified	LB Haringey /Developers	As development occurs 2011-2026	LB Haringey/S106 agreement	Contingency plan based on identifying at least 3 suitable sites for LNRs
Lordship Lane Recreation Ground	To enhance usage and benefits for residents within 1-2km catchment	River Moselle deculverting, environmental Centre and City Farm, extensive landscape works	£6.3m	LB Haringey	2010-2012	Heritage Lottery Parks for People Funding and London Mayor's Priority Parks Initiative Lottery Funding, Environment Agency	Contingency plan to look at creating links on a more strategic level, with surrounding boroughs, in order to create a green network for North London. Farm will be in a second phase of work post 2010.
Improving Access to Regional Park - Marsh Lane Pedestrian Link	To Improve existing pedestrian access to Lee Valley Regional Park	Safer routes for pedestrians	£50,000	LB Haringey	2011-2012	GAF 3 funding approved	To be developed as part of a new facility for frontline services including recycling.
Improvements to existing Parks: Wood Green Common, Ducketts & Greengate Common, Woodside Park, White Hart Lane	Upgrade and address deficiencies in provision across the borough to meet standards	Facility, infrastructure and landscaping improvements	Dependant upon scope and quality of improvement	LB Haringey	2010-2015	S106, Playbuilder funding, LB Haringey	

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Recreation ground, Harrington Park, Tower Gardens, Downshill Park, Stationers Park							
Fairlands Park	Upgrade	Facility, infrastructure and landscaping improvements	£200k	LB Haringey	2010-2011	LB Haringey, Groundwork	None
Muswell Hill Playing Fields	Upgrade	Play, sports and physical activity and ancillary facilities	Estimated £2.5m	LB Haringey	2010-2014	S106, LB Haringey, Playbuilder, External funding	None
Bruce Castle Park	Upgrade/replacement	Play, sports, landscaping and infrastructure	£400k	LB Haringey	2010-2013	LB Haringey, Playbuilder, External funding	None
Albert Road Recreation Ground	Upgrade	Tennis court improvements	£300k	Pavilion tennis	2010-2011	Tennis Foundation, LB Haringey	None
Football provision Finsbury Park, White Hart Lane Community Sports Centre, Lordship Rec, Alexandra Park and Albert Road	To provide upgraded/improved provision	Pitch and ancillary improvements at Finsbury Park, White Hart Lane Community Sports Centre, Lordship Rec, Alexandra Park and Albert Road	£7.8m	LB Haringey	2011-2017	LB Haringey, External funding, S106	
Free to access outdoor recreation provision	To provide upgraded/improved provision	Multi use games areas in each borough ward	TBD	LB Haringey	As the development occurs	S106/ external funding	
Leisure Services							

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Central area of the borough, possibly Wood Green area	Demand-led assessment.. One additional combined swimming pool and leisure centre to meet demand from predicted growth	Identify site in the central part of the borough.	£7-10m approx but too early in the planning process to be specific.	LB Haringey	2011 – 2016	LB Haringey/ S106/external funding	
Community indoor sports hall provision	To address deficiencies identified in Haringey Open Space and Sports Assessment	Additional sports hall provision equivalent to 41 badminton courts or ten 4-court sports halls.	TBD – estimated £2.5m per hall and ancillary facility	LB Haringey	2011-2020	LB Haringey /S106/external funding	
White Hart Lane Community Sports Hub	Identified as a sub regional sports hub by London Playing Fields Assoc (LPFA) needs analysis	Demolition and new build to provide upgraded facilities	Estimated £6m	LB Haringey	2011-2017	LB Haringey/ S106/External funding	
Emergency Services (Police, Fire, Ambulance services)							
Safer Neighbourhood bases	To provide permanent accommodation for Safer Neighbourhoods teams	Borough wide	Pending further investigation	Metropolitan Police Authority	Pending further investigation		Continue to use existing sites and facilities
Front Counters, New Custody Centre, New Patrol Base, New Office Accommodation	Modernisation and consolidation of estate and relocation of facilities. A shift from an existing multi site custody cells to a centralised custody cells structure, one patrol centre, and one back office accommodation.		Pending further investigation	Metropolitan Police Authority	Pending further investigation		Continue to use existing sites and facilities

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Additional small site	Need to be confirmed (not yet identified as an essential requirement)	Small holding for a single ambulance	Pending further investigation	London Ambulance Service	2011 - 2016	London Ambulance Service	Continue to use existing sites and facilities
Transport							
Tottenham Hale Gyratory	To reduce environmental severance and support new development	Revert to two way traffic flow with cycle and pedestrian access improved	£37m	TfL	2010/12 & 2013/14	TfL & LDA (with potential CIL to repay TfL/LDA upfront investment) Community Infrastructure Fund, Growth Fund, S106, LBH	
Tottenham Hale/High Road/Green Link -	To provide new ped'n./cyclist route to link new development in Tottenham Hale to open space, community facilities & the High Road (include bridges over road, railway and River Lee)	Agreements with landowners, Network Rail, DfT, TfL, British Waterways and Env. Agency	£15m	Council/ LDA	2016-2020	To be determined – CIL contribution required	
East coast mainline	Improvement of service	Part of Thameslink project, including additional platforms – Harringay ward	Office of Rail Regulation Determination of Network Rail funding 2009-2014	Network Rail	2015	DfT	This work is outlined in the Office of Rail Regulation Determination of Network Rail funding 2009-14
West Anglia lines - 4 tracking from Tottenham Hale to Broxbourne and Cheshunt stations	Capacity enhancement and service reliability improvements	Possible land acquisition and closure of level crossing at Northumberland Park	TfL estimate the cost at £540m but clearly depends on what scheme is eventually	Network Rail	2020	Not committed yet	Identified as a priority investment in Mayor's draft Transport strategy

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
			delivered eg the extent of 4 tracking, whether there is a flyover south of Tottenham Hale.				
West Anglia lines - New rolling stock	Capacity enhancement	Train lengthening to Northumberland Park and Tottenham Hale	Office of Rail Regulation Determination of Network Rail funding 2009-2014	Network Rail	2014	DfT	This work is outlined in the Office of Rail Regulation Determination of Network Rail funding 2009-14
West Anglia lines – Seven Sisters, Bruce Grove and Northumberland Park wards.	Improvement of service	Turnback facility at Seven Sisters to allow shuttle service to Cheshunt in peak hours.	Office of Rail Regulation Determination of Network Rail funding 2009-14	Network Rail	2014	DfT	This work is outlined in the Office of Rail Regulation Determination of Network Rail funding 2009-14
North London Railway - On the Barking to Gospel Oak line	Improvement of service	New rolling stock and higher service frequencies are required for South Tottenham, Harringay and Green Lanes stations	TfL Business Plan	LOROL[1]	2010	TfL	This is outlined in the TfL Business Plan 2009/10 – 2017/18
North London Railway - On the Barking to Gospel Oak line	Improvement to service and integration and West London lines	Electrification of the line with North	£50m	TfL/Network Rail	2019	TfL/DfT	
Piccadilly Line upgrade including new trains, new	To provide enhanced capacity and reduced journey times	Part of underground PPP	N/A	TfL	2014	TfL Business Plan 2009/10 - 2017/18	

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
signalling and new control centres at Bounds Green, Wood Green, Turnpike Lane, Manor House stations							
Victoria Line upgrade including new trains, new signalling and new control centres at Tottenham Hale, Seven Sisters	To provide enhanced capacity and reduced journey times	Part of underground PPP	N/A	TfL	2012	TfL Business Plan 2009/10 - 2017/18	
Wood Green Tube station improvements	To improve the efficient use of the station	Access improvements	£400,000	LB Haringey	2011	TfL	LIP funding of £400k provisionally allocated for 2009/10 and 2010/11
Northern Line upgrade part 1 signalling, new control, centre at Highgate Station	To provide enhanced capacity and reduced journey times		TfL Business Plan	TfL	2012	TfL Business Plan 2009/10 - 2017/18	
Cycle Superhighway - Improvements to Link 1 (Tottenham to Liverpool Street) and Link 12 (East Finchley to Angel)	To improve cycle highways and encourage sustainable travel.		TfL Business Plan	TfL/Haringey	2012 for Link 12 and 2014/15 for Link 1	TfL	This is outlined in the TfL Business Plan 2009/10 – 2017/18
Greenways cycle and pedestrian routes - 4 links proposed borough wide	To improve cycle routes and encourage sustainable travel		TfL funding for 2009/10. Delivery of all links dependant on future funding.	LB Haringey	2014	TfL	

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Borough wide cycle parking	Cycle parking	To improve facilities for parking cycles	Local Implementation Plan – Delivery of scheme dependent on funding	LB Haringey	2014	TfL/S106	
Haringey Heartlands east/west cycle routes	To encourage cycling as a means of transport	Improvement of cycle routes	TBD	LB Haringey	2012	S106 Agreement (not yet drawn up)	Outline planning application for the proposal submitted
Borough wide car clubs	To encourage the use of car clubs	Delivery of 80 bays	TBD	LB Haringey	2011	TfL/S106	
Borough wide electric charging points -	To encourage and sustain the use of electric vehicles	To be provided in a mixture of on and off street locations	TBD	LB Haringey/ Private	2016	TfL	
<ul style="list-style-type: none"> ● Borough wide transport improvements ● Sustainable Transport ● Local road safety schemes ● Education, training and publicity ● Community transport ● Cycle training and parking ● School travel plans ● Improving roads and bridges 	Local Implementation Plan (LIP) specifies funding requirements	LIP specifies funding requirement	£4 million a year approximately	LB Haringey /TfL and other partners across the public and private sector	2011 - 2016	TfL, LBH, and other public and private investors	

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
North Circular Road- The NCR between Bounds Green and Green Lanes requires	Improvement of road safety and appearance	Safety and environmental improvements	TfL Business Plan	TfL	2012	TfL	This is outlined in the TfL Business Plan 2009/10 – 2017/18
Waste							
Marsh LaneN17	To establish a new facility for frontline services including recycling.	Sources of funding to be secured	Acquisition and construction £18 million	LB Haringey	Construction to be completed 2012.	LB Haringey, GAF3 Other sources of funding being investigated	Alternative to remain on existing sites.
New Waste management facilities and land	North London Waste Plan (draft)	Sites across North London		NLWA			
Water Supply and Sewerage							
Water supply upgrades for trunk mains and mains replacement	Improvements to water supply network		Within overall improvement plan for London	Thames Water	2010-2015 TBC	TW investment	
Sewer upgrades and combined sewer overflow studies	Improvements to sewerage system		Within overall improvement plan for London	Thames Water	2010-2015 TBC	TW investment	
Energy Infrastructure							
Decentralised Energy networks Tottenham Hale CCHP	Developments to connect to existing CCHP Policy Requirement	Connection to phased development	£dependant on site(s) identified	ESCo	2010-2016	Private	In place with capacity to provide heat and power to over 1000 units

Scheme	Need for Scheme	Requirements of scheme	Indicative Cost	Lead Agency Delivery	Indicative Phasing Delivery	Indicative Funding Arrangement(s)	Contingency Planning Required?
Broadwater Farm DE connections	Existing networked boiler to be connected to the primary school complex nearby	Connection to three primary schools	£dependant on site(s) identified	LB Haringey/ ESCo	2010-2013	Capital grant from Department for Children, Schools and Families, LB Haringey	LDA feasibility study is currently being carried out
Potential Decentralised CCHP / DE Networks at central, south, west and northeast of the borough	Policy requirement	CHP/CCHP plants and networks	£dependant on site(s) identified	£dependant on site(s) identified	£dependant on site(s) identified	£dependant on site(s) identified	To be detailed through Area Action Plans and in opportunity sites in line with policy requirement
Community Facilities							
A Community use space	Aspirational need by HAVCO	2000m ²	This is aspirational	HAVCO	TBD	This is aspirational	

9.4 Appendix 4 Summary of strategies

Haringey's Key Strategy Summaries

Haringey's Greenest Borough Strategy - 2008-2018

The Greenest Borough Strategy sets out how the Council and Partners will take forward actions to tackle climate change and embed environmental sustainability into everything we do. Its vision is that:

“We will work together to tackle climate change and secure a clean, safe and environmentally sustainable future for everyone living, working, visiting or studying in Haringey”.

Activities in the strategy break down into seven priority areas:

1. Improving the urban environment
2. Protecting the natural environment
3. Managing environmental resources efficiently
4. Leading by example
5. Encouraging sustainable design and construction
6. Promoting sustainable travel
7. Raising awareness and involvement

To find out more about the strategy go to:
http://harinet.haringey.gov.uk/index/environment_and_transport/going-green/greenest-borough.htm

Haringey's Regeneration Strategy

The Regeneration Strategy focuses on putting People, Places and Prosperity at the heart of regeneration in Haringey. It will ensure that maximum regeneration impact is realised from the major development projects within the Borough, making certain that individual regeneration projects are designed and delivered so that they contribute to core objectives. It will also ensure that links are forged with the opportunities that are being created in the wider London region and that mainstream Council services are oriented to best serve Haringey's regeneration objectives.

The Regeneration Strategy has three key priorities:

1. To unlock the potential of Haringey residents through increasing skill levels and raising employment so that they can contribute to and benefit from being part of one of the most successful cities in the world.
2. To transform Haringey into a place in which more people want to live and invest by using the opportunity of major sites and key locations to create positive change.
3. To develop a 21st century business economy that offers opportunities for sustainable employment and enterprise, to help make Haringey

To find out more about the Regeneration Strategy go to:
<http://harinet.haringey.gov.uk/index/business/economicregeneration/regeneration-strategy.htm>

Child Poverty Strategy 2008-11

The Child Poverty Strategy aims to ensure that council services and local partners are working in a joined up way to reduce child poverty in the borough and ensure that today's children do not become the parents of poor children tomorrow.

The Strategy builds on existing strategies, such as the Regeneration Strategy and the Children and Young People's Plan, and draws together cross cutting work with the aim of accelerating the pace at which we can lift Haringey children out of poverty.

The strategy identifies five objectives that need to be met in order to achieve a substantial reduction in child poverty.

1. Addressing worklessness and increasing parental employment in sustainable jobs
2. Improving take up of benefits and tax credits
3. Reducing educational attainment gaps for children in poverty
4. Ensuring all Haringey children have decent and secure homes
5. Partners within the Haringey Strategic Partnership taking responsibility as corporate bodies for their employees in helping to reduce child poverty

To find out more about the Child Poverty Strategy go to:
http://harinet.haringey.gov.uk/index/children_and_families/child-poverty-strategy.htm

Safer for All Strategy 2008-11

The Safer for All strategy sets out how Haringey aims to be 'a safe place for people to live, work and visit.'

The Safer for All strategy contains six priorities that will help to deliver the vision:

1. Young people – prevention and support
2. Serious crime – violence, acquisitive crime and domestic violence
3. Anti-social behaviour – a focus on children and families, housing and the public realm
4. Drugs and alcohol – prevention, effective treatment and re-integration
5. Reducing re-offending – adults and young people
6. Increasing confidence in the Criminal Justice System

To find out more about the Safer for All Strategy go to:
http://harinet.haringey.gov.uk/index/community_and_leisure/crime_reduction.htm

Haringey's Housing Strategy 2009-19

The Housing Strategy sets out Haringey's approach to housing by identifying a vision and set of strategic objectives. It is for stakeholders across the entire spectrum of housing-related activity in the borough, including the Council, Registered providers of social housing, developers, private sector landlords, owner-occupiers, residents and voluntary and community sector providers.

The vision for housing in Haringey is to create 'neighbourhoods that people choose to live in with a balance of different types of homes which offer quality, affordability and sustainability for current and future generations.'

Our five aims are:

1. To meet housing need through mixed communities which provide opportunities for our residents
2. To ensure housing in the borough is well-managed, of high quality and sustainable
3. To provide people with the support and advice they need
4. To make all homes in the borough part of neighbourhoods of choice
5. To contribute to creating the Greenest Borough

Our approach is based on:

- Partnership between organisations and residents
- Strong relationships with government and national agencies that will get the best deal for Haringey's residents
- Engagement with residents and communities so that decisions and service improvement are shaped by what they want.

To find out more about the Housing Strategy go to:
http://www.haringey.gov.uk/index/housing_and_planning/housing/housingstrategy.htm

Experience Still Counts: Haringey's strategy for improving the quality of life of older people 2009-12

The strategy aims to tackle discrimination and to promote positive attitudes towards ageing. It is the outcome of an extensive review of the original Experience Counts 2005-2010. It describes our priorities and commitments to people aged 50 and over.

The strategy is for all older people in Haringey and its vision is:

'To ensure that older people are enabled to be as informed, active, healthy and independent as possible, and empowered citizens at the heart of the community.'

The strategy is based on what older people said was important to them. It continues to identify the ten outcomes chosen by older people in 2005, with priorities and initiatives within each goal for 2009-2012:

1. Being respected

2. Keeping informed
3. Staying health
4. Being active
5. Choosing work
6. Feeling safer
7. Having a safe, comfortable and well-maintained home
8. Living with support
9. Getting out and about
10. Making the most of your income

To find out more about Experience Still Counts go to:
http://www.haringey.gov.uk/index/social_care_and_health/olderpeople/experiencecounts.htm

Well-being Strategic Framework

The Framework aims to:

‘Promote a healthier Haringey by improving well-being and tackling health inequalities’.

Its vision is that:

‘All people in Haringey have the best possible chance of an enjoyable, long and healthy life.’

The framework is for all people aged 18 and over in Haringey.

Overall, people in Haringey are living longer than they did twenty years ago, but too many people Haringey people are still dying prematurely. There are big variations between different parts of the borough in how long people live. Local residents, statutory, voluntary, community and commercial organisations have a role to play in improving well-being. This includes:

- Access to health and care services
- Access to appropriate leisure and educational services
- Access to employment
- Opportunities for a healthier lifestyle

The framework is based on 7 goals, which are:

1. Improved health and emotional well-being
2. Improved quality of life
3. Making a positive contribution

4. Increased choice and control
5. Freedom from discrimination or harassment
6. Economic well-being
7. Maintaining personal dignity and respect

To find out more about the Well-being Strategic Framework go to:
http://www.haringey.gov.uk/index/social_care_and_health/health/wellbeing_framework.htm

Children and Young People's Plan 2009-20

The Children and Young People's Strategic Plan (CYPP) is the single statutory, overarching plan for all services which directly affect children and young people in Haringey. Developed by the Children's Trust this Plan lays the foundations for improving outcomes for children and young people in Haringey.

The vision of the Children's Trust is that:

'We want every child and young person to be happy, healthy, safe and confident about the future.'

The Plan is intended to support:

- all children and young people aged 0-19
- young people aged 20 and over leaving care
- young people up to the age of 25 with learning difficulties/disabilities

The plan is based on the five national Every Child Matters outcomes which cover all aspects of children and young people's lives, with particular priorities for Haringey:

Every Child Matters Outcomes	Priorities
Be Healthy	Improve health and well-being throughout life
	Improve the sexual health of young people
Stay Safe	Improve safeguarding and child protection
	Develop positive human relationships and ensure personal safety
Enjoy and Achieve	Develop sustainable schooling and services with high expectations of young people
	Engender lifelong learning for all across a broad range of subjects both in and out of school
Make a Positive Contribution	Give young people a greater stake in their future and pride in their local community

Every Child Matters Outcomes	Priorities
	Develop global citizens
Achieve Economic Well-being	Provide a greater range of curriculum provision, opportunities and choice
	Empower communities and families

For more information on the Children and Young People’s Plan go to:

http://harinet.haringey.gov.uk/children_and_young_peoples_strategic_plan_2009_-_full_version.pdf

Local Implementation Plan (Haringey's Transport Plan)

The Local Implementation Plan (LIP) sets out Haringey’s transport plans and programmes to reflect the transport needs and aspirations of Haringey’s residents and is in line with the key priorities set out in the Mayor’s Transport Strategy.

The LIP sets out the transport projects for 2010/11; these include progress on work;

- on reducing road accident casualties through road safety schemes, education, training and publicity schemes and more 20mph zones
- improving bus services reliability by putting in measures to give buses priority over other traffic
- supporting sustainable transport through travel awareness projects and more cycle routes and pedestrian facilities
- cycle training and cycle parking as well as walking projects to improve accessibility and signage and environmental projects such as the provision of on-street charging points for electric vehicles and purchase of electric vehicles.
- Promoting sustainable access to schools through the school travel plan programme and to work through workplace travel plans.
- Improving the road and bridge infrastructure
- Improving access to bus stops and access in general

For more information on the Local Implementation Plan go to:

http://harinet.haringey.gov.uk/index/environment_and_transport/travel/haringey_transport_strategy.htm#lip

9.5 Appendix 5 Glossary of Terms



London Borough of Haringey Draft Core Strategy Pre-Submission Sustainability Appraisal Report

Non-Technical Summary



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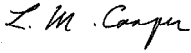
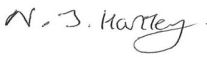



London Borough of Haringey

Draft Core Strategy Pre-Submission

Sustainability Appraisal Report

Non-Technical Summary

Author	Lourdes Cooper	
Checker	Nicola Hartley	
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Report No	5005 - LN00993 - LNR -02	
Date	19 February 2010	

This report has been prepared for London Borough of Haringey in accordance with the terms and conditions of appointment for Sustainability Appraisal Report dated 16 October 2009. Hyder Consulting (UK) Limited (2212959) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.



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ABBREVIATIONS

AQMA	Air Quality Management Area
AAI	Areas of Archaeological Importance
AAP	Area Action Plan
BAP	Biodiversity Action Plan
BREEAM	British Research Establishment Environmental Assessment Method
CABE	Commission for Architecture and the Built Environment
CHD	Coronary Heart Disease
CO ₂	Carbon Dioxide
DCLG	Department for Communities and Local Government
DfT	Department for Transport
DPD	Development Plan Documents
EA	Environment Agency
EC	European Commission
EH	English Heritage
EU	European Union
GCSE	General Certificate of Secondary Education
ICT	Information and Communication Technology
IMD	Index of Multiple Deprivation
ktpa	kilo tonnes per annum
LBH	London Borough of Haringey
LDA	London Development Agency
LDD	Local Development Document
LDF	Local Development Framework
LNR	Local Nature Reserve
NASS	National Asylum Support Service
NE	Natural England
NLSA	North London Strategic Alliance
NO ₂	Nitrogen Dioxide
NVQ	National Vocational Qualification
ODPM	Office of the Deputy Prime Minister
ONS	Office of National Statistics
PDL	Previously Developed Land
PM ₁₀	Particulate Matter
PPG	Planning Policy Guidance
PPPs	Policies, Plans and Programmes

PPS	Planning Policy Statement
RQO	River Quality Objective
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SOA	Super Output Areas
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TNO	Total Notable Offences
UDP	Unitary Development Plan
VAT	Value Added Tax

HOW TO COMMENT ON THE SUSTAINABILITY APPRAISAL REPORT

This SA Report has been issued for consultation alongside London Borough of Haringey's Pre-Submission Core Strategy report. Details on how to comment on the Sustainability Appraisal Report are provided below.

Public Consultation on the Draft Core Strategy DPD Pre-submission and its Sustainability Appraisal Report runs from April-May 2010 for six weeks.

Please address any consultation responses to the Policy Planning Team at the address below:

Planning, Policy and Development
London Borough of Haringey
639 High Road, Tottenham,
London N17 8BD

Copies of the documents are also available for public inspection free of charge during normal opening times at the public libraries and the Council offices at the following locations:

- 639 High Road, Tottenham, N17 8BD; and
- Civic Centre, Wood Green, N22 8LE.

Your comments are invited on this SA Report. Please send them to the above address or by e-mail to LDF@Haringey.gov.uk.

All the comments must be received by April-May 2010.

NON-TECHNICAL SUMMARY

This section provides a non-technical summary of the assessment of the Pre-Submission Core Strategy, describing the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) process undertaken and the findings of the study.

Background

The London Borough of Haringey's (LBH) Local Development Framework (LDF) will replace the current Unitary Development Plan adopted in 2006. The LDF is a collection of documents (Local Development Documents (LDDs)) containing policies and proposals to guide future development in the area.

A key Local Development Document is the Core Strategy Development Plan Document (DPD), which sets out the spatial vision and strategic policies for the development of the borough.

As part of the preparation of the Core Strategy, the Council is required to undertake a SA. SA is mandatory for DPDs under the requirements of the Planning and Compulsory Purchase Act (2004). SAs of DPDs should also incorporate the requirements of the European Directive 2001/42/EC, known as the SEA Directive. This Directive is transposed into law by the Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument. 2004 No. 1633) (the SEA Regulations).

This SA was prepared to assess the economic, social and environmental effects of the DPD. The purpose of the SA is to promote sustainable development through better integration of sustainability considerations into the preparation of the Core Strategy. As part of this process, a combined SA and SEA is being undertaken. The term, SA shall be used to refer to the combined SA/SEA for the remainder of this report.

This report describes the results of the SA process and how it has influenced the draft Core Strategy policies and their development. A separate set of appendices should be viewed alongside this summary report. These include:

- Appendix A: Review of plans, programmes and policies;
- Appendix B: Baseline data; and
- Appendix C: Policy Appraisal matrices

The SA approach adopted was based on the process set out in the government guidance on SA of Regional Spatial Strategies and Local Development Frameworks (LDF)¹ which has recently been updated by the Plan Making Manual and guidance on SEA².

Scoping

During the early stages of the DPD development, a scoping stage was undertaken to propose and agree the appraisal methodology and to collate the information needed to carry out the appraisal. The appraisal needed to be set within the context of existing plans and policies and an understanding of the current baseline situation was essential to predict effects and identify key sustainability issues and problems.

The scope of the SA was agreed at an early stage by key stakeholders involved in the SA process, as part of consultation on the SA Scoping Report. Those consulted included the

¹ ODPM (now DCLG) (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks

² ODPM (2005) A Practical Guide to Strategic Environmental Assessment.

statutory consultees (Natural England, English Heritage, Environment Agency) and Friends of the Earth. This Scoping Report, which was prepared in June 2007 (Hyder Consulting (2007) Reference No.5000 - LN00993 – LNR - 01), sets out the original context and the proposed approach to the appraisal process.

Relationship to other Plans, Programmes and Objectives

The purpose of reviewing other plans and programmes and sustainability objectives is to ensure that the relationship with these other documents and requirements are explored to enable the LBH to take advantage of any potential synergies and to deal with any inconsistencies and constraints. The plans, programmes and sustainability objectives that need to be considered include those at international, national, regional and local scale.

There were no major inconsistencies identified, although several plans were the source of policies, objectives and conditions that provided the context for the Core Strategy. The key links were the Haringey Unitary Development Plan (UDP), the Haringey's Community Strategy: A sustainable way forward and the London Plan (2008).

Baseline Characteristics

The collection and analysis of information about the current and likely future state of the LBH focused on the key issues and the potential significant effects of the Core Strategy. The baseline topics included population, health, deprivation and environmental factors. Key trends and targets were identified, along with any difficulties and limitations in the data.

Data sources include those held and collated by LBH, other plans and programmes and established data sources, such as the Office of National Statistics. Environmental, population, health, indices of deprivation and socio economic data collected were based on borough-wide data because the Core Strategy would apply to the whole borough.

The Sustainability Appraisal Framework

The formation of SA Objectives and sub-objectives (sometimes referred to as the SA Framework) is central to the SA process and provides a way in which sustainability effects can be described, assessed and compared. The analysis of other plans, programmes and policies, baseline data and the identified social, economic and environmental issues have been used to develop a framework of SA Objectives against which the plan and the options considered in the development of the plan, have been appraised. The development of the SA Objectives was also informed by the scoping consultation. The SA Objectives are presented in the table below.

Sustainability Appraisal Framework

SA Objective		Sub-Objectives
1	To reduce crime, disorder and fear of crime.	To encourage safety by design.
		To reduce levels of crime.
		To reduce the fear of crime.
		To reduce levels of anti-social behaviour.
		To reduce alcohol and drug misuse.
2	To improve levels of educational attainment for all age groups and all sectors of society.	To increase levels of participation and attainment in education for all members of society.
		To improve the provision of, and access to, education and training facilities.
3	To improve physical and mental health for all and reduce health inequalities.	To improve access to health and social care services.
		To prolong life expectancy and improve well-being.
		To promote a network of quality, accessible open spaces.
		To promote healthy lifestyles.
4	To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents.	To reduce homelessness.
		To increase the availability of affordable housing.
		To improve the condition of Local Authority housing stock.
		To improve the diversity of the housing stock.
5	To protect and enhance community spirit and cohesion.	To promote a sense of, cultural identity, belonging and well-being.
		To develop opportunities for community involvement.
		To support strong relationships between people from different backgrounds and communities.
6	To improve access to services and amenities for all groups.	To improve access to cultural and leisure facilities.
		To maintain and improve access to essential services (banking, health and education) and facilities.
7	To encourage sustainable economic growth and business development across the Borough.	To retain existing local employment and create local employment opportunities.
		To diversify employment opportunities.
		To meet the needs of different sectors of the economy.
8	To develop the skills and training needed to establish and maintain a healthy labour pool.	To improve lifelong learning opportunities and work related training.
		To reduce high levels of unemployment and worklessness.
9	To encourage economic inclusion.	To improve physical accessibility to local and London-wide jobs.
		To support flexible working patterns.
		To encourage new businesses.
10	To improve the vitality and vibrancy of town centres.	To enhance the environmental quality of the borough's town centres.
		To promote the borough's town centres as a place to live, work and visit.

SA Objective		Sub-Objectives
		To ensure that the borough's town centres are easily accessible and meet local needs and requirements.
		To promote high quality buildings and public realm.
11	To protect and enhance biodiversity.	To protect and enhance Priority Species and Habitats identified in the Biodiversity Action Plan.
		To link and enhance habitats and wildlife corridors.
		To provide opportunities for people to access wildlife and diverse open green spaces.
12	To protect and enhance the borough's townscape and cultural heritage resources.	To promote townscape character and quality.
		To preserve or enhance buildings and areas of architectural and historic interest.
13	To protect and enhance the borough's landscape resources.	To promote a network of quality, accessible open spaces.
14	To protect and enhance the quality of water features and resources.	To preserve ground and surface water quality.
		To conserve water resources.
15	To encourage the use of previously developed land.	To encourage the development and remediation of brownfield land.
		To promote the efficient and effective use of land whilst minimising environmental impacts.
16	To adapt to climate change.	To reduce and manage flood risk.
		To encourage 'green design' solutions.
		To encourage the inclusion of Sustainable Drainage Systems (SuDs) in new development.
17	To protect and improve air quality.	To manage air quality within the borough.
		To encourage businesses to produce travel plans.
18	To limit climate change by reducing CO ₂ emissions.	To reduce the use of energy.
		To increase energy efficiency and support affordable warmth initiatives.
		To increase the use of renewable energy.
19	To ensure the sustainable use of natural resources.	To reduce the consumption of raw materials (particularly those from finite or unsustainable sources).
		To encourage the re-use of goods.
		To reduce the production of waste.
		To support the use of sustainable materials and construction methods.
		To increase the proportion of waste recycling and composting across all sectors.
20	To promote the use of sustainable modes of transport.	To improve the amenity and connectivity of walking and cycling routes.
		To promote the use of public transport.

SA Objective	Sub-Objectives
	To reduce the use of the private car.

Initially, the DPD's vision and objectives were appraised against the SA Objectives. This appraisal showed that there is potential for conflict with some environmental SA Objectives and DPD objectives which aimed to increase growth, if not managed sustainably. Recommendations were made to improve the sustainability performance of the DPD Objectives. The results of the Appraisal are presented in Section 4.1 of the Main Report and Appendix C.

Developing and Assessing the Core Strategy Options

Various options for development were proposed at the Issues and Options stage in December 2007. Consultation for the Issues and Options was carried out from 8 February to 31 March 2008. The methodology for carrying out the SA, as proposed at the scoping stage, was used to test each of these options and predict their significant positive and negative impacts on the SA Objectives. Recommendations were made regarding the most sustainable options in June 2008 and these suggestions were fed into the plan-making process, alongside the public consultation responses. The options were further refined and four spatial options were identified for the Core Strategy. The SA provided an initial appraisal on the spatial options (Options Discussion Paper – Initial Sustainability Options Appraisal (October 2008)), identifying which options had addressed the SA Objectives well.

Following this, the four spatial options, including a 5th Option, a “market driven” approach were appraised against the SA Objectives.. This appraisal identified which option was the most sustainable and which option was the least sustainable. The details of the assessment are provided in Section 4.3 of the Main Report.

The Core Strategy Preferred Options Report set out the vision, spatial objectives and preferred options, based on the spatial approach. The SA on the Preferred Options appraised the preferred and alternative options and provided findings on which options were likely to address the SA Objectives. The SA also provided recommendations on how the sustainability performance of the policies could be improved. The findings are presented in Section 4.4 of the Main Report and Appendix D.

The Core Strategy Preferred Options Report and the accompanying SA were consulted on from 5 May until 30 June 2009. Following consultation, draft policies to implement the vision, objectives and preferred policy options have been developed.

Appraising Policies

Based on the preferred option, strategic policies were developed by the Council and presented in the Core Strategy Pre-Submission Report. The process of testing the policies examined the likely significant effects of the draft Core Strategy strategic policies on the key social, economic and environmental objectives which have been identified for the borough. The details of this assessment are provided in Section 5 of the Main Report and Appendix F. During this assessment, measures were suggested to mitigate adverse effects and enhance beneficial effects to further improve the sustainability of each policy. A summary of the key significant effects of the Core Strategy and proposed mitigation to offset negative effects are provided below.

People at the Heart of Change

The Managing Growth (SP1) policy provides the overall approach behind development in the borough and proposes how the Core Strategy policies will contribute towards sustainable

development. This policy provides the sustainability context to the rest of the Core Strategy and for the forthcoming DPDs to be prepared by the borough. The key potential positive effects which could result from the *People at the Heart of Change* policies include:

- Regeneration of areas suffering from physical, social and economic deprivation (Haringey Heartlands, Tottenham Hale, Seven Sisters, Northumberland Park and Wood Green) which should help alleviate poverty, achieve social equity and improve the quality of life for most deprived residents.
- Concentrating growth in a few areas with existing facilities and services should minimise the need to travel and make the most efficient use of the existing resources.
- Provision of a significant number of affordable homes should assist in alleviating current need and associated deprivation – approximately 4,865 affordable dwellings a year would be provided for the next five years. These will be of a mixture of dwelling types and tenure to meet the borough's needs.
- Provision of transport, social infrastructure and community facilities.
- Improvements to the public realm, improved pedestrian linkages to Wood Green and Haringey Heartlands and provision of green infrastructure projects.
- Introduction of measures to reduce flood risk in Tottenham Hale, through re-culverting of the Moselle Brook, application of sustainable drainage systems and supporting measures to reduce water consumption.
- Creation of a new Green Industries Centre at Marsh Lane, which will facilitate a borough-wide recycling facility.
- Commercial regeneration of key locations (Northumberland Park) and promotion of mixed use and employment generating uses in town centres (Wood Green) should result in economic and social benefits.

While the majority of effects arising from these policies are likely to be positive, there is still potential for some significant negative effects. These effects are likely to result from the scale of development being proposed. Policy SP1, which set out the level of growth in the borough, is likely to have the most negative effects. These effects are particularly on the environmental objectives, caused by the construction and operation of the new developments proposed. These include increased resource use, energy and water consumption, air and noise pollution, traffic and congestion.

Policy SP2 will also have some negative effects due to the level of housing development proposed. The potential negative effects from these policies, as a result of the level of development and increase in population, include:

- Increase in resource use, energy and water consumption, emissions and waste generation. The level of growth proposed will result in an approximate 15% increase in population by 2026. While the Draft Core Strategy and the Development Management DPD will seek to mitigate this by including policies to minimise water and energy use, waste production, emissions from transport and energy generation, there will still be net increase.
- Increase in noise pollution and nuisance from construction activities, increased traffic and high density development. Other policies seek to address these, such as the SP11 on Design and policies on sustainable construction; and SP7 on transport, which promotes the use of public transport, walking and cycling.
- Increase in traffic and congestion and pollution. Other policies seek to address these through promoting walking and cycling and concentrating housing, employment and retail in growth areas, which should reduce the need to travel.

Policy SP3 will protect existing sites for Gypsies and Travellers. Provisions include measures relating to new sites or alterations to existing sites. The policy seeks to protect the environment and ensure that there will be no harm to the residential amenity of nearby properties.

An Environmentally Sustainable Future

Under this key objective are four policies: SP4 (Working towards a Low Carbon Haringey), SP 5 (Water Management and Flooding), SP6 (Waste and Recycling), SP7 (Transport) which seek to deliver a sustainable environment by requiring developments to meet standards relating to energy, water management, waste and transport. These policies perform very well against the sustainability objectives and the effects are likely to be mostly positive, with a limited number of likely negative effects. The key potentially positive effects of these policies include the following:

- Ensuring new developments adapt to the potential impacts of climate change and do not make it worse in the future. This includes the identification of mechanisms to meet energy and carbon emission targets, reducing the need to travel, minimising flood risk and promoting sustainable urban drainage and waste management.
- Improved health as a result of enhanced environmental quality, easy access to open spaces and promotion of walking and cycling.
- Requirements for sustainable design and construction and sustainable waste management to minimise consumption of materials and resources, waste generation and pollution and promote energy efficiency, renewable energy, recycling and water conservation.
- Integration of public transport and infrastructure into planning and development proposals and reducing the need to travel in order to minimise air pollution and congestion which could result from new development.

The majority of the effects of these policies are positive but there may be negative impacts, which include:

- Temporary local environmental impacts, such as noise, dust and disturbance relating to infrastructure to be developed (e.g. heat and energy facilities, waste management facilities) under Policy SP4 (Working towards a Low Carbon Haringey), SP6 (Waste and Recycling) and SP7 (Transport).

Economic Vitality and Prosperity Shared by All

The policies under this key objective, SP8 (Employment) SP9 (Improving skills and training to support access to jobs and community cohesion and inclusion) and SP10 (Town Centres) seek to encourage the expansion of employment and business opportunities to create a more diversified economy and the development of town centres, including Wood Green. Although employment related developments have the potential to have beneficial economic effects, they will potentially have negative environmental impacts and implications on resource use, energy use and waste generation.

The development of Wood Green and other centres and employment areas may increase traffic in those areas. The improvement of skills and training (SP9) policy is generally positive and efforts to promote improvement in training facilities is likely to support businesses and employment opportunities.

The key potential positive effects from these Economic Vitality policies include:

- Protecting existing employment land uses is likely to ease pressure on Greenfield sites for employment development.

- Facilitating training opportunities for the local population.
- Promoting diversification of the borough's economy and supporting industries and small and medium sized enterprises.
- Environmental and amenity improvements through the reuse/redevelopment of employment land in regeneration areas.
- Better employment opportunities in the borough could reduce the need to travel.

Key potentially negative effects from the Economic Vitality policies include:

- Promoting certain types of industries, such as distribution uses may generate freight and lorry traffic which could result in increase in road traffic, noise and pollution.
- Increase in water consumption and pollution by businesses and industrial use.
- Increase in energy use through increased business and industrial activities.
- Increased retail activity may increase waste production and resources use.
- Developing Wood Green as a centre for north London may generate trips from outside Haringey. However, the development of the district centres may reduce travel within the borough.

Safer for all

The policies under this key objective SP11 (Design), SP12 (Conservation) and SP13 (Open space and Biodiversity) have the potential to deliver a quality environment. The policies cover aspects including: design quality; conservation; and open space and biodiversity.

The key potential positive sustainability effects arising from A Safer, Attractive and Valued Urban Environment policies include:

- Enhanced public realm, townscape and landscape, particularly in areas such as Tottenham Hale and Seven Sisters, where environmental quality is low.
- Improved health as a result of greater provision and improved access to open spaces through the green infrastructure.
- Conserve and enhance biodiversity through improving open spaces and provision of green and brown roofs in new developments.
- Reduction in crime and fear of crime by promoting 'Secure by Design' in new developments.
- Improved performance of new developments including pollution prevention, sustainable design and construction.

The key potential negative effects from A Safer, Attractive and Valued Urban Environment policies include:

- Potential to restrict availability of land for residential, industrial and commercial uses by providing new open spaces and protecting existing ones.
- Local environmental impacts (e.g. dust, noise, traffic) which could result from developments.

Healthier people with a better quality of life

The policies under this key objective SP14 (Health and Well-Being) and SP15 (Culture and Leisure) aim to deliver the facilities and infrastructure to improve health and well being in Haringey. The policies relating to health and culture are generally positive policies. The key positive sustainability effects arising from the *Healthier people with better quality of life* policies include:

- Improved health as a result of greater provision of health, sports and leisure and cultural facilities, particularly in areas of deficiency.
- Improvement in training facilities, which could lead to better employment opportunities.
- Greater community cohesion through development of cultural quarters and sports provision, particularly in deprived areas.

The key negative effects arising from the *Healthier people with better quality of life* policies include:

- Local environmental effects (noise, dust, disturbance) arising from development of health and cultural facilities and infrastructure.
- Potentially restricting the availability of land for residential, industrial and commercial use by developing facilities (health, sports and cultural).

Delivering and Monitoring the Core Strategy Mitigation

The policies under this objective, Policy SP16 and SP17 concerns proposes measures to deliver the Core Strategy. Policy 16 seeks to provide residents with community facilities. Policy SP17 provides the mechanisms to deliver improvements and infrastructure. Their contribution to environmental SA Objectives such as air quality, climate change and sustainable use of resources are uncertain. It is acknowledged that other policies in the Core Strategy address environmental issues and Planning Obligations have been put forward for mitigating the impacts of a development. The key positive contributions of this policy include:

- Improved facilities and infrastructure, particularly in growth areas and deprived parts of the Borough.
- Improved community facilities which may promote community cohesion.
- Increased provision of affordable housing.
- Environmental and local amenity improvements through provision of public realm and spaces and regeneration.
- Improvement in education, training and skills.
- Improved health from provision of health facilities;

There are no major negative impacts from these policies include the following:

- Localised environmental impacts (dust, noise, disturbance) as a result of development of infrastructure and facilities.
- Potentially restricting the availability of land for residential, industrial and commercial use by developing community infrastructure (schools, leisure, youth facilities).

Mitigation

Mitigation measures have been proposed to address the potential effects of the Core Strategy DPD. These relate to the policies within Appendix C, but in summary, consist of the following:

- Amendments to existing policy wording.
- Cross referencing to other policies to address the negative effects of others/options
- Lower tier Development Plan Documents will implement mitigation measures, for example, the Site Allocations DPD.
- Identification of areas requiring further study, for example, through an Environmental Impact Assessment.

Monitoring

An important part of the process is establishing how the significant sustainability effects of implementing the Core Strategy will be monitored. The establishment of a set of sustainability indicators will enable the environmental, social and economic impacts of the Core Strategy policy to be monitored and appropriate remedial action undertaken.

This SA Report includes a draft monitoring framework of appropriate indicators and possible remedial actions. The final list of indicators will be provided in the Final SA Report to be prepared with the Submission Core Strategy. It is envisaged that monitoring would be on an annual basis, dependent upon the specific indicators selected and the frequency they are updated. These will be included as appropriate as significant effects indicators in Haringey Council's Annual Monitoring Report Framework.

Difference the SA Process has made

The SA and development of the Core Strategy has been an iterative process, with the findings of the SA informing the development of the options and policies. The SA process has ensured that the LBH's Core Strategy embodies the principles of sustainable development. For example, recommendations on the Issues and Options Report were made to LBH's Planning Officers to improve sustainability of options in addressing issues, which helped the Planning Officers in the further development of options. Furthermore, recommendations were made during the preparation of the SA of the Core Strategy Preferred Options to improve the sustainability of policy options, as described in Section 4 of the main report. The recommendations helped inform the development of the draft strategic policies in the Pre-Submission Core Strategy. This SA presents the findings of the assessment of the strategic policies and makes recommendations.

Consultation

There have been two formal stages of consultation and public participation throughout the appraisal process. This consultation on the pre-Submission Core Strategy and this SA is the third stage of consultation. The Main Report provides details on how the appraisal has been amended in the light of the responses received.

Future Stages

The Pre-Submission Core Strategy Report and this SA will be consulted on from April to May 2010. The information in the SA Report and responses to the final consultation must be taken into account during the preparation of the DPD before it is finalised for submission to the

Secretary of State for an independent examination. The Final Sustainability Appraisal Report will assess any significant changes as a result of representations and will form part of the evidence base and will be used to assess the soundness of the DPD.

Proposed changes to the 2006 UDP Proposals Map

The series of maps presented here shows:

- Designations where the area to which they apply has been altered since the adoption of the Unitary Development Plan (2006), however, as a result of the Saved Policies process in 2009, changes to the proposals map have already been made;
- New designations proposed to be introduced as part of the Local Development Framework.

The final adopted version of the Core Strategy will be accompanied by a Proposals Map which will illustrate any designations which supersede those currently shown on the UDP Proposals Map. It is intended that the designations shown in this appendix will be incorporated into the Core Strategy Proposals Map.

The following table provides background information on these changes. It should be noted that this table shows **changes only**; it does not show those designations that have not changed since the UDP came into effect, as these are shown on the current UDP Proposals Map.

The table below and the series of maps presented in effect form the link between the current UDP Proposals Map and the envisaged Proposals Map to accompany the adopted Core Strategy.

Proposed LDF Designation	Current Designation (UDP)	Changes	Notes
Location of Wood Green Area Action Plan	---	New designation	Taking forward the Wood Green Town Centre SPD
Location of Seven Sisters Area of Change/Area Action Plan	Amended designation		
Location of Tottenham High Road Corridor/Area Action Plan	---	New designation	
Location of Tottenham Hale Area Action Plan	---	New designation	Takes forward the Tottenham Hale Urban Centre Masterplan

Proposed LDF Designation	Current Designation (UDP)	Changes	Notes
			SPD.
Location of Northumberland Park Area of Change/Area Action Plan	---	New designation	
Location of Wood Green/Heartlands/Alexandra Palace Cultural Area	Amended designation		Designation amended to include Alexandra Palace
Location of Harringay Green Lanes Cultural Area	---	New designation	
Location of Hornsey Town Hall Cultural Area	---	New designation	
Location of Tottenham Hotspur Cultural Area	---	New designation	Part of the wider regeneration of Northumberland Park and the redevelopment of Tottenham Hotspur Football Stadium
Location of Tottenham Green Cultural Area	---	New designation	
Strategic Industrial Land (SIL)	Strategic Employment Land	New designation	Reflects the London Plan identification of SIL
Locally significant industrial sites	Defined Employment Area – Industrial Location	New designation	Reflects the need to protect the borough's supply of industrial employment land not identified by the London Plan as 'preferred industrial locations'
Extension to Muswell Hill Conservation Area	Amended designation	Post UDP changes and editions	Extension to Muswell Hill conservation area February

Proposed LDF Designation	Current Designation (UDP)	Changes	Notes
Wood Green Common	Amended designation	Post UDP changes and editions	2008 Extension to conservation area February 2008
Trinity Gardens	Amended designation	Post UDP changes and editions	Extension to conservation area in 2008
Vallance Road Conservation Area	---	Post UDP changes and editions	New conservation area designated November 2008

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HARINGEY LOCAL DEVELOPMENT PLAN

Draft Development Management Policies

(March 2010)

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Development Management Policies

Introduction

Haringey's **Development Management Policies** (DMP) development plan document (DPD) forms part of the Council's **Local Development Framework** (LDF). The framework is a folder of planning policy documents, known as **Local Development Documents** (LDD). These documents are divided into three types:

- Development Plan Documents (DPD)
- Supplementary Planning Documents (SPD)
- Other documents such as the Statement of Community Involvement (SCI) and the Annual Monitoring (AMR)

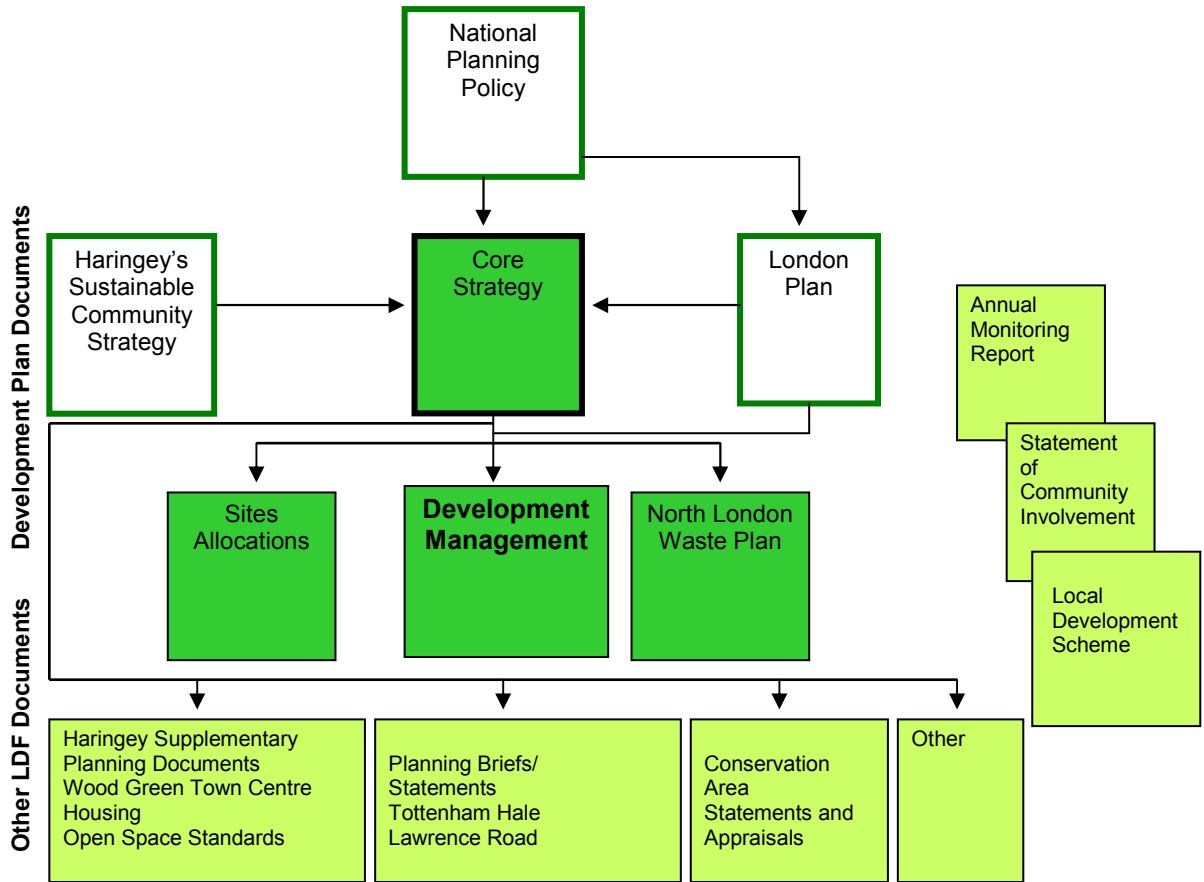
The main document in the LDF is the **Core Strategy**. The Core Strategy sets out a vision for key policies for the future development of the borough up to 2026. It takes forward the priorities of Haringey's **Sustainable Community Strategy** and other plans and strategies to identify a vision for Haringey as a place to live, work and visit and contains key policies and an implementation framework to deliver the vision.

Haringey Development Management Policies contributes towards delivering our Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission.

The diagram below shows the documents that make up Haringey's LDF and the relationship between them.

A full list of the documents that Haringey are preparing over the next few years and the timetable for delivery is set out in Haringey's **Local Development Scheme** (LDS).

Fig1. Local development Framework Flow Diagram



The Policy Context

Planning decisions about land-use in the borough are made **based on national, regional and Haringey's own local policy**. These decisions affect what can be built and where and also how buildings are used. These decisions are guided by the development plan. The Council's Unitary Development Plan (UDP) 2006 will be superseded by the Council's LDF, which will provide, along with national and regional guidance, the policies for Haringey.

The government produces **Planning Policy Statements** (PPS) and supporting guidance that set out a general framework for planning at the regional and local level. In London, the Mayor produces a development strategy for greater London: the **London Plan**. Haringey's policies have to be consistent with both national policy and the London Plan.

The London Plan together with parts of Haringey's LDF, forms the Local Development plan for the borough. The London Plan is currently being reviewed by the Mayor of London. A draft consultation plan was available for comment until January 2010. An Examination in Public into the responses received to this consultation draft (EiP) will take place in the summer and autumn of 2010. This will be led by an independent panel that will review any responses and decide on the issues to be discussed and who to invite to the EiP. The panel will then write a report to the Mayor recommending changes to the draft Plan, which the Mayor can accept or reject. Following this, the Mayor sends a final version of the Plan to the Secretary of State, who decides whether any further changes are needed. Once the Examination in Public is complete, the Mayor can formally publish the replacement London Plan - expected in late 2011.

Supporting Evidence

We have collected and commissioned a wide range of information and studies (sometimes know as the '**evidence base**') to inform the preparation of Haringey's Development Management Policies. This includes, but is not limited to, the following documents:

- Haringey Annual Monitoring Report
- Haringey Retail Study 2008
- Open Space Study 2004 (updated 2008 as Haringey Open Space and Recreational Standards Supplementary Document)
- Employment Study 2008
- Housing Needs Assessment 2007
- North London Strategic Flood Risk Assessment 2008
- Census information
- Borough profile
- Haringey Biodiversity Action Plan 2009

We will also be carrying out a **sustainability appraisal** of this document to assess its environmental, social and economic impacts. This appraisal will

help to make sure that our policies are sustainable by identifying any potential harmful impacts and suggesting ways to minimise them. It will also help to identify how to maximise beneficial impacts.

What is the Development Management Policy DPD?

Emerging guidance in the form of draft Planning Policy Statement (PPS) 'Development management: Proactive planning from pre-application to delivery' sets out a clear national planning policy framework in response to the Killian Pretty Review (recommendation 17c) which seeks to provide clear underpinning principles to the move from Development Control to Development Management.

As Development Control has moved to this new 'Development Management' approach, there has been a change from a reactive approach to development, to a positive proactive approach. There is an emphasis on collaboration where previously there was negotiation. There is now a more positive approach to coming to a balanced agreement that solves problems rather than a compromise that doesn't meet everyone's objectives. Development Management is led at all times by the local planning authority (LPA.)

The aim of Development Management is to reduce unnecessary complexity and burdens for all parties engaged in the process. It has also been recommended (by the above Review) that there is an increased transparency of decision making, with interested parties engaged at the earliest opportunity so that the wider community benefits that any development can achieve are appreciated from the outset. The move away from 'control' to 'management' will ensure that these changes are reflected.

While Haringey's DMP DPD will contain fewer policies than the UDP, the policies it does contain may be longer and more detailed. The policies in this document will not just control land but will positively promote sustainable development. Achieving the aim of the policy will be key to its implementation.

In line with PPS12 only policies which relate to the delivery of the Core Strategy objectives will be included and repetition of national and London Plan policy will be avoided. It will be expected that a greater use of national guidance (PPS) and London Plan policy will be made in the decision making process rather than relying on local policy to repeat every national and regional policy to cover every potential development angle.

The DMP DPD has been divided into sections that reflect those of Haringey's Sustainable Community Strategy and Core Strategy. These sections are:

- **People at the heart of change** – contains policies on managing growth and housing
- **An environmentally sustainable future** – contains policies on energy, water, waste and transport
- **Economic vitality and prosperity shared by all** – contains policies on employment, education and town centres

- **Safer for all** – contains policies on design, conservation, open space and biodiversity
- **Healthier people with a better quality of life** – contains policies on health, well being, culture and leisure.
- **People and customer focused** – contains policies on implementation and delivery.

Each section sets out an introduction to the policy (including reference to any Core Strategy relevant policy), the policy and justification for the policy.

The main stages in the preparation of the Development Management policies so far have been as follows:

- Undertaking a scoping exercises, identifying relevant national, regional and local legislation in relation to each policy:
- Identifying which policies to be merged and those which are to be deleted
- Incorporating new policies to reflect the overall vision and objectives for the borough.

Relationship with the Core Strategy

The policies in this document play a pivotal role in delivering the overall vision and objectives for the borough outlined in Haringey's Core Strategy; that is to create a borough of opportunity, promote growth, ensure a sustainable future for the environment and the economy, support and encourage our diverse culture, make our residents and visitors to our borough feel healthy and safe and to tackle social isolation and exclusion.

The policies in this document provide additional detail and guidance on how we will implement the policies and advice contained in the Core Strategy through our decision making on all planning applications. **Therefore the two documents should be read in conjunction with one another.** In addition, national (PPS) guidance and local (London Plan) policy will be followed in all decisions on planning applications and policy advice given.

