

NOTICE OF MEETING

AGENDA FOR THE CABINET MEMBER SIGNING

Monday, 7th September, 2026, 12.00 pm - Alexandra House, Station Road, N22 7TY.

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Members of the public are welcome to attend this meeting. If you wish to speak at the meeting please register by emailing the Democratic Services Officer. Contact details can be found at the end of the agenda front sheet.

Elected Members:: Tammy Hymas

1. FILMING AT MEETINGS

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

4. URGENT BUSINESS

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear).

5. DEPUTATIONS / PETITIONS / QUESTIONS

6. APPROVAL TO AWARD CONTRACT, KINGS ROAD CAR PARK, N17 (PAGES 1 - 76)

7. EXCLUSION OF THE PRESS AND PUBLIC

Item 8 is likely to be subject to a motion to exclude the press and public from the meeting as *it* contains exempt information as defined in Section 100a of the Local Government Act 1972 (as amended by Section 12A of the Local Government Act 1985); paras 3 and 5, namely information relating to the financial or business affairs of any particular person (including the authority holding that information) and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

8. EXEMPT APPROVAL TO AWARD CONTRACT, KINGS ROAD CAR PARK, N17 (PAGES 77 - 110)

Democratic Services Contact: Richard Plummer Committees Manager
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Fiona Alderman
Director of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Thursday, 27 August 2026

Public Questions

Any resident, council tax payer or national non domestic rate payer of the Borough may ask the Chair of any Committee or its sub bodies any question on anything for which the Committee is responsible at any ordinary meeting. Notice of questions must be given in writing to the Democratic Services Manager by 10 a.m. on such day as shall leave three clear days before the meeting (e.g. Tuesday for a meeting on the following Monday). The notice must give the name and address of the sender. Should a question be rejected, the questioner will receive a written response advising of this, including the reasons for the rejection.

Deputations

A deputation may only be received by a Committee or its sub bodies if a requisition signed by not less than ten residents of the Borough, stating the object of the deputation, is received by the Democratic Services Manager not later than 10am to leave three clear days prior to the Committee meeting.

Accessibility Requirements

If you would like to attend and you have any special requirements, please email Richard Plummer Committees Manager at richard.plummer@haringey.gov.uk. Please note that public seating is limited and will be allocated on a first come first served basis.

Advice To Members On Declaring Interests

Information on declaring an interest is set out in the Council's Constitution in Part 5 Section A. However, you may need to obtain specific advice on whether you have an interest in a particular matter.

If you need advice, you can contact:

- Monitoring Officer
- the Legal Adviser to the Committee; or
- Democratic Services.

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

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Report for: Cabinet Member for Housing

Item number: CP-00488

Title: Approval to Award Contract, **Kings Road Car Park, N17**
Report

Authorised by: Taryn Eves, Corporate Director of Finance and Resources

Lead Officer: Jonathon Kirby, Delivery Director of Capital Projects and Property

Ward(s) affected: Bruce Castle

Report for Key/

Non Key Decision: Key Decision

1. Describe the issue under consideration

- 1.1 On 11 November 2025, Cabinet approved the commencement of a procurement exercise for the selection of a main contractor to deliver the redevelopment of Kings Road Car Park (land to the rear of St James Place), N17 8NP ("the Development"), in accordance with Contract Standing Order (CSO) 2.01(b). The scheme forms part of the Council's Housing Delivery Programme and the commitment to deliver 3,000 new Council homes by 2031.
- 1.2 Following completion of a competitive tender process, this report seeks approval to appoint the contractor identified in the exempt report to deliver the Development, in accordance with Contract Standing Orders 2.01(c).
- 1.3 Planning permission was granted on 18 February 2026 under application reference HGY/2025/3409 for the redevelopment of the site to provide 9 x four-bedroom, three-storey Council homes for Social Rent, together with cycle storage, refuse storage and associated landscaping. The location of the Development is shown on the Site Plan at Appendix 1.
- 1.4 The report also seeks Cabinet Member approval to appropriate the site from housing purposes to planning purposes to facilitate the Development and enable the Council to utilise its powers under Section 203 of the Housing and Planning Act 2016 in respect of any third-party rights affected by the Development.
- 1.5 Following practical completion of the Development, approval is also sought to appropriate the land back to housing purposes.

2. Cabinet Member Introduction

- 2.1 We are living through a generational housing crisis.
- 2.2 The mass sell-off of council homes and uncontrolled private rents means too many residents don't have a safe and suitable place to call home.

- 2.3 The most important things that councils can do is build council housing.
- 2.4 As a local council we will do everything we can with the power and money we have to build.
- 2.5 The single biggest priority is family-sized homes – with thousands of families in Haringey currently living in overcrowded and expensive homes.
- 2.6 Later this year, Haringey will start to transform the old Kings Road car park into new affordable council homes for local residents.
- 2.7 We're building nine townhouse-style homes here, all for families. Every home will have four bedrooms, helping us reduce the number of overcrowded homes in the borough.
- 2.8 Alongside the new building, we'll be landscaping the green space and upgrading the public realm. A whole new set of lighting and CCTV will be going in – benefiting an estate that has had to deal with repeated anti-social behaviour.
- 2.9 The insulation standards for the new homes will be first rate – using Passivhaus principles – to cut energy bills for residents.
- 2.10 This will be a great contribution to genuinely affordable housing in this borough.

3. Recommendations

It is recommended that the Cabinet Member for Housing:

- 3.1. Approves the total scheme cost for the delivery of the Development, as detailed in Appendix 4 (Part B Exempt Report).
- 3.2. Approves the appointment of Contractor A, as identified in Appendix 4 (Part B Exempt Report), to deliver the Development at Kings Road Car Park (land to the rear of St James Place), N17 8NP, comprising 9 new Council homes, for the contract sum of £3,950,256 and client contingency set out.
- 3.3. Approves the issuance of a Letter of Intent for up to 10% of the contract value, as set out in Appendix 4 (Part B Exempt Report).
- 3.4. Approves the appropriation of the land at Kings Road Car Park (land to the rear of St James Place), N17 8NP, shown edged red on the Site Plan at Appendix 1, from housing purposes to planning purposes pursuant to Section 122 of the Local Government Act 1972, to facilitate the delivery of the Development approved under planning permission reference HGY/2025/3409 and enable the Council to utilise its powers under Section 203 of the Housing and Planning Act 2016.
- 3.5. Approves, that upon appropriation of the land for planning purposes, the use of the Council's powers under Section 203 of the Housing and Planning Act 2016 to override easements and other third-party rights and interests affecting the land shown edged red on the Site Plan at Appendix 1 which may be interfered with by the construction and use of the Development approved under planning permission reference

HGY/2025/3409.

- 3.6. Approves the delegation of authority to the Delivery Director of Capital Projects and Property, in consultation with the Corporate Director of Finance and Resources and the Cabinet Member for Housing, to:
- a) implement the appropriations referred to in this report including determining the precise timing of such appropriations;
 - b) take all necessary steps to enable reliance on section 203 of the Housing and Planning Act 2016
 - c) agree and make any necessary compensation payments arising from valid claims relating to third-party rights affected by the Development.
- 3.7. Approves the subsequent appropriation of the land shown edged red on the Site Plan at Appendix 1 from planning purposes back to housing purposes within the Housing Revenue Account, pursuant to Section 19 of the Housing Act 1985, such appropriation to take effect upon practical completion of the Development.

4. Reasons for decisions

- 4.1. The site known as Kings Road Car Park (land to the rear of St James Place), N17 8NP, was approved by Cabinet in October 2021 for inclusion in the Council's Housing Delivery Programme. Planning permission for the redevelopment of the site was subsequently granted on 18 February 2026 under application reference HGY/2025/3409, for the construction of 9 x four-bedroom, three-storey Council homes for Social Rent, together with associated refuse and cycle stores and landscaping.
- 4.2. Financial appraisals, supported by the Council's independent cost consultant, confirm that the scheme is viable and represents value for money. Following the completion of the procurement process, the recommended contractor was identified as submitting the Most Economically Advantageous Tender (MEAT) and is therefore recommended for contract award.
- 4.3. The approved development will deliver nine family-sized Council homes for Social Rent and make a significant contribution towards addressing the shortage of larger affordable homes within the borough. Four-bedroom Council homes are in particularly short supply and are required to meet the needs of families currently living in overcrowded accommodation or temporary housing. The Development will therefore help meet identified housing need whilst supporting the Council's objective of delivering 3,000 new Council homes by 2031.
- 4.4. The Development represents the efficient redevelopment of an underutilised HRA asset and will provide long-term social value through the delivery of high-quality affordable housing on Council-owned land.
- 4.5. The Development has been designed to address existing issues associated with the site, including anti-social behaviour and fly-tipping, through enhanced natural surveillance, improved site layout, secure access arrangements, and dedicated refuse storage facilities. Collectively, these measures will improve the quality of the local environment and contribute to a safer and more attractive neighbourhood for both

existing and future residents.

5. Alternative options considered

- 5.1. The Council could choose not to proceed with the Development. This option was rejected because it would prevent the delivery of the approved scheme of nine family-sized Council homes for Social Rent and would fail to make effective use of Council-owned land to address identified housing need.
- 5.2. The Council could proceed with the Development without appropriating the site for planning purposes and without relying upon the powers contained within Section 203 of the Housing and Planning Act 2016. This option was rejected because it could expose the Council to the risk of injunctions or other legal challenges arising from third-party rights or easements affected by the Development. Appropriation for planning purposes enables the Council to utilise its powers under Section 203 of the Housing and Planning Act 2016, ensuring that any interference with third-party rights is converted into a right to compensation rather than a right to prevent or delay the Development.
- 5.3. The Council could choose not to appropriate the land back to housing purposes following practical completion of the Development. This option was rejected because the completed homes are intended to remain within the Housing Revenue Account and be managed as Council housing at Social Rent. Re-appropriation to housing purposes is therefore necessary to facilitate the long-term ownership and management of the completed homes.

6. Background information

- 6.1. The site known as Kings Road Car Park (land to the rear of St James Place), Tottenham, N17 8NP is a Council-owned site located within a predominantly residential area in the Bruce Castle ward. The site currently comprises a surface-level estate car park containing approximately 40 parking spaces, six disused garages, refuse and bulky waste storage facilities, and associated hardstanding. The site sits within an established residential neighbourhood and is bounded by existing Council housing, community facilities and the London Overground railway corridor.
- 6.2. The site was approved by Cabinet in October 2021 for inclusion within the Council's Housing Delivery Programme as part of the Council's commitment to deliver 3,000 new Council homes by 2031. The redevelopment of the site forms part of the Council's wider strategy to make effective use of underutilised Council-owned land to address housing need, reduce reliance on temporary accommodation and deliver genuinely affordable homes for residents.
- 6.3. Planning permission was granted on 18 February 2026 under planning application reference HGY/2025/3409 for the redevelopment of the site to provide nine family-sized Council homes for Social Rent, comprising eight four-bedroom, seven-person homes and one four-bedroom, six-person home, together with new cycle storage, refuse storage, landscaping and associated estate improvements.
- 6.4. The approved scheme has been developed through an extensive design process and

represents a carefully considered response to a constrained and complex infill site. Throughout the design development process, a range of options were explored, including flatted development. However, following detailed assessment of the site's physical constraints, including its relationship with the railway corridor, residential amenity considerations, overheating requirements and buildability, a terrace of family houses was identified as the preferred solution. The final design delivers more family bedspaces, improved residential quality and better long-term management outcomes than alternative options considered during the feasibility stages.

- 6.5. Emphasis has been placed on creating homes that reflect how families live in practice. Significant design work was undertaken to refine the internal layouts and ensure that every aspect of the homes contributes positively to residents' day-to-day experience. The homes provide generous accommodation, practical circulation routes, storage, clearly defined living and dining spaces and private amenity space. The scheme exceeds minimum space standards and has been designed to provide flexible and adaptable accommodation capable of meeting the changing needs of families over time.
- 6.6. A key design principle has been the delivery of simple, robust and repeatable house types that maximise quality while ensuring cost efficiency and long-term maintainability. Careful attention has been given to the arrangement of rooms, access to natural light, outlook, privacy and outdoor space. The design incorporates first-floor terraces which provide valuable amenity space whilst simultaneously improving ventilation, daylight penetration and environmental performance throughout the homes.
- 6.7. Sustainability has been embedded throughout the Development and has informed both the architectural design and building specification from the outset. The homes have been designed using a fabric-first approach and adopt Passivhaus principles to minimise energy demand, improve thermal comfort and reduce operational carbon emissions. Whilst formal Passivhaus accreditation is not being pursued, the scheme incorporates proven Passivhaus methodologies, focusing on high levels of insulation, airtightness and thermal performance to create comfortable, energy-efficient homes.
- 6.8. In addition to the fabric-first approach, the homes will be equipped with air source heat pumps, solar photovoltaic panels and Mechanical Ventilation with Heat Recovery (MVHR) systems. The Development also incorporates enhanced overheating mitigation measures, including external solar shading and passive cooling strategies, ensuring the homes remain resilient to future climate conditions. Every home and every bedroom have been designed as dual aspect, maximising natural daylight and ventilation whilst supporting resident health and wellbeing.
- 6.9. The design has been strongly influenced by the site's location adjacent to an operational railway corridor. The position and size of windows, orientation of rooms and overall building layout have been carefully considered to mitigate railway noise, improve resident comfort and reduce overheating. Principal bedroom windows have been orientated away from the railway and towards communal green spaces, improving outlook and creating a quieter living environment for future residents.
- 6.10. The material choices have been developed with a focus on quality, durability,

sustainability and ease of maintenance. The scheme incorporates low-carbon construction materials, which significantly reduce embodied carbon when compared with traditional masonry products.

- 6.11. Beyond the delivery of new homes, the proposed development provides a comprehensive package of estate improvements. The site currently experiences issues relating to anti-social behaviour, poor surveillance, fly-tipping and underutilised public space. The Development has therefore been designed to improve the overall quality of the local environment through enhanced landscaping, improved lighting, secure access arrangements, CCTV coverage, defensible planting and upgraded refuse facilities. These measures will create a safer, cleaner and more attractive environment for both existing and future residents.
- 6.12. The quality of the design has been recognised nationally through the scheme's shortlisting for the 2026 Housing Design Awards, with the winners to be announced in Autumn 2026. The Development was recognised for its innovative response to site constraints, commitment to sustainable design, thoughtful family-focused layouts and the successful integration of high-quality housing within a challenging urban context. This recognition places the scheme amongst a select number of residential projects identified nationally as demonstrating excellence in housing design.
- 6.13. Overall, the Development represents a design-led and sustainable use of Council-owned land that will provide much-needed family housing whilst delivering wider estate regeneration benefits. The scheme demonstrates how good design, careful attention to detail and a clear focus on residents' needs can create homes that are practical, energy efficient, attractive and built to serve the community for generations.

Planning

- 6.14. The Council undertook extensive pre-application engagement with the Local Planning Authority throughout the design development process. This included several pre-application submissions and design reviews focused on housing quality, sustainability, urban design, transport, overheating mitigation, neighbour amenity and estate management. Feedback received through this process informed the evolution of the scheme and assisted in ensuring compliance with both local and London Plan policy requirements.
- 6.15. Alongside the design and planning process, the Council undertook extensive engagement with residents, ward councillors, internal stakeholders and external consultees. Feedback received helped shape key aspects of the Development, including refuse provision, security measures, landscaping improvements, lighting, CCTV coverage and wider environmental enhancements. The engagement process helped ensure the final proposals reflected local priorities whilst responding to operational and management requirements identified by Council services and residents.
- 6.16. The planning application was supported by a comprehensive suite of technical assessments covering transport, parking, sustainability, noise, daylight and sunlight, landscaping, ecology, residential amenity, overheating, fire safety and design quality. Following consideration of the application, consultation responses and technical submissions, planning permission was granted on 18 February 2026.