Consultation details

The consultation period for this document runs from *to be confirmed*

You can comment on the document online here *to be confirmed*

If you do not have access the council's website or prefer to write to us you can email us at ldf@haringey.gov.uk or by post to:

Urban Environment
Policy Team
639 High Road
N17 8BD

The Council encourages those with a stake in the future of the Borough - residents, workers, employers and visitors, to get involved in planning processes. The more people that are involved the better we can work

together and decide how best to plan for the future development of the borough.

POLICIES (DRAFT)

People at the Heart of Change in Haringey

Haringey, in common with the rest of London, is expected to experience rapid growth in its population, with a projected 15% increase to 260,305 by 2026. This population growth will bring with it pressure for new housing and associated infrastructure.

Haringey is committed to delivering new homes and new jobs with supporting services, and utility infrastructure at the right place and the right time. There is no enshrined 'right to a home' in the European Convention or human rights legislation – only to respect for the home, protection of property and the protection of the right to own property. Good quality housing is an important foundation of improving health, education and employment prospects.

There is an increasing pressure in Haringey and London as a whole to provide new housing for the growing population. A range of different housing types and prices is needed to meet peoples' individual needs. This means providing housing for, among others, people on low incomes, accommodation for the elderly, sites for gypsies/travellers, housing for those with particular disabilities or special needs, and housing that meets the requirements for the many diverse family households that we have within our borough.

Through Development Management we will seek to maximise housing opportunities, and that the range of housing provided meets the needs of the residents of our borough. The Council will focus Haringey's growth in the most suitable locations, focusing on the growth areas of Haringey Heartlands and Tottenham Hale. The council will also promote development in Wood Green Metropolitan Centre, Northumberland Park, Tottenham High Road Corridor and Seven Sisters Corridor.

Housing

This section of the development policies document sets out in more detail how the Council will make individual planning decisions to meet the aims of Core Strategy Strategic Policy 2 Housing. Policies in this section relate to:

- New housing development and making full use of Haringey's capacity for additional housing and helping to create mixed and balanced communities;
- Protecting and enhancing existing housing;
- Hostel accommodation and Housing for Special Needs;
- Houses in Multiple Occupation and Conversions;
- Change of use to residential and
- Dwelling mix and standards.

DMP1 New Housing Developments

New housing developments, including conversions, will not be permitted unless:

- a) They include a mix of house types, tenures and sizes (and where appropriate include affordable housing and special needs housing);**
- b) They are built to the highest standard of design and meet Building for Life criteria;**
- c) They meet the density levels as set out in the London Plan (Table 3A.2 Density Matrix);**
- d) If converting a single dwelling house the original internal floor area is more than 120m² and has at least 5 habitable rooms; and**
- e) Where additional housing creates a need for ancillary community facilities, a contribution towards meeting this need is provided.**

The Council has to provide enough extra housing in Haringey, over the plan period, to cater for the growing number of households and to ensure that there are homes available for those currently in temporary accommodation to move into.

The Council will strive for high quality housing for all residents. The quality of design will be measured by the Building for Life (BfL) Standards. New housing development will be scored against the BfL criteria to assess the quality of their design. Buildings are required to score 14/20 or higher to achieve the BfL award. Design standards will also take account of the HCA Design and Quality Standards 2007 and Code for Sustainable Homes. Core Strategy SP4 sets out targets for sustainable design. Additionally, new housing development, including conversions where possible, should be built to lifetime home standards to enable people to remain in their home throughout their life instead of having to move to specialist accommodation.

The Council's Community Infrastructure Plan (CIP) sets out the type of community infrastructure needed to support the quantum of development proposed for the area. The CIP supports DMP 1 by identifying the potential financial contributions associated with individual planning applications and assists the development management process by providing an infrastructure context for future planning consent negotiations.

The Council will increase the supply of housing in the borough in order to meet targets through identifying sites, achieving higher densities, approving changes of use where appropriate and redeveloping at higher densities.

New housing proposals should take account of the sequential approach. The preferred location for housing would be on previously developed land. More specifically the Council will consider the following locations/opportunities first:

- sites with high accessibility to public transport facilities; or

- redevelopment of existing housing sites at higher densities where appropriate; or
- re-use of buildings, including empty properties; or
- redundant/derelict sites;

After this the Council will consider vacant land on the edge of the urban area that is close to public transport and local services.

New housing development, including conversions and backland developments, must take account of the Council's standards (layout, minimum room size, amenity and privacy) as set out in the Housing Supplementary Planning Document.

DMP2 Protecting and enhancing existing housing

A change of use from housing or demolition of housing will not be permitted unless all of the following criteria are met:

- a) the land or buildings are no longer suitable for housing because of noise, pollution or a other indicators of a poor environment (and where these environmental issues cannot be resolved to an acceptable level via planning or another route) or the accommodation is substandard and incapable of improvement;**
- b) replacement housing, of an appropriate type, is provided;**
- c) the building is to be used for an essential community use and there is no alternative location; and**
- d) it would be part of a wider regeneration programme to improve the area.**

The Council will seek to prevent the loss of housing in the borough by protecting residential uses from development that would involve a net loss of residential floorspace.

The Council also encourages bringing empty properties back into use to assist in providing additional housing in the borough. An empty property strategy has been produced by the Council's housing department setting out how the Council will bring empty properties back into use and including targets for the number of units to be bought back into use each year.

DMP3 Preventing the loss of affordable housing

The Council will not permit development that would involve a net loss of affordable housing floorspace, including any affordable housing provided:

- a) **within hostels or other housing with shared facilities; or**
- b) **as an ancillary element of another use, wherever the development involves changing the primary use or separating the housing floorspace from the primary use.**

The Core Strategy SP 2 Housing sets out the Council's approach on the provision of affordable housing in the borough. DMP 3 details how the Council will prevent the loss of existing affordable housing. Other specific housing needs are discussed in DMP 4, 5, 6 and 7.

There is a strong commitment to facilitate greater choice in housing in terms of location, design, tenure and cost in the borough. However, it is recognised that the market will not be able to meet some important housing needs. This includes locations and circumstances where affordable housing to lower income groups is not adequately supplied by the market. The planning system can assist with both the provision and the retention of such housing where a particular need for affordable housing has been demonstrated. Retention of affordable housing will be encouraged in all schemes within the borough where any loss is proposed.

Where redevelopment of housing will affect the provision of affordable housing the Council will expect an equivalent replacement of the affordable housing, preferably on-site and within the development. In the case where on-site provision is not possible, the alternative site for the replacement affordable housing will be part of an inclusive community and easily accessible to public transport, retail, employment opportunities, and leisure and community facilities.

DMP4 Housing Conversions

The Council will not permit the conversion of a single family dwelling house:

- a) **With a gross original internal floor space of less than 120sqm;**
- b) **In the following restricted conversion areas:**
 - **The Miltons: Area to North East side of Archway Road;**
 - **Archway Road: Area to the South West Side of Archway Road;**
 - **Harringay Ladder: Green Lanes to Wightman Road;**
 - **Stroud Green: Area bounded by Stroud Green Road, Stapleton Hall Road, Florence Road and Woodstock Road;**
 - **Muswell Hill: Roads near centre;**
 - **Bruce Grove Ward;**
 - **Myddleton Road, Wood Green;**
 - **West Green Road; and**
 - **Crouch End: Roads near centre.**

- c) **If the conversion fails to meet the floorspace, amenity space and design standards as set out in the Housing SPD;**
- d) **If the conversion fails to provide a satisfactory quality of accommodation; or**
- e) **If it causes adverse parking problems.**

Conversions and Houses in Multiple Occupation (HMOs) form an important source of low cost accommodation and the Council realises that they will continue to provide accommodation for certain households in the borough.

There are areas in the borough where over the years many properties have been converted from single dwellings into a large number of flats. Where many conversions happen in one area it can result in problems such as a significant increase in on street parking and a loss of family housing.

In exceptional circumstances, the Council may permit applications for conversions. In these circumstances, the applicant must demonstrate to the Council's satisfaction that a proposed dwelling conversion would have a positive impact on the amenity, streetscape and character of the area of the development as well as according with the aims set out in the Sustainable Community Strategy.

As part of the Council's aim to provide suitably located housing the Development Management Document seeks that new homes are developed as efficiently as possible. With this in mind the Council generally expects a conversion to be located in areas that are convenient for shops and services and also where public transport is good. These will be locations within or a short walking distance from the borough's town centres.

Certain areas of the borough have streets that already have a high number of conversions. This may reach a point where pressure on existing on-street parking spaces, open spaces and other services may no longer be sustainable. In these circumstances planning permission will not be granted.

Climate change is a major material consideration when determining planning applications. In light of this, the Council will support applications for conversions that exceed the current Building Regulation standards relating to resource conservation and attain at least a 'Level 4' Code for Sustainable Homes standard. Compliance with this higher standard will reduce any negative impact the conversion could have on climate change and sustainability.

The calculation of the 120 sqm restriction above applies to the original internal floorspace of a building rather than the resulting extended building. This is to maintain the character of areas containing mainly

smaller family units. It also serves to prevent extensions of an inappropriate scale and form.

DMP5 Homeless people, vulnerable people and hostels

The Council will support development of accommodation for homeless people and other vulnerable people provided that the development:

- a) will provide an appropriate standard of facilities, independence, support and/or care;**
- b) will be accessible to public transport, shops, community facilities and social networks appropriate to the needs of the intended occupiers;**
- c) will be affordable in the context of financial support available to the intended occupiers**
- d) will be accompanied by a management plan setting out type and level of support; and**
- e) contributes to creating a mixed and inclusive community**

This policy covers residential accommodation such as extra care accommodation, hostels and residential mental health units. The needs of those groups who are require supported housing and temporary accommodation are set out in Haringey's Homelessness Strategy 2008-2011, Haringey's Housing Strategy 2009-2019, Haringey's Joint Strategic Needs Assessment and other strategic policy documents.

DMP 6 will ensure specialist accommodation is of an appropriate standard within the borough. The accommodation should be located close to public transport, community facilities, open space, employment opportunities and support services; it should not be located where there is already a high level of temporary accommodation; and the scale and intensity of the hostel use should be appropriate to the size of the building.

The design of supported housing and temporary accommodation will be in line with Core Strategy SP11 Design which details how new developments will improve social inclusion, improve access and reduce opportunities for crime.

DMP6 Sheltered housing and care homes for older people

The Council will support development of a range of accommodation for older people and vulnerable people provided that the development:

- a) will provide an appropriate standard of facilities, independence, support and/or care;**
- b) will be accessible to public transport, shops, community facilities and social networks appropriate to the needs of the intended occupiers; and**
- c) will be affordable in the context of financial support available to the intended occupiers.**

In the case of market led development of self contained sheltered housing in Use Class C3, the Council will expect the development to make a contribution to the supply of affordable housing in accordance with Core Strategy SP2 Housing.

The Council will particularly support development of extra care homes and other homes for older people that combine independent living with the availability of support and nursing care. Where existing homes for older people no longer meet contemporary standards, the Council will favourably consider conversion or redevelopment to provide extra-care homes.

The design of sheltered housing and care homes will be in accordance to Core Strategy SP2 Housing which sets out the Council's targets for Lifetime Homes Standards and Wheelchair Accessible housing.

The projected population increase of older people in the next 15 years will impact on housing needs, these will include people living alone, the need for more accessible homes, and more supported housing. The assessment of housing needs of older people and others in need of supported housing will be informed by Haringey's Joint Strategic Needs Assessment and other strategic policies.

DMP7 Homes of Different Sizes

The Council will seek to create mixed communities and secure a range of self-contained homes of different sizes by:

- a) ensuring that residential developments provide a mix of large and small homes and contribute to meeting the dwelling mix standards as set out in the Housing SPD; and**
- b) ensuring that the mix of dwelling sizes is appropriate to the development in terms of affordability, tenure and density, taking into account the character of the development and the locality.**

New residential developments and conversions should provide a mix of dwelling types and sizes to meet local housing requirements, such as families with children, single person households and older people. In certain locations,

where there is an unsuitable external environment for children and no opportunity to provide sufficient amenity space, the provision of family housing of 3 or more bedrooms may be inappropriate. Conversely, in other locations family housing will be particularly encouraged.

The mix of dwelling sizes appropriate in a specific development will be considered taking into account the characteristics of the development and the locality. The following sets out a number of the relevant characteristics:

- Development size
- Changes of use and conversions
- Affordability and tenure
- Large homes and child density
- Development layout and design options
- Financial viability

More detailed guidance on the preferred affordable housing mix is contained in Haringey's Housing SPD 2008. The Housing SPD sets out space standards which developments will adhere to. The Council will implement GLA Housing Space and Child Play Space Standards 2009 as Haringey's own standards when these are adopted.

DMP8 Basements and lightwells

In determining proposals for basement and other underground development, the Council will require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity. The Council will consider whether schemes:

- a) Maintain the structural stability of neighbouring properties;**
- b) Adversely affect drainage and run-off or cause other damage to the water environment;**
- c) Have a cumulative impact upon structural stability or the water environment in the local area;**
- d) Harm the amenity of neighbours;**
- e) Lead to the loss of open space or trees of townscape or amenity value;**
- f) Provide satisfactory landscaping, including adequate soil depth; and**
- g) Harm the appearance or setting of the property or the established character of the surrounding area.**

The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.

In determining applications for light wells, the Council will consider whether:

- h) The architectural character of the building is protected;**
- i) The character and appearance of the surrounding area is harmed; and**
- j) The development results in the loss of more than 50% of the front garden or amenity area.**

Although basement developments can help to make efficient use of the borough's limited land it is important that this is done in such a way that does not cause harm to the amenity of neighbours, affect the stability of buildings, cause drainage or flooding problems, or damage the character of areas or the natural environment.

In appropriate circumstances the Council will require evidence from applicants to ensure that basement developments do not harm the built and natural environment or local amenity. The amount of information required will be commensurate to the scale and location of the scheme. Larger schemes (i.e. those consisting of two or more underground storeys) will be expected to provide evidence against each of the considerations as set out in the policy above. Smaller schemes will be expected to submit information which relates to any specific concerns for that particular scheme or location (e.g. flooding or unstable land). Applicants should contact the Council's Development Management Support Team about the level of information that should be provided for a particular scheme. Where hydrological and structural reports are required, they should be carried out by independent professionals e.g. Chartered Structural Engineers.

Many potential impacts to the amenity of adjoining neighbours are limited by underground development. However, the demolition and construction phases of a development can have an impact on amenity and this is a particular issue for basements. The Council will seek to minimise the disruption caused by basement development and may require Construction Management Plans to be submitted with applications.

When considering applications for basement extensions the Council will need to be satisfied that effective measures will be taken during excavation, demolitions and construction works to ensure that structural damage is not caused to the subject building and any nearby properties.

An Environmentally Sustainable Future

Creating sustainable communities is a key priority of the plan making system as set out in Planning Policy Statement (PPS) 1: Delivering Sustainable Development.

As a borough we need to respond to climate change and manage our environmental resources more effectively to make Haringey one of the greenest boroughs. Haringey's Greenest Borough Strategy asks that "we will work together to tackle climate change and secure a clean, safe and environmentally sustainable future for everyone living, working, visiting or studying in Haringey". The Council has now agreed a target to reduce CO2 emissions from the whole borough by 40% by 2020, and the Climate Change Act sets a national target of 80% reduction by 2050. This means that new development should be as close to zero-carbon as possible, and Planning is the key tool to achieve this.

Growth needs to be managed to support sustainable communities. Growth can be environmentally sustainable in its minimisation of the borough's contribution to climate change and pollution through location and design in the built environment, the promotion of reducing, reusing and recycling as a way of life, encouraging energy efficiency and using renewable energy, and by using and promoting sustainable travel modes and patterns.

One of the main purposes of transport related policies is to reduce the need to travel by car, to encourage low-carbon modes e.g. walking, cycling and electric vehicles and to reduce the local pollution associated with vehicles. Emphasis is placed on the promotion of sustainable modes of transport and the discouragement of car use.

Transport

The policies in this Chapter aim to guide new development to locations where it can best be served by walking, cycling and public transport. Overall our transport policies are aimed at supporting sustainable transport such as public transport, walking and cycling through, for example, the design of development schemes and restrictions on car parking provision. The Council aims to ensure that all sections of the community, particularly the disadvantaged who are less likely to have a car available, have access to the widest possible range of employment, housing, shopping, recreational, medical, cultural and social facilities. The transport policy context for transport improvements and projects is provided by the Local Implementation Plan (LIP). We seek to implement transport projects and programmes through the annual LIP funding submission. to Transport for London.

DMP9 New Development Location and Accessibility

The Council will require that:

- a) developments with high trip generating characteristics locate where public transport accessibility is high, and car parking is minimised, to mitigate trip generation.
- b) developments locate where the need for travel by car will be reduced and the use of public transport will be increased; and
- c) the location and building design encourages public transport, cycling and walking so that all potential users, regardless of disability, age or gender can use them safely and easily.
- d) Provision of private non-residential parking for new development will be limited in order to restrain car use.

All development proposals will be assessed for their contribution to traffic generation and their impact on congestion and against the present and potential availability of public transport and its capacity to meet increased demand. Development proposals for new high density housing, office, shopping, industrial, educational and recreational facilities will be guided to locations which have a high rating on the Public Transport Accessibility Index, as set out in Appendix ?

DMP10 Sustainable Transport

The Council will support:

A] the protection, improvement and creation of pedestrian and cycle routes in the borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

B] improved public transport infrastructure, service enhancements, bus priority measures, improvements to interchanges

C] measures to discourage car usage and ownership such as car clubs, travel information and marketing, promotion of car sharing, car parking management

Many of the Borough's roads suffer from high levels of traffic congestion over much of the working day. Demand for more housing and employment is expected to increase. We are seeking to support this requirement in a sustainable way by minimising the impact of new development on the highway network. Measures such as travel plans and car clubs which reduce car ownership and usage can support this policy.

The provision of a safe walking and cycling environment is critical to encouraging these forms of travel and Safety by Design principles should be adopted in providing for pedestrians and cyclists. The Council will resist development that would harm highway safety, hinder pedestrian movement or provide inadequate sightlines.

DMP10 Access Roads

The Council will only promote access roads to commercial and industrial premises if the premises:

- a) are located advantageously in relation to main roads and railways to accommodate the generation of heavy freight:**
- b) are provide facilities for the handling of freight to secure efficient distribution:**
- c) are located to reduce the movement of vehicles on roads not suitable for them:**
- d) are located to encourage the use of rail and water to carry freight traffic:**
- e) are located and designed to minimise any adverse impact on the strategic road network.**

The Council recognises the need for road access to commercial and industrial premises but wishes to minimise the environmental damage which goods vehicles, especially heavy goods vehicles, can cause. The Council will support and improve industrial and commercial access roads where it is deemed both necessary and appropriate. However, this will be combined with traffic management measures such as lorry bans and support for the London Night Time and Weekend Lorry Ban in order to minimise the impact of freight movements in residential areas. The Council supports Freight Quality Partnerships as these can mitigate the impact of freight on residential roads.

DMP11 Car-Free Residential Developments

Proposals for new development without the provision of car parking will be normally required in locations where:

- a) there are alternative and accessible means of transport available;**
- b) public accessibility is between level 4 to 6 as defined in the Public Transport Accessibility Index in Appendix 1; and**
- c) a controlled parking zone exists or will be provided prior to occupation of the development.**

Residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale for the proposed development. Appropriately located on-site disabled parking will be required for wheelchair accessible homes. In addition people with disabilities may also be eligible for a parking permit. Within existing or planned CPZs residents of car-free developments will not be eligible for residential permits. Although residents of car-free housing are unlikely to walk a long distance from their home to access their parked car on street without parking controls, the Council will seek, in the longer-term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development the Council may seek to augment provision through a section 106 agreement.

The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport. The Council will negotiate viable means to implement car-free developments where it is appropriate.

DMP12 Parking for Development

Development proposals will be assessed against the parking standards set out in Appendix 1 (to be inserted). Proposals that do not meet these standards will not normally be permitted.

For larger developments the parking requirement will be assessed on an individual basis as part of the Transport Assessment or Statement.

As PPG 13 Transport notes [para 49], “The availability of car parking has a major influence on the means of transport people choose for their journeys”. A limitation on the provision of private non-residential (PNR) parking for new development can help to restrain car use.

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

The Council will strongly encourage developers to provide or contribute towards car club or pool car spaces as an alternative to private parking. Provision of new spaces within developments will be encouraged in locations where they can be made available to car club members.

The Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles.

The Council has produced guidance on the procedure and issues to be considered for a proposals for a vehicle crossover and the creation of an access to a classified road. Full details can be obtained from “Vehicle Crossover Application Guidance Notes” on the Council’s website.

DMP13 Vehicle and Pedestrian Movement

In assessing schemes for vehicle and pedestrian movement the Council will have particular regard to the following:

Design objectives Highway geometry Minor and major access roads Carriage and footway widths Carriage and footway visibility Radii	Planning permission Listed building consent Highways Act Parking design Bay size Manoeuvring space/aisle widths
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<p>Other highway considerations</p> <ul style="list-style-type: none"> Crossfalls Longitudinal gradients Headroom Shared surfaces Connection to the public highway Domestic footway crossovers Planning permission and other consents for footway crossovers 	<ul style="list-style-type: none"> Location of bays Garages Cycle parking Design of spaces Refuse collection Access by fire appliances Lighting Street trees Street furniture Highway adoption
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DESIGN OBJECTIVES

The design objectives for this policy are:

- To create a layout which is safe for all road users.
- To create a pleasant environment.
- To cater for the needs of pedestrians, cyclists and people with disabilities as well as vehicular traffic.
- To use materials and design layouts in keeping with the surrounding townscape, but which minimise maintenance costs.

The overall context for the design of local roads is provided by DCLG/DfT “Manual for Streets” guide. This document provides guidance on design, construction, adoption and maintenance of new lightly trafficked residential streets but also applies to existing streets subject to re-design.

HIGHWAY GEOMETRY

Minor and Major Access Roads

Different standards are appropriate in different circumstances and a distinction is sometimes made between major and minor access roads. A **minor access road** is typically a road used by relatively low volumes of traffic and few pedestrians. This is likely to apply to roads serving less than 15-20 residential units, or small scale commercial uses. Normally a segregated footway will be required on both sides unless either (i) the access road is designed as a shared surface or (ii) pedestrian flows are low and a 0.5 m raised strip is provided on either side to protect the building fabric

A **major access road** is typically a road carrying a significant amount of traffic or pedestrian movement. This is likely to apply to roads serving more than 15-20 residential units, or large commercial developments. Normally, a segregated footway would be required on both sides of the carriageway.

CARRIAGE AND FOOTWAY WIDTHS

The required carriageway width will be determined by the scale and nature of the development, the site's servicing requirements, the tolerance required by passing vehicles, and the likelihood of the access road being used for parking.

Access roads should normally have a minimum carriageway width of 5.5 m, this will enable two vehicles to pass comfortably and will enable vehicles to easily manoeuvre in and out of accesses. A greater width may be required where the road will be used by large commercial vehicles.

It may be possible to reduce the carriageway width along sections of Minor access roads, which, because of their design, are unlikely to be used for parking. However, roads with a carriageway width of less than 5.5m will not normally be adopted.

Carriageway width will be reduced in the following circumstances:

- 4.8 m Minimum to allow access by refuse vehicle to pass other vehicles and wide enough to allow a car to pass a large commercial vehicle with an overall tolerance of 0.5m.
- 4.1 m Minimum for two cars to pass, but not wide enough to enable access by a refuse vehicle passing other vehicles
- 3.7 m Minimum to enable access by a fire appliance and to provide an operational area around it but not wide enough for two cars to pass
- 3.0 m Minimum between passing bays on a single track system and wide enough for all vehicles to pass and a car to pass a cyclist. This is acceptable only at short lengths not exceeding 15 metres unless passing bays are provided.
- 2.75m Absolute minimum for all vehicles to pass on their own, including fire appliances, if the road is kept clear of parked vehicles or any other obstacles and therefore is only practical over short lengths not exceeding 15 metres unless passing bays are provided. Access routes can be reduced to 2.75 metres over short distances provided the fire appliances can get to within 45 metres of dwelling entrances. If the Council or developer wishes to reduce the running carriageway width below 3.7 metres the local Fire Safety Officer should be consulted.

Where a carriageway less than 5.5 m is appropriate, it may still be necessary to widen the access where it meets the highway to allow vehicles to turn easily into the site.

Normally a segregated footway should be provided on both sides of the carriageway. For **minor access roads** 1.5m would be required. It will enable use by people in wheelchairs and allows for pedestrians to pass each other. Normally this will be acceptable to utility companies where the range of services provided is divided along each side of the carriageway.

For **major access roads** a width of 1.8m would be required. It allows for two wheelchairs or for two people pushing prams to pass each other, and allows for the full range of underground services to be accommodated.

CARRIAGEWAY AND FOOTWAY VISIBILITY

Adequate sight lines along both the carriageway and footway are essential to ensure road safety. Sightlines are defined by the visibility setback (the X dimension) and the forward visibility that are required to enable a vehicle to stop safely (the Y dimension).

Footway Visibility

In Fig. 1, together the X and Y dimension define an area that should have unobstructed visibility between 0.6 m and 1.05 m above the carriageway

X dimension 2.0 m

Y dimension 2.0 m

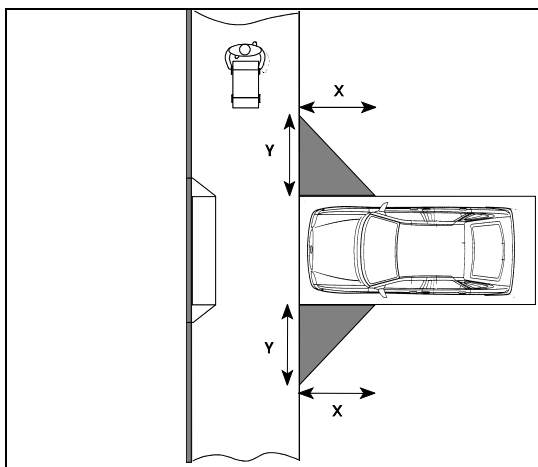


Fig.1 Footway Visibility

C.3. In Fig. 2 the X and Y dimension define an area that should have unobstructed visibility 1.05 m above the level of the carriageway

X dimension: 2.4 m for minor access road and 4.5 m for major access road

Y dimension: 25m for 20mph roads. 43m for 30mph roads

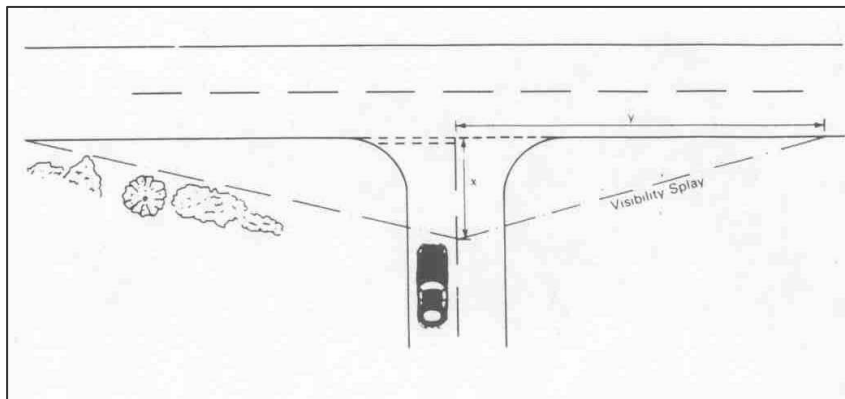


Fig. 2 Carriageway Visibility

RADII

The required kerb radii will depend on the type of junction:

Minor Access: Minor Access	Radius kerb not normally required
Minor Access: Major Access	3.0 m, wherever possible
Minor Access: Highway	3.0 m, wherever possible
Major Access: Highway	6.0 m, wherever possible.

A larger radius may be required where access is provided to commercial development attracting HGVs.

OTHER HIGHWAY CONSIDERATIONS

Crossfalls

In order to assist drainage, the following crossfalls (a slope to encourage localised draining of surfaces) should be provided:

2.5% (1:40) - Minimum for footways and carriageways, maximum of 8% (1:12) at dropped kerbs with 5% (1:20) preferred

5% (1:20) - Preferred for dropped crossings, 8% (1:12) maximum

Longitudinal Gradients

Whilst there must be sufficient gradient to allow surface water to drain, excessive gradients can cause problems for pedestrians, particularly those in wheelchairs, as well as motorists. The table below summarises the maximum and minimum gradients normally required on carriageways and footways:

- Max: 5% (1:20) , Min 0.55% (1:180) at junctions & turning bays
- Max: 8% (1:12), Min 0.55% (1:180) elsewhere

Headroom

A headroom of 4.0 m would allow access by a refuse vehicle and most large vehicles. However, a commercial site catering for the largest commercial vehicles should provide a clearance of 5.1 m. Where the road is to be adopted a minimum headroom of 5.3 m will normally be required.

Shared Surfaces

It is normally safe for both footways to be omitted from cul-de-sacs and short lengths of road and provide a shared vehicle and pedestrian access where the following criteria are met:

- The shared surface provides access to less than 25 dwellings.
- The volume of traffic is below 100 vehicles per hour in peak periods
- Drivers are warned (by tight corner radii, a carriageway narrowing, a ramp, or a rumble strip etc.) that they are entering a shared surface.
- The shared surface does not look like a conventional road, but is surfaced with block paving or brick paviours etc. rather than black asphalt.
- Parking areas are clearly demarcated from pedestrian and vehicular routes.
- The shared surface is wide enough to allow pedestrians and vehicles to pass comfortably and vehicles to manoeuvre. Normally, a minimum

width of 5.5m should be provided between flanking boundaries (although localised narrowing may be acceptable).

CONNECTION TO THE PUBLIC HIGHWAY

Gates, door and windows must not open onto any road or footway, and no part of a building will normally be permitted to overhang an adoptable highway.

PLANNING PERMISSION AND OTHER CONSENTS FOR FOOTWAY CROSSOVERS

Planning Permission

Planning permission is required for the following works:

- The formation of an access onto a classified road.
- Where the works involved in forming the access would create a dangerous obstruction to the view of persons using the highway.
- The construction of a hardstanding within the curtilage of a property which is not a single family dwelling house, e.g. a property which has been divided into flats or is in multiple occupation.
- The construction of any hardstanding in the Tower Gardens, Noel Park, or Rookfield Estate Article 4 Direction Areas, identified in Appendix 1.

In any of the above circumstances, **a crossover must not be provided until planning permission has been granted**. Where there is any doubt, the applicant should be advised to obtain confirmation from the Council's Head of Development Management that planning permission is not required.

(For further information on the requirements for Crossovers please refer to the Protection of Front Gardens, DMP 12)

Listed Building Consent

Listed Building Consent is required to carry out any alterations to the boundary of a Listed Building.

Highways Act

Section 184 of the Highways Act 1980 is mainly concerned with situations where vehicles are crossing the footway/verge and causing damage. Where a vehicle is being habitually driven over the footway the Highway Authority can serve notice that it intends to construct a crossover and recover the costs. The owner/occupier has the right to object to the notice, as set out in Schedule 14 of the Act.

In determining whether to use its powers the Highway Authority must consider the need to prevent damage to the footway/verge and, in determining the works to be specified in the notice, shall also have regard to:

- the need to ensure, so far as practicable, safe access to and egress from premises;

- the need to facilitate, so far as practicable, the passage of vehicular traffic in highways.

Anyone may request the Highway Authority to construct a crossover and the Highway Authority may approve the request with or without modifications, may propose alternative works, or may reject the request. In determining how to use its powers the Highway Authority must consider the need to prevent damage to the footway/verge and factors above. If the Highway Authority does agree to the provision of a crossover, it must provide the occupier with a quotation for the costs of the works and once this amount has been paid, the crossing must be constructed.

Highways Requirements for the Construction of Domestic Crossovers

Footway and carriageway visibility dimensions should conform with the standards set out in this guide. For further details please refer to **DMP12 Protecting Front Gardens**.

CAR AND CYCLE PARKING LAYOUT

Bay Size

- The standard bay size is 2.4m x 4.8m where there are no walls/fences etc adjacent to the bay
- Where a bay is adjacent to walls/fences etc the standard bay size is 3m x 4.8m
- Where there is no footway or paved margin along side parallel bays the bay size is 2.4m x 6.0m
- Where there is a footway or paved margin along side parallel bays the bay size is 2.0m x 6.0m
- Single disabled bay comprise of a standard bay width plus 1.2 (0.9 m minimum) manoeuvring strip (3.6m x 4.8m)
- Where more than 1 disabled bay is provided the 1.2m (0.9 m minimum) manoeuvring strip may be shared between adjacent bays.
- Parallel disabled bays should be longer (6.6 x 2.4) to allow wheelchairs to be unloaded from the rear of the vehicle.

45° Parking

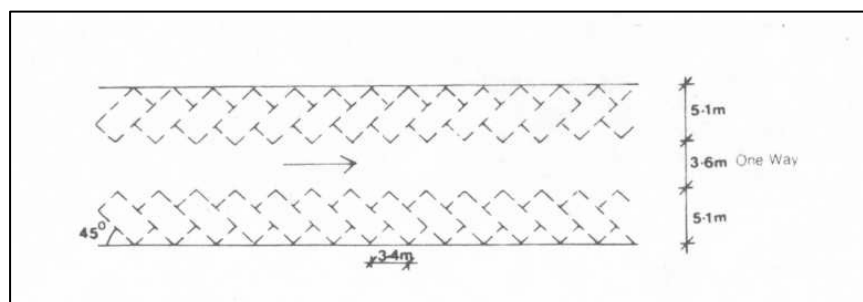


Fig.4 45° Parking

Manoeuvring Space/Aisle Widths

90° Parking: 6.0 m is required to enable a car to turn through 90° out of a standard bay. This may be reduced to 5.0 m where the bay width is increased in width to 3.0 m.

Location of Bays

- Parking for residential developments should be provided wherever possible within the curtilage of individual dwellings rather than in communal parking areas.
- Where forecourt parking is proposed for a series of individual properties, each with direct access from the highway, the bays should wherever possible be grouped into pairs served by a double width crossover. Footway crossovers greater than 4 bays wide will not normally be permitted.
- Where long rows of parking bays are unavoidable, hard and/or soft landscaping features should be incorporated into the layout to break up the bays.
- Disabled parking bays should be located as close as possible to pedestrian entrances. There should be no obstruction, such as a raised kerb, between the bays and the building entrance. The bays should allow wheelchair users to gain access from the side and rear.

Garages

- Open hardstandings are preferred to garages (which are often used for storage rather than parking).
- Garages within the curtilage of individual dwellings should be set back at least 2.0 metres from the back edge of the footway to ensure adequate visibility along the footway.
- Where garages are provided they should have internal dimensions of at least 2.4 x 4.8 m. An aisle width of at least 7.3 m should be provided between rows of garages. The aisle width may be reduced to 6.5 m where the garages are 3.0 m wide.

Cycle Parking

Location of Spaces

Parking for employees should either be provided within the building or within a secure under cover area within the curtilage of the site. Parking for visitors should be provided as close as possible to the main entrance, preferably under cover.

Design of Spaces

Sheffield type stands are preferred for visitor parking as they provide satisfactory security for all types of cycle. Where necessary, each Sheffield stand can provide space for two cycles. A clearance of 650 mm (600 mm min.) should be provided between a stand and any adjacent structure, and stands should normally be located 1.2m apart (1m min). The preferred coating for stands is nylon on galvanised tubing.

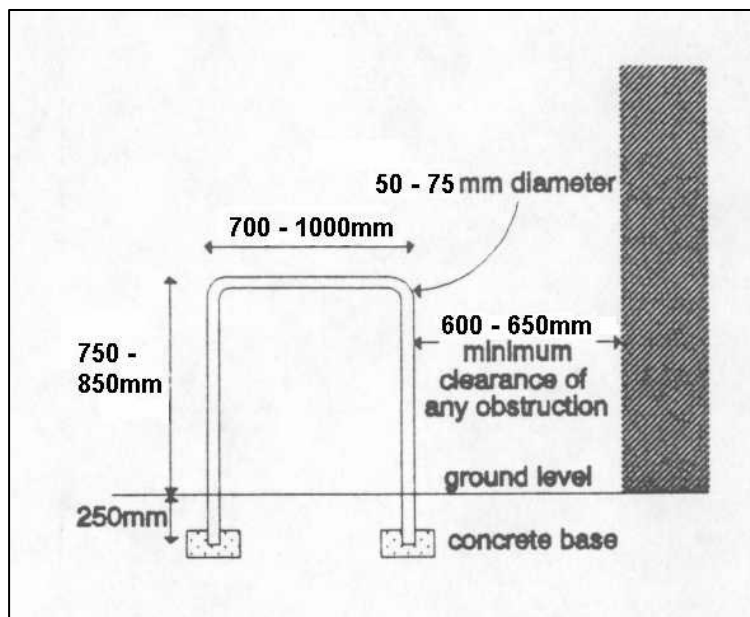


Fig.5 Design of Cycle Parking Spaces

Refuse Collection

The maximum carrying distance for dustbins and sacks and the maximum pushing distance for wheeled bins are 25m.

Where these maximum distances cannot be achieved a refuse vehicle will need to enter and turn within the site. The section above provides details of suitable turning areas. Further information on refuse collection and storage is contained in the Code of Practice for Refuse Storage that can be obtained from the Council's Contract and Construction Service.

Access by Fire Appliances

The requirements for access by fire appliance are contained in Part B5 of the Building Regulations (and the London Fire and Civil Defence Authority's Fire Safety Guidance Note Number 29) and all developments will need to obtain the necessary building regulation approval. However, for information, the normal access requirements for buildings without a fire main that have a total floor area up to 2,000 sqm and are less than 9.0 metres above ground level are indicated below:

There should be vehicle access (minimum width 2.75m) to within 45m of any point on the projected footprint of the building, or to 15% of the perimeter which ever is less onerous. Any elevation to which vehicle access is provided should have a suitable door, not less than 750 mm wide, giving access to the interior of the building.

Designers should refer to Part B5 of the Building Regulations for details of the access requirements to buildings which either have a floor area greater than 2,000 sqm, are higher than 9.0 meters, or include a fire mains.

Lighting

Lighting should be planned as an integral part of the layout of a development as it can have a significant impact on accidents, personal security, crime, and amenity. Street lighting should normally be provided to the British Standard 5489 (Part 3). Adequate lighting should also be provided for any footpaths and parking areas within the development, with appropriate consideration of potential adverse effect on biodiversity.

It may be necessary to alter the layout of the street lighting on the highway adjacent to the new access. In such circumstances, the lighting design and installation works will be carried out by the Head of Sustainable Transport at the applicant's expense. Consideration must be given to the potential for light pollution onto other properties and to Haringey's Significant Nature Conservation areas, evidence of this should be provided with all major applications.

Street Trees

Existing street trees are considered an asset and the provision of appropriate trees can significantly enhance the street scene and will generally be encouraged. However, care should be taken in the positioning of trees:

- Normally the outside edge of the base of the trunk should be located 850 mm from the back of the kerb.
- Footways will normally need to be a minimum of 3.0 metres wide to accommodate a tree pit and retain sufficient room for pedestrians.
- The position of underground and overground services should be considered, as they can be damaged by and cause damage to trees. Any trial holes to establish the position of services should be hand dug.
- Trees should be sited away from gulleys, as they can cause root damage and become blocked by leaf fall.
- Adequate sight lines at junctions must be maintained.
- Trees should not be located too close to proposed or potential vehicular accesses.
- Trees should be positioned so that they will not obscure street lighting, traffic signals, signs and street nameplates.
- Tree species should be selected which have a low risk of causing structural damage to buildings and which are suited to the room available for growth.

Where roads are to be adopted, the species of tree to be planted, and their location should be agreed with the Recreation Team.

Planted areas adjacent to carriageways or parking areas should be protected with bollards, raised kerbs or low fences to minimise the risk of damage by vehicles. However, such landscaped areas will not normally be adopted.

Street Furniture

Street furniture should normally be positioned at the back of the footway, with a gap of 75-100 mm between any adjacent structure to prevent litter getting trapped and to enable the footway to be swept. Particular care should be taken to ensure that street furniture is not positioned so that it could adversely affect the security of adjacent property.

The Council has produced a Streetscape Manual which has a number of key principles including improving the environmental quality of Haringey's streetscape, set consistent specifications for streetscape elements across the borough and establish guiding principles for the design and layout of streetscape elements. The document is available from the Council's website.

Highway Adoption

Section 38 of the Highways Act 1980 enables roads to be adopted by mutual agreement as publicly maintainable highways. Generally, the Council will not adopt access roads to new developments unless they are sufficient public utility to justify being maintained at public expense. This may be the case where:

- A road serves a large number of residential dwellings (generally greater than 200 units),
- A road forms a link in the highway network such as joining up existing adopted public highways
- A road forms a useful extension to an existing highway

Where it is agreed that a development road will be adopted:

- The road must be designed and constructed to the standards set out in this DM policy document.
- The construction works will be supervised by the Head of Sustainable Transport.
- The Council's costs associated with preparing the S.38 agreement, checking the designs and supervising the construction works will be met by the developer.
- The boundary between the adopted and unaccepted areas must be clearly delineated on the ground.
- The location and design of lighting columns must be agreed with the Head of Sustainable Transport. The installation works can, if required, be carried out by the Head of Sustainable Transport. If the work is carried out by others, the Head of Sustainable Transport will need to test the installation on completion, for which an appropriate fee will be charged.
- Parking areas will not normally be adopted.

The construction details of roads for adoption and the Council's model S.38 Agreement are available from the Transport Policy and Projects Group.

Section 104 of the Water Industries Act 1991 enables sewers to be adopted by the Sewerage Undertaker (Thames Water Utilities). General advice and specifications are contained in Sewers for Adoption (4th Edition), published by the Water Industries Association.

DMP12 Protection of Front Gardens and Private Off Street Parking.

Front Gardens and Private Off Street Parking

Front gardens are greatly valued and they play an important role in London's eco system by helping to maintain water drainage and preserving local biodiversity. The Council will expect the following:

- a) the provision of gardens in appropriate developments, and particularly in schemes providing larger homes suitable for families and extensions where this is not realistic the provision of alternative outdoor amenity will be expected;**
- b) protect garden spaces which contribute to the character of a conservation area;**
- c) any planting plans to be accompanied by a maintenance schedule. Effective maintenance is essential to the success of soft landscaping (shrubs, grass etc); and**

The Council will only support the creation of additional private on site car parking spaces that will not have negative impacts on parking, highways or the environment. Development will not be permitted that would:

- a) harm highway safety or hinder pedestrian movement;**
- b) provide inadequate sightlines for vehicles leaving the site;**
- c) create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities or service vehicles;**
- d) create a shortfall of public on-street car parking, operational business parking or residents' parking; or otherwise harm existing on-street parking conditions;**
- e) create, or add to, an area of car parking that has a harmful visual impact;**
- f) Crossovers will not be provided within the zig-zag markings of pedestrians crossings.**
- g) result in reduced surface drainage to the property. In such cases evidence of Sustainable Drainage Systems (SUDs) must be submitted.**

In the majority of cases there will not be sufficient space within the curtilage of individual residential properties for vehicles to enter and leave forwards. However, as domestic crossovers are not intensively used, it is normally acceptable for vehicles to reverse either onto or off the highway, providing there is adequate visibility along both the carriageway and footway.

Front Gardens

Front gardens play not only a key role in London's ecosystem but are also important space where people can relax and socialise. Cumulative loss of front garden space can contribute to an exacerbation of local climatic conditions, loss of biodiversity, an increased flood risk caused by surface water run-off because of the greater expanse of impermeable services where front gardens are paved over and finally the loss of vegetation can also contribute to increased air pollution in urban areas.

Crossovers

The Highways Act 1980 requires the implementation of crossovers in order to address

- a) the need to prevent damage to a footway or verge;
- b) the need to ensure, so far as is practical, safe access to and egress from the premises which is served by the access; and
- c) the need to facilitate the passage of vehicular traffic on highways.

However, the development of crossovers within Haringey is not welcomed where the implementation would result in a reduction of pedestrian safety, of on-street parking or visual damage to the street scene or does not address the need for surface drainage.

Planning permission is therefore needed in the following circumstances (this list is not exhaustive):

- (i) access onto a principal or classified road;
- (ii) access onto a commercial property;
- (iii) access onto a property that is a maisonette or divided into flats;
- (iv) access onto a building which is listed;
- (v) access is in a conservation area, which is covered by an 'Article 4' Direction requiring planning permission for hard surfacing;
- (vi) access is likely to affect a tree, which is protected by a Tree Preservation Order.

Second crossovers - normally only one crossover would be permitted, exceptionally a second crossover may be permitted if:

- (i) the property frontage is more than 9 metres wide, and is on a principal or classified road;
- (ii) it is in a street where the majority of properties have off-street parking and demand for kerb side parking is low;
- (iii) it is in a Conservation Area and the proposed crossover would not involve the loss of a street tree or shrub verge; and
- (iv) in any case, a minimum of 1.8 metres width of footway must be provided between the two crossovers

Properties that have existing crossovers but do not meet the current criteria are likely to have been constructed before these criteria were adopted. Consequently, these cannot be considered as having set a precedent when assessing new applications in the same road or area.

- The minimum width for which we can approve a crossover is 2.4 metres. The maximum width allowed is 4.8 metres.
- Where there is an application to extend the width of an existing crossover to a shared driveway, then the width of the crossover will be taken from the centre of the shared drive way. This is required to ensure that the crossover width to a property does not exceed the maximum permitted width of 4.8 metres.
- There must be sufficient space within the curtilage of the site to ensure a parked vehicle does not overhang the footway. Vehicles must be parked at 90 degrees to the carriageway and forecourts must be a minimum depth of 4.8m. The exact location of the proposed crossover must be submitted within the planning application.
- Only in exceptional circumstances will a bay size of less than 4.8 metres be permitted, this may be where the applicant is a blue badge holder. The permission may then have a condition attached limiting the maximum length of vehicle able to use the forecourt. (This restriction should be contained in an agreement made under Section 16 of the Greater London Council (General Powers) Act 1974 and registered as a land charge.
- The type, length and width of vehicles must be clearly stated in the application form.
- The proposal must address surface water drainage firstly with the use of permeable surfaces and only then with the use of gully systems.
- Amenity
- All existing highway amenity such as a grass verge, hedgerow or flowerbed and nearby trees must be taken into account. Haringey is unlikely to consider the removal of a tree from the highway in order to facilitate the implementation of a crossover.
- The crossover design must include scale drawings and details of the size and location of the proposal, the boundary treatment and full details of the landscaping for the property in order to assess the application. This is particularly important within Conservation Areas to ensure the application preserves or enhances the designated Area.

Further details can be obtained from the Haringey “Vehicle Crossover Application Guidance Notes”, 2009.

On-street car parking

On-street car parking spaces are a limited resource, and demand exceeds supply in much of the borough. They cater for residents who do not have off-street spaces at home as well as for people visiting businesses and services. The Council manages on-street parking on the basis of designated Controlled Parking Zones, in which regulations control how parking may be used on

different sections of the street and at different times, often in relation to Haringey's public transport hubs. There is a particularly high demand for on-street parking by residents in areas with a low availability of drives or garages. Development that will reduce the amount of on-street parking available or will add to the existing on-street demand for parking will be resisted.

Creating private off-street car parking

On-street spaces can be used by many different people with different purposes throughout the day, whereas private spaces will generally only be used for one purpose, often by a specific vehicle, and will remain unused at other times. For example, a resident's private parking space will often be unused for most of the daytime if the car is used for the journey to work.

Creating private off-street parking frequently involves the loss of on-street spaces, for example where kerbside parking is removed to enable vehicles to cross over the pavement to a garden or forecourt.

Creating off-street parking necessarily involves creating a link to the highway network or intensifying the use of an existing link. The Council will resist off-street parking that would harm highway safety, hinder pedestrian movements or provide inadequate sightlines.

Off-street parking can cause environmental damage in a number of ways. Trees, hedgerows, boundary walls and fences are often the traditional form of enclosure in Haringey's streets, especially in its Conservation Areas. This form can be broken by the removal of garden features and the imposition of extensive areas of paving and parked cars to the front of buildings, severely damaging the setting of individual buildings and the character of the wider area. This also reduces the habitat available which could contribute to further decline of species e.g. of house sparrows. Large areas of paving can also increase the volume and speed of water run-off (especially paving over formerly porous surfaces such as front garden planting areas), which adds to the pressure on the drainage system and increases the risk of flooding from surface water.

Development of off-street parking will be resisted where it would cause unacceptable parking pressure, particularly in identified areas of parking stress. Off-street parking may also be resisted to protect the environment, highway safety and pedestrian movement. Our Haringey Planning Guidance supplementary document gives details of areas of parking stress, the necessary dimensions for off-street parking spaces, visibility requirements at access points, and environmental concerns that arise from garden and forecourt parking. (Please refer to Appendix 1 for the Public Transport Accessibility Index).

In allowing any development, care should be taken to ensure that the harm to the environment is minimised as far as is possible and that the development enhances as opposed to detracts from the environment.

All development must make the best use of available resources in a manner which is sustainable and which is friendly to the environment, and which does not unacceptably diminish the quality of the environment within which we live. All development must also, where applicable, preserve and conserve existing resources. There is a greater need to incorporate green elements in schemes, which protects and enhances biodiversity. New developments should also be as close to zero carbon as possible, and can contribute to reducing emissions from surrounding existing buildings through systems such as CHP and heat grids.

It is predicted that in the future we will experience warmer and wetter winters and hotter and drier summers¹. These changes could lead to more intense rainfall and local flooding; subsidence due to increased shrinking and expanding of Haringey's clay base; poorer air quality; a hotter micro-climate; and increased summer electricity use due to increased demand for cooling.

Alongside the measures to improve resource efficiency, create healthier environments, and reduce the effects of climate change, new developments should incorporate the appropriate measures to enable occupants to adapt and cope with climatic changes.

The Core Strategy sets out our overall approach to managing Haringey's growth so that it is sustainable, meets our needs for homes, jobs and services, and protects and enhances quality of life and the borough's many valued and high quality places. This helps to achieve an environmentally sustainable future - one of the elements in the vision in the Haringey's Sustainable Community Strategy.

This section of Haringey Development Management Policies contributes to delivering the Core Strategy by providing detailed policies that we will use when determining applications for planning permission to ensure that development contributes towards a sustainable and attractive Haringey. In particular, it supports the Core Strategy by focussing on:

- promoting sustainable design and construction, and in particular reducing CO2 emissions on site and in surrounding areas;
- enhancing and protecting water courses and the water environment;
- air, water and light pollution;
- noise pollution;
- contaminated land; and
- hazardous substances

Promoting Sustainable Buildings

Promoting a sustainable Haringey is an integral element of our Local Development Framework strategy. Core Strategy policies in *SP4 Working Towards a Low Carbon Haringey*, *SP 5*, *SP6* and *SP7* sets out a key part of

¹ Climate Research Unit - <http://www.cru.uea.ac.uk/cru/info/ukweather/>

our overall approach to tackling climate change, which includes promoting higher environmental standards in design and construction.

The borough's highly built-up, urban environment means that we face specific environmental issues such as poor air quality and surface water flooding but have fewer options on how we can implement sustainable development and minimise our carbon emissions. The measures we can take to minimise the impacts of climate change and adapt to its effects need to consider and be appropriate to Haringey's dense and historic character and its sensitive environments. They should also take opportunities to build on the borough's past performance on requiring sustainable measures within developments.

DPM13 Sustainable Design and Construction

All development proposals (including conversions, extensions and changes of use) are required to demonstrate how sustainable development principles, including the relevant measures set out below, have been incorporated into the design and proposed implementation.

- a) The Council will require developments to adopt appropriate measures to promote resource efficiency for use of energy, materials, waste and water. All proposals for demolition, construction and/or reconstruction should be fully justified in terms of the use of resources and energy, and the energy and water efficiency of the existing and proposed buildings.**
- b) Applicants for major developments will be required to produce appropriate documentation to confirm that the development will achieve the highest possible ratings relevant to the type of development (BREEAM, Code for Sustainable Homes and EcoHomes) and in line with Core Strategy targets.**
- c) All developments will be required to have a formal energy assessment applying the principles of the energy hierarchy set out in the London Plan and showing how the development sought to achieve the Core Strategy targets.**
- d) Developments which cannot meet the energy standards because of site restrictions, technical feasibility and/or economic viability can compensate residual carbon emissions elsewhere in the borough by:**
 - carrying out improvements to existing homes; or**
 - providing for an one-off financial contribution to the Council's home improvement schemes or towards sustainable infrastructure projects such as district heating schemes.**
- e) The Council will require all developments to be resilient to climate change by ensuring schemes include appropriate climate change**

adaptation measures for cooling, shading, greening, biodiversity, run-off management, and sustainable urban drainage.

- f) The Council will require developments to adopt appropriate measures to protect and enhance biodiversity.**
- g) The council will set out the mechanisms and opportunities for standards to be achieved via the Sustainable Design and Construction Supplementary Planning Document. The effectiveness of the policy will be monitored and the standards will be revised where relevant reflecting national, regional and local targets and aspirations over the plan period.**

The construction and occupation of buildings are major consumers of resources and can produce large quantities of waste and carbon emissions. Given this, the possibility of re-using buildings should always be strongly considered. When a new building is built, the accessibility of its location; its density and mix of uses; its detailed design taking into account the orientation of the site; and the mechanical services and materials chosen can all have a major impact on its energy efficiency.

The Council will require all schemes to consider these sustainable development principles along with the detailed elements identified in the table below from the start of the design process. We will expect that the proposals will be appropriate to the size of the development, Haringey's dense and historic character and its sensitive environments. Major developments of 10 units or more of any floorspace should address sustainable development principles in their Design and Access statements. When justifying the chosen design with regards to sustainability the following appropriate points must be considered:

Design	Fabric/ Services
<ul style="list-style-type: none"> • the layout of uses • floor to ceiling heights • location, size and depth of windows • limiting excessive solar gain • reducing the need for artificial lighting • shading options, both on or around the building • optimising natural ventilation • design for and inclusion of renewable energy technology • impact on existing renewable and low carbon technologies in the area 	<ul style="list-style-type: none"> • level of insulation • choice of materials, including - responsible sourcing, re-use and recycled content • air tightness • efficient heating, cooling and lighting systems • connections to existing decentralised energy systems • effective building management system • the source of energy used • metering • counteracting the heat expelled from plant equipment

<ul style="list-style-type: none"> • sustainable urban drainage, including provision of a green/brown roof • adequate storage space for recyclable material, composting where possible • bicycle storage • measures to adapt to climate change • impact on microclimate 	<ul style="list-style-type: none"> • enhancement of / provision for biodiversity • efficient water use • re-use of water • educational elements, for example visible meters • on-going management and review
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Haringey is proposing a detailed Supplementary Planning Document on Sustainable Design and Construction which will have further detail on what is expected in an energy statement, how site and location makes a difference to a building's energy performance, how energy policies will work and how Haringey will require passive solar energy use and better insulated buildings before using renewable energy solutions, landscaping options and details of what Sustainable Drainage Systems (SUDs) are, details of environmentally sound materials, water harvesting systems, green roofs, identify locations for decentralised energy, how connections to a network will be achieved and allowable solutions for carbon off-setting which are relevant and acceptable to Haringey.

It is proposed to require developers to contribute to local CO₂ reduction projects if they cannot meet their energy/renewable energy targets for feasibility reasons.

Assessment tools for sustainable design and construction

The government has set environmental targets for all new build dwellings, in *Building a Greener Future. Towards Zero Carbon*, and produced the Code for Sustainable Homes as the tool to assess these targets. BREEAM (Building Research Establishment Environmental Assessment Method) and EcoHomes assessments apply to non-residential developments and residential development arising from conversions and changes of use respectively.

These assessment tools contain several categories (such as Energy, Water, Materials, Waste, Surface Water, Management, Transport, Land Use, Ecology, Health and Well-being, and Pollution). Each category contains credits that can be obtained by implementing a sustainable design or construction measure. All the credits obtained are weighted and added together to achieve the overall score, which relates to a rating of either Pass, Good, Very Good, Excellent or Outstanding.

Development not able to reach the more stringent CO₂ emission target will have to make payment or invest in alternative allowable solutions which are relevant and acceptable to Haringey. Details of acceptable alternatives and how commuted payment will be calculated will be detailed within the Sustainable Design and Construction SPD.

The Council will discourage the use of air conditioning and excessive plant equipment wherever possible. Such equipment expels heat from a building making the local climate (microclimate) hotter. Where the use of this equipment is considered acceptable by the Council, for example where sterile internal air is required, we will expect development to make a contribution towards cooling the local environment. This could be through the provision of green or brown roofs, green walls and the planting of trees and vegetation, on or off-site.

Our expectations on designing for water efficiency and addressing extreme rainfall can be found in policy DMP 15 Air, Water and Light Pollution - *Environmental Protection*. DMP 21 *Quality Design* sets out our expectations for basement development. Core Strategy policy SP13 – *Open Space and Biodiversity* provide more detail on our approach to preserving and enhancing biodiversity.

Key references and evidence

- Haringey Greenest Borough Strategy
- Haringey Sustainable Community Strategy
- Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1; Communities and Local Government; 2007
- Building A Greener Future; Communities and Local Government; 2006
- Sustainable Design and Construction - Supplementary Planning Guidance; Mayor of London; 2006
- Building a Brighter Future. A Guide to Low Carbon Building Design; Carbon Trust; 2005
- Building Research Establishment Environmental Assessment Method (BREEAM); Building Research Establishment; 2006 and 2008
- Strategy for Sustainable Construction; BERR; 2008
- Heat and Energy Saving Strategy Consultation; Department of Communities and Local Government & Department of Energy and Climate Change; 2009

Environmental Protection

Following the precautionary principle requirements of PPS23, Haringey will always consider “the possible impact of potentially polluting development (both direct and indirect) on land use, including effects on health, the natural environment or general amenity”. Other environmental issues to be carefully assessed are flood protection and the enhancement of water courses (refer to DMP 15) as well as the protection of identified sensitive areas for nature conservation (refer to DMP 26,27 and 28). These policies give further detail and requirements of strategic policies CS SP4 Working Towards a Low Carbon Haringey; SP5 Water Management and Flooding; SP6 Waste and Recycling; SP7 Transport; SP11 Design and SP13 open Space and Biodiversity

within the Haringey Core Strategy and will also be developed within the Haringey Sustainable Design and Construction DPD.

DMP14 Flood Risk, Water Courses and Water Management.

In consultation with the Environment Agency and adopting the precautionary principle in line with PPS25, planning permission will not be granted for development proposals in areas of flood risk, identified by the Environment Agency as being located within Flood Zones 2 or 3, that fail to fully demonstrate a full assessment of flood risk.

The Council will require applicants to carry out a site specific Flood Risk Assessment in order to establish whether the proposed development will:

- a) Address fluvial flood risk and attenuation of surface water;
- b) Increase the risk of current or future flooding;
- c) Whether it will add to flood risk elsewhere;
- d) Whether there are proposed mitigating measures to address the affects identified;
- e) Provide evidence within the application so that the PPS25 Sequential Test can be applied in order to assess whether the development will be safe and where applicable, provide evidence within the application in order to assess the Exemption Test.

The Council will:

- a. require any development which could increase the risk of flooding from surface water run-off to provide a drainage impact assessment; and
- b. require all built developments to incorporate Sustainable Drainage Systems (SUDS) techniques.

The Environment Agency is to be consulted on any scheme within a distance of eight metres of the main river. The Environment Agency requires that when building close to rivers, whether culverted or not, an eight metre minimum buffer strip is maintained free of any permanent obstruction, including fences.

In consultation with the Environment Agency and where appropriate Thames Water Utilities Ltd, the Lea Valley Regional Park Authority and neighbouring boroughs, the Council, will seek to promote river corridors as an important environmental resource and to proactively manage tributaries of the River Lee to improve access and water quality by:

- a) conserving existing areas of value within river corridors and, wherever possible, seeking to restore and enhance the natural elements of the river environment, for example by deculverting and/or naturalisation.
- b) supporting initiatives which will result in improvements to water quality.
- c) promoting public access in and to river corridors (including by users of public transport and cyclists).

- d) **identifying appropriate locations for water related recreation along river corridors including the aqueduct known as the New River.**
- e) **contributing towards the improvement in the quality and provision of open space along all rivers; and**
- f) **contributing towards the conservation and enhancement of the ecology of all rivers and the floodplain and their environment.**

The Council will only permit development which will not have an adverse impact on the water environment, particularly in relation to rivers, ponds, wetlands, public access in river corridors and water-related recreation. It is also necessary for proposals for flood protection and attenuation to take their ecological impact into account.

(ADD LATEST EA FLOOD MAP)

Climate Change is likely to result in an increased risk of flooding in certain parts of the borough. The areas which are currently regarded to be of risk are “Indicative Flood Zones”, as Zone 2 and Zone 3. These boundaries are subject to periodic review by the Environment Agency. Within Haringey, there are areas at risk from fluvial flooding – these include areas in close proximity to the River Lee, along the River Moselle and along Bounds Green Brook.

Developments on the floodplains result in the reduction in capacity of the available floodplain and impede the flow of water, thereby increasing the risk of flooding elsewhere. The definition as to what constitutes “functional floodplain” in Flood Zone 3 is illustrated within the North London Strategic Flood Risk Assessment and applicants are advised to consult the Environment Agency prior to making a planning application for relevant schemes requiring a flood risk assessment.

Where appropriate, attenuation measures will be required on the development site. The Council will, in conjunction with the Environment Agency, British Waterways Board and developer, explore ways of storing water on site through the creation of lakes and ponds, which will increase the ecological value and landscaping value of the site and its surroundings. The importance of trees in reducing water run-off should be recognised and account taken of any other relevant policies in this Plan. The Council will require surface water run-off elements to take into account ecological and hydrological impacts.

The Environment Agency is likely to object to cases where it considers the flood risk assessment does not or cannot adequately address the flood risk issues. The Agency requirement is that there is to be no reduction of storage in the floodplain; and that within the functional floodplain within Zone 3, buildings on stilts and those with storage void beneath will be opposed

Surface water discharge from the developed site should mimic that of an undeveloped greenfield site, up to and including a 1 in 100 year critical duration storm event. Greenfield run off rates are generally between 2-8 litres/second/hectare (l/s/ha) for storm events up to the critical 1 in 100 year

return period event. This is irrespective of whether the site falls within a flood risk area.

It is important that new development does not lead to additional flood risk elsewhere. Unless carefully sited and designed, new development and redevelopment of existing urban areas can exacerbate problems of flooding in areas downstream through an increase in run-off from additional impermeable surfaces. This effect can occur even outside of the borough in which the development has taken place. Therefore surface water management and flood risk management will be applied to the whole of the borough regarding developments of all schemes and not just relevant ones in the floodplain. The Council will consult the Environment Agency on any development within the borough so that the Agency can determine the significance of any potential impacts. The disposal of surface water into the River Lee is not a right. Discharge may be permitted, subject to an agreement and/or licence from British Waterways. A Surface Water Management Plan is proposed and it is likely to be carried out on a sub-regional basis with near-by boroughs.

Flood risk and other environmental damage can be managed by minimising changes in the volume and rate of surface runoff from development sites through the use of sustainable drainage systems (SUDS). More advice can be obtained from the Environment Agency and their website www.environment-agency.gov.uk.

The Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for certain proposed works or structures in, under, over or within 8 metres of the brink of the River Lee, Moselle Brook, Stonebridge Brook and Pymmes Brook (Main Rivers within Haringey).

The Environment Agency has a statutory responsibility to manage the water environment so as to further the conservation and enhancement of the natural environment, promote facilities for sports and other forms of recreation and further the conservation of buildings, sites and objects of archaeological, architectural or historic interest. In London these objectives take on a particular significance because the river corridors tend to be the only remaining areas of land linking open spaces throughout the capital. The importance of these Green Chains is recognised in The London Plan and this policy should be seen as complementary to the Green Chain policy in the Open Space chapter.

The water environment is a valuable recreational, educational and leisure resource for residents of Haringey. In considering applications for development the Council will where appropriate take account of the views of Thames Water Utilities Ltd, British Waterways Board, the Environment Agency and Lee Valley Regional Park Authority. The water environment also has potential biodiversity value. The impact, retention, enhancement or creation of flora and fauna should be considered for all development along river frontages.

The Council, in consultation with the Environment Agency and where appropriate Thames Water Utilities Ltd, will seek to ensure that all works in, under, over and adjacent to watercourses are appropriately designed and implemented. When acting as drainage authority the Council, in consultation with the Environment Agency Thames Region, will consider the likely impacts of drainage proposals in accordance with the provisions of Statutory Instrument 1988 no.1217 'The Land Drainage Improvement Works (Assessment of the Environmental Effects) Regulations 1988'. Where works are proposed by an interested party, which is not the drainage authority, the Council, in consultation with the interested party, will consider the likely impacts of drainage proposals in accordance with the same regulations. Under Section 23 of the Land Drainage Act (1991) the prior written consent of the Environment Agency is required for any works which may affect the flow of an ordinary watercourse.

All types of work in, under, over and adjacent to watercourses need to be properly evaluated since uncontrolled works may lead to effects such as increased risk of flooding, erosion of the watercourse, increased danger to the public, restricted access for maintenance purposes and damage to the water environment. Works affecting the River Lee Navigation require the consent of the British Waterways Board

DMP15 Environmental Protection

Pollution of the air, of watercourses and of soils, and pollution from light and noise can affect human health, safety and the environment and therefore is a material planning consideration. The Council will only support development that works to prevent environmental pollution during all stages of its development, from building demolition and construction to occupation and maintenance. Where pollution and/or other adverse environmental effects are considered to have "significant impact on the environment" (as defined by Town and Country Planning (EIA) (England and Wales) Regulations 1999 a full Environmental Impact Assessment will be required.

The Council will adopt the precautionary principle on the issue of pollution, by taking decisions on planning applications so as to avoid possible environmental damage when the scientific evidence for acting is inconclusive but the potential damage could be great.

The Council will control potential or actual pollution resulting from development in the borough by:

- a) requiring development to locate close to facilities and public transport;**
- b) approving only appropriate development within Air Quality Management Areas and Haringey's identified pollution hotspots;**
- c) requiring an Air Quality Impact Assessment where development proposals may significantly alter the composition of traffic or be a source of air pollution, (further details are within the text below);**
- d) requiring S106 obligations to improve air quality where on site mitigation is not feasible;**

- e) requiring developments to include measures to avoid, reduce and only then mitigate the emissions of pollutants, where appropriate;
- f) separating potentially polluting activities from sensitive areas (green belt, MOL or ecologically valuable sites) or uses (schools, hospitals, homes);
- g) requiring developments that may cause pollution to locate in areas such as the defined employment areas to minimise their impact on the environment;
- h) requiring new noise sensitive development to be located away from existing, or planned sources of noise pollution; and
- i) requiring potentially noisy developments to locate only in areas where ambient noise levels are already high and where measures are proposed to mitigate its impact.

Development proposals on potentially contaminated land, in line with PPS23, will be required to:

- a) follow a risk management based protocol to ensure contamination is properly addressed; and
- b) carry out investigations and remove or mitigate any risks to local receptors.

According to the individual site circumstances, the Council will require applicants to undertake the following steps:

- c) a desk top study documenting all previous and existing uses of the site and adjacent land, to include assessment of the potential contamination and a description of potential risks to identified receptors with the use of a conceptual model.
- d) where land uses have resulted in likely soil and/or groundwater contamination, a site investigation will be required and reported in the form of a quantitative risk assessment.
- e) where contamination is present and there exists a significant possibility of significant harm being, or likely to be caused to local receptors a remediation strategy must be submitted for approval by the Council. The strategy should include where necessary, subsequent management and monitoring activities.
- f) any remediation works should be fully implemented and verified in a remediation report by a suitably qualified person before occupation of the site. If necessary, monitoring reports after completion of remediation works will be required.

The London Borough of Haringey is underlain by the London Clay. Beneath the London Clay is the Chalk Aquifer which is the major aquifer of the London Basin, the River Lee being a tributary of the Thames. There are a number of Ground Water Abstraction Points within Haringey and these require protection from existing and potential new sources of pollution. This is in order to maintain the quality of this water source in line with Environment Agency: Ground Water Protection Policy and Practice, (GP3).

- a) Haringey will therefore not permit development where there is an unacceptable risk of pollution of groundwater within Source Protection Zones 1 and 2, as defined by GP3.

Planning permission for new development or the intensification of use of existing premises which involve the use or storage of hazardous substances will not be permitted unless there is a full *hazardous substances risk assessment* carried out and there will be adequate separation from other uses in the interests of safety, avoiding pollution and amenity of the public.

Air Pollution:

It is recognised that parts of Haringey have some of the poorest air quality levels in London and consequently the whole of the borough has been declared an Air Quality Management Area. The Council has produced an Air Quality Action Plan that identifies actions and mitigating measures necessary to improve air quality in the borough.

The Council will require air quality assessments where development could potentially cause significant harm to air quality. Mitigation measures will be expected to developments that are located in areas of poor air quality. Every development above or equal to 10 residential units and adjacent the borough's main road network or is in an area of poor air quality, to have an air quality assessment at the planning application stage. Developments which may have a significant impact on air quality or, in an area where the existing air quality environment is poor and so will have a significant impact on the development; will require a contribution towards implementation of the Air Quality Action Plan.

Regard will be paid Haringey's Air Quality Action Plan and to Cleaning London's Air: The Mayor's Air Quality Strategy. Where the assessment shows that a development could cause significant harm to air quality, planning permission will be refused unless mitigation measures are adopted to reduce the impact to acceptable levels.

The burning of biomass in a boiler is identified as a renewable energy resource in the Mayor's Energy Strategy. Boilers can burn solid biomass or liquid biofuels and are popular on high density sites with small footprints as their use can be the only way for development to reduce their carbon emissions by 20%. However, in London there are air quality implications for the use of biomass as higher levels of nitrogen oxides (NOx) and particulates are released than conventional gas boilers or gas-fired community heating facilities. Given the existing poor air quality in Haringey, the use of biomass as a renewable energy source will be the Council's least preferred option for the provision of renewable energy. We will expect developments to focus on energy efficiency and an efficient energy supply.

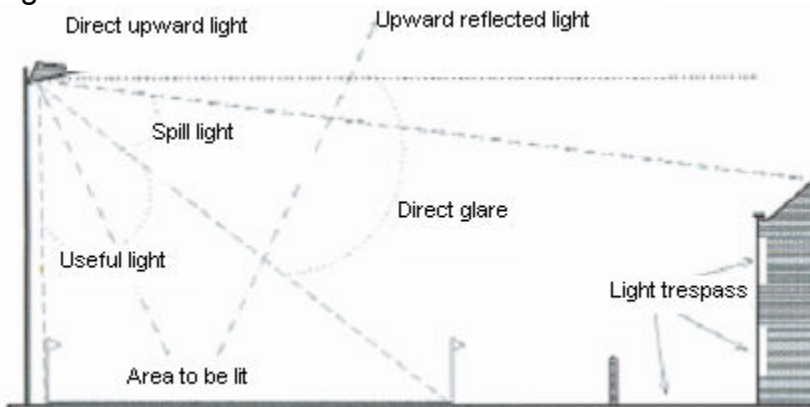
This guidance note is intended to assist developer in following the Council's preferred approach to undertaking air quality assessments for new developments, which will help ensure that any planning application is processed more efficiently. It is strongly recommended that proposals for an air quality assessment are agreed in advance with the Environmental Health

department of the Council. The Environmental Health department can be contacted to assist wherever possible with any queries.

Light

Light pollution causes a nuisance from unnecessary obtrusive light, either by penetrating into facing rooms or by impeding the views of the night sky. Light pollution, if it involves the use of wasted electricity not only is a waste of money but at the same time is a waste of the Earth's finite energy resources, resulting in the unnecessary emissions of Carbon Dioxide.

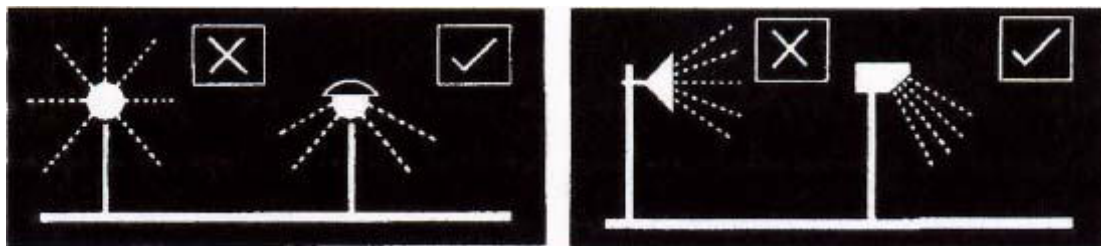
The Institution of Lighting Engineers' diagram below shows how light pollution might occur.



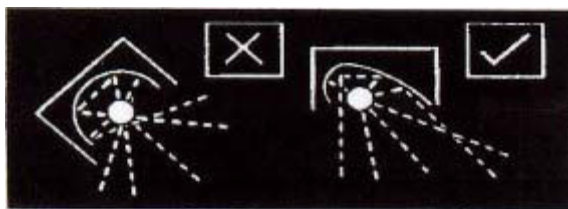
Ways to avoid obtrusive light pollution

The Institute of Lighting Engineers suggests easy ways to reduce the problems of unnecessary obtrusive lighting such as:

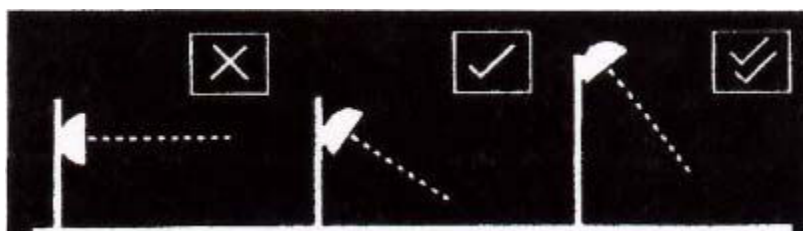
“Use specifically designed lighting equipment that minimises the upward spread of light near to, or above the horizontal. Care should be taken when selecting luminaires to ensure that the units chosen will reduce spill light and glare to a minimum.



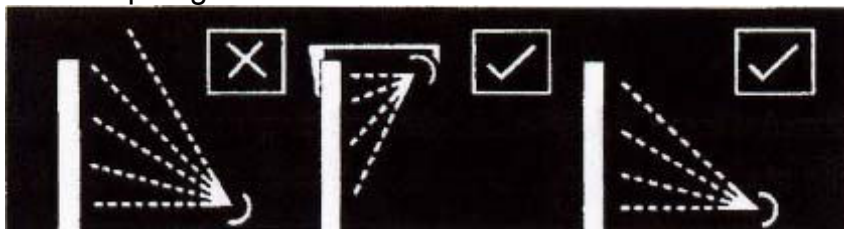
“The use of luminaires with double- asymmetric beams designed so that the front glazing is kept at or near parallel to the surface being lit will assist in the reduction of glare provided the units are correctly aimed. Similarly, modern wellcontrolled projector type luminaires, which can be aimed very precisely, can give an excellent cut-off beyond the lit area so reducing spill light and glare



“Keep glare to a minimum by ensuring that the main beam angle of all lights directed towards any potential observer is kept below 70°. Higher mounting heights allow lower main beam angles, which can assist in reducing glare. In areas with low ambient lighting levels, glare can be very obtrusive and extra care should be taken when positioning and aiming lighting equipment.



“When lighting vertical structures such as advertising signs direct light downwards, wherever possible, to illuminate them not upwards. If there is no alternative to up lighting, then the use of shields, baffles and louvres will help reduce spill light around and over the structure to a minimum.



The information in this section has been largely adapted from the Institute of Lighting Engineers’ Guidance Notes for the Reduction of Light Pollution, 2000. Haringey would like to thank them for allowing us to reproduce material which appears on their website – www.ile.org.uk .

Noise

Noise pollution can have a major effect on amenity and health and therefore the quality of life in general. Its effect can be minimised by separating new noise sensitive development from major noise sources, by separating new noisy development from existing noise sensitive development and by taking measures to reduce any impact. The Council will support new technologies and encourage sensitive design and construction, for example by positioning buildings and landscaping as noise barriers. Noise sensitive development includes housing, schools and hospitals.

In assessing planning applications the Council will have regard to PPG24 ‘Planning and Noise’ (Annex 1), and the Mayor of London’s Ambient Noise

Strategy and the prevention of a gradual upward creep in background noise levels. Potentially noisy developments should only be located in areas where ambient noise levels are already high. In cases where separation is not possible, the impact of noisy development on ambient noise levels should be assessed, for example by an Environmental Assessment, the application of Best Available Techniques and relevant technology and design guidance. Where new noise-sensitive development is proposed in areas already exposed to high ambient noise levels, the Council will require the submission of an acoustic report to comply with PPG 24. Mitigation measures will be secured by planning conditions or planning obligations where appropriate. The issue of measures to control noise from restaurants, cafes, drinking establishments and hot food takeaways is addressed in DMP 18.

Noise pollution can come from a range of uses, such as industrial processes, transport, construction, foul and surface water misconnections and energy consumption. Inappropriate lighting can cause light pollution to habitable rooms nearby and/or can contribute to light pollution of the night sky.

Locating development so that the need to travel, especially by car, is reduced can reduce pollution. Providing pedestrian friendly environments and cycle friendly routes and facilities, (including for external parking or internal storage space), can help to reduce pollution, for example by making sure that uses that emit pollution are not located near schools, hospitals or housing.

Foul and surface water misconnections can greatly increase the problems associated with diffuse pollution, which impacts water quality and aquatic wildlife in rivers. Consultation with Thames Water and the Environment Agency is important for developments outside the combined drainage area.

Developments can have an adverse impact on the environment. The Council will control development to ensure any impact is lessened. Where planning permission is given for uses that are likely to give rise to pollution then planning conditions or planning agreements will be used to ensure that measures are taken to reduce their impact such as design, landscaping, controlling hours of use or appropriate technical measures.

Contaminated Land

The primary objective in dealing with contamination on land should be to demonstrate that it can be safely managed to render the land “fit for purpose” and that it does not present risk of significant harm to people, the environment or structures (local receptors). Development proposals and contaminated land assessment must be inline with the requirements of Part IIA of the Environmental Protection Act 1990; PPS 23: Planning and Pollution Control and PPS23 Annex 2: Development on Land Affected by Contamination.

The Council published its Contaminated Land Strategy (2004) in response to statutory duties placed on it by the Environmental Protection Act 1990. The strategy outlines the Council’s approach to dealing with contaminated land and summarises the potential risks present in the borough. Development proposals on potentially contaminated land will be refused planning

permission where it has not been demonstrated to the satisfaction of the Council that risks associated with potential contamination have been properly addressed.

All land previously used for industrial, utility or commercial uses in the borough will be regarded as potentially contaminated. For this reason development proposals on potentially contaminated land must be accompanied by risk based assessments of the risks to future site users and other local receptors. The use of a risk management led process will identify risks and assess how they may be safely managed both during and after development. The risk management led approach will guide applicants towards the most appropriate measures for each site, highlighting those where risks are not sufficient to warrant remedial action and those where remedial intervention measures are necessary.

Planning conditions will be imposed where it appears to the Council that land is potentially contaminated to ensure appropriate actions are implemented prior to development and/ or occupation of land so that it is suitable for use and does not pose risks to local receptors. Local receptors include:

- Humans
- Living organisms or ecological systems
- Property (including crops grown domestically or on allotments for consumption, livestock etc.)
- Controlled waters (surface and ground waters)

In response to the Environmental Protection Act 1990 (as amended), the Councils Contaminated Land Strategy (2004) sets out how it will deal with potentially contaminated sites and summarises where in the borough past land uses may have led to land contamination. Information on potentially contaminated land in the borough is available from Enforcement Services although this information is not necessarily exhaustive. Monitoring and maintenance of remediative works may be required to maintain protection to health and the environment.

Development in the proximity of and for the storage or use of Hazardous Substances

The Health and Safety Executive will be consulted on applications to site new development where hazardous substances are to be used or stored and on applications to develop at, or within the vicinity of, existing premises where hazardous substances are present.

Hazardous development comprises those industries which use hazardous substances as defined in the Town and Country Planning (Hazardous Substances) Act 1990 and accompanying Regulations. This legislation is concerned with the storage and use of those substances which could in quantities above specified limits, present major fire, explosion or toxic hazard to people in the vicinity. Further guidance is provided in Circular 11/92: Planning Controls for Hazardous Substances. The Council has powers under these regulations to control the presence of hazardous substances and the use of nearby land.

In considering applications for new developments which use or store hazardous substances on the site the Council will take advice from the Health and Safety Executive in respect of the safe containment, handling or use of these substances.

The Council also has a duty to consult the Health and Safety Executive in respect of applications for new development near notified hazardous installations. A consultation zone is defined for each industry dependent on the type and quantity of substance stored on site. These may change from time to time and the Hazardous Substances Authority will advise prospective developers accordingly.

For the following sites which are either within the borough or close to the borough boundary a consultation zone will be agreed as appropriate with the Health and Safety Executive: Hornsey Gas holder station, Tottenham Gas holder station and the Lee Side Trading Estate.

Environmental Impact Assessment

EIA development is defined in the Regulations as any development identified in Schedule 1 or within Schedule 2 (development which is likely to have significant impacts on the environment owing to factors such as its nature, size or location).

In order to assess whether a development may require a full EIA , a screening opinion will be required. This determines the need for an EIA. The next stage is the request for a Scoping Opinion. This identifies the range of information that the Council considers needs to be contained within an Environment Statement (scope of the document). These are both processes carried out by the Planning Authority on request, following Government Guidelines in relation to unique location and therefore circumstances within Haringey.

An application submitted with a supporting Environmental Statement (ES) is automatically considered EIA development.

Key references and evidence

- Haringey Greenest Borough Strategy
- Haringey Sustainable Community Strategy
- Building A Greener Future; Communities and Local Government; 2006
- Manual for Streets, Communities and Local Government/Department for Transport, 2007
- Sustainable Design and Construction - Supplementary Planning Guidance; Mayor of London; 2006
- Building a Brighter Future. A Guide to Low Carbon Building Design; Carbon Trust; 2005
- Building Research Establishment Environmental Assessment Method (BREEAM); Building Research Establishment; 2006 and 2008
- Strategy for Sustainable Construction; BERR; 2008

- PPS1: Planning and Climate Change – Supplement to Planning Policy Statement 1; Communities and Local Government; 2007
- PPS22 renewable Energy
- PPS23 Pollution Control
- PPS24 Noise
- PPS25 Flood Risk
- Heat and Energy Saving Strategy Consultation; Department of Communities and Local Government & Department of Energy and Climate Change; 2009

Economic Vitality and Prosperity Shared By All

Our vision is that Haringey will be a socially inclusive borough that tackles poverty and disadvantage. We will strive for a sustainable economy that provides for needs while reducing environmental impacts and we want to make the most of employment opportunities. Our policies will aim to ensure that Haringey exploits its strategic location and increases inward investment to link people to areas of employment. We want to reduce the number of people not in employment, education or training (NEETs).

Meeting business needs in the borough and providing local employment opportunities, as well as promoting a vibrant economy and independent living is key to economic vitality and prosperity.

Policies in this section will support the Sustainable Community Strategy (SCS) priorities of reducing worklessness, increasing skills and educational achievement, increasing sustainable economic activity, maximizing income and addressing child poverty.

Town Centres and Retailing

Town centres are crucial to the social, economic and environmental well being of the Borough. Retailing should constitute the main use within the Borough's identified town centres, since it is an activity undertaken by almost everyone and therefore should be easily accessible by most people.

The role and function of town centres must meet the need and requirement of diverse communities, help to reduce social exclusion and create opportunities for everybody.

This should be read in conjunction with Haringey's Core Strategy SP10 Town Centres which sets out the Council's overarching strategy for Haringey's Town Centres and Retailing. Policy DMP18 provides the detailed approach to managing the impact of food, drink and entertainment uses and other suitable uses for centres.

Haringey has six designated town centres. There is one Metropolitan Centre at Wood Green. There are five District Centres at Bruce Grove/ Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road/Seven Sisters. In addition there are 37 Local Shopping Centres listed.

DMP16 Development Within and Outside of Town and Local Shopping Centres

Developments within the designated town and local shopping centres will not be permitted unless the proposal:

- a) is appropriate to the scale, character and function of the centre;**
- b) does not harm the vitality and viability of the centre or other centres;**
- c) does not cause an unacceptable increase in disturbance from noise, smell, fumes or other environmental harm;**
- d) does not have an adverse impact on transport; and**
- e) complies with policy DMP17 Protection of Shops in the Town Centres.**
- f) Where appropriate, should include a mix of uses in order to ensure sustainable development, particularly where such developments are located in town centres, areas of high public transport accessibility and within major new developments.**

Proposals for new retail development outside the identified town and local shopping centres should demonstrate that:

- a) there is a need and the sequential approach as advocated by Government guidance has been appropriately applied (PPS 4 –Planning for Sustainable Economic Growth); and**
- b) it will not have a demonstrably harmful effect on the vitality and viability of any nearby centres; and**
- c) the amenity and environment of occupiers of adjacent and nearby properties are not adversely affected; and**
- d) it is, or can be made, readily accessible by a choice of means of transport, including by bike and foot and will not generate significant additional traffic; or**
- e) the proposal complies with an adopted Planning Framework.**

In order to ensure that the proposal does not adversely affect nearby centres it may be necessary to impose conditions to control:

- f) the range of goods and services within the proposed unit; and**
- g) the subdivision or merger of the proposed unit.**

Proposals for new retail development or the expansion of existing facilities should be located in the identified town and local shopping centres. The use and scale of any proposed development should have proper regard to the size and role of the centre, and to the relationship with its surroundings including its traffic impact. The Council will assess the impact of the development on traffic flow, car use and accessibility by other means of transport. Where

appropriate, proposed development should take account of the Council's Strategies to sustain and enhance the vitality and viability of the Borough's town centres. However, the role and function of retail provision may change over time, especially if they are crucial to the sustainable regeneration of particular areas. Where appropriate, further guidance will be provided, through neighbourhood plans or other area specific guidance.

Mixed use developments should entail a more beneficial use of land (increasing footfall, for example in town centres) and not result in any nuisance to the occupants of nearby premises. The uses included within mixed use developments need to be compatible with each other so that there is no unacceptably adverse impact on amenity. The aim is that optimal use of land is made whilst still maintaining a decent environment for all in the present and in the future.

The Council recognises that some types of retailing such as those trading in bulky goods would frequently desire large stores located in out-of-centre locations. Proposals for new retail development should be flexible in terms of format, design and scale, including where possible looking at which constituent parts of the development can be accommodated on more central sites.

Where the Council is satisfied that development cannot be located in centres or edge of centre in accordance with Government guidance (PPS4-Planning for Sustainable Economic Growth), locations alongside existing out of centre retail developments may be acceptable, where appropriate. The proposal will need to address both qualitative and quantitative issues and local distinctiveness in terms of needs and requirements, the impact of the proposal on existing, committed - and planned public and private investment in a centre or centres in the catchment area of the proposal. If the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres, compliance with the requirements of the sequential approach is required.

DMP17 Protection of Shops in Designated Shopping Areas

Proposals to change the use from existing Class A1 retail will not be permitted unless:

In designated town centres -

- a) **where appropriate as a general guideline, the resulting proportion of A1 units does not fall below:**
 - **65% in the primary frontage**
 - **50% in the secondary frontage;**
- b) **the change of use does not result in a significant break, normally 3 frontages, in the continuity of retail frontage; and**
- c) **individually or cumulatively the proposed use does not have an adverse effect on the vitality, viability or predominately retail function of the centre.**

In local shopping parades -

- a) it can be demonstrated that there is no realistic prospect of the unit being used for A1 retail purposes in the foreseeable future;
- b) individually or cumulatively the proposed use does not have an adverse effect on the vitality, viability or where appropriate predominately retail function; and
- c) where applicable, the change of use does not result in a significant break in the continuity of retail frontage.

The Council will seek to retain all class A1 use within the primary frontages as the presence of 'blank facades' can contribute to inactivity at street level during certain times of the day. Within the secondary frontages there may be greater flexibility about the proportion of non class A1 uses that will be permitted since it is recognised that town centres should perform a function beyond retail. Within the primary frontages, A1 retail is the principal and dominant land-use. Usually it contains the most important shopping facilities, those which attract the greatest number of customers and which contribute most to the vitality of the centre. Secondary frontages contain a variety of service and other uses in addition to A1 retail. These frontages support the retail function of the primary frontage of a centre. Primary and secondary frontages are set out in **Schedule 4**.

In both primary and secondary frontages, the non A1 units should not exceed the thresholds as set out above in any particular centre as a whole. Furthermore, to preserve the viability and vitality of the primary and secondary frontages, no more than 2 adjoining frontages should be in non A1 use.

Class A2, A3, A4 and A5 uses or community facilities are the preferred alternatives to A1 because they are appropriate uses within town centres and would largely retain a window display. Window displays help maintain the attractiveness and continuity of the shopping frontage especially in the core shopping areas. In addition the character and appearance of the shopping area could be retained and enhanced. For further information on shopfront design please refer to DM 23.

According to the latest survey, the Borough's designated local shopping centres (LSC) vary in size from 4 to 146 units. Therefore, it is not appropriate to specify maximum and minimum figures regarding the number of shop and non-shop frontages within the centres. The local shopping centres are generally located in predominately residential areas and address the day to day retail needs, especially convenience goods, of local residents. In addition local shopping centres can provide a focal point for a local community, thus the Council will seek to maintain the commercial and community appearance and function of these units in the first instance. Within the identified local shopping centres, where appropriate at least 1 in every 3 frontages should fall within the A1 use class.

The Council will seek to monitor the health of these centres, by conducting regular surveys of their uses in order to ascertain that they are providing retail and other services to local communities around the Borough.

There are numerous parades and individual shops around the Borough that have not been identified in the Plan. These too can provide a valuable service to the community. The Council will therefore seek to retain these units unless it can be demonstrated that they no longer serve a function to the local community. Where this is the case the preferred non retail uses are A2, A3, A4 or A5 uses or other uses of an appropriate size and scale for commercial and community purposes, including health and police facilities or uses that meet an identified local need.

DMP18 A3 Restaurants and Cafes, A4 Drinking Establishments and A5 Hot Food Takeaways

The Council when assessing proposals for restaurants, cafes, drinking establishments and hot food takeaway uses that fall within A3, A4 and A5 use classes will take into account the following:

- a) **the effectiveness of measures to mitigate litter, undue smell, odours and noise from the premises;**
- b) **the hours of opening, operation and delivery; and**
- c) **where appropriate the proportion of existing A3, A4 and A5 uses within the main town centres.**

Restaurants, cafés, drinking establishments, and hot food takeaways are part of the make up of society; they provide a service and a source for local employment. However they can be the source of environmental nuisance and highway issues. Therefore, there is a need to ensure that any detrimental effect arising from such uses are minimised.

Where appropriate full details of proposed flue/ventilation equipment must take into account the need to ensure that no nuisance or disturbance is caused by odour, fumes, food droplets or noise to nearby properties. The visual appearance of the flue may be important especially if it would be easily seen from the public highway or if the proposed restaurant lies within a conservation area and/or is itself close to a listed building. In, most cases, the flue/duct should vent at a height of at least 1m beyond eaves level. There may be occasions however, such as if the building is only single-storey high, where it may not be possible to vent the premises without causing a nuisance to neighbours. Thus, if it is likely that resultant nuisance cannot be prevented, such locations will be considered unsuitable for A3 usage and planning permission will be refused.

In order to ensure there is no nuisance caused, systems will need to be fitted with some or all of the following;

- a) Silencers
- b) Filters

- c) Anti-vibration mounts
- d) Flexible couplings
- e) Duct lagging

Businesses can save themselves unnecessary expense by checking whether their proposed extract system is acceptable. Anyone intending to apply for planning permission for a change of use to A3, if they are at all unsure of a system's effectiveness, should check their proposed system with the Council's Environmental Health Department before ordering/buying a system and before buying a lease or freehold on a property. In order to ensure that Environmental Health officers can assist, a site plan and system layout drawing should be provided and discussed with them before purchase/installation. At the same time, the planning position should be checked in case there are policy considerations.

Some locations may not be suitable for A3 usage because there is no satisfactory way to deal with odours and fume nuisance that is likely to arise, due to physical constraints of the site. If in such circumstance an individual elects to open up their business regardless, they are likely to incur costly unnecessary expenses as a result of enforcement action, including paying for the removal of any unauthorised ducting and returning the property back into the state it was beforehand.

Furthermore additional care with the design of a ventilation system is needed if historic buildings/areas are involved. For example, in Conservation Areas, or where a setting of a listed building is affected, additional care is needed to ensure that the appearance of the flue does not adversely affect the character and appearance of the historic environment. In such cases, the advice of the Council's Conservation Officer should also be sought early before signing any lease and before buying any unsuitable ventilation equipments. Some historic premises might not be suitable for A3 usage even if Environmental Health concerns can be addressed, without extremely expensive solutions.

A large proportion of non-A1 retail in the town centres are made up of those operations falling within the food and drinks use classes. Therefore, to preserve the viability and vitality of the town centres, a maximum threshold of 20% of these uses within each of the main centres will be the target. The Council considers that the impact, whether adverse or otherwise, of these uses should be considered on the centre as a whole, rather than on frontages. Proposals within local shopping centres and locations outside the main centres will be assessed on their merits.

There are certain types of uses falling within A3, A4, and A5, in particular takeaways and public houses, which can potentially cause a greater degree of environmental problems, such as waste, than other A3, A4, and A5 uses. Adequate waste storage facilities should be accommodated within the curtilage of the development. The Council will expect a clear statement of measures that will be taken to manage litter arising from the operation of the business in and around the vicinity of the premises to accompany any application.

Finally, some A3, A4, and A5 uses, especially those that operate in the evenings, may also be affected by other regulatory regimes. Particular attention should be given to the Council's Statement of Licensing Policy (2005) which covers issues around licenses and permission relating to public entertainment, performance, dancing and the sale/consumption of alcohol.

Employment

The health of the economy is important to the standard and quality of life for people. There are two main elements to the economic prosperity of the borough; the first is the local environment that businesses and enterprises

operate in i.e. locations, transport links, land and premises, and support mechanisms. The second element of the economy is about job creation and the ability of local residents to compete for employment opportunities within and outside the borough.

Haringey's economy is characterised by a high proportion of small companies. Some 90% employ less than 10 people. The major sectors of employment in Haringey are public administration, education and health, distribution, hotels and restaurants. Manufacturing and distribution account for 12% of all employment.

In comparison with the rest of London, Haringey has a relatively high concentration of employment in manufacturing, particularly in metal goods, food, clothing and textiles and distribution. However, it is under-represented in business services, banking and finance activities.

The Council has identified a hierarchy of employment areas where certain types of employment uses should be concentrated. These are set out in more detail in Core Policy SP8. These employment areas vary in age, quality and size of buildings, access and the nature of the businesses within them. However, the common features of these areas are that they are predominantly devoid of residential uses, and the infrastructure exists to serve a range of business activity.

DMP19 –Employment Land & Premises

The Council will not permit the redevelopment or change the use of land or buildings in employment land use unless:

- a) **The land is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and**
- b) **There is well documented evidence of an unsuccessful marketing/advertisement campaign, including price sought over a period of normally 18 months in areas outside the SILs and SLILs, or 3 years within SILs or LSILs; or**
- c) **The redevelopment or reuse of all of the employment generating land and premises would result in the retention of some permanent jobs as well as demonstrable wider regeneration benefits to the community.**

Proposals for live/work units in the borough will only be permitted provided that:

- d) **They are outside the SILs and LSILs;**
- e) **The residential element complies with the Council's standards on affordable housing, dwelling and room sizes, lifetime homes and other residential amenity standards;**
- f) **There is no loss of any permanent residential units;**

- g) There is no loss of sites in business or employment use where there is potential for that use to continue;**
- h) There is separate floorspace for the work element;**
- i) Where appropriate, s106 money to provide job opportunities is successfully negotiated.**

The Council will promote uses such as car repair workshops, garages and car washes in the SILs and LSILs and will not permit these uses in other areas unless:

- j) There is no unacceptable adverse effect on the amenity of surrounding occupiers by reason of noise, smell or other nuisance. Particular attention will be paid to proposals involving and paint spraying or panel beating which the Council considers unacceptable in residential areas;**
- k) There is adequate off-street parking and vehicle storage onsite;**
- l) There is no work outside the workshop, garage and site or on the highway;**
- m) The appearance of the workshop and its curtilage will not be visually detrimental to neighbouring uses;**
- n) There are measures to dispose of waste and recycle parts and the provision for drainage for any car washing operation is acceptable to the Environment Agency and/or the statutory sewage undertakers as appropriate;**
- o) Where proposals are considered acceptable in principle, conditions will be attached related to the hours of operation and the nature of the activities in order to mitigate any adverse environmental effects.**

A review of the borough's existing employment land and buildings was undertaken in 2009. The Employment Study was an update of the 2004 study and provided an assessment of the employment land and demand in the borough. The study recommended that all employment land, whether designated or not, should be retained. Therefore, whilst support will be given for the other designated sites and the smaller sites be retained in employment use in the first instance, flexibility will be shown for alternative uses that complement the employment uses, contribute to social infrastructure or provide training.

The Council recognises that there is increasing demand for non employment generating uses, especially on surplus employment land, Therefore, alternative uses such as residential and community facilities may be appropriate. However, the retention and creation of employment is a high priority and it is imperative that the borough's employment base outside the SILs and LSILs is protected in order to maximise the job opportunities available in certain industries.

The availability of local employment opportunities is also vital for the diversity of the economy, reducing the need to travel and the adverse effects of

commuting. In addition to the SILs and LSILs, there are employment generating uses located amongst residential areas and, in most cases, the uses are small-scale activities and co-exist harmoniously with residential use, but occasionally bad neighbour uses do occur which detract from the quality of life. With the move away from rigid zoning locations for industry and other activities it is important that employment activities minimise damage to the environment. This will include the adoption of environmentally friendly practices, such as those set out in section 4 of the Core Strategy and policies DMP9, DMP13, DMP14, DMP15, DMP20, DMP21 and DMP22 of the Development Management Document.

Where redevelopment or re-use would not give rise to a material loss of employment due to increased density or labour-intensive operations, non employment generating uses may be appropriate on part of the site.

Live/work units

Live/work units can reduce the need to travel, assist start-up and small businesses and can provide a more flexible and sustainable way of living and working.

The Council accepts that circumstances and characteristics will determine the configuration of the internal floor space. However, it will be seeking a definable working area to ensure that developments are genuine live/work units without compromising residential standards.

Due to the nature of some of the activities that occur within SILs and LSILs that are industrial locations, it is considered that live/work units are not appropriate within such areas, as the residential element may endanger the continued employment use within these areas. However, live/work units may be permitted in employment areas outside SILs and LSILs, provided that they comply with other policies.

To ensure that the work element is not compromised in the long term, the Council requires that live/work units are subject to a planning obligation or other means of appropriate control. Live/work units will be treated in the same way as housing for the operation of all other policies in this document and Haringey's Core Strategy, including those on the provision of affordable housing and parking.

Car repair workshops, garages and car washes

Car repair workshops and car washes are both a source of local employment and provide a local service. The Council will favourably consider applications on sites within SILs and LSILs. However, care must always be taken to ensure that the amenities of adjacent occupiers are not harmed as a result of the nature of the work undertaken. In residential areas, proposals which do not comply with the requirements set out above or which propose panel beating or paint spraying will be refused. Furthermore, the management of

waste and motor vehicle parts will need to satisfy policy DMP22 of this plan and Core Strategy Strategic Policy 6.

Key evidence and references

PPS4 Planning for Sustainable Economic Growth: CLG 2009

Draft Consultation Replacement London Plan: Mayor of London 2009

The London Plan (consolidated with alterations since 2004: Mayor of London; 2008

Haringey's Community Strategy: A sustainable way forward 2007-2016.

Well-Designed and Safer for All

Our vision in the Core Strategy is that Haringey should be a safe borough where people feel secure and confident and can enjoy wonderful spaces. We want to increase the number of high quality buildings and public realm and ensure that our open spaces are accessible and provide appropriate facilities.

The heritage and historic spaces, structures and buildings of Haringey must be protected and maintained for existing and future generations. Heritage is recognised as a key factor in facilitating urban regeneration and promoting civic pride. These policies seek to protect buildings of architectural or historic interest and their settings and to preserve to enhance the character of the conservations areas.

The quality and quantity of open space (green and non green) plays an important role in defining the character of Haringey. Its value is more than just visual, as benefits include sport, recreation, regeneration, the economy, health, culture, social inclusion, biodiversity, children's recreation and the environment. Open space, once built on, is lost for ever, and we will seek to ensure that existing open space is retained and that new open space is provided where appropriate and where practicable. Our policies seek to ensure that everyone in the borough has good access to well maintained and high quality and sustainable open space. They also seek to ensure that access is improved to existing open space, and, where appropriate, new open space is secured as part of any development.

Design

How an environment is built, looks and functions can have a significant impact on people's quality of life. This will have effects not only on the environment itself but also on the image of a locality, which can affect the economy of an area. Urban design is about how places work as well as how they look.

Design is becoming not only more a focus of government attention but also of the wider community. Both the conservation of the built environment, (in terms of preserving cultural heritage and insuring the efficient use of land and building materials), and good design (which is acknowledged as contributing to people's quality of life) are seen as integral components of sustainable development. The thrust for sustainable development has become the overarching prerequisite for planning in the 21st century as set out in Planning Policy Guidance 1 Delivering Sustainable Development (PPS1).

There are certain criteria that will apply to all development proposals such as good design, residential amenity, local character and parking standards. The policies in this chapter will apply to all developments and therefore planning permission will be decided on whether applications comply with these policies and all other relevant policies in the rest of the plan.

All new development proposals need to be sensitively designed, so as to provide an environment for all which is:

- attractive
- green
- healthy
- accessible
- clean and maintainable
- safe; and
- sustainable in construction and impact

Development proposals should incorporate the principles of inclusive design. Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

This should be read in conjunction with Haringey's Core Strategy SP 2 Housing, SP 6 Waste and Recycling, SP10 Town Centres, SP11 Design and SP12 Conservation which set out the Council's overarching strategy for the to support sustainable development and promote high quality design in the borough.

DMP20 General Principles

The Council will require development proposals to demonstrate that:

- a) **there is no significant adverse impact on residential amenity or other surrounding uses (including open space) in terms of loss of daylight or sunlight, privacy, overlooking, aspect and the avoidance of air, water, light and noise, pollution (including from the contamination of groundwater/water courses or from construction noise) and of fume and smell nuisance;**
- b) **the proposal complements the character of the local area and is of a nature and scale that is sensitive to the surrounding area;**
- c) **the proposal would not significantly affect the public and private transport networks, including highways or traffic conditions;**
- d) **there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties (including wheelchair users and carers with pushchairs) have been taken into account; and**
- e) **opportunities for soft landscaping, including appropriate tree retention and tree planting, have been taken into account.**

New development in the borough should complement the existing pattern of development in that part of Haringey. The criteria above aim to ensure that future development in the borough will not detrimentally affect the quality of life – and should positively improve it - for those living and working in Haringey.

Landscaping details are required to be provided with initial planning applications for new build schemes to ensure that this part of the development is not subsequently overlooked in the development process.

The whole of the borough has been declared an Air Quality Management Area. The Council is implementing its Air Quality Action Plan to seek improvements to air quality. In addition to this DMP 20 policy, there are a number of others which seek to address the issue of air pollution and air quality (For further information refer to DMP15: Air, Water and Light Pollution).

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. The Council will encourage all development in the borough to be designed in a way that maximises the potential of the site without causing any unnecessary local or global environmental consequences. For example, the Council requires mineral conservation and mineral waste minimisation in order to ensure the prudent use of natural resources. The aim is to reduce the need for primary aggregate extraction and also to minimise the amount of aggregates that have to be disposed of in landfills. The extent to which the developer intends to maximise the use of recycled secondary materials on site and those from off site, should be demonstrated. Applicants should also demonstrate on their submitted plans where construction waste on the site will be segregated for recycling. In terms of sustainable materials, the Council will encourage applicants to use environmentally friendly materials wherever possible. The Council accepts that this is a developing market but envisages that within the timescale of the plan there will be more local supplies generally available, at an economical cost.

For further information please refer to the Sustainable Design and Construction SPD.

DMP21 Quality Design

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality. The spatial and visual character of the development site and the surrounding area/street scene should be taken into account in the design of schemes submitted for approval. The following, often inter-related, elements should be addressed in a positive way:

- a) **urban grain and enclosure;**
- b) **building lines;**
- c) **form, rhythm and massing;**
- d) **layout;**
- e) **height and scale;**
- f) **landform, soft and hard landscape, trees and biodiversity;**
- g) **fenestration (i.e. window design together with the positioning, or arrangement of the window openings in the wall);**
- h) **architectural style, detailing and materials;**
- i) **historic heritage context, including listed buildings and their setting, locally listed buildings, conservation areas and archaeological areas (see the section entitled “Safer for All” in the conservation section)**
- j) **living frontages and public realm;**
- k) **any identified local views;**
- l) **designing out crime and the fear of crime (including designing out graffiti, where feasible); and**
- m) **walkability; new housing, shops, public buildings and places of work need to be located and designed so that they can be reached easily on foot.**

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples’ quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour. The Council will apply the Design and Quality Standards 2007, Building for Life criteria, Code for Sustainable Homes and Lifetime Homes features (see policies in People at the Heart of Change section- Housing).

Where appropriate context drawings and photos are encouraged as part of the design statement. For further information please see the Sustainable Design and Construction SPD.

DMP22 Waste Storage

The Council will require:

- a) **all development to include appropriate provision for the storage and collection of waste and recyclable material; and**
- b) **large developments to produce a waste management plan.**
- c) **In addition the Council will encourage:**
- d) **the allocation of space for composting in developments with gardens.**

In new developments the provision of enough space to store waste until it can be collected is important to avoid the storage of waste on street/pavements.

Therefore all planning applications should show on the proposed plans dedicated areas adequate for waste storage within the site, excluding any part of the pavement that is part of the site. This applies to conversions and changes of use as well.

The Council requires schemes to include adequate waste storage details on initial submission of a scheme. This is to ensure that the scheme is capable of providing sufficient storage facilities on site, off the street.

Adequate recycling storage space within premises is necessary to help meet the Government's recycling targets. By providing sufficient recycling storage space within units, this will greatly encourage people to separate their waste for recycling.

In addition, if houses with gardens allocate a small amount of space for composting bio-degradable matter, this would also potentially help to reduce the amount of waste going to incineration on landfill.

The North London Waste Plan is a planning framework developed to identify a range of suitable and viable sites to meet the North London boroughs future waste management needs. A joint North London Waste Plan Development Document (DPD) is being prepared with the six surrounding London Boroughs of Barnet, Camden, Enfield, Hackney, Islington and Waltham Forest. For further information please refer to SP6 Waste and Recycling.

DMP23 Commercial Design: Advertisements, Shopfronts, Signs and Security

The Council will require shop fronts, adverts and security design to be of the highest possible standards and contribute to a safe and attractive environment.

Where they require consent, advertisements (including hoardings, illumination of hoardings, illuminated fascia signs, free-standing display panels, and estate agent boards) may be granted consent provided they do not cause a public safety hazard, contribute clutter or a loss of amenity. Schemes submitted for approval should meet ALL of the following criteria:

- a) being of a high quality and sensitive to its visual appearance on the building on which it is to be sited and the surrounding street scene, especially in the case of listed buildings and conservation areas;
- b) not contributing to an unsightly proliferation or clutter of signage in the vicinity;
- c) being sited so as not to cause a hazard to pedestrians or road users;
- d) being sited so as not to cause visual intrusion by virtue of light pollution into adjoining residential properties; and
- e) where appropriate, be constructed of materials and finishes which discourage both graffiti and flyposting.
- f) Appropriate and relevant to a business /premises.

Advertisements

The Council will seek to restrict the number of advertisements and signs to a level appropriate to the character of the area. Flank wall displays tend to distort the scale and architectural unity of buildings especially when they are located above ground floor height. Advertisements should not be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

In certain cases, displaying adverts does not require advertisement consent and the Council has no control. Rules are laid down, where this is the case, by central government in the Town and Country Planning (Control of Advertisement) Regulations 2007.

Shop fronts

The Council will expect well designed shop fronts that respect the character of the area and the architectural unity and integrity of the shop building of which they form a part are all important elements of vibrant and active shopping areas. In buildings where the traditional or 'classical' framework still survives this should be repaired to its original appearance and maintained in all cases. The design of a new shop front to be fitted into this framework should aim to incorporate the features and characteristics of a traditional shop front. These are:

- A stallriser or protected area between the pavement and the glass display area.
- A shop window extending from the stall riser up to the architrave at the base of the fascia. This may take a variety of forms but individual windows should not be so large as to be visually dominating (a vertical glazing bar or mullion can be incorporated).
- A transom rail across the upper level of the window forming a clerestorey.
- A doorway, which may be either centre or side positioned and will often be recessed. If there is a separate door to the upper floors this should be maintained.

In buildings where the traditional surround and shop front remain complete, these should be repaired and conserved wherever possible. In Listed Buildings these repairs must preserve the character of the original shop front and be of matching style, materials and construction

The design of a new shop front within a modern building should reflect the design of the building of which it forms a part, but should also consider the appearance of neighbouring shop fronts in terms of fascia lines, stall riser height, materials and other architectural features. The imitation of historical styles (for example, by using 'Georgian' doors and bow windows) is never appropriate and should not be attempted. New shop fronts should be contained within the width of the building they occupy and should not extend over two or more original plot widths. However, the sub-division of a new shop front for a single large shop may be acceptable if sensibly designed.

The materials for the construction of a new shop front should be substantial yet unobtrusive. Timber is most suitable and will be a requirement for many shop fronts, including all Victorian and Edwardian shop fronts in Conservation Areas. Painted softwood for frames and stall risers is traditional. Well designed powder coated aluminium may be considered in some locations, subject to other design considerations being met, but bare aluminium and UPVC shop fronts will not be permitted. Timber from environmentally managed forests should be used. For further information please refer to Sustainable Design and Construction SPD.

Access and Safety

The alteration of an existing shop front or design of a new shop front **must** take account of requirements for easy accessibility by all members of the community, including people with disabilities.

- Entrances should be on the level of the street or, alternatively, ramped at a preferred gradient of 1:20 (and a maximum of 1:12). Achieving this may require the doorway to be set back from the street.
- Raised thresholds should be avoided but if used should not be more than 20mm high (various proprietary makes of weather bar are available).
- Doors should give a clear opening widths of not less than 900mm. They should not be heavy to open and should be designed to stay open at an angle of 90 degrees. Revolving doors should be avoided.
- Clear wall space to the side of an opening single door should be at least 300mm to allow manoeuvrability.

In individual cases where access and safety requirements conflict with restoration or conservation requirements and guidance for historic shop fronts in Conservation Areas and Listed Buildings, the Council's conservation officer should be consulted.

For safety reasons:

- Display areas and entrance doors in modern shop fronts should not have glass all the way down to the ground (the traditional use of a stall riser and panelled door serves this purpose).
- Glazed doors should have an opaque panel or 'kick' plate of 600mm – 900mm height at the foot to act as a visual safety device.

Doormats should be recessed within a mat well to prevent tripping

Signs

Badly designed or very bright fascia and over-large or inappropriately sited signs can seriously detract from the visual quality of a street or area. Attention must therefore be paid to designing fascias and signs that are in scale and character with the building and surrounding streetscape. In the design of shop signs and fascias:

- The fascia sign should preferably be a simple flat panel set within the existing flat or angled fascia. Panels should be custom made to fit within the confines of the fascia rather than protrude beyond it.
- Lettering should preferably be sign written or made up of individual cut letters, stating the name and trade of the premises and the shop number, and should be in scale and proportion to the fascia. Simple lettering styles are best.
- Internally illuminated box fascias are not acceptable. Fascias externally illuminated by lamps can be an acceptable alternative, subject to design and siting.
- Projecting box signs describing the name or trade of the shop should be limited to one per shop and should be located at fascia level to the side of pilaster consoles or on the pilaster shaft. Traditional hanging signs can be an especially attractive alternative.

For shop fronts in Conservation Areas and in Listed Buildings, a painted timber fascia is considered most appropriate. Box fascias and projecting box signs are unlikely to be suitable. Where fascias are included as part of a new shop front, they should be designed in proportion to the rest of the shop front. As a guide, the depth of the fascia should be no greater than one quarter of the height from pavement level to the bottom of the fascia. It should not extend uninterrupted across a group of buildings.