Consultation and Section 105 Process

- 6.17. In accordance with Section 105 of the Housing Act 1985, the Council undertook a formal consultation on the proposed changes to tenant amenities arising from the Development. This related primarily to the removal of the existing estate car park and the relocation of refuse and bulky waste facilities serving residents of James Place and Church Road.
- 6.18. The Section 105 consultation was undertaken between 24 June 2025 and 22 July 2025 and involved 39 affected households, comprising 21 secure tenants and 18 leaseholders. Residents were provided with consultation materials and opportunities to respond online, in writing and in person.
- 6.19. The statutory consultation formed part of a wider programme of engagement undertaken throughout the development of the proposals. Residents were able to review project information, attend engagement events and provide feedback through the dedicated Kings Road Commonplace website.
- 6.20. To support engagement, the Council held two on-site drop-in sessions and a community meeting and undertook targeted door-knocking exercises. Additional engagement was carried out in October 2025 to gather residents' views on the design and operation of the proposed refuse and recycling stores, which informed the final refuse strategy.
- 6.21. The Section 105 consultation received ten formal responses, representing approximately 26% of affected households. The main issues raised related to parking, refuse provision, anti-social behaviour, security, fly-tipping and estate management.
- 6.22. Whilst the formal Section 105 response rate was modest, the statutory consultation was supported by wider engagement activities, including community events, door-knocking and feedback through the project website. The issues raised were consistent across the various engagement activities and provided officers with a clear understanding of residents' priorities.
- 6.23. Feedback received directly informed the development of the scheme. In response to concerns raised, the Council committed to retaining Controlled Parking Zone permit eligibility for existing residents, improving CCTV coverage and lighting, strengthening access controls and reviewing the design and management of refuse facilities.
- 6.24. Having considered the consultation feedback and proposed mitigation measures, officers concluded that the benefits arising from the delivery of nine new Council homes for Social Rent, together with wider environmental, security and estate improvements, outweigh the impacts associated with the loss and reconfiguration of existing amenities.
- 6.25. A full Equality Impact Assessment (EqIA) was completed following the consultation and engagement process. The assessment considered the potential impacts of the proposals on residents and groups with protected characteristics and informed the development of the final scheme. The EqIA is included at Appendix 2.

Tender process

- 6.26. The Kings Road Car Park scheme has been designed to RIBA Stage 3 and has secured planning permission, a contractor is now required to complete the technical design, discharge planning conditions and deliver the approved development. Approval is therefore sought to award a Design and Build contract to enable the project to progress to construction.
- 6.27. The Council initially sought to appoint a contractor through the LCP Framework. Whilst this procurement route provides access to a pre-qualified pool of contractors, the framework has a limited number of eligible suppliers available to bid for projects of this size and nature. The tender opportunity was issued through the framework on 8 December 2025 with tender returns received on 10 February 2026.
- 6.28. Despite several contractors being eligible to tender through the framework, the Council received only a single compliant tender submission. The tender was evaluated by the project team, supported by the Council's Cost Consultant and Procurement Team.
- 6.29. Following detailed evaluation, officers concluded that the tendered contract sum did not represent sufficient value for money when considered against the approved budget and independent cost advice. As only one compliant tender was received, there was limited opportunity to benchmark the submitted price against competing market bids. In the absence of a competitive market test, officers were unable to obtain sufficient assurance that the tendered sum reflected best value for the Council and therefore determined that the opportunity should be re-tendered through a wider procurement route.
- 6.30. In addition to concerns regarding cost, whilst the bidder demonstrated an understanding of the project requirements, officers considered that the submission did not provide the level of assurance sought in relation to programme management and the coordination of approvals required from Network Rail under the Basic Asset Protection Agreement (BAPA). Given the importance of these interfaces to the successful delivery of the scheme, officers determined that, on balance, it would be prudent to re-tender the opportunity to ensure the Council secured both best value and the most suitable delivery partner for the project.
- 6.31. Given the absence of meaningful competition and concerns regarding both cost and quality, officers determined that proceeding with an award would not achieve best value for the Council. As a result, the procurement was concluded and no contract award was made.
- 6.32. To maximise competition and test the market more effectively, the Council subsequently undertook a second procurement exercise using the LCP Dynamic Purchasing System (DPS).
- 6.33. The re-tendering exercise was undertaken to secure greater market engagement, provide stronger benchmarking of tendered costs and increase confidence that the Council would receive submissions representing both value for money and an appropriate level of quality. The procurement adopted a single-stage JCT Design and

Build approach, allowing the successful contractor to complete the detailed technical design, discharge planning conditions and deliver the construction works.

- 6.34. Tender documents were issued on 17 April 2026. The tender clarification period remained open until 1 June 2026, with final tender submissions received on 26 June 2026.
- 6.35. Tender submissions were evaluated in accordance with the published procurement criteria using a combined quality and cost assessment. Quality submissions were assessed by officers from the Council's project team, with moderation support provided by the Procurement Team. Cost submissions were independently reviewed by the Council's appointed Cost Consultant to ensure robustness, affordability, value for money and alignment with prevailing market conditions.
- 6.36. Following completion of the evaluation process, the highest-scoring tender was identified as offering the Most Economically Advantageous Tender and is therefore recommended for contract award, as detailed in the exempt part of this report. The recommended contractor demonstrated a strong understanding of the project requirements, a robust delivery methodology and a competitive tender submission that represents value for money for the Council.
- 6.37. The contract will be awarded on a Design and Build basis and includes completion of the technical design, discharge of planning conditions, site establishment and enabling works, construction of the nine new homes, associated landscaping and public realm works, refuse and cycle storage facilities, utility diversions and statutory approvals, together with all associated preliminaries, management costs, overheads and profit. The contract will also contain a defects liability period following practical completion.
- 6.38. Subject to approval of this report, it is anticipated that the contract will be executed and site possession granted during winter 2026, with construction commencing shortly thereafter and practical completion anticipated by early spring 2028. The programme has been developed to align with planning requirements, statutory approvals and Network Rail interface obligations associated with the site.

Land Appropriation

- 6.39. The Kings Road Car Park site (land to the rear of St James Place), N17 8NP, shown edged red on the Site Plan at Appendix 1, is currently held within the Housing Revenue Account (HRA) for housing purposes. It is recommended that the Development is appropriated for planning purposes pursuant to Section 122 of the Local Government Act 1972. There is a pressing public need to carry out the Development and deliver housing, which is no longer needed for the purposes for which it is currently held.
- 6.40. In order to carry out the works at the Development, the land must be appropriated for planning purposes pursuant to Section 122 of the Local Government Act 1972, It will then be held by the Council under the statutory provisions of Part 9 of the Part 9 of the Town and Country Planning Act. The practical consequences (by virtue of Section 237 of the Town and country Planning Act 1980, as amended by Schedule 9 of the

Planning Act 2008) is that demolition, erection, construction or carrying out of any building or work on land is authorised under those planning powers, if the works are done in accordance with a planning permission, even if they interfere with third party rights.

6.41. The Council will seek to rely on the powers in section 203 of the Housing and Planning Act 2016, to override any third-party rights which may be infringed, in order to enable the timely delivery of the Development and to avoid the risk of injunctions that could otherwise delay or prevent implementation. The engagement referred to at paragraphs 6.17 - 6.25 of this report and additional efforts will ensure the Council will identify any potential third-party rights that may be infringed by the development. The Council considers that the use of section 203 powers is justified having regard to the public benefits of the proposed Development as outlined in this report. These benefits outweigh the interference with potential private rights. Any interference with third party rights will give rise to a right to compensation, payable by the Council. Delegated powers are sought at Recommendation 3.6(c) for the payment of such compensation. Accordingly, the Council considers that the use of its powers under section 203 is proportionate and in the public interest, having regard to its duties under section 6 of the Human Rights Act 1998.

6.42. Following practical completion of the Development, the site will be appropriated back to housing purposes within the HRA, enabling the completed homes to be managed and let as Council housing at Social Rent.

7. Contribution to the Corporate Delivery Plan 2024-2026 High level Strategic outcomes

The recommendations in this report will make a significant contribution and support the delivery of key themes within the Corporate Delivery Plan (CDP) 2024-2026.

- 7.1. **Homes for the future:** The construction of these new homes directly contributes to this key theme. The council's vision to create a borough where everyone has a safe, sustainable, stable, and affordable home. Providing nine high-quality new homes at council rent will meet this key theme.
- 7.2. **Responding to the climate emergency:** Responding to the climate change emergency is a core part of the Housing Delivery Programme. This scheme has been designed to Passivhaus principles and employs the latest sustainable technologies resulting in significant carbon emission reductions over the Building Regulations baseline, ensuring homes that are comfortable and efficient to run.
- 7.3. **Place and economy:** This project will ensure that the objectives set out in this theme are met by providing jobs through construction. This will help contribute to 'a thriving economy and a pleasant place' where 'everyone can find access to rewarding work that pays a living wage', as set out in the CDP.

8. Carbon and Climate Change

- 8.1. The Kings Road Car Park development has been designed with sustainability and climate resilience as core design principles. The scheme adopts a fabric-first approach, incorporating Passivhaus principles to reduce operational energy demand through high levels of insulation, improved airtightness and enhanced thermal performance. This approach prioritises reducing energy consumption at source, creating comfortable homes whilst minimising ongoing carbon emissions.
- 8.2. The approved development incorporates a range of low-carbon technologies designed to support the Council's net-zero ambitions. All homes will be served by air source heat pumps and Mechanical Ventilation with Heat Recovery (MVHR) systems, whilst roof-mounted photovoltaic panels will generate renewable electricity for each dwelling. Collectively, these measures are intended to reduce reliance on fossil fuels, improve energy efficiency and help mitigate fuel poverty for future residents.
- 8.3. The scheme has also been designed to respond to future climate change and overheating risks. Extensive modelling was undertaken during the planning and design process to ensure compliance with the Council's overheating policies and future climate projections. Mitigation measures include fixed solar shading, dual-aspect accommodation, carefully controlled window design and enhanced ventilation strategies. Every home and every bedroom benefits from dual-aspect design, maximising natural daylight and enabling effective cross-ventilation throughout the year.

9. Statutory Officer Comments

Legal

- 9.1. The Director of Legal and Governance (Monitoring Officer) was consulted in the preparation of the report.
- 9.2. The report indicates that the contract in the report was procured via the LCP DPS Minor Works, Principal Contractor – Housing & Residential Service Category and this is a complaint route to procure the contract in line with Regulation 34 of the Public Contracts Regulations 2015 and the Council's Contract Standing Order (CSO) 8.01
- 9.3. Pursuant to the provisions of the Council's CSO 2.01(c), Cabinet has authority to approve the award of a contract where the value of the contract is £500,000 or more and as such the recommendation in paragraph 3.2 of the report is in line with the Council's CSO.
- 9.4. Pursuant to the provisions of the Council's Contract Standing Order (CSO) 16.04 a Letter of Intent may be issued pending the issuance and execution of a formal contract where works, goods or services under a contract is required to commence prior to the issuance and execution of a formal contract and as such the recommendation in paragraph 3.3 of the report is in line with the Council's CSO.
- 9.5. Recommendation 3.4 seeks authority to appropriate the land edged red on the Site Plan at Appendix 1 comprising the proposed Development, which is currently held in the HRA. To carry out the Development, the site is required to be appropriated for

planning purposes under Section 122 of the Local Government Act 1972 ("Section 122 LGA 1972"). This will enable the Council to utilise its powers under Section 203 of the Housing and Planning Act 2016 at Recommendation 3.5.

- 9.6. Section 122(1) LGA 1972 provides that a principal council may appropriate for any purpose for which the Council are authorised by this or any other enactment to acquire land by agreement any land which belongs to the council and is no longer required for the purpose for which it is held immediately before the appropriation; but the appropriation of land by a council by virtue of this subsection shall be subject to the rights of other persons in, over or in respect of the land concerned. Section 122(2) LGA 1972 provides a principal council may not appropriate land constituting or forming part of an 'open space' unless they first advertise their intention to do so under the section.
- 9.7. In applying the requirements of Section 122 LGA 1972, the Council is satisfied that:
- a) the site is Council owned land;
 - b) the site is no longer required for its current purposes; and
 - c) the Council is seeking to appropriate the land for the statutory purpose of planning.
 - d) The site does not constitute open space.
- 9.8. By appropriating the land for planning purposes under Section 122 of the LGA 1972, the Council is therefore able to engage the powers contained in Section 203 of the Housing and Planning Act 2016
- 9.9. Section 203(1) - (3) of the Housing and Planning Act 2016 entitles the Council to carry out building or maintenance work even if it involves interfering with a relevant right or interest or breaching a restrictive covenant or an obligation under a conservation covenant. The relevant preconditions are:
- a) there is planning consent for the building or maintenance work
 - b) the work is carried out on land that has been appropriated by a local authority
 - c) for planning purposes,
 - d) the authority could acquire the land compulsorily for the purposes of the building or maintenance work, and
 - e) the building or maintenance work is for purposes related to the purposes for which the land was appropriated as mentioned in paragraph (b).
- 9.10. The Council is satisfied that the requirements of Section 203 are satisfied in that:-
- a) there is planning consent for the Development;
 - b) it is recommended at 3.4 of this report that the land is appropriated for planning purposes pursuant to Section 122 of the LGA 1972;
 - c) it could acquire the land compulsorily as the land is already the subject of a confirmed CPO under Section 226(1) of the Town and Country Planning Act 1990.
 - d) the building work is for the purposes for which the land is to be appropriated for, which is for planning for the construction of new housing on the Development.
- 9.11. Recommendation 3.7 seeks to appropriate the land from planning purposes back for housing purposes be held within the HRA, following practical completion works. The Council can do so under Section 19 (1) of the Housing Act 1985. The legislation allows

the Council as a local housing authority to appropriate for housing purposes any land for the time being vested in them and at their disposal. This appropriation is necessary as the new build units will be used for social housing by the Council and therefore must be held in the HRA.

- 9.12. The Director of Legal and Governance (Monitoring Officer) see no legal reasons preventing the approval of the recommendations in the report.

Procurement

- 9.13. Strategic Procurement (SP) notes that this report relates to the approval to award a contract to Tenderer A / (in the exempt part of the report).
- 9.14. SP note that a competitive tender was launched via the DPS Minor Works Framework, Principal Contractor – Housing & Residential Service Category.
- 9.15. The adopted procurement is in line with Contract Standing Order (CSO) 7.02 and Regulation 33 of the Public Contracts Regulations.
- 9.16. The Tenderers' bid submissions were evaluated in accordance with the scoring methodology contained within the published Invitation to tender document.
- 9.17. Bid evaluation was based on price and quality and the preferred bidder submitted the most economically advantageous tender.
- 9.18. SP supports the recommendation to approve the award in accordance with CSO's 2.01c, 0.08

Finance

- 9.19. Finance acknowledges the recommendation to Cabinet to approve the award of the contract to contractor A, at a contract value detailed in Part B (Exempt) of this report, for the delivery nine family-sized homes at the Kings Road Car Park site.
- 9.20. Finance confirms that the scheme is included within the Housing Revenue Account (HRA) capital programme reflected within the Council's approved Medium-Term Financial Plan (MTFP).
- 9.21. The Kings Road Car Park site is currently held within the HRA. Upon completion, the new homes will be appropriated to and retained within the HRA, where they will be managed as part of the Council's housing stock.
- 9.22. Further detailed financial comments are provided in Part B (Exempt) of this report.

Equality

- 9.23. The Council has a statutory duty under the Equality Act 2010 to have due regard to the need

to:

- Eliminate discrimination, harassment, victimisation, and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a protected characteristic and those who do not; and
- Foster good relations between persons who share a protected characteristic and those who do not.