The material and colours used for shop fascias and signs should preferably be of a limited range. The use of bright or highly reflective materials, for example acrylic, mosaic and unfinished metal, is unattractive and can be unsightly. Bright or garnish colours should be avoided. Large areas of acrylic signing on windows or a proliferation of window posters and stickers should also be avoided in order that windows remain clear to be looked through. The Council may ask for changes to the design of standards fascias and other 'corporate

Blinds Canopies and Security Fittings

Blinds and canopies can add attractiveness to the High Road street environment if confined to the shop front and appropriately designed to fit below the fascia and be fully retractable. However, the incorporation of a fixed canopy can obscure the shop front and will often be of inappropriate design and materials. Fixed canopies are therefore unsuitable for shop fronts in Listed Buildings and in Conservation Areas. All blinds and canopies should clear the footpath by a minimum of 2.3 metres.

Mechanical security devices used to give a shop increased physical protection can have negative effects on shopping areas. The provision of solid external metal shutters will always detract from the visual environment when the shop is closed and at night, promoting an unsafe environment. The acceptable alternatives are:

- Toughened security glass, which has the capacity to remain intact when damaged.
- Internal open mesh roller grilles, which can be fitted neatly behind the shop fascia.

The use of external open mesh roller grilles should only be considered in exceptional circumstances and where no alternatives are possible. In these cases, the grille boxes should be carefully designed to fit behind or below the fascia and the grille guides should be either demountable or designed integrally to the window frame. In Listed Buildings and in Conservation Areas, the use of traditional demountable timber shutters may be an appropriate alternative for certain trades.

Necessary, but unsightly items such as burglar and fire alarms should never cover architectural details or features and, if possible, be mounted in inconspicuous positions.

Where repair works need to be undertaken to the upper floors of older shop buildings it is preferable to use traditional materials and methods. Repairs to a Listed Building or to a traditional building in a conservation area should only be undertaken after seeking the further advice of the Council's conservation officer.

Brickwork and Stonework

The size, colour and texture of existing facing brickwork is all important to the external appearance of a building. Where brickwork needs repair this should be carried out with care using matching second-hand bricks, often London stocks or 'specials'.

The mortar used in any repair work or re-pointing should be mixed to include lime at the approximate proportion of 1:3:12 cement/lime/coarse sand to allow flexibility in the overall bond. Depending on the degree of exposure, pointing mortar should be no stronger than 1:1:6. Modern cement mortars are too hard and therefore not acceptable. The existing jointing size, colour and style should be followed. A flush or slightly recessed joint will probably be appropriate. Weather-struck and 'strap' pointing is unsightly and should not be used.

Generally, brickwork and stone on older buildings should not be painted or rendered, unless it is already covered. Both paint and render require regular maintenance if they are not to encourage damp. The application of other finishes, such as pebble-dashing or stone-cladding is out of character anywhere in Haringey and can cause trapping of water and damage to brickwork. Brickwork can be cleaned using water, very dilute acid or light brushing, but sand or grit blasting should be avoided. Specialist contractors should be engaged to undertake this kind of work.

Windows & Roofs

Wherever possible existing original windows should be retained and repaired. When new windows are needed they should either be copies of the existing

windows (often sliding box sashes) or be simple purpose-made modern windows fitted into the existing window openings. Timber windows are preferred, but powder-coated aluminium may be appropriate as a substitute for 1920s-1950s metal windows. New windows should be set back from the front face of the brickwork to retain a window reveal. Changing the size and shape of window openings to suit standard window joinery can be detrimental to the overall appearance of the building and adjoining buildings. If double-glazing is considered this should be carefully detailed, although in listed buildings and conservation areas double-glazing may not be appropriate. Changing windows in a conservation area may need planning permission. Listed building consent is required to replace windows in listed buildings. In both cases, the Council's conservation officer should be consulted at an early stage.

Most traditional roofs in Haringey were originally covered in slate or clay tiles. Matching materials are best and could include new slate, second-hand slates or hand made clay tiles. Fibre-cement artificial slates may be acceptable outside of Conservation Areas. Modern concrete tiles should be avoided and will often be too heavy for older roof structure. Gutters and down pipes should be kept in their original positions and preferably painted black. If replacement rainwater goods are required in conservation areas they should be in cast iron or extruded aluminium rather than UPVC.

Planning Permission

The installation of a new shop front or significant alteration of an existing shop front requires planning permission. In addition, any alteration of a shop front forming part of a Listed Building requires Listed Building Consent. Many shop signs and all illuminated signs also require planning permission or advertisement consent.

DMP24 Telecommunications Equipment

Where planning permission is required, schemes for telecommunications equipment involved with mobile phone network development, (including base stations on buildings, ground-based masts, equipment cabins, antennae, microwave dishes and ancillary apparatus equipment) will be permitted provided:

- a) that it would not significantly damage the visual quality, landscape or setting of an environmentally sensitive area or building indicated by the following designations:
 - i. Green Belt;
 - ii. Metropolitan Open Land;
 - iii. Significant Local Open Land;
 - iv. Ecologically Valuable Sites & SINCS
 - v. Historic Parks, Gardens and Heritage Land;
 - vi. Conservation Areas and listed buildings;
- b) that the number, siting, design or scale would not significantly harm the appearance of the street scene, including buildings;
- c) that the number, siting, design or scale would not impede movement and compromise pedestrian safety.

- d) that advantage has been taken of mast and site sharing (unless this would unduly adversely affect visual amenity).

Applications for telecommunications apparatus should be accompanied, where appropriate, by evidence that locations outside residential areas or close to schools and hospitals have been considered and by information on frequency, signal characteristics, details of maximum power output to the antenna. Decisions will be reached having regard to the ICNIRP guidelines and most up to date information on the health effects of telecommunication technology.

Telecommunications equipment can be unsightly and there are concerns among the public about health impacts (especially around schools, hospitals and homes). The Council recognises the need for telecommunications equipment to support their systems. However planning permission will only be given for proposals that meet the criteria set out in this policy and those in Government Guidance and Statutory Regulations. The Government expects local authorities to be supportive of the economic and social advantages that telecommunications equipment can bring and for operators to handle any environmental impacts sensitively and take into account the public's views. Satellite dishes should not cause a loss of amenity and should take account of the means for reducing their visual impact on the environment

Key Evidence and References

PPS1: Delivering Sustainable Development; ODPM 2005

PPG8: Telecommunications: ODPM 2001

PPS10: Planning for Sustainable Development; ODPM 2005

The London Plan (consolidated with alterations since 2004);

Conservation

Haringey's historic buildings are cherished local landmarks of high quality craftsmanship that have already stood the test of time. These historic buildings and Conservation Areas are cherished landmarks that relate to the borough's history and give it a vital sense of place. Local people want these areas and landmark buildings to be protected.

Haringey has 29 conservation areas and over 467 listed buildings. Historic buildings are landmarks that create a sense of place and stability. If the well-designed buildings of Haringey's past are taken care of, local people respect, cherish and take pride in them. Historic buildings of interest can also provide a focus for re-designing a local area, to help improve the environment, the economy, and community life. This should be read in conjunction with Haringey's Core Strategy SP11: Design and SP12: Conservation which set

out the Council's overarching strategy for the preservation and enhancement of Haringey's rich and diverse heritage.

The history of the Borough indicates that there is considerable likelihood that archaeological remains will be found in certain parts of the borough. Haringey's archaeological heritage has the potential to be an educational, recreational and tourist resource. The Council will therefore promote the conservation, protection or enhancement of archaeological sites and their presentation to the public. The Council will consult with, and be guided by, the Greater London Archaeology Advisory Service on the archaeological implications of development proposals, especially within the Areas of Archaeological Importance and in the vicinity of known find locations.

DMP25: Haringey's Heritage

Listed Buildings

The Council will require that proposals affecting statutory listed buildings:

- a) preserve or enhance the historic character and qualities of the buildings, are necessary and are not detrimental to the architectural and historical integrity and detailing of a listed building's interior and exterior**
- b) recognise and respect the character and appearance of listed buildings;**
- c) protect the special interest of buildings of architectural or historic interest;**
- d) do not adversely affect the setting of listed buildings; and**
- e) retain the original use of a listed building wherever possible.**
- f) refusing applications for their demolition. In the case of internal demolition work, the Council will refuse applications that harm the architectural and historical integrity and detailing of a listed building's interior.**

Conservation Areas

The Council will require that alterations or extensions to buildings in Conservation Areas:

- a) preserve or enhance the character of the Conservation Area; and**
- b) retain or reinstate characteristic features such as doors, windows or materials of buildings and**
- c) the Council will seek to protect buildings within Conservation Areas, by refusing applications for their demolition or substantial demolition if it would have an adverse impact on the character and appearance of the Conservation Area.**

Historic Parks, Gardens, Landscapes, Heritage Land and Archaeology Proposals for development or landscape changes affecting the character or setting of registered or borough designated historic parks,

landscapes and areas identified as heritage land must conserve and enhance the historic character of the garden, park or landscape and any buildings within its setting and nature conservation value.

Applications for development within registered or borough historic parks, gardens or landscapes which would be likely to have significant environmental effects, should be accompanied by an environmental statement which would include a survey of the historic interest, to allow the appropriate balance of modernisation, preservation and restoration to be judged on the merits of the case.

The Council will encourage the identification, protection and sensitive restoration of gardens of special historic or garden interest within the borough and will not permit their subdivision against the advice of English Heritage and the Garden History Society.

Archaeology

Planning permission will only be granted for development which would adversely affect areas of archaeological importance if the following criteria are met:

- a) applications are accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.
- b) development proposals will preserve in situ, protect and safeguard important archaeological remains and the settings and, where appropriate, provide for the permanent display and interpretation of the remains.

Listed Buildings

An important part of Haringey's history is written into the pattern of its development, and the image of Victorian and Edwardian terraces and neighbourhoods typifies the borough for many of its residents. Each historic property is an important part of a unified terrace or street. As such, alterations and extensions should have regard to the guidance set out in the SPD Design and Construction. It is important to preserve the original features such as windows, doors and doorways, garden walls, brickwork, mouldings, chimneys, railings, paths and roof tiles, as the loss of these features greatly affects the overall balance and elegance of whole terraces.

The Council will protect buildings in Haringey that are statutory listed for their historic or architectural interest. Often the best use of a listed building is the use the building was originally designed for. Where a change of use is proposed, which affects the special character of a listed building, it will need to be fully justified. As such, for development affecting the setting of a listed building, an application for listed building consent should provide full information. More information regarding internal or external alterations to listed buildings is available in the SPD Sustainable Design and Construction.

The Council needs to balance the need for development with its duty to protect historic buildings. With care and thoughtful design, historic buildings can adapt to modern ways of life, whilst people can still enjoy them and their original character in appropriate settings.

Proposals not only include applications made under the Town and Country Planning Act 1990 and any Regulations made thereunder and any successor legislation, but also applications for advertisements, proposals for street furniture, bus shelters and signs to be erected by the Council relating to Controlled Parking Zones (See DMP 21: Quality Design). All these proposals have an impact on visual amenity and have the potential to have an adverse impact on the appearance of the setting of a listed building.

Buildings of local interest in Haringey often play a crucial role in anchoring local visual and historic identity. Locally listed buildings may also act as a significant focus for encouraging urban vitality. The Council attaches special importance to their protection. Buildings on the local list are not subject to the statutory protection given to those selected by the Secretary of State.

However, the Council will utilise its planning powers to ensure that wherever possible the special character of such buildings is protected and enhanced. In the case of locally listed buildings, and in other appropriate cases, the Council may seek Article 4 Directions to remove permitted development rights.

Conservation areas

If the Council feels that a Conservation Area is at risk from the loss of original features or from alterations such as, the demolition of original walls to form parking places in front gardens, the addition of storm porches, or the installation of Unplasticised Polyvinyl Chloride (UPVC) windows, it may issue an Article 4 Direction. This limits the changes a home owner can make without the Council's permission.

The areas concerned are:

- Noel Park
- Tower Gardens
- Rookfield
- Peabody Cottages.

Heritage Land

Heritage Land is open land of strategic significance for its landscape, open character, historical and nature conservation interest. Finsbury Park and Alexandra Park are identified by English Heritage in a Register of Parks and Gardens of Special Historic Interest in England as historic parks and gardens. Following collaborative research with the London Historic Parks and Garden Trust, the Council has identified a number of parks, gardens, cemeteries and churchyards of local historic interest. The purpose of these designations is to ensure that development and change affecting the historic or landscaped character or setting of these parks and gardens should be carried out in a planned way taking account of the local historic and landscape importance of

the park or garden. Although the designation of an historic park in itself brings no additional statutory protection, the Council is required to make provision for the protection of the historic environment in planning policies and in the allocation of resources. Registration is a material consideration in planning terms. The Council will take into account the historic interest of a site when determining an application for development affecting a registered park or garden. Other development or landscape proposals which do not directly damage the character of registered or boroughs parks or gardens may be acceptable provided they pay appropriate regard to the historic character.

In Haringey, Highgate Golf Course has been identified as heritage land. It forms part of a wider area, encompassing Hampstead Heath, which has a high inherent value to London due to its visual, historic and nature conservation qualities. Highgate Golf Course is also Metropolitan Open Land, is an Ecologically Valuable Site of Borough Importance Grade II and forms part of Highgate Conservation Area. In determining planning applications to develop on or in proximity to the land, the Council will have regard to its strategic importance in addition to its local landscape, historical and nature conservation value. The Council is in the process of producing Conservation Area Character Appraisals which set out detailed information on the area and its character .

Hampstead Heath Fringes

The Hampstead Heath Fringes Area lies to west of North Hill and North Road and is characterised by a low intensity of development with large houses set in larger gardens. The houses are often of distinctive individual character, having been designed by Victorian, Edwardian and twentieth century architects. Often the housing is integrated into the urban landscape by 1930s style garden walls. Open front gardens and lowered verges are a traditional feature in this area and support non-threatening neighbourly character to the street scene. The trees and open spaces (public and private) derive in part from the ancient hunting park of the Bishop of London some of which became grazing land, whilst other land was later (in the 18th and 19th centuries) developed into mansions with huge landscaped gardens. The Council will protect the low intensity, high quality and open residential character. The Council will preserve gaps between buildings, resist excavation of front gardens or forecourts to provide basement extensions, and resist ancillary buildings in gardens where a relatively high proportion of open garden space would be covered by buildings.

The Council will also resist high security style boundary treatments involving high spiked railings and enclosure of properties detrimental to the traditional open character of the street scene, high security systems may be necessary in some cases, but should be discreetly located and should not attempt to replace the traditional open atmosphere.

Archaeology

The history of the Borough indicates that there is considerable likelihood that archaeological remains will be found in certain parts of the borough. These areas are identified in **Table x** as Areas of Archaeological Importance.

Haringey's archaeological heritage has the potential to be an educational, recreational and tourist resource. The Council will therefore promote the conservation, protection or enhancement of archaeological sites and their presentation to the public. The Council will encourage suitable design land use and management to safeguard archaeological sites. The most important archaeological remains and their settings should be permanently preserved (if necessary for public access and display).

The Council will consult with, and be guided by, the Greater London Archaeology Advisory Service on the archaeological implications of development proposals, especially within the Areas of Archaeological Importance and in the vicinity of known find locations.

DMP26 Alexandra Palace

Alexandra Palace was designated as a listed building in 1996. Proposals for Alexandra Palace should:

- a) **preserve and enhance the special architectural and historic interest and setting of the Palace and the historic form and layout of the park land.**
- b) **facilitate the restoration of the fabric of the building.**
- c) **provide a range of uses for the Palace, which complement the outdoor activities in the Park and complement as far as possible the function of Wood Green Metropolitan Town Centre. It is considered that the Palace should be used primarily for a mixture of arts, cultural and entertainment, educational, sport and recreation and other uses within the D1 (non-residential institutions) and D2 (assembly and leisure) Use Classes. Within the existing curtilage of the Palace some ancillary use for food and drink (use class A3), Business (Use Class B1), residential, hotel and conference purposes may be acceptable as part of a mixed-use scheme.**
- d) **not involve unacceptable levels of traffic that cannot be accommodated on site.**
- e) **protect the amenity of local residential properties.**

Development proposals involving limited infilling of or extensions to, the palace should:

- a) **not result in any greater impact on the purposes of including Alexandra Palace within MOL;**
- b) **not result in the height of the existing main ridge line of the roof of the Palace being exceeded;**
- c) **not result in a significant increase in the developed extent of Alexandra Palace;**
- d) **ensure the special architectural and historic setting of the Palace is preserved;**
- e) **ensure the effects on the setting of Alexandra Palace are acceptable;**
- f) **be necessary to secure the restoration and future viable use of the Palace; and**

g) not adversely impact on the strategic views to St Paul's Cathedral and the City.

Alexandra Palace is a strategically important site and it requires protection from inappropriate development which would cause harm to either the essentially open nature of the MOL park, the setting of the palace as a listed building or to the strategic views.

The Palace's proximity to Wood Green Metropolitan Centre makes it appropriate for mixed-use schemes, primarily for arts, cultural and entertainment uses. These schemes should have no adverse impact on the Town Centre.

For the avoidance of doubt criterion i) applies to the height of the main ridge line of the roof of the Palace and not the gable, at the front of the Palace, or the tower and mast. The outline of the palace is an important feature from various viewpoints both within and beyond the borough boundary. It is important that the silhouette of this listed building is preserved.

Key evidence and references

Draft Consultation Replacement London Plan: Mayor of London 2009
 The London Plan (consolidated with alterations since 2004: Mayor of London; 2008
 Haringey's Community Strategy: A sustainable way forward 2007-2016
 PPG15 Planning and the historic environment: ODPM 1994
 PPG16 Archaeology and Planning: ODPM 1990
 Planning (Listed Building and Conservation Areas) Act 1990
 Ancient Monuments and Archaeological Areas Act 1979

Open Space and Biodiversity

The quality and quantity of open space (both green and non-green) plays an important role in defining the character of an area and the sort of experience people get from using it. Open space is not limited to its visual impact. Its benefits are linked to sport, recreation, regeneration, the economy, health, culture, social inclusion, biodiversity, children's recreation and the environment. It provides a valuable resource and focus for local communities. However, the pressure on open land increases as London becomes more compact and more intensively used, and so its protection becomes even more paramount. Existing open spaces should not be built on unless an assessment shows the open space is surplus to requirements. Where it is deemed to be surplus, alternative open space use must be considered in full before any other use. Such open space use might include a change to allotment land to meet the deficit of allotment space that we have in the borough in relation to demand. This should be read in conjunction with Haringey's Core Strategy SP 11: Design, SP:13 Open Space and Biodiversity and SP15: Culture and Leisure which set out the Council's overarching strategy for the borough where everybody should have good access to well-maintained, good quality, and sustainable open space.

DMP27 Significant Local Open Land (SLOL) and Development Adjacent to Open Spaces

The Council will not permit development on SLOL unless it meets all of the following criteria:

- a) It is ancillary to the use of the open space;**
- b) It is small in scale;**
- c) It does not detract from the site's open nature and character**
- d) It is required to enhance activities associated with the particular open nature and character; and**
- e) It positively contributes to the setting and quality of the open space.**

Development close to the edge of Green Belt, Metropolitan Open Land, Significant Local Open Land or any other valuable open land will only be permitted if it protects or enhances the value and visual character of the open land.

The London Plan acknowledges that there are open spaces within the built environment which although not of strategic importance are nevertheless important at a local level. The SLOL designation reflects this local importance. SLOL designation means that designated sites have one or more of the following values: recreational, biodiversity, amenity and landscape.

Development close to any valuable open land boundary must be carefully designed in order that the open character of the land itself is not diminished. Land adjacent to open land forms part of the character and may affect the natural habitat of the open land. The boundary and any sense of enclosure created by adjacent development is a key component in defining the character of the open land and is important in defining views from and to the open land.

When assessing development proposals on land adjacent to Green Belt, MOL or SLOL, the operational needs of utility companies should be taken into account. In particular cases, the essential need for new infrastructure may be found to override the need to protect the visual character of the land.

DMP28 Ecologically Valuable Sites their Corridors and Tree protection

The Council will not permit development on or adjacent to Sites of Special Scientific Interest (SSSIs), statutory Local Nature Reserves (LNRs), or other Sites of Importance for Nature Conservation (SINCs) value or ecological importance:

- a) unless there will be no adverse effect on the nature conservation value of the site; and**
- b) unless the importance of the development outweighs the nature conservation value of the site. Both criteria a) and b) above must be met before any development will be considered.**

Green Corridors form important links between nature conservation sites. Wherever possible the continuity of these corridors should be protected and their green nature enhanced in order that they do not

become fragmented and thereby diminish their ecological value. Development for operational transport needs in the Green Corridors may be acceptable, if it can be shown that there are no alternative locations and there is an essential need for the development.

All applications and development should respect the biodiversity of the borough, and ensure that the biodiversity is not diminished in any form, and that every opportunity is taken to enhance it. Such enhancements are particularly important in areas deficient in accessible natural green space.

Tree Protection

The Council will seek to protect existing trees and improve the contribution of trees, tree masses, and spines to local landscape character, by:

- a) making tree preservation orders as appropriate ;
- b) encouraging tree planting wherever possible and appropriate;
- c) ensuring that road proposals and traffic management schemes are adequately landscaped where appropriate with new trees;
- d) ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council; and
- e) giving stronger protection to and recognising the value of ancient woodland areas in terms of their historical, cultural and biodiversity contribution to the borough; and
- f) ensuring that tree planting does not damage underground utilities infrastructure with encroaching root systems.

Ecological Valuable sites and their Corridors

The ecologically designated areas of the borough make an important and a positive contribution to the diversity and richness of Haringey's flora and fauna. It is important that this diversity is protected and, where appropriate, enhanced in order to provide a rich and varied landscape and ecological foundation to Haringey.

Developments affecting sites of existing or potential nature conservation value should be accompanied by an appropriate ecological statement. Where it is considered appropriate or where it is required as part of legislation, the Council will request that the applicant submits an ecological Impact Assessment as part of a planning application. This Ecological Impact Assessment may be subjected to an independent assessment as part of the Council's consideration of its comments; where there is a risk of harm to a designated site, use of conditions of planning obligations will be considered.

Most of the Green Corridors are operational railway land. When transport development is being considered within a Green Corridor the operational requirements of transport companies will be taken into account.

An ecologically valuable site is one that supports a range of flora and fauna considered to be of ecological value and nature conservation importance to the borough.

Utility development which would be likely to harm the nature conservation value of an ecologically valuable site would only be permitted if the importance of the development outweighs the value of the ecological site.

In terms of new building works, the Council encourages applicants to consider the potential for biodiversity within and close to buildings. Bats, for example, are as much a part of the built, as well as the natural environment and may have roosting sites within existing buildings. Maintenance of new or existing ecological features may be subject to conditions or planning agreements.

Further guidance and detail please refer to Haringey's Biodiversity Action Plan 2009.

Tree Protection

Tree cover is of structural importance and major significance to the borough as a whole and not just residential areas.

Section 197 of the 1990 Town and Country Planning Act places a specific duty on Local Planning Authorities to ensure that adequate provision is made for the preservation and planting of trees. The Council has powers to make Tree Preservation Orders (TPOs) which require consent to felling, lopping and topping of trees. All trees in conservation areas are similarly protected.

Tree cover in the form of masses and spines/copse is of major significance for the borough's character as a whole and contributes to Haringey's Urban Open Space. Groups of trees are particularly important within green chains.

Trees provide major benefits to biodiversity. They provide nest sites to birds and mammals as well as essential cover and food. Trees have high value in the urban landscape, including general visual amenity, visual separation of locations, visual screening, supporting biodiversity, reducing air pollution, improving micro climate, muffling noise, among other benefits.

Ancient woodlands are woodlands which have been in continuous woodland cover since at least the year 1600. Before this date, planting was uncommon, so a wood present in this time was likely to have developed naturally. The Woodland Trust identify ancient woodland as being important for historical, cultural and biodiversity reasons.

DMP29 Lee Valley Regional Park

The Council supports the Lee Valley Regional Park Authority's Proposals to increase the range and quality of leisure and amenity provision available to Haringey residents, subject to their general compliance with the policies of this DM DPD. Specifically proposals which;

- a) create a cohesive, sustainable and valued regional green lung;
- b) create an area of enhanced and protected natural biodiversity for the enjoyment of all;
- c) achieve the full utilisation of the Regional Park's land and water assets for the specialist leisure and recreation facilities, developed in accordance with the principles of sustainability and design excellence; and
- d) create an accessible and permeable integrated visitor attraction to serve the region, which includes local communities.

In considering any planning application adjacent to or within the Regional Park regard will be had to the provisions of the Lee Valley Regional Park Plan and care will be taken to ensure that the proposal does not impact upon the park or its immediate environments in a detrimental way.

The Lee Valley Regional Park Authority (LVRPA) was established by an Act of Parliament in 1966 with a remit to develop, manage and protect the Lee Valley as a place for the occupation of leisure, recreation, sports, games, amusements, or any similar activity, for the provision of nature reserves and for the enjoyment of entertainment of any kind. The LVRPA is required to prepare a plan of proposals for the future use and development of the Park. The Lee Valley Regional Plan (2000) contains policies and proposals that promote the future sustainable management and development of the Park and its resources (latest plan still being produced) . Under the 1966 Act, the Council is required to include relevant parts of the Park Plan within its development plan.

DMP30 Open Space Deficiency and New Developments

In areas of identified open space deficiency proposals for major new developments will be expected to:

- a) provide an appropriate area of open space; or
- b) improve the accessibility or quality of nearby open space.
- c) Protecting those additional open spaces that are not only council owned: or
- d) Contribute to a fund to acquire and create new open spaces within walking distance of the development.

The Haringey Open Space and Sports Assessment of the borough conducted in 2004 (updated in 2008) shows that overall there is a deficiency of open space within the borough. New development should not exacerbate this open space deficiency, and should ensure that there is adequate open space provided on site for the type of development proposed.

Only land greater than 0.25ha (0.7 acres) in size was surveyed, in accordance with the threshold recommended in the Mayor of London's "Best Practice Guide to Preparing Open Space Strategies. Open space deficiency areas

have been derived by considering pedestrian access to any form of public open spaces (regional parks, metropolitan parks, district parks, local parks and small local parks and linear open spaces). Open spaces where access is restricted such as private sports grounds and playing fields were excluded from the survey. It also excluded green amenity space which form part of housing areas, or which represent 'incidental' open space, allotments, cemeteries and nature reserves. However, allotments, cemeteries, nature reserves and green corridors have been mapped along with the open spaces to provide a comprehensive map of green spaces in the borough (see paragraph 4.7 of the Assessment).

It is important that open space is accessible to all those in the immediate locality and, in the cases of strategic open space, from a wider catchment area, to utilise it. Where development would further increase demand for open space then improved access should be secured before development is allowed. Minor extensions and improved access points to existing small local parks and open spaces can also help alleviate deficiency, particularly in areas of deprivation. SPD Open Space and Recreational Standards provides more detail on planning obligations and open space.

Key evidence and references.

PPG2 Green Belt ; ODPM 2001
 PPS9 Biodiversity and Geological Conservation; ODPM 2005
 PPG17 Planning for open space, sport and recreation; ODPM 2002
 PPG15 Planning and the Historic Environment; ODPM 1994
 London Plan (with alterations 2004); Mayor of London 2008
 Consultation Draft replacement London plan; Mayor of London 2010.
 Haringey's Community Strategy: A sustainable way forward 2007-2016.

Healthier People with a Better Quality of Life

We want the residents of Haringey, and all those who use the borough, to be healthy and to feel safe. Well being should extend across home life, work, play and learning, and across all age groups.

Our polices will support the aims outlined in the Sustainable Community Strategy to reduce crime in the borough and, equally importantly the fear of crime.

Community facilities play a vital role in supporting and celebrating the diversity of Haringey's population and helping to promote social inclusion. Where development increases the demand for community facilities such as schools, childcare, allotments, healthcare and any other community facility, the Council will seek to ensure that local services are adequate or, where they are not, negotiate an increase in these services so that additional demand is absorbed.

Where appropriate, a **Section 106** agreement (s106) will be negotiated or a **Community Infrastructure Levy** (CIL) will be applied to development to enable the development to go ahead. The Council will refuse development where a demand for facilities has been clearly demonstrated but where no provision can be made to secure such facilities.

Leisure, including tourism and culture, has an impact on the local economy of the borough, but policies need to balance the positive impact against the negative impact on the environment and the people who live in the borough.

The Council's **Cultural Strategy** (currently being rewritten) encourages the use of culture to celebrate diversity, improve quality of life, support the growth of a sustainable cultural economy and increasing access to educational culture, training and employment opportunities.

Culture and Leisure

Culture and Leisure are increasingly important to both the economy and community well being of people who live or work in the borough. Culture and Leisure activities should continue to be encouraged and cultivated both for the local role, and as a contributing factor to London as a world city, and for its economic and social impact on quality of life.

This should be read in conjunction with Haringey's Core Strategy SP 15: Culture and Leisure. SP15 sets out the Council's overarching strategy for Haringey's cultural character. While DM31 provides the detailed approach to safeguarding and fostering the borough's existing and proposed community and leisure facilities.

Leisure and the arts have an impact upon the national as well as the local economy. Planning policies need to look at balancing the positive effects while protecting the environment from negative impacts. This policy covers a wide range of very different activities and operations, and there is an inevitable overlap with related areas such as sports, entertainment, and other recreational and leisure activities (See Policy DMP26 Alexandra Palace).

Community facilities include childcare facilities, all educational and training facilities, healthcare facilities, youth facilities, libraries, community halls, meeting spaces, places of worship, public conveniences and those other uses that provide a service to the local community. Leisure facilities include cinemas, music venues, theatres, leisure centres, indoor and outdoor sports facilities and other uses in Use Classes Order.

DMP31 Social Clubs

Proposals for Social Clubs will only be permitted provided:

- a) there is a recognised local need;**
- b) the proposal is within a town centre and will not be detrimental to the vitality and viability of any local or town centre within which it is set (see SP 6 :Town Centres); and**
- c) the use does not have an adverse impact on the amenities of the adjoining occupiers in terms of noise, traffic and nuisance.**

Social clubs provide a valuable meeting place for the residents of the borough to meet, and in particular, provide important venues for ethnic and other groups to congregate and socialise together. It is important that these facilities are provided, but at the same time it is important that a balance with other uses is retained in any particular location.

Community Facilities

Education

Housing growth in the borough, coupled with the rising birth rates in Haringey and London as a whole, will result in additional pressure for school places at a time where the surplus at Recreational class level entry is already below the government's recommended 5%.

Where development increases demand for school places, the Council will seek to ensure that local facilities and services are able to absorb the additional demand, and will negotiate, where appropriate and reasonable, a s106 or other agreement to secure the provision of facilities and services.

The Council has a statutory duty to secure the provision of primary and secondary education. It is important that education places are available for all those of school large occupying new residential development within a reasonable travelling distance.

The scant spare capacity in the borough requires the Council to ask developers to enter into a planning obligation and contribute towards the cost of providing additional educational facilities for those developments that result in the need to accommodate additional child places.

DPM32 - Pre-school and Educational Needs Generated by New Housing.

Where development results in the need to accommodate additional child school places in the borough, the Council will require the developer to enter into a s106 or other agreement to contribute towards the cost of providing those places. This approach will be applied to developments that include five or more units. The Council will only ask for contributions towards pre-school and school places from developers where the development itself creates a need in Haringey schools. These contributions may be towards providing additional places, adapting and extending school buildings or purchasing new equipment as a direct result of the additional demand.

Where there is clear evidence that any development will also add to the demand for post 16 provision, the Council will also expect a contribution to be made to meeting the costs of this demand.

For the 15% of the borough's children that are below school age, applicants proposing major schemes of over 100 units will need to either:

- **make separate contributions towards the provision of community, private or voluntary sector child care on site: or**
- **demonstrate that there is sufficient existing childcare provision in the wider area to meet the extra demand created by their development.**

Significant numbers of new homes are programmed to be built in Haringey in the coming years. Accommodating these new homes will require significant investment in our social infrastructure, including the provision of pre-school and school places for our children and young people. The Council is required by law to provide a range of educational services for children and young people.

School places

The child yield per unit will be based on table X below. The current best source of information for child yield comes from an analysis of the 2002 London Household Survey undertaken by the Greater London Authority². Primary children are defined as children from three to ten years old inclusive (i.e. the sum of the child yield for three to four year olds and five to ten year olds). Secondary school age has been defined as children aged from 11 to 15 years old inclusive.

	1 bed	2 bed	3 bed	4 bed
3 to 4 year olds	0.02	0.10	0.16	0.17
5 to 10 year olds	0.04	0.07	0.36	0.31
3 to 10 year olds (primary)	0.06	0.17	0.36	0.50
11 to 15 year olds (secondary)	0.00	0.03	0.18	0.31

Table: Child Yield per unit by size and tenure

While new development will yield children that require school places, in the case of social rented and other affordable housing, the Council usually has 'nomination rights' to any such housing in Haringey. This means that the tenants who will eventually occupy such affordable housing commonly already reside in Haringey, and any children in such households are on the Council's school rolls already. However, those households vacated by tenants moving into affordable housing will be filled by new residents and their families coming into the borough. While Haringey has nomination rights on its affordable housing, the provision of such housing within the borough results in a net 'gain' of the overall number of housing units in the borough. An increase in the borough's family housing capacity results in an increase in demand for school places. This, together with the proven overall shortage of school places in the borough, means that, at the present time, this policy does not differentiate between affordable and private housing for the purposes of educational contributions. Any differentiation would result in a demand for school places within the borough for which, without the contribution, no adequate provision can be made.

² See Greater London Authority, DMAG Briefing 2005/25 – Child Yield, Data Management and Analysis Group (August 2005)

The figure calculated from the expected child yield will be applied to the Department of Children, Schools and Families' (DCSF) capital figure for supplying a pupil place. Latest available figures (for 2008/9) set those costs as:

Year	Primary School	Secondary School
2008/9	£12,257	£18,469
Regional variation	1.12	1.12
Cost for a pupil place ³	£13,727	£20,685

Table – Cost of providing a school place (source: DCSF 2010)

These figures will be revised annually or whenever the DCSF revise their figures. The formula for the child yield figures and level of contribution relates to children from 0 – 15 years. The expected child yield is then multiplied by either 7 or 5 which are the statutory years of primary and secondary education respectively

All applications will be assessed individually and payment of the educational contribution will normally be a one off payment and would be required to be made prior to commencement of the development.

Post 16 places

From September 2013, young people will be required to continue to participate in education and training up to the age of 17. This will affect the cohort who started school in September 2008. From September 2015 the participation age will be raised to 18 and will take effect with 17 year olds starting in 2015. Once the raising of the participation age comes into effect in 2013 and subsequent school roll data is captured year on year it will be more apparent what the projected and actual effect of this raising of the participation age will be on rolls in the sixth forms and colleges within the borough. On receipt of any planning application that proposes more than five homes, Haringey Planners will liaise with colleagues in Children and Young People's Service (CYPS) to ascertain the likely yield of post 16 children from any development, and whether or not this would result in demand for places over and above that which currently exists within the borough. Where additional places would need to be provided, a contribution based on the following formula will be requested.

Year	Post 16
2008/9	£20,030
Regional variation	1.12
Total cost for a pupil place	£22,433

Table: Cost of providing a post 16 place (source: DCSF 2010)

Childcare Places

³ These figures cover only the capital costs of development and do not include the cost of land for school sites, or any revenue contribution towards running schools.

Local authorities have a duty under Section 11 of the 2006 Childcare Act to secure sufficient childcare to enable parents to work or to undertake education and training leading to work. To fulfil this duty local authorities help shape the local childcare market in response to parents needs. The borough's annual Childcare Sufficiency Assessment (CSA) is an essential response to this duty and helps to identify where there are gaps in the market and plan how to support the market to address those gaps. The accompanying annual Action Plan to the CSA sets out what actions the authority proposes to fulfil childcare needs. Both these documents will be used in the assessment of whether or not a contribution should be made as part of any development.

All contributions will be held by Urban Environment pending appropriate expenditure being identified by the Director of Children and Young People's Service (CYPS). CYPS will keep full records of what money is received from the education fund and how and where it is spent.

Key evidence and references

PPS4 Planning for Sustainable Economic Growth: CLG 2009 Draft Consultation Replacement London Plan: Mayor of London; 2009 The London Plan (consolidated with Alterations since 2004; Mayor of London; 2008 Haringey's Community Strategy: A sustainable way forward 2007-2016. A Cultural Strategy for Haringey

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Haringey's Local Development Framework

Sites Allocation Development Plan Document

DRAFT MARCH 2010

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Introduction

Policy Context

Under the Planning and Compulsory Purchase Act 2004 all local planning authorities are required to produce a Sites Allocation Development Plan Document (DPD). The Sites Allocations DPD will set out the Council's preferred use for land and buildings on specific sites which are likely to be subject to development proposals during the lifetime of the Local Development Framework (LDF) 2011 – 2026. These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy (which is the main document in the LDF) and the London Plan.

The general priorities of the current London Plan are to:

- Accommodate London's land use needs and growth within its boundaries without using open space;
- Make London a better city to live in;
- Make London a more prosperous city with strong and diverse economic growth;
- Promote social inclusion by tackling deprivation and discrimination;
- Improve London's accessibility; and
- Make London a more attractive, well-designed and green city.

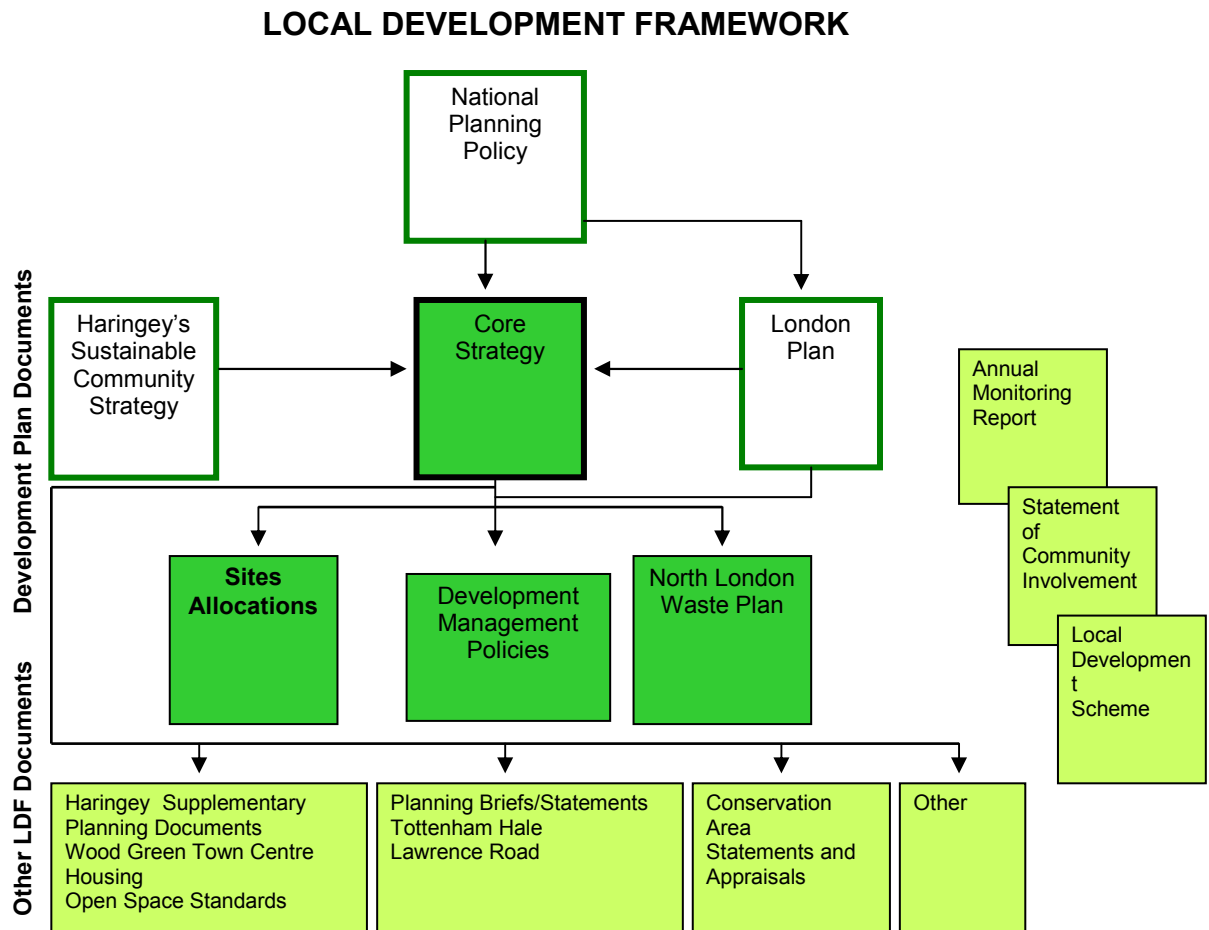
In order to achieve these priorities, better management, allocation and use of the land within the borough is essential. These decisions will also affect uses such as the public realm (accessible public land and space between buildings), parks and nature conservation, energy use within buildings, parking and conservation issues.

The Core Strategy sets out the strategic land use policies for the borough for the next 15 years and aims to address the land use requirements within the borough. The policies contained in the Core Strategy reflect the spatial aims and objectives of the Sustainable Community Strategy, which are:

- People at the heart of change;
- An environmentally sustainable future;
- Economic vitality and prosperity shared by all;
- Safer for all;
- Healthier people with a better quality of life; and
- People and customer focussed.

The Core Strategy also creates a holistic spatial interpretation of other objectives of other strategies prepared by the Council, such as the Housing Strategy and Regeneration Strategy.

The context of the Sites Allocation document within the Local Development Framework is shown below:



Purpose of the Site Allocations DPD

The list of sites within the document is not exhaustive and other sites will be developed within the borough during the life of this document. The purpose of producing this document is not to list every site available for development, but to have a variety of sites that can contribute to the borough’s needs for land uses. The purpose of this document is also to outline which sites would receive support for changes of use.

The spectrum of sites include the larger strategic regeneration areas, namely Haringey Heartlands and Tottenham Hale, as well as smaller sites that could contribute to the borough’s land use deficits such as open space and community uses. Again the preferred uses that are assigned to each site are not exclusive, but reflect both the suitability and need of that use in that area. In the case of the sites highlighted solely for residential, this is the preferred use that would be supported by the Council.

The Sites

The sites have been obtained from the following sources:

- The UDP – those sites that are not yet developed, with or without planning permission;
- The Strategic Housing Land Availability Assessment (SHLAA);
- Sites put forward from the informal survey carried out in November/December 2009; and
- Small employment sites which were vacant at the time of the 2004 Employment Study.

Both the sites from the informal survey and the Employment Study have as yet to be assessed for their redevelopment potential and alternative uses.

The sites are subject to the same full planning application process and policy guidance as sites not identified in this document. The planning history for the sites goes back 5 years to provide an indication of what types of development have been considered. The SHLAA sites that have been included reflect those that will be developed in the first 5 years of the Core Strategy.

The document sets out the sites and the following information, where known:

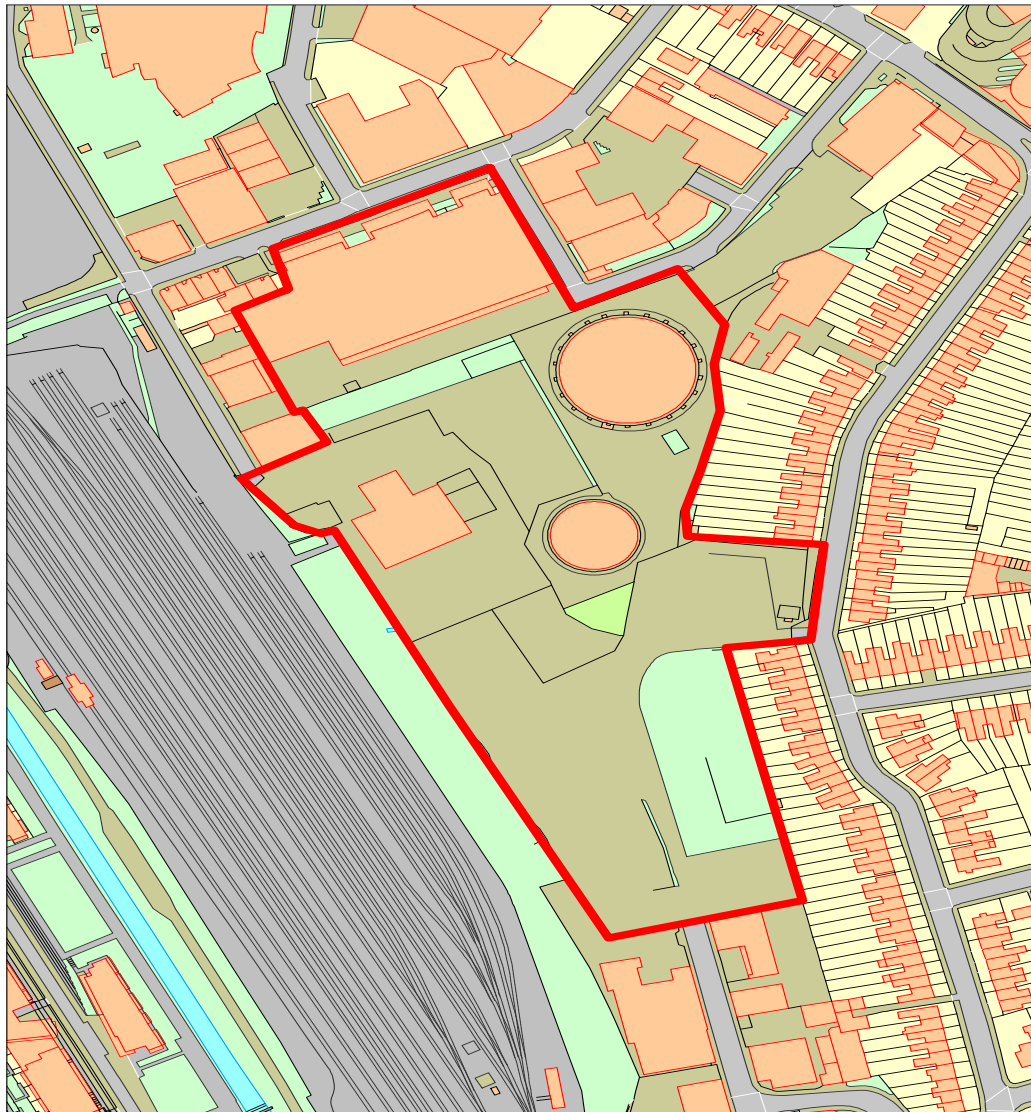
- Site address;
- Site plan with indicative boundary;
- Ownership;
- Size of site;
- Current use;
- Preferred options;
- Relevant core strategy policies;
- Planning history;
- Other relevant information.

The sites put forward in this document can still be subject to change. We welcome suggestions for other uses for the sites already in this document. We also welcome suggestions for additional sites that could be included and these additional sites will be consulted on.

The Sites

Haringey Heartlands - Phase 1, N22

Source: UDP (2006), SHLAA (2009)



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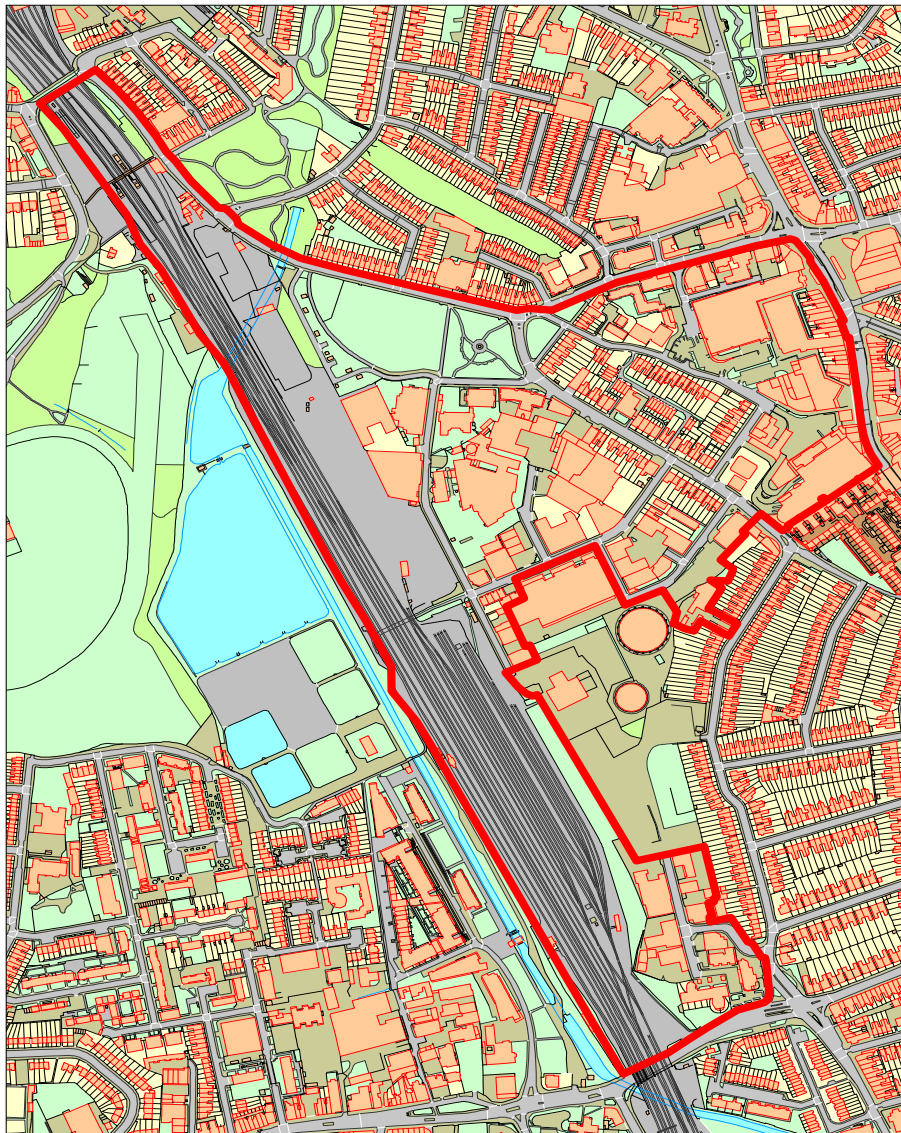
Haringey Heartlands (Phase 1)

Ownership	Mixed ownership, including National Grid & LDA
Size of Site	4.83ha
Current Use	Gasworks, warehousing, light industrial
Options	Residential led mixed use including employment, retail, restaurants, housing, healthcare, community and education facilities, deculverting river
Relevant Core Strategy Policies	SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15
Planning History	HGY/2009/0503 – redevelopment for residential, B1 office, A1 & A2 retail and financial, community/leisure buildings and open space. Pending decision.
Other Relevant	Haringey Heartlands Development Brief (April

Information	2005) Ecologically Valuable Site 2 Green Corridor Part of Blue Ribbon Network Within Wood Green Common Conservation Area Existing Cultural Quarter Significant Local Open Land 22 Adj Site of Metropolitan Importance
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Haringey Heartlands - Phase 2, N22

Source: UDP (2006), SHLAA (2009)



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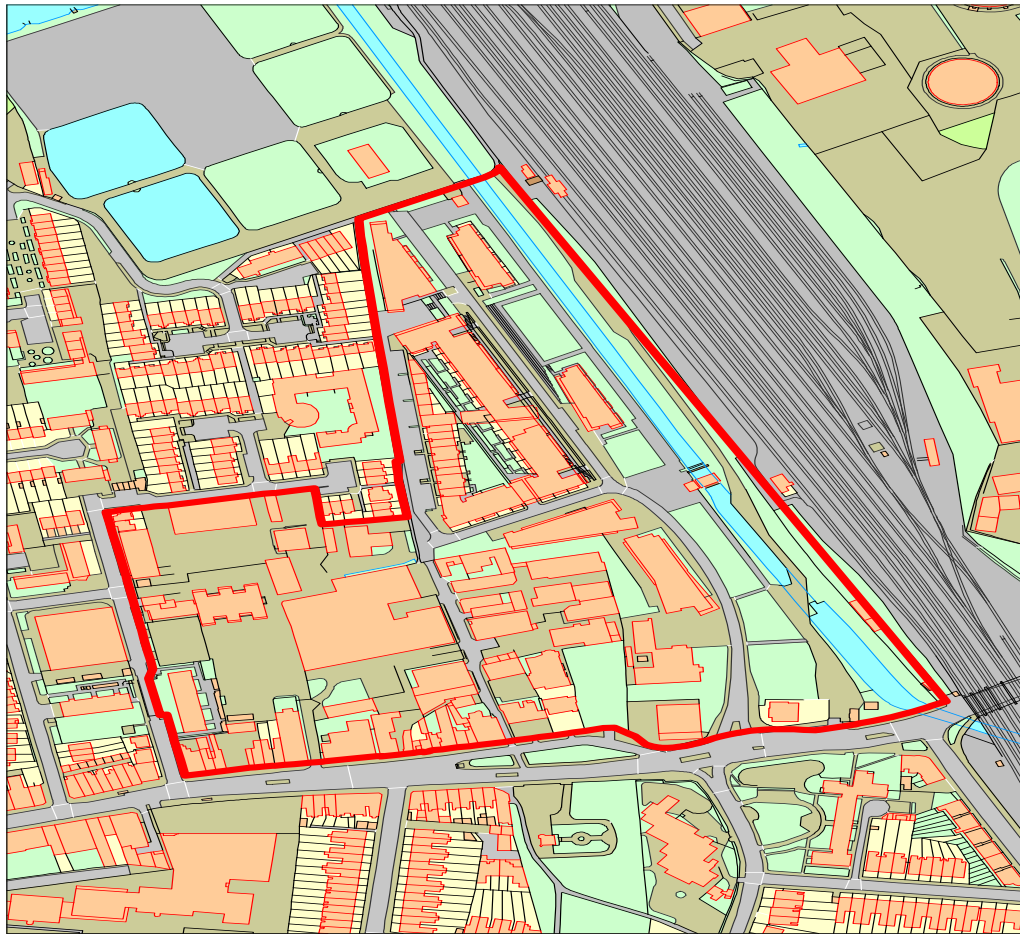
Haringey Heartlands (Phase 2)

Ownership	Mixed ownership
Size of Site	To be confirmed
Current Use	Employment uses such as warehousing, light industrial and utilities
Options	Residential led mixed Use including employment, retail, restaurants, housing, healthcare, community and education facilities, deculverting river
Relevant Core Strategy Policies	SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15
Planning History	None
Other Relevant Information	Haringey Heartlands Development Brief (April 2005)

	Ecologically Valuable Site 2 Green Corridor Part of Blue Ribbon Network Conservation Areas 10, 14, 15 Existing Cultural Quarter Significant Local Open Land 22 Adj Site of Metropolitan Importance
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Haringey Heartlands - Hornsey Depot, N8

Source: UDP (2006), SHLAA (2009)



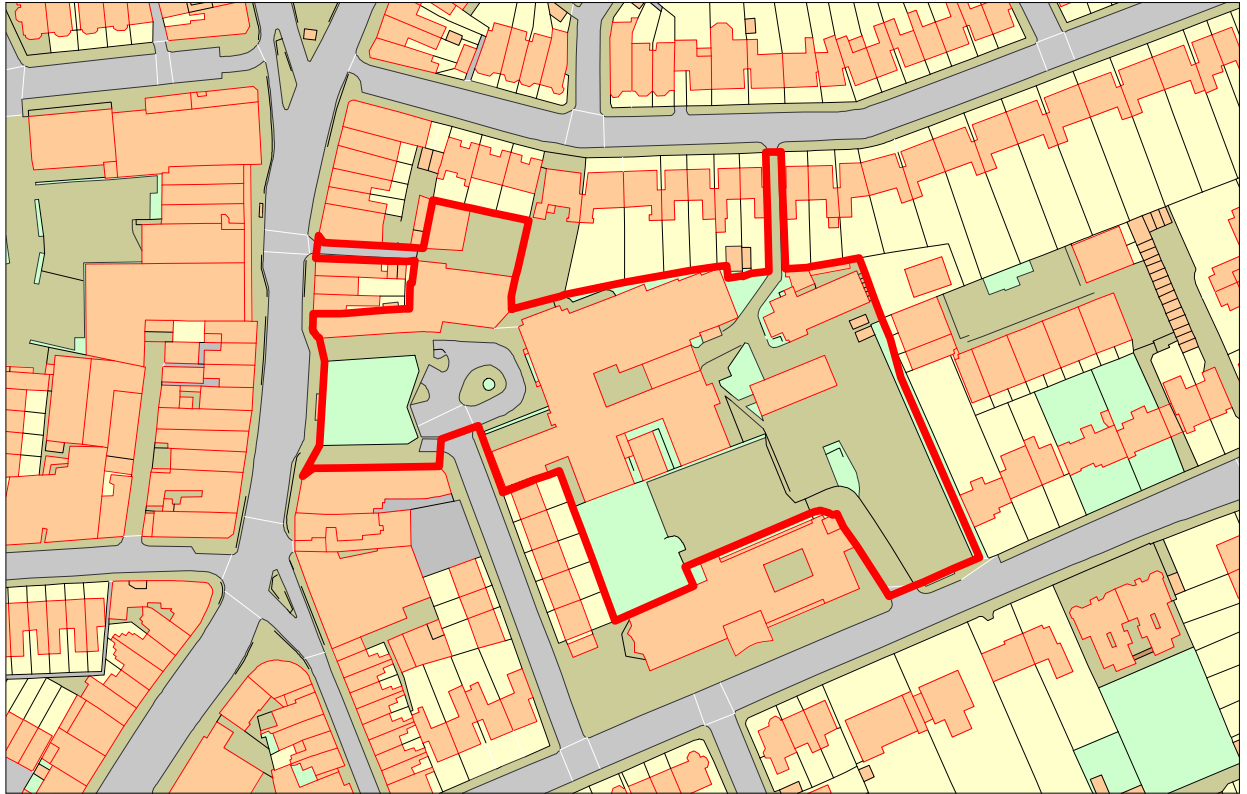
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Hornsey Depot

Ownership	LB Haringey
Size of Site	To Be Confirmed
Current Use	Vacant
Options	Residential led mixed use including retail
Relevant Core Strategy Policies	SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15
Planning History	None
Other Relevant Information	Partly within Hornsey High Street and Hornsey Waterworks & Filter Beds Conservation Areas. Area to the east of the depot has already been developed for residential.

Hornsey Town Hall, The Broadway, N8

Source: UDP (2006)



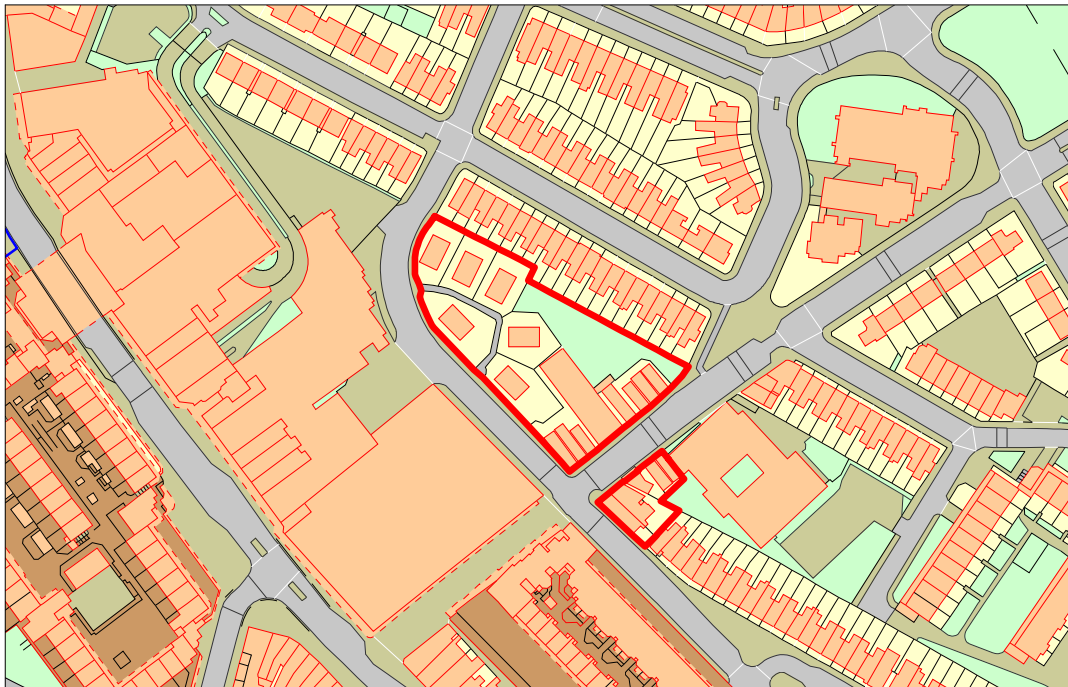
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Hornsey Town Hall

Ownership	LB Haringey
Size of Site	1.38 ha
Current Use	Council Offices
Options	Mixed Use including A1, A2, A3, B1, C3, D1, D2, theatre and farmers market.
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Crouch End District Town Centre Within Crouch End Conservation Area Strategic View Adopted planning brief (December 2004)

Lymington Avenue, N22

Source: UDP (2006)



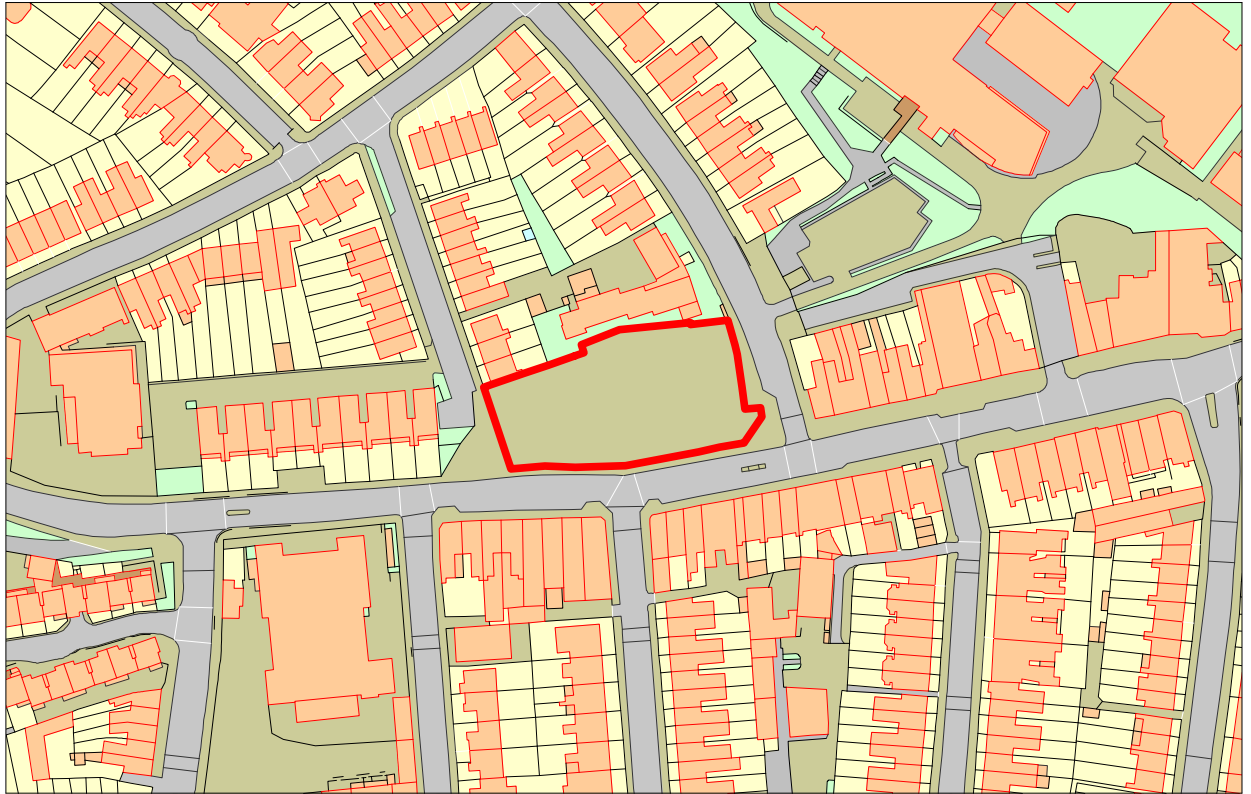
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Lymington Avenue (part)

Ownership	LB Haringey
Size of Site	0.35 ha
Current Use	Residential and retail
Options	Mixed Use including retail, residential and community
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Wood Green Metropolitan Centre Adopted Planning Brief (September 2003)

Former Petrol Station, 308 West Green Road, N15

Source: UDP (2006)



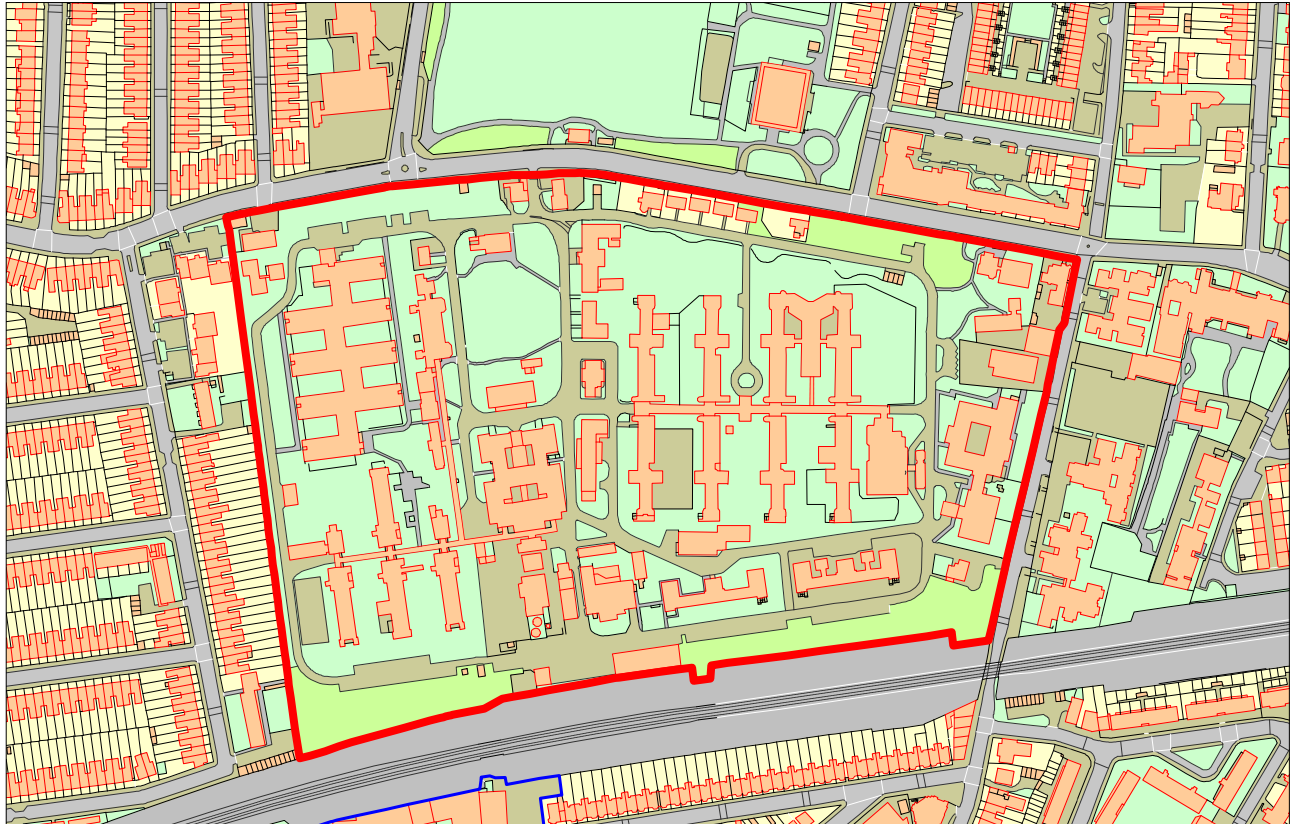
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Former Petrol Station site, 308 West Green Road

Ownership	Unknown
Size of Site	0.25 ha
Current Use	Commercial and residential
Options	Mixed Use including residential and retail
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11
Planning History	HGY/2008/0092 - 3-4 storeys comprising 43 residential units & 511m ² commercial/retail. Allowed on appeal.
Other Relevant Information	Adopted Planning Brief (October 2004)

St Ann's Hospital, N15

Source: UDP (2006)



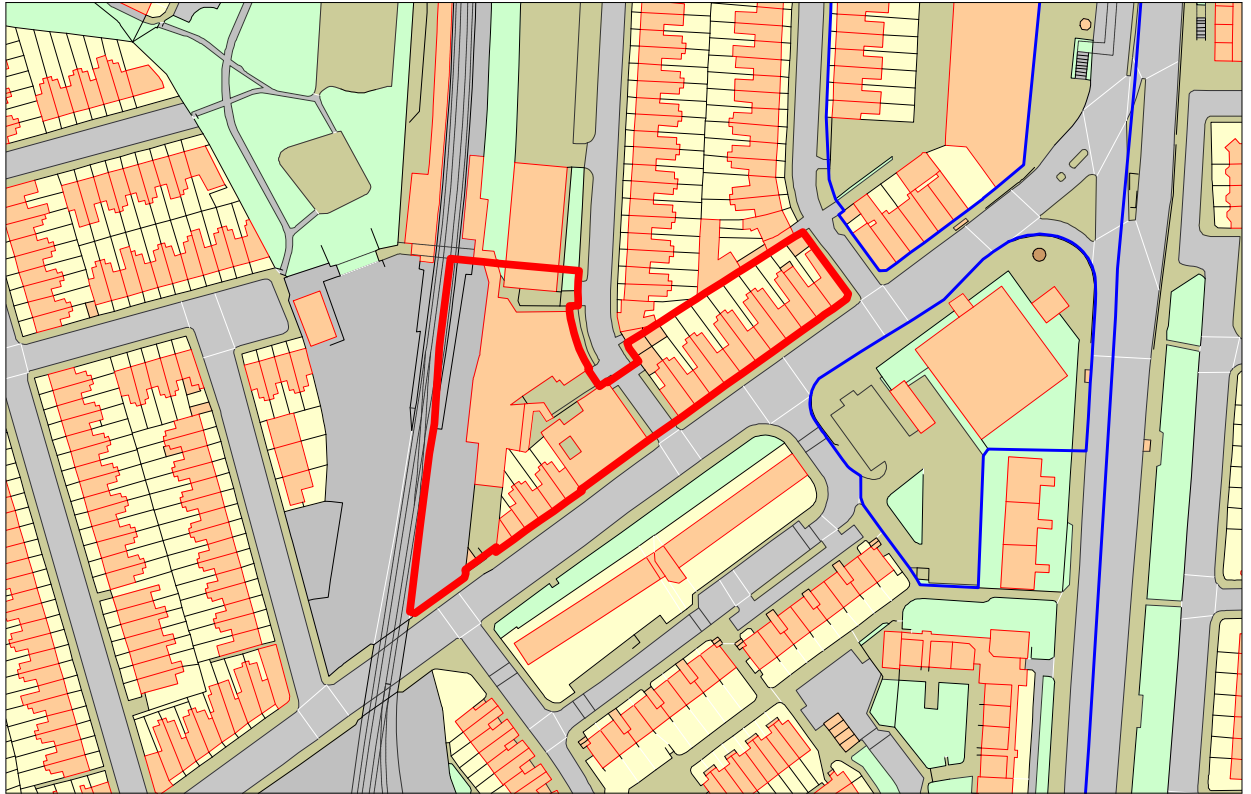
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St. Ann's Hospital

Ownership	Barnet, Enfield and Haringey Mental Health Trust
Size of Site	11.51 ha
Current Use	Predominantly mental and sexual health facilities
Options	Mixed Use including residential and predominantly community uses such as a school and health facilities
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2005/0736 – Erection of single storey extension to existing sexual health clinic & provision of disabled access ramp. Permission granted 14/6/05.
Other Relevant Information	Within St Anns Conservation Area Ecologically Valuable Site 32 Green Corridor Part of site is within a SINC Potential for decentralised site wide CHP plant.

Seven Sisters and Westerfield Road, N15

Source: UDP (2006)



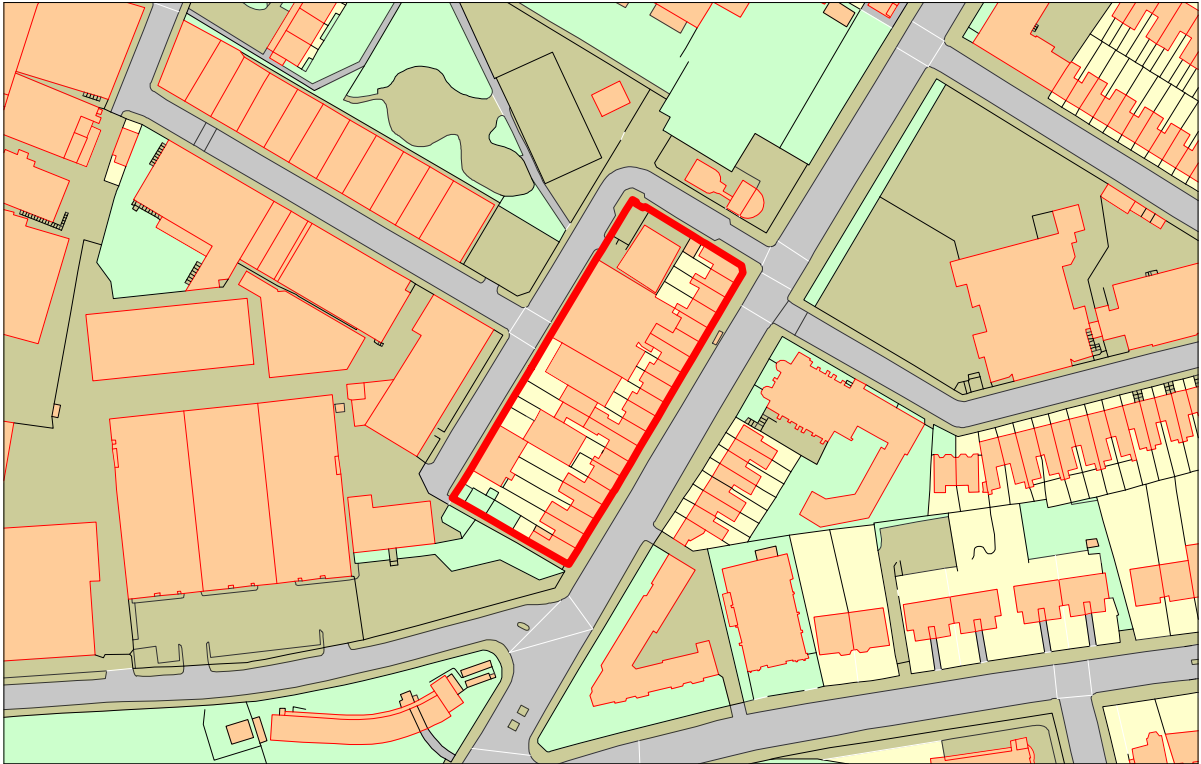
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Seven Sisters and Westerfield Road

Ownership	Unknown
Size of Site	0.55 ha
Current Use	Residential, car park, sorting office and station
Options	Mixed Use including commercial, retail and residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Green Corridor Proposal must be linked to proposals for Wards Corner and Apex House Adopted Planning Brief (January 2004)

341-379 Seven Sisters Road, N15

Source: UDP (2006)



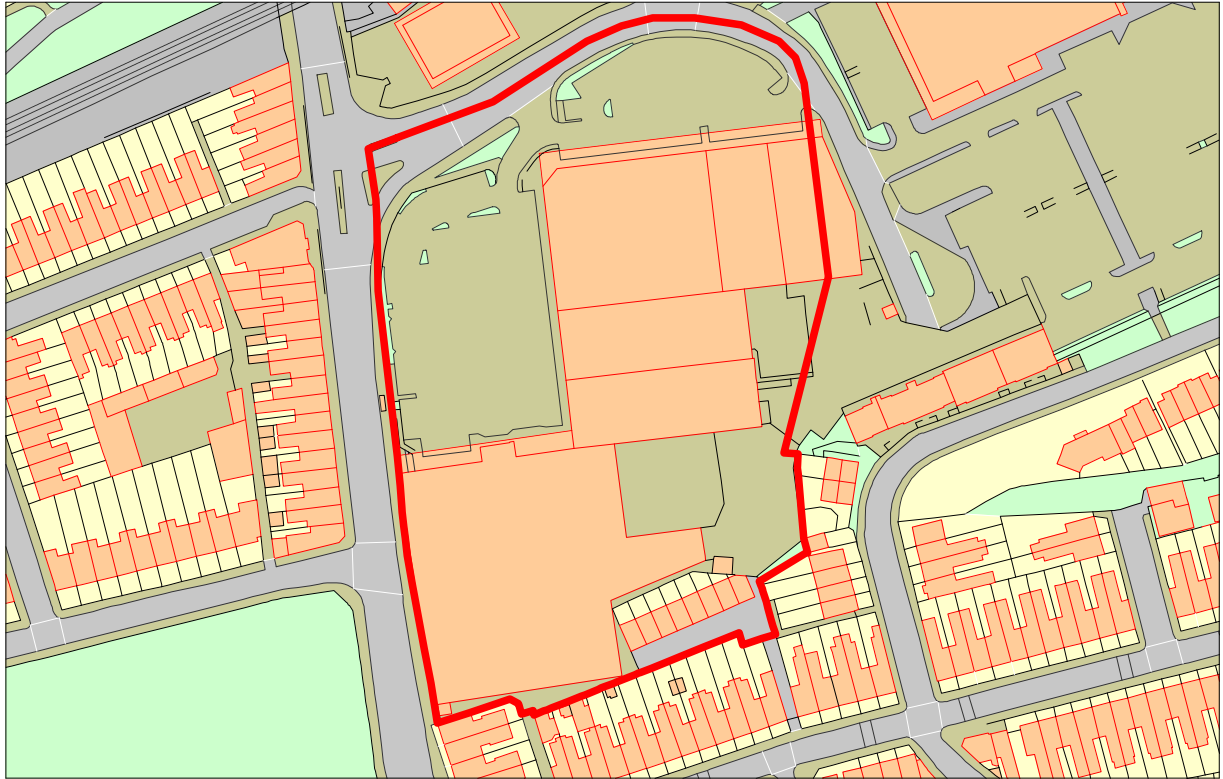
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341-379 Seven Sisters Road

Ownership	Unknown
Size of Site	0.42 ha
Current Use	Retail, housing and industry
Options	Mixed Use including retail, offices housing and community uses
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Arena Business Centre, Ashfield Road, N15

Source: UDP (2006)



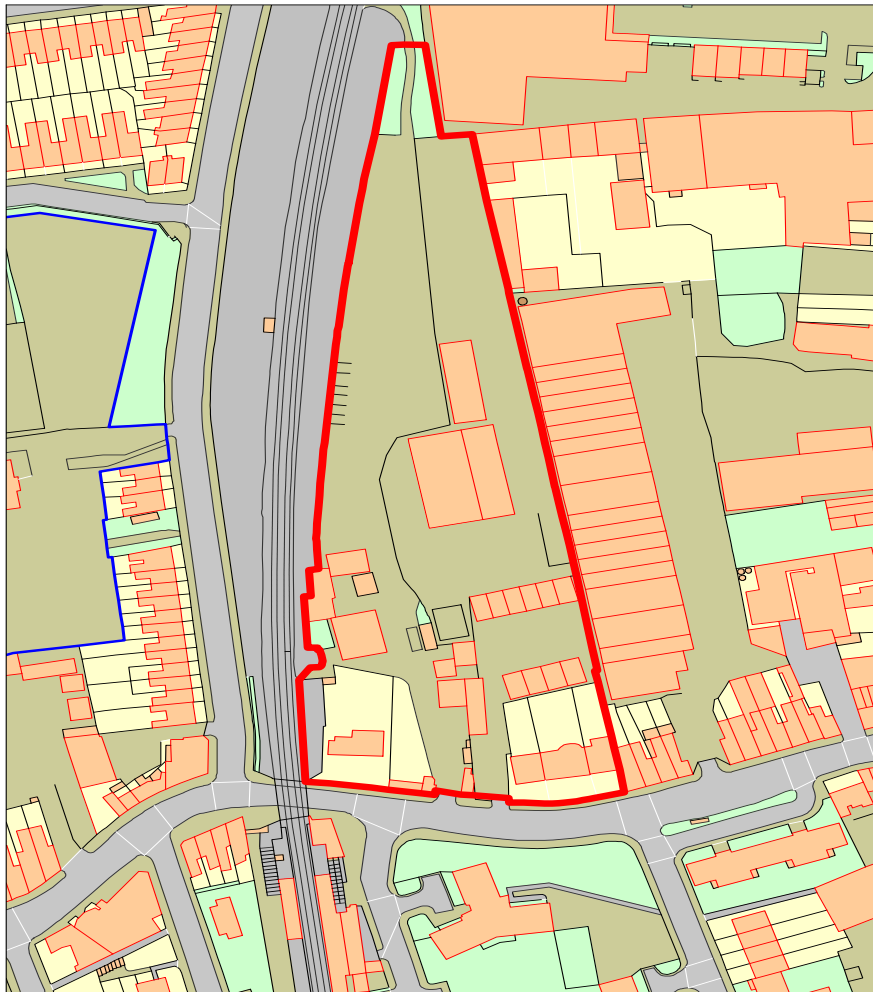
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Arena Business Centre, Ashfield Road, N15

Ownership	Unknown
Size of Site	0.95ha
Current Use	Industrial, live/work units
Options	Employment led mixed use development
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Land Adjacent Railway Lines, White Hart Lane, N15

Source: UDP (2006)



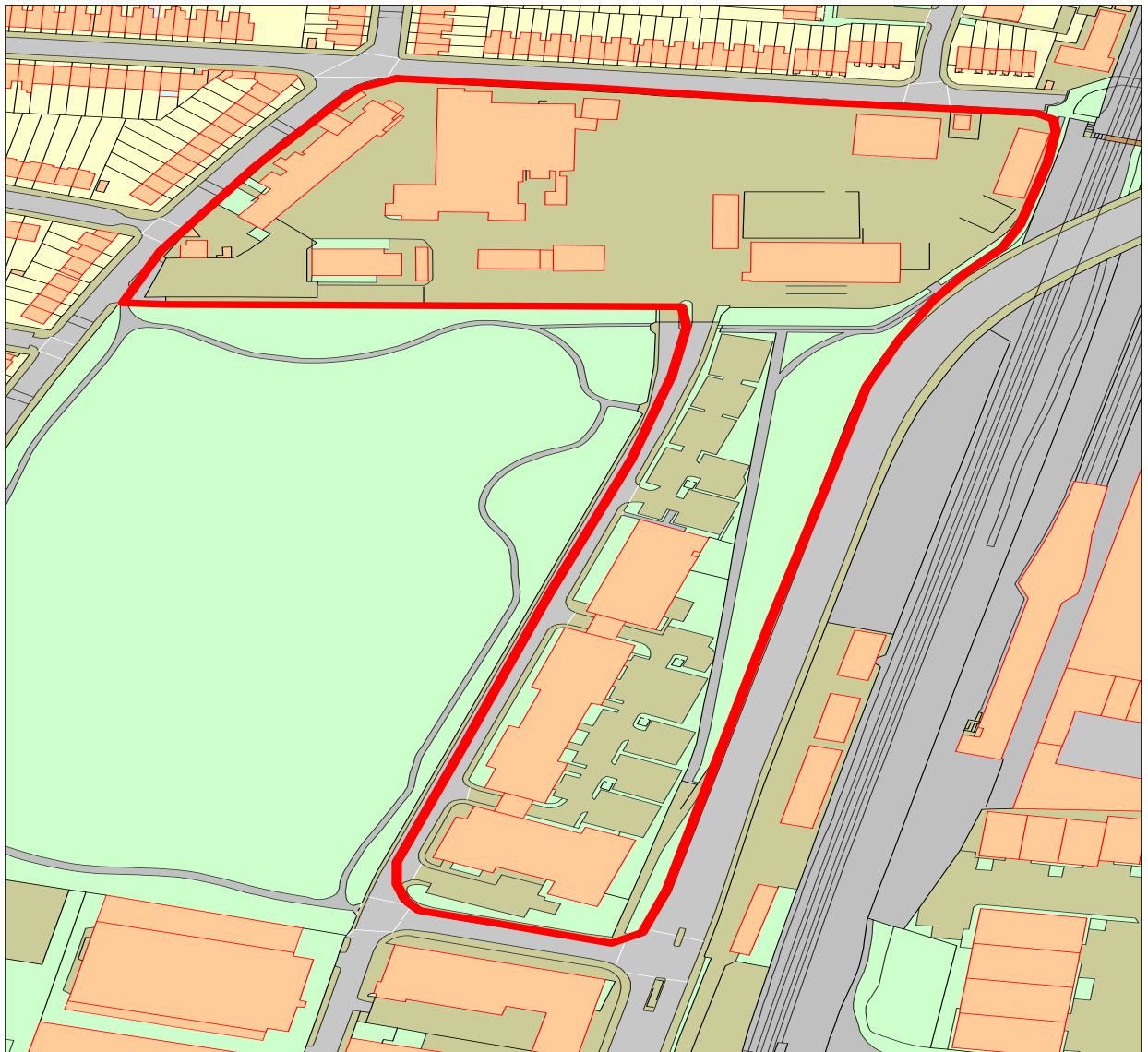
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Land adjacent to railway line, White Hart Lane, N17

Ownership	Unknown
Size of Site	1.38 ha
Current Use	Industrial
Options	Employment led mixed use development including residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within North Tottenham Conservation Area & part of Tottenham High Road Historic Corridor Adj to SINC

Tottenham Hale – Ashley Road Depot & Technopark , N15

Source: UDP (2006)



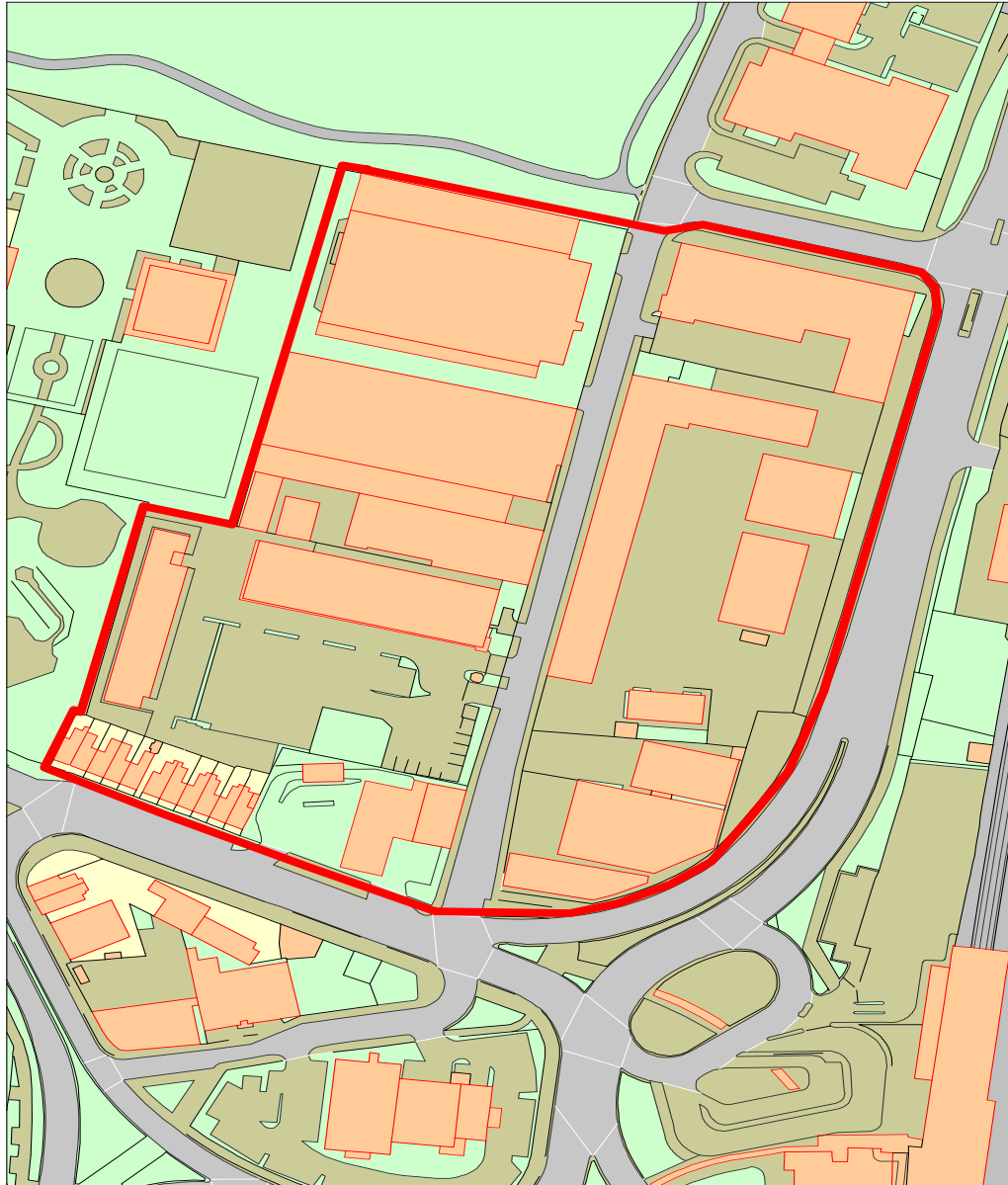
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Ashley Road Depot and Technopark, N17

Ownership	LB Haringey & Private
Size of Site	4ha
Current Use	Warehouses
Options	Mixed use including residential, employment, community and/or education.
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Tottenham Hale – Ashley Road South , N15

Source: UDP (2006)



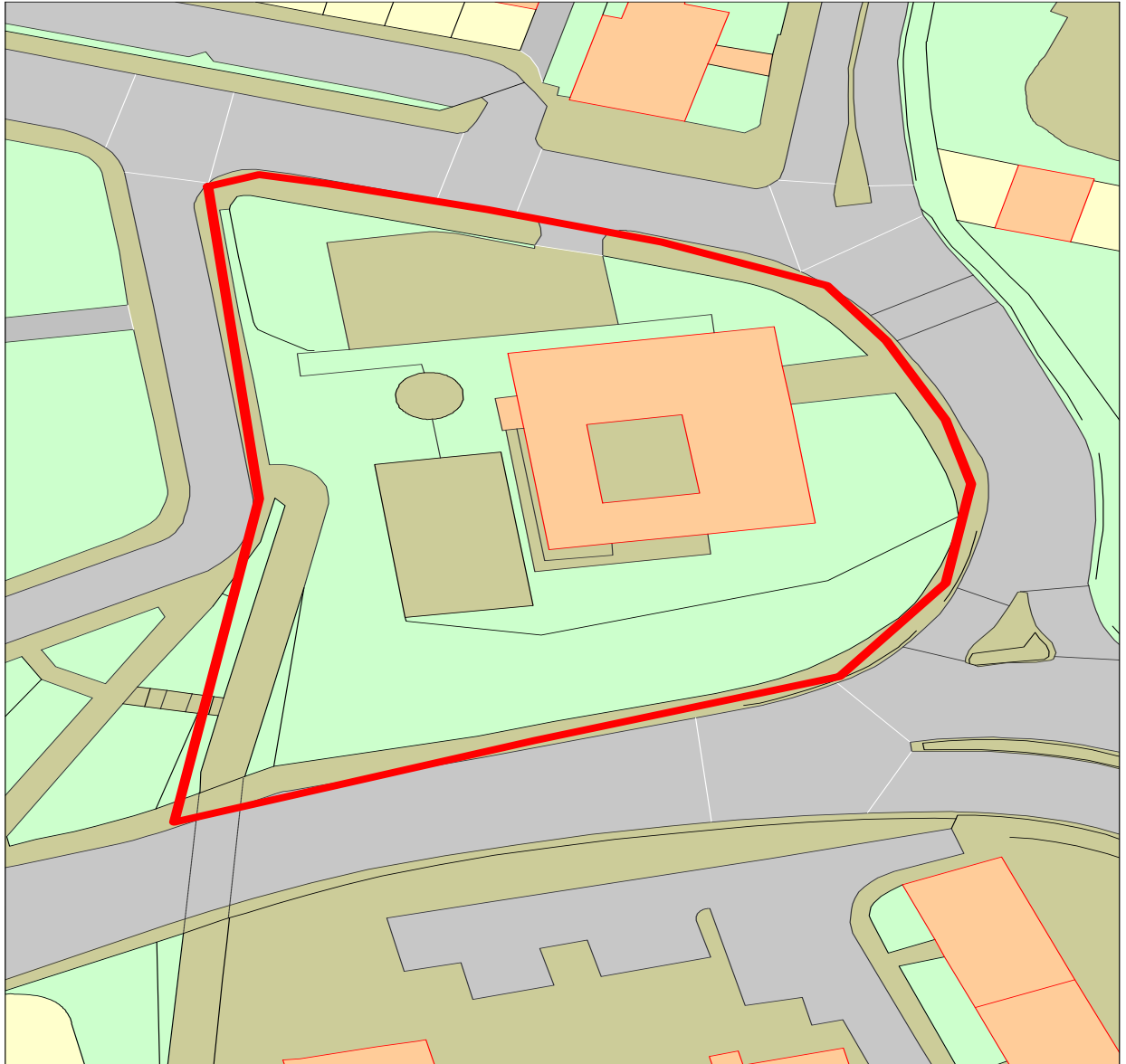
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Ashley Road, N17

Ownership	LB Haringey & Private
Size of Site	3.4ha
Current Use	Warehouses, commercial
Options	Mixed uses including residential, employment and community uses
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Tottenham Hale – Welbourne Centre, Park View Road, N15

Source: UDP (2006)



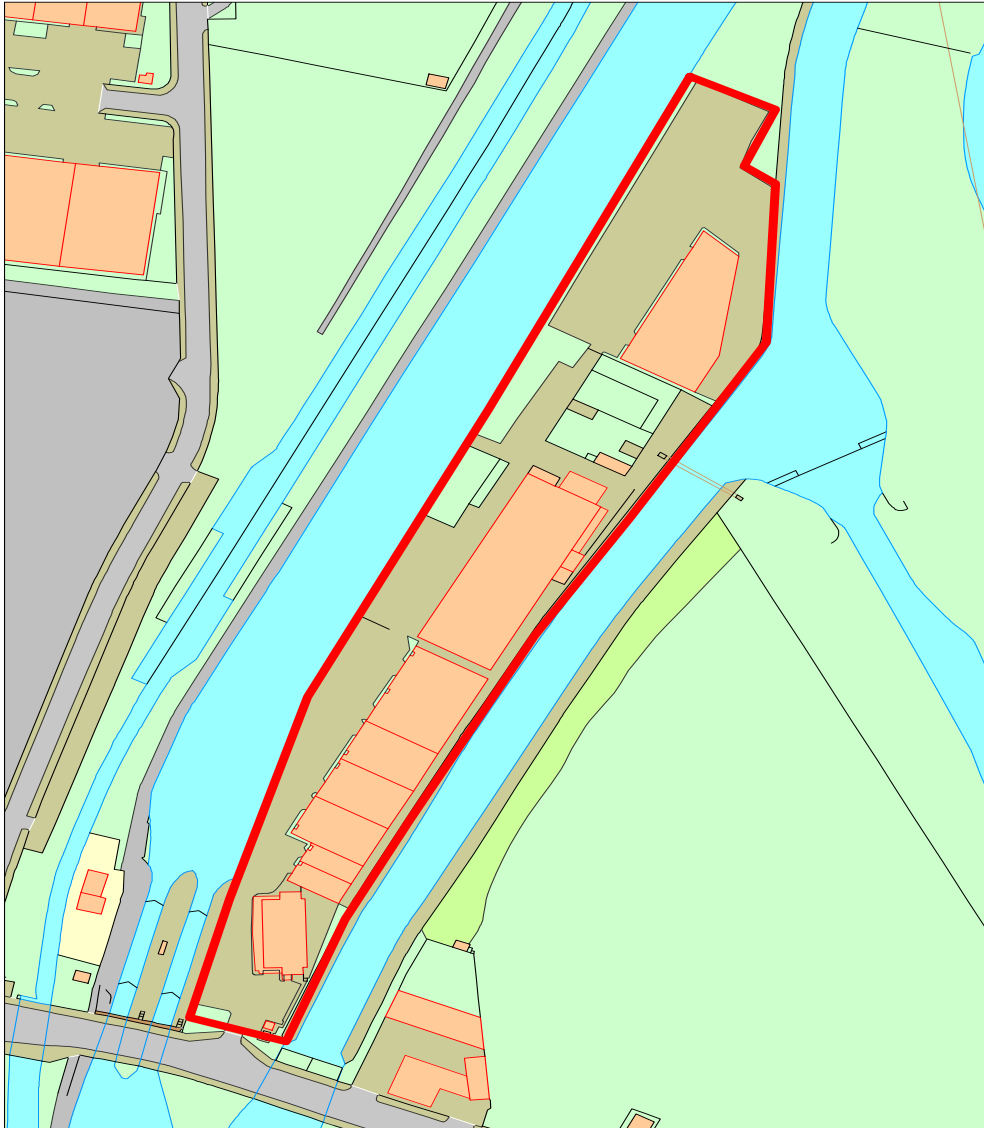
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Welbourne Centre, Park View Road, N17

Ownership	LB Haringey
Size of Site	0.3ha
Current Use	Community Centre
Options	Widen highway, residential, petrol filling station and/or community use
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Tottenham Hale – Hale Wharf, N15

Source: UDP (2006)



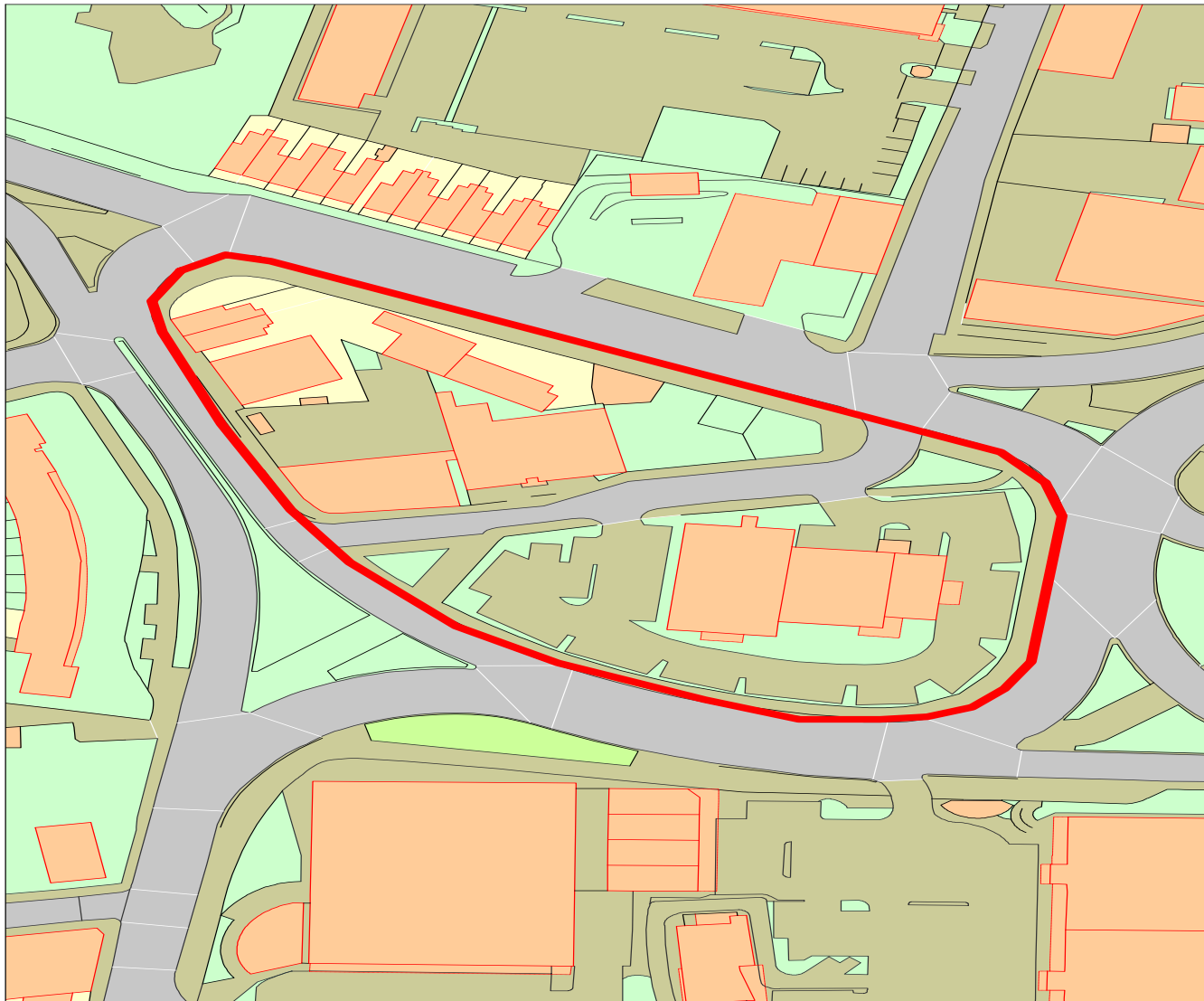
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Hale Wharf

Ownership	British Waterways
Size of Site	1.8ha
Current Use	Warehouses
Options	Mixed Use including commercial, community centre, public space, bridge links and residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Defined Employment Area 7 – Hale Wharf Adj to SINC

Tottenham Hale – Tottenham Hale Retail Park, N15

Source: UDP (2006)



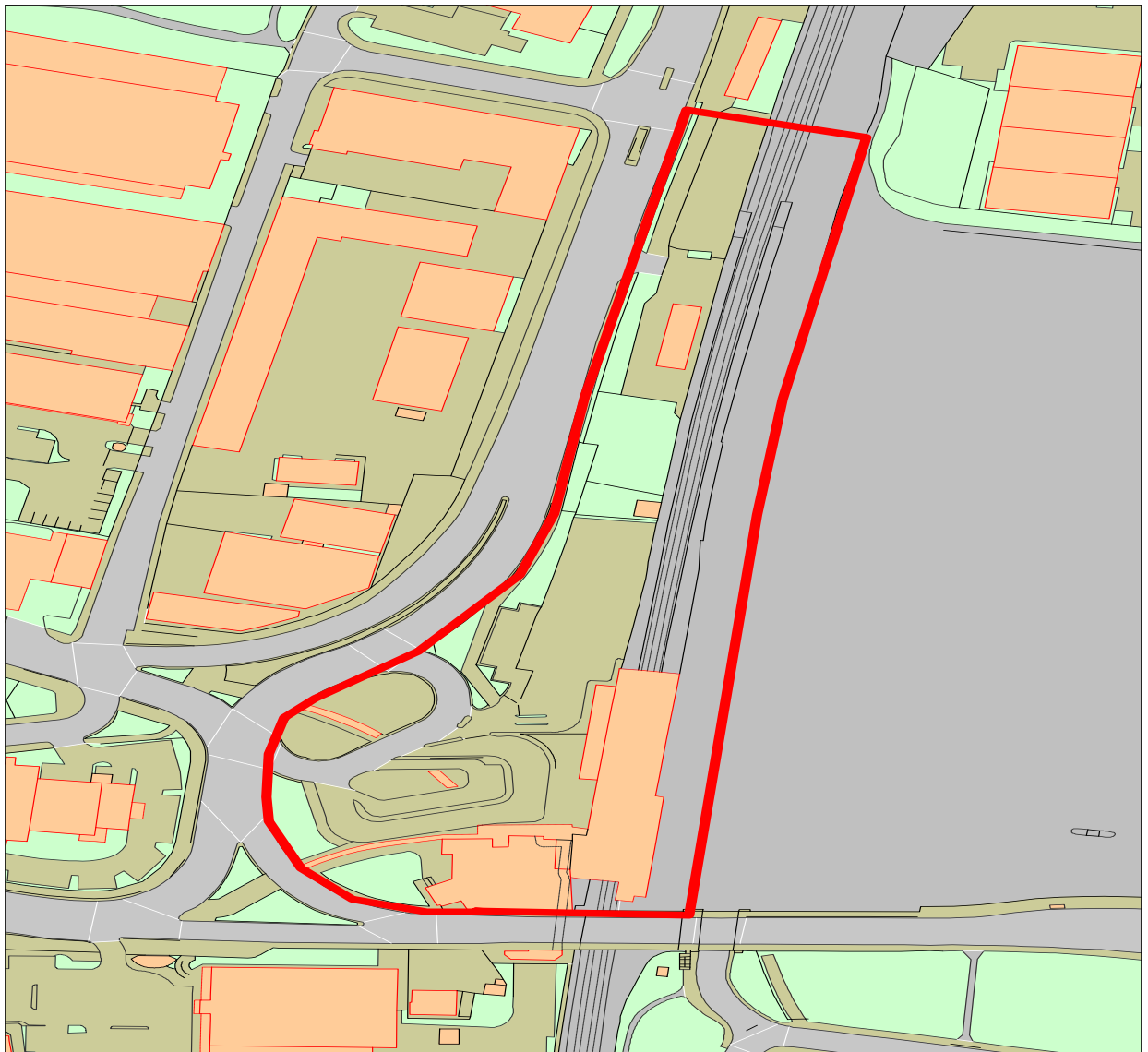
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Tottenham Hale Retail Park, N17

Ownership	LB Haringey & Private
Size of Site	0.7ha
Current Use	Retail and A3, A5 units
Options	Mixed Use including A1, A3, A5, residential and employment
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Tottenham Hale – Tottenham Hale Station & Forecourt, N15

Source: UDP (2006)



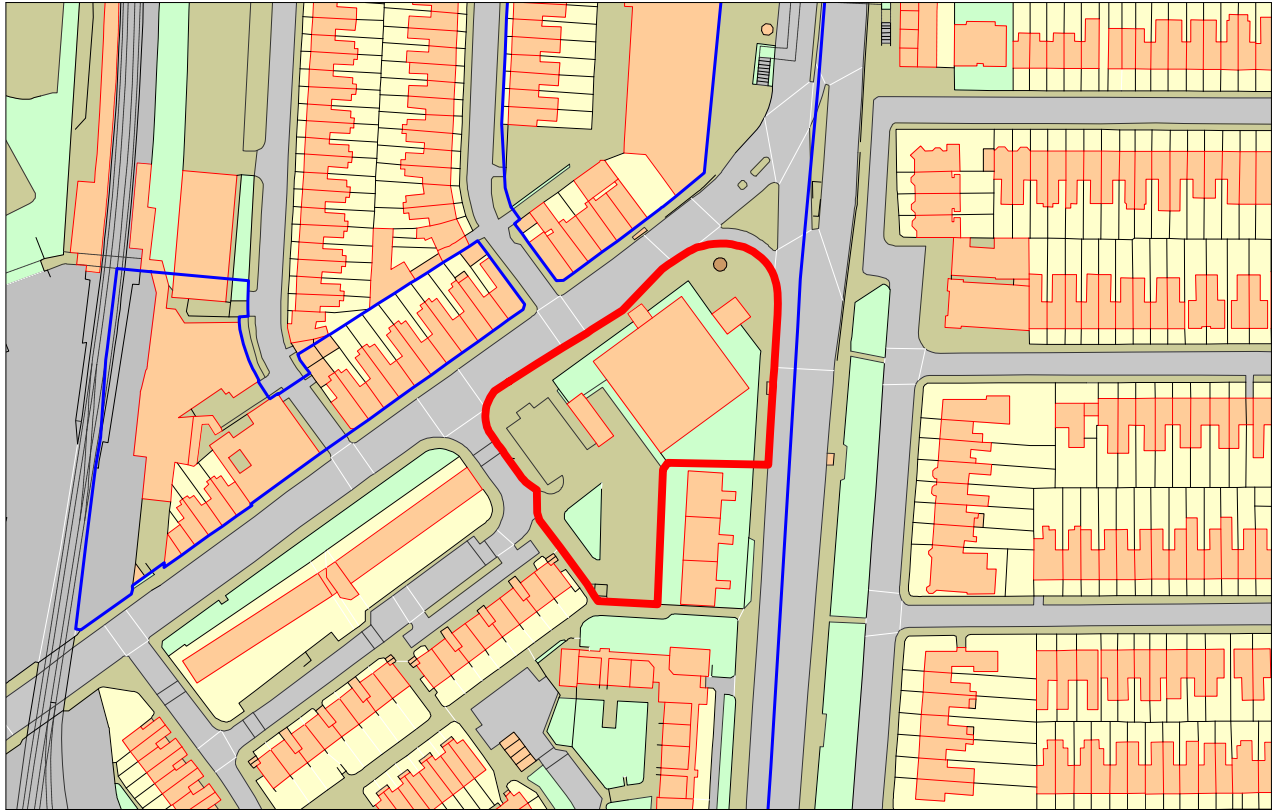
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Tottenham Hale Station, N17

Ownership	Transport for London, Network Rail, LB Haringey and Private
Size of Site	2.3ha
Current Use	Tube and train station, bus stops, taxi rank
Options	Improved tube and train station, bus stops, taxi rank, hotel, residential and retail.
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Wards Corner & Apex House, N15

Source: UDP (2006)



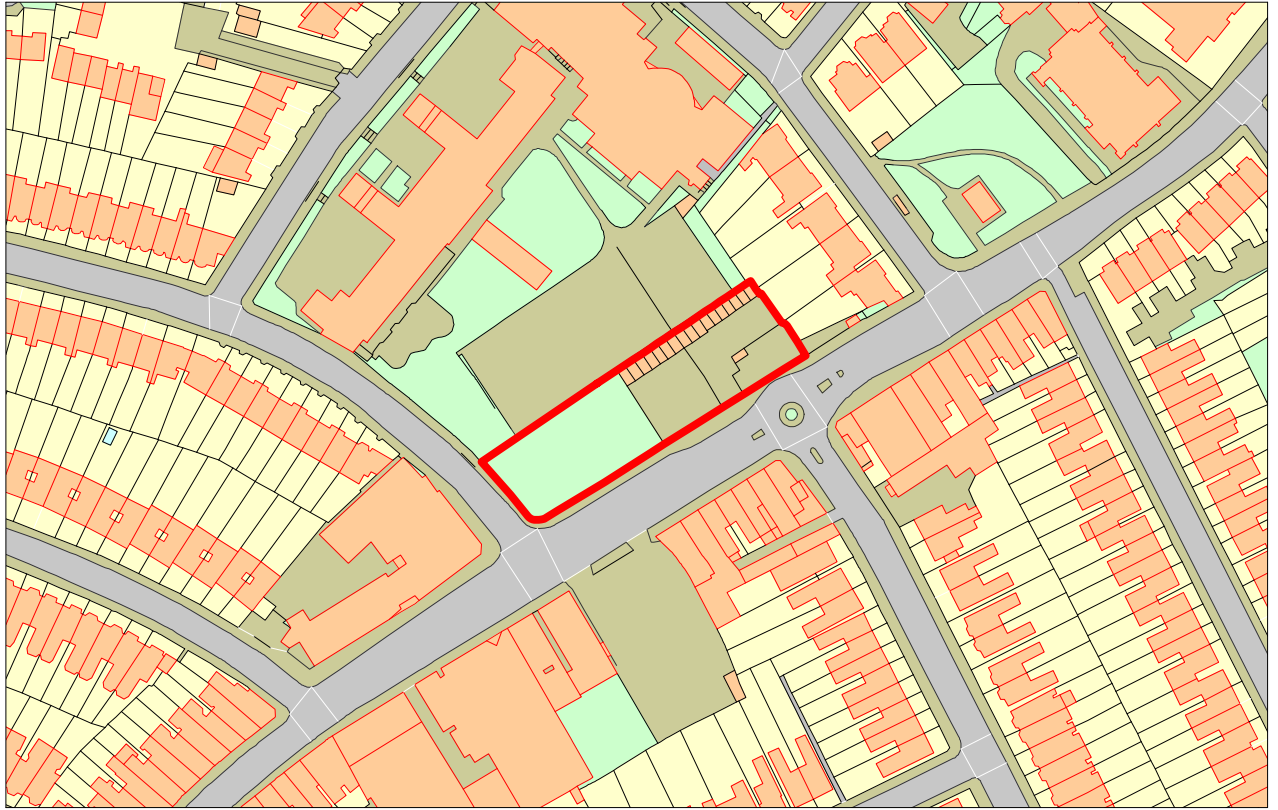
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Wards Corner and Apex House

Ownership	LB Haringey, private
Size of Site	0.57ha
Current Use	Council Offices, shops and a market
Options	Mixed Use development including residential and retail
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2008/0303 & 0322 – Mixed use development comprising use class C3 residential and use classes A1, A2, A3 & A4. Permission granted 31/3/08.
Other Relevant Information	Within West Green Road/Seven Sisters Town Centre Within Seven Sisters/Page Green Conservation Area Adopted Planning Brief (January 2004)

Texaco Garage, Tottenham Lane, N8

Source: UDP (2006)