9.24. This duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. The characteristic of marriage and civil partnership is relevant only to the first limb of the duty (elimination of discrimination).

9.25. Although not a protected characteristic under the Equality Act 2010, Haringey Council recognises socio-economic status as a local priority and considers it in its decision-making processes to promote fairness and inclusion.

9.26. The proposed decision relates to the appointment of a contractor to deliver nine new Council homes at the Kings Road Car Park site. The Kings Road Car Park site is in the Bruce Castle ward, adjacent to Tottenham Central and St Ann's. These areas are among the most diverse and socio-economically challenged in Haringey.

9.27. Over 60% of residents in Bruce Castle identify as Black, Asian or Minority Ethnic which is significantly higher than the London average. Bruce Castle falls within the 20% most deprived wards in England, with high levels of income deprivation, child poverty, and unemployment. Haringey has over 3,000 households in temporary accommodation, many of whom are families with children living in overcrowded or unsuitable conditions. The area has a higher-than-average proportion of residents reporting long-term health conditions or disabilities. The local population is younger than the borough average, with a high proportion of children and young adults under 35.

9.28. Data held by the Council indicates that women, young people, individuals from lower socio-economic backgrounds, and people from ethnic minority backgrounds are disproportionately represented among those in temporary accommodation. As such, the delivery of these new homes is expected to advance the Council's Public Sector Equality Duty by improving access to secure, affordable housing for groups with protected characteristics.

9.29. The scheme will increase the supply of genuinely affordable housing in the borough, including larger family-sized homes. This will have a positive impact on residents on the housing register, particularly those in severe housing need and those currently living in temporary accommodation.

9.30. A full Equality Impact Assessment (EQiA) has been completed, which concluded that the decision will have a positive impact on equalities within the borough. While there may be a minor negative impact due to the reduction in parking spaces, this is fully mitigated by the area's high public transport accessibility rating and the continued availability and increase of Blue Badge parking nearby.

9.31. In relation to the procurement process, the appointed contractor acting on behalf of

the Council in delivering a public function will be required to comply with the Public Sector Equality Duty. This includes having due regard to the three aims of the duty throughout the delivery of the contract.

10. Use of appendices

Appendix 1 – Red Line Boundary

Appendix 2 - EqIA

Appendix 3 – Section 105 Report

Appendix 4 – EXEMPT Part B

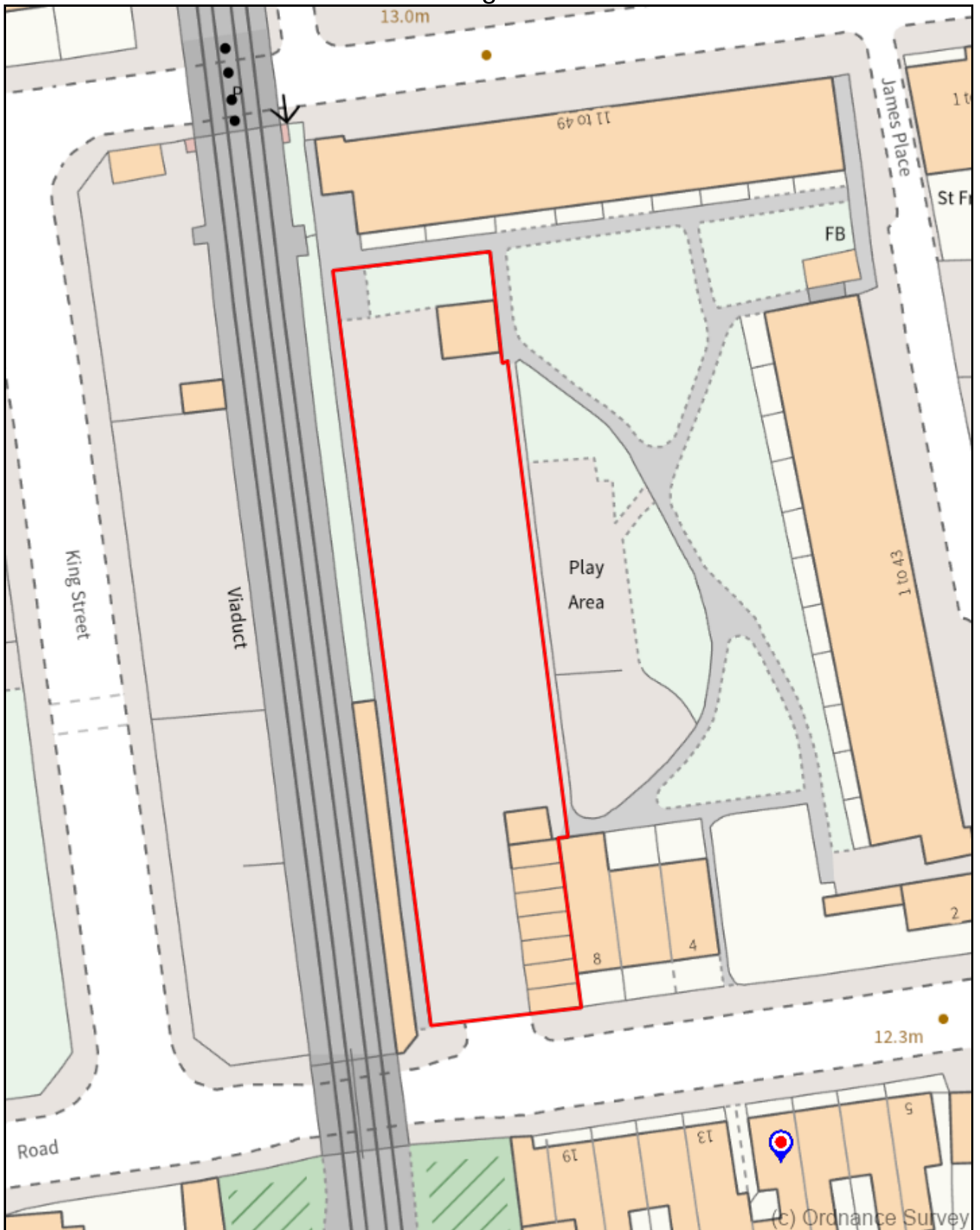
Appendix 5 – EXEMPT Commercial Tender Report

Appendix 6 – EXEMPT GW3 Appraisal Summary

11. Local Government (Access to Information) Act 1985

- 11.1. Appendices 4, 5 and 6 are NOT FOR PUBLICATION by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 in that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information).

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Kings Road N17

N Scale: 1:500

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LONDON

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Equality Impact Assessment (EQIA)

The Equality Impact Assessment (EQIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010.

The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	Kings Road Car Park N17
Service Area:	Capital Projects & Property
Officer Completing Assessment:	Amy Caul
Equalities Advisor:	Elliot Sinnhuber
Cabinet meeting date (if applicable):	n/a
Director/Assistant Director	Robbie Erbmman

2. Executive summary

Please complete this section *after* completing the rest of the form and summarise:

- The policy proposal, its aims and objectives, the decision in consideration. Please focus on **the change** that will result from this decision.
- Results of the analysis: potential positive and negative equality impacts
- Mitigations that will be taken to minimise negative equality impacts (if relevant)
- Next steps (this may include: if/when the EQIA will be refreshed, planned consultation, future stages of the project).

Purpose of the Project:

The Kings Road Car Park site, located to the rear of St James Place, Tottenham (N17 8NP), is a Council-owned parcel of land situated within a densely populated residential area. The site currently functions as a surface-level 40 space estate permit car park serving residents of the adjacent blocks on St James Place and Church Road. In addition to parking provision, the site includes six disused garages and a refuse and bulky waste storage area.

The new development will deliver nine much-needed affordable homes on Council-owned land. The inclusion of larger four-bedroom homes responds directly to a significant gap in the Council's existing housing stock, particularly for larger households currently placed in temporary or high-cost accommodation due to the lack of suitable provision. This scheme not only meets urgent housing needs but also supports long-term financial sustainability by reducing reliance on more expensive housing solutions. Additionally, the development contributes to the Council's strategic target of delivering 3,000 new Council homes by 2031.

The proposed development has been designed to address existing issues of anti-social behaviour through improved site layout, natural surveillance, and secure access arrangements. Upgraded refuse storage facilities will support the Council's efforts to reduce fly-tipping in the area, contributing to a cleaner and safer environment. Collectively, these improvements will enhance the overall quality of the public realm and promote a more positive living environment for existing and future residents.

Legal Context

Under the Equality Act 2010, the Council has a statutory Public Sector Equality Duty (PSED) to have due regard to the need to:

- Eliminate discrimination, harassment, and victimisation;
- Advance equality of opportunity between persons who share a protected characteristic and those who do not; and
- Foster good relations between persons who share a protected characteristic and those who do not.

This duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. Marriage and civil partnership are relevant to the first limb of the duty. Haringey Council also considers socio-economic status as a local priority characteristic.

Local Demographic Context

The Kings Road Car Park site is located in the Bruce Castle ward, adjacent to Tottenham Central and Northumberland Park. The car park is used by residents of the adjacent blocks on St James Place and Church Road. This area is among the most diverse and socio-economically challenged in Haringey:

- **Ethnicity and Diversity:** Over 60% of residents in Bruce Castle identify as Black, Asian or Minority Ethnic (BAME), significantly higher than the London average.
- **Deprivation:** Bruce Castle falls within the 20% most deprived wards in England, with high levels of income deprivation, child poverty, and unemployment.
- **Housing Need:** Haringey has over 3,000 households in temporary accommodation, many of whom are families with children living in overcrowded or unsuitable conditions.
- **Disability and Health:** The area has a higher-than-average proportion of residents reporting long-term health conditions or disabilities.
- **Age and Family Structure:** The local population is younger than the borough average, with a high proportion of children and young adults under 35.

Impact on Parking Provision

The proposed development will result in the removal of 40 existing car parking spaces and six disused garages. While this constitutes a reduction in local parking capacity, the site is situated within a Controlled Parking Zone (CPZ) and benefits from strong public transport accessibility, with a PTAL (Public Transport Accessibility Level) rating of 4/5.

The area is well-served by multiple bus routes and lies within walking distance of both White Hart Lane and Bruce Grove stations. Existing residents will remain eligible to apply for parking permits in adjacent streets, which include designated disabled parking bays.

Impact on Residents with Protected Characteristics

The removal of 40 car parking spaces and six disused garages has the potential to disproportionately affect residents with disabilities, particularly those who rely on private vehicles for mobility and access to essential services. However, this impact is mitigated through several measures:

- The site benefits from strong public transport connectivity, with a PTAL rating of 4/5, supporting independent travel for residents without access to a car.
- Residents will remain eligible to apply for parking permits within neighbouring Controlled Parking Zones (CPZs), which include designated disabled parking bays.

The scheme is expected to deliver positive outcomes for several groups with protected characteristics:

- Families with children: The provision of larger, family-sized homes will help address overcrowding and support improved health, educational, and social outcomes.
- Low-income households: The delivery of secure, affordable council housing will provide stability and financial resilience for residents experiencing economic hardship.
- Homeless households: By increasing the supply of permanent accommodation, the scheme will contribute to reducing reliance on temporary housing and improving long-term wellbeing.

Environmental and Amenity Considerations

Although the scheme involves the loss of hardstanding car park space, it will deliver:

- Improved amenity space for residents with a focus on reducing ASB, fly tipping and use of the refuse stores by non-residents
- A more attractive and safer environment for all users, including children and older residents.

Conclusion

While the removal of 40 car parking spaces may result in some localised impact particularly for residents who rely on private vehicle access; the overall equalities impact of the Kings Road Car Park N17 scheme is assessed as positive.

The delivery of nine new family-sized council homes will directly benefit households in housing need, including those with protected characteristics. The scheme incorporates appropriate mitigations to address potential adverse effects, such as accessible design features, targeted parking provision, and enhanced public transport connectivity. As such, the proposal aligns with the Council's commitment to inclusive development and its statutory duties under the Equality Act 2010.

3. Consultation and engagement

Section 105 Consultation Overview

Under Section 105 of the Housing Act 1985, Haringey Council is legally required to consult secure tenants on matters relating to housing management, including changes to the maintenance, improvement, or demolition of properties let by the Council, as well as alterations to the provision of services or amenities.

In June 2025, the Council initiated a Section 105 consultation regarding proposals for a new housing development adjacent to Kings Road (N17), specifically on the car park located behind 1–43 (odd) James Place and 11–49 (odd) Church Road. The proposed development would result in changes to existing amenities affecting secure tenants in the area.

The proposals presented to residents included:

- The removal of 40 car parking spaces.
- The relocation and re-provision of two existing bin stores currently situated near 11–49 Church Road and 1–43 James Place.

A total of 38 households were consulted, comprising 21 secure tenants (as required by statute) and 18 leaseholders (13 resident and 5 non-resident). While leaseholders are not legally required to be consulted under Section 105, the Council includes them as a matter of good practice.

The consultation period ran from Tuesday 24 June to Sunday 22 July 2025. All consultees received a comprehensive consultation pack, which included:

- A brochure detailing the proposed changes to amenities, including indicative design concepts and site plans, with an invitation to comment on the proposed bin store locations.
- A consultation questionnaire, including an equality and diversity monitoring form.
- A request form for alternative formats or translations.
- A Freepost envelope for postal responses.

Contact details for the engagement officer were provided to enable residents to request further information or alternative formats. The consultation materials were also made available on the Council's main website and the dedicated project hub at kingsroad.commonplace.is, where residents could submit responses online.

To facilitate direct engagement, three public events were held:

- Saturday 5 July, 11am–2pm: Pop-up event at Kings Road car park.
- Wednesday 9 July, 11am–2pm: Pop-up event at Kings Road car park.
- Tuesday 15 July, 6pm–8pm: Community meeting at Lancasterian Primary School Dinner Hall.

These events provided residents with the opportunity to speak directly with the Council's project team, ask questions, and share feedback on the proposals.

Consultation response

Table 1: A breakdown of the consultation responses by tenure is outlined below:

Overall consultation audience	Total responses		Secure tenant responses		Leaseholder responses	
	No.	% rate	No.	% Rate	No.	% Rate
39 (21 secure tenants, 18 leaseholders)	10	25.6	6	28.6	4	22.2

Note: no responses were received from non-resident leaseholders.

To understand the use of the amenities, consultees were asked three sets of questions relating to each amenity (car parking, bulky waste store, and the bin store).

To understand their use of the car park, consultees were asked:

- 'Do you use the car park?'
- 'If you answered 'yes', please tick how often you use the car park? ('everyday', 'weekly', 'occasionally', and 'friends, family, carer, when visiting')'

Overall consultation responses	Do you use the car park?				
	"Yes"	"Everyday"	"Weekly"	"Occasionally"	"Friends, family, carer when visiting"
Total	10	7		2	1
Secure Tenants	6	4		1	1
Leaseholders	4	3		1	

To understand their use of the bulky waste store, consultees were asked:

- 'Do you use the bulky waste store close to 11-49 (odd) Church Road?'
- 'If you answered 'yes', please tick how often you use the bulky waste store? (Please tick one of: 'everyday', 'weekly', 'occasionally', and 'never'.)'

Overall consultation responses	Do you use the bulky waste store close to 11-49 (odd) Church Road?			
	"Yes"	"Everyday"	"Weekly"	"Occasionally"
Total	8	4	2	2
Secure Tenants	5	3	1	1
Leaseholders	3	1	1	1

To understand their use of the bin store, consultees were asked:

- "Do you use the bin store close to 1-43 (odd) James Place?"
- If you answered yes, please tick how often you use the bin store? (please tick one of: 'everyday', 'weekly', 'occasionally', and 'never')]

Overall consultation responses	Do you use the bin store close to 1-43 (odd) James Place?			
	"Yes"	"Everyday"	"Weekly"	"Occasionally"
Total	9	7	1	1
Secure Tenants	5	4		1
Leaseholders	4	3	1	

The below table provides a summary of the relevant comments submitted in relation to the terms of the Section 105 consultation, along with the council's response, consideration, and proposed mitigations.

It should be noted that this is not a record of every comment received. Individual comments on the same topic have been noted as one entry in the table.

Removal of the 40 car park spaces

All the responses were concerned about the loss of the 40 parking spaces at Kings Road.

Consultees raised specific issues relating to:

Concern about lack of parking in surrounding area

8 respondents (of which 4 were secure tenants) were concerned about the lack of parking in the surrounding area, which is already administered by a controlled parking zone and which, they explained, is already very heavily parked.

Mobility issue and need for a carer

1 secure tenant explained that they needed the onsite parking for their carer and due to their mobility issues.

Additionally, the following concerns relating to loss of parking were raised by leaseholders, but not by any secure tenants:

- That offsite parking would lead to more crime (from vehicle) and ASB was raised by 4 leaseholders.
- That it could restrict access for the Emergency Services into the estate, was raised by 1 leaseholder.
- That they could lose their job due to traffic delays was raised by 1 leaseholder.
- That the loss of parking would impact negatively on the sale or rental value of their home, was raised by 1 leaseholder.

Response and consideration: Removal of the 40 car park spaces

The council does appreciate the importance of car parking to some residents, especially those with carer responsibilities. However, we need to balance this with the urgent need to address the huge demand for settled, permanent housing for our residents especially those living in temporary accommodation. Currently, we have around 12,500 households on our housing waiting list, including many with children. Since the start of the council's ambitious housing programme to delivery 3,000 new council homes by 2031, we have completed over 800 new homes, building as many as possible on existing council-owned land. The proposed removal of the car parking spaces at Kings Road is part of this programme that is providing badly needed housing for our residents.

In terms of mitigations, and as was explained during the Section 105 consultation, current residents of 1-43 (odd) James Place and 11-49 (odd) Church Road will be offered the opportunity to purchase permits for the controlled parking zones covering the roads surrounding their estate. (Except for the wheelchair adapted home, none of the households in the proposed new homes would be eligible to apply for parking permits.)

Additionally, the project team will, as part of the planning application, be carrying out a traffic and parking survey of the surrounding roads.

In terms of the resident concerned about parking for their carer and mobility issues, the project team will provide information about how to apply for disabled permits and designated bays to relevant residents.

The council recently carried out a consultation on parking arrangements, including parking permits, as part of wider plans to improve the management of estate parking arrangements from 2027. Signage about this consultation was visible at the Kings Road car park.

Whilst not raised by a secure tenant, the issue of emergency access is an important concern for the project team. They have already contacted the London Fire Brigade to understand how access can be maintained for fire engines and other emergency vehicles to reach both the proposed new homes but also the car park side of the existing homes on the estate. Should development proposals be taken forward, confirming emergency access will be a key part of the final application.

Some leaseholders raised concerns that the loss of the car park and need to park on local roads would lead to more ASB and crime (from vehicles). The project team believes that the new homes (with extra surveillance of the public areas), possible new CCTV and more lighting should help reduce this risk. However, all parking carries an inherent risk and there is no evidence that on street parking close to existing homes should be more of a magnet to crime than parking in the current location.

Lastly, one leaseholder was concerned that the loss of parking could have potentially negative impact on the sale or rental value of his home.

Removal of the bulky waste store and relocation / re-provision of the bin stores

We note that there may have been a slight confusion of the bulky waste store with the bin store, as the project team understood that residents could not access the bulky waste store. Given this, the clear overlap in the issues raised, and the low numbers of the responses to the consultation, we have combined the discussion of the bulky waste store and bin waste store.

Loss of bulky waste store near 11-49 Church Road

4 secure tenants expressed concern about the potential removal of the bulky waste store, and 2 secure tenants were concerned that the bulky waste store would be relocated further from their homes.

Relocation of the bin store (near 1-43 James Place)

5 secure tenants were concerned that the existing bin store would be relocated further from their homes, with 1 secure tenant concerned that if it was moved closer to existing homes, there would be increased issues of smells, hygiene, and vermin.

However, 2 secure tenants saw the proposals more positively, as an opportunity to improve access for existing residents to the bin stores; 1 secure tenant responded that they might be better located vis-à-vis existing homes; another secure tenant saw the chance to improve them with better lighting and more security.

Response and consideration: Concern for loss / relocation of bulky waste store

The council understands residents' concerns about the location of bin stores when they are re-provided. For this reason, the project team is aiming to work with residents on the bin store arrangements (including bulky waste) to be closer and more easily accessible for existing residents. Indeed, the site's physical constraints would make it harder to relocate it further away.

Residents' concerns the bin stores might be re-provided further from their homes than the existing stores is more an issue of communication, which will be addressed if the development proposal proceeds.

We welcome the recognition by some secure tenants that the proposals could improve the bin stores' accessibility for existing tenants, enable better lighting and improve security.

Further, making the re-provided bin stores more accessible and removing the car park will likely make fly-tipping harder, not easier, which was a concern one leaseholder raised.

4. Data and Impact Analysis

Note: officers may want to complement their analysis with data from the State of the Borough and ward profiles, found here: <https://www.haringey.gov.uk/local-democracy/about-council/state-of-the-borough>.

Please consider how the proposed change will affect people with protected characteristics.

4a. Age

Data

Borough Profile¹

- 54,422: 0-17 (21%)
- 71,660: 18-34 (27%)
- 63,930: 35-49 (24%)
- 46,516: 50-64 (18%)
- 27,706: 65+ (10%)

Kings Road Car Park N17 - Target Population Profile

Haringey Council proposes to build 9 new family-sized Council homes on the site of the existing Kings Road Car Park (N17), which currently accommodates 40 parking spaces. The scheme is part of the Council's wider commitment to deliver 3,000 new Council homes by 2031. A Section 105 consultation was recently held to gather feedback from residents on the proposals, which also include wider estate improvements.

This assessment focuses on how the proposal may impact residents and future occupants across different age groups, using borough-wide and local demographic data.

Data Sources

- Haringey State of the Borough Report (2025)
- Census 2021
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback
- ONS Mid-Year Population Estimates
- Ward-level profiles for Northumberland Park and Tottenham Hale

Likely Target Population for New Homes

¹ Census, 2021 – [Population and household estimates, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/population-and-household-estimates)

Whilst these homes have not yet been allocated, based on housing register trends and the family-sized nature of the proposed homes:

- Children (0–17): 30–35%
- Adults (25–49): 50–55%
- Older adults (50+): 10–15%

The existing parking provision serves 21 secure tenanted households and 18 leaseholder households. While demographic-specific data regarding the users of the car park is not available, the Council has gathered information on usage frequency through the Section 105 consultation. This data provides insight into how regularly the parking spaces are utilised, though it does not identify the protected characteristics of individual users.

Overall consultation responses	Do you use the car park?				
	“Yes”	“Everyday”	“Weekly”	“Occasionally”	“Friends, family, carer when visiting”
Total	10	7		2	1
Secure Tenants	6	4		1	1
Leaseholders	4	3		1	

Impact Analysis

Approximately 26% of consultees reported using the car park, with 70% of those users indicating daily use.

Among secure tenants, 19% use the car park daily, and 29% use it at least occasionally.

This suggests that while the car park is not universally used, it is a critical amenity for a subset of residents, particularly those with mobility needs or caring responsibilities.

Disproportionate Impact Due to Overrepresentation

Children and working-age adults (25–49) are likely to be overrepresented among the target population for the new homes.

This reflects the Council's prioritisation of families in housing need, many of whom are currently living in overcrowded or temporary accommodation.

The scheme is expected to positively impact these groups by:

- Providing stable, secure housing for families.

- Supporting improved health, educational, and social outcomes for children.
- Reducing housing stress for working-age adults, particularly parents and carers.
- Enhancing safety and play opportunities through communal amenity space and improved pedestrian routes.

Disproportionate Impact Due to Age-Related Needs and Parking Loss

The removal of 40 parking spaces is likely to have a more pronounced impact on older residents, particularly those who rely on private vehicles for mobility and do not qualify for blue badge parking.

While only a minority of consultees reported daily use of the car park, the frequency data suggests that those who do use it, especially older adults and carers depend on it regularly.

Older Adults (65+): May experience reduced independence and increased difficulty accessing services if alternative parking is not readily available. This is mitigated by:

- The site's high PTAL rating (4/5), offering good public transport access.
- Planned improvements to lighting and pedestrian infrastructure, enhancing safety and walkability.
- Continued eligibility for CPZ permits in neighbouring streets, including access to disabled bays.

Young Adults (18–34): While less likely to be directly affected by the parking loss, this group may benefit from increased housing availability and public realm improvements.

Conclusion

The Kings Road Car Park N17 development is anticipated to have a mixed but overall positive equalities impact in relation to age.

It will significantly benefit children and working-age adults, who are overrepresented among those in housing need. However, the removal of parking may present practical challenges for some older residents, particularly those with mobility needs who rely on car access.

These impacts have been acknowledged and mitigated through accessible design, strong transport connectivity, and targeted parking provision.

The proposal supports intergenerational equity by addressing long-standing housing shortages while aiming to preserve accessibility and independence for existing residents affected by the loss of parking.

Potential Impacts

Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

Overall Impact: Mixed (Positive for children and working-age adults; mitigated negative impacts for older residents)

The proposed development is anticipated to have a broadly positive impact across multiple age groups, with particularly strong benefits for children and working-age adults.

However, the removal of 40 parking spaces introduces a tangible challenge for some older residents, especially those who rely on private vehicles for mobility. While mitigations are in place, the impact of reduced parking access must be acknowledged as a potential barrier to independence and accessibility for this group.

Positive Impacts

Children and Young People (0–17 years)

- Access to secure, affordable housing promotes residential stability, which supports improved educational outcomes and emotional wellbeing.
- The inclusion of communal amenity space and enhanced pedestrian routes provides safer opportunities for outdoor play and social interaction.
- Alleviation of overcrowding is expected to yield positive physical and mental health outcomes for children.

Working-Age Adults (18–49 years)

- The scheme directly addresses housing need among families, many of whom are currently living in temporary or unsuitable accommodation.
- Stable housing contributes to improved employment prospects, financial resilience, and mental health.
- Enhancements to the public realm and walkability encourage active lifestyles and reduce dependence on private vehicles.

Neutral to Minor Negative Impacts

Older Adults (50–64 and 65+)

- The removal of 40 parking spaces may disproportionately affect older residents who rely on car access, particularly those with mobility challenges or caring responsibilities.
- While only a minority of consultees reported daily use of the car park, those who did, especially older adults, are likely to experience reduced convenience and independence.
- This impact is mitigated by:
 - The site's high public transport accessibility (PTAL rating 4/5), offering reliable alternatives to car travel.
 - Improvements to lighting and pedestrian infrastructure, enhancing safety and accessibility for older individuals.
 - Continued eligibility for CPZ permits in neighbouring streets, including access to disabled bays.

Health Impacts

- Improved housing conditions and reduced overcrowding are expected to deliver positive health outcomes for families and children.
- Infrastructure supporting active travel (e.g. walkable routes) promotes physical activity across all age groups.
- Enhanced housing security and public realm improvements are likely to support better mental health and wellbeing.
- For older residents, the loss of convenient parking may increase stress or limit

access to services, though mitigations aim to reduce this risk.

Conclusion

The Kings Road Car Park N17 development is expected to generate a net positive equalities impact in relation to age, with particularly significant benefits for children and working-age adults, who are disproportionately represented among those in housing need.

However, the loss of parking may present practical challenges for some older residents, especially those with mobility needs or limited access to public transport. These impacts have been identified and addressed through accessible design, targeted parking provision, and strong transport connectivity.

The scheme aligns with the Council's broader objectives of promoting health equity, social inclusion, and intergenerational fairness, while recognising and mitigating the specific needs of older residents affected by the proposed changes.

4b. Disability

Data

Borough Profile

- Disabled under Equality Act – 13.7%²
- Day to day activities limited a lot – 6.1%
- Day to day activities limited a little – 7.5%
- 7.5% of residents people diagnosed with depression³
- 1.7% of residents diagnosed with a severe mental illness⁴
- 0.4% of people in Haringey have a learning disability⁵

Kings Road Car Park N17 – Target Population Profile

The proposed development will deliver nine new family-sized council homes, which are likely to be allocated to households on the housing register. Based on borough-wide housing data, a proportion of these households are expected to include disabled adults or children, or individuals with mental health conditions. However, as allocations have not yet been made, the specific profile of future residents remains unknown.

Existing Parking Provision and Consultation Insights

The current car park serves 21 secure tenanted households and 18 leaseholder households. While demographic-specific data on car park users is unavailable, usage frequency was captured through the Section 105 consultation. Of the 10 respondents who reported using the car park, 7 indicated daily use, suggesting that

² Census, 2021 – [Disability, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/people-and-population/disability)

³ NHS Quality Outcomes Framework – [Prevalence of diagnosed depression among GP registered population age 18+](https://www.nhs.uk/quality-outcomes-framework/prevalence-of-diagnosed-depression-among-gp-registered-population-age-18/)

⁴ NHS Quality Outcomes Framework – [Prevalence of diagnosed mental health diagnosis among GP registered population age 18+](https://www.nhs.uk/quality-outcomes-framework/prevalence-of-diagnosed-mental-health-diagnosis-among-gp-registered-population-age-18/)

⁵ PHE Learning disability profiles – <https://fingertips.phe.org.uk/learning-disabilities#page/0/gid/1938132702/pat/6/par/E12000007/ati/102/are/E09000014>

for a subset of residents, including potentially disabled individuals, the parking provision is a critical amenity.

Impact Analysis

Disproportionate Impact Due to Overrepresentation

Disabled residents are overrepresented among those in housing need and on the housing register. Many live in unsuitable or inaccessible accommodation, and there is a significant shortfall in adapted housing across the borough. The scheme is therefore expected to have a positive impact on disabled individuals by:

- Increasing the supply of accessible, affordable housing.
- Supporting independent living and reducing reliance on temporary accommodation.

Disproportionate Impact Due to Disability-Related Needs

Impact on Existing Residents

The removal of 40 general parking spaces may disproportionately affect disabled residents currently living in the area, particularly those who rely on private vehicles for mobility but do not qualify for blue badge status. This could result in reduced independence, increased travel-related stress, and barriers to accessing essential services.

Mitigations include:

- The site's high PTAL rating (4/5), offering reliable public transport alternatives.
- Continued eligibility for CPZ permits in neighbouring streets, which include designated disabled bays.
- Planned improvements to lighting, footpaths, and surveillance, enhancing safety and accessibility for disabled pedestrians.
- Clear signage, accessible detour routes, and proactive communication during the construction phase to minimise disruption for residents with sensory sensitivities or mobility challenges.

Impact on Future Residents

The scheme is expected to deliver significant benefits for disabled individuals moving into the new homes:

- **Improved Public Realm:** Enhancements to the built environment will support safer, more inclusive movement for disabled residents, including those with visual or cognitive impairments.
- **Mental Health and Wellbeing:** Secure housing and improved environmental conditions are associated with better mental health outcomes, particularly for those experiencing stress or anxiety.

Conclusion

The Kings Road Car Park N17 development is expected to have a net neutral equalities impact in relation to disability.

While the removal of general parking spaces may present challenges for some existing disabled residents, particularly those who rely on car access but do not

qualify for blue badge parking, these impacts have been identified and mitigated through accessible design, transport connectivity, and targeted parking provision.