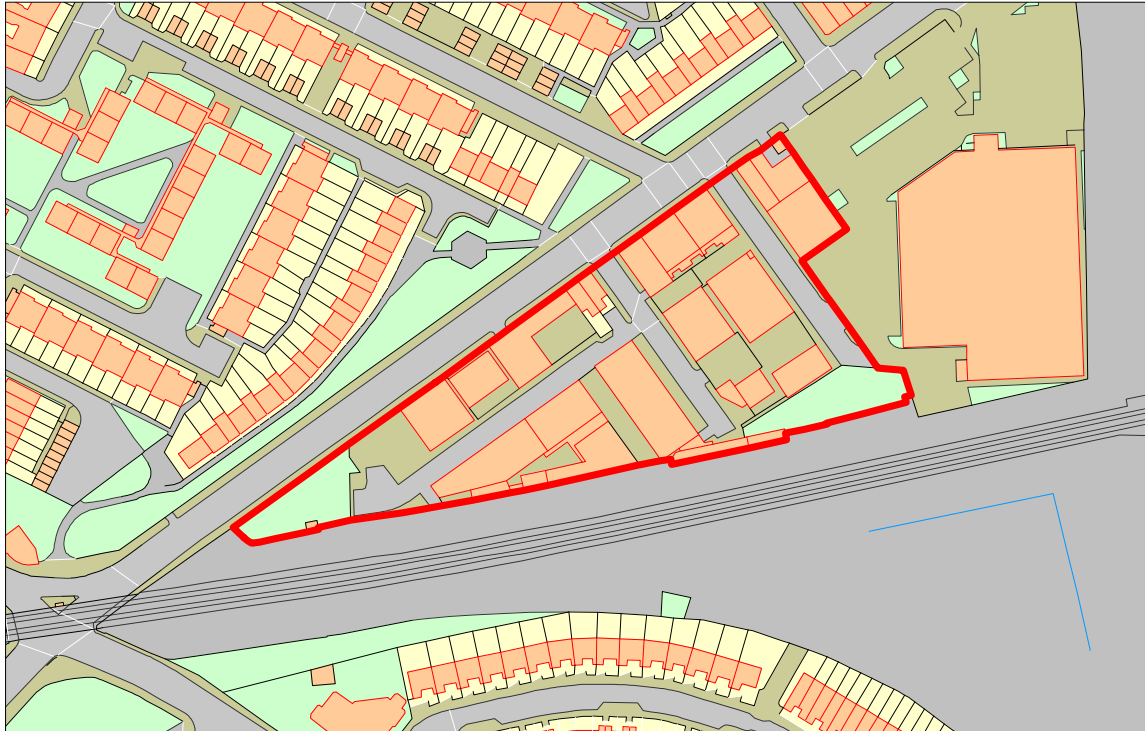
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Texaco Garage, Tottenham Lane, N8

Ownership	Unknown
Size of Site	0.23 ha
Current Use	Petrol Station & lock up garages
Options	Mixed Use including residential and retail
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP16
Planning History	HGY/2008/1643 – Outline permission for erection of 9*3 storey 4-bed townhouses with associated parking and access. Permission granted 31/3/09 for adj land. HGY/2006/0959 – Redevelopment to provide upgraded petrol filling station. Permission granted 07/7/06.
Other Relevant Information	

Seven Sisters Road/Durnford Street/Gourley Place, N15

Source: UDP (2006)



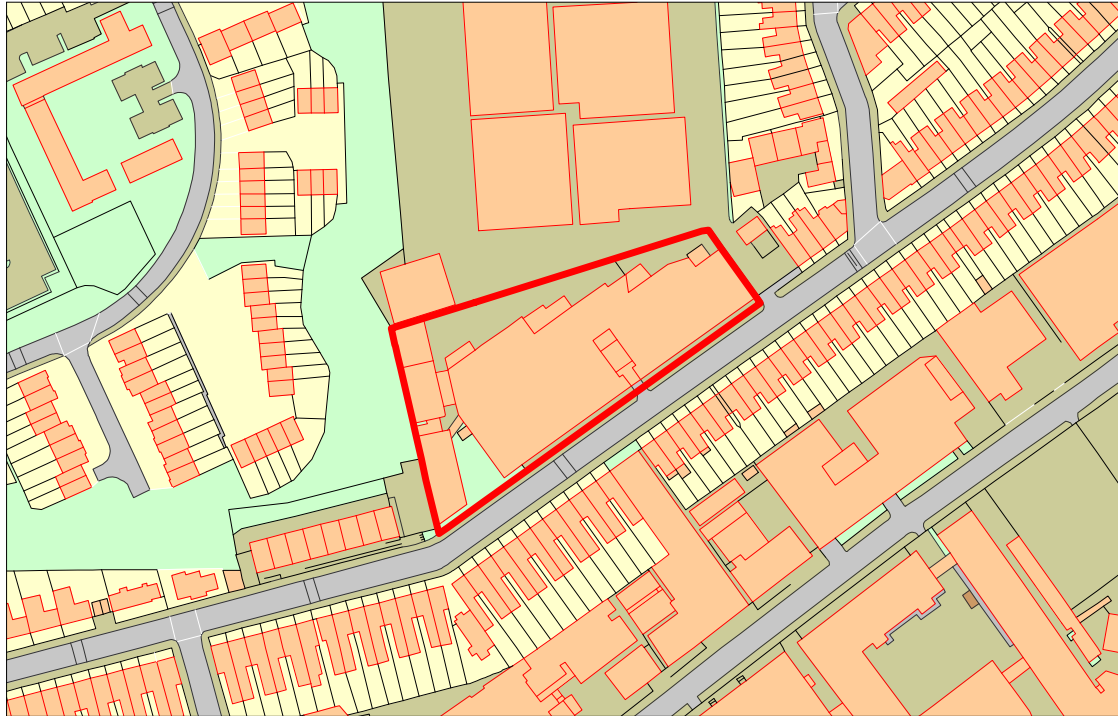
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Seven Sisters Road/Durnford Street/Gourley Place, N15

Ownership	Unknown
Size of Site	0.54 ha
Current Use	Workshops
Options	Mixed Use including employment and residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Omega Works, Hermitage Road, N15

Source: UDP (2006)



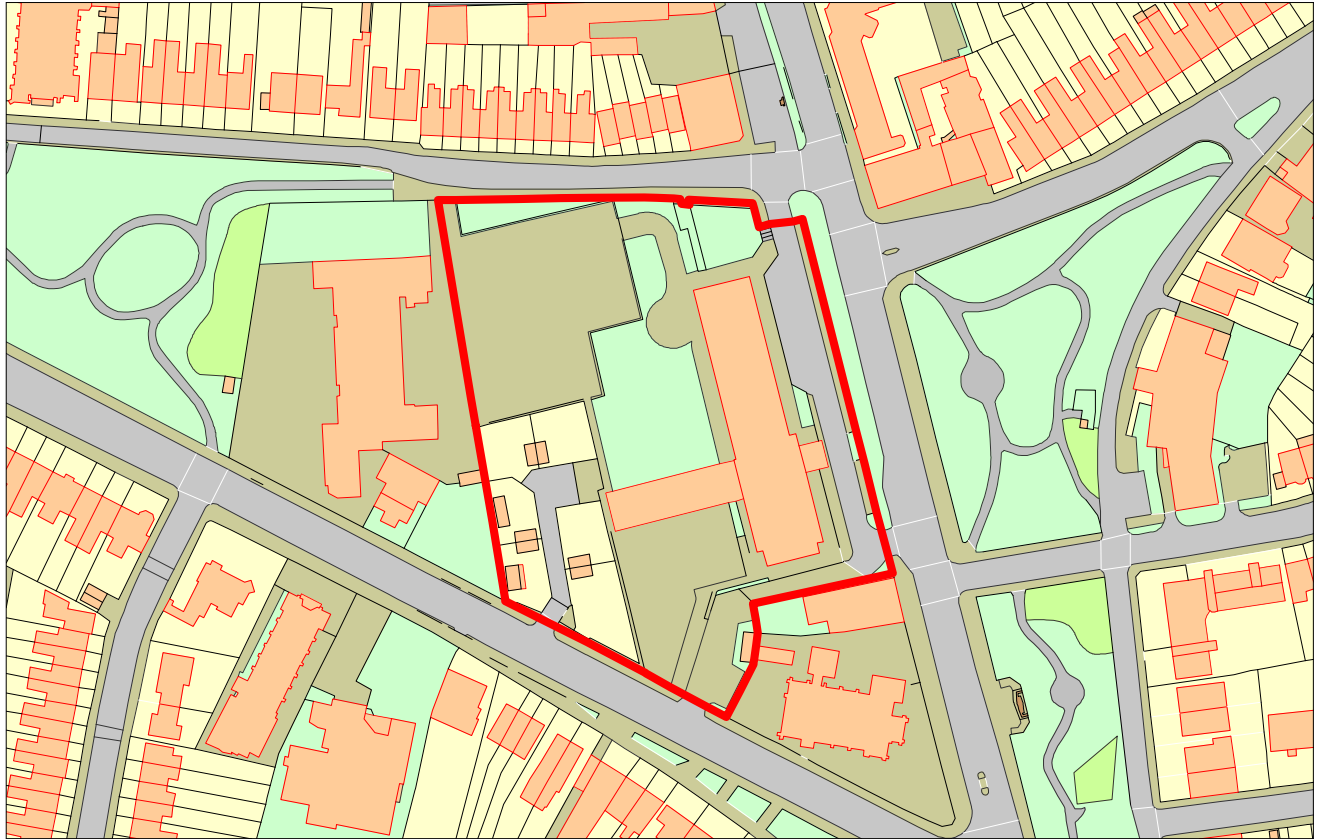
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Omega Works, Hermitage Road, N15

Ownership	Unknown
Size of Site	0.54 ha
Current Use	Factory/warehouse
Options	Mixed Use including employment and residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Civic Centre, High Road Wood Green, N22

Source: UDP (2006)



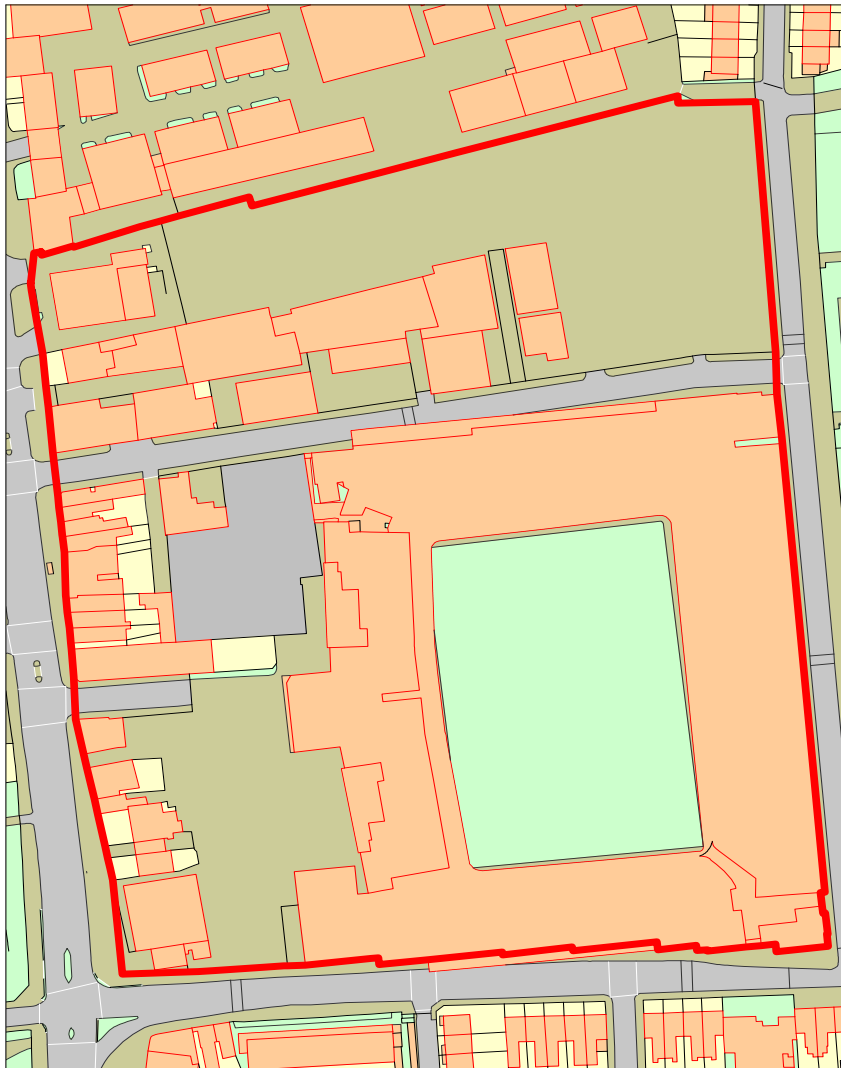
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Civic Centre, N22

Ownership	LB Haringey
Size of Site	1.22 ha
Current Use	Council Offices
Options	Mixed Use
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Trinity Gardens Conservation Area

White Hart Lane Stadium, N15

Source: UDP (2006)



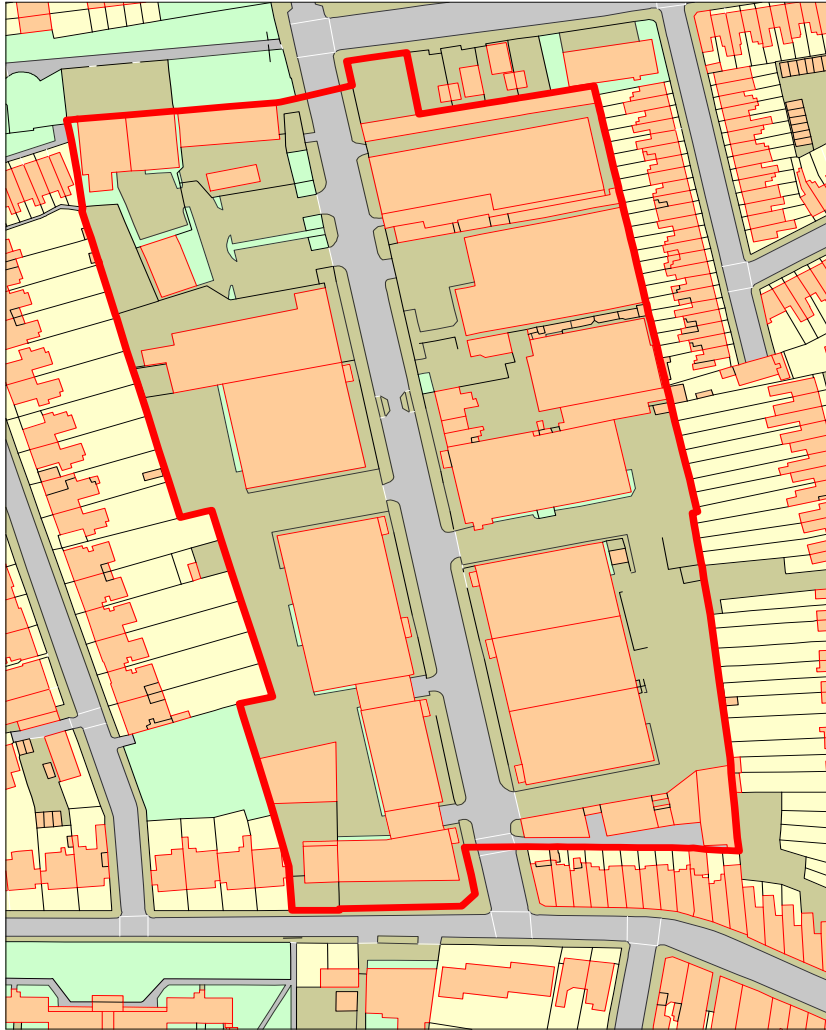
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White Hart Lane Stadium, N17

Ownership	Tottenham Hotspurs
Size of Site	5.5 ha
Current Use	Football stadium, retail and employment
Options	Mixed Use including expanded stadium, retail, hotel and residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2009/2000 – Demolition and redevelopment for a football stadium, hotel, A1, A2, A3, A4 and A5, museum, offices, and residential. Decision pending.
Other Relevant Information	Within North Tottenham Conservation Area & part of Tottenham High Road Historic Corridor Part of Tottenham High Road Strategy

Lawrence Road, N17

Source: UDP (2006)



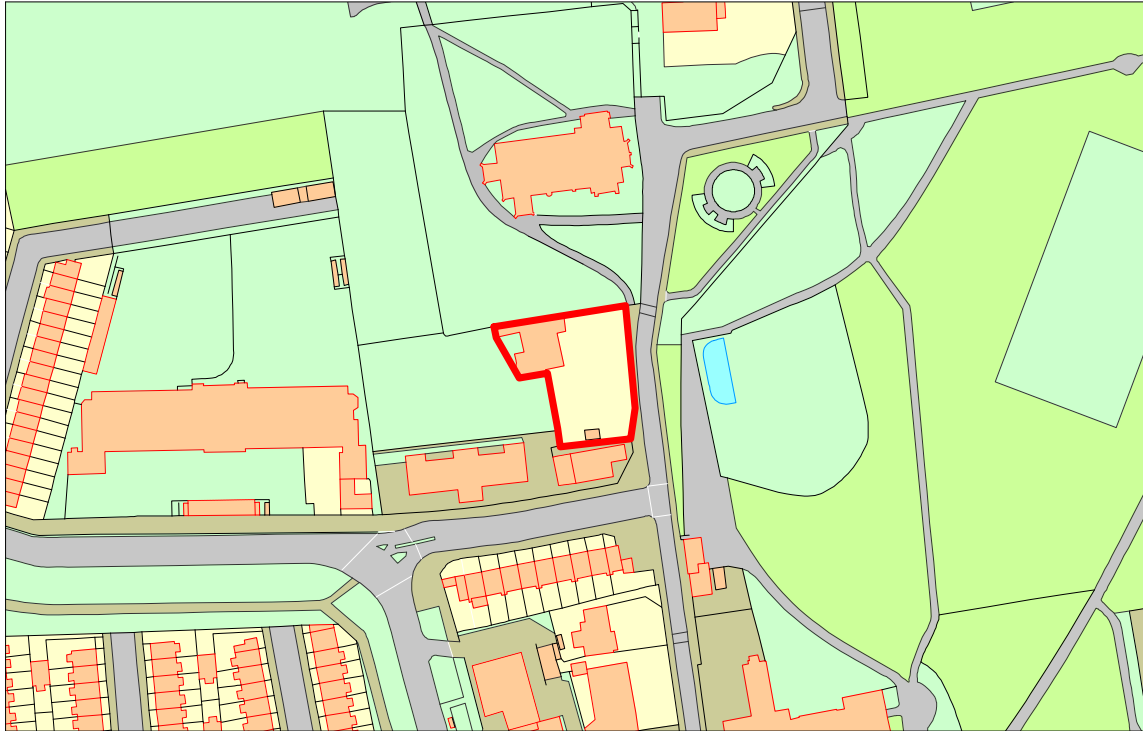
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Lawrence Road (phases 1 and 2), N15

Ownership	Unknown
Size of Site	3.76 ha (in total)
Current Use	Warehouses and offices
Options	Mixed Use including employment and retail
Relevant Core Strategy Policies	SP1, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP16
Planning History	HGY/2008/0674 – 2*4 storey residential blocks comprising 22*1-bed, 21*2-bed, 11*3-bed, 4*4-bed units. Decision pending.
Other Relevant Information	Adopted Planning Brief (2007)

Parkside, Church Lane, N17

Source: "Call for Sites" survey (2009)



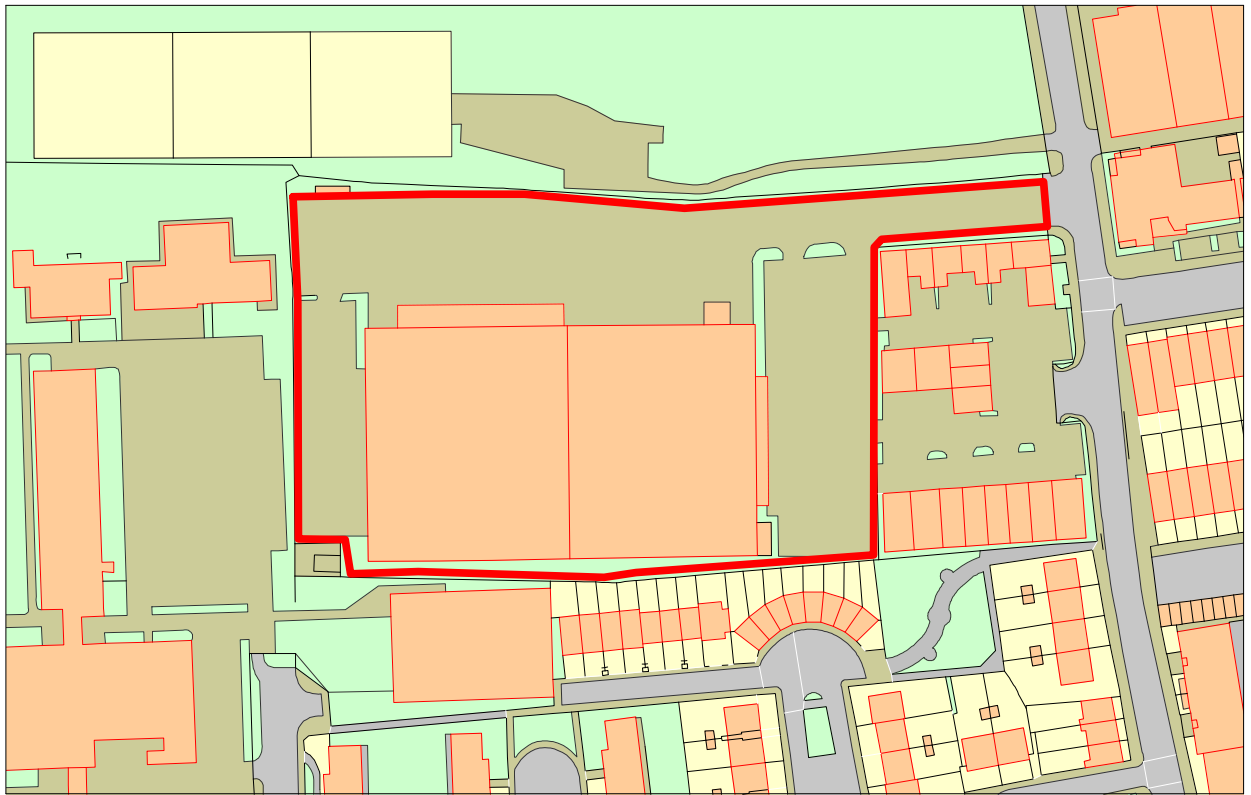
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Parkside, Church Lane, N17

Ownership	Private
Size of Site	1.38 ha
Current Use	School/community uses
Options	None given
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Bruce Castle Conservation Area Adj to Metropolitan Open land and Borough Grade II SINC Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

39 Queen St, N17

Source: "Call For Sites" survey (2009)



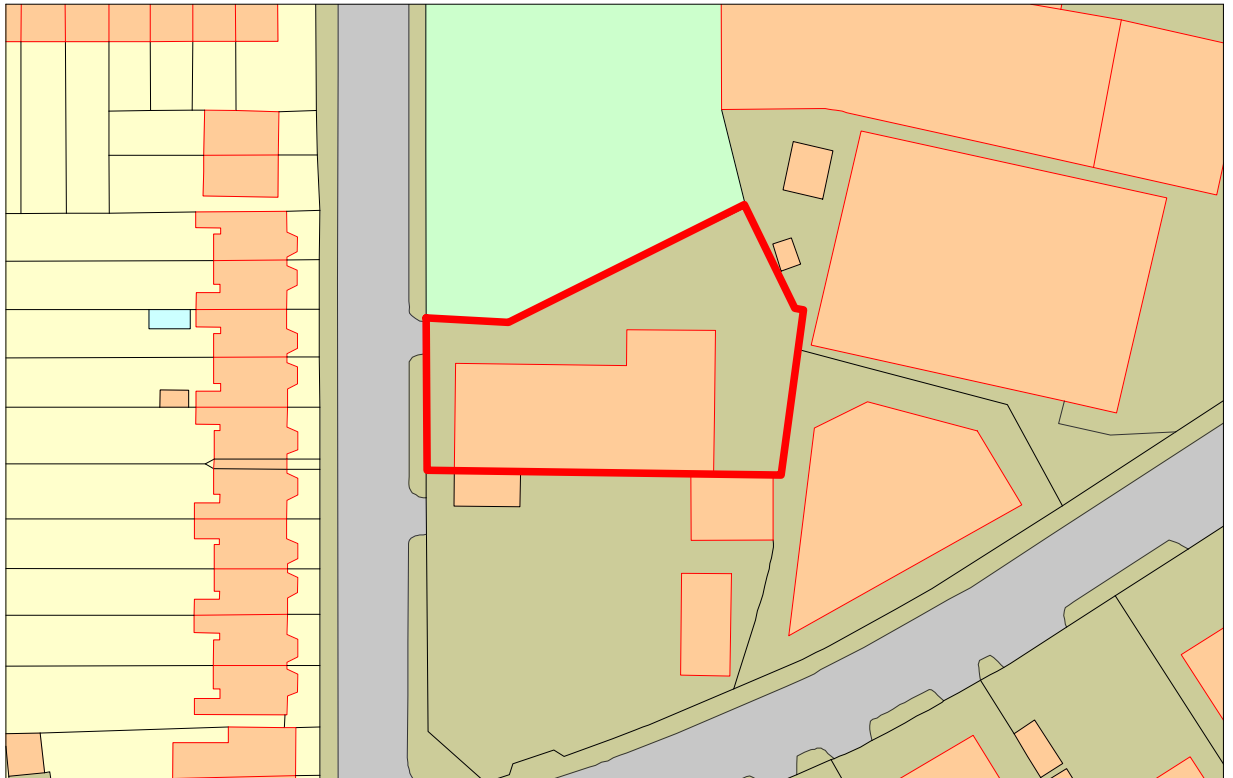
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39 Queen Street, N17

Ownership	CBRE Investors
Size of Site	1.252 ha
Current Use	Cash & Carry
Options	Mixed Use including employment and residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP16
Planning History	HGY/2007/1147 – Allow the temporary use of ancillary car parking spaces by North Middlesex University NHS Hospital Trust. Temporary permission granted. HGY/2006/1462 – temporary permission as above.
Other Relevant Information	Defined Employment Area 13 – Queen St Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

52-68 Stamford Road, N15

Source: "Call For Sites" survey (2009)



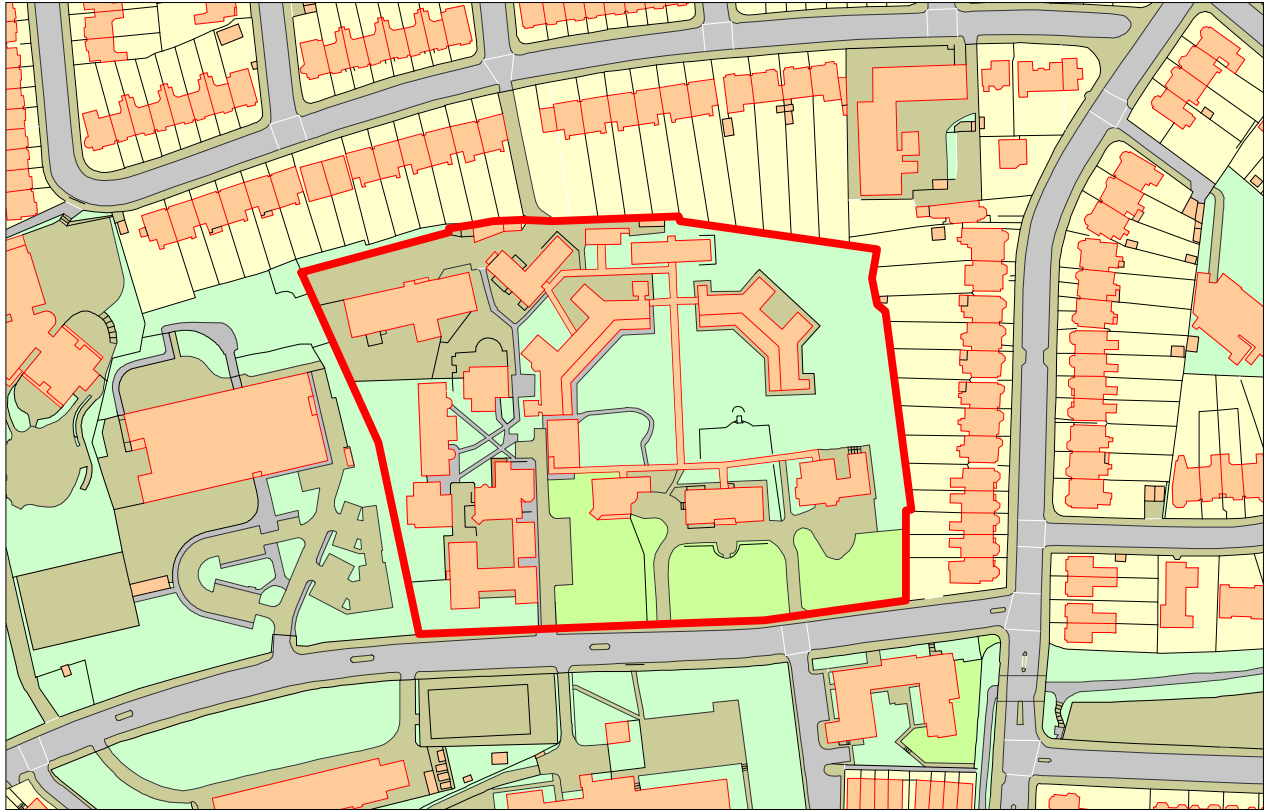
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52-68 Stamford Road, N15

Ownership	Diamond Build PLC
Size of Site	0.22 ha
Current Use	Offices, ancillary yard and store
Options	Residential, employment
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Defined Employment Area 14 – South Tottenham Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

St Luke’s Woodside Hospital, Woodside Avenue, N10

Source: “Call For Sites” survey (2009)



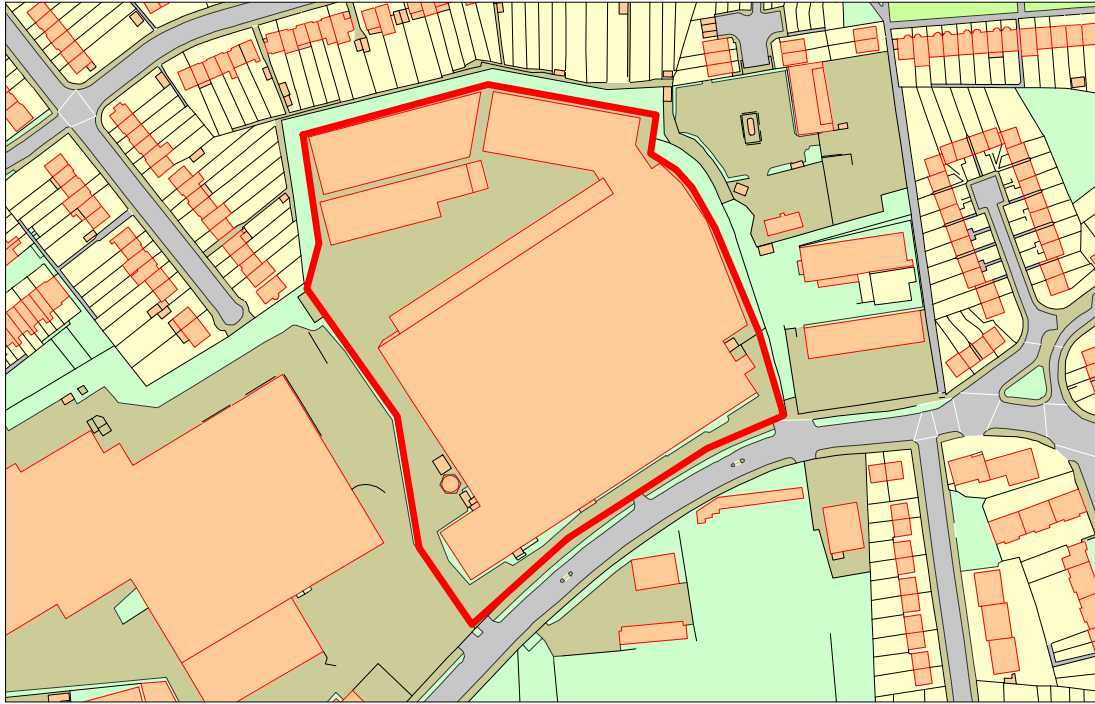
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St Luke’s Woodside Hospital, Woodside Avenue, N10

Ownership	Camden & Islington NHS Foundation Trust
Size of Site	2.452 ha
Current Use	Part vacant, Offices, residential institution
Options	Residential, community facilities
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Muswell Hill Conservation Area Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

550 White Hart Lane, N17

Source: "Call For Sites" survey (2009)



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550 White Hart Lane, N17

Ownership	Bridisco Ltd
Size of Site	2.69 ha
Current Use	warehouses
Options	Mixed use including residential, employment, office and community facilities
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Defined Employment Area 17 – White Hart Lane Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

313-315 The Roundway, N17**Source: "Call For Sites" survey (2009)**

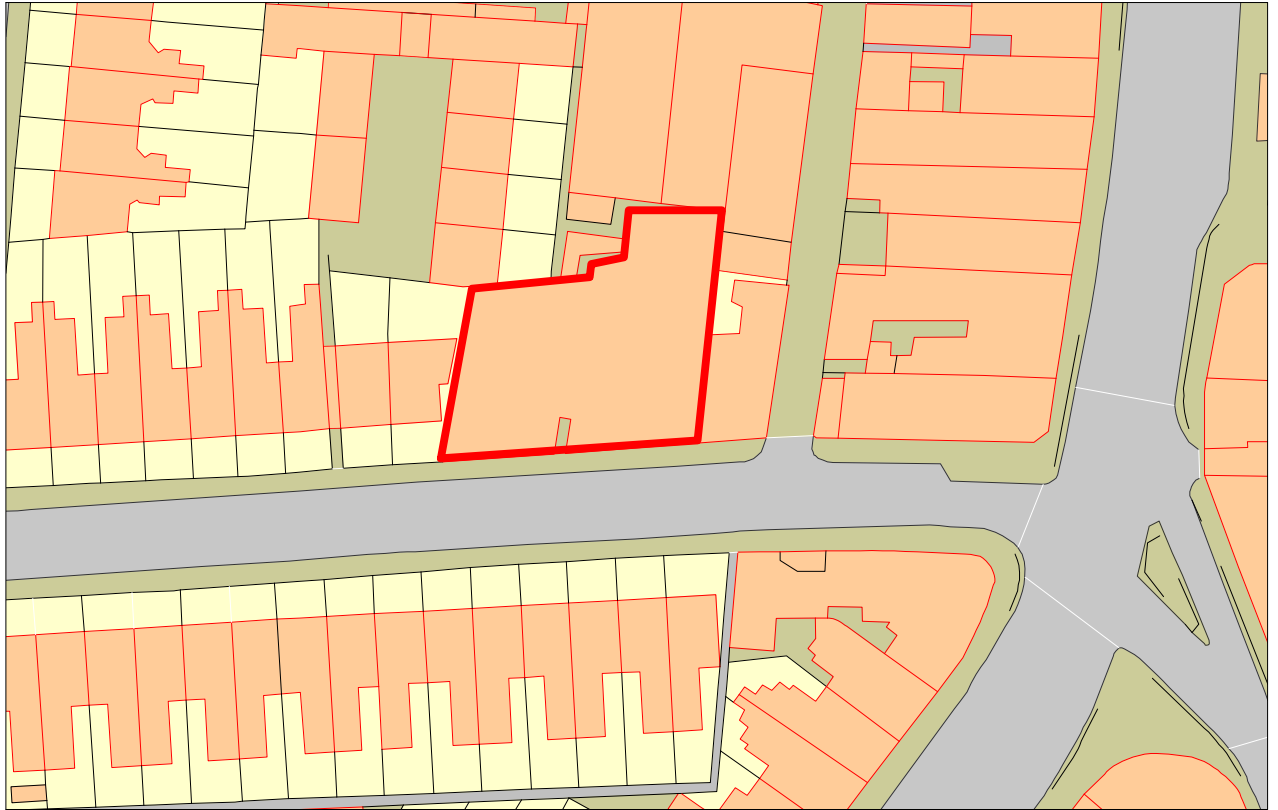
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313-315 The Roundway, N17

Ownership	Circle Anglia
Size of Site	To Be Confirmed
Current Use	Vacant
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2005/1992 – 1*4 storey block comprising 13*1-bed, 35*2-bed, 1*3-bed, 4*4-bed units at 315 the Roundway. Dismissed on appeal 19/6/06. HGY/2005/0274 - 1*4 storey and 1*part3/part4 storey blocks comprising 56*1, 2,3 & 4-bed flats and maisonettes. Dismissed on appeal 19/6/06.
Other Relevant Information	Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

Old Crouch End Motors, Coleridge Road, N8

Source: "Call For Sites" survey (2009)

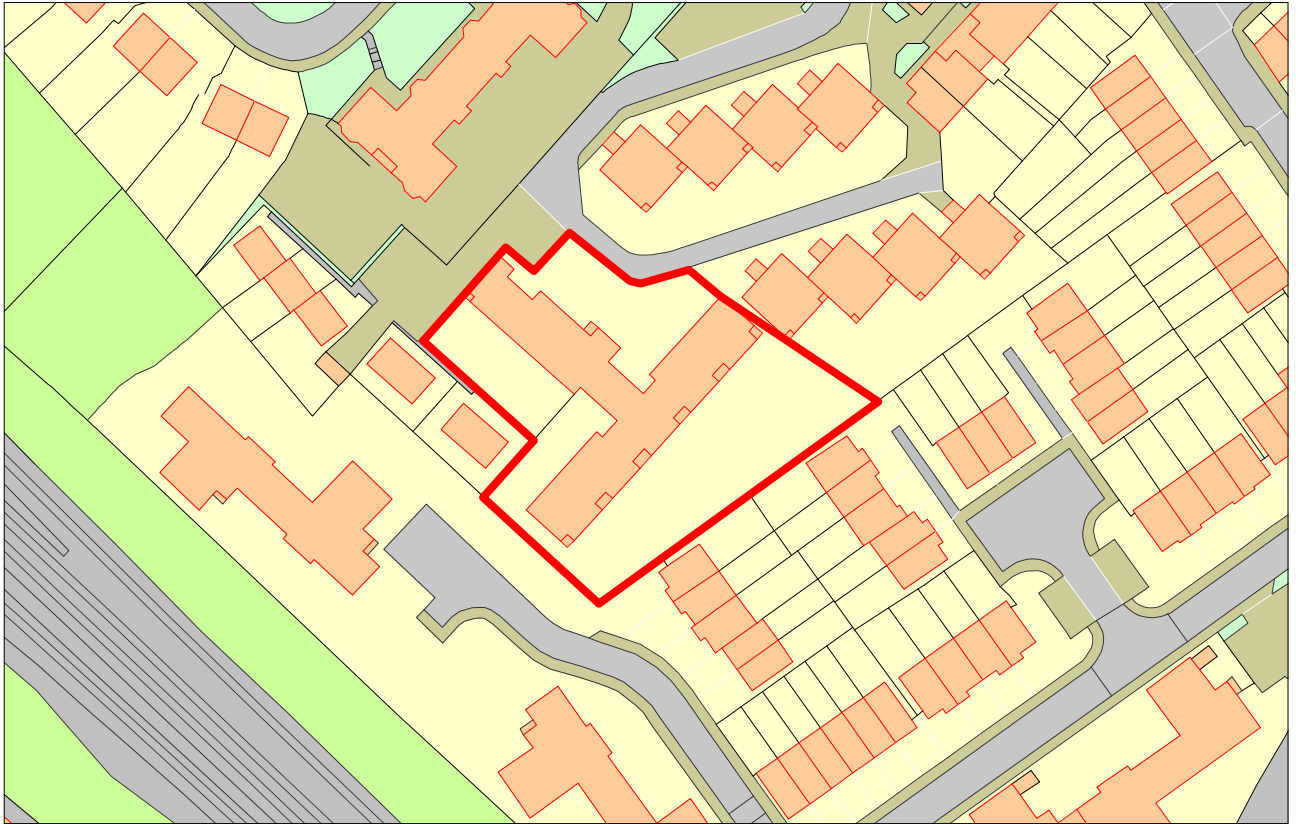


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Old Crouch End Motors Garage, Coleridge Road, N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	Vacant
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

Aneurin Bevan House, N11
Source: SHLAA (2009)

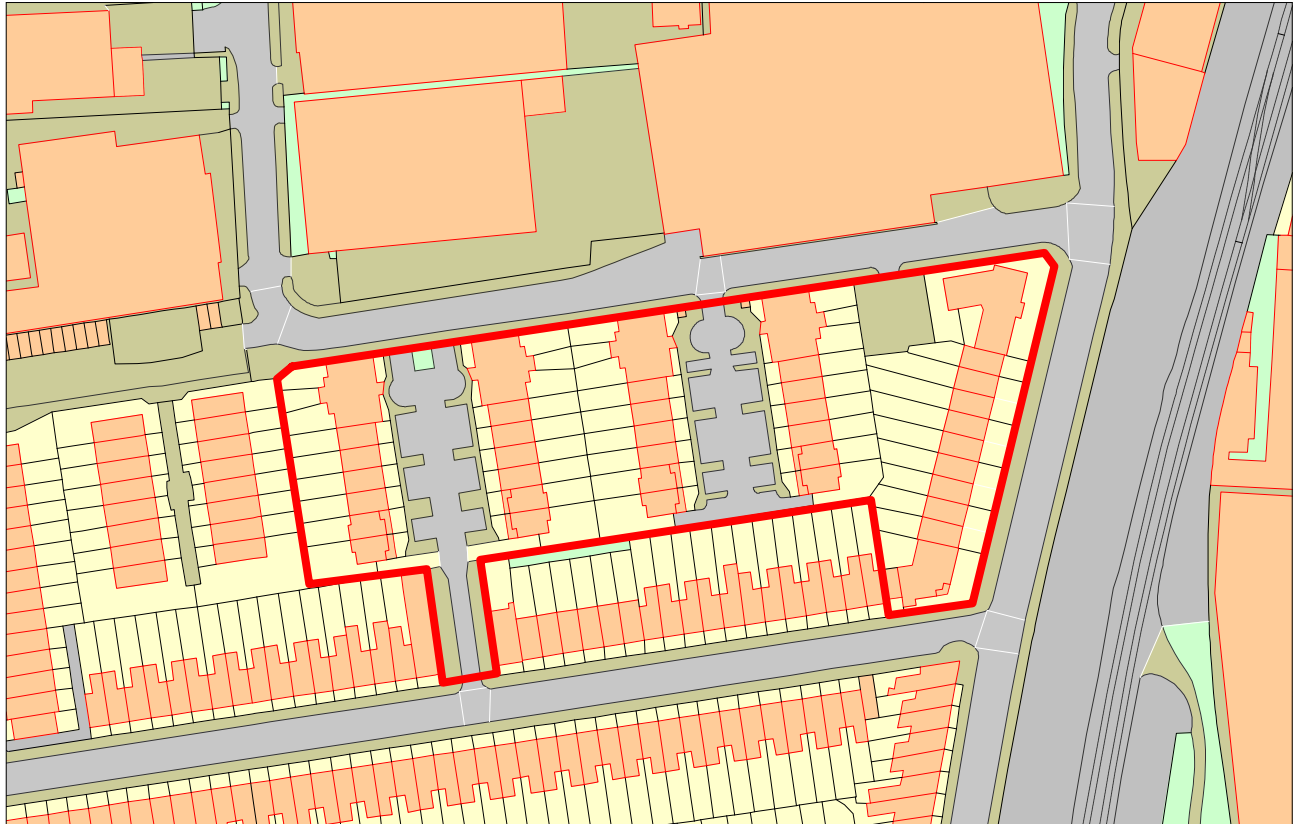


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Aneurin Bevan House, Bounds Green, N11

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	Residential
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2009/2128 – Demolition and erection of part 2/part 3 storey building to provide 35 units, 16 car parking spaces. Decision pending.
Other Relevant Information	

Castleford Close, Castleford Road, N17
Source: SHLAA (2009)



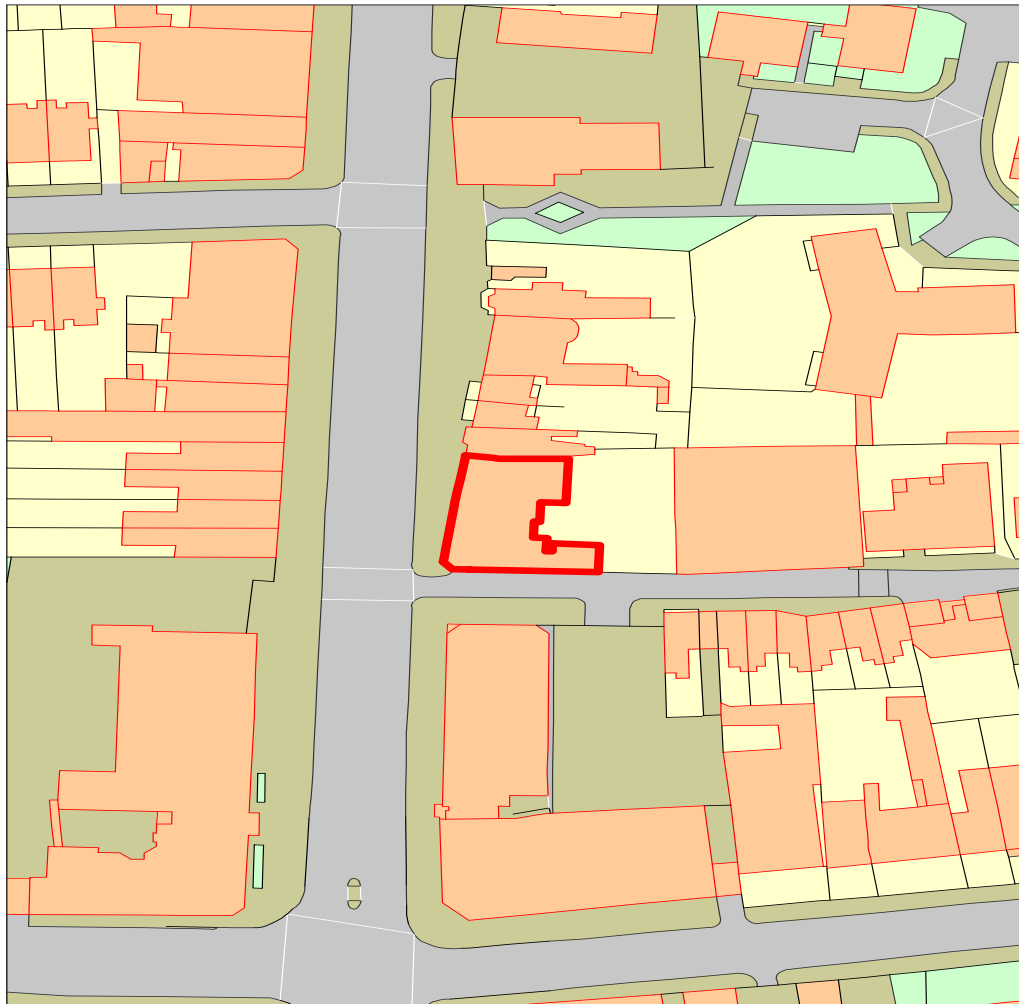
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Castleford Close, N17

Ownership	Unknown
Size of Site	0.91ha
Current Use	Residential
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

658-660 High Road, N17

Source: SHLAA (2009)



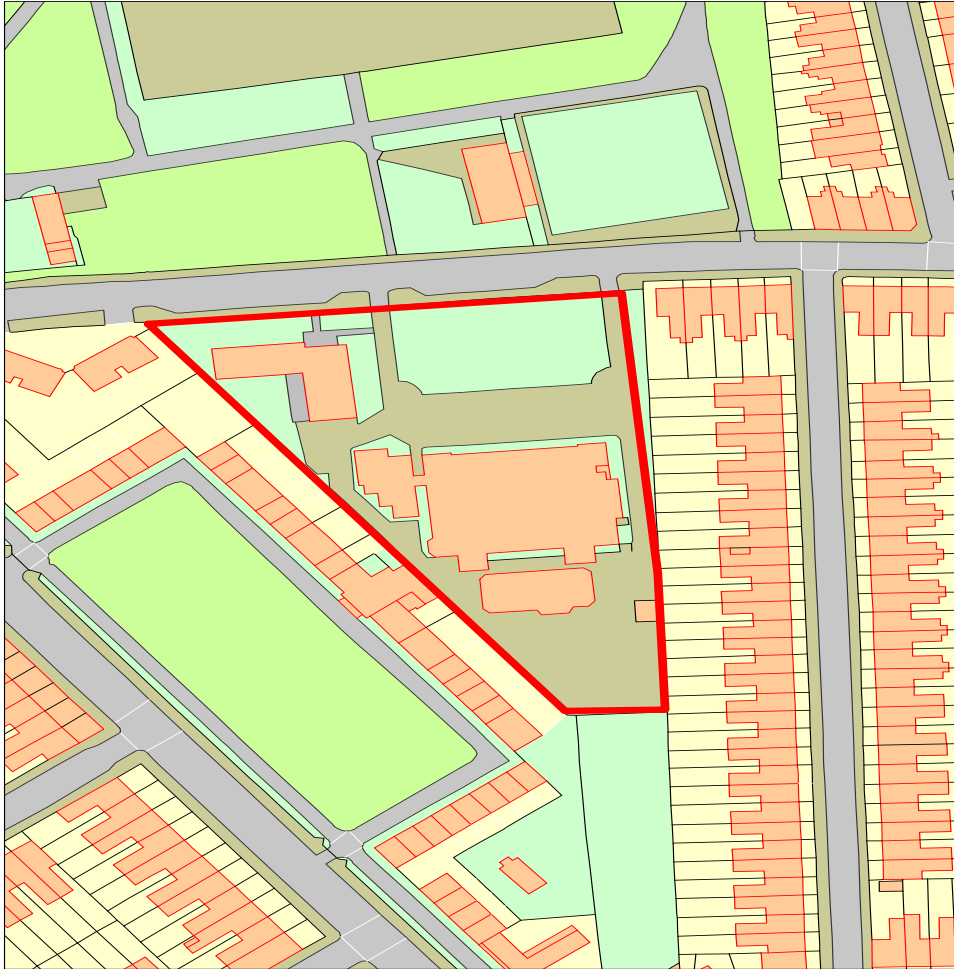
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658-660 High Road, N17

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2007/2245 & 2246 – demolition and erection of 1*5 storey and 1*3 storey buildings to provide 115m ² A1, A2 and B1 units, 27 residential units and 5 car parking spaces. Refused 11/1/08.
Other Relevant Information	Within Tottenham Conservation Area and part of Tottenham High Road Historic Corridor

Magistrates Court, Lordship Lane, N17

Source: SHLAA (2009)



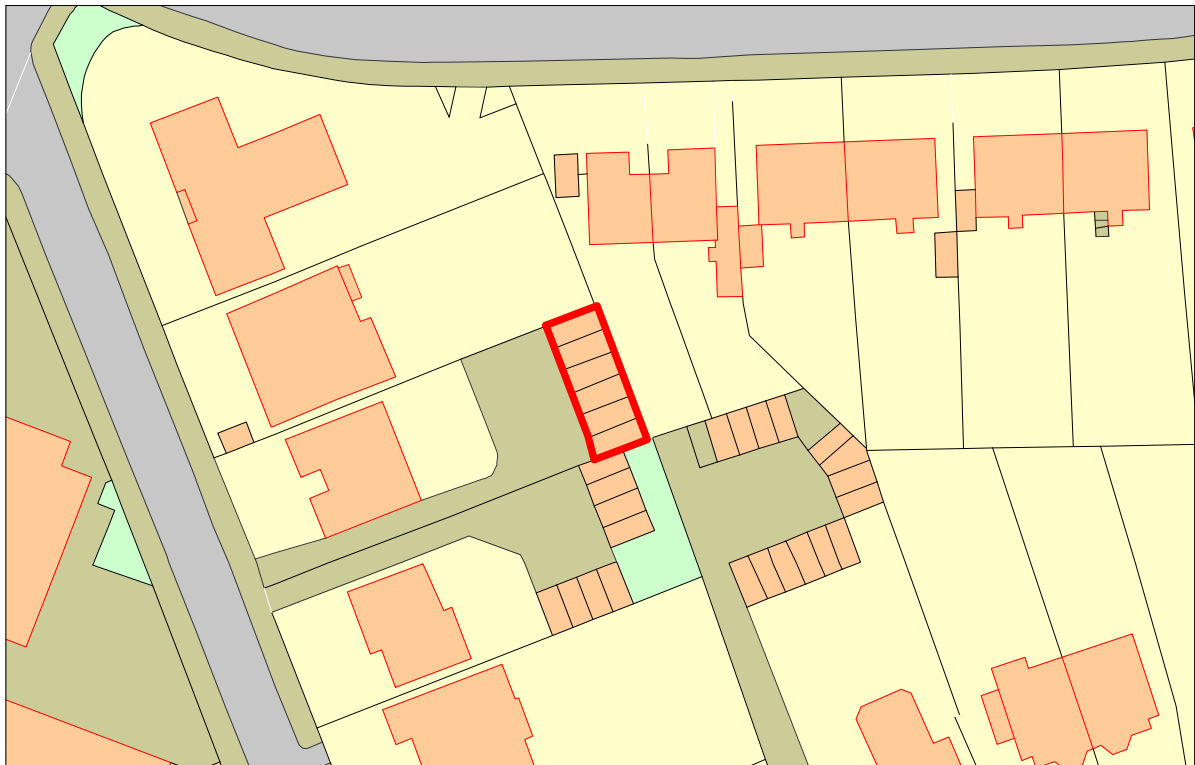
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Magistrates Court, Lordship Lane, N17

Ownership	Unknown
Size of Site	0.72ha
Current Use	Magistrates Court
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Within Bruce Castle Conservation Area

Garages at 5 Waverley Road, N8

Source: SHLAA (2009)

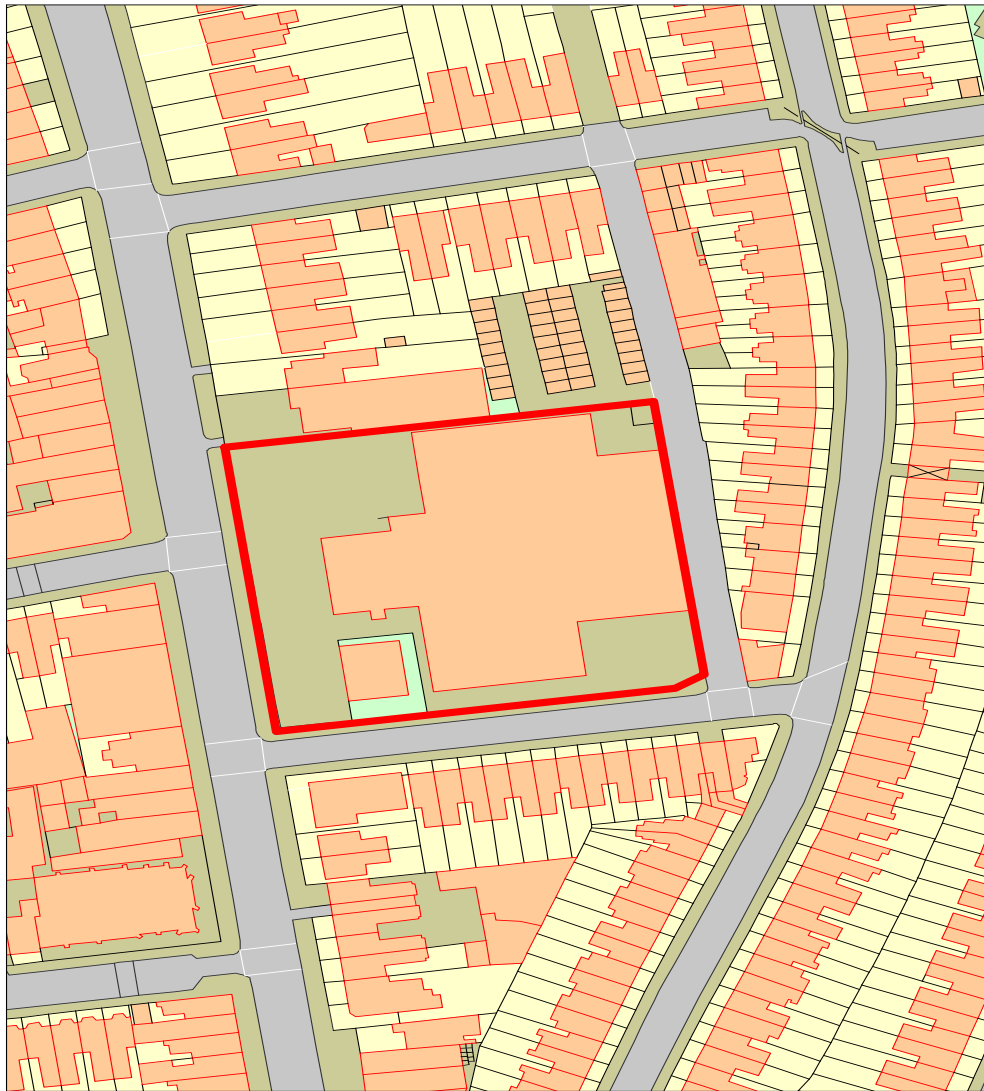


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Garages at 5 Waverley Road, N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	Garages
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