In addition, the scheme introduces public realm improvements that will benefit both existing and future disabled residents. These include enhanced lighting, footpaths, and refuse storage, which are expected to reduce fly-tipping and anti-social behaviour, contributing to a cleaner, safer, and more accessible environment.

The proposal aligns with the Council's duties under the Equality Act 2010 and its broader commitment to inclusive, equitable development—balancing the needs of current residents with the delivery of high-quality housing for those in greatest need.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources Used

To assess the impact of the proposal on people with disabilities, the following data sources have been used:

- Haringey State of the Borough Report (2025)
- Census 2021 – Disability and Health Data
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback
- ONS Health and Disability Statistics
- Local Authority Parking and Accessibility Standards

Detail the findings of the data.

- A) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?**
- B) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?**

Potential Impacts – Disability

Overall Impact: Mixed (Positive for new residents; mitigated negative impacts for existing residents)

The proposed development is expected to have a broadly positive impact on disabled individuals, particularly those with mobility impairments, mental health conditions, and families with disabled children. However, the removal of 40 general parking spaces introduces a specific challenge for existing disabled residents who rely on car access but do not qualify for blue badge parking. While mitigations are in place, this change may affect independence, accessibility, and wellbeing for some individuals.

Positive Impacts

- Accessible parking is available on nearby streets within the Controlled Parking Zone (CPZ).
- Improved Public Realm and Safety: Enhancements to footpaths, lighting, and

surveillance will improve safety and accessibility for disabled residents, including those with visual or cognitive impairments. These improvements also support mental wellbeing by creating a more inclusive and secure environment.

- **Health and Wellbeing Benefits:** Secure, stable housing is associated with improved mental health outcomes. The provision of green space and communal areas promotes social inclusion and active lifestyles, which are beneficial for both physical and mental health.

Neutral to Minor Negative Impacts

- **Loss of General Parking Spaces:** Some existing disabled residents who do not meet the criteria for blue badge status but rely on private vehicles may be adversely affected by the reduction in parking. This could limit access to services and reduce independence. Mitigations include:
 - High public transport accessibility (PTAL rating 4/5).
 - Continued eligibility for CPZ permits in neighbouring streets, including access to disabled bays.
 - Improved pedestrian infrastructure to support non-vehicular mobility.
- **Construction Phase Disruption:** Temporary disruption during construction may affect disabled residents more acutely, particularly those with sensory sensitivities or mobility challenges. Mitigation measures will include clear signage, accessible detour routes, and proactive communication with affected households.

Conclusion

The Kings Road Car Park N17 development is expected to have a net positive equalities impact in relation to disability. It addresses critical housing and accessibility needs for individuals on the housing register, while also improving the public realm for all residents.

However, the loss of general parking spaces may present practical challenges for some existing disabled residents, particularly those who rely on car access but do not qualify for blue badge parking. These impacts have been identified and mitigated through inclusive design, targeted parking provision, and strong transport connectivity. In addition, the scheme introduces enhancements to the public realm that will benefit both existing and future disabled residents. These include improved lighting, footpaths, and surveillance, which support safer and more inclusive movement across the site.

The reconfiguration of refuse storage and the removal of disused garages are also expected to reduce fly-tipping and anti-social behaviour, contributing to a cleaner, safer, and more accessible environment.

The scheme aligns with the Council's duties under the Equality Act 2010 and its broader commitment to inclusive, equitable development, balancing the needs of current residents with the delivery of high-quality, accessible housing for those in greatest need.

4c. Gender Reassignment

Data

Borough Profile⁶

- Gender Identity different from sex registered at birth but no specific identity given – 0.5%
- Trans woman – 0.1%
- Trans man - 0.1%

Kings Road Car Park N17 - Target Population Profile

While specific data on trans residents within the housing register is not available, national and local research indicates that trans and non-binary people are more likely to experience housing insecurity, discrimination, and barriers to accessing safe, affordable housing. Therefore, it is reasonable to assume that some individuals within the target population for the new homes may identify as trans or gender diverse.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources Used

To assess the impact of the proposal on trans and gender-diverse residents, the following data sources have been used:

- Haringey State of the Borough Report (2025)
- Census 2021 – Gender Identity Data
- Stonewall and LGBT Foundation research on housing and safety
- Haringey Council Equality Objectives and Inclusion Strategy
- Kings Road Commonplace Consultation Feedback (qualitative insights)

Detail the findings of the data.

- Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?**
- Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?**

Impact Analysis

Disproportionate Impact Due to Overrepresentation

Although trans residents are not known to be overrepresented in the immediate area, they are disproportionately affected by housing insecurity and exclusion in the private

⁶ Census, 2021 – [Gender identity, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/articles/genderidentityinenglandandwales/2021)

rental market. The proposed development may therefore have a disproportionately positive impact by:

- Increasing access to secure, affordable housing for a group facing systemic barriers.
- Providing a safer and more inclusive living environment, which is particularly important for trans individuals who may face harassment or exclusion elsewhere.

Disproportionate Impact Due to Gender Reassignment Related Needs

Trans and gender-diverse residents may have specific needs related to:

- Safety and privacy in communal areas.
- Inclusive design and signage.
- Access to supportive, non-discriminatory services.

While the scheme does not explicitly target these needs, the Council's broader commitment to inclusive design and community engagement helps ensure that the development is welcoming to all residents, including those with diverse gender identities.

Potential Impacts

Overall Impact: Neutral to Positive

Health and Wellbeing

- Positive: Access to secure, affordable housing can improve mental and physical health for trans and non-binary individuals, particularly those at risk of homelessness or discrimination.
- Positive: If communal areas are designed with inclusivity in mind (e.g. gender-neutral signage, privacy considerations), this can foster a sense of safety and belonging.

Safety and Inclusion

- Positive: A well-managed council housing scheme offers a safer and more supportive environment than many private rental options, where trans individuals may face harassment or exclusion.
- Neutral: The development does not introduce any specific risks or barriers for trans residents, but the absence of targeted design features may limit its potential to fully meet their needs.

Impact of Parking Loss

- While trans residents are not specifically identified as disproportionately reliant on car access, the loss of 40 parking spaces may affect those with mobility needs or who rely on vehicles for safety and privacy, particularly if public transport feels unsafe or inaccessible.
- Mitigations include:
 - High PTAL rating (4/5), offering good public transport access.
 - Continued eligibility for CPZ permits and access to nearby parking.

- Improved lighting and surveillance, which may enhance safety for all residents, including trans individuals.

Conclusion

The Kings Road Car Park N17 development is expected to have a neutral to positive equalities impact in relation to gender reassignment. It contributes to addressing housing insecurity among trans and gender-diverse individuals and offers a safer, more inclusive environment than many private sector alternatives. While the loss of parking may present minor challenges for some residents, including those who rely on vehicles for safety or privacy, these impacts are mitigated through transport connectivity and public realm improvements.

The scheme aligns with the Council's duties under the Equality Act 2010 and its commitment to inclusive development. Continued engagement and inclusive design practices will be important to ensure the needs of trans and gender-diverse residents are fully considered in future phases.

Impact Analysis – Gender Reassignment

Disproportionate Impact Due to Overrepresentation

While there is no evidence to suggest that trans residents are overrepresented in the immediate area or among the target population, national and local research consistently shows that trans and non-binary individuals are disproportionately affected by housing insecurity, discrimination, and exclusion from safe, affordable housing options. As such, the proposed development may have a disproportionately positive impact by:

- Increasing access to secure, affordable housing for a group that faces systemic barriers.
- Providing a safer and more inclusive living environment, which is particularly important for trans individuals who may experience harassment or exclusion in other housing settings.

Disproportionate Impact Due to Gender Reassignment Related Needs

Trans and gender-diverse residents may have specific needs related to:

- Safety and privacy in communal areas.
- Inclusive design features, such as gender-neutral signage and facilities.
- Access to supportive, non-discriminatory services and environments.

While the scheme does not explicitly target these needs, the Council's broader commitment to inclusive design and community engagement helps ensure that the development is welcoming to all residents, including those with diverse gender identities.

Potential Impacts – Gender Reassignment

Overall Impact: Neutral to Positive

Health and Wellbeing

- **Positive:** Access to secure, affordable housing can improve mental and physical health for trans and non-binary individuals, particularly those at risk of homelessness or discrimination in the private rental sector.
- **Positive:** If communal spaces are designed with inclusivity in mind (e.g. gender-neutral signage, privacy considerations), this can foster a sense of safety and belonging and reduce anxiety.

Safety and Inclusion

- **Positive:** A well-managed council housing scheme offers a safer and more supportive environment than many private sector alternatives, where trans individuals may face harassment or exclusion.
- **Neutral:** The development does not introduce any specific risks or barriers for trans residents, though the absence of targeted design features may limit its potential to fully meet their needs.

Access and Representation

- **Neutral:** Unless specific outreach or consultation with trans residents has been conducted, the scheme may not fully reflect their unique needs. However, Haringey's general commitment to equality and inclusive design provides a foundation for inclusive practice.

Impact of Parking Loss

- While trans residents are not specifically identified as disproportionately reliant on car access, the loss of 40 parking spaces may affect individuals who rely on vehicles for safety, privacy, or mobility, particularly if public transport options feel unsafe or inaccessible.
- Mitigations include:
 - High PTAL rating (4/5), offering reliable public transport alternatives.
 - Continued eligibility for CPZ permits and access to nearby disabled bays.
 - Improvements to lighting and surveillance, which may enhance feelings of safety for all residents, including trans individuals.

Conclusion

The Kings Road Car Park N17 development is expected to have a neutral to positive equalities impact in relation to gender reassignment. It contributes to addressing housing insecurity among trans and gender-diverse individuals and offers a safer, more inclusive alternative to private sector housing.

While the loss of parking may present minor challenges for some residents, including those who rely on vehicles for safety or privacy, these impacts are mitigated through transport connectivity and public realm improvements.

The scheme aligns with the Council's duties under the Equality Act 2010 and its commitment to inclusive development. Continued engagement and inclusive design

practices will be important to ensure the needs of trans and gender-diverse residents are fully considered in future phases.

Impact Analysis

Disproportionate Impact Due to Overrepresentation

There is no evidence that trans residents are overrepresented in the immediate area or among the target population. However, trans people are disproportionately affected by housing insecurity and discrimination, which increases their likelihood of being on housing waiting lists or in temporary accommodation.

Therefore, the scheme may have a disproportionately positive impact by:

- Increasing access to secure, affordable housing for a group that faces systemic barriers.
- Providing a safe and inclusive living environment, which is particularly important for trans individuals who may face harassment or exclusion in other settings.

Disproportionate Impact Due to Gender Reassignment Related Needs

Yes. Trans and gender-diverse residents may have specific needs related to:

- Safety and privacy in communal areas.
- Inclusive design and signage.
- Access to supportive, non-discriminatory services.

While the scheme does not explicitly target these needs, the Council's broader commitment to inclusive design and community engagement helps ensure that the development is welcoming to all residents, including those with diverse gender identities.

4d. Marriage and Civil Partnership

Note: Only the first part of the equality duty (*“Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act”*) applies to this protected characteristic.

Data

Borough Profile ⁷

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (9.9%)
- Married or registered civil partnership: (35.8%)

⁷ Census, 2021 – [Marriage and civil partnership status in England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

- Separated (but still legally married or still legally in a same-sex civil partnership): (2.9%%)
- Single (never married or never registered a same-sex civil partnership): (45.3%)
- Widowed or surviving partner from a same-sex civil partnership: (6.1%)

Target Population Profile

Target population not known at this stage.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources

- Haringey Borough demographic data (Census 2021)
- Local housing needs assessments
- Haringey Council Equality and Inclusion Framework
- Consultation feedback from the Kings Road Commonplace platform (if applicable)

Detail the findings of the data.

- a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
- b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Impact Analysis – Marriage and Civil Partnership

Disproportionate Impact Due to Overrepresentation

There is no evidence to suggest that individuals who are married or in civil partnerships are overrepresented within the target population for this development.

The borough's demographic profile reflects a diverse mix of marital statuses, and housing allocations are not determined by marital or partnership status. As such, this group is not expected to be disproportionately affected by the proposal.

Disproportionate Impact Due to Needs Related to This Characteristic

There are no specific needs identified that would cause individuals in marriages or civil partnerships to be adversely affected by the development. The housing scheme is designed to be inclusive and equitable, with no policies or design features that disadvantage or exclude residents based on their marital or partnership status.

Potential Impacts – Marriage and Civil Partnership

Overall Impact: Neutral

Health and Wellbeing

- The proposal does not introduce any practices or design elements that would negatively affect the health or wellbeing of individuals based on their marital or civil partnership status.
- Housing allocation and tenancy rights apply equally to individuals regardless of whether they are single, married, or in a civil partnership.

Impact of Parking Loss

- While marital status alone does not determine reliance on car access, some households—particularly those with caring responsibilities or dual working adults—may experience inconvenience due to the removal of 40 parking spaces.
- These impacts are mitigated by:
 - The site's high PTAL rating (4/5), offering reliable public transport alternatives.
 - Continued eligibility for CPZ permits in neighbouring streets.
 - Improvements to lighting and pedestrian infrastructure, supporting safer and more accessible movement for all household types.

Conclusion

The Kings Road Car Park N17 development is expected to have a neutral equalities impact in relation to marriage and civil partnership. The proposal does not introduce any discriminatory practices or barriers for individuals based on their relationship status. While the loss of parking may present minor practical challenges for some households, these are mitigated through transport connectivity and public realm improvements.

The scheme remains consistent with the Council's duties under the Equality Act 2010 and its commitment to inclusive, equitable development for all residents

4e. Pregnancy and Maternity

Note⁸:

- Pregnancy is the condition of being pregnant or expecting a baby.
- Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Data

Borough Profile ⁹

⁸ Equality and Human Rights Commission, 2022 – [Pregnancy and maternity discrimination](#).

⁹ Births by Borough (ONS)

Live Births in Haringey 2021: 3,376

Target Population Profile

Kings Road Car Park N17 - Target Population Profile

The proposed development will deliver nine family-sized council homes, which are likely to be allocated to households on the housing register. Based on borough-wide housing trends:

A proportion of the target population is expected to include pregnant women or new mothers, although the new homes have not yet been allocated.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

- Haringey State of the Borough Report (2025)
- Census 2021 – Birth and Fertility Data
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback
- ONS Birth Statistics

Detail the findings of the data.

- a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
- b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Impact Analysis

Disproportionate Impact Due to Overrepresentation

Although pregnant women are not known to be overrepresented in the immediate area, they are more likely to be affected by housing insecurity and unsuitable living conditions.

The scheme may therefore have a disproportionately positive impact by:

- Providing secure, long-term housing that supports maternal health and wellbeing.
- Reducing overcrowding, which can negatively affect pregnancy outcomes.
- Improving access to safer, more accessible public spaces and pedestrian routes.

Disproportionate Impact Due to Pregnancy-Related Needs

Pregnant women have specific housing-related needs, including:

- Proximity to healthcare services and maternity support.
- Safe, accessible environments for mobility and future childcare.
- Reduced stress and physical strain associated with unstable or overcrowded housing.

The scheme supports these needs through:

- Improved pedestrian infrastructure and public realm enhancements.
- Good public transport connectivity (PTAL rating 4/5).
- Location within reach of local services and amenities.

Potential Impacts – Pregnancy

Overall Impact: Positive

Positive Impacts

- Secure housing can reduce stress and anxiety during pregnancy, supporting better maternal mental health.
- Family-sized homes help alleviate overcrowding, improving physical comfort and safety for expectant mothers.
- Enhanced walkability and public realm improvements support safer mobility during pregnancy.
- Proximity to transport and services improves access to antenatal care and community support.

Neutral to Minor Negative Impacts

Construction Phase Disruption:

Temporary noise, dust, and access limitations may affect pregnant residents more acutely. These impacts can be mitigated through clear communication, site management, and accessible detour routes.

Loss of Parking: The removal of 40 parking spaces may affect pregnant women who rely on private vehicles for accessing healthcare or managing mobility. Mitigations include:

- Continued eligibility for CPZ permits in neighbouring streets.
- High public transport accessibility.
- Improved lighting and surveillance to enhance safety for those travelling on foot or by public transport.

Conclusion

The Kings Road Car Park N17 development is expected to have a positive equalities impact in relation to pregnancy. It supports the housing and wellbeing needs of expectant mothers by providing secure, family-sized homes in a well-connected location. While the loss of parking may present practical challenges for some pregnant

residents, particularly those reliant on car access, these impacts are mitigated through transport connectivity, targeted parking provision, and public realm improvements.

The scheme aligns with the Council's duties under the Equality Act 2010 and its commitment to inclusive development that supports maternal health and family wellbeing.

4f. Race

In the Equality Act 2010, race can mean ethnic or national origins, which may or may not be the same as a person's current nationality.¹⁰

Data

Borough Profile ¹¹

Arab: 1.0%

- Any other ethnic group: 8.7%

Asian: 8.7%

- Bangladeshi: 1.8%
- Chinese: 1.5%
- Indian: 2.2%
- Pakistani: 0.8%
- Other Asian: 2.4%

Black: 17.6%

- African: 9.4%
- Caribbean: 6.2%
- Other Black: 2.0%

Mixed: 7.0%

- White and Asian: 1.5%
- White and Black African: 1.0%
- White and Black Caribbean: 2.0%
- Other Mixed: 2.5%

White: 57.0% in total

- English/Welsh/Scottish/Northern Irish/British: 31.9%
- Irish: 2.2%
- Gypsy or Irish Traveller: 0.1%
- Roma: 0.8%
- Other White: 22.1%

¹⁰ [Race discrimination | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://equalityhumanrights.com/)

¹¹ Census 2021 - [Ethnic group, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/ethnicgroup)

Target Population Profile

The specific ethnic breakdown of the target population is not yet known. However, borough-wide housing data indicates that Black and Minority Ethnic (BAME) residents are overrepresented on the housing register and among those in temporary accommodation.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources

- Haringey State of the Borough Report (2025)
- Census 2021 – Ethnicity Data
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback
- ONS Ethnic Group Statistics

Detail the findings of the data.

- a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
- b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Yes. BAME residents are more likely to experience housing insecurity, overcrowding, and poor housing conditions due to systemic inequalities and socio-economic disadvantage. The proposed development is expected to have a disproportionately positive impact by:

- Increasing access to secure, affordable housing for groups overrepresented in housing need.
- Providing long-term stability and improved living conditions for BAME families.
- Supporting better health, educational, and employment outcomes through improved housing quality.

Disproportionate Impact Due to Race-Related Needs

BAME households may face additional barriers in accessing safe and inclusive housing environments, including:

- Experiences of discrimination in the private rental market.
- Greater exposure to overcrowded or substandard housing.
- Reduced access to culturally appropriate services and community support.

The scheme helps address these needs by:

- Delivering high-quality council homes in a well-connected area.
- Improving the public realm to support safety, inclusion, and wellbeing.
- Embedding inclusive design principles and engagement practices to ensure the development reflects the needs of diverse communities.

Potential Impacts – Race

Overall Impact: Positive

Positive Impacts

- The scheme increases access to affordable housing for BAME residents, who are disproportionately affected by housing need.
- Secure housing supports improved health, educational attainment, and employment stability for BAME families.
- Public realm improvements contribute to safer, more inclusive environments, helping to reduce inequalities in housing access and quality.

Neutral to Minor Negative Impacts

- No specific negative impacts have been identified in relation to race. However, ongoing engagement with local communities will be essential to ensure the scheme meets the needs of all ethnic groups.
- Loss of Parking: While not directly linked to race, some BAME residents, particularly those with caring responsibilities or working multiple jobs, may be more reliant on car access. The removal of 40 parking spaces could affect travel convenience and access to services. Mitigations include:
 - Continued eligibility for CPZ permits.
 - High PTAL rating (4/5), supporting public transport use.
 - Enhanced lighting and surveillance to improve safety for all residents.

Conclusion

The Kings Road Car Park N17 development is expected to have a positive equalities impact in relation to race. It addresses long-standing disparities in housing access for BAME residents and contributes to improved living conditions, stability, and wellbeing. While the loss of parking may present minor challenges for some households, these are mitigated through transport connectivity and inclusive public realm design.

The scheme aligns with the Council's duties under the Equality Act 2010 and its commitment to tackling racial inequalities through inclusive, equitable development.

4g. Religion or belief

Data

Borough Profile ¹²

- Christian: 39%
- Buddhist: 0.9%
- Hindu: 1.3%
- Jewish: 3.6%
- Muslim: 12.6%
- No religion: 31.6%
- Other religion: 2.3%
- Religion not stated: 8.0%

¹² Census, 2021 – [Religion, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

- Sikh: 0.3%

Target Population Profile

The specific religious composition of the target population is not yet known. However, given the borough's diversity and the location of the development in Tottenham, it is likely to include residents from a range of religious backgrounds, including Christian, Muslim, and those with no religion.

What data will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources

- Haringey State of the Borough Report (2025)
- Census 2021 – Religion Data
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback
- Ward-level demographic profiles

Potential Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

Potential Impacts

Overall Impact: Neutral

Neutral Impacts

- The proposed development does not include any features that would directly impact religious practice or belief.
- There is no evidence to suggest that the scheme would disadvantage any religious group.
- Housing allocation is not based on religion, and the new homes will be available to all eligible households regardless of faith.

Mitigating Considerations

- The design of communal spaces and the public realm should be inclusive and respectful of cultural and religious diversity, including considerations for privacy, quiet spaces, and culturally sensitive layouts.
- Ongoing engagement with local communities will help ensure that any specific religious or cultural needs are identified and considered during the detailed design phase.

Health and Wellbeing

- Secure, stable housing and improved living conditions can positively affect mental and physical wellbeing across all religious groups.
- Access to safe, inclusive public spaces supports social cohesion, interfaith relations, and community resilience.

Impact of Parking Loss

- While religion itself does not determine reliance on car access, some residents, particularly those attending places of worship, participating in religious community activities, or supporting family members with mobility needs may be affected by the removal of 40 parking spaces.
- These impacts are mitigated by:
 - Continued eligibility for Controlled Parking Zone (CPZ) permits in neighbouring streets.
 - The site's high Public Transport Accessibility Level (PTAL rating 4/5), offering reliable alternatives to car travel.
 - Improvements to lighting and pedestrian infrastructure, enhancing safety and accessibility for all residents, including those travelling to religious or cultural events.

Conclusion

The Kings Road Car Park N17 development is expected to have a neutral equalities impact in relation to religion or belief. The scheme does not introduce any barriers to religious practice and is designed to be inclusive and equitable.

While the loss of parking may present minor challenges for some residents participating in religious or cultural activities, these are mitigated through transport connectivity and public realm improvements.

The proposal aligns with the Council's duties under the Equality Act 2010 and its commitment to fostering inclusive communities that respect and accommodate religious and cultural diversity

4h. Sex

Data

Borough profile ¹³

- Females: (51.8%)
- Males: (48.2%)

Target Population Profile

The specific sex breakdown of the target population is not yet known. However, borough-wide housing data indicates that women, particularly single mothers are overrepresented on the housing register and in temporary accommodation.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

¹³ Census 2021 – [Gender identity: age and sex, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/bulletins/genderidentityageandsexenglandandwales/2021)

Data Sources

- Haringey State of the Borough Report (2025)
- Census 2021 – Sex and Household Composition Data
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback
- ONS Gender and Housing Statistics

Detail the findings of the data.

- a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
- b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Impact Analysis

Disproportionate Impact Due to Overrepresentation

Yes. Women—especially single mothers and female-headed households—are more likely to experience housing insecurity, overcrowding, and financial instability. The proposed development is expected to have a disproportionately positive impact by:

- Providing secure, long-term housing for women-led households.
- Supporting improved health, safety, and wellbeing for women and their children.
- Reducing housing stress and improving access to education, employment, and childcare.

Disproportionate Impact Due to Sex-Related Needs

Women may have specific needs related to:

- Safety and security in the public realm, particularly when travelling alone or with children.
- Proximity to schools, childcare, healthcare, and community services.
- Stable housing to support family wellbeing and reduce vulnerability to economic hardship.

The scheme addresses these needs by:

- Delivering family-sized homes in a well-connected area.
- Enhancing lighting, surveillance, and pedestrian infrastructure to improve safety and mobility.
- Locating the development near public transport and essential services.

Potential Impacts – Sex

Overall Impact: Positive

Positive Impacts

- Women, particularly single mothers, are likely to benefit from improved housing stability, safety, and access to services.
- Enhanced public realm features (e.g. lighting, footpaths) support women's mobility and reduce risks associated with poorly lit or isolated areas.
- Secure housing can improve mental health, financial resilience, and family outcomes.

Neutral to Minor Negative Impacts

- **Loss of Parking:** The removal of 40 parking spaces may affect women who rely on private vehicles for childcare logistics, shift work, or accessing healthcare. This is particularly relevant for single mothers managing multiple responsibilities. Mitigations include:
 - Continued eligibility for CPZ permits in neighbouring streets.
 - High PTAL rating (4/5), supporting access to public transport.
 - Improved lighting and surveillance to enhance safety for those travelling on foot or by bus.
- **Construction Phase Disruption:** Temporary disruption may affect women with caring responsibilities or mobility needs. These impacts can be mitigated through clear communication, accessible detour routes, and site management.

Conclusion

The Kings Road Car Park N17 development is expected to have a positive equalities impact in relation to sex, particularly for women and single mothers who are disproportionately affected by housing need.

The scheme provides secure, family-sized homes and improves public realm safety, supporting better outcomes for women and their children. While the loss of parking may present practical challenges for some female residents, these are mitigated through transport connectivity and inclusive design.

The proposal aligns with the Council's duties under the Equality Act 2010 and its commitment to inclusive, equitable development that supports gender-responsive housing and community planning.

4i. Sexual Orientation

Data

Borough profile ¹⁴

- Straight or heterosexual: 83.4%
- Gay or Lesbian: 2.7%
- Bisexual: 2.1%
- All other sexual orientations: 0.8%
- Not answered: 11.0%

¹⁴ Census, 2021 – [Sexual orientation, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/sexualorientationandgenderidentity/articles/sexualorientationandgenderidentityinenglandandwales/2021)

Target Population Profile

The specific sexual orientation of the target population is not known. However, national and local research indicates that LGBTQ+ individuals are more likely to experience housing insecurity, discrimination, and barriers to accessing safe, affordable housing.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources

- Haringey State of the Borough Report (2025)
- Census 2021 – Sexual Orientation Data
- Stonewall and LGBT Foundation research on housing and discrimination
- Haringey Housing Register and Lettings Data
- Kings Road Commonplace Consultation Feedback (qualitative insights)

Detail the findings of the data.

- c) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
- d) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Impact Analysis

Disproportionate Impact Due to Overrepresentation

While LGBTQ+ residents are not known to be overrepresented in the immediate area, they are more likely to be on housing waiting lists or in temporary accommodation due to systemic barriers in the private rental market. The proposed development may therefore have a disproportionately positive impact by:

- Increasing access to secure, affordable housing for LGBTQ+ individuals.
- Providing a safer and more inclusive living environment, particularly for those who may face harassment or exclusion elsewhere.

Disproportionate Impact Due to Needs Related to This Characteristic

LGBTQ+ residents may have specific needs related to:

- Safety and privacy in communal areas.
- Inclusive and non-discriminatory housing services.
- Mental health support linked to experiences of marginalisation or isolation.

While the scheme does not explicitly target these needs, Haringey Council's broader commitment to inclusive design and equality ensures that the development is intended to be welcoming and safe for all residents.

Potential Impacts – Sexual Orientation

Overall Impact: Neutral to Positive

Positive Impacts

- Secure, affordable housing can significantly improve wellbeing for LGBTQ+ individuals, particularly those at risk of homelessness or discrimination.
- A well-managed council housing scheme offers a safer and more inclusive alternative to private sector housing.
- Public realm improvements and community engagement support social inclusion and mental health.

Neutral to Minor Negative Impacts

- No specific negative impacts have been identified in relation to sexual orientation. However, continued inclusive engagement and monitoring are recommended to ensure the needs of LGBTQ+ residents are considered throughout the design and occupancy phases.

Impact of Parking Loss

- While sexual orientation does not directly correlate with reliance on car access, some LGBTQ+ residents, particularly those with mobility needs or safety concerns, may prefer private transport. The removal of 40 parking spaces could affect travel convenience and perceived safety.
- Mitigations include:
 - Continued eligibility for CPZ permits in neighbouring streets.
 - High PTAL rating (4/5), supporting access to public transport.
 - Enhanced lighting and surveillance to improve safety for all residents, including those who may feel vulnerable in public spaces.

Conclusion

The Kings Road Car Park N17 development is expected to have a neutral to positive equalities impact in relation to sexual orientation. It supports LGBTQ+ individuals by improving access to secure housing and fostering a safer, more inclusive environment.

While the loss of parking may present minor challenges for some residents, these are mitigated through transport connectivity and public realm improvements.

The scheme aligns with the Council's duties under the Equality Act 2010 and its commitment to inclusive development that reflects the needs of all residents, regardless of sexual orientation.

4j. Socioeconomic Status

Data

Borough profile

Income

- 6.9% of the population of Haringey were claiming unemployment benefit as of April 2023¹⁵
- 19.6% of residents were claiming Universal Credit as of March 2023¹⁶
- 29.3% of jobs in Haringey are paid below the London Living Wage¹⁷

Educational Attainment

- Haringey ranks 25th out of 32 in London for GCSE attainment (% of pupils achieving strong 9-5 pass in English and Maths)¹⁸
- 3.7% of Haringey's working age population had no qualifications as of 2021¹⁹
- 5.0% were qualified to level one only²⁰

Area Deprivation

Haringey is the 4th most deprived in London as measured by the IMD score 2019. The most deprived LSOAs (Lower Super Output Areas, or small neighbourhood areas) are more heavily concentrated in the east of the borough, where more than half of the LSOAs fall into the 20% most deprived in the country.²¹

Target Population Profile

The specific socioeconomic profile of the target population is not yet known. However, the development is located in one of the most deprived areas of the borough and is intended to house residents on the housing register, many of whom are low-income households or in temporary accommodation.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Data Sources

- Haringey State of the Borough Report (2025)
- Index of Multiple Deprivation (IMD) 2019
- Census 2021 – Education and Employment Data
- Haringey Housing Register and Lettings Data
- DWP and ONS Benefit Statistics

Detail the findings of the data.

- a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?

¹⁵ ONS – [ONS Claimant Count](#)

¹⁶ DWP, StatXplore – [Universal Credit statistics, 29 April 2013 to 9 March 2023 - GOV.UK \(www.gov.uk\)](#)

¹⁷ ONS – [Annual Survey of Hours and Earnings \(ASHE\) - Estimates of the number and proportion of employee jobs with hourly pay below the living wage, by work geography, local authority and parliamentary constituency, UK, April 2017 and April 2018 - Office for National Statistics](#)

¹⁸ DfE – [GCSE attainment and progress 8 scores](#)

¹⁹ LG Inform – [Data and reports | LG Inform \(local.gov.uk\)](#)

²⁰ LG Inform – [Data and reports | LG Inform \(local.gov.uk\)](#)

²¹ IMD 2019 – [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](#)

- b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Impact Analysis

Disproportionate Impact Due to Overrepresentation

Yes. Residents from lower socioeconomic backgrounds are disproportionately represented on the housing register and in temporary accommodation. The proposed development is expected to have a disproportionately positive impact by:

- Providing secure, affordable housing for households experiencing financial hardship.
- Reducing reliance on temporary or overcrowded housing.
- Supporting long-term stability and improved access to education, employment, and health services.