British Distributing Co, Colina Mews, Green Lanes, N4
Source: SHLAA (2009)

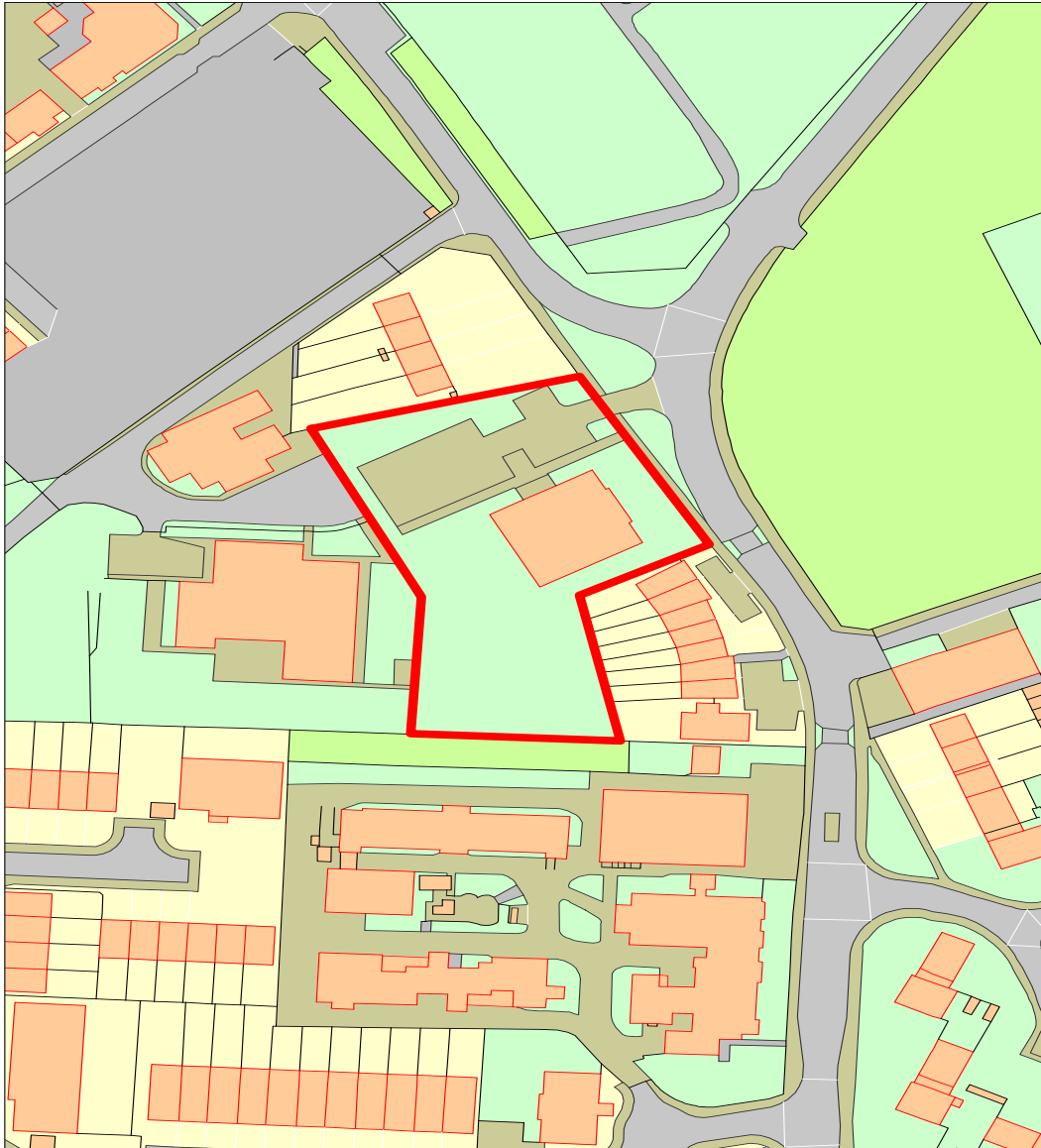


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British Distributing Company, Colina Mews, Green Lanes N4

Ownership	Unknown
Size of Site	0.58ha
Current Use	To Be Confirmed
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Coppetts Road, N10
Source: SHLAA (2009)



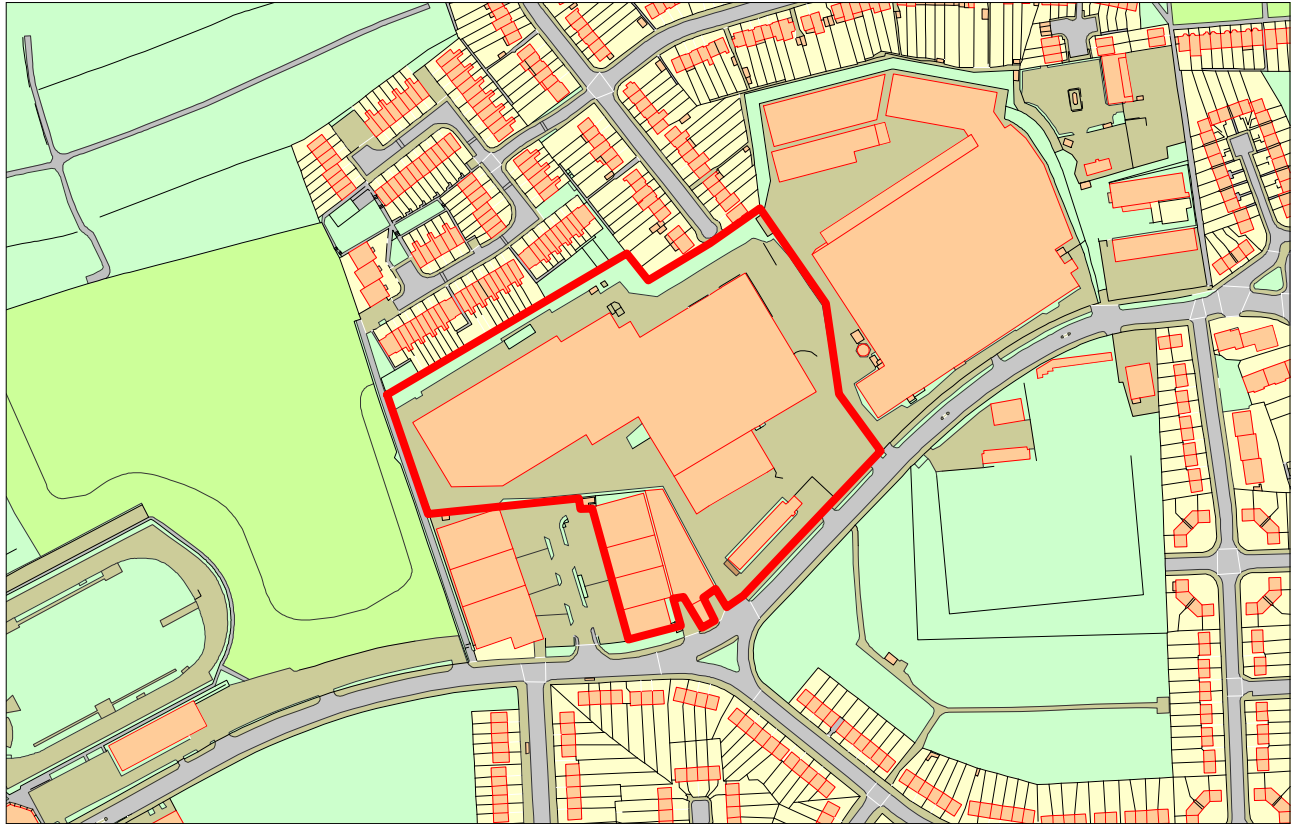
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Coppetts Road, N8

Ownership	Unknown
Size of Site	0.36ha
Current Use	To Be Confirmed
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	
Other Relevant Information	

Haworth Litho Ltd, White Hart Lane, N17

Source: SHLAA (2009)



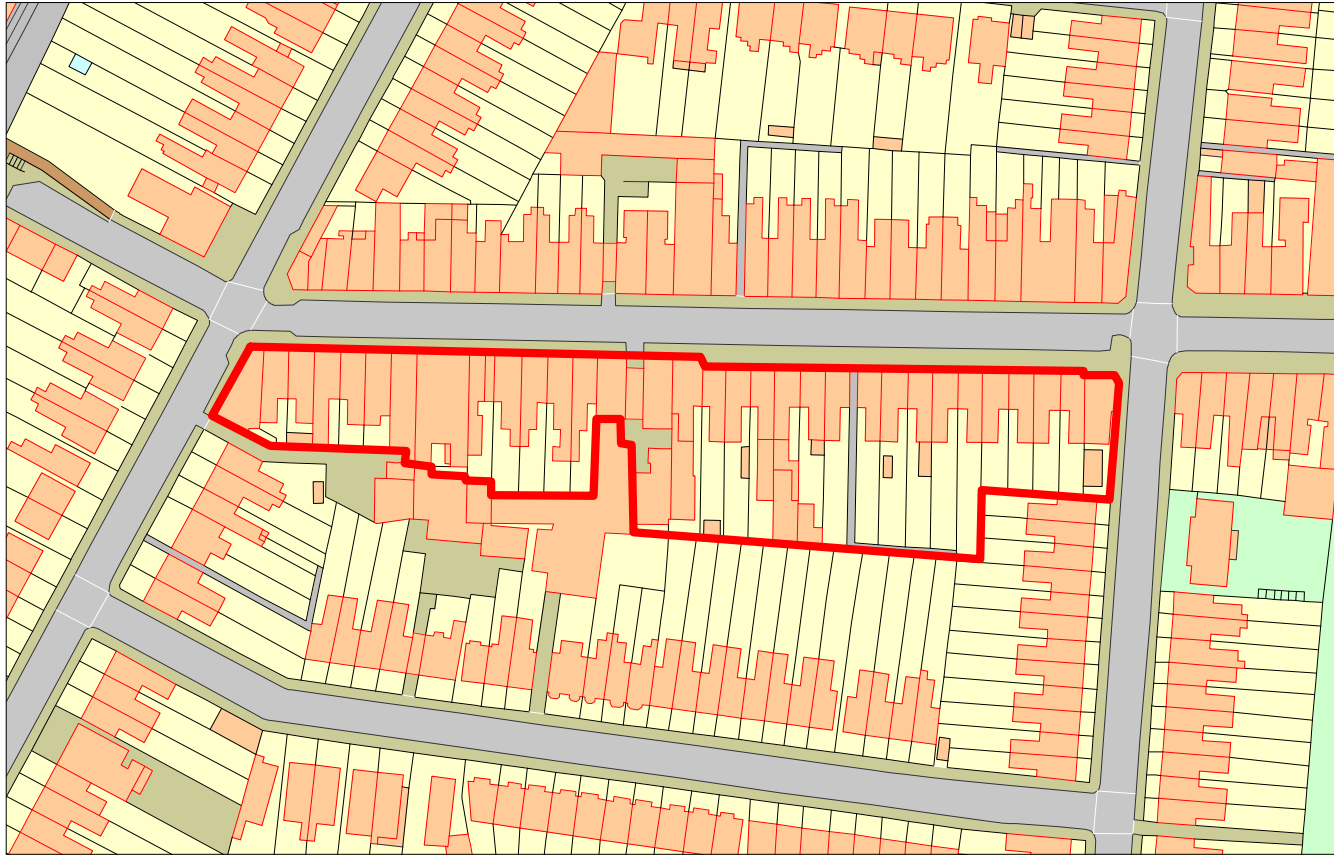
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Haworth Litho Ltd, White hart Lane, N17

Ownership	Unknown
Size of Site	3.56ha
Current Use	To Be Confirmed
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Myddleton Road (south), N22

Source: SHLAA (2009)



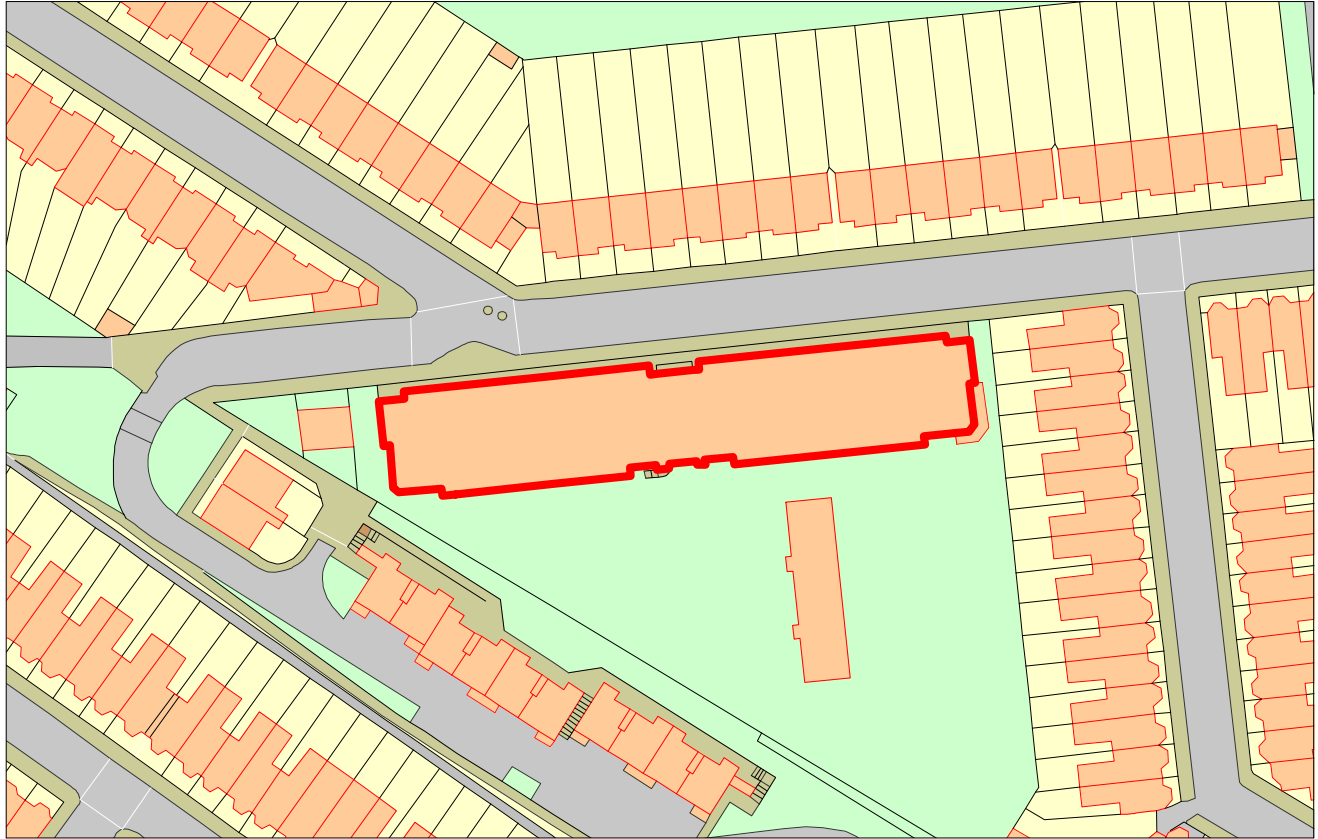
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Myddleton Road South, N22

Ownership	Unknown
Size of Site	0.57ha
Current Use	To Be Confirmed
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Haringey Professional Development Centre, Downhills Park Road, N17

Source: SHLAA (2009)



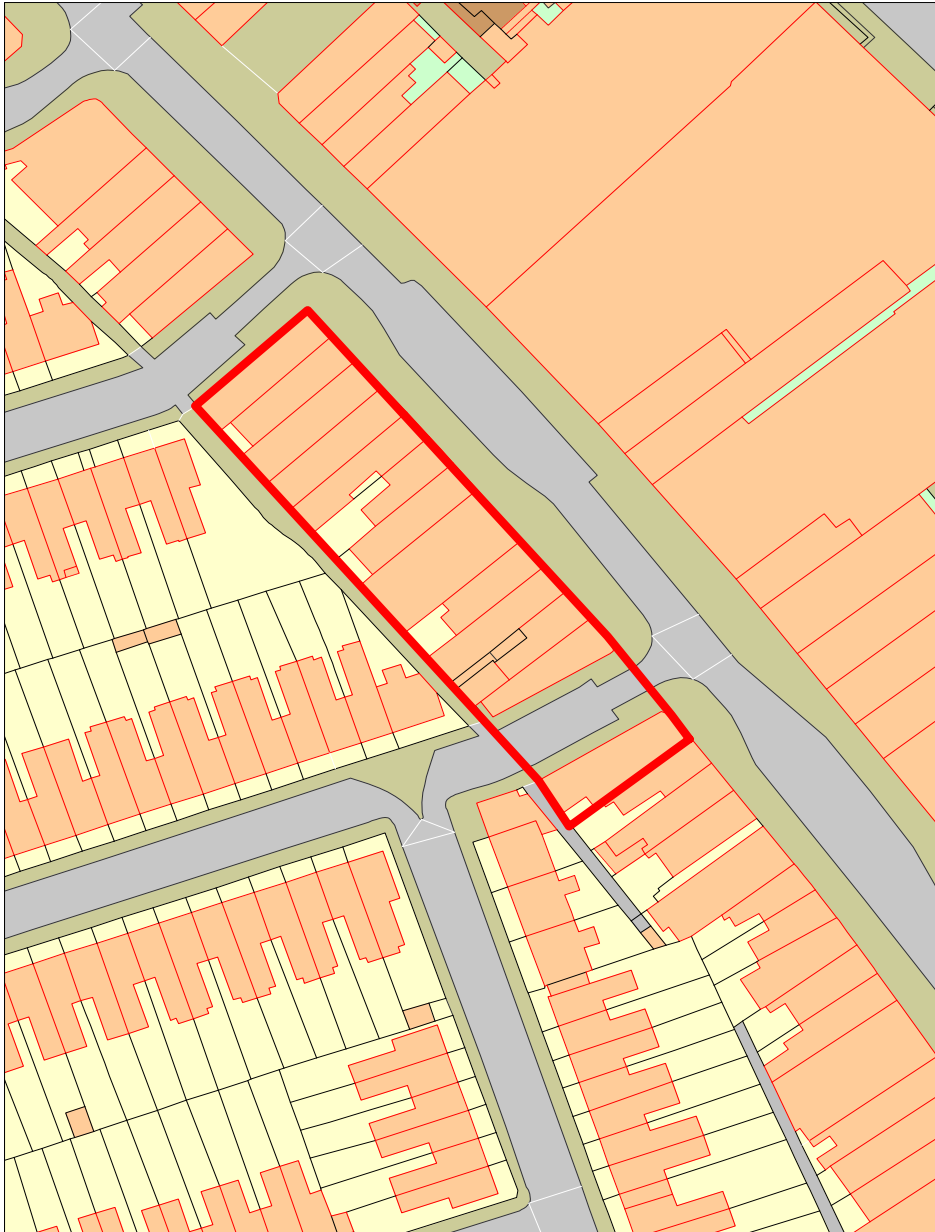
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Haringey Professional Development Centre, Downhills Park Road, N17

Ownership	LB Haringey
Size of Site	0.61ha
Current Use	Council Offices
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

41-67 High Road Wood Green, N22

Source: SHLAA (2009)



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41-67 High Road, N22

Ownership	Unknown
Size of Site	0.59ha
Current Use	To Be Confirmed
Options	Residential
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Friern Barnet Former Sewage Works, Pinkham Way, N10
Source: UDP (2006), “Call For Sites” survey (2009)



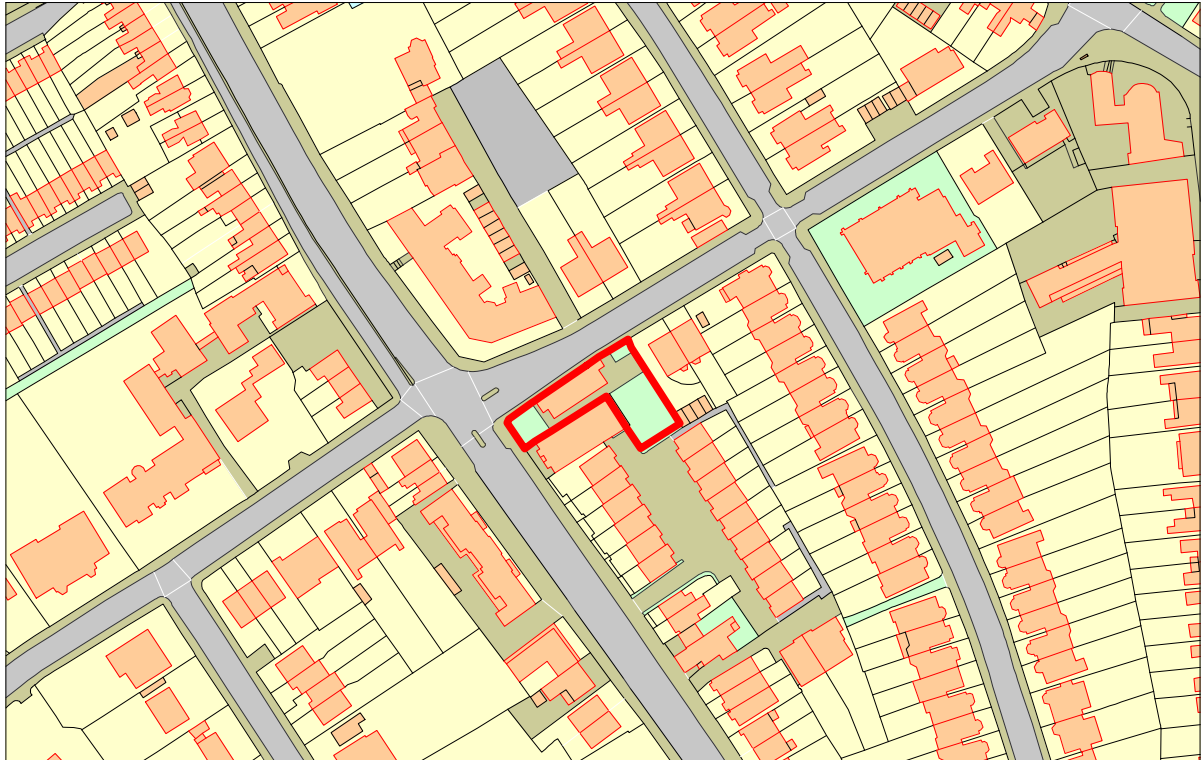
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Friern Barnet former Sewage Works

Ownership	NLWA, LB Barnet
Size of Site	6.2 ha
Current Use	Derelict, formerly used as a sewage treatment works
Options	Employment generating uses & opportunity to deculvert stream
Relevant Core Strategy Policies	SP1, SP4, SP5, SP6, SP7, SP8, SP9, SP11
Planning History	None
Other Relevant Information	<p>Within Defined Employment Area 6 – Friern Barnet Sewage Works</p> <p>Identified in North London Waste Plan for waste site</p> <p>Ecologically Valuable Site 9</p> <p>Site of Importance for Nature Conservation</p> <p>Borough Grade I</p> <p>Some areas at risk of flooding & contaminated by Japanese knotweed</p>

Highgate/Church Road Clinic, N6

Source: UDP (2006)



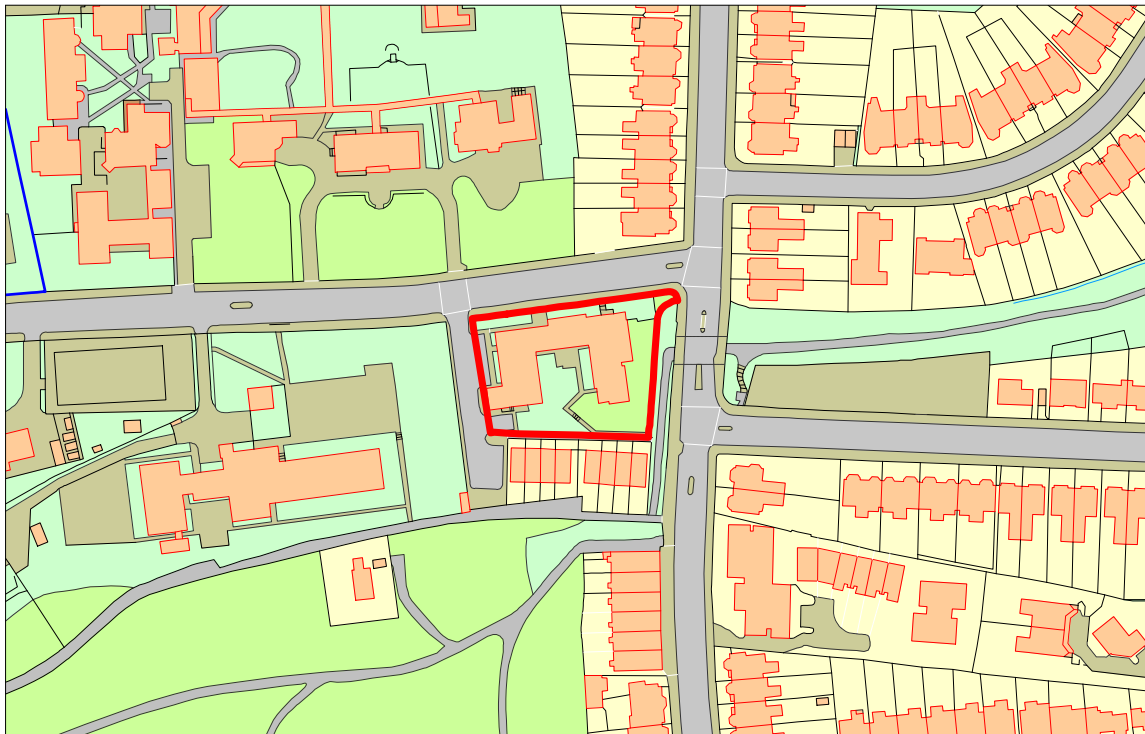
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Highgate/Church Road Clinic

Ownership	Primary Care Trust
Size of Site	0.14 ha
Current Use	Health Clinic
Options	Neighbourhood Primary Healthcare Centre
Relevant Core Strategy Policies	SP1, SP4, SP5, SP6, SP7, SP8, SP11, SP12, SP14, SP16
Planning History	None
Other Relevant Information	Within Highgate Conservation Area

Cranwood Home for the Elderly, Woodside Avenue N10

Source: UDP (2006)



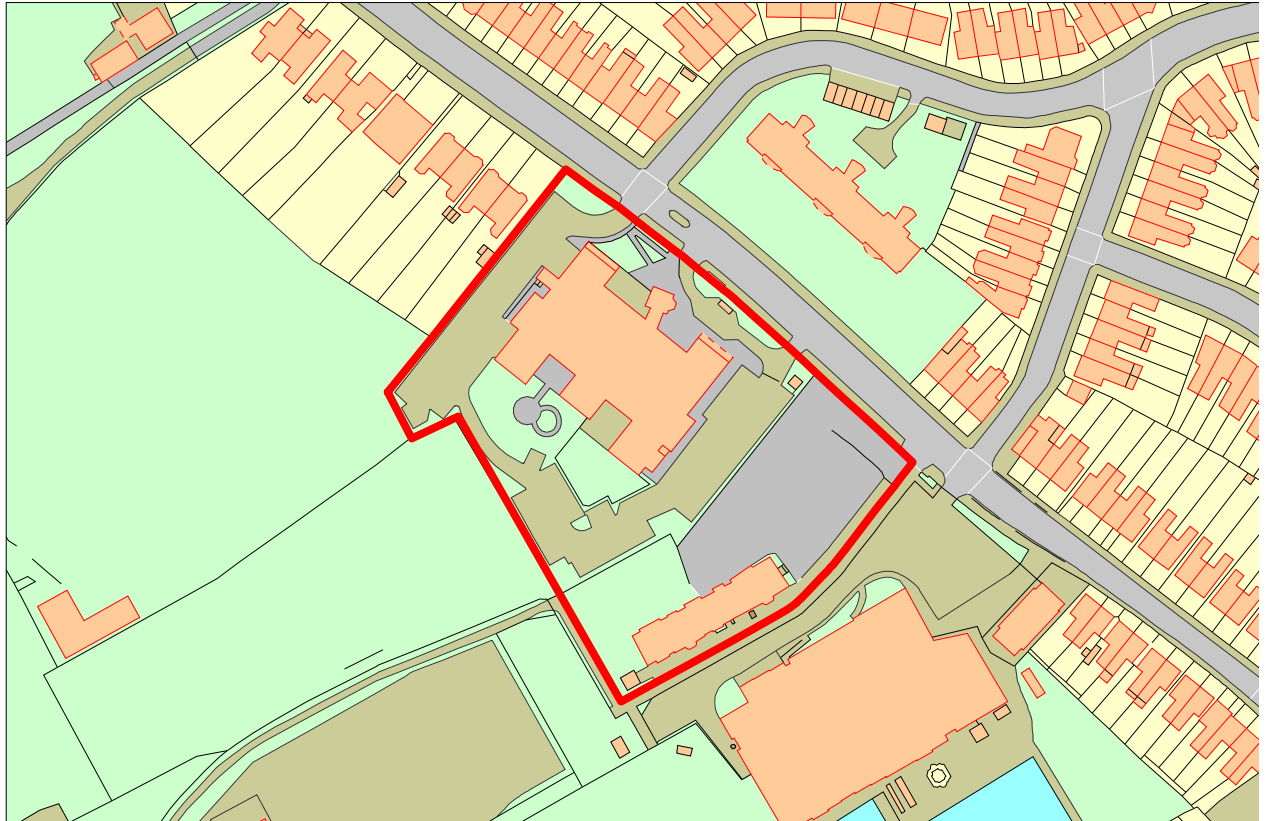
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Cranwood Home for the Elderly

Ownership	Unknown
Size of Site	0.55 ha
Current Use	Home for the Elderly
Options	Education
Relevant Core Strategy Policies	SP1, SP4, SP5, SP6, SP7, SP8, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Former Hornsey Central Hospital, N8

Source: UDP (2006)



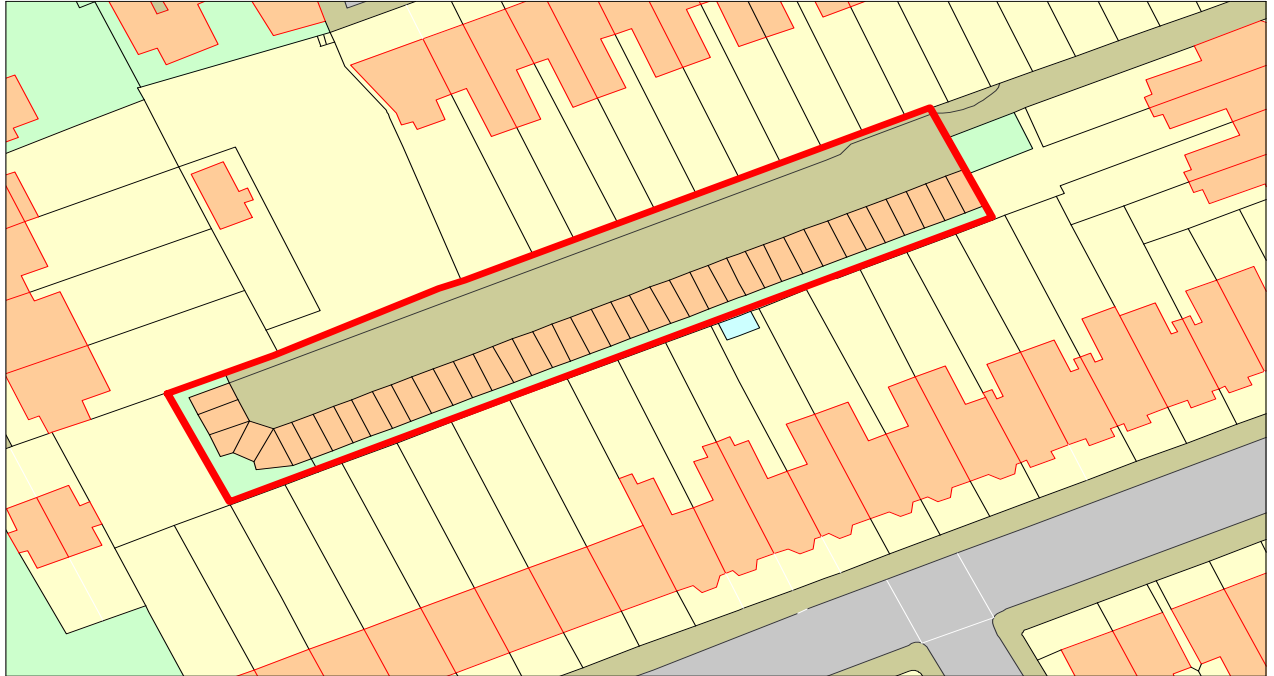
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Former Hornsey Central Hospital, N8

Ownership	Unknown
Size of Site	1.09 ha
Current Use	Former cottage/geriatric hospital
Options	Health and Social Care Centre
Relevant Core Strategy Policies	SP1, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	HGY/2009/0219 – 2*4 storey residential blocks, comprising 20*1-bed, 23*2-bed, 10*3-bed, 3*4-bed units. Awaiting s106. HGY/2007/1823 – Dismissed on appeal. HGY/2008/0835 – refused 10/7/08.
Other Relevant Information	Part of site has already been developed as NHC

Rear of 60-88 Cecile Park, N8

Source: "Call For Sites" survey (2009)

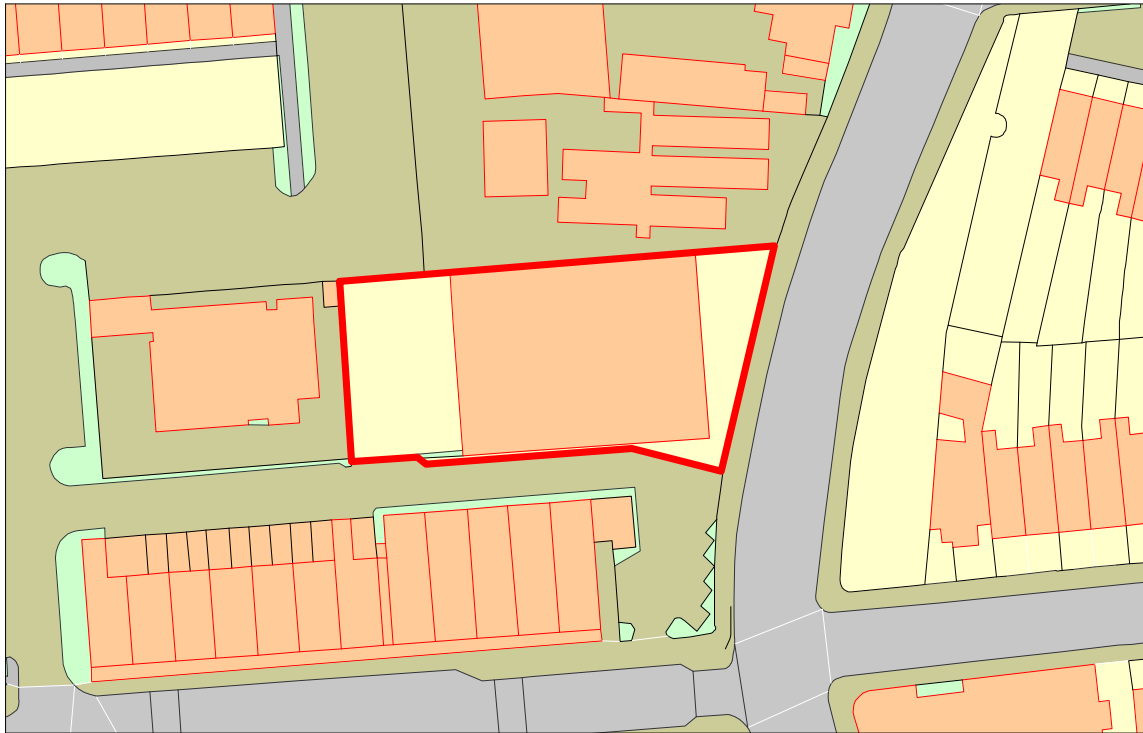


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R/O 60-88 Cecile Park, N8

Ownership	Unknown
Size of Site	0.14 ha
Current Use	Lock up garages
Options	New lock up garages, bicycle storage, allotments, ecological garden, local car club bays
Relevant Core Strategy Policies	SP1, SP4, SP5, SP6, SP7, SP11, SP12, SP13, SP16
Planning History	HGY/2007/1866 & 1867 – Demolition of existing garages and erection of 2 single storey houses with associated car parking. Allowed on appeal 6/1/10. HGY/2006/0385 & 0388 – Dismissed on appeal 2/11/06. HGY/2005/1084 & 1086 – Refused 2/12/05. HGY/2005/1087 & 1090 – Refused 2/12/05.
Other Relevant Information	Within Crouch End Conservation Area Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

333 High Road Wood Green, N22
Source: "Call For Sites" survey (2009)



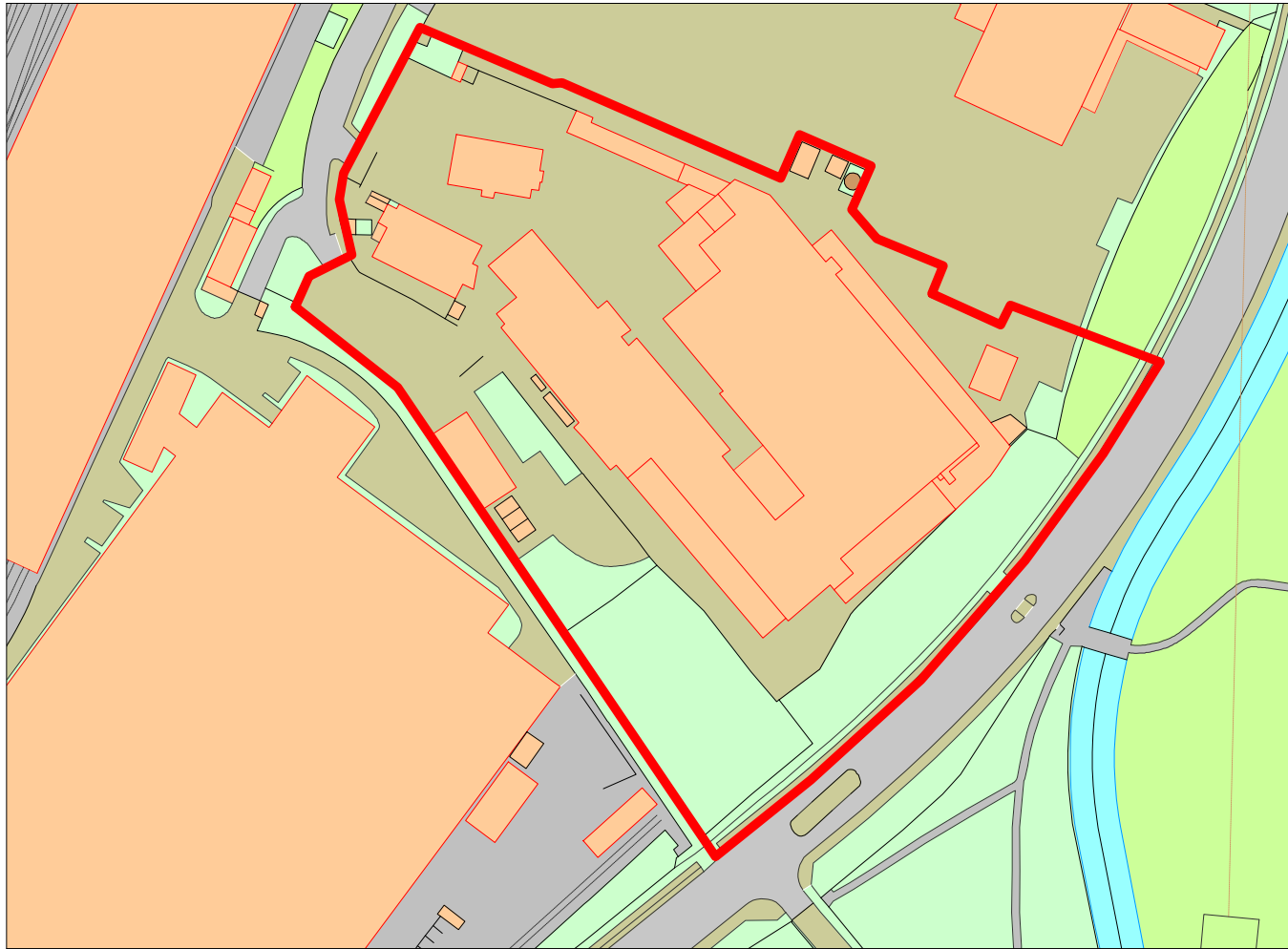
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333 High Road, N22

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	Vacant
Options	Office, retail or community use
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2009/0910 – Change of use from B8 (storage & distribution) to D1 (place of worship) & other related uses. Granted 24/7/09.
Other Relevant Information	Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

Marsh Lane, N15

Source: "Call for Sites" Survey (2009)

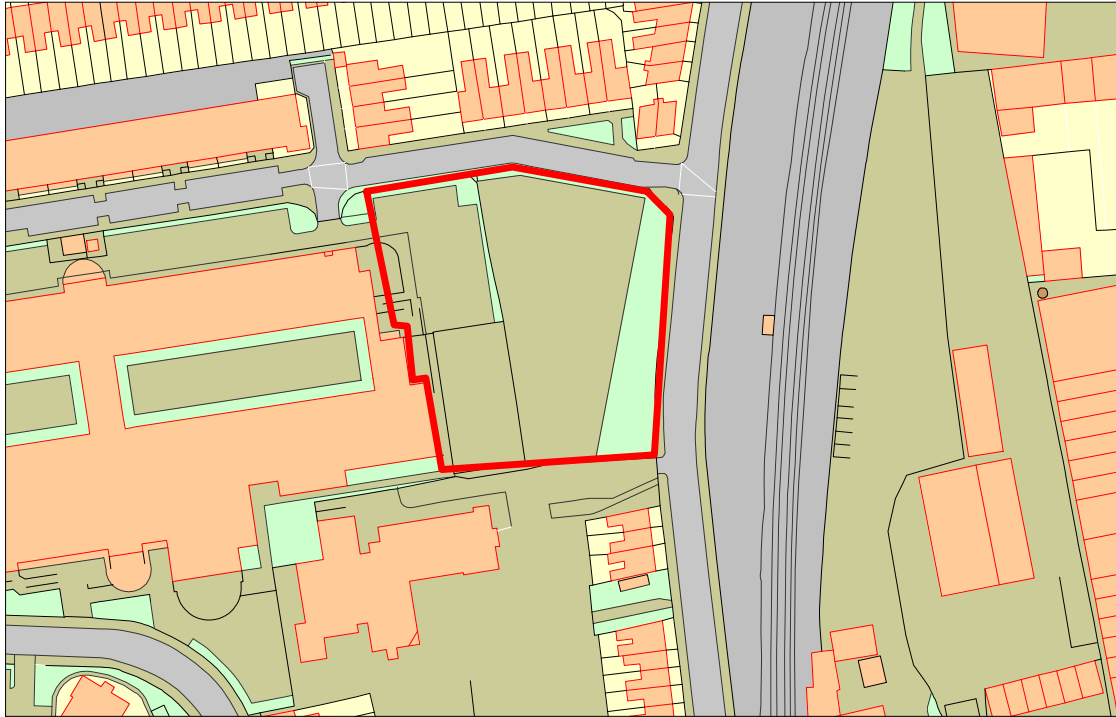


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Marsh Lane, N17

Ownership	LB Haringey
Size of Site	1.54 ha
Current Use	Vacant
Options	Facilities for Front Line Council Services including recycling
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP11, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Site next to 6th Form Centre, College Rd/Pretoria Rd, N17
Source: "Call For Sites" survey (2009)



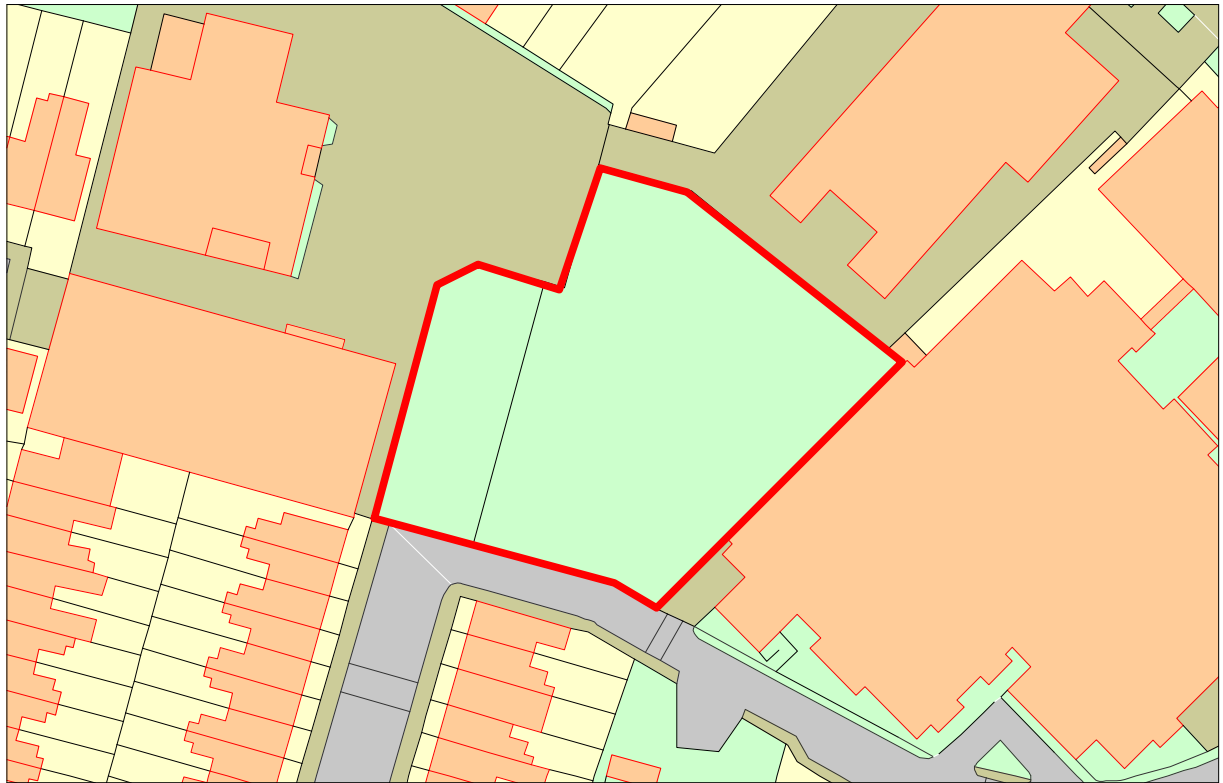
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Site next to the 6th Form Centre on College Road/Pretoria Rd N17

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	Vacant
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

Site at junction of Watsons Rd & Ringslade Rd, N22

Source: "Call For Sites" survey (2009)

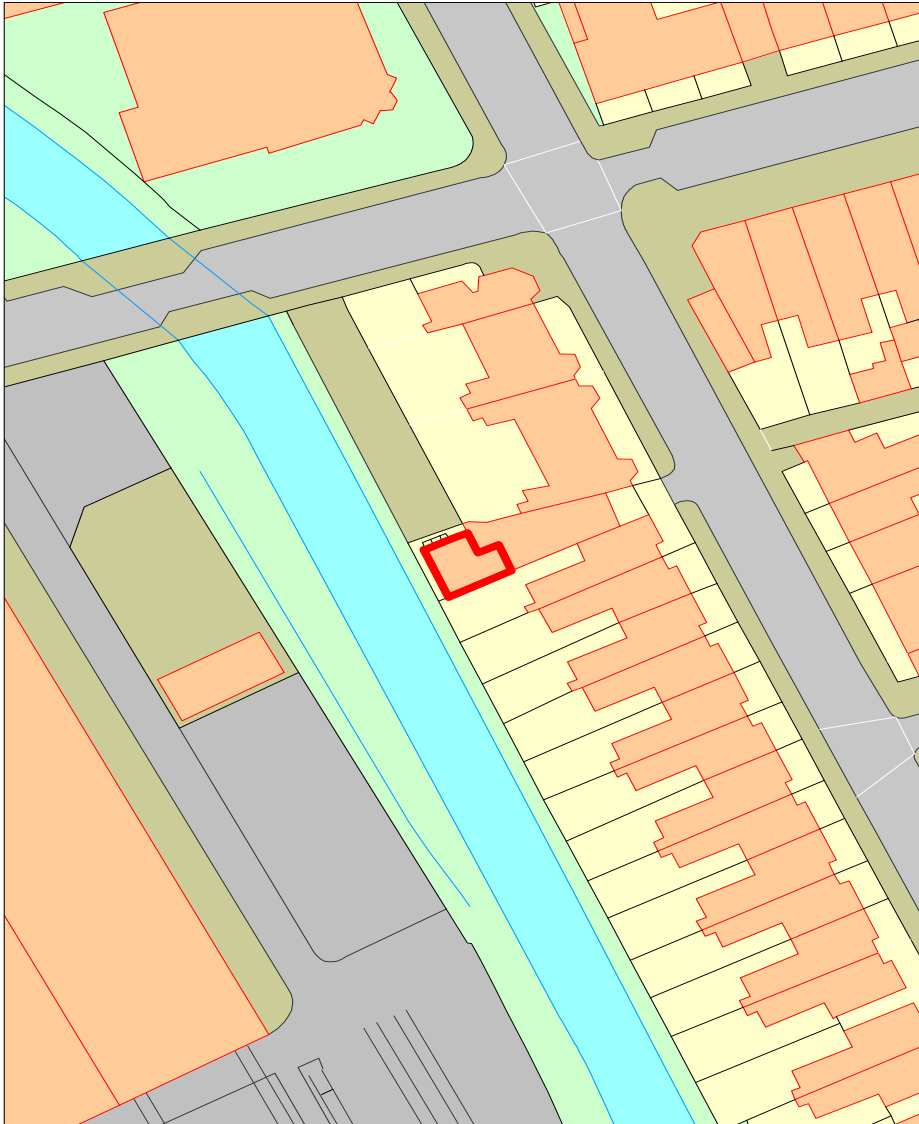


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Site part way at junction of Watsons Road and Ringslade Road N22

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	Vacant
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	Alternative use(s) were suggested by survey respondent and has not been assessed by officers.