Disproportionate Impact Due to Socioeconomic-Related Needs

Low-income households face multiple barriers to stable housing, including:

- Affordability constraints and limited access to secure tenancies.
- Poor housing conditions that negatively affect health and wellbeing.
- Reduced access to safe public spaces and essential services.

The scheme addresses these needs by:

- Delivering high-quality, family-sized council homes.
- Improving the surrounding public realm, including lighting and pedestrian infrastructure.
- Locating the development in a well-connected area with good access to transport and local services.

Potential Impacts – Socioeconomic Status

Overall Impact: Positive

Positive Impacts

- Provides affordable housing for residents in financial hardship.
- Reduces reliance on temporary accommodation and overcrowded housing.
- Supports educational and employment outcomes by offering stable living conditions.
- Enhances wellbeing through improved housing quality, access to green space, and safer public realm.

Neutral to Minor Negative Impacts

- Loss of Parking: The removal of 40 parking spaces may affect low-income residents who rely on private vehicles for work, childcare, or accessing services, particularly those working irregular hours or in areas not well served by public transport. Mitigations include:
 - Continued eligibility for CPZ permits in neighbouring streets.
 - High PTAL rating (4/5), supporting access to public transport.

- Improved lighting and surveillance to enhance safety for those travelling on foot or by bus.
- Construction Phase Disruption: Temporary disruption may affect residents with limited flexibility in work or caregiving arrangements. These impacts can be mitigated through clear communication and site management.

Conclusion

The Kings Road Car Park N17 development is expected to have a positive equalities impact in relation to socioeconomic status. It directly supports low-income households by providing secure, affordable housing in one of the borough's most deprived areas.

While the loss of parking may present practical challenges for some residents, particularly those reliant on car access for work or care responsibilities, these impacts are mitigated through transport connectivity and inclusive public realm improvements.

The scheme aligns with the Council's duties under the Equality Act 2010 and its commitment to tackling inequality through inclusive, equitable development.

5b. Intersectionality

- Many proposals will predominantly impact individuals who have more than one protected characteristic, thereby transforming the impact of the decision.
- This section is about applying a systemic analysis to the impact of the decision and ensuring protected characteristics are not considered in isolation from the individuals who embody them.
- Please consider if there is an impact on one or more of the protected groups? Who are the groups and what is the impact?

The Kings Road Car Park N17 development is expected to impact individuals who hold multiple protected characteristics, and the intersection of these characteristics may amplify both the benefits and challenges associated with the proposal.

Groups Most Likely to Be Affected

1. Single Mothers from BAME Backgrounds

- These individuals are disproportionately represented on the housing register and are more likely to experience housing insecurity, overcrowding, and financial hardship.
- The provision of secure, family-sized homes directly supports their housing needs, while improved public realm features enhance safety and mobility.
- However, the loss of parking may present practical challenges, particularly for those managing childcare, shift work, or accessing services.

2. Disabled Residents from Low-Income Households

- Disabled individuals are overrepresented in housing need and may face barriers to mobility, employment, and accessing services.

- The removal of general parking spaces may affect those who rely on vehicles but do not qualify for blue badge status.
- Public transport accessibility and pedestrian improvements help mitigate these impacts, but construction-phase disruption may still disproportionately affect this group.

3. Pregnant Women or New Mothers with Limited Financial Means

- Secure housing is critical for maternal health and wellbeing, especially for those living in temporary or overcrowded accommodation.
- The scheme supports this group through improved housing and safer public spaces, but the loss of parking may affect access to healthcare and community support, particularly for those without reliable public transport alternatives.

Conclusion

The proposal does not affect protected characteristics in isolation. Instead, it interacts with overlapping identities such as race, gender, disability, and socioeconomic status, to shape the lived experience of residents.

The scheme's benefits are most significant for those facing multiple layers of disadvantage, and its mitigations must be responsive to these intersecting needs.

The Council's approach to inclusive design, targeted housing provision, and public realm improvements reflects a commitment to equity. However, ongoing engagement and monitoring will be essential to ensure that the development continues to meet the needs of residents with intersecting protected characteristics.

5c. Data Gaps

Based on your data are there any relevant groups who have not yet been consulted or engaged? Please explain how you will address this

There is limited or no estate-level data on:

- Sexual orientation
- Gender reassignment
- Pregnancy and maternity
- Religion or belief

These gaps will be addressed through:

- Continued engagement with residents and community groups.
- Monitoring of housing allocations and outcomes post-occupancy.
- Inclusion of equality monitoring in future consultation phases.

6. Overall impact of the policy for the Public Sector Equality Duty

Summarise the key implications of the decision for people with protected characteristics.

In your answer, please consider the following three questions:

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

Could the proposal result in any direct/indirect discrimination?

No. The proposal has been designed to be inclusive and equitable. It does not introduce any policies, practices, or design features that would result in direct or indirect discrimination against individuals with protected characteristics.

The housing allocation process is governed by transparent criteria based on housing need, and the development includes accessibility features and public realm improvements that benefit a wide range of residents. Where potential impacts (e.g. loss of general parking) could affect certain groups, these have been identified and mitigated through inclusive design and policy measures such as being able to apply for a parking permit in a local CPZ.

Will the proposal help to advance equality of opportunity?

Yes. The scheme directly contributes to advancing equality of opportunity by:

- Providing affordable, secure housing for groups disproportionately affected by housing insecurity, including BAME residents, women, disabled people, and low-income households.
- Locating the development in a high-deprivation area, thereby addressing spatial inequalities and improving access to quality housing and public space.
- Enhancing the public realm with safer walkways, lighting, and communal spaces, which support wellbeing and mobility for all residents.

Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

Yes. The development promotes social inclusion and cohesion by:

- Creating shared amenity spaces that encourage interaction among residents from diverse backgrounds.
- Improving the safety and attractiveness of the local environment, which benefits all users and reduces antisocial behaviour.
- Engaging with the community through consultation and co-design, ensuring that the voices of residents—including those with protected characteristics—are heard and reflected in the final scheme.

- Supporting mixed-tenure integration and inclusive neighbourhood development, which helps reduce stigma and foster mutual respect.

7. Amendments and mitigations

7a. What changes, if any, do you plan to make to your proposal because of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EQIA guidance

Please delete Y/N as applicable

No major change to the proposal: the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.

7b. What specific actions do you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty?

Action:

1. Inclusive Design and Accessibility

- Enhance lighting, footpaths, and passive surveillance to improve safety and accessibility for all, with particular attention to women, older residents, and disabled people.
- Ensure all public realm and building designs meet or exceed accessibility standards.

2. Targeted Housing Allocation

- Prioritise allocations for households on the housing register, including those in temporary accommodation, overcrowded housing, or with specific needs (e.g. disabled residents, single-parent households).
- Monitor allocations to ensure fair and equitable access across protected groups, including BAME and LGBTQ+ residents, where relevant to unit size and household composition.

3. Community Engagement and Co-Design

- Continue meaningful engagement with residents, including underrepresented and marginalised groups, through consultations, workshops, and feedback mechanisms.
- Provide accessible materials in multiple formats and languages to ensure inclusive participation.

4. Monitoring and Evaluation

- Implement equality monitoring throughout the allocation process to assess impacts on protected groups.
- Use resident feedback to inform future phases of housing delivery and public realm improvements, ensuring continuous learning and adaptation.

5. Construction Phase Mitigations

- Minimise disruption during construction through clear communication, accessible detour routes, and effective noise/dust control.
- Provide advance notice and tailored support for residents with specific needs, such as disabled or pregnant individuals.

6. Inclusive Public Realm

- Design communal spaces to be welcoming and safe for all, including families, older adults, and LGBTQ+ residents.
- Avoid features that may cause exclusion or discomfort, such as gendered signage, and incorporate gender-neutral alternatives where appropriate.

Lead officer: Amy Caul

Timescale: On going, the scheme is currently at early design stage

Please outline any areas you have identified where negative impacts will happen because of the proposal, but it is not possible to mitigate them.

Please provide a complete and honest justification on why it is not possible to mitigate the:

N/A

7. Ongoing monitoring

Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented.

- Who will be responsible for the monitoring?
- What the type of data needed is and how often it will be analysed.
- When the policy will be reviewed and what evidence could trigger an early revision
- How to continue to involve relevant groups and communities in the implementation and monitoring of the policy?

Ongoing Monitoring

Who will be responsible for the monitoring?

The Housing Delivery Project Manager (Amy Caul) will be responsible for overseeing the monitoring of equalities impacts, supported by the Equalities Advisor.

What type of data will be needed and how often will it be analysed?

- Equality monitoring data on housing allocations (e.g. age, sex, ethnicity, disability, household type).
- Feedback from residents gathered through post-occupancy surveys and ongoing engagement.
- Complaints or issues raised by residents relating to access, safety, or discrimination.
- Usage data for communal spaces and parking (e.g. blue badge bay occupancy).
- Data will be reviewed quarterly during the first-year post-completion and annually thereafter.

When will the policy be reviewed and what evidence could trigger an early revision?

The policy will be reviewed 12 months after first occupancy.

An earlier review may be triggered by:

- A significant number of complaints from residents with protected characteristics.
- Evidence of unequal access or outcomes in housing allocations.
- Feedback from community groups or councillors indicating unintended impacts.

How will relevant groups and communities continue to be involved in implementation and monitoring?

Residents will be engaged through:

- Resident liaison officers and estate-based meetings.
- Surveys and feedback forms distributed post-occupancy.
- Partnerships with local community organisations representing protected groups (e.g. disability forums, LGBTQ+ networks, BAME community groups).

Feedback will be used to inform future housing schemes and estate improvements, ensuring continuous learning and inclusive development.

Date of EQIA monitoring review: TBC

8. Authorisation

EQIA approved by (Assistant Director/ Director)

[Type answer here].

Date

[Type answer here].

9. Publication

Please ensure the completed EQIA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EQIA process.

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Housing Act (1985) Section 105 consultation report	Land near to Kings Road (Bruce Castle)
Date	30 September 2025

1. Introduction

- 1.1 Under the Housing Act 1985 (Section 105), Haringey Council (the council) has a legal obligation to consult its secure tenants on matters of housing management such as changes to the management, maintenance, improvement or demolition of houses let by them or changes in the provision of services or amenities.
- 1.2 In June 2025, the council launched a Section 105 consultation based on proposals for a new housing development near Kings Road (N17) on the estate car park area behind 1-43 (odd) James Place and 11-49 (odd) Church Road) which would result in changes to the amenities of secure tenants in the area.
- 1.3 This report:
 - 1.3.1 Outlines the proposals put forward by the council and the impact on the amenities for secure tenants in the area.
 - 1.3.2 Provides an overview of the consultation process conducted by the council in accordance with its legal obligations under the Housing Act 1985 Section 105.
 - 1.3.3 Summarises the results and outcome of the consultation.

2 Proposals

- 2.1 In the proposals outlined to residents during the Section 105 consultation, the council stated its intention to make the following alterations to the amenities in the area:
 - 2.1.1 The proposed removal of 40 estate car parking spaces.
 - 2.1.2 The proposed relocation and re-provision of the two existing bin stores near 11-49 (odd) Church Road and 1-43 (odd) James Place currently next to the estate car park. (The 6 disused garages would also be removed.)
- 2.2 The locations of the proposed amenity changes are shown opposite, with an aerial photo showing the site's red line boundary. Within this boundary are the 40 parking spaces, bin store and bulky waste store (and the 6 disused garages that would also be removed: consultees were informed about their removal however, the garages are not classed as amenities). No existing homes will be redeveloped as part of these proposals. More details of these proposals are provided in the engagement brochure [here](#).
- 2.3 The council is proposing to make the changes to the amenities listed (in 2.1) in order to:



- 2.3.1 Build 9 council homes for local residents, including a wheelchair adapted home.
- 2.3.2 Reconfigure the arrangement and location of the bin and bulky waste stores for residents of 11-49 (odd) Church Road and 1-43 (odd) James Place.
- 2.3.3 Separately to the changes to the residents' amenities, the council explained that it would explore improvements for existing residents designed to tackle local anti-social behaviour (ASB), which may include new CCTV and lighting.
- 2.4 Given secure tenants will be losing an amenity (as noted in 2.1, above), a Housing Act 1985 Section 105 consultation was required.
- 2.5 The council consulted 38 households. Please note that the council consults leaseholders as part of Section 105 consultations as a matter of good practice.
- 2.6 The tenure of the households consulted is outlined below:

Scheme	Secure Tenants	Leaseholders
Kings Road (N17)	21	18

- 2.7 The consultation period lasted from Tuesday 24 June 2025 to Sunday 22 July 2025. Information provided included:
 - 2.7.1 A brochure (which can be viewed [here](#)) outlining the impact of the proposed developments on their affected amenities along with a site location plans, indicative design concepts and associated images. The pack also included a consultation questionnaire, including an equality and diversity questionnaire, a form to request the materials in different formats and languages, and a Freepost envelope for consultees to respond by post, and QR codes to enable consultees to respond online. The consultation pack was delivered to all secure tenants and resident landlords; non-resident leaseholders were sent a consultation pack to their registered address and a hand-delivered consultation pack to the address of their owned property within the consultation area.
 - 2.7.2 Contact details (including a phone number and email) of the engagement officer managing the consultation were included in the pack so consultees could request further information or the pack in a different format.
 - 2.7.3 The information about the consultation and the materials detailed above were also placed on both the Council's main website ([here](#)) and on the project's dedicated web hub, kingsroad.commonplace.is, where residents could complete the questionnaire online.
 - 2.7.4 To allow consultees to speak directly to Haringey's project team, two onsite meetings and a meeting in a hall close to the site were arranged. These engagement events were held for consultees on:
 - 2.7.4.1 Saturday 5 July, from 11am-2pm (pop-up event in the estate car park by Kings Road)
 - 2.7.4.2 Wednesday 9 July, from 11am-2pm (pop-up event in the estate car park by Kings Road)

2.7.4.3 Tuesday 15 July, from 6pm-8pm (in the Dinner Hall, Lancastrian Primary School, Kings Road)

2.7.5 A door knocking session of all those secure tenants who had not yet responded to the consultation was carried out on Friday 25 July.

3 Consultation responses

3.1 A breakdown of the consultation responses by tenure is outlined below:

Overall consultation audience	Total responses	Secure tenant responses	Leaseholder responses
39 (21 secure tenants, 18 leaseholders)	10 25.6%	6 28.6% (of total secure tenants)	4 22.2% (of total leaseholders)

3.2 To understand the use of the amenities listed at 2.1, consultees were asked three sets of questions relating to each amenity (estate car parking, bulky waste store, and the bin store).

3.2.1 Responses from consultees are outlined below. Please note that some respondents left parts of the question sections blank.

3.3 To understand their use of the estate car park, consultees were asked:

3.3.1 'Do you use the car park?' Yes/No

3.3.2 'If you answered 'yes', please tick how often you use the car park? ('everyday', 'weekly', 'occasionally', and 'friends, family, carer, when visiting')

Answered "yes" when asked if they used the car park?	Answered "everyday" when asked if they used the car park?	Answered "weekly" when asked if they used the car park?	Answered "occasionally" when asked if they used the car park?	Answered "by Friends, family, carer when visiting yes" when asked if they used the car park?
10 (6/4)	7 (4/3)	0 (0/0)	2 (1/1)	1 (1/0)

3.4 To understand their use of the bulky waste store at Church Road, consultees were asked:

3.4.1 'Do you use the bulky waste store close to 11-49 (odd) Church Road?' Yes/No

3.4.2 'If you answered 'yes', please tick how often you use the bulky waste store? (Please tick one of: 'everyday', 'weekly', 'occasionally', and 'never'.)'

Answered "yes" when asked if they used the bulky waste store close to 11-49 (odd) Church Road?	Answered "everyday" when asked if they used the bulky waste store close to 11-49 (odd) Church Road?	Answered "weekly" when asked if they used the bulky waste store close to 11-49 (odd) Church Road?	Answered "occasionally" when asked if they used the bulky waste store close to 11-49 (odd) Church Road?
8 (5/3)	4 (3/1)	2 (1/1)	2 (1/1)

3.5 To understand their use of the bin store at St James Place, consultees were asked:

3.5.1 "Do you use the bin store close to 1-43 (odd) James Place?" Yes/No

3.5.2 "If you answered yes, please tick how often you use the bin store? (Please tick one of: 'everyday', 'weekly', 'occasionally', and 'never'.)"

Answered "yes" when asked if they used the bin store close to 1-43 (odd) James Place?	Answered "everyday" when asked if they used the bin store close to 1-43 (odd) James Place?	Answered "weekly" when asked if they used the bin store close to 1-43 (odd) James Place?	Answered "occasionally" when asked if they used the bin store close to 1-43 (odd) James Place?
9 (5/4)	7 (4/3)	1 (0/1)	1 (1/0)

3.6 To judge the impact of the proposed changes on secure tenants and leaseholders, consultees were asked:

3.6.1 'What impact would the proposal to build new council homes on the car park have on you?'

3.6.2 'What impact would the proposal to re-provide and relocate the bulky waste store have on you?'

3.6.3 'Where would you like to see the bin stores relocated, and why?'

- 3.7 The answers to these questions are summarised in the below table, including the council's response. Please note, this is a summary of the relevant comments submitted in relation to the terms of the Section 105 consultation.

Consultation Feedback: Removal of the 40 car park spaces
All of the respondents to the consultation stated that they used the car parking spaces in some manner, with a high proportion using the car parking spaces on a regular basis (seven out of ten of the respondents). All respondents to the consultation, both secure tenants and leaseholders, expressed some form of concern about the loss of the 40 estate car parking spaces at Kings Road. <u>Increased parking stress</u> Eight respondents (of which four were secure tenants) expressed strong concerns about the lack of parking in the surrounding area, which is already administered by a controlled parking zone and which, they explained, is already very heavily parked. These respondents explicitly stated that the loss of the existing car parking spaces would result in further parking stress across the local area. One secure tenant added that they needed onsite parking for their carer. One leaseholder queried whether the removal of the parking bays could restrict access to the site by emergency services, while another leaseholder suggested that that increased traffic (from vehicles seeking a car parking space) would impact on their employment (i.e. delays on reaching their place of employment). Four leaseholders raised concerns that offsite parking would lead to more crime affecting their vehicles (as they would be further away from their homes) and another leaseholder suggested the loss of a parking amenity would impact negatively on the sale or rental value of their home.
Response and consideration: Removal of the 40 car park spaces
The council does appreciate the importance of estate car parking to residents, especially those with carer responsibilities or needs. In terms of the council's response to the feedback from respondents: • Maintaining adequate parking capacity has been a key consideration in the design process for this project. As explained during the Section 105 consultation, current residents of 1-43 (odd) James Place and 11-49 (odd) Church Road will be offered the opportunity to purchase permits for the controlled parking zones covering the roads surrounding their estate. This should allow vehicles to be parked in this area. • In addition, and in line with the borough's zero car parking policy for new developments, the proposed new homes close to Kings Road will be car-free. This means new residents will not be eligible for parking permits, helping to protect existing parking provision for current residents. The proposals also include one dedicated disabled bay, which will be allocated for the sole use of the adapted home that will form part of the new housing proposed at this site. These homes are being designed to support vulnerable residents, including those with

disabilities, and the council is committed to ensuring that accessible parking remains available for those who need it most.

- As part of the planning application process, a formal parking survey will be conducted to assess current usage and inform future arrangements. This survey will help ensure that any changes to the estate's parking layout are based on accurate data and reflect the needs of residents. Following feedback from respondents, the council will continue to engage with the community throughout the planning process to ensure that parking and accessibility are considered in full.
- The planning application process will also include an assessment of the potential impact on local infrastructure and, as a key consideration, the access requirements of local emergency services to the new and existing homes.
- On parking for carers, the council appreciates this point: should the proposals proceed, the council will conduct an information campaign in the local area to signpost residents to the council's processes for applying for disabled (blue badge) permits and/or designated parking bays.
- In terms of concerns around anti-social behaviour (ASB), the council does understand the importance of ensuring the safety of residents and their property. Following feedback from consultees, the council will consider further enhanced CCTV coverage for the area around the new council homes and more lighting across the development area. As part of the design process, the council will, as on all the council's new homes sites, ensure safety for new and existing residents is paramount and a key consideration.
- It should be noted that while open space maybe lost because of these proposals, the council does need to balance concerns with the acute need for new affordable, council homes in the borough. Like many other local authorities, the council does face an acute need for affordable homes. Under the council's [Neighbourhood Scheme Moves Policy](#), local residents in need will be given priority when the new proposed homes delivered on the Tiverton Road estate are let.

Consultation Feedback: Removal and relocation of local bin stores

Removal of bulky waste store near 11-49 Church Road

Four secure tenants and three leaseholders expressed concern about the proposed removal and relocation of the bulky waste store, primarily due to a concern the bulky waste might be relocated further from their homes.

Relocation of the bin store (near 1-43 James Place)

Five secure tenants were concerned that the existing bin store would be relocated further from their homes, with one secure tenant conversely concerned that if it was moved closer to existing homes, there would be increased issues of smells, hygiene, and vermin.

However, two secure tenants saw the proposals more positively, as an opportunity to improve access for existing residents to the bin stores; one secure tenant responded that they might be better located closer to existing homes; another secure tenant saw the chance to improve this amenity with better lighting and more security.

Several leaseholders were concerned as to whether they would be required to contribute to the re-provision or relocation of the bin stores.

Response and consideration: Removal and relocation of local bin stores

The council understands that adequate waste provision is extremely important to all residents.

In response to the feedback from consultees, if the proposed development proceeds:

- The council welcomes the recognition by some secure tenants that, because the proposed development would require the relocation of the existing bin stores, there is an opportunity to improve the estate's current bin arrangements. The council will work with existing residents to reconfigure the estate's bin arrangements and will aim to make them more accessible, with improved lighting and security, and to better tackle fly-tipping. The council does need to emphasise that no final decisions have been made about the placement of the bin stores and we do recognise the importance of these facilities being close to existing homes, with provisions to prevent any fly tipping or other issues. The comments during this consultation will directly feed into the council's considerations on this matter.
- In terms of a financial contribution to any changes to the bin storage, the council intends to fully cover the cost of re-providing the bin stores: no contribution will be required from leaseholders or tenants.

- 3.8 Additional comments were received regarding the potential impact of the development which are outside the remit of this consultation. Where applicable, these issues will be raised with the relevant internal council teams. These included:
- 3.8.1 Concerns about poor maintenance and repair of existing buildings on the estate.
- 3.8.2 Concerns over poor upkeep of the open space, play area, and landscaping, with residents expressing concern at whether the new communal areas will be properly maintained by the council.
- 3.8.3 Complaints that CCTV cameras and lighting monitoring the estate car park are obscured by tree foliage from Network Rail land: this has been explicitly raised with the relevant internal council team.
- 3.9 Alongside the Section 105 consultation, the council also asked residents, including non-secure tenants and non-leaseholders, for their views about all aspects of the proposals, including initial design ideas for the project and early-stage landscaping or other

community improvement plans. The results from this community engagement process are being considered separately and will be fed back to the project team overseeing these proposals.

- 3.10 Across all engagement events, a total of 15 attendees joined across the three sessions. Comments made during these events have been captured in 3.10 - 3.11.

4 **Equality and diversity assessment**

- 4.1 The Kings Road estate car park site, located to the rear of St James Place, Tottenham (N17 8NP), is a council-owned parcel of land situated within a densely populated residential area. The site currently functions as a surface-level 40 space estate permit car park serving residents of the adjacent blocks on St James Place and Church Road. In addition to parking provision, the site includes six disused garages and a refuse and bulky waste storage area.
- 4.2 The new development will deliver nine much-needed affordable homes on council-owned land. The inclusion of larger four-bedroom homes responds directly to a significant gap in the Council's existing housing stock, particularly for larger households currently placed in temporary or high-cost accommodation due to the lack of suitable provision. This scheme not only meets urgent housing needs but also supports long-term financial sustainability by reducing reliance on more expensive housing solutions. Additionally, the development contributes to the Council's strategic target of delivering 3,000 new council homes by 2031.
- 4.3 The proposed development has been designed to address existing issues of anti-social behaviour through improved site layout, natural surveillance, and secure access arrangements. Upgraded refuse storage facilities will support the Council's efforts to reduce fly-tipping in the area, contributing to a cleaner and safer environment. Collectively, these improvements will enhance the overall quality of the public realm and promote a more positive living environment for existing and future residents.
- 4.4 **Legal Context**
- 4.4.1 Under the Equality Act 2010, the Council has a statutory Public Sector Equality Duty (PSED) to have due regard to the need to:
- 4.4.1.1 Eliminate discrimination, harassment, and victimisation.
- 4.4.1.2 Advance equality of opportunity between persons who share a protected characteristic and those who do not; and
- 4.4.1.3 Foster good relations between persons who share a protected characteristic and those who do not.
- 4.4.2 This duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. Marriage and civil partnership are relevant to the first limb of the duty. Haringey Council also considers socio-economic status as a local priority characteristic.
- 4.5 **Local Demographic Context**

- 4.5.1 The Kings Road estate car park site is located in the Bruce Castle ward, adjacent to Tottenham Central and Northumberland Park. The estate car park is used by residents of the adjacent blocks on St James Place and Church Road. This area is among the most diverse and socio-economically challenged in Haringey:
- 4.5.1.1 Ethnicity and Diversity: Over 60% of residents in Bruce Castle identify as Black, Asian or Minority Ethnic (BAME), significantly higher than the London average.
- 4.5.1.2 Deprivation: Bruce Castle falls within the 20% most deprived wards in England, with high levels of income deprivation, child poverty, and unemployment.
- 4.5.1.3 Housing Need: Haringey has over 3,000 households in temporary accommodation, many of whom are families with children living in overcrowded or unsuitable conditions.
- 4.5.1.4 Disability and Health: The area has a higher-than-average proportion of residents reporting long-term health conditions or disabilities.
- 4.5.1.5 Age and Family Structure: The local population is younger than the borough average, with a high proportion of children and young adults under 35.
- 4.6 **Impact on Parking Provision**
- 4.6.1 The proposed development will result in the removal of 40 existing estate car parking spaces (and 6 disused garages). While this constitutes a reduction in local parking capacity, the site is situated within a Controlled Parking Zone (CPZ) and benefits from strong public transport accessibility, with a PTAL (Public Transport Accessibility Level) rating of 4/5.
- 4.6.2 The area is well-served by multiple bus routes and lies within walking distance of both White Hart Lane and Bruce Grove stations. Existing residents will remain eligible to apply for parking permits in adjacent streets, which include designated disabled parking bays.
- 4.7 **Impact on Residents with Protected Characteristics**
- 4.7.1 The removal of 40 estate car parking spaces and six disused garages has the potential to disproportionately affect residents with disabilities, particularly those who rely on private vehicles for mobility and access to essential services. However, this impact is mitigated through several measures:
- 4.7.1.1 The site benefits from strong public transport connectivity, with a PTAL rating of 4/5, supporting independent travel for residents without access to a car.
- 4.7.1.2 Residents will remain eligible to apply for parking permits within neighbouring Controlled Parking Zones (CPZs), which include designated disabled parking bays.
- 4.7.2 The scheme is expected to deliver positive outcomes for several groups with protected characteristics:
- 4.7.2.1 Families with children: The provision of larger, family-sized homes will help address overcrowding and support improved health, educational, and social outcomes.
- 4.7.2.2 Low-income households: The delivery of secure, affordable council housing will provide stability and financial resilience for residents experiencing economic hardship.

- 4.7.2.3 Homeless households: By increasing the supply of permanent accommodation, the scheme will contribute to reducing reliance on temporary housing and improving long-term wellbeing.

4.8 **Environmental and Amenity Considerations**

- 4.8.1 Although the scheme involves the loss of hardstanding estate car park space, it will deliver:
- 4.8.1.1 Improved amenity space for residents with a focus on reducing ASB, fly tipping and use of the refuse stores by non-residents
- 4.8.1.2 A more attractive and safer environment for all users, including children and older residents.

4.9 **Conclusion**

- 4.9.1 While the removal of 40 estate car parking spaces may result in some localised impact particularly for residents who rely on private vehicle access; the overall equalities impact of the Kings Road estate car park N17 scheme is assessed as positive.
- 4.9.2 The delivery of nine new family-sized council homes will directly benefit households in housing need, including those with protected characteristics. The scheme incorporates appropriate mitigations to address potential adverse effects, such as accessible design features, targeted parking provision, and enhanced public transport connectivity. As such, the proposal aligns with the Council's commitment to inclusive development and its statutory duties under the Equality Act 2010.

5 **Assessment**

- 5.1 The responses received during the Section 105 consultation have been considered by the Council. Responses to comments from residents have been answered in 3.10.
- 5.2 It is acknowledged that the removal of 40 estate car park spaces and the relocation and re-provision of the bin store arrangements (and the removal of the 6 disused garages) could have an impact on residents, though the delivery of new council homes could be an overall benefit to the wider community. As a result, the council will:
- 5.2.1 Offer the current residents of 1-43 (odd) James Place and 11-49 (odd) Church Road the opportunity to purchase permits for the controlled parking zones covering the roads surrounding their estate.
- 5.2.2 Designate the proposed new homes close to Kings Road as car-free, in line with the borough's zero car parking policy for new developments. This means new residents will not be eligible for estate parking permits, helping to protect existing parking provision for current residents. The proposals also include one dedicated disabled bay, which will be allocated for the sole use of the adapted home that will form part of the new housing proposed at this site. These homes are being designed to support vulnerable residents, including those with disabilities, and the council is committed to ensuring that accessible parking remains available for those who need it most.
- 5.2.3 Conduct a formal parking survey to assess current usage and inform future arrangements. This survey will help ensure that any changes to the estate's parking layout are based on

accurate data and reflect the needs of residents. Following feedback from respondents, the council will continue to engage with the community throughout the planning process to ensure that parking, accessibility, and estate functionality are considered in full.

- 5.2.4 Include, as part of the planning process, an assessment of the potential impact on local infrastructure and, as a key consideration, the access requirements of local emergency services to the new and existing homes.
- 5.2.5 Signpost residents needing parking for carers to how they can apply for disabled (blue badge) permits and/or designated parking bays.
- 5.2.6 Consider further enhanced CCTV coverage for the area around the new council homes and more lighting across the development area. As part of the design process, the council will, as on all the council's new homes sites, ensure safety for new and existing residents is paramount and a key consideration.
- 5.2.7 Work with existing residents to reconfigure the estate's bin arrangements and will aim to make them more accessible, with improved lighting and security, and to better tackle fly-tipping.
- 5.2.8 Fully cover the cost of re-providing the bin stores; and the council will write to all secure tenants and leaseholders to advise them that no contribution will be required.

6 **Recommendations**

- 6.1 Based on responses received from the consultation, the Council recommends that:
 - 6.1.1 The mitigations outlined in 3.9 and 5.2 in response to the feedback from consultees regarding the loss of amenity spaces under these proposals are reasonable and fair.
 - 6.1.2 Proposals should proceed as outlined in 2.1.

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