353A Wightman Road, N8
Source: Employment Study (2004)



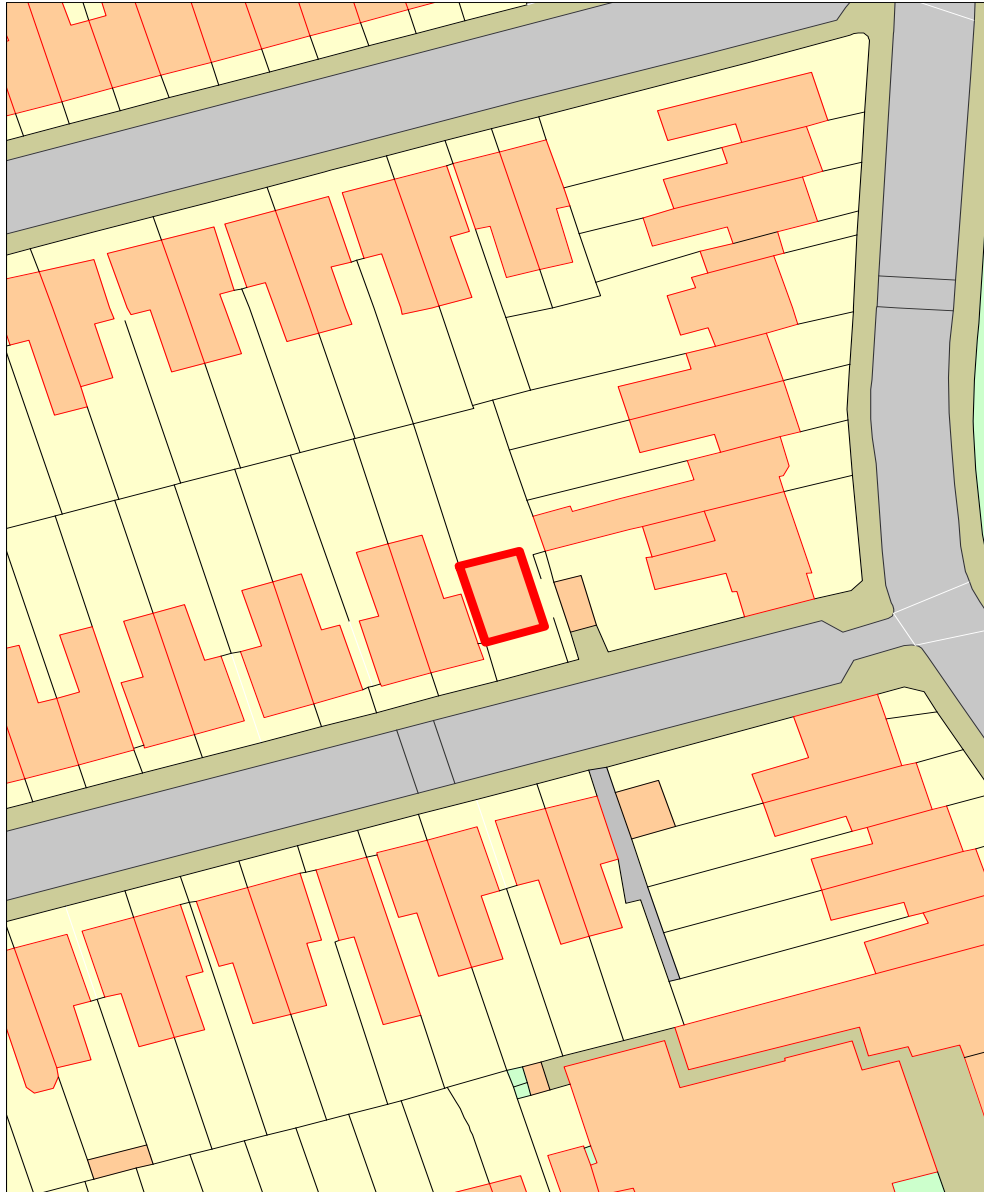
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353A Wightman Road N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

105 Raleigh Road, N8

Source: Employment Study (2004)

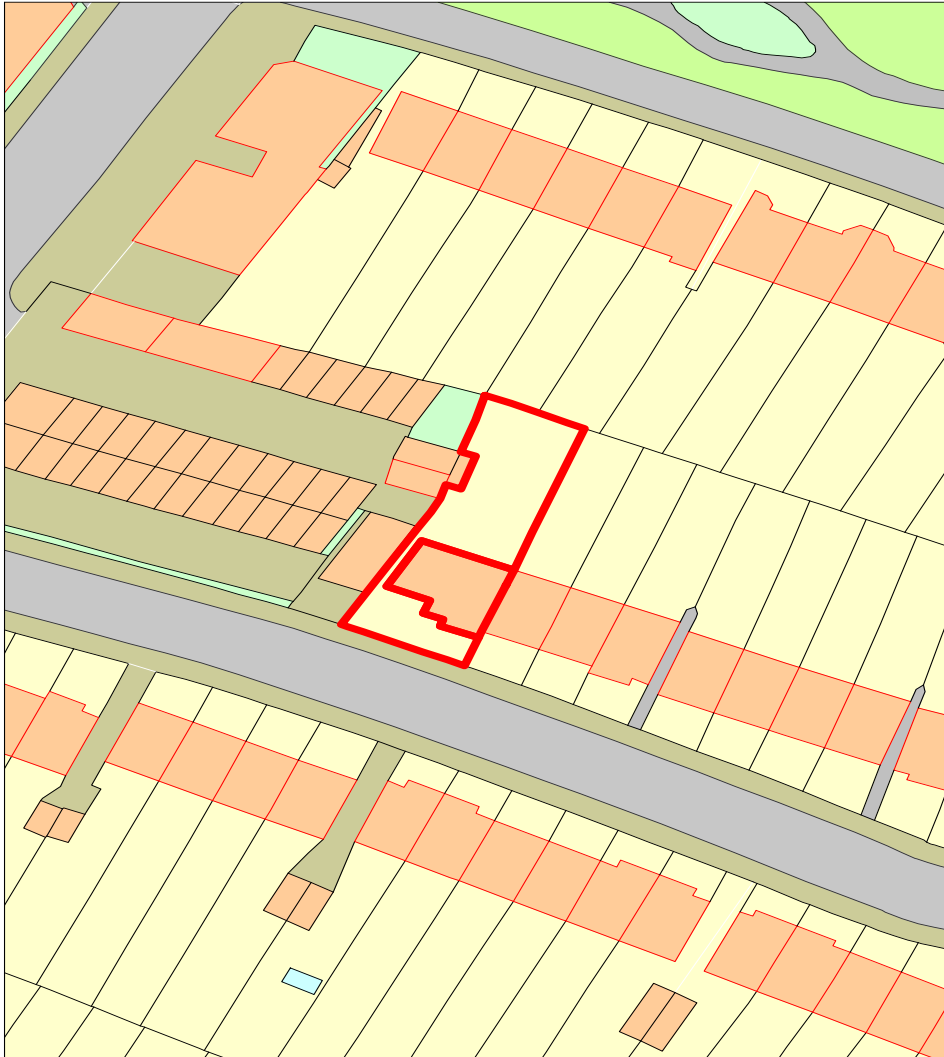


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105 Raleigh Road N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

L/A 28 Torrington Gardens, N8
Source: Employment Study (2004)

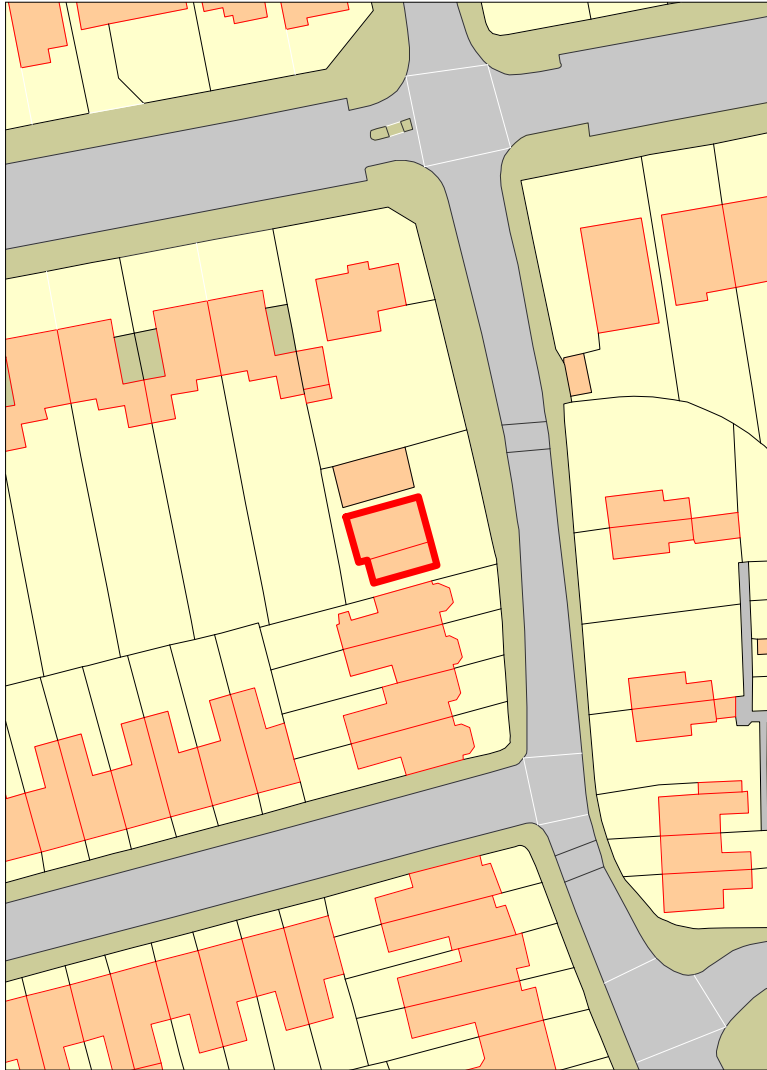


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L/A 28 Torrington Gardens N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

7A Coppetts Road, N8
Source: Employment Study (2004)



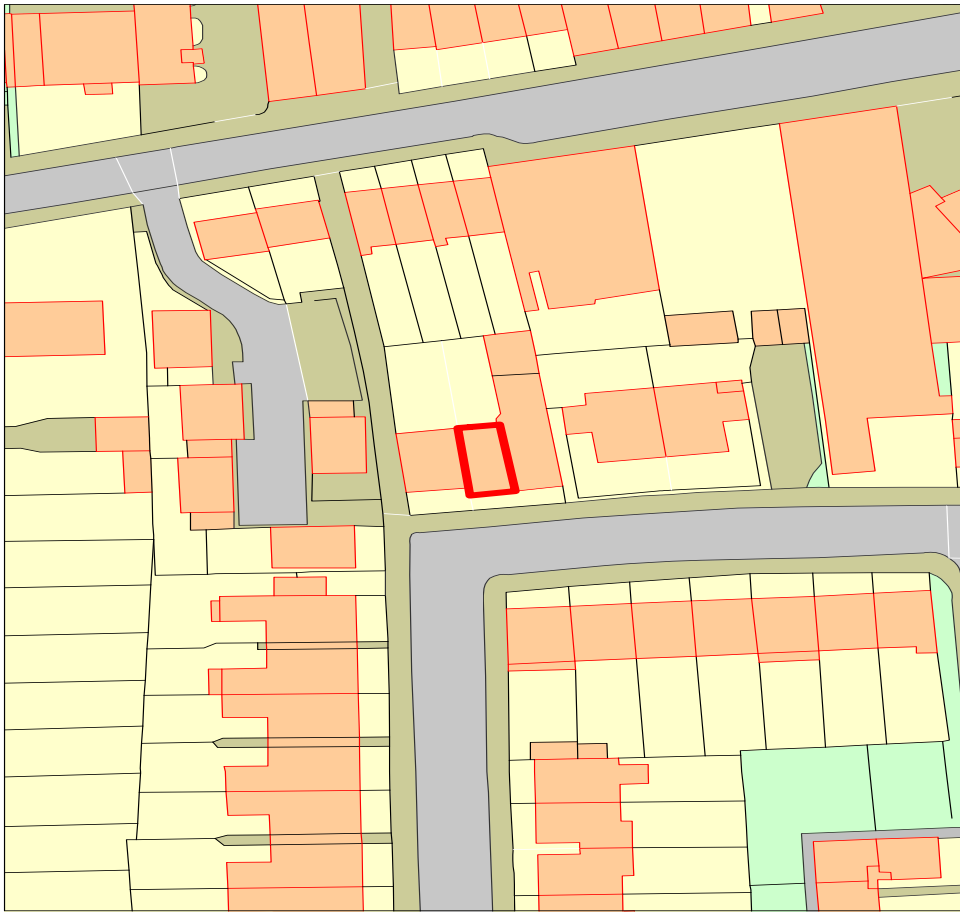
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7A Coppetts Road, N10

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

10A Annington Road, N2

Source: Employment Study (2004)

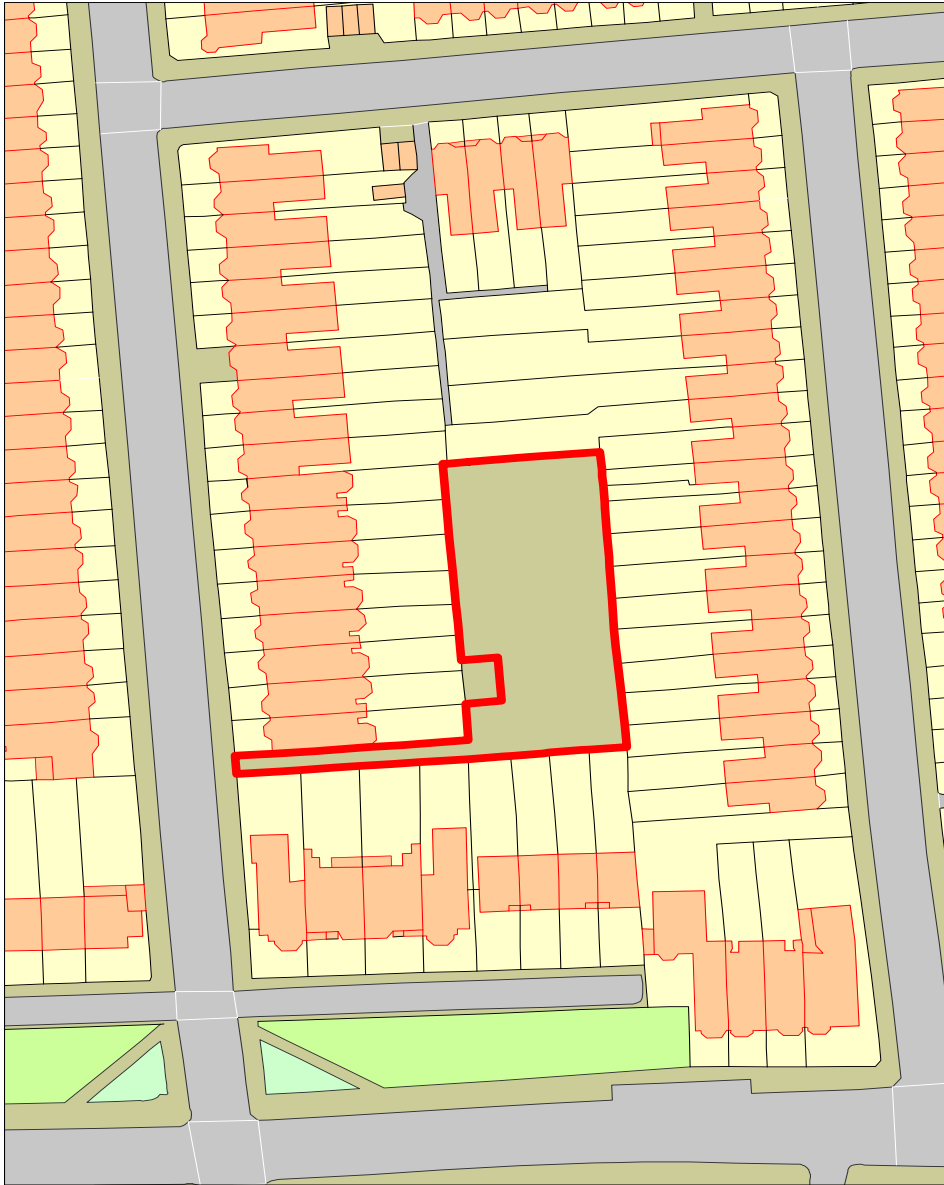


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10A Annington Road N2

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	HGY/2009/0378 – Demolition and erection of part single/part 2 storey building to create 3 flats. Refused 20/4/09. HGY/2009/2074 – Demolition and erection of 2 storey building to create 2 flats. Granted 1/2/10.
Other Relevant Information	

R/O 1-15 Park Avenue North, N8
Source: Employment Study (2004)

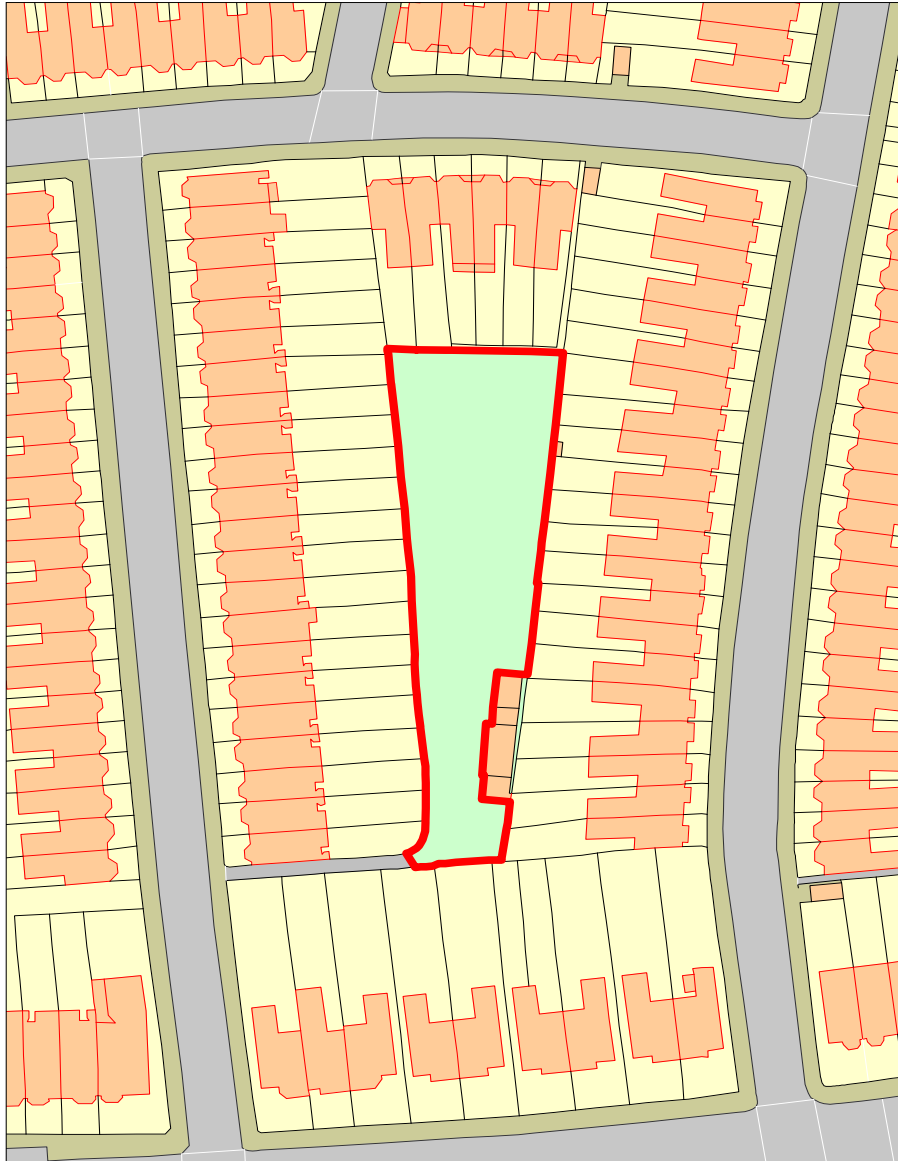


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R/O 1-15 Park Avenue North N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

R/O 1-31 Priory Avenue, N8
Source: Employment Study (2004)

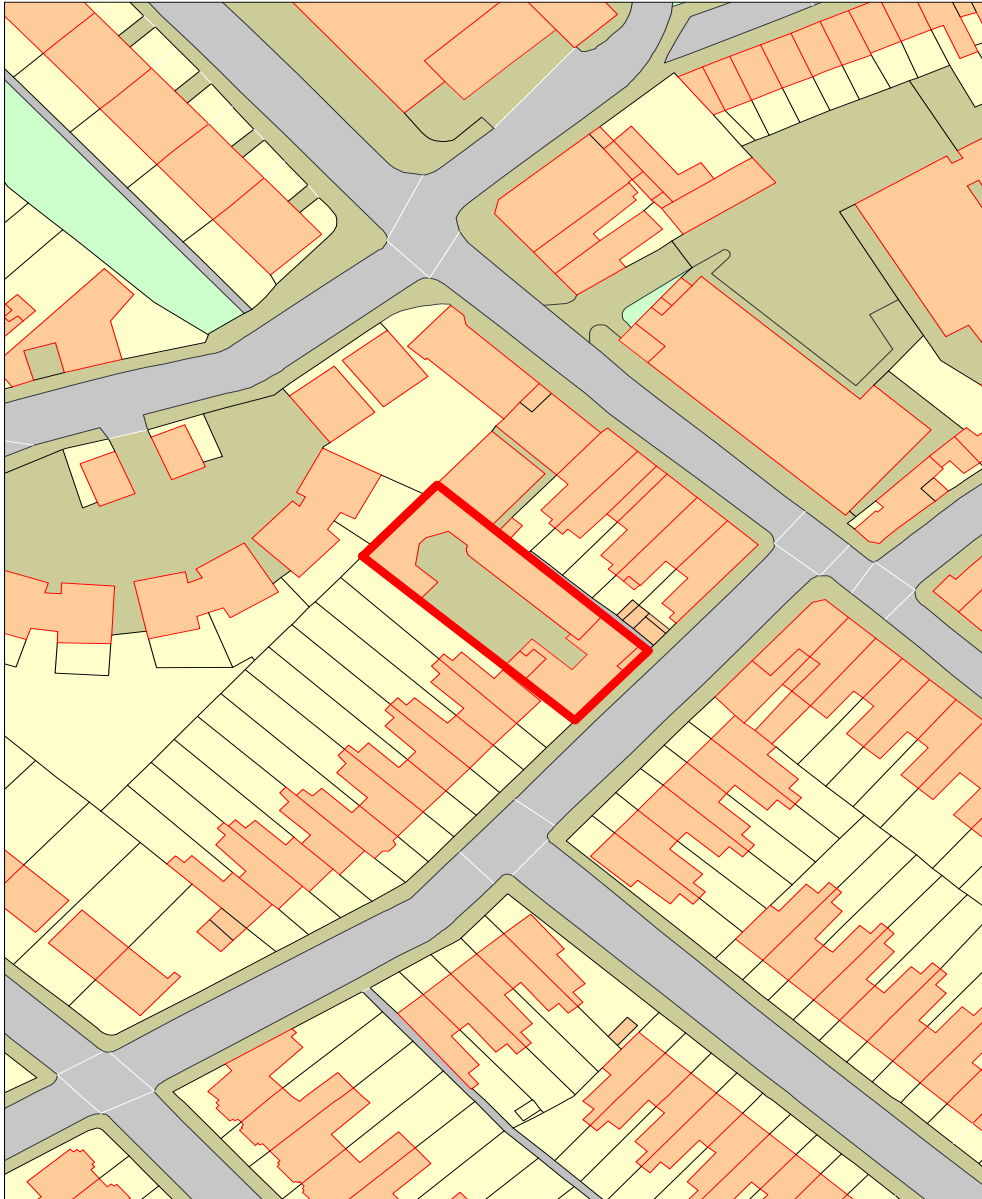


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R/O 1-31 Priory Avenue N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

L/A 1 Shanklin Road, N8
Source: Employment Study (2004)

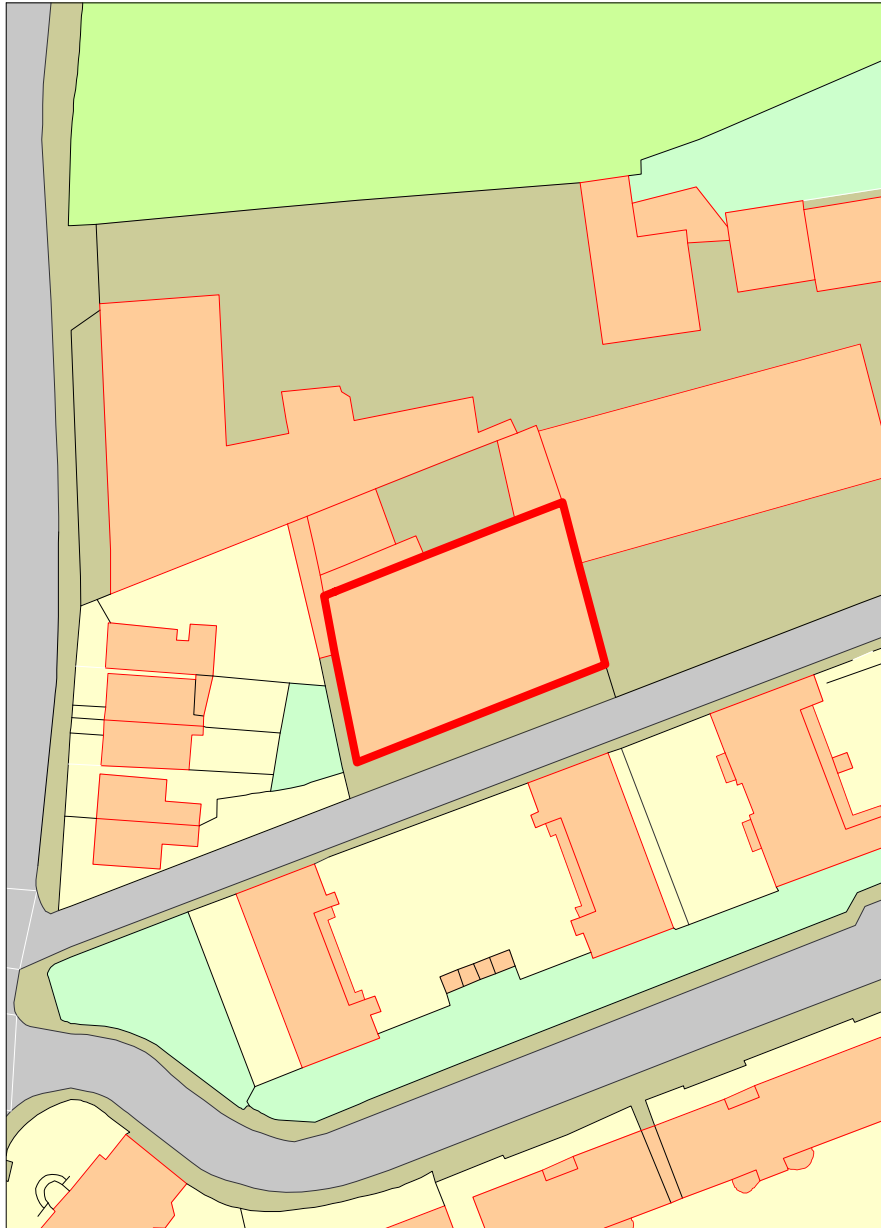


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L/A 1 Shanklin Road, N8

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

Works on Summersby Road, N6
Source: Employment Study (2004)



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Works on Summersby Road N6

Ownership	Unknown
Size of Site	To Be Confirmed
Current Use	To Be Confirmed
Options	To be assessed
Relevant Core Strategy Policies	SP1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, SP12, SP13, SP14, SP15, SP16
Planning History	None
Other Relevant Information	

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London Borough of Haringey

Development Management and Site Allocations
Development Planning Document

Sustainability Appraisal

Initial Scoping Report

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London Borough of Haringey

Development Management and Site Allocations Development Planning Document

Sustainability Appraisal

Initial Scoping Report

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Report No 50007-LN00993-LNR-01

Date 05 March 2010

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Abbreviations

AAP	Area Action Plan
BAP	Biodiversity Action Plan
CABE	Commission for Architecture and the Built Environment
DCLG	Department for Communities and Local Government
DM	Development Management
DPD	Development Plan Documents
EA	Environment Agency
EC	European Commission
EH	English Heritage
EU	European Union
LBH	London Borough of Haringey
LDA	London Development Agency
LDD	Local Development Document
LDF	Local Development Framework
LNR	Local Nature Reserve
NE	Natural England
NLSA	North London Strategic Alliance
ODPM	Office of the Deputy Prime Minister
PAS	Planning Advisory Service
PDL	Previously Developed Land
PPG	Planning Policy Guidance
PPPs	Policies, Plans and Programmes
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SuDS	Sustainable Drainage Systems
UDP	Unitary Development Plan

1 Introduction

The Development Management and the Site Allocations Development Plan Documents (DPDs) form part of the London Borough of Haringey's Local Development Framework (LDF) and will provide guidance on the implementation of policies within the Core Strategy. The Development Management DPD will setting out detailed planning policies that the Council will use when determining applications for planning permission to help implement the policies in the Core Strategy. The Site Allocations DPD will set out the Council's preferred use for land and buildings on specific sites which are likely to be subject to development proposals.

This Initial Scoping Report will provide the context, baseline and Sustainability Appraisal Framework that is proposed to be used to appraise the DPDs.

1.1 Background

The Planning and Compulsory Act 2004 and its accompanying Regulations have led to the replacement of existing system of Unitary Development Plans (UDPs) with Local Development Frameworks. This is the folder of local development documents which comprise the spatial planning strategy for a local planning authority area.

LDFs comprise of Local Development Documents (LDDs), which include Development Plan Documents (DPD) and Supplementary Planning Documents (SPD) which expand policies set out in a development plan document or provide additional detail.

1.2 Haringey's Local Development Framework

The London Borough of Haringey (LBH) is currently preparing its Local Development Framework (LDF) which will replace the existing Unitary Development Plan 2006 (UDP). As part of this process, a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are being undertaken. The term, SA, shall be used to refer to the combined SA/SEA for the remainder of this SA Report.

The LDF comprises a suite of Development Plan Documents (DPDs) which outlines its key development goals. When adopted, development control decisions must be made in accordance with the DPDs unless material considerations indicate otherwise.

LBH's UDP was adopted in July 2006 and sets out land use policies for the area up to 2026. The UDP is to be replaced by a LDF. The Planning and Compulsory Purchase Act 2004 allows policies in the existing plan to be 'saved' for 3 years as part of the LDF until they can be replaced by new DPDs. The LDF will include the following documents:

- *Statement of Community Involvement* – this establishes how the Council will involve the community in the preparation of the development plan documents.
- *Core Strategy* – sets out the spatial vision, spatial objectives and core policies for the development of the borough and provides the framework for all the other DPDs.
- *Proposals Map* – this will show the main proposals, designations and areas to which site specific policies apply.
- *Development Management Development Plan Document* - sets out detailed planning policies that the Council will use when determining applications for planning permission.
- *Site Allocations Development Plan Document* – sets out the Council's preferred use for land and buildings on specific sites which are likely to be subject to development

proposals during the lifetime of the LDF. These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy (which is the main document in the LDF) and the London Plan.

- *Area Action Plans* – For example, Central Leaside (to be prepared jointly with London Borough of Enfield).
- *Supplementary Planning Documents* – these will provide guidance for specific areas or topics.

The Core Strategy Pre-Submission DPD is being issued for consultation. A Sustainability Appraisal (SA) process was carried out during the development of the Core Strategy and a SA Report is being issued to accompany the Pre-Submission Core Strategy.

1.3 Sustainability Appraisal of the Development Plan Documents

SA is a process for assessing the social, economic and environmental impacts of a plan and aims to ensure that sustainable development is at the heart of the plan-making process.

It is a legal requirement that DPDs are subject to SA, under the Planning and Compulsory Purchase Act 2004. This Act stipulates that the SA must comply with the requirements of the SEA Directive¹ which was transposed directly into UK law through The Environmental Assessment of Plans and Programmes Regulations, 2004² (the SEA Regulations).

The aim of the SEA is to *'provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development'* (Article 1 of the SEA Directive).

The principle of ensuring a better quality of life for everyone, now and in the future, lies at the heart of sustainable development. SA is an essential tool for ensuring that the principles of sustainable development are inherent throughout the preparation of the DPDs and that it broadly complies and contributes to relevant planning guidance. The overarching aim of the process is to ensure better decision making and planning, and it should be initiated at the earliest possible stage of the DPD preparation.

1.4 Purpose of this Scoping Report

The purpose of this SA Scoping Report is to set out the initial context and findings of the SA and the proposed approach to the rest of the appraisal of the Development Management (DM) DPD and the Sites Allocations DPD. The aim is to ensure that the SA addresses all relevant issues and objectives and enable input from key stakeholders and consultation bodies at an early stage in the process. Furthermore, the Scoping Report is being used to consult the four consultation bodies defined in the SEA Regulations on the likelihood of significant environmental effects.

The Scoping Report sets out an initial assessment of:

- The relationship of the DPDs with other relevant plans and programmes;

¹ Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, June 2001

² The Environmental Assessment of Plans and Programmes Regulations, 2004 (S.I. 2004 No. 1633)

- Relevant sustainability objectives established at the national, regional and local level;
- Current environmental, social and economic baseline and their likely evolution. This will be an ongoing process and where environmental, social or economic factors require assessment in relation to a specific DPD this will be collated throughout the SA process;
- Characteristics of the area which are most likely to be affected by the DPDs;
- Key sustainability issues and opportunities for the borough – based on assessment of the baseline and SA of the Core Strategy. As the DPDs are developed, specific sustainability issues may be identified. At this stage a list of sustainability issues identified in the Core Strategy SA is included but these will be refined as certain issues of particular relevance to the Development Management and Site Allocations DPDs are identified.

This report also sets out the proposed methodology for the SA, including suggested sustainability objectives and sub-objectives, the level of detail and scope of the SA, a proposed programme of work and draft structure of the final SA Report.

2 Sustainability Appraisal Methodology

2.1 Overview of SA Methodology

The proposed approach to the Sustainability Appraisal of the DPDs will follow the SA process set out in the following:

- Department of Communities and Local Government (DCLG) guidance on sustainability appraisals of Plan Making Manual (2009) available at: www.pas.gov.uk.
- Office of the Deputy Prime Minister (ODPM) (2005) A Practical Guide to the Strategic Environmental Assessment Directive.

The DCLG SA guidance advocates a five stage process for undertaking an SA:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope.
- Stage B: Developing and refining options.
- Stage C: Appraising the significant effects of the options and prepare SA Report.
- Stage D: Consultation on the draft DPDs and SA Report.
- Stage E: Monitoring implementation of the DPDs.

These stages of the SA are divided into a number of tasks as outlined in Table 2-1. The Scoping Report should set out the findings of Stage A and information on the next stages of the SA process.

Table 2-1: Sustainability Appraisal Stages and Tasks

CORE STRATEGY DPD STAGE – PRE-PRODUCTION, EVIDENCE GATHERING
STAGE A: Setting the context and objectives, establishing the baseline and deciding on the scope
Task A1: Identify other relevant plans, programmes and sustainability objectives. Task A2: Collect relevant baseline information and characterise the area. Task A3: Identify sustainability issues and problems. Task A4: Develop the SA Framework including objectives, indicators and targets. Task A5: Consult on the Scope of the SA Output: Consultation on the Scoping Report
DPD STAGE - PRODUCTION
STAGE B: Developing and refining options and assessing effects
Task B1: Test the plan objectives against the SA framework. Task B2: Develop the DPD options. Task B3: Predict the effects of the DPD, including DPD options. Task B4: Evaluate the effects of the DPD. Task B5: Consider ways to mitigate adverse effects and maximise beneficial ones. Task B6: Propose measures to monitor the significant effects of implementing the DPD.
STAGE C: Prepare the Sustainability Appraisal Report
Task C1: Prepare the SA Report Output: SA Report on the draft DPD

STAGE D: Consulting on the approach of the draft DPD and SA Report
Task D1: Public participation on the approach of the DPD and SA Report Output: SA Report on the Pre-Submission DPD
Task D2 (i) and (ii): Appraise significant changes resulting from representations Output: Assessment of significant changes
DPD STAGE - EXAMINATION
ADOPTION
Task D3: Making Decisions and providing implementation Output: Final SA Report and Sustainability Statement
STAGE E: MONITORING THE SIGNIFICANT EFFECTS OF IMPLEMENTING THE DPD
Task E1: Finalising aims and methods for monitoring Task E2: Respond to the adverse effects

2.2 Approach for DPDs

The Core Strategy provides the overall direction for development in the borough. More detail on implementation is provided by the policies in the Development Management DPD. The Site Allocations DPD will provide the spatial expression of the policies by identifying sites for particular land uses.

2.2.1 Development Management DPD

The Draft DM DPD will provide more detail and guidance on how the policies in the Core Strategy will be implemented. The DM DPD has been divided into sections that reflect those of Haringey's Sustainable Community Strategy and Core Strategy. These sections are:

- People at the heart of change
- An environmentally sustainable future
- Economic vitality and prosperity shared by all
- Safer for all
- Healthier people with a better quality of life
- People and customer focused

The Development Management policies will be assessed against the SA Objectives and Sub-objectives developed for the Core Strategy DPD and any other sub-objectives which may be identified during the SA process.

The SA Assessment will be organised into the same topics as used in the Draft DMD: Housing, Transport, Employment, Design, Conservation, Open Space and Biodiversity, Culture and Leisure, Community Facilities and Education.

2.2.2 Site Allocations

The Draft Site Allocations DPD document identifies a number of sites, each of which are proposed for development to the following uses: Mixed Use Development, Residential, community/commercial/Employment Development. The SA assessments of the proposed sites will be organised into the same topics as used in the Site Allocations document. The approach to the assessment of the sites will be carried out using a Geographical Information System.

This would allow many different types of spatial information (e.g. locations of listed buildings or

nature conservation designations and flood risk areas) to be integrated and viewed on a map. The baseline data that will be used will closely relate to the SA Objectives.

2.3 Proposed programme

The SA will be ongoing during the production of the DPDs and therefore follow the DPD programmes. It is currently proposed that a report discussing the sustainability implications will accompany the consultation on the draft DPDs and a formal consultation on the final SA Report and Pre-Submission Documents for the DPDs. The submission DPDs will be accompanied by any amendments that are necessary to the SA Report.

2.4 Proposed structure and content of the Sustainability Appraisal Report

The results of the appraisal will be presented in a Sustainability Appraisal Report. The SEA directive and DCLG guidance provide requirements for the content of the SA Report, to be completed in order to document the entire SA process.

The SA Report will broadly follow the structure below. The SA of the DPDs will be reported in a single SA Report.

Table 2-2: Proposed SA Report Structure

SA Report Component	Contents
Non Technical Summary	Summary of the findings of the SA
Part A	Sustainability Context
Introduction	Background: Haringey's Local Development Framework Purpose of the SA Report Structure and Content of the SA Report for the Development Management and Site Allocations DPDs Compliance with the SEA Directive and Regulations Consultation on the SA Report
Appraisal Methodology	Overview of approach adopted to the SA <ul style="list-style-type: none"> • Development Management DPD • Site Allocations DPD Scoping Report Appraisal of alternatives Stakeholder Involvement Limitations of the SA Process
Sustainability Objectives, Baseline and Context	Links to other plans, programmes and sustainability objectives Descriptions and spatial analysis of the environmental, social and economic baseline characteristics Environmental, economic and social issues and opportunities Sustainability Appraisal Framework
Implementation and Monitoring	Links to other tiers of plans and programmes and the project level Proposals for monitoring
Part B	Appraisal of the Management Development Policies

SA Report Component	Contents
Development Management Policies	List of Development Management Policies
Appraisal of Development Management Policies Options	Appraisal of Policies against SA Objectives and Sub-objectives
Implementation and Monitoring of the Development Management Policies	Monitoring indicators
Part C	Appraisal of the Site Allocations
Site Allocations	List of site allocations
Appraisal of Site Allocations Options	Appraisal of site allocations against SA Objectives and Sub-objectives
Implementation and Monitoring of Site Allocations	Monitoring Indicators

3 Relationship to other Plans, Programmes and Sustainability

3.1 Purpose of review

The purpose of reviewing other plans and programmes, which includes policies and sustainability objectives as part of the SA is to ensure that the relationship with these other documents are explored to enable the London Borough of Haringey to take advantage of potential synergies and address any inconsistencies and constraints. The plans, programmes and sustainability objectives that need to be considered include those at an international, national, regional and local scale.

3.2 Documents to be reviewed

Due to the tight time constraints in preparing the Scoping Report, an overview of the plans and programmes which have been carried out for the Core Strategy will be undertaken. A detailed review of the plans and programmes will be undertaken at the Stage B of the SA process. This detailed review will include reviewing any new plans and programmes relevant to each DPD.

Table 3-1 below shows a summary list of plans and programmes included in the review part of the SA.

Table 3-1: List of relevant plans and programmes

Plan or programme title
International
<ul style="list-style-type: none"> ▪ The World Summit on Sustainable Development (WSSD), Johannesburg (2002). ▪ Kyoto Protocol to the UN Framework Convention on Climate Change (1992). ▪ EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (92/43/EEC). ▪ Bonn Convention on the Conservation of Migratory Species (1999). ▪ Bonn Convention on the Conservation of European Wildlife and Natural Habitats (1979). ▪ Directive on the Conservation of Birds (79/409/EEC). ▪ European Spatial Development Perspective (1999). ▪ Directive to Promote Electricity from Renewable Energy (2001/77/EC). ▪ The Sixth Environment Action Programme of the European Community (2002-2012). ▪ EU Air Quality Framework Directive (96/62/EC) and Daughter Directives (1993/30/EC), (2000/69/EC), (2002/3/EC) and (2004/107/EC). ▪ EU Framework Directive on Waste (91/156/EEC). ▪ EU Council Directive on the Landfill of Waste (99/31/EC). ▪ Water Framework Directive 2000/60/EC (WFD). ▪ Drinking Water Directive 98/83/EC. ▪ Aarhus Convention (Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters), June 1998. ▪ Ambient Air Quality and Cleaner Air for Europe Directive (2009/50/EC). ▪ Clean Air for Europe (CAFE) Programme. ▪ European Landscape Convention (2006).

<ul style="list-style-type: none"> ▪ European Sustainable Development Strategy (2001). ▪ European Biodiversity Strategy (1999). ▪ Environmental Liability Directive 2004/35/EC.
National
<ul style="list-style-type: none"> ▪ Securing the Future UK Sustainable Development Strategy (2005). ▪ Sustainable Communities, Settled Homes, Changing Lives – A Strategy for Tackling Homelessness (2005). ▪ Sustainable Communities: Building for the Future (2003). ▪ Working with the Grain of Nature: a Biodiversity Strategy for England (2002). ▪ Historic Environment: A Force for the Future (2001). ▪ Suburbs & the Historic Environment, English Heritage (2007). ▪ Regeneration and the Historic Environment, English Heritage (2005). ▪ Retail Development In Historic Areas, English Heritage (2005). ▪ Strategic Partnerships and the Historic Environment, English Heritage (2005). ▪ Guidance on Tall Buildings, CABE (2007). ▪ Guidance on the Management of Conservation Areas, English Heritage (2005). ▪ Government / DfT 10 Year Transport Plan. ▪ Energy White Paper: Our Energy Future – Creating a Low Carbon Economy. ▪ The Egan Review – Skills for Sustainable Communities, (2004). ▪ Planning Policy Statement (PPS) 1: Delivering Sustainable Development and Planning Supplement. ▪ PPS3 Housing. ▪ PPG4 Industrial, Commercial Development and Small firms. ▪ PPS 6 Planning for Town Centres. ▪ PPS 9 Biodiversity and Geological Conservation. ▪ PPS 10 Planning for Sustainable Waste Management. ▪ PPS12 Local Spatial Planning. ▪ PPG13 Transport. ▪ PPG15 Planning and Historic Environment. ▪ PPG16 Archaeology and Planning. ▪ PPG17 Open space, sport and recreation. ▪ PPG21 Tourism. ▪ PPS 22 Renewable Energy. ▪ PPS 23 Planning and Pollution Control. ▪ PPG 24 Planning and Noise. ▪ PPS 25 Development and Flood Risk. ▪ Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Working Together for Clean Air (2000/07). ▪ Biodiversity Action Plan (1994). ▪ By design' - Urban design in the planning system: towards better practice. DETR and CABE, 2000. ▪ Urban White Paper: 2001. ▪ Planning Policies for Sustainable Building – a guidance to Local Development Frameworks (Local

Government Association Act, 2006).

Regional and Sub-regional

- Mayor's Spatial Development Strategy for London – The London Plan (2004) consolidated with further alterations (2008).
- Sustainable Development Framework (or Integrated Regional Strategy) Mayor of London and the London Sustainable Development Commission (2005).
- Sub-Regional Framework for North London (2004).
- Sustaining Success – London Economic Development Strategy (2005).
- The Mayor's Air Quality Strategy (2004).
- The Mayor's Biodiversity Strategy (2002).
- The Mayor's Energy Strategy (2004).
- The Mayor's Ambient Noise Strategy (2004).
- Draft Housing Strategy (2008).
- The Mayor's Municipal Waste Management Strategy (2003).
- Draft Mayor's Draft Water Strategy (2007).
- The Mayor's Transport Strategy (2001).
- The London Road Safety Plan (2001).
- NHS and Urban Planning in London (2003).
- The Mayor's Climate Change Action Plan (2007).
- Mayor's Cultural Strategy (2003).
- Mayor's Sustainable Construction SPG (2006).
- Mayor's Housing SPG (2005).
- Mayor's Achieving an Inclusive Environment SPG (2004).
- Tree and Woodland framework for London (2005).
- Design for Biodiversity (2003).
- Lower Lee Valley Planning Framework: Strategic Planning Guidance (2007).
- The East London Green Grid Framework: Draft SPG (Aug 2007).
- A Strategy for Restoring Rivers in North London (2006).
- North London Joint Waste Strategy (2004).
- North London Housing Strategy (2003).
- North London Strategic Flood Risk Assessment (2008).

Local

- Greenest Borough Strategy (2008).
- Local Implementation Plan (2006).
- Changing Lives – The Haringey Children and Young Peoples Plan (2006-9).
- Haringey's Biodiversity Action Plan (2004).
- Haringey Urban Renewal Strategy (2002-2012) – Narrowing the Gap.
- Draft Crime and Drugs Strategy (2005-2008).
- Haringey's Community Strategy (2007-2016).
- Haringey Anti-Social Behaviour Strategy.
- Haringey Employment and Training Strategy (2004).

- The Education and Development Plan (2002 – 2007).
- School Organisation Plan (2003 – 2008).
- Air Quality Management Area: Action Plan.
- Housing Strategy Statement (2006-2008).
- People, Places & Prosperity: Haringey's Regeneration Strategy.
- Cycling Action Plan.
- Haringey Local Delivery Plan 2005-08 NHS Teaching Primary Care Trust.
- Sustainable Communities Plan (2004).
- Unitary Development Plan (2006).
- SPG 1b – Parking in Front Gardens (Draft 2006).
- SPG 1c – Strategic Views (Draft 2006).
- SPG 1d - Telecom Equipment - including Satellite Dishes (Draft 2006).
- SPG 2 – Conservation and Archaeology (Draft 2006).
- SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight (Draft 2006).
- SPG 3c - Backlands Development (Draft 2006).
- SPG 4 Access for All – Mobility Standards (Draft 2006).
- SPG 5 Safety by Design (Draft 2006).
- SPG 6a Shopfronts, Signage and Security (Draft 2006).
- SPG 7a Vehicle and Pedestrian Movement (Draft 2006).
- SPG 7b Travel Plans (Draft 2006).
- SPG 7c Transport Assessments (Draft 2006).
- SPG 8b Materials (Draft 2006).
- SPG 8c Environmental Performance (Draft 2006).
- SPG 8d Biodiversity, Landscaping and Trees (Draft 2006).
- SPG 8e Light Pollution (Draft 2006).
- SPG 8f Land Contamination (Draft 2006).
- SPG 8g Ecological Impact Assessments (Draft 2006).
- SPG 8h Environmental Impact Assessments (Draft 2006).
- SPG 8i Air Quality (Draft 2006).
- SPG 9 Sustainability Statement guidance notes & Sustainability Checklist (Draft 2006).
- SPG 10c Educational Needs Generated by New Housing Development (Draft 2006).
- SPG 10d Planning Obligations and Open Space (Draft 2006).
- SPG 11b Buildings for Sustainable Community Use (2003).
- SPG 11c Town Centre Retail Thresholds (2004).
- Housing Strategy Statement 2003-2008 (Updated December 2005).
- Haringey's Empty Property Strategy 2005 to 2008.
- Haringey Homelessness Strategy 2005 to 2008.
- Housing Supplementary Planning Document (2008).
- Open Space Standards Supplementary Planning Document (2008).
- Housing Needs Assessment (2007).

- Employment Land Study (2008).

4 Baseline Characteristics

4.1 Environmental, social and economic baseline data

The SEA Directive requires information to be gathered on “*the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme*” (Annex 1(b)) and the “*environmental characteristics of the areas likely to be most significantly affected*” (Annex 1(c)).

Government guidance suggests that baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. The baseline information provides the basis for predicting and monitoring effects and in identifying sustainability issues and opportunities. The assessment of the baseline information about the current and future status of a range of indicators for the borough is fundamental to the SA.

Baseline topics that will be reviewed as part of the SA include the following:

- Social: population, housing, human health, education, deprivation.
- Environment: water and flooding, soil and land quality, air quality, climatic factors, biodiversity, cultural heritage, townscape, landscape, waste and transportation.
- Economy: employment, business development.

Baseline data indicators, key trends and targets will be identified during the SA

Baseline information has been gathered for the Core Strategy, which will be the initial basis for the assessment of the characteristics of the whole borough. The initial baseline assessment will be a spatial analysis of the characteristics of the borough, focussing on the constraints and opportunities. The assessment will include a brief summary of baseline data and key trends.

A more detailed data and specific indicators tailored to the individual DPDs may be required during the course of the production of the DPDs and subsequent stages of the SA. The baseline data collection and analysis will therefore be an ongoing process and will supplement the initial baseline assessment included in the Scoping Report. The final SA Report will include a fuller description of the characteristics of the borough and the areas likely to be affected by the DPDs.

5 Key Sustainability Issues and Opportunities

5.1 Sustainability Issues

Sustainability issues with Haringey have been identified during the preparation of the Core Strategy, based on existing documents, strategies and assessments. The key issues and opportunities identified through the SA process so far are summarised below. These issues are relevant to the Development Management and Site Allocation DPDs but other more specific issues may be identified during the preparation of the DPDs and the subsequent SA process.

Social

- Crime rates are relatively high across the borough and incidences of crime and disorder are evenly spread across the borough.
- There is a particular need to tackle anti-social behaviour, criminal damage and burglary in the Borough and overall levels of crime to enhance overall quality of life.
- There are pockets of multiple deprivation in a number of the wards (Tottenham Hale, Bruce Grove, White Hart Lane, Northumberland Park, Tottenham Green, Seven Sisters, Harringay and Noel Park) in the borough, particularly in the centre and east of the Borough. Deprivation is a very complex issue and requires a coordinated approach by all service providers to tackle the underlying issues, such as health, education and crime deprivation.
- Educational attainment is lowest in White Hart Lane, Northumberland Park and Seven Sisters.
- Worklessness, isolation and low income have adverse effects upon resident's health and wellbeing.
- The higher proportion of older people in the borough is likely to place increasing pressure on health services in Haringey.
- Overwhelming need for affordable housing in the borough.
- Future housing growth will place pressure on other land uses, open spaces and local services and if not carefully integrated will affect the character of the borough.
- Appropriate service provision is required for all groups of the community in terms of education, housing and health.
- The west of the borough is predominantly 'older' than the east. This will have implications for provision of educational, health and recreational facilities.
- Stronger orbital public transport capacity is required to serve key development areas, town centres and residential areas.
- The DPDs should seek to:
 - Explore opportunities to improve educational attainment in the borough which in turn provide wider social benefits and benefits to the local economy.
 - Target health improvements which would enhance overall quality of life in the borough. Primary healthcare facilities, particularly in some areas of Tottenham, require modernisation.
 - Implement regeneration programmes which present significant opportunities both to revitalise the housing stock in the borough and to improve quality of life.
 - Focus on those in greatest housing need and reduce the numbers of homeless households and those in temporary housing.

- Improve community safety, sustainability and community cohesion by focussing on the quality of existing and new homes.
- Promote community activities to take advantage of Haringey's ethnic diversity, which in turn has the potential to promote cohesion across neighbourhoods, cultures and generations.
- Explore opportunities to reduce the need to travel, for example encouraging home-working and locating high trip generating development in areas of good public transport accessibility.

Economic

- The regeneration of Haringey Heartlands, Tottenham Hale and Central Leaside offers new business and employment opportunities.
- Inward investment should be encouraged, with a focus on growth sectors and existing key business clusters.
- Start-up businesses should be encouraged and supported.
- There are opportunities to raise educational attainment and develop skills to reduce levels of worklessness and associated deprivation.
- Existing employment areas including town centres should be retained and enhanced.
- There are opportunities to raise educational attainment and develop skills to reduce levels of worklessness and associated deprivation.
- Transport links should be improved to major employment opportunity areas outside of the borough including Stratford, Brent Cross and Stansted Airport.
- In order to meet projected growth in expenditure, there is a need for additional shopping and service facilities.
- The DPDs should seek to:
 - Reduce the vacancy rate across the borough.
 - Maintain and enhance environment within each centre.
 - Implement measures that maintain high levels of accessibility and public transport to the centre.

Environmental

- The Lee Valley Ramsar Site and Special Area for Conservation, which straddles the eastern part of the Borough, is an internationally and nationally protected site of high biodiversity value. Haringey supports over 40 sites of biodiversity importance throughout the Borough, with the site of Metropolitan Importance at Muswell Hill, Ecologically Valuable Sites Borough Grade 1 in the western part of the Borough (Alexandra, Muswell Hill, Forbes Green) and Ecologically Valuable Sites Borough Grade 2 in White Hart Lane, Stroud Green and Fortis Green. Haringey also has nationally important and protected species. All biodiversity sites and species should be protected and, where possible, enhanced.
- Biodiversity sites should function as multifunctional greenspace which are designed to a high standard of quality to accommodate nature, wildlife and historic and cultural assets.
- The Lee Valley presents a significant recreational waterway which could serve to link Haringey with developments in East London, most notably the Olympic Park.
- Haringey has a total of 462 Listed Buildings including six that are of outstanding national significance, such as Bruce Castle. There are 29 Conservation Areas and 22 Areas of Archaeological Importance. All cultural heritage features should be conserved.

- Finsbury Park and Alexandra Park are identified as historically important parks. Whilst preserving statutory sites, it is important to ensure that the wider historic landscape is protected and enhanced and that cultural heritage issues are addressed by new development.
- Haringey has a network of Metropolitan Open Land, including the Lee Valley, and Significant Local Open Land. Strategic landscape and open space resources should be maintained, enhanced and, where possible, linked.
- The East London Green Grid Framework presents an opportunity for Haringey to enhance inter-borough green corridors.
- A variety of industrial land uses have potentially left behind substantial contamination in the Borough.
- The DPDs should seek to:
 - Recognise the biodiversity value of waste land and derelict sites. Although there is a Government emphasis upon redeveloping brownfield sites, the biodiverse nature of some brownfield sites must be acknowledged. (e.g. the Black Redstart, a nationally important bird species associated with waste land and derelict sites is present in the Borough).
 - Identify opportunities to enhance green corridors/chains within the borough.
 - Improve accessibility to and quality of open spaces.
 - Explore opportunities for accessible open spaces within new development.
 - Improve smaller open spaces and green areas around highways and junctions, including tree planting.
 - Ensure waterways contribute towards the provision of green corridors within the borough by creating buffer zones.
 - Continue efforts to encourage access for all to the River Lee to provide health and educational excursions for residents and visitors.
 - Encourage development which includes Sustainable Drainage Systems (SuDS) and incorporates facilities to reduce water consumption and re-use grey water.
 - Prioritise brownfield sites, which offer the greatest capacity for development and those, which may be better used as a green resource.
 - Incorporate SuDS in new developments
 - Encourage development in the lowest flood risk area;
 - Reduce car use through design i.e. capped car provision for new developments.
 - Encourage businesses/services to produce travel plans and require them as part of planning applications for new development with significant transport implications.
 - Set out best practice aspects of design, orientation, density and location of buildings to minimise energy demand, optimise sustainability and minimise the impact of air pollution and noise inside buildings and meet Code for Sustainable Homes and BREEAM standards;
 - Promote energy efficiency measures, including community heating schemes, Combined Heat and Power and energy action zones and link homes to decentralised local energy networks.
 - Further reduce waste production and promote sustainable sourcing and waste management principles for all new developments in the borough.
 - Identify broad areas for development of specific renewable energy technologies.

- Reduce dependency on the private car and increase public transport use.
- Improve key transport interchanges to accommodate proposed housing developments and regeneration programmes.
- Encourage a high quality urban environment that supports active travel.

6 Developing the Sustainability Appraisal Framework

6.1 Sustainability Objectives and Sub-objectives

The establishment of SA Objectives is central to the SA process. The SA framework, based on three objectives provides a way in which sustainability effects can be described, assessed and compared. Sustainability objectives will be distinct from those of the DPDs.

It is proposed to base the objectives for the SA of the DPDs on those already developed for the appraisal of the Core Strategy. However, detailed sub-objectives may be modified through the SA process to reflect the particular needs and issues identified by the two DPDs as they evolve.

An initial set of objectives and sub-objectives to be used for the SA of the DPDs is included in Table 6-1.

Table 6-1: Draft sustainability objectives and sub-objectives

SA Objective		Sub-Objectives
1.	To reduce crime, disorder and fear of crime.	To encourage safety by design.
		To reduce levels of crime.
		To reduce the fear of crime.
		To reduce levels of anti-social behaviour.
		To reduce alcohol and drug misuse.
2.	To improve levels of educational attainment for all age groups and all sectors of society.	To increase levels of participation and attainment in education for all members of society.
		To improve the provision of, and access to, education and training facilities.
3.	To improve physical and mental health for all and reduce health inequalities.	To improve access to health and social care services.
		To prolong life expectancy and improve well-being.
		To promote a network of quality, accessible open spaces.
		To promote healthy lifestyles.
4.	To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents.	To reduce homelessness.
		To increase the availability of affordable housing.
		To improve the condition of Local Authority housing stock.
		To improve the diversity of the housing stock.
5.	To protect and enhance community spirit and cohesion.	To promote a sense of, cultural identity, belonging and well-being.
		To develop opportunities for community involvement.
		To support strong relationships between people from different backgrounds and communities.
6.	To improve access to services and amenities for all	To improve access to cultural and leisure facilities.
		To maintain and improve access to essential services

SA Objective		Sub-Objectives
	groups.	(banking, health and education) and facilities.
7.	To encourage sustainable economic growth and business development across the Borough.	To retain existing local employment and create local employment opportunities.
		To diversify employment opportunities.
		To meet the needs of different sectors of the economy.
8.	To develop the skills and training needed to establish and maintain a healthy labour pool.	To improve lifelong learning opportunities and work related training.
		To reduce high levels of unemployment and worklessness.
9.	To encourage economic inclusion.	To improve physical accessibility to local and London-wide jobs.
		To support flexible working patterns.
		To encourage new businesses.
10.	To improve the vitality and vibrancy of town centres.	To enhance the environmental quality of the Borough's town centres.
		To promote the borough's town centres as a place to live, work and visit.
		To ensure that the borough's town centres are easily accessible and meet local needs and requirements.
		To promote high quality buildings and public realm.
11.	To protect and enhance biodiversity.	To protect and enhance Priority Species and Habitats identified in the Biodiversity Action Plan.
		To link and enhance habitats and wildlife corridors.
		To provide opportunities for people to access wildlife and diverse open green spaces.
12.	To protect and enhance the Borough's townscape and cultural heritage resources.	To promote townscape character and quality.
		To preserve or enhance buildings and areas of architectural and historic interest.
13.	To protect and enhance the Borough's landscape resources.	To promote a network of quality, accessible open spaces.
14.	To protect and enhance the quality of water features and resources.	To preserve ground and surface water quality.
		To conserve water resources.
15.	To encourage the use of previously developed land.	To encourage the development and remediation of brownfield land.
		To promote the efficient and effective use of land whilst minimising environmental impacts.
16.	To adapt to climate change.	To reduce and manage flood risk.
		To encourage 'green design' solutions.
		To encourage the inclusion of SuDS in new development.

SA Objective		Sub-Objectives
17.	To protect and improve air quality.	To manage air quality within the borough.
		To encourage businesses to produce travel plans.
18.	To limit climate change by reducing CO ₂ emissions.	To reduce the use of energy.
		To increase energy efficiency and support affordable warmth initiatives.
		To increase the use of renewable energy.
19.	To ensure the sustainable use of natural resources.	To reduce the consumption of raw materials (particularly those from finite or unsustainable sources).
		To encourage the re-use of goods.
		To reduce the production of waste.
		To support the use of sustainable materials and construction methods.
		To increase the proportion of waste recycling and composting across all sectors.
20.	To promote the use of sustainable modes of transport.	To improve the amenity and connectivity of walking and cycling routes.
		To promote the use of public transport.
		To reduce the use of the private car.

7 Options to be Considered

7.1 Options to consider as part of the Sustainability Appraisal

One of the key requirements of the SA/SEA is to consider reasonable alternatives as part of the assessment process. During the development of the DPDs, a range of options will need to be considered, assessed and discussed with the local community and stakeholders. This will be a main part of Stage B of the SA process.

8 Next Steps

The main next steps of the SA will involve:

- Consideration of responses to the consultation on the Scoping Report
- Developing the evidence base as necessary for each DPD
- Testing the DPD objectives against the SA Objectives and against each other
- Appraising strategic options generated by the Council and the options presented in the draft DPDs
- Preparing the final SA Report
- Issuing the SA Report, along with the draft DPDs, for formal consultation.

